

*International Edition*

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for railroad enthusiasts  
in the scale 1:220  
and Prototype

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# Trainini

German Magazine for Z Gauge



Award Winning New Products 2020

Review of a Difficult Year  
Shifting Technology Freshly serviced

## Introduction

Dear Readers,

First of all, I would like to take this opportunity to wish you a Happy New Year, also on behalf of my editorial colleagues. May it be a better and happier year for all of us than the last one was.

As much as I am happy to have more spare time for my hobby, I also miss many personal contacts with fans, relatives and hobby colleagues. I'm certainly not alone in this either.

Traditionally, our January issue in particular is a review of the past twelve months. I have already mentioned what they were dominated by. But, even in a year as difficult as 2020, there were good news and positive memories that remain.

In our review of the year, we summarised all that once again and were surprised ourselves at some points. An equally cherished tradition is to discuss the outstanding new releases in detail, to compare and evaluate them in order to finally award our title "Best New Releases of the Year 2020" in different categories.

In this process, it was interesting for us to have a look at who had won the awards in previous years. This also tells us about a change in the market, but also about outstanding developments that make some providers seem almost like "regulars" on the winners' podium.

But after the turn of the year, let us now rather look ahead: The first innovations from mass production have become public, in the meantime. This sometimes means disillusionment when a personal dream model is (once again) not included, but great joy for the people next door because a dream has finally come true.

It is important to us that we also keep an eye on newcomers and those returning to the hobby, because there are many of them at the moment. We welcome all those who are reading **Trainini®** for the first time!

Please feel invited to let us know your wishes and information needs so that we can prepare appropriate articles. Z gauge may not be a very large community, but it is a close-knit and "sworn community" in which, you too, will find your place—we promise!

Today, we kick off with part 9 of our series "Maintenance & Care of Small Trains," which has been running since 2013 and always provides valuable knowledge for rather inexperienced Zetties. Our reader Michael Pleiner's contribution to the construction of a "half-luggage and half-coach" wagon can also be performed with little technical skill.

All in all, we hope it will be another colourful, versatile and worth reading edition. We are now eagerly waiting to see what new products will soon be announced to us so that we can share them with you next month. In the meantime, have fun reading!

Sin-Z-erely,

Holger Späing



**Holger Späing**  
Editor-in-chief

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We thank Michael Pleiner for his contribution and Matthias Wistrach for his photo support.

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### Cover photo:

“King Steam” still reigns as we meet V 80 008 in its depot, as can be seen from its facilities. But that will be a thing of the past in a good two decades. In the model, it will certainly not take so long for the design principle of this locomotive to become established.

## Our Editor's Choices for 2020 New Products of the Year

*A difficult year lies behind us and the number of candidates for our editorial award is lower than usual. Nevertheless, it was a competition and exciting in the end. After long discussions, speeches of praise, exchanging arguments and promoting personal favourites, everyone was, nevertheless, largely in agreement.*

What an exciting and extraordinary year lies behind us! We will probably remember it for a long time, although we would rather forget it quickly. The few positive things it left behind were the increased and more time-consuming dedication to the most beautiful hobby in the world.

It is only stupid and difficult for us when, despite great demand, not all wishes can be fulfilled promptly. By this, we do not mean that someone would have to interrupt their landscape construction for lack of paint, scatter (landscaping) material or kits, but rather the unfortunately slow delivery of new products.

When factories are affected by temporary closures and production is temporarily interrupted due to a lack of parts and components, it is impossible to make up for lost time later in the year.



Due to the temporary shutdown of economic life (not only) in Germany, there were only a few, new-form wagon and locomotive models in 2020. One of them was Märklin's V 80 008 (item no. 88803), which was delivered with a delay of about three years.



Modern business management demands that machines are fully utilised, and that over-planning is always carried out to avoid downtimes, in order to be able to compensate for failures. Only in this way is efficient operation possible in the long term.

With the events of last year, this naturally creates situations in which an expensive production stop nevertheless occurs and at the same time no time window can be created to make up for all failures through extra shifts or overtime.

Strangely enough, we also noticed that our magazine seemed to be temporarily empty only at the very beginning of the pandemic because of postponements regarding planned reports. Only a few weeks later, we could no longer save ourselves from topics and articles.

Whatever we had planned and now had to reschedule, we were then faced with the problem that our issues almost threatened to burst in size even without completely new products. At the peak of this development, we even exceeded our anniversary issue 100 from November 2013 by one page with 101 pages!



The motorised and thus powered Kliv 20 (88025) from Märklin was also in our selection. It proves that it is not simply a question of the number of new shapes, but that unusual ideas can also make up the special charm.

Fortunately, such a situation is unique in the history of our magazine, so we don't want to complain, but look forward and enjoy the new models and products that have reached us.

Of course, in view of the problems described above, the selection was smaller than usual, but in no category did any applicant stand alone to “walk away” with our coveted prize. So, it was once again a competition and the editors had a lot to discuss, evaluate, and vote on for the award.

It was not easy this time either, although in the end, when all the arguments had been exchanged, almost all the decisions were unanimous. Traditionally, it is not simply the perfection of a model or the price of a new product that counts, but the balance of many individual criteria.

The size of the gap in the market that was filled for the first time by a new design continues to play a major role, as does the market significance of a product in a comparison of all candidates. What is meant here is the estimated size of the target group that can be served by a model.

The more exotic and specialized an item is, the fewer people who would buy it. Our rating would then only be a recommendation to buy for a very small circle of customers, and, for example, newcomers and beginners would be left out, although they would certainly be grateful for advice and help here.

Hopefully, this also makes it clear that no criterion is absolute and that there is always a relationship between the individual candidates. Thus, we have deliberately refrained from using a predefined weighting or a fixed points system.

Every decision is subjective and should consciously be so. The necessary distance in the sense of objectification results solely from the fact that everyone votes for themselves, and an uneven number of votes is collected. So far, this has always ensured a clear majority and also captures the different tastes and preferences of the editors.

With that, it is now time to choose and honour the winners of 2020. We warmly congratulate all the winners, who are announced below.

## Category Locomotives

In the most important category for many readers and also for the manufacturers, three models competed against each other: the DR class 120 "Taiga drum" from Zmodell (art. no. 99120), as well as, the railway master's car Klv 20 (88025), and the DB mainline diesel locomotive V 80 (88803) from Märklin.



The third and last locomotive to enter the race for the editors' favour in Zmodell's most important category was the class 120 "Taiga Drum" of the Deutsche Reichsbahn (99120). Photo: Zmodell

The DR's class 120 may be an important locomotive for Reichsbahn enthusiasts, especially since this market segment is only very sparsely served. Creatively, many series parts from Märklin were mixed into its running gear, resulting in a convincing overall construction. The many detailed solutions on the superstructure also deserve great recognition.

But, in order to win the prize, this was still too little for us in a field with strong competitors. On the one hand, the chosen solution also leads to a high price, which strongly limits demand. And, here we are also dealing with one of the smallest niches in Z gauge, where only extremely small quantities can be produced anyway, which is why the significance for the overall market is simply too small.

The situation was quite different with the Klv 20 of the Bundesbahn. Due to its tiny size and the fact that it also falls into the most popular epoch III, it seemed, at times, almost like a storm for the first delivered models.

And Märklin fiddled for a long time until a really layout-suitable vehicle came out. In addition, the manufacturer outdid itself in the printing of the company inscriptions. Many important details that would have been much too fine for engravings have also been reproduced in the pad printing process.

We also found evidence of the sometimes controversial shape of the front for the selected operating number, as well as pictures of loaded roof racks and (open) boxes that were loaded on them.

Even if they did not originate from the DB's operating time, it should be clear that such equipment is not unrealistic.

But the Klv 20 has a small catch that kept us from the award. While it may be forgivable for the viewer's astonishing use on the layout, because it will be noticed by very few, the implementation scale makes it pretty much exactly in the middle between the nominal sizes N and Z our problem:

It is "a delicacy, but that is too little," as editor Joachim Ritter put it in a nutshell.

So we give the award in this category to the class V 80 from Märklin (88803). "Its shape is not to everyone's taste, but it is a previously missing link in the development history of diesel traction," said Editor-in-chief Holger Späing, praising the choice of prototype.

Visually, too, it is right up there with its equally excellent predecessors, the Kittel steam railcar and the E 41 series unit locomotive, which also boasted a great deal of detail. The successful propulsion system is also on a par with them.





We also received a lot of reader feedback on this, which editor Dirk Kuhlmann recorded as follows: "In the case of the V 80, it should be noted that many railroaders attested to the model's fine design with good operating characteristics - a good hit from the house of Märklin."

Indeed, we have received unanimous approval that the prototypical slow running of this model with a wide control range is explicitly desired and the right direction to take. The problem on the layout is not this model, but the "racing sedans" of earlier days, as Holger Späing likes to jokingly call them.

This makes this locomotive our 2020 prize winner, and Joachim Ritter sums up the laudation in a single sentence as follows: "We have waited long enough—now it is here, and it is convincing."

## Category Wagons

Here, we would have liked to include the Märklin SSy 45 heavy goods wagon in the vote, because we have high expectations for this model. This will be at least the fourth Z gauge model, but, so far, none of them has been able to completely convince us. One of them also appeared long before the first issue of our magazine.



But, we will probably not be able to test and evaluate it until 2021. We also did not physically have the "Villach" type open goods wagon from FR Freudenreich Feinwerktechnik, which has, so far, only appeared in a DR version.

In this respect, it unfortunately had to be omitted, although we are sure that it would have been a great favourite.

The decision was, therefore, reduced to a choice between the open freight car Omm 32 of the DB 49.339.02), also from FR Freudenreich Feinwerktechnik, and the covered freight car GGths 43, for the DB (96051) from Zmodell.

What made this decision difficult was the fact that both manufacturers have delivered really good models with excellent detailing, painting and lettering, as well as almost perfect scaling.

They also share points that could speak against them: The segments of open and covered cars have been very well and actively served in the last ten years. So there is little need for new models here, at present.



And in such situations, even small things count to tip the scales in some direction. In the case of FR, it was the fact that of two possible designs, precisely the one that leaves fewer options for the future was chosen, while Zmodell chose DB's only four-axle high-capacity freight wagon that has a unique selling point under the main class sign G.

This is precisely what has made it a significant desired model that has been on many wish lists for a long time. And the high demand, which Alex Mark has not yet been able to meet conclusively before turning to variants for DR, ÖBB and PKP, also speaks volumes.



**The well-done GGths 43 has successfully occupied a niche and probably brought Zmodell a breakthrough as a small-series supplier. We also honour this model with our award.**

For Zmodell it was a breakthrough from tinkerer to small-series manufacturer, against their will? If we had initiated a readers' poll, this wagon would have emerged as the winner by a landslide in our estimation. And that is exactly why it receives the award as the best new release of the Year 2020 in the category wagons.

We even have to add one more point: It also has a narrow lead over its competitor in terms of detailing. This concerns the fine but quite stable railings on the brakeman's platform and above all the design of the wagon floor, of which the separately, also coloured shifters, are the only fine details that are also visible on the re-railed wagon.

## Category Accessories

This category required long discussions and we were torn. The choice here was at least between three new products that are comparable in that their models were all (also) on the road.

The decision had to be made between the slurry tanker with cows (NF 6.1) from KoMi-Miniaturen, the Schi-Strä-Bus NWF BS 300 (WM-HRT09-001) from the 1zu220-Shop and the Krupp-Dolberg excavator (322.025) from Artitec.

Only the Schi-Strä-Bus was eliminated early, because the model is very popular and fills a gap, as Holger Späing noted, the very low implementation quality was not appropriate for the price: The track bogies fit



A very promising candidate in the accessories category was the slurry tanker with pulling cows by KoMi-Miniaturen (NF 6.1). It was only narrowly beaten by the winner in the voting discussions.



Artitec serves the previous gap in the programme of cable excavators from the economic miracle era with two models that threatened to cannibalise each other. Here, you can see the Dolberg crane.

poorly on the track and even with a lot of reworking, it is not possible to conjure up a top model from the rather rough housing.

But, of course, it fulfils the purpose that Jörg Erkel from the 1zu220 shop had assigned to it. It should be cheap, i.e., affordable, and thus appeal to a large and certainly also price-conscious target group. But, it will hardly convince a big fan of the historical model.

The slurry tanker with cows (KoMi) and the Krupp-Dolberg excavator by Artitec, on the other hand, were evenly matched. Not one of the editors wanted to make the decision too easy.

Manufacturers delivered perfect models and the only question is, therefore, what the market needs more of at the moment. And that tipped the scales narrowly in favour of Artitec, who successfully defended their title from last year.





When it comes to agricultural vehicles of Era III, the Zetties have been quite well catered for in recent years, and not only in the case of the tractors that are almost over-represented here.

However, apart from the Fuchs 301, there were no excavators for this era. Larger versions with chain drive, as they partly characterised the reconstruction, but in any case the economic miracle, were not on offer anywhere.

Especially the classic Menck cable excavators were on the wish lists for a long time, says Holger Späing. Artitec has now delivered models of comparable size for the same purpose and thus closed a large gap in the market.

In this context, the question should almost have arisen sooner as to whether the now excellent Krupp Dolberg excavator or the similar Dolberg crane from the same company would be awarded a prize.

In view of the importance for Z gauge, which is also shown by the out-of-print first edition, we nominated the excavator. If both had competed, they might have cannibalised each other.

The final words of praise go again to Joachim Ritter: "With this excavator, Artitec has realised a dream model (for me) and inspires with great implementation. This is exactly what we need for a credible environment for rolling trains. Fine details, coherent appearance - simply perfect."

## Category Technology

For a long time, Ratimo was the great favourite here with the "wagon crossing with plug" (16028; addition to Märklin's VT 08.5). The open "tubes" were the significant weak point of this beautiful train, and after there was a visually appealing solution for Velmo-digitised models, Rainer Tielke must have been approached with many wishes for many analogue running examples.

And, it doesn't always have to be the big innovation to win in this category. It is also the smaller and, at first glance, more inconspicuous things that can achieve great things. Rainer Tielke knows this too, which is precisely why he was the winner in this category in 2013.

The fact that he narrowly missed the podium this time in a majority decision, the only category without a unanimous vote, was probably only due to the fact that Märklin made decisive improvements to its winner.

The idea for the winning WGmh 824 (87210) with effect lighting excited us from the start and the shortcoming of the unbuffered and therefore voltage-sensitive electrics could only be partially tolerated here. Since Märklin has retrofitted capacitors, this problem has also been eliminated and the model now attracts attention, exclusively, in a positive sense.





A hitherto unique idea in Z gauges was the WGmh 824 lounge car with its disco lighting (Märklin 87210). After this was reworked in the factory, it was able to convince us.

The fact that the window arrangement is not quite correct in one place (and only on one side) and that the additional ventilation openings have been reproduced by pad printing can be forgiven. This is more than outweighed by the fact that this vehicle can also withstand digital voltages and was, therefore, able to appeal to larger group of customers.

It should also be explicitly mentioned here that this model was nominated in the technology category, because it was all about the "inner values", after all, the basic model was not new.

As the winner of this category, Märklin would certainly be well advised to continue its creative search for ways to further enrich Z gauge with smart ideas.

## Category Literature

We missed a lot in this category last year. It seemed to us that, as a result of the pandemic, far fewer titles were published, than usual.

The takeover of VGB by Geramond has certainly shifted some things in the market and may have had an impact here. In addition, we only found quite a few books worthy of titles that we held in our hands for the first time in 2020.

So here, too, it came down to a duel. The book "Die Vorkriegs-Elloks der Reichsbahn" (978-3-8446-6037-1; "The pre-war Reichsbahn electric locomotives") from EK-Verlag was the winner and gives a well-structured and valuable overview of the many el-locomotive designs of the Reichsbahn. They are presented here in due brevity, but nevertheless in sufficient detail.



In addition, the book also complements two volumes on old construction machines in the service of the Bundesbahn to form a meaningful trilogy.

The fact that it was not enough for the title is only due to the fact that this book is more suitable for railway historians and prototype fans of electric traction.

It offers far less added value for Zetties, because it deals with vehicle types that play almost no role in 1:220 scale.

This might have been different if the portrait of the 01 series, which we will be presenting in the next few months, had been available in time for us to evaluate it here.

In any case, the two volumes "Straßenroller der DB" by Volkhard Stern published by VG Bahn were a hit.

They went far beyond the topic mentioned in the title and also paid tribute to the anniversary of the Deutsche Reichsbahn last year.

We have nominated the volume that is the more important of the two for users of nominal size Z: "Straßenroller der DB - Band 1" (978-3-8375-2239-6).

Only the regular services shown in it can be reproduced with the few Z gauge models and, at the same time, show which new products would be conceivable and sensible for our scale.

The readers' reactions also show that the topic is a moving one. There is still potential here, which I hope the small-series manufacturers in particular will recognise and take up. If the 1u220-shop allows the sample of a more modern Kaelble tractor to be worked on in the areas of the bonnet and radiator and to go into series production, a start would already have been made.

Then the conclusion from Holger Späing's praise certainly fits: "The book helps to use the few models correctly and to depict this interesting chapter." The other two editors could also agree with this.

By the way, EK-Verlag, as a permanent contender for the title and VGB, have now drawn even with each other with four awards. We combine this with the hope that under the new owners, the up-and-coming segment of sophisticated and valuable railway books of Verlagsgruppe Bahn will be continued and perhaps expanded. Otherwise, EK-Verlag would probably be almost without competition here in the future.

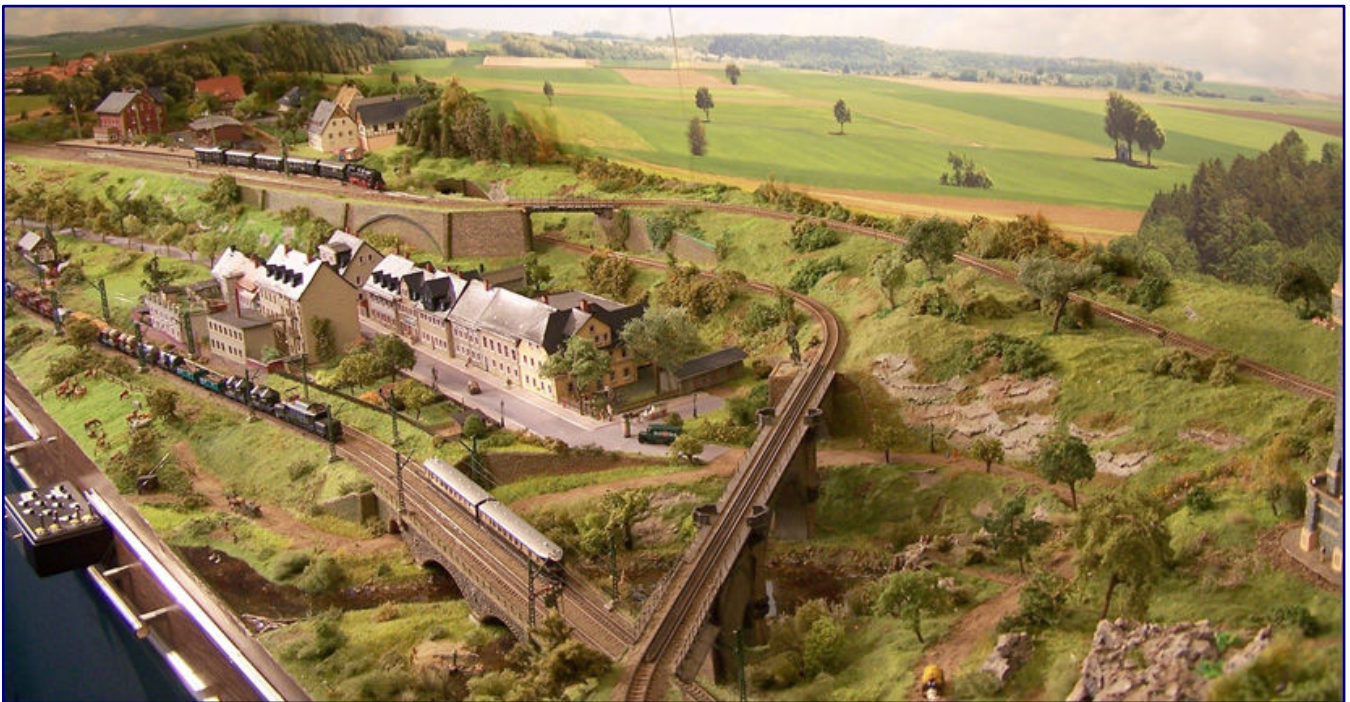




## Category Exhibits

The proposal for this new category was put forward by editor Dirk Kuhlmann and immediately found favour with the entire editorial team. Our first prize-winner was also already decided, because he had made a deep impression on all three editors.

But first things first - why should we continue to honour only manufacturers? At best, private individuals could also be honoured for their merits and works in the category of complete works. At trade fairs and exhibitions, of which, there were unfortunately far too few in 2020, model railway layouts are the crowd pleaser.



The first winner in the new category Exhibits is Wilfried Pflugbeil from Chemnitz with his exhibition installation "Wiesenthal". Photo: Wilfried Pflugbeil

The demands on the exhibited installations have changed enormously in the last ten to twenty years. The most captivating layouts are those that are narrowly and recognisably limited to one theme, and present that theme as coherently and conclusively, as possible.

Good and well-thought-out landscaping with no overloading with tracks is in demand, and having your own lighting helps enormously. Not to be forgotten, today, is a suitable background that creates realistic impressions and provides depth.

Spectators should be able to immerse themselves in a layout and dream themselves into it. Whether it is a perfect world or exciting scenes is of secondary importance. A good model railway is more like 3D cinema: in the middle of it instead of just being there!

Moving elements, functions or even button-pressing actions can of course increase the attention and increase the time spent. This describes what we consider worthy of an award and would like to bring to the public's attention here. The size of the layout does not matter, which is why a module or diorama can also be victorious here in the future.



The first layout we are going to award today fulfils all the above criteria and does so almost perfectly. Its builder Wilfried Pflugbeil from Chemnitz was not originally a Zettie. He knows his craft and has sought the challenge, and, now, has also passed his master craftsman's examination with flying colours.

His "Wiesenthal" layout is simply a work of art that is also set in the rarely shown Era II. It is therefore refreshingly different and in addition to the excellent design quality, there are also the many buildings that were handcrafted according to original models.

And his sometimes witty but always entertaining features never fail to inspire, which is why he has made no exception with this layout. But they also inspire with their technical understanding, craftsmanship and great expertise.

What should we add now? Let's keep it short, because as if from the same mouth, the three of us here were told early last year: "Willi, you've earned it!"



## Complete Works

We have been awarding our last category, which is still missing for this year, since 2010. Our first award winner was digital pioneer Velmo (Claudius Veit). Our current award winner has also been adept and almost at home in the digital world. He has also shown pioneering spirit when it came to appealing and convincing solutions.

We are writing in the past, as you will notice. And indeed, today we have a posthumous tribute to pay. We have deliberately called this section complete works because we do not want to honour people at the end of their work or even their lives, but rather to rejoice with them.

Unfortunately, this was no longer possible for the second time. Joachim Ritter commented: "We would have been happy to postpone the award for many more years or at least to award it during his lifetime - but, now it is time to remember his always outstanding work in this way once again, and to pay him our respects.

We are talking about Oliver Passmann, who left us far too early, and far too young, in January 2020. The gap he left in Z gauge is large and has not been filled yet. Unforgotten are his operationally safe wheel electrical (contact) sliders, which did not affect the rolling capacity of wagons at all.

But even these he knew how to improve over the years. This also applied to his interior lighting (also with tail lights), which set standards, were flicker-free and frugal. Adapted to the interiors of another supplier, they later found their way into pioneering small-series models designed and produced by FR Freudenreich Feinwerktechnik for the Z-Bahn GmbH.

And who still remembers the legendary Passmann controller? It made an ordinary Märklin class 050 steam locomotive with a three-pole motor creep along in such a way that its movement was hardly perceptible. With this, he had vividly demonstrated that the well-being of the teddy was not solely dependent upon the motor, but much more on the track supply.

As an experienced electronics expert and digital connoisseur, his work also included customer conversions. He counted many digital enthusiasts among his customers, for whom he was always able to make the best offer for their model and their ideas.

But even that was not enough for him. Exclusively for the 1zu220-Shop, he made Märklin's latest railbus edition (with the standard interior) truly contemporary and a top digital model.

Demand was immediate and in large numbers, but this model remained rare because it was to be his last: Even before he could finish the agreed series, he died surprisingly and completely unexpectedly.

Many fans of our gauge will have already missed his products, which we have mentioned as examples, as well as probably the personal conversations with him.

Therefore, we would like to set an important precedent here and pay a deserved tribute to Oliver Passmann, the quiet, kind and serious, but easy-going model railway enthusiast. It is a pity that we can no longer tell him in person...



Webpage offerings from our winners:  
<https://artitec.nl>  
<https://www.maerklin.de>  
<https://www.vgbahn.shop>  
<https://www.facebook.com/Zmodelltrains>

## Advertisement

An advertisement for Trainini magazine. The background is a light grey gradient. At the top, the text "Unsere Nummer 1!" is written in a large, red, cursive font. Below this, a white rectangular box contains the "Trainini" logo in red and the slogan "Dafür wird Spur Z gemacht." in blue. To the right, a thumbnail of the magazine cover is shown. The cover features the magazine title, issue information (Ausgabe 98 | Juli 2008), a price tag (Kostenlos, privates Online-Magazin...), and a photograph of a steam train crossing a bridge in a scenic landscape.

Reaching the goal by the simplest means

## Do-it-yourself Half-luggage and Half-coach Wagon

*For years, Zetties have been waiting in vain for passenger coaches from new casting moulds. Even in 2021 it does not yet look as if Märklin will listen to the wishes of its customers here. Among the railcar models that are at the top of the wish lists are “half-luggage and half-coach” wagons. Our reader Michael Pleiner likes to tinker with paper and cardboard. So he has now also found his way to his big dream model.*

By Michael Pleiner. “Half-luggage and half-coach” wagons were still a frequently used railcar type for express trains in the second half of the 80s. But Märklin has never produced such a wagon for Z gauge, and I do not know if a small series manufacturer has dealt with this topic.

But for N gauge this railcar can often be found in catalogues and new product brochures. This gave me the opportunity to reproduce this wagon for Z gauge, which I would now like to describe using the example of the ocean-blue/ivory-coloured version.

My basic railcar is a second class express train car of the same colour (item no. 8721). I used the very good illustration of an N-gauge model as a template.



The lack of such a frequently required half-luggage wagon at Märklin for almost 50 years now made our reader go to self-help.

First, I made a scaled copy on the colour copier, making sure that the window spacing of the compartment side exactly matched that of the base car. The second working template is then a mirrored copy.

Then, I took out the inserts of the window panes and glued the unnecessary windows on the luggage side flush with pieces of cardboard. Then, I cut out the necessary windows of the compartments and boarding doors on the copy with a scalpel and a graver stencil.



The graver stencil was a piece of cardboard in the size of the filling pieces of the window openings, which was fixed to the window surface with a drop of photo glue and additionally pressed on with the shaft of a pair of tweezers during the engraving process. After that, I checked the positions of the windows of the copy and the wagon. In order to emphasise the folding doors of the luggage section a little more, I traced the door gaps with a fine black ballpen.



A 2<sup>nd</sup> class compartment wagon Bm 234 from Märklin (item no. 8721) and a scaled N-gauge catalogue illustration (at the bottom of the photo) formed the basis for the unusual do-it-yourself solution.

Then, I cut out the sidewall prints along the edge of the roof and directly below the beige-coloured dividing line between the wagon floor and the wagon body and glued them onto the railcar. Photo glue has the distinct advantage that it can be applied very thinly and over a wide area, and the print is removable. Drops of glue that escape when pressing it on can also be rubbed off easily.

Furthermore, the advantage of the optically reinforced gap of the folding doors and the use of prints becomes apparent at this point at the latest: Depending on the photocopy template, the new side wall of the railcar can be longer than required.

In this case, it is possible to cut the sidewall print with a scalpel along the gap that is as closest to the centre of the railcar and to shorten the rest on the compartment side accordingly. This is not visible after gluing the compartment side, because the black marked door gap made in advance makes the cutting line invisible. And, if something went wrong, a new print could be made quickly.

continues on page 20



**Do-it-yourself in three steps:** The template printed in the correct wagon length is cut out in the area of the windows already present on the model (photo above), while the window openings not required on the model in the future are closed with cardboard filler pieces (photo middle). After the template has been cut out along the roof and frame edges, it can be glued to the wagon body with photo glue (photo below). The wagon is now ready and does not require repainting.



After the new side wall prints have been glued onto the coach, the window inserts are put back in place. On the luggage side, a compartment window and the window insert of the door must be glued in separately, as the previously filled openings no longer allow the use of the complete window insert.



In the same vein, Michael Pleiner has built two more BDms half-luggage wagons, of which, the one in pop colours, is particularly appealing.

Contrary to the original, I have left the ventilation attachments on the luggage side of the roof, otherwise I would have had to repaint the roof. Nevertheless, I am very satisfied with the result of my redesigned car. Even at arm's length, it is no longer recognisable that it is merely an optical illusion.



This trio in various colour schemes now further complement the layout fleet of our reader and eliminates the decades-old lack of suitable scale models in 1:220.

So now another attractive vehicle complements my ocean-blue-ivory-coloured rolling stock. But as is well known, every coin has 3 faces: heads, tails and edges. And the half-luggage wagon is also available in chrome oxide green and pop colour paint in N scale, so I had to take action two more times.

All photos: Michael Pleiner

Manufacturer of the basic model:  
<http://www.maerklin.de>



Maintenance & Care (Part 9)

## And Then Postponed for a Long Time

*It has been about one and a half years since the last article in our maintenance and care series, which is intended especially for beginners, and those returning to model railways. Today, we would like to show how dusty Märklin transfer tables can be cleaned and restored with a few simple steps and skilful intervention. After that, they can transfer our locomotives again for a long time.*

In times when people feel cooped up and unable to pursue other habits and passions, model railways are once again finding great popularity. Manufacturers as well as clubs report that the questions addressed to them have greatly increased. Our editorial team can also confirm this impression.

However, it is also noticeable that these questions increasingly come from inexperienced hobbyists. This proves the need for qualified help, because new fans are indeed finding their way to model railways and want to create something beautiful within their own four walls.

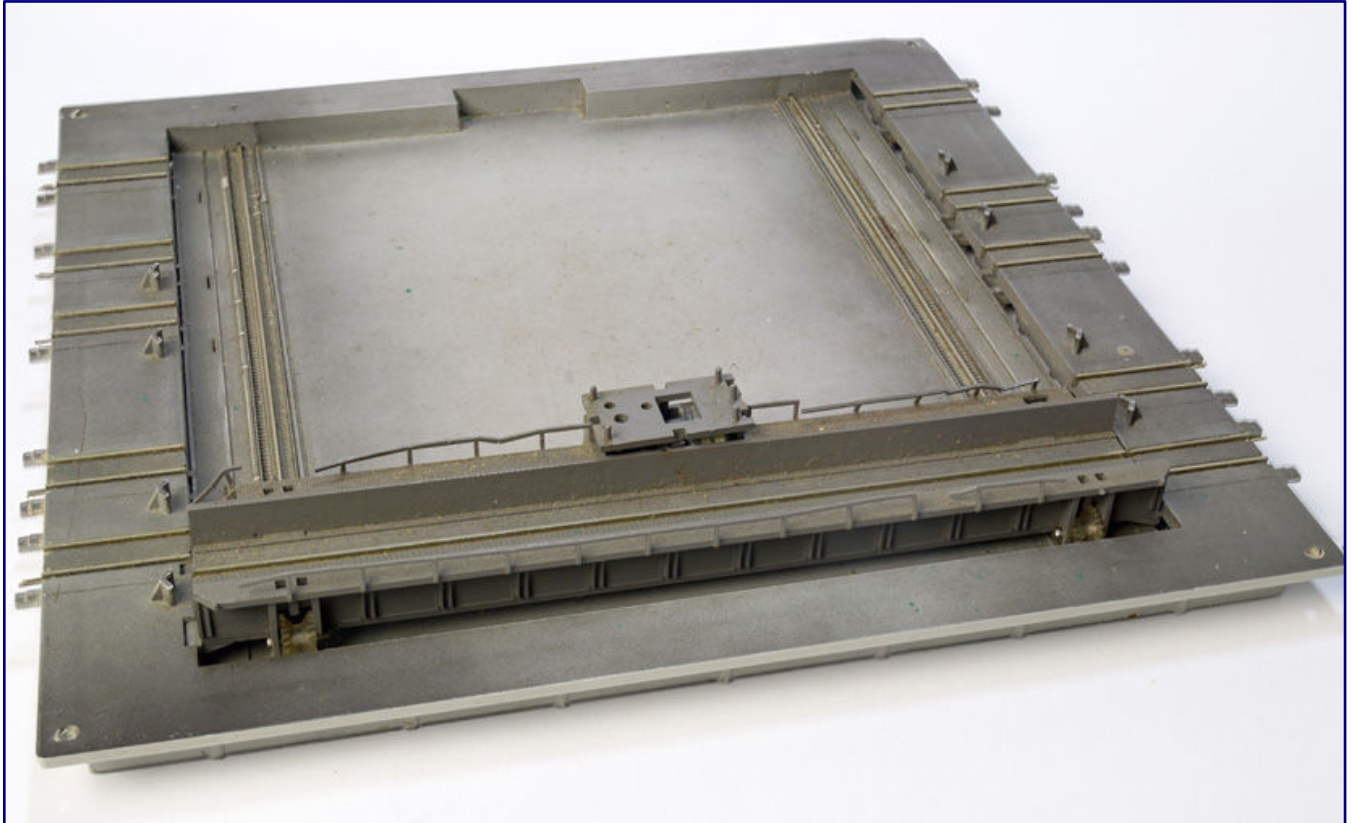


The appearance of Märklin's transfer table is long out of date, but with a few paint jobs on the railings and especially the guard's house, its face is transformed. And, so, it is also worthwhile to restore a model that has become very dirty for everyday use. Photo: Matthias Wistrach

Often, the questions do not revolve around landscaping techniques or the planning of track layouts, but, rather, around how to clean and maintain one's own rolling stock or accessories. Especially in Z gauge, this often brings beads of sweat to the foreheads of newcomers the first time around.

“What do I have to disassemble to get to the motor and gearbox parts without breaking anything?” is a typical question we are usually asked. We have already provided a lot of help in our series, which we have compiled chronologically at the end of this article.

Today, we would like to devote ourselves to Märklin's 8994 (1977 - 2002) and 89941 (2003 - 2014) transfer tables, which were certainly the only editions offered with the classic motor technology. In case of a new edition, Märklin will, certainly, also convert this model to a bell armature drive. Without additional modifications to the superstructure, this accessory would, also, no longer appear to be current.



**This incomplete and badly damaged Märklin transfer table (item no. 8994) is to be cleaned and serviced today, so that it can again provide faithful service for many years after (future) superstructure work.**

With this, we now turn to the three conceivable maintenance and servicing tasks that can be performed on this model:

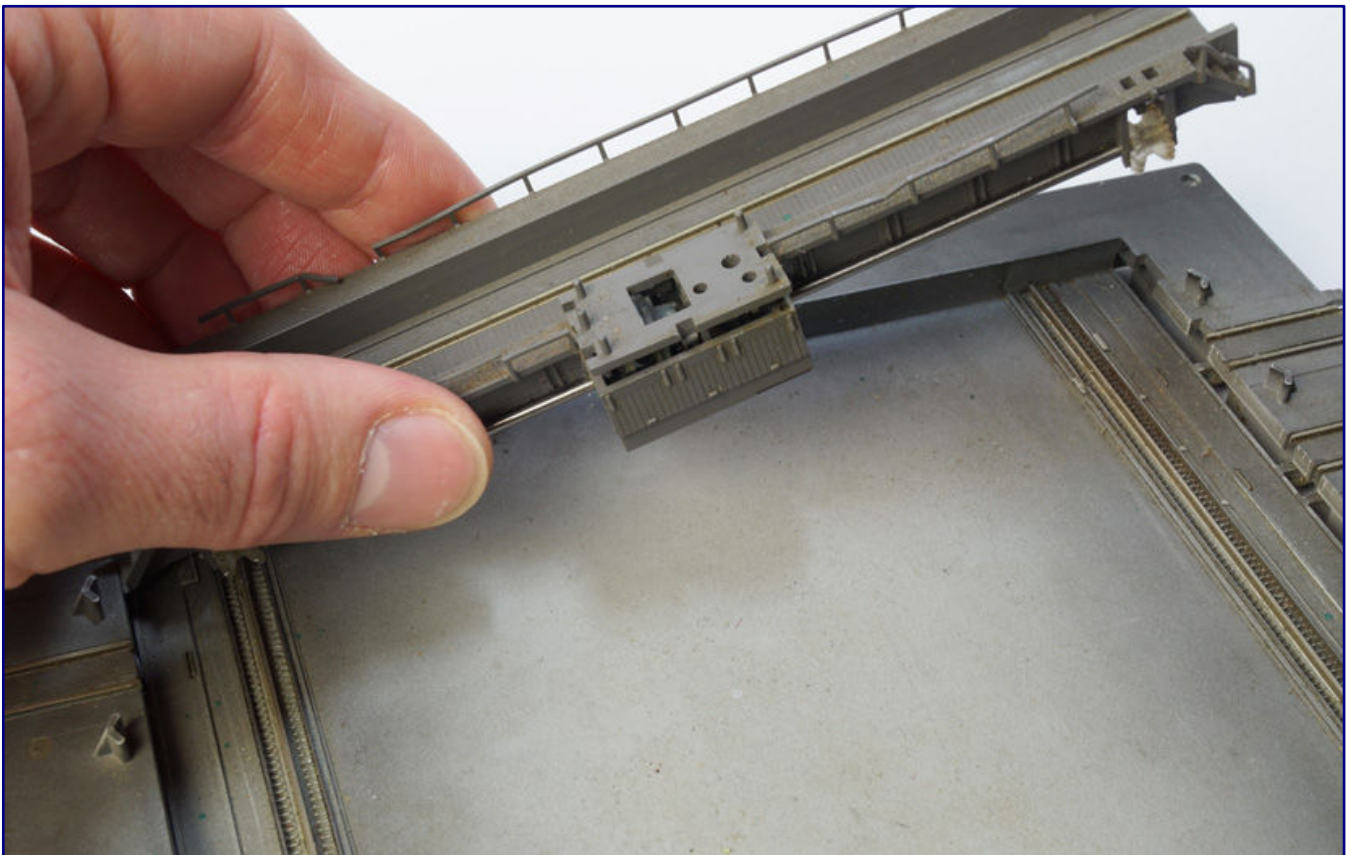
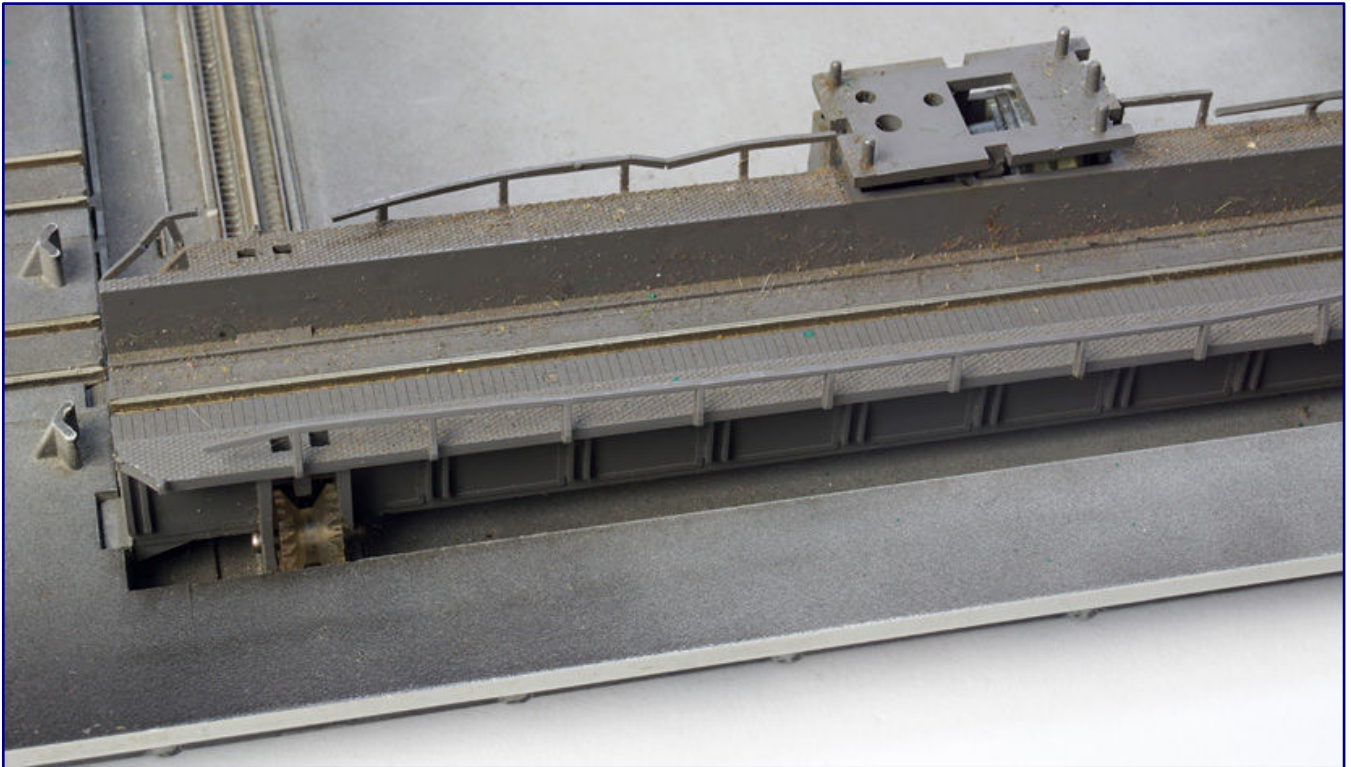
- Cleaning of dirt and dust contamination,
- Re-greasing the gear parts and shafts, and
- Replacement of worn brushes.

Dust lying on the platform can be easily vacuumed off. Care should only be taken that the hose and nozzle of a Hoover do not damage or pickup parts, as they could disappear into the bag.

A nozzle that is as fine as possible and having a second person guide the hose can help prevent this. With the help of a bristle brush, you can sweep out corners and then let the vacuum of the vacuum cleaner capture the dust that has been stirred or swept up.

continues on page 24





The transfer table we worked on is extremely dusty and also dirty (photo above). Such traces show after years of use on a system that is not protected from dust during breaks in operation. The platform can be removed from the transfer table pit for cleaning, if it is moved to the end (of the transfer table) opposite to the guard house. Then, it can be raised at an angle on one side and lifted off in this position (photo below).



However, despite all caution and also a check for possible loose parts before starting work, it can happen that the suction power of the vacuum unit causes the finest parts, especially figures placed near the transfer table, to disappear into it.

An old trick, well known among long-time model railway enthusiasts, prevents this: We pull an old nylon stocking over the nozzle or the Hoover pipe. Fixed tightly with a rubber band, it does a good job, because its fine pores allow sufficient air flow while effectively holding back models, small screws, or even figures.



**An old trick, well known among long-time model railway enthusiasts, prevents this: An old nylon stocking is placed over the nozzle or the Hoover pipe. Fixed tightly with a rubber band, it does a good job, because its fine pores allow sufficient air flow while effectively holding back model parts, small screws or even figures.**

A fresh bag in the vacuum cleaner can also prove its worth: If something does disappear in it, the contents can be poured out and the manageable contents searched, as long as there are no house dust allergies.

Another proven tool was the dust witch, patented in 1984, and once distributed by Poscher. This is an attachment for the Hoover tube that directs the air so that it swirls up the dust in front of it as a nozzle at a distance from the surface and only then sucks it in.

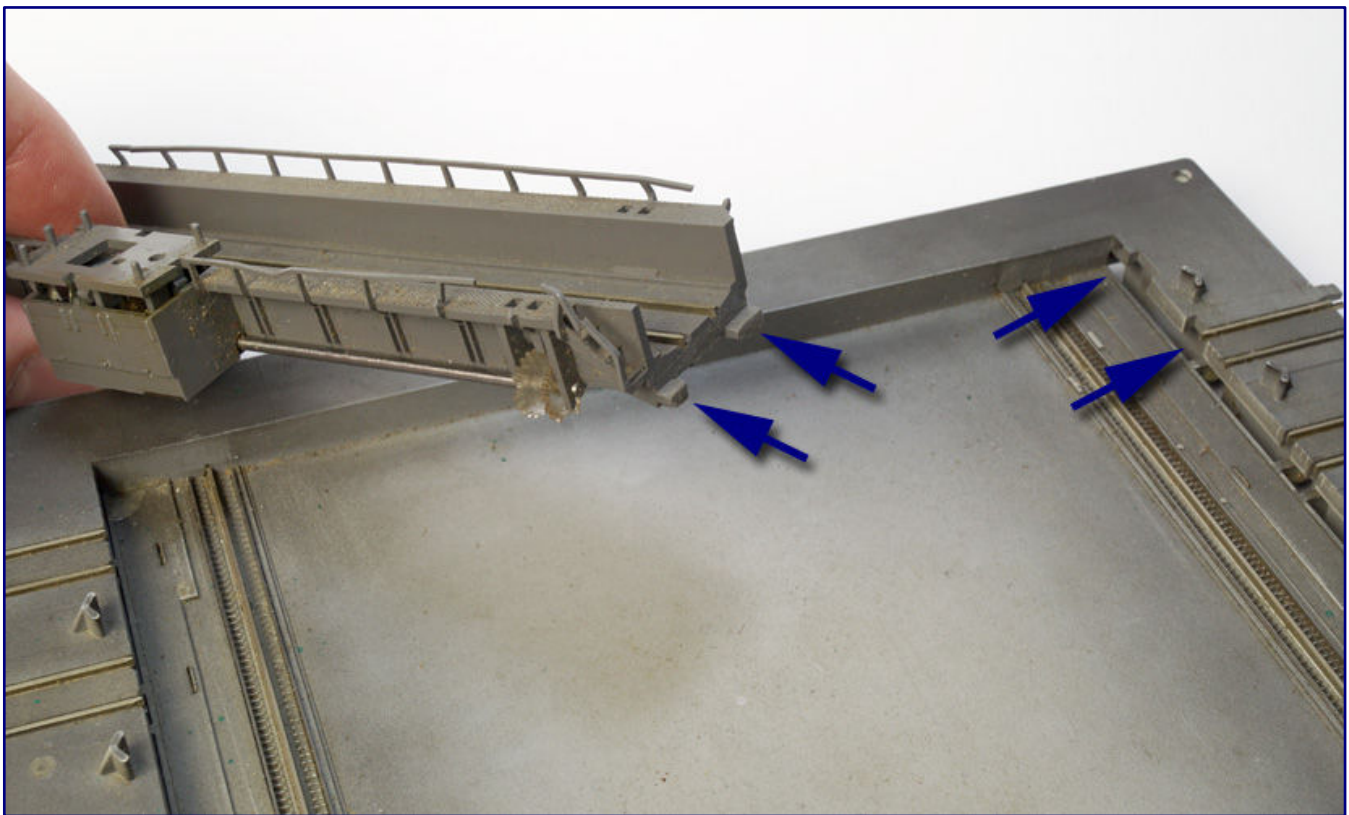
But this device is no longer available new, and is also very rarely offered second-hand. Lux-Modellbau had announced a reissue at the 2017 Toy Fair. Since then, however, the delivery date has only been postponed from year to year, and due to a lack of feedback from the manufacturer, nothing seems to be in sight.

## Do not provide a stage (platform)

Up to this point, it makes no difference whether the transfer table is installed in a layout, or it is dirty due to unprotected storage, and we want to prepare it for installation.

But we would also like to present a way to remove more stubborn adhesions without damaging the electronics and drive. This only succeeds if we can remove the moving platform from the pit, and it can also be helpful with the steps presented before.

The instructions for the accessory part, which can also be called up electronically from the product pages at Märklin, if missing, indicate a defined end position in which the part can be removed: To do this, it must be moved completely to the end of the pit opposite the control's house. On this side there is a siding on one side only.



The arrows in the photo indicate the guide lugs on the platform (left) and the corresponding recesses at one end of the pit (right), recognisable by the lack of a track exit there, which enable removal by tilting.

Once there, the platform can be removed diagonally upwards with a simple handle (and later reinserted in the opposite direction). We will also carry out maintenance work on it in a moment. Before that, however, the plastic pit should be completely cleaned.

In our case, with an incomplete transfer table, and with parts damaged, as well as heavily soiled, as it is often called an "attic find," vigorous cleaning work was necessary. After removing the platform, an old toothbrush was used.

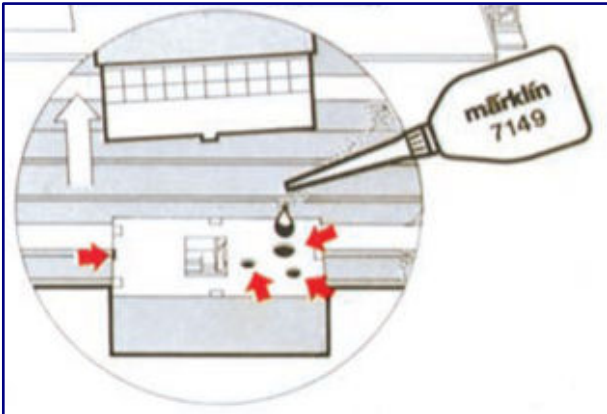
In combination with a mild cleaner (neutral soap or a dishwashing detergent), all dirt can be removed and the model looks the same as it did when it was new. Be careful with the platform insert, because water must not get into the engine, and we do not want to allow rust to find a foothold.

However, the surfaces can be cleaned carefully with a little moisture in a similar way, because the loose part can now also be turned, so that no water can run into the housing under the control's house.



With an old toothbrush and a suitable cleaner, we removed dirt adhering to our transfer table (photo above). The subsequent look at the bristles (photo below) and the visibly soiled cleaner indicates how required this form of intensive care was in our case.





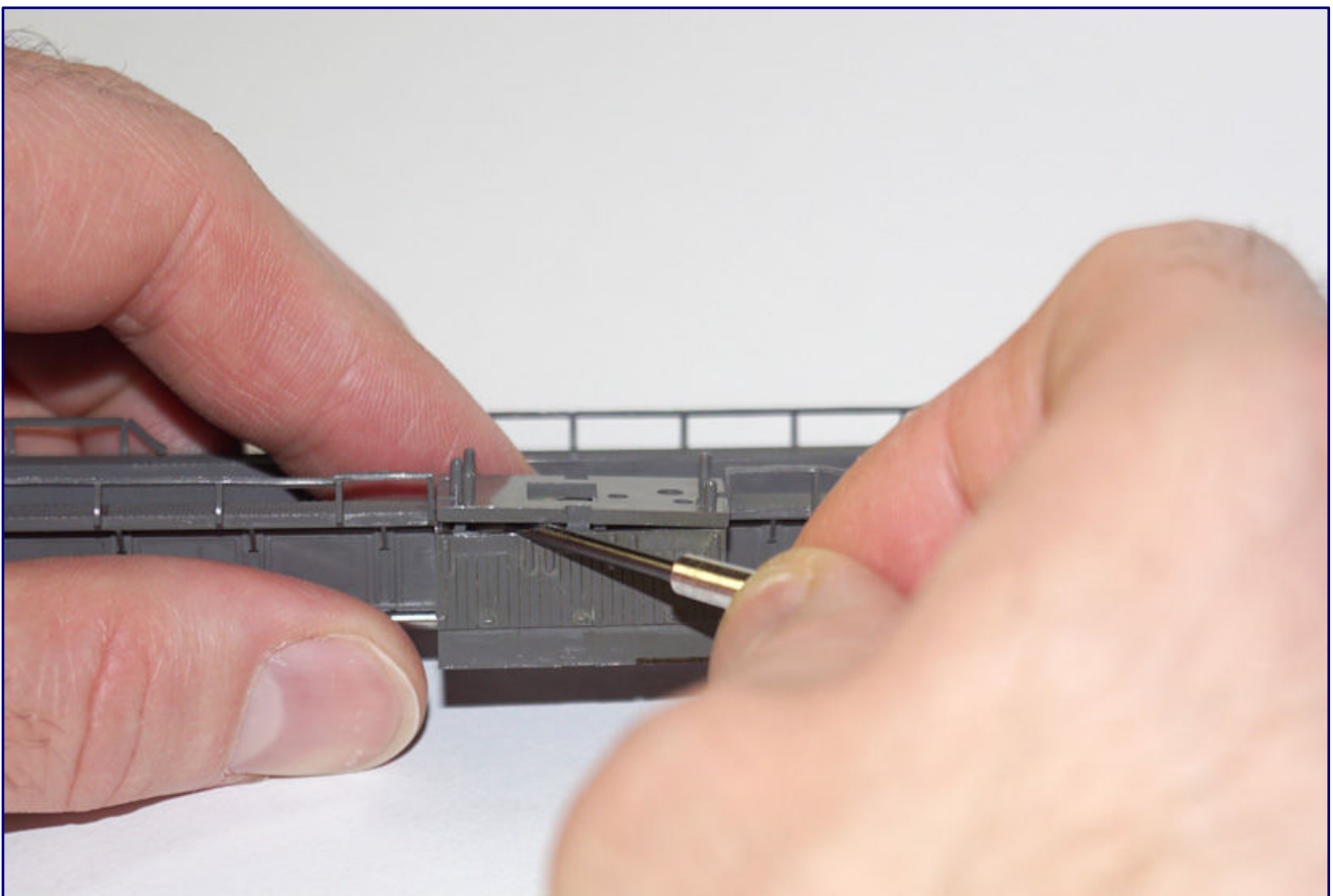
The control house is simply pulled off upwards, as the instructions enclosed with the product show. Märklin also marks the openings for inserting new lubricant there. Illustration: Märklin

carefully applying pressure several times and from all sides, we obtain the desired access.

But, before we start reassembling, we would like to service the drive. It is enclosed on all sides in grey plastic and sits under the control house. The housing is simply and carefully pulled upwards, according to the operating instructions.

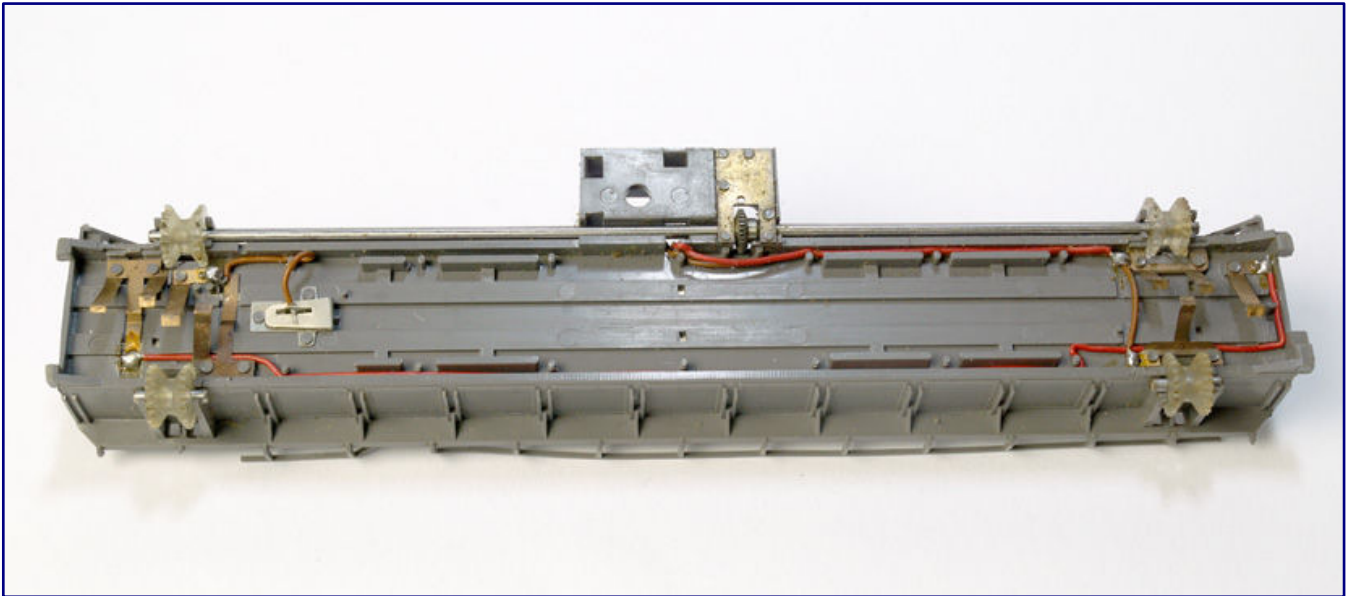
After that, the interference suppression capacitor is already visible, as well as openings through which the lubricant is introduced according to the instructions. But, that is not enough for us, because, here too, we expect dirt and possible grease accumulation.

So the cover has to be removed. It can also be pulled straight up, but, at first, it is hard to grip. The blade of a watchmaker's screwdriver (slot) helps us here by penetrating the tiny gap, and using it as a lever. By



The drive is located in the grey box under the control house. To get to it, we have to lift off the cover, which is held in place by guide pins and latches. With a fine watchmaker's screwdriver, applied sequentially in different places, we carefully prise it loose, until we can also pull it upwards.

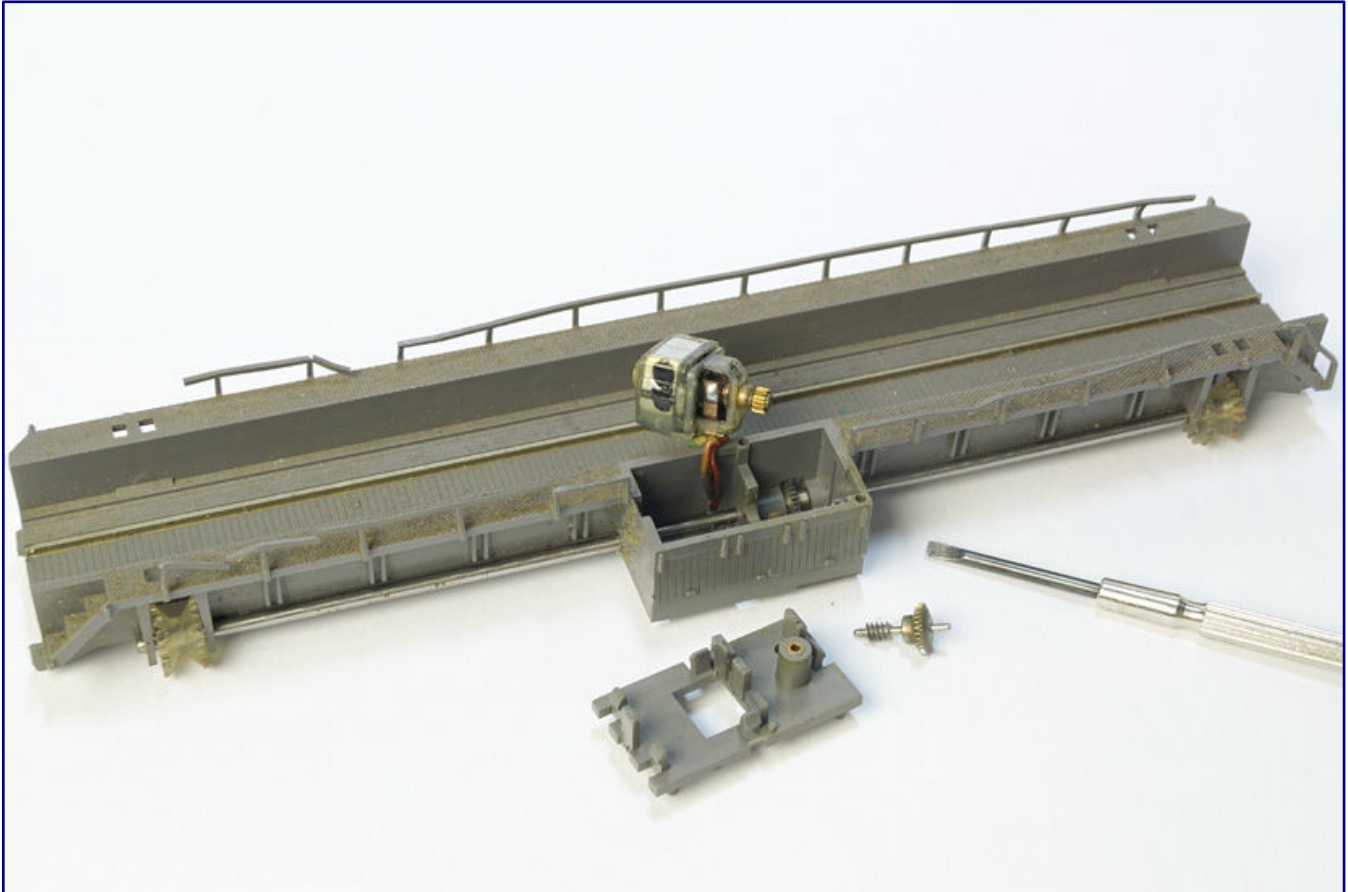
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**Photo above:**  
As expected, the underside of the transfer table is much less dirty than the surfaces visible from above. Nevertheless, we naturally also include them in the cleaning and maintenance steps.

**Photo below:**  
We could remove coarse dirt in the manner already described, but special care and attention are always required for the sensitive contacts, which must not be bent or broken. With the help of cotton swabs previously dipped in spirits or isopropyl alcohol, we remove the dirt without using much force.

At this point, a souvenir photo in the assembled state would be useful for a beginner. Then it's time to disassemble and dismantle. We take out all shafts and pinions, as well as the motor soldered to the wire strands.



If you are dismantling a vehicle for the first time or, as in this case, the transfer table, you should memorise the structure of the gearbox or take souvenir photos of how the parts are correctly installed. This also applies to the bearing of the three-pole motor, which has to be removed to check the brushes, change them, and clean the armature and commutator gaps. But, it is also particularly important to know how the vertically positioned shaft with worm and pinion (in the photo to the right of the cover with its inserted metal bearing) is to be reassembled later.

The gears can be cleaned in an ultrasonic bath or with the help of a toothbrush. We should just not give them a chance to disappear in the bottom of the sink never to be seen again.

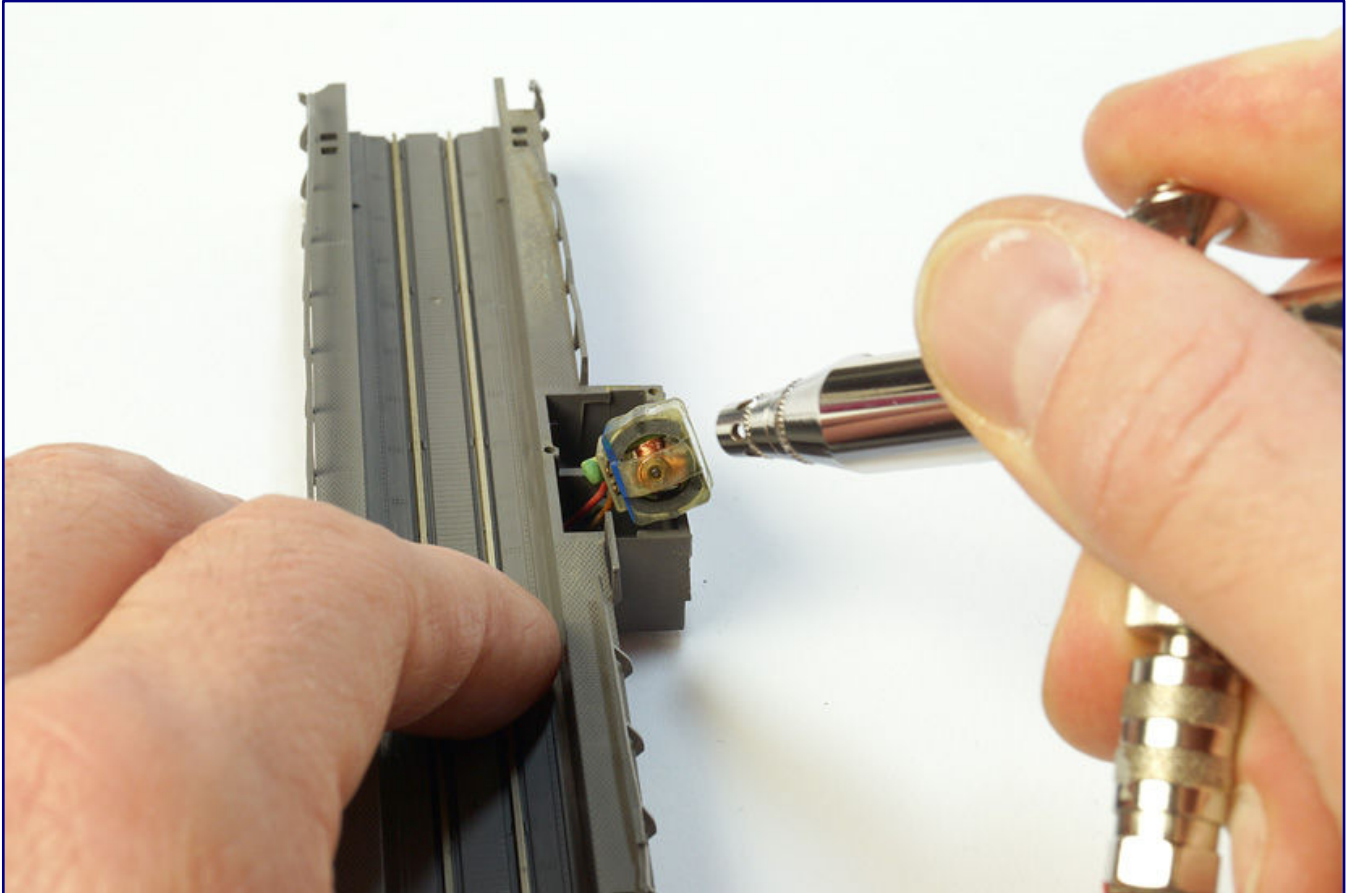
The cleaning work is similar to that of a locomotive model, which is why we leave it here with a reference to the earlier parts of this series. We always see the locomotive cleaner (6856) from Viessmann as a good help, which also strongly degreases the parts, and thus frees them from old, possibly resinous, lubricant.

## Motor care for a long life

The commutator gaps of the motor deserve special care, because abrasion in combination with lubricant can lead to short circuits between the individual poles here and permanently damage the motor. The five-pole motors of the newer 89941 transfer table are particularly at risk here, because the gaps are smaller in this type of motor and can be bridged even more quickly.



To get to them, we have to remove the brushes, whose wear and condition we also check and assess, at this time. If both copper blocks are still sufficiently thick and evenly worn, they can continue to be used after any abrasion has been removed.



We displace possible residues of moisture or the locomotive cleaner spray with compressed air from the compressor. This is done with the help of the spraying stylus, which of course contains no paint! If you do not have such a tool at hand, you should allow sufficient time for drying.

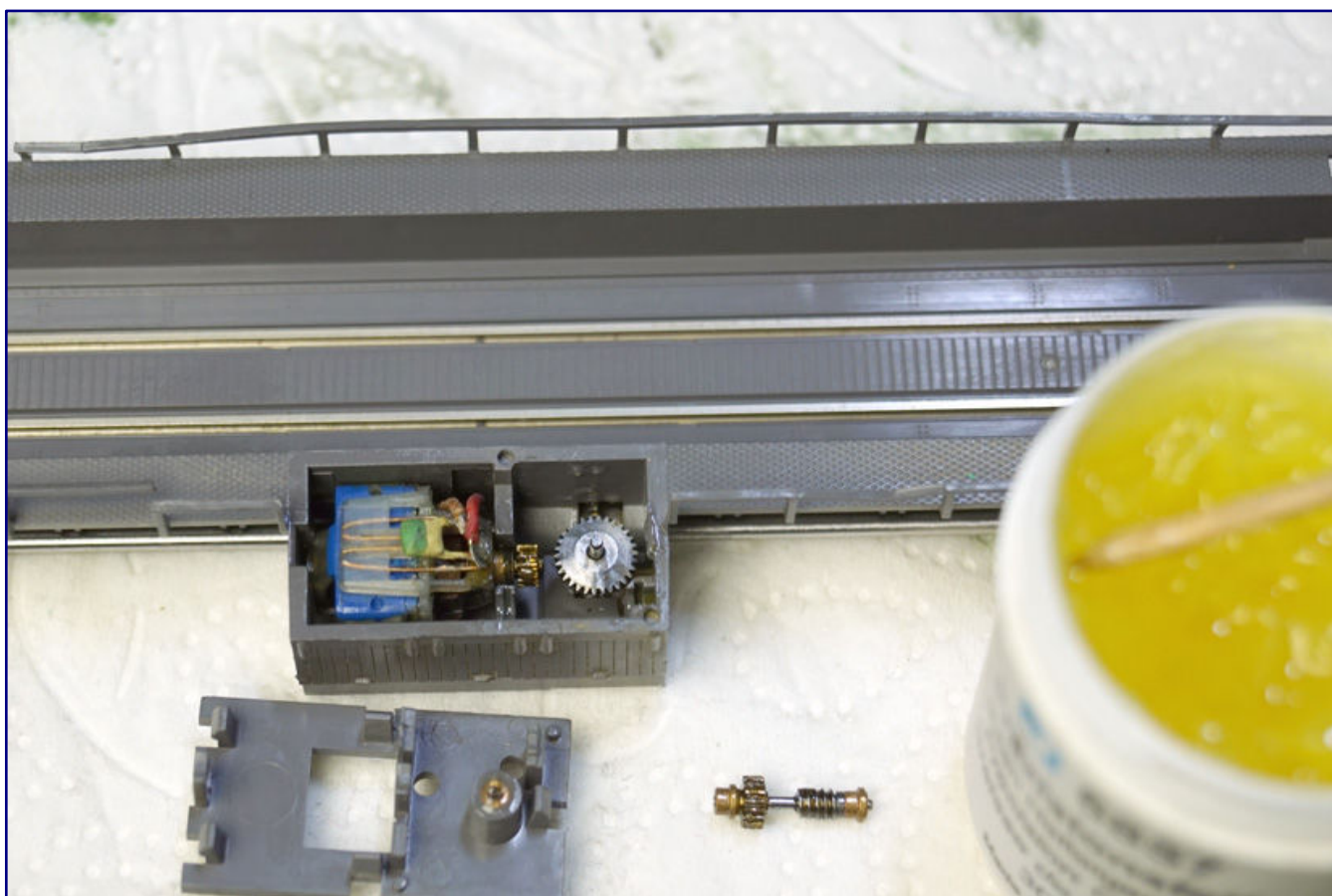
If burrs have formed on the outer sides, we carefully grind them off, or replace the brushes in case of doubt, certainly, also depending on personal experience. Too large a contact surface, as a result of such wear, also causes short circuits and reduces the service life of the motor.

If a replacement is required, the correct and suitable brush type must be selected. Märklin itself does not describe a replacement in this case in its instructions, because this is simply required much less often than with a locomotive model. After all, the transfer table is not an endurance runner.

The brush type of the old model 8994 with three-pole motor had the article number 8989. This type has not been produced for years and is, at best, still available from old stocks at dealers. However, it may only be used for a three-pole motor.

Later five-pole motors, such as model 89941, need an alternative of the same basic design, but in a narrower version, because five smaller instead of three larger poles had to be accommodated on the same circumference. These were given the item number 89891 and are equally suitable for both types of motor. With them, even an inexperienced Zettie has made the right choice.

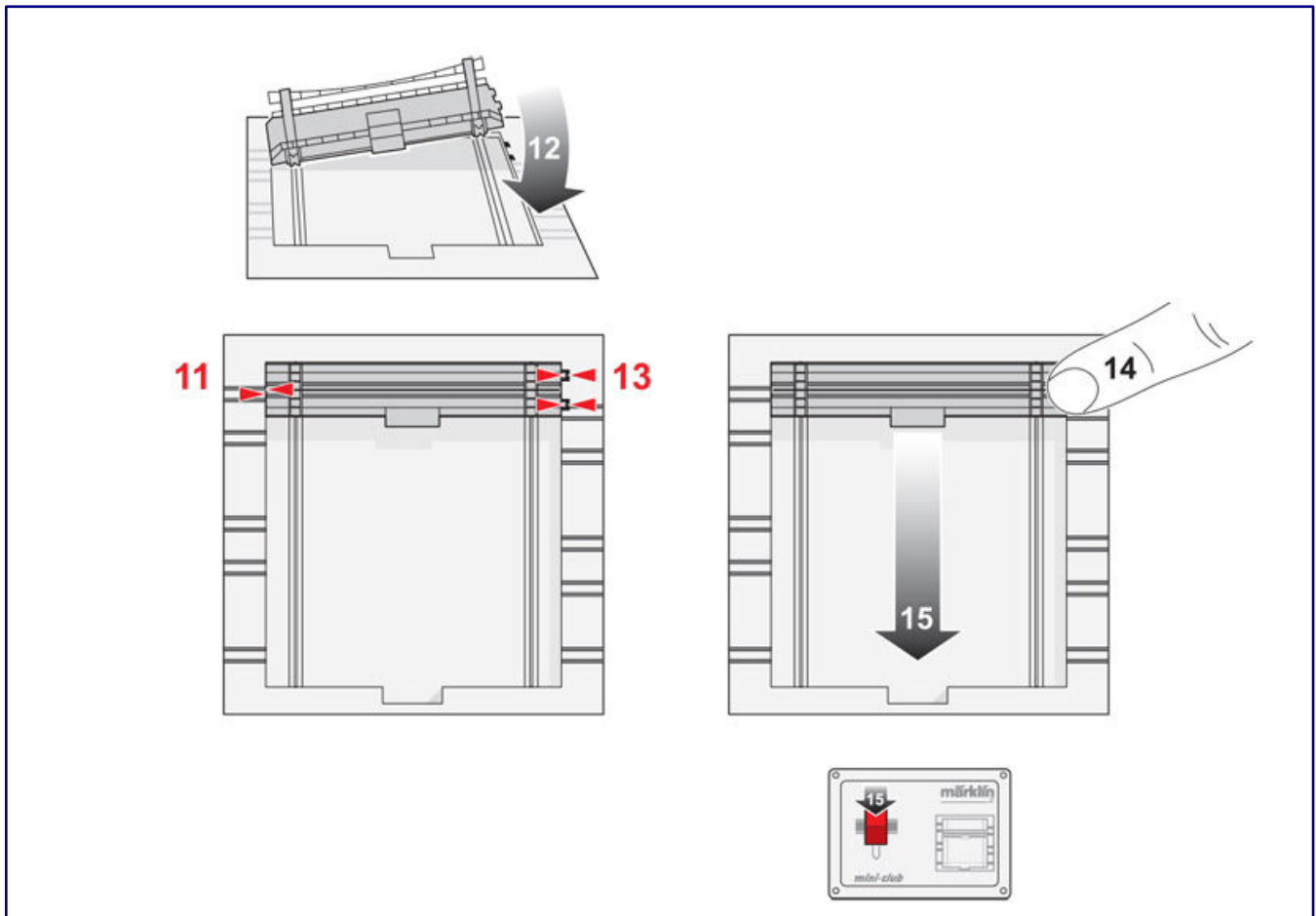
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We lubricate the motor bearings with a drop of Lubra metallic each, which spreads well in them and stops possible screeching noises of an armature running dry in them (photo above). We spread a little precision grease on the pinions and worm with a toothpick tip (photo below), which will then spread evenly over all the gearbox components during operation.

Again, the locomotive cleaner spray is the agent of choice. We can pick up loosened dirt with a cotton swab, but we should make sure that no fibres remain anywhere. So, a lint-free cloth on a fine wooden stick would be better. Finally, we scrape the collector gaps free with only light pressure using a toothpick.

Now, it is time to safely remove possible spray residues. This is best done with compressed air. You can get it in spray cans, but it is much cheaper to get it from a compressor, if you have one. Therefore, we use an air brush without paint. Its dry spray jet also displaces any residue of the locomotive spray.



Märklin's instructions from the sliding platform 89941 show best how our freshly maintained platform is put back into the pit: At the point marked with the red 11, it is placed at an angle to one side, and then lowered with movement shown under "12" until the guide lugs under "13" slip into the recess in the pit that matches them. A slight finger pressure on this end (14) fixes it there again. Afterwards, it (15) can be moved again with the control panel.

Now, the freshly serviced engine and all the gearbox parts can move back into their old positions. Before we do this, we only grease the bearings that we would otherwise not be able to reach. At this point, we are referring primarily to the engine bearings. They need a lubricant that creeps well, which we drip on the spot with a blunt cannula.

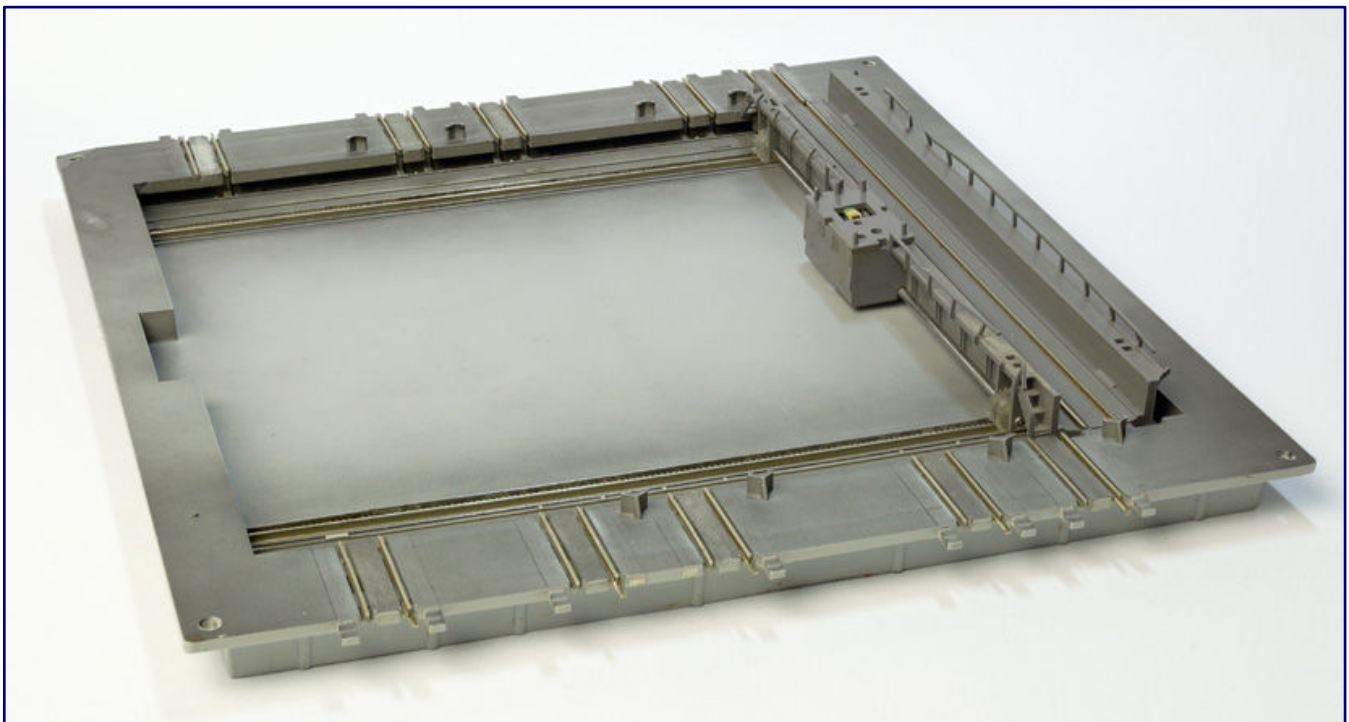
This time we chose the classic Lubra metallic in the form of a care oil stick, which we obtained from Werkzeuge Peter Post (alternatives are available). It is important that an acid-free and non-resinous lubricant is used; otherwise, our happiness will not last too long. All too many "expert tips" that can be read somewhere on the internet, should always be taken with a grain of salt.



Worm and gear wheels do not run well with oil, and it would be spread or worn off when operating, and then these parts run loud and dry until they are worn out. In principle, a good lubricant has to fulfil the same properties here, as previously explained. However, it should have a consistency that allows it to adhere well, but, also, not be so tough, that it inhibits the parts.

Precision grease (6857) from Viessmann has proven itself in our work. A small but sufficient amount is applied to the parts with a toothpick, and the grease is spread evenly and automatically during operation.

Now our model is reassembled: Carefully put on the cover, after making sure it is properly seated, carefully push it down, put the control's house back on, and reinsert the table at the removal point at an angle. First, the side facing the siding is lowered and put into place, then the other.



Technically, our model is again in largely mint condition after all work has been completed. The plastic surfaces also look very attractive again. Now, we can proceed with a replacement of the guard's house, and a new construction of the railings.

Done! Connected and energised by the control unit, it should now do its job again and move to the desired position. Hours of shunting in the depot are now safely guaranteed!

#### Articles published so far in our series "Maintenance & Care small railways"

Part 1 (**Trainini** 8/2013)  
4-axle bogie locomotives reworking

Part 2 (**Trainini** 6/2014)  
Workshop (basic) equipment

Part 3 (**Trainini** 6/2014)  
Track cleaning with the track cleaner

Part 4 (**Trainini** 7/2015)  
EMD E8: Replace bogie with covering plate

Part 5 (**Trainini** 9/2015)  
FR couplings on the "Oppeln"

Part 6 (**Trainini** 8/2016)  
Wagon (wheel) maintenance

Part 7 (**Trainini** 10/2018)  
6-axle bogie locomotives

Part 8 (**Trainini** 6/2019)  
Locomotive couch aid (from Noch)

**Transfer table manufacturer:**  
<https://www.maerklin.de>

**Lubricant cover:**  
<http://www.peter-post-werkzeuge.de>  
<https://viessmann-modell.com>

**Spare parts and replacement brushes:**  
<https://spur-z-ladegut.de>  
<https://www.ersatzteile-1zu220.de>

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

G 12 auf vier Kuppelachsen

## Abgespeckte Dampflok

**Wegen des Mangels an Güterzuglokomotiven im Ersten Weltkrieg entstand aus der G 12 eine um eine Kuppelachse und einen Kesselschuss verkürzte 1'D-Lokomotive, die als Gattung G 8<sup>3</sup> eingereiht und später als Baureihe 56<sup>1</sup> bezeichnet wurde. Nach einem Verzicht auf das Dreizylindertriebwerk wurde der Vierkuppler als G 8<sup>2</sup> (Baureihe 56<sup>20</sup>) weiter in Dienst gestellt. Ein EK-Baureihenportrait zeichnet ihre Geschichte nun ausführlich nach.**



Hans-Jürgen Wenzel  
Die Baureihen 56<sup>1</sup> und 56<sup>20</sup>  
Die preußischen Gattungen G 8<sup>3</sup> und G 8<sup>2</sup>

EK-Verlag GmbH  
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Eine echte Premiere stellt das hier und heute vorgestellte Buch dar: Wurden umfangreiche Baureihenportraits auch schon zu vielen Dampflokomotiven veröffentlicht, waren doch die preußischen Gattungen G 8<sup>2</sup> und G 8<sup>3</sup> nie darunter. Allenfalls als „kleine Schwestern“ der G 12 wurden sie bisweilen erwähnt.

Auch dieses Buch entstand eher ungeplant: Autor Hans-Jürgen Wenzel hatte sich 1974 und 1986 in verschiedenen Artikeln mit den beiden Heißdampf-Vierkupplern beschäftigt, 2019 war es auf Basis heutigen Wissens ähnlich als Mehrteiler für den Eisenbahn-Kurier gedacht.

Sinnvoll wurde das angesichts des Umfangs, den die Arbeiten zum Zeitpunkt der Entscheidung angenommen hatten. Seit den letzten Fachaufsätzen hatte sich immerhin auch ein Zugriff auf Archive in Ostdeutschland, Polen oder auch Russland möglich gezeigt. Und das förderte jede Menge zuvor unbekanntes und nicht ausgewertetes Material zu Tage.

Aus diesem Zusammenhang wird indirekt deutlich, warum dieser Band der EK-Baureihenbibliothek trotz gleich zwei behandelten Dampfloktypen mit 144 Seiten gerade mal den halben Umfang anderer Titel dieser „blauen Reihe“ einnimmt: Bleibt das Material auf der einen Seite überschaubar im Umfang, war es für Beiträge in einem Magazin hingegen doch schon deutlich zu viel.



Viele unserer Leserinnen und Leser werden die Baureihen 56<sup>1</sup> (85 Exemplare) und 56<sup>20</sup> (846 Exemplare) bislang nicht kennen, schon gar nicht aus eigenem Erleben. Viel zu früh waren beide Baureihen von den Schienen zumindest im Westen Deutschlands verschwunden – anders als in der DDR. Doch das bedeutet nicht, dass sie Splittergattungen gewesen wären oder sich betrieblich nicht bewähren konnten.

Im Falle der Baureihe 56<sup>1</sup> ist dies leicht zu erklären, denn nur fünf Exemplare wurden 1945 in der britischen Besatzungszone gezählt – kein sinnvoll zu erhaltener Betriebsbestand für eine Staatsbahn, weshalb sie 1946/47 an die per Fusion entstandene OHE (Osthannoversche Eisenbahnen) verkauft wurden. Die DR hatte hingegen mindestens 58 Lokomotiven auf ihrem Gebiet.

Bei der Baureihe 56<sup>20</sup> waren über 500 Maschinen in den westlichen Besatzungszonen verblieben. Für die spätere Bundesbahn erlangten sie jedoch nicht mehr die große Bedeutung, die sie vor 1945 einmal besaßen. Anders als die DR im Osten konnte die DB auf einen (viel zu) großen Bestand an Güterzugdampflokomotiven zurückgreifen.

Mit 65 km/h Höchstgeschwindigkeit waren die ehemaligen preußischen G 8<sup>2</sup> für Hauptbahnen bald zu langsam, mit einem Achsdruck von 17,5 Tonnen für die meisten Nebenbahnen hingegen bereits zu schwer. Mangels sinnvoller Aufgabengebiete verabschiedete sich die Bundesbahn daher bald (nicht nur) von ihr und zog die in großer Zahl vorhandene Einheitslok der Baureihe 50 vor.

Unser Leser Dirk Rohwerder hat der Baureihe 56<sup>20</sup> ein Denkmal im Maßstab 1:220 gesetzt und sie auf ähnliche Weise nachgebaut, wie auch ihr Vorbild entstanden ist. In **Trainini**® 9/2015 war ein Bericht dazu zu lesen.

Der vorliegende Titel zeichnet die hier kurz skizzierte Geschichte ausführlich und in der seit Jahren aus EK-Baureihenbänden bekannten Struktur nach. Selbstverständlich fehlen hier auch die Entwicklung, historische Einordnung und Technik ebenso wenig wie Ausführungen zu den Kohlenstaublokomotiven oder dem Betriebseinsatz bis 1945 nicht.

Für die Nachkriegszeit werden neben OHE und DB selbstverständlich auch die DR und ausländische Bahnverwaltungen behandelt, die solche Maschinen gekauft, als Beutelokomotiven übernommen oder auch ähnliche Konstruktionen selbst beschafft hatten.

Eingerahmt und abgerundet wird das von einem umfangreichen und bestens passenden Bildteil voller historischer Aufnahmen in hervorragender Wiedergabequalität. Dazu gehören auch einige Dokumente und Einsatzpläne. Sogar ein kleiner Farbteil ließ sich einbauen, der allerdings nur Lokomotiven der TCDD (Türkei) zeigt.

Kritikpunkte an diesem Buch gibt es nur zwei: Besonders im Mittelteil erwecken viele Wortfehler den Eindruck, dieses Werk sei unter großem Zeitdruck entstanden und nicht durchs Lektorat gegangen. Der zweite Ansatz hat den wiedergegebenen Umfang der Betriebseinsätze zum Thema. Im Vergleich zu anderen EK-Titeln dieser Reihe sind sie nur sehr kurz und wenig detailliert wiedergegeben worden, was durchaus der Quellenlage zuzuschreiben sein mag.

Wir haben aber dennoch nicht das Gefühl, dass uns hier relevante Informationen vorenthalten wären. Diesem Eindruck können sich bestimmt viele Käufer anschließen, die das Buch ebenfalls schon gelesen haben.

Und das scheinen nicht wenige zu sein, denn überraschenderweise ist die Erstauflage dieses Titels bereits verlagsseitig vergriffen. Wer das Glück hat, bei seinem Händler oder Bahnhofsbuchhandlung noch ein Exemplar zu ergattern, sollte nicht zögern. Allen anderen bleibt nur die Option, auf einen Nachdruck zu warten.

.....  
: **Publishing pages with reference possibility:** :  
: <http://www.eisenbahn-kurier.de> :  
: <http://www.ekshop.de> :  
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## Bodensee und Donautal in Bildern Abschied von der Dieseltraktion

*In der Bodenseeregion und dem Allgäu ist derzeit vieles im Umbruch: Strecken werden modernisiert, Brücken und Signale ausgetauscht sowie Oberleitungsmasten gesetzt. Das führt zu Streckensperrungen und Umleitungen. Höchste Zeit schien es da, den gewohnten Dieselverkehr in Bildern festzuhalten und den Wandel in der Zeit der Deutschen Bahn AG zu dokumentieren. Doch es bleiben darüber hinaus auch noch schmerzliche Lücken.*



Christoph Riedel  
Dieselstrecken zwischen Donau und Bodensee  
Mit der Eisenbahn vom Südschwarzwald zum Foggensee

Sutton Verlag GmbH  
Erfurt 2020

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Der passionierte Eisenbahnfotograf Christoph Riedel, der schon einige Bücher bei Sutton veröffentlicht hat, die wir teilweise auch hier besprochen haben, hat sich mit einem weiteren Titel gemeldet, der Eisenbahnstrecken in den südlichsten Zipfeln Deutschlands gewidmet ist.

Seine Streifzüge zum Sammeln des erforderlichen Materials führten ihn durch Landesteile von Baden, Württemberg und auch von Bayern. Dabei verlässt er die Gegend von Bodensee und Donautal nicht unerheblich, weshalb der Titel in Teilen irreführend scheint.

Doch darüber sehen wir großzügig hinweg, denn es hat dieses Buch für uns eigentlich sogar unterhaltsamer, informativer und aufschlussreicher gemacht. Durchweg unveröffentlichte Aufnahmen der schönsten Strecken dieser Regionen machen diesen Bildband liebenswert.

Diesem Eindruck kommt zu Gute, dass die Aufnahmen nicht nur passend ausgewählt und an wirklich geeigneten, weil äußerst ansprechenden Orten gefertigt wurden, sondern auch hervorragend reproduziert worden sind.

Zu sehen sind in diesem Werk die meisten Dieselfahrzeuge, die in den letzten Jahren und noch aktuell 13 Strecken(abschnitte) am Bodensee, in Oberschwaben, im Allgäu und nahe des Schlosses Neuschwanstein im Personenverkehr dominieren.

Der meist kaum noch vorhandene Güterverkehr wird hingegen nahezu vollständig ausgeblendet: Eine einzige Aufnahme zeigt eine Diesellok der Baureihe 212 mit einem zweiachsigen VTG-Kesselwagen sowie einem Schwerlastwagen samt Panzerladung in Füssen. Dieses Foto wurde vor beinahe 25 Jahren aufgenommen.

Rund 50 Jahre haben nach dem Abschied der Dampflok Diesellokomotiven und -triebwagen die portraitierten und besuchten Strecken dominiert. Vielerorts ist damit bereits oder bald Schluss, denn umfangreiche Elektrifizierungsarbeiten werden das Bild der Strecken und eingesetzten Fahrzeuge nachhaltig ändern.

Dies macht den vorliegenden Band so wertvoll, obwohl an derselben Stelle auch ein Kritikpunkt stehen muss: Christoph Riedel wirft den Blick zurück auf eine Epoche, die in den meisten Fällen kurz vor ihrem Ende steht.

Dazu bedient er sich durchweg eigener Aufnahmen, die, wie er schon im Vorwort selbst erläutert, aus der Mitte der neunziger Jahre und einem Zeitraum zwischen 2012 und 2018 stammen. Sie zeigen also den Betrieb nach dem Übergang auf die Deutsche Bahn AG und der jüngeren Vergangenheit.

Zwei bereits sehr unterschiedlich wirkende Einsatzräume werden so gekonnt gegenübergestellt und zeigen den Wandel der Zeit: Wir sehen Diesellokomotiven der Baureihen 212, 215 und 218 sowie Dieseltriebwagen der Baureihen 627 und 628 von den ersten Prototypen bis zur letzten Bauserie und rund 20 Jahre später modernere Triebwagen wie die Baureihen 611, 612, 642 oder 650.

Das ist spannend und vor allem im geschilderten Kontext hochaktuell, zumal der Autor seine Bildkapitel stets mit einem (sehr kurzen) Streckenportrait einleitet, aktuelle Entwicklungen und Aktivitäten einflechtet und auch Erläuterungen zu seinen Fotostandorten mitliefert. Schon bald wird vieles davon historisch sein.

Genau hier ist es aber schade, dass es dem Autor nicht gelungen ist, verbliebene Bildlücken zu schließen. So fehlen beispielsweise die Lokomotiven der Baureihe 234 und 245 sowie die Triebzüge der Baureihen 622 (LINT) und 644 (TALENT), um das behandelte Zeitfenster rundum abzudecken.

Zumindest die Mehrmotorenlok 245 war zum Zeitpunkt der jüngsten Aufnahmen in der Region auf mehreren Strecken im Einsatz. Dies zeigt, dass hier eher auf Ausflügen entstandene Urlaubsaufnahmen um einen neuen Buchtitel gelegt werden als gezielt Strecken oder Region zu portraituren.

Das ist nicht verwerflich und schmälert auch nicht den Nutzen für viele unserer Leser, die nun mit einem Kauf liebäugeln dürften, schafft aber ein Problem für andere Verlage und deren fachlich sehr viel anspruchsvollere Titel.

Weit über einhundertfünfzig Jahre Eisenbahngeschichte in dieser Region werden sich vorerst kaum noch auflagenstark in einem Fachbuch behandeln lassen und hinterlassen für lange Zeit eine schmerzliche Lücke.

So werden wir die Einsätze der Baureihe 210 in den Siebzigern mit ihrem Turbinengeheul ebenso wenig genießen dürfen wie der leider nur kurzzeitige Einsatz des RAm TEE der SBB/NS im Allgäu, zu dessen bitterem Ende leider das Zugunglück von Aitrang im Februar 1971 gehört. Auch das nahezu vollständige Fehlen des Güterzugverkehrs spielt in diesem zeitlich deutlich weiter gefassten Blick eine größere Rolle.

Doch immerhin schaffen Bilder und Inhalte einen engen Bezug zu unserer Spurweite Z, weshalb wir einen großen Nutzen für viele unserer Leserinnen und Leser sehen: Wir erleben Vorbildeinsätze vieler Märklin-Modelle und eines von Hagemodell.

Besonders auf ihre Kosten kommen werden aber diejenigen, die sich glücklich schätzen, Fahrzeuge von Sondermodelle Z (SMZ) wie die Baureihen 627 oder 628 sowie den Regioshuttle RS 1 ihr Eigen nennen.

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Our annual review of the year 2020

## Losses and prospects

***2020 was a mixed year in several respects. A prevailing sense of cheerfulness at the beginning of the year soon gave way to the consequences of the spreading virus. And our community also suffered some painful losses. But the many restrictions also led to a veritable rediscovery of the model railway hobby within the quiet confines of our homes. Both, hidden activities and the deadly silence perceptible on the outside, contributed to this mixed picture.***

Tradition holds that the first issue of the new year should be heralded with a review of the previous one. Unlike hardly any other, 2020 will probably go down in history as an extremely difficult year. Nevertheless, many things about it may appear comparatively harmless to us, if we compare them with the hardships suffered by earlier generations.

While our grandparents had to save their lives through two world wars, the parents of today's working population still remember the flight from bombing raids, possibly also displacement, mass murder or terror, as well as the privations of the early post-war years.



Our first topic in 2020 was the newly delivered express steam locomotive class 0310 of the Deutsche Bundesbahn with a new boiler. The cover picture of the [Trainini Photo Calendar 2021](#) shows it on the Diemeltal layout, which also played an important role in our articles of the past year.

This is not intended to gloss over the current situation or even to play down the health risks, but to help people to put into perspective what they have experienced and to give them courage. Despite all the hardships and restrictions, we have also noticed that many people are turning more strongly and intensively to their hobby, or have even (re-)discovered model railways for themselves.

And, so this review will not only show the low points and blows of fate of the past year, but will also present highlights and rays of hope. One such highlight was certainly the very extensive reports on the Obere Ruhrtalbahn (Upper Ruhr Valley Railway), which are spread over the entire 2020 edition of **Trainini®**.

It all started in January with the presentation of the Märklin class 03<sup>10</sup> model. This Insider Club model was based on the DB express steam locomotive without streamlining, but with a high-performance boiler.

Its great and last refuge was the Upper Ruhr Valley Railway, as we have explained in detail in the prototype article and also have documented with many photographs. The prototype and model were an excellent prelude to the theme of a layout created by Dirk Kuhlmann on behalf of Jörg Erkel.

The “Diemeltal” exhibition layout was actually supposed to have had its premiere in Altenbeken, and is now in the showroom of the 1zu220-Shop, where it can be viewed by customers, when the current restrictions allow.



At the Nürnberg (Nuremberg) International Toy Fair in late January/early February, many trade visitors first became aware of the danger of the impending Corona epidemic, which in terms of its spread and consequences now certainly has many similarities to the Spanish flu of 1919/20. The fair is a place where many exhibitors from China and buyers from Europe traditionally meet. In Wuhan, China, the disease was already spreading particularly strongly at this time

As a substitute for having missed out on experiencing the original layout, we started a series of reports on this layout. In April, we presented the idea and track plan, and in the following month an article about benchwork and track laying.



The series continued after a longer summer break in October, with a report on model landscaping. In the same issue we also presented a portrait of the actual Upper Ruhr Valley Railway. As a consequence we did not revive our earlier annual theme, but focused the reports on complementary, but equally important concerns.

This also became clear in the fourth and, for the time being, last part of our small series on the exhibition layout (November 2020): Instead of writing about techniques for a successful application of static grass, we focused on a close observation of reality, how to transpose real life situations into a model, and how to achieve a more natural looking placement of trees and other vegetation. All too often, model railway layouts lack the randomness and chaos created by Mother Nature.

In February 2020, the first signs of the soon to begin pandemic were slowly making themselves felt: A conspicuous number of visitors and exhibitors from the Far East wore medical masks at the Nuremberg International Toy Fair, reminding everyone of what the media had already been reporting for some time from China.



**Our community had to mourn three prominent deaths in 2020, including Wolf-Ullrich Malm. Unfortunately, he did not live to see the portrait of his layout with the station in front of the Holstentor. In his honour, we also presented one of his other layouts a little later, as part of our annual theme.**

Despite the bad feeling that was beginning to spread, this trade fair was still a success, and we were able to report on many great new products, some of which unfortunately have still not been delivered. These, too, are often consequences of events later in the year.



Often, things were and still are better, in the case of the small series producers, which were not only able to present exciting products, but usually also found the time and leisure to fill the gaps that had opened up elsewhere. We are glad for this effect, which somehow saved the model railway year, not only in terms of an increasing enthusiasm for our hobby.

However, bad news reached us at the same time and was also reflected in the February issue: unexpectedly, Oliver Passmann, an accomplished small-scale manufacturer, who had previously served the technical and digital sectors excellently, passed away on 25 January 2020.

Unfortunately, this was not the only loss to occur during the year. On 13 March 2020, Wolf-Ullrich Malm died; his outstanding layout "Alt-Lübeck 1905" had also kicked off our annual focus theme on readers' layouts in March. In his honour, we changed our plans and added in our April issue a portrait of his last publicly exhibited work, his "Buntekuh" layout.

We then had to mourn a third loss on 11 September 2020 with Walter Schmidt. The owner of the former Z-Stübchen in Krefeld, a small wonderland in 1:220 scale, had succumbed to his serious illness.

The sense of disaster felt by so many of our readers fits well into this place of painful memories. The pandemic took its fateful course in March 2020, also in Germany. While the world seemed fine just a month before, there was now a constant stream of cancellations of trade fairs and exhibitions.



The only exhibition we know of that still took place and that had Z gauge participation was the one in Lahnstein. Here, the showpiece "Standgatan", designed after Swedish impressions, could be viewed. FdE Burscheid's layout of the Busch light railway also ran on 6.5 mm track of the (1:87) "Tillmanns Loch" operating diorama.

First, to be hit were Faszination Modellbahn and Intermodellbau trade fairs, which is why the manufacturers' spring new products could no longer be presented to the interested public. The fears for the much smaller exhibition in Altenbeken also ended in a cancellation, because the long-awaited meeting of the Zetties from all over the world could no longer be held, even with hygiene concepts and distance rules.

Only the Lahnsteiner Modellbahntage (Lahnstein Model Railway Days) still occurred in February, but it was already a harbinger of what was to come. Bruno Kaiser and Dirk Kuhlmann participated on behalf of their club FdE Burscheid with two 6.5 mm track exhibits. However, while “Tillmanns Loch” was a light railway in 1:87 scale, “Strandgatan” was a real Z gauge exhibit based on the Swedish model. Our editor reported on it in the March 2020 issue.

The news section of that issue also described how the ZFI club (Z Friends International) tried to set up a virtual substitute for the cancelled Altenbeken Z gauge weekend in their internet forum. We also participated in this form of presentation and showcased our large “Himmelreich” station diorama there.

Spread over no less than four issues, we reported in detail on its construction according to the Black Forest’s Höllentalbahn (Hell’s Valley railway) theme: The first part appeared in June, and described the assembly and detailing of the station building, as well as the plan of the diorama.

After the benchwork, the construction of the station road, and the work on the subterrain structure had been presented in the July issue, we turned in August to landscaping that would give the finished showpiece its unmistakable appearance.



The construction of the station and diorama “Himmelreich” (Kingdom of Heaven) station and diorama, whose landscape is shrouded in early morning mist in this photo, was presented in a four part series.

This also included the detailing of the diorama with figures and other accessories that are indispensable for a creating a lively scenery. But we were not satisfied with that yet: Since many of our readers frequently ask questions about electrical topics, we described the wiring and lighting of the diorama in an additional article in the September issue.



We also painted the wooden base and showed how important a clean finish is for an exhibition layout. In October, we added a few more photos that could not be accommodated before. At the same time, the fourth and last part described our first excursion into the world of CAD construction.

This topic, which is also gaining more and more importance in the hobby sector together with 3D printing, was simply a hot issue, and probably only needs sufficient help and instructions so that even more model railway enthusiasts try their hand at it. We had already shown the impressive possibilities of this technology with the example of Michael Hering in issue 3/2020.

But, we were also able to bring two interesting examples for traditional model vehicle construction, which can be described as classic, in one case even in a combination with 3D printing: In **Trainini®** 3/2020, our reader Michael Pleiner presented how he built the missing US diesel locomotive ALCO PA1 of Amtrak for existing Märklin wagons with simple means.

Markus Krell went a bit further in May 2020 and sacrificed the body of a Märklin EMD F7 for his “galloping goose” mounted on a Rokuhan Shorty motorised chassis. As already mentioned, the superstructure was based on a 3D-printed stationary model purchased from a third party.

In this review, we do not want to go into detail about new model launches during the year. Items that were considered to be new designs and sufficiently outstanding received a best product nomination in another article in this issue.



The new shape of the Omm 32, ex type “Linz,” from FR Freudenreich Feinwerktechnik deserved an article about new and unusual cargo loads.

Once again, however, it was time for an article on (quite) new, and sometimes unusual, cargo loads (April 2020). The impetus came from the model of the open wagon “Bauart Linz” by FR Freudenreich Feinwerktechnik, which is ideal for this purpose.

And, so, we focused on newer wagon models on the one hand, and products on the other hand, that were not necessarily designed as loads, but are, nevertheless, excellently suited for such a task. Our key



topic throughout the year, however, was our readers' layouts. Let us look back once again at the outstanding designs gracing our pages between April and December 2020.

Karl-Heinz Wobschall's "Bergheim" layout has a manageable size, but is huge in terms of visual depth and impact. We had the opportunity to visit this layout several times to take photos for calendars or articles.

Once purely analogue, the layout is now DCC controlled and had already appeared in MIBA magazine and on Märklin-TV. We had waited years for the right moment to present it in our magazine until the opportunity presented itself last year with our layout article series. The layout's creator also has proven that a good layout is never finished. Our readers could witness how the appearance of some parts of the layout changed over time.



The beautiful readers' layouts, which we presented as part of our annual theme, were highlights of the past year. Among them was the "Bergheim" layout by Karl-Heinz Wobschall from Duisburg, set in the foothills of the Alps, and digitally controlled.

Not quite at the right time of year, but in keeping with the holiday mood and dreams of long-distance travel, came the effective tiny layout "Cherry blossom in Shizuoka" by Christoph Maier (July). Christoph from our trio of translators has immersed himself deeply in the "Kuhlmann School" of layout modelling, and always delivers amazing results.

Inspired by Bernhard Stein, "Alpenidyll im Badischen" was Eckard Jehle's previously unknown home layout (August issue). Its strong points include long parade routes and a functioning cable car. It was created in the style of the nineties according to the tips, tricks and techniques of the aforementioned old master.

"Along the Rhosel" by Jürgen Wagner took our readers to the German wine valleys in October. In his unique way, Jürgen has converted many, many holiday impressions into something lasting on this exhibition layout, which was actually also to celebrate its premiere at the Altenbeken convention.





Two layouts that could not be more different: The tiny layout “Cherry Blossom in Shizuoka” (photo above), newly built as a living room decoration, was presented to our readers in July 2020, giving the magazine a touch of internationality. In contrast, the room-filling layout with Alpine motifs, long parade routes and a functioning cable car, which could be admired in the following month, was previously created in the nineties. Photos: Christoph Maier (photo above / Eckard Jehle (photo below)



Without a doubt, "Wiesenthal" by Wilfried Pflugbeil will also go down in the history books of Z gauge. We can be glad to have such a sprightly pensioner and experienced tinkerer among us in Willi. The man from Chemnitz once again managed to surprise us with amusing and technically sophisticated movement functions.



The new layout "Along the Rhosel" by Jürgen Wagner, which was actually supposed to celebrate its premiere in Altenbeken, also spread a holiday mood in times of privation. Besides the river that gives it its name, the "Kammerrund" block station is also an eye-catcher. Photo: Jürgen Wagner

Harald Hieber concluded our series with his "Drachenstein" (Dragon Stone), which has been rebuilt and extended several times. We had it on the agenda for a long time, but several times we had to wait and see what Harald might be up to again and what he would create here.

Finally, after several postponements, plans by the print press got in the way. But good things come to those who wait: "Drachenstein" was given an accompanying insert explaining stalactite caves as interesting motifs, and inspired with many appealing shots.

Let's go back a few months: The closer summer came, the more it seemed as if normality could return to our lives, a fallacy, as we know today. When we reported in May that the opening of the Märklineum would be postponed until autumn, it proved to be a reflection of much that was to come as a result of the shutdown of economic and social life.

In the meantime, we have arrived in the year 2021, experience for a second time what is behind the foreign word "lockdown" and realise that we will have to continue waiting for open doors at the Märklineum. At least, Miniatur Wunderland was able to reopen between May and autumn 2020 with severely limited capacity restrictions, followed in July by a milestone for the operators, with the installation of the glass bridge over the canal.



In late spring, it became known that the Munich publishing house Geramond wanted to take over VGB, a publisher of railway modelling magazines, which occurred some time later after approval by the cartel authorities. This resulted in a hitherto unique dominance in the magazine and book sector of railway and model railway publishing, the consequences of which slowly became visible by the end of the year.

On the other hand, this has no effect on our work, because we operate in a niche of the model railway sector that seems to be mostly uninteresting for the print press, which is why this does not result in any competition.



**The consequences of the Corona pandemic have made many scheduling plans obsolete, and even put companies' business models into question or at least put them to the test. Market leader Märklin also had to scrap its plans for the opening of the new Märkliseum: A new date has not yet been set.**

What has changed, however, is the way of working together. Irregular video conferences of editors and translators promote personal contact in times of social distance and allow an interactive exchange that was not possible in the same form with the previously preferred media of telephone calls, conference calls and e-mail exchanges.

Two small model highlights, which are not equally worthy of awards, characterised the reports of last summer. The first was Märklin's WGMh 824 lounge car, which only became really layout-suitable with subsequent improvements at Märklin and was later completed with a pre-series class 120 locomotive, and a three-part special train car pack.

However, more of a product highlight was the special train "Deutsche Weinstraße", which was launched in editions for two different model eras and in parallel by Märklin itself and by the 1zu220-Shop, in the latter case, by means of a special edition produced by Märklin in a one-off series.

We also presented the matching interiors created by Torsten Scheithauer, and showed how wagon models from the eighties, which can be procured inexpensively with minor reworking, can extend the two

1zu220-Shop special models to a train close to the prototype. All in all, this resulted in a very suitable and worthy topic for prototype considerations, as well.



Special trains were certainly a focal point of the 2020 programme at Märklin: In addition to a WGmh 824 club car with additions, the start of the “German Wine Route” was the talk of the town. The latter also included the very successful special model that was produced exclusively for the 1zu220-Shop. We were pleased to welcome some new photo authors for the prototype reports.

This gives us the opportunity to thank some new image authors, who have contributed here and to other topics once or now repeatedly: Norbert Schmitz, Sven Ullrich, Andreas Schmidt, Manfred Britz and Peter Pfister. We were particularly pleased that among them were regular readers of our magazine who wanted to contribute and will continue to do so in the future.

In June we also had an article that may have caused some people to rub their eyes in surprise at first: We presented Noch's new laser cut cardboard building kits, which they produce at their Wangen site and which are available in three kit combinations.

The houses looked strangely familiar, and, yet, they were new products. How was that possible? In addition to our experience, we therefore also reported on the background to their creation, and explained why they initially seemed like copies of their own or other firms' kits.

What seemed more like a marginal topic was something that was indispensable in the prototype and certainly played a central role in operation: telecommunications along the rail line. What is done today with the GSM-R mobile phone standard from the moving train once needed telephone boxes or telephone booths at the edge of the track.

We used a kit designed by Modellbau Laffont for Märklin to draw attention to the topic in a prototypical way and as colourfully as possible. Because we think that these relics should not be missing on model railway layouts, we explained the assembly, presented other products, and do-it-yourself scratch-built solutions.



One of the highlights of 2020 was our article on the Schi-Strä-Bus (Rail-Road-Bus) of the German Federal Railways. We have prepared the model in the low-price segment, realised for the 1zu220-Shop, for use on the layout and have also prepared a detailed report on the prototype.

The article hit a nerve and resulted in more reader reactions and calls to the editorial office than any other article in years. At times even the editor-in-chief's wife complained because the lines were busy every day and for hours at a time. What had happened?

On the one hand, there were reactions from readers in various forums who were probably rather unfamiliar with the subject, saying that the article was quite nice, but that it really contained new information. On the other hand, other historians, some of them after years of their own research, were delighted to discover that this article had for the first time succeeded in proving the existence of a second prototype, V4, which had been changed in important details.



There is still plenty of material for the future on the subject of rail-road-buses. Here, the NWF BS 300 bypasses the Holtgaster Feld reception building to reach the grooved track it needs to transfer to the track wagons.

It seems that the history of this vehicle is far from being conclusively known. Thus, our report led to further scientific research and the formation of a research community that would like to evaluate at least three sources in different places in Germany, and compare them with known and proven facts.

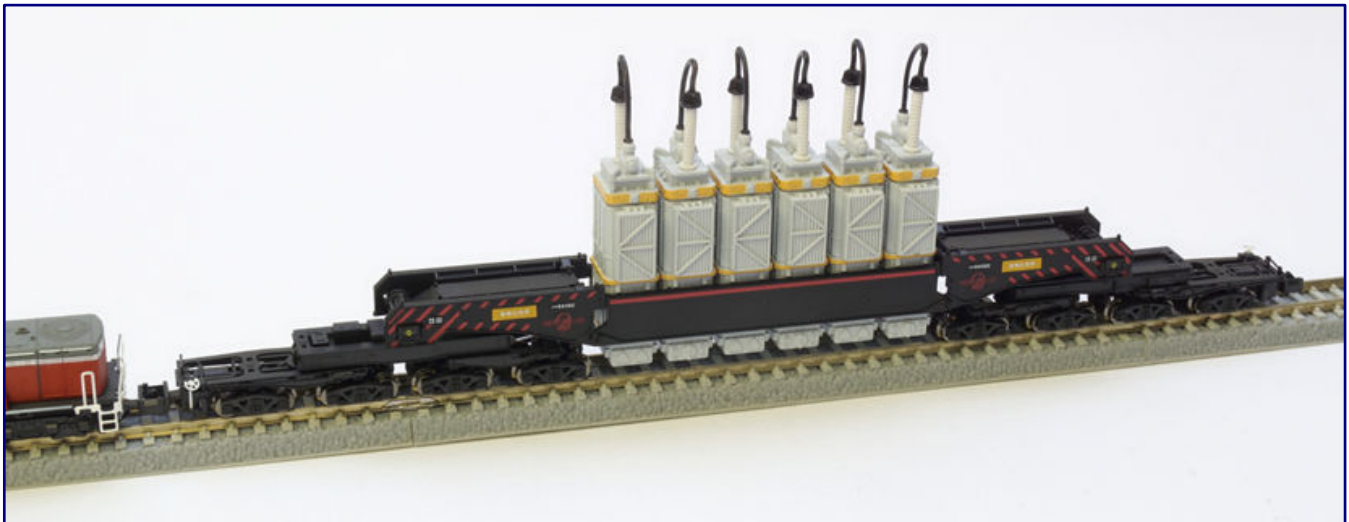
Only the restrictions of the pandemic have so far prevented this work from continuing as planned and findings from being exchanged. A new article by our editor-in-chief has been published in the current edition of the "Eisenbahnmagazin" 2/2021, which has also incorporated sections of the discontinued "Eisenbahn-Journal".

It provides a reorganised summary of what is known about the subject and asks the questions that are still open. Readers who can provide relevant information or who have previously unknown material or missing information are invited to support the research. It seems that, even today, many people are still interested in this curious and unique vehicle.



But we must not forget the highlights of outsiders. And so we would like to mention two special models here that did not make it into our nominations, but are very important for foreign markets, which we also address in our *International Edition*.

We are thinking here of the models of the ALCO RS-2, RS-3, RSD-4 and RSD-5 types, which were distributed by AZL in the summer of 2020, and the sixteen-axle SHIKI880 transformer transport wagon from Rokuhan, which was presented in August.



We must not forget those new products that are important for international markets. For example, we would like to mention the Japanese transformer transport wagon SHIKI800 by Rokuhan, which is an impressive eye-catcher, and, yet, not too heavy.

An anniversary that almost went unnoticed in 1:220 scale was “100 Years of the German Reichsbahn”. Since the fans of epoch II are becoming fewer and fewer, Märklin was conspicuously restrained with new products, although there were also a few announcements during this period



In addition to the already mentioned “Wiesenthal” layout portrait, we also honoured this 100th anniversary with a report on the very interesting special exhibition in the DB Museum in Nürnberg (Nuremberg) and, with prototype and model articles on the Culemeyer transports, also addressed a pioneering invention of the Reichsbahn at the time.

It showed like no other the challenges this railway company was facing: wartime reparations, competition from road transport and the later take-over by the German Wehrmacht.

But we were also able to show that this is still a largely untapped field, which is extremely interesting and versatile, especially for epoch III.

In addition to a large prototype anniversary, there was also a small one that we did not mention. Only one reader seemed to have noticed it and congratulated us punctually by a letter to the editor.

Things became too political in the opinion of some readers when we compared travelling by long-distance bus and ICE high speed train in October, thus picking up not only on advantages of travelling by train, but also on the smart business strategies of a long-distance bus provider.



The Culemeyer road scooters were an exciting topic: as an invention of the Reichsbahn, they were a perfect fit for its 100th anniversary and reached their all-time high in the times of the Bundesbahn. This offers many perspectives for new small series models in a still largely “untapped field.”

However, our magazine “for friends of the 1:220 scale railway and prototype” aspires to also keep an eye on real railways, which unfortunately have a lot of problems and has been in danger of falling behind for many years. In addition, the railway and buses here also provide some visual inspiration for Era VI modelling projects.

The end of the year is fast approaching and with it a spectacular new product that has caused a lot of discussion: Märklin's KlV 20 rail bus is not exactly to scale, but is now nevertheless the smallest powered Z-scale rail vehicle in serial production. At the same time, it was the first new design in our scale based on metal-filled plastic.

Because of all the excitement and attention about this tiny model, we also included an article about the prototype. This way, our readers were also able to learn that, contrary to all gloomy predictions, the mould constructed by Märklin for the chosen prototype is correct.

In November, on the one hand, we were able to present Märklin's new insider model 2021 and were pleased that the double diesel locomotive V 188 achieved almost sensational pre-order figures, but, on the other hand, it was also important to announce, that this difficult year with its restrictions, has caused a great deal of confusion in Märklin's delivery planning.



Especially the forced interruption of production in spring had led to delays that could not be made up during the rest of the year. This hurts the manufacturer, especially, in view of the fact that demand for model railway articles has picked up strongly again during times when we have to remain at home.



**The fire brigade is ready for action! Craft topics are particularly popular; especially, when they can also provide some market overview and show the possibilities of 3D printing. We tackled the red rooster on the roof in December 2020, and closed last year's final issue with an article that appealed to many readers.**

And, fortunately, the average age of model railway enthusiasts is also falling again, so the hobby is becoming more modern and contemporary again. Nevertheless, an effective public presentation of the hobby is currently almost impossible. Even the annual Model Railway Day, which is specifically intended to draw public attention to the hobby, was hardly used or actually almost abused, as our commentator Dirk Kuhlmann noted.

In any case, we wanted to make the hobby more colourful, which is why we also published from time to time topics that are somewhat off the rails. For example, we presented the Mercedes-Benz O 305, the most important standard road bus in terms of number of units, as a model, and a few months later, in December to be precise, we dealt with Mercedes-Benz fire engines.

Our impression is that these topics were well received by our readers with respect to the chosen scope and focus, which is why we want to continue with them. Unfortunately, the topic of road transport had recently suffered somewhat over a few years and we are glad that some new suppliers are currently enriching the market enormously.

At the end of each year's review, we look ahead: we don't want to be frightened by the current state of the pandemic, we want to be considerate and simply devote ourselves, as intensively as possible, to the hobby.



This distracts from reality, gives pleasure, and promotes creativity until hopefully normal life becomes possible again, and we can also maintain contacts at trade fairs and events. In order to not lose sight of each other until then, the editorial team has decided on a special annual focus topic for 2021.



At the end of this article, a ten-year anniversary should unite the past and the future: Rainer Tielke celebrated a round anniversary as a small series manufacturer with his Ratimo-Z brand in 2020. Portraits, such as the one of his work in Trainini 3/2020, will form our annual focus in 2021.

Instead of calling it simple, let's just take one last look back at **Trainini®** 3/2020: Titled "Round Anniversary in the North", we paid tribute to ten years of Rainer-Tielke-Modellbau in March. We took advantage of this to present him and his wide-ranging work.

It is manufacturer portraits like these that are to be a main topic for us in the new year, also to avoid that forced distancing does not lead to forgetting. And that is why we have found an appropriate title for our new series. It is short and sweet: "Staying in touch - small series manufacturers".

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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.**

**New Year's wishes 2020/21:**

Your posts were something I could look forward to every month. This year, the little escapes from reality were something I appreciated very much - thank you very much for that.

My annual picture with best wishes for the new year this year depicts a goods train from 1990. The locomotive is the Ae 6/6 11428 (Märklin 88501), Hbis 299 (82151), Tbis (prototype) of the SBB (from 8623), Eaos SBB (8651), Hbils-vy SBB "Hundert Jahre Monte Generoso" (8657.901) and 3 x tank car BP (8628).



The goods train in the photo for the already traditional New Year's greeting was based on a real model that was featured in the Railway Journal. Photo: Martin Zimmermann

The train is shown in this order in the railway journal 1/2020 "Gotthard Railway", page 52. I have only omitted the second locomotive.

Martin Zimmermann (Switzerland), by E-Mail



**More wishes for the turn of the year 2020/21:**

I wish you and your family, as well as your Trainini editorial colleagues, all the best for the coming year! I hope with you that you stay healthy (and especially Covid-19-free), and that you get through the lockdown well in every respect, even if it lasts longer than the politicians intended.

Jochen Brüggemann, by E-Mail

**Idea from the last issue implemented immediately:**

Many thanks for the detailed report on the V 80 in the current issue. Since there was talk about an idea, here is the implementation:



Even small things have a big effect: Our reader's V 80 has been given a locomotive driver, as we suggested in the test report. Photo: Dirk Rohwerder

“Before we get to the technical evaluation, we will conclude this section with an idea, of gluing a torso figure into the driver's cab, which can be seen through freely, in order to recreate the locomotive driver and to further strengthen the prototypical impression?”

Greetings from Sprockhövel, Merry Christmas, a good transition into the New Year and stay healthy!

Dirk Rohwerder, Sprockhövel

**Question on Part 4 of our Digital Series (Trainini 9/2018):**

My name is Peter Taubert, I am 66 years old (still working part-time), and I am building a digital Z gauge layout (4.00 x 0.65 m). I decided to use the Rokuhan track system after a test circuit with MTL tracks.

On the subject of digitisation, I have read various articles on the net and also in literature (e.g. LDT, "Digital-Profi warden") and have always gained new insights. This is also the case with the loose series on digitalisation in **Trainini**.

Now my specific question about the article mentioned in the subject line: Why was the entire test layout isolated in two rails by the author, Mr. Andreas Hagendorf? Only to test the insulating connectors offered by Rokuhan or for reasons of later digital expansion?

Enclosed is another experience I had to make with Rokuhan tracks when I wanted to solder them. The track connectors are made of metal (magnetic), and cannot be soldered. I also wanted to avoid this kind of additional feed points. Now I have to think about it again. But, maybe, the author of the article has already had more experience with the durability of the simply plugged-in track connectors.

Peter Taubert, Schwerin

Author's answer: The two-sided isolation is a personal preference, it is rarely really technically necessary, as described in the series when using several boosters. Sufficient for busy signals or braking sections is the one-sided isolation of the track. The rule of thumb is "right is right (in the direction of travel)". But in my opinion, this is where it gets difficult: what is the direction of travel on single-track lines? So it is easier to separate on both sides and to do the appropriate control via cables. The test track is, therefore, prepared for all digital circuit variants.

The tracks are made of nickel silver (a copper-zinc-nickel alloy) whose surface sometimes resists soldering stubbornly. The use of soldering flux (e.g. Stannol no. 1V, art. no. 114033) at the soldering point can help. Whether this is also the case with rail connectors is beyond my knowledge, as I have not yet done this.

However, from experience with my regulars' boards, which are changed from time to time, I can say that the connectors are very robust and conduct electricity perfectly. Should contact problems, nevertheless, occur, careful bending is sufficient. In stubborn cases, you can simply pull them off and replace them. For stationary layouts, soldering the tracks seems to me to be rather unsuitable; if tracks or points have to be replaced, it could become problematic.

**Christmas surprise from the Creative World Record Team:**

I would like to thank you very much for the wonderful figure. The "Smallest Stelter in the World" makes me very proud. I also emailed it directly to my former editor from NRW-Duell. Thank you very much and all the best for the coming year, which will hopefully be better than the last one.



Comedian and TV presenter Bernd Stelter (photo left) is happy about miniaturisation. It found a place of honour in the display case next to his Bambi, which he received in 1998 for "7 Days - 7 Heads". Photos: Bernd Stelter





Exactly based on a photo template showing Bernd Stelter standing in front of a Christmas tree in the stage set, his replica was created on a scale of 1:87. The view from the corner of the eye seems to fall on his even smaller replica (in the same posture) on a scale of 1:220, which corresponds to the scale to which Birgit Foken-Brock (Trafofuchs) had previously also scaled down Carmen Nebel.

P.S.: As you can see, the figure has been given a “prominent” place on my shelf.

Bernd Stelter, per E-Mail

#### **Christmas Eve with the Z Gauge:**

“The Smallest Christmas Tree in the World,” recognised and since April 2007 reigning world record holder, had a prominent television appearance on the Second German Television (ZDF) in prime time on 24 December 2020, and in this way also brought model railways back into the public consciousness a little.

In the popular Christmas programme “Christmas Eve with Carmen Nebel” at 9:21 pm, the well-known presenter presented, among other things, some bizarre and record-breaking Christmas trees with the help of superimposed photos. Only the tiny one from the Kreativ-Weltrekordteam (“Creative World Record Team”) was also physically present on the set.

Wrapped like a Christmas present and decorated with gold-coloured ribbon, it was placed between Carmen Nebel and her guest Bernd Stelter on a glass table to be unveiled by her and presented and introduced in detail along with the backdrop. She described it as “precious cargo” that she had received on loan.

Then Bernd Stelter, himself a television presenter and also a carnival performer, comedian, actor and singer, suddenly interrupted his surprised hostess and addressed what many may have already thought:



“All the people here always get something as a gift, only Carmen has to borrow something and give it back afterwards.”

He didn't want to let that stand and so, as the only person on the set to be initiated by the editorial team, he presented Carmen Nebel with a figurine in a jewellery box as the godfather of the Creative World Record Team: Created by Birgit Foken-Brock (Trafofuchs), it showed the presenter on stage in the clothes of her previous appearance, complete with microphone and presentation card.



Also based on a photo template from her last TV show, the presenter Carmen Nebel was created in Trafofuchs' workshop, holding a microphone in her right hand and a presentation card in her left. She knew nothing about her Christmas present until the moment Bernd Stelter presented it to her: only he and the show's editorial team were privy to it.

Of course, she was scaled down to our scale of 1:220 and yet, thanks to her stature, posture and hairstyle, she was instantly recognisable. The surprise was written all over her face and she was delighted to thank our editor-in-chief again personally after the shoot was over.

Meanwhile, the community of six people behind the record-breaking tree did not want to leave it at that. Contacts were quickly made and photo templates sent to create a souvenir for Bernd Stelter as a thank-you.

Based on a photo template, he was finally miniaturised by Trafofuchs himself and inserted by Holger Späing into a small replica of the set on location. There he can be seen exactly as in his photo in 1:87 scale, his gaze falling on his smaller replica in 1:220 scale.

Of course, he did not know about this beforehand and so his wife was allowed to surprise him at Christmas with the “smallest Stelter in the world.” In the letter to the editor before this report, he expresses his gratitude for this himself.

**Manufacturer's response to the letter to the editor from Trainini 12/2020:**

Our reader Michael Werstein had reported in **Trainini®** 12/2020 about his frustration with a model of the EMD GP38-2 made by AZL. Our North American correspondent Robert J. Kluz, editor-in-chief of our partner magazine **Ztrack** and distributor of AZL responded as follows:

"I believe you are missing quite a lot of information on the chassis issues with the AZL GP38. First AZL has very much acknowledged the issue. We have encouraged customers to contact us when they experienced failures. Since 2015 we have been replacing broken chassis free of charge. These chassis were sourced from the first run of GP38s (2013 series).

In May of this year, we announced an all new exchange program. For a nominal fee, customers can return their first run GP38 chassis to us and it would be replaced with a 2020 series chassis. This program is for anyone who has an original chassis, regardless if it is defective or not. This information is on the AZL forum. It is pinned to the top of the AZL Knowledge Base category.

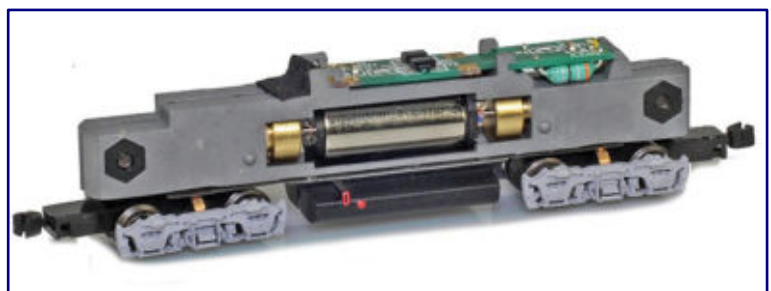
Here is the link: <https://azlforum.com/thread/1626/2020-gp38-chassis-exchange-program>.

This exchange program has been extremely popular and we have handled returns from all over the world, including Germany. In addition to the link above, we have the exchange parts and details of the program listed on AZL Direct. Here is the link: <http://www.azldirect.com/parts>."

AZL is offering to customers who have first generation GP38-s an opportunity to upgrade the chassis and running gear to the current 2020 chassis. The 2020 chassis features an upgraded split frame chassis, improved motor, AZL standard PCB, and newer trucks.



This program is only for first generation GP38-s. To be eligible for the program, customers are to place their order online via [www.azldirect.com](http://www.azldirect.com).



Once the order is placed, the customer will be required to return the original chassis, including motor, and trucks. For those with a damaged chassis, this program covers those chassis as well. Return the chassis including motor and trucks to the following address:

AZL has meanwhile launched a second exchange programme for the known problem. These two chassis are also offered in this programme: Item no. 62599-1 (photo above) and 62599-3 (photo below). Photos: AZL / [Ztrack](#)

Ztrack Distribution  
c/o AZL Chassis Exchange  
6142 Northcliff Blvd  
Dublin, OH 43016  
USA

Please do not (also) return the body (housing).



Upon receipt of the chassis, AZL shall send a replacement to the customer. The cost of the replacement includes shipping to US addresses. The cost for international replacement is higher to account for increased shipping costs.

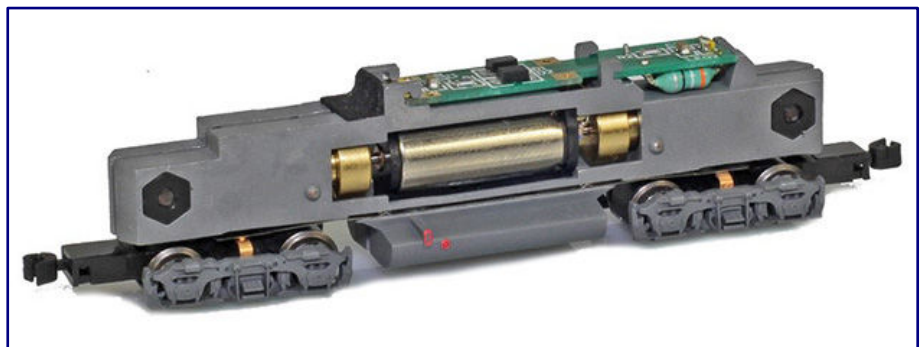
The following exchange packages and eligible locomotives are:

- GP38-2-Chassis with black tank and bogies (Art.-Nr. 62599-1) for BN (62502), BNSF (62503), CN (62504), CP (62505), CSX (62506), NS (62507), SOO (62510), MILW (62511), GTW (62512) and unmarked (62513)
- GP38-2 chassis with grey tank and bogies (62599-2) for SP (62501) and UP (62508)
- GP38-2 chassis with black tank and silver bogies (62599-3) for ATSF (62509).

This reference was supplemented by the following notes:

“We can allow dealers to buy chassis, but that would be at the same cost as for the customer,” he said.

We can arrange for dealers to purchase chassis, but it would be at the same cost as the customer. I hope that you understand our position. We are trying to keep the replacement cost as low as possible for those who have these existing chassis.



For the UP version of our reader this chassis with grey tank and bogies (62599-2) is the suitable replacement part. Photo: AZL / [Ztrack](#)

If German customers would like to arrange a bulk shipment, we definitely can work with them to do so. We would require the chassis to be returned in bulk and we can send the replacements out in one package.”

#### **New products delivered from Oregon:**

Micro-Trains will deliver some new items in January 2021, but they come from only two different casting moulds. For example, there are New York Central cattle cars in a pack of four (Item No. 994 00 110) and open freight cars with different loads and two different service numbers each for the Western Pacific (522 00 361 / 362), Southern (522 00 371 / 372), Union Pacific (522 00 381 / 392) and PRR (522 00 391 / 392).

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

#### **Model railway featured positively in the daily press:**

Several daily newspapers ran headlines, probably partly prompted by an interview with Märklin's managing owner Florian Sieber, with the headlines “The return of the model railway” or “The model railway is back”.

The tenor of these reports was unanimously that the model railway was a crisis winner. People who have devoted themselves to this hobby are spending more time with it again and using it because other employment and entertainment options have fallen away.

This trend can also be seen in the increased demand for model railway articles. Manufacturers also predominantly report that they are increasingly confronted with consumer questions and concerns—especially from beginners. It fits in well with this that Märklin is also reporting an increasing number of younger beginners and that the average age in this toy segment is falling again.

We combine these developments with the hope that “old hands” as well as manufacturers, associations and clubs will seize the opportunity to welcome the newcomers, to help them and to make age- and target group-appropriate offers so that they can enjoy this creative and challenging occupation in the long term.

#### **Unusual New Year's message 2021:**

As usual, the staff of the Miniatur Wunderland Hamburg have dealt creatively with the current challenges and created an unusual New Year's message. With the help of over 100,000 matches and sparklers, they symbolically banish the Corona virus from our lives and our daily routine. But see for yourself: <https://youtu.be/8nK34JqSqJU>.

#### **Boom at NoBa-Modelle:**

“Work begets work” is an old saying from the trade. This apparently also applies to NoBa models (<https://www.noba-modelle.de>), because after a veritable flood of new designs as a result of the time windows gained from the events of last year, the two specialists from Aichtal can hardly keep up with the orders.

For this reason, the current new products are somewhat shorter than usual. We start with new products that are perfect for the cold season or already give a glimpse of spring: 3 sledges, (item no. 10508R), 1 team tent (10408R), 2 house tents (10407R), 3 two-man tents (10406R) and suckling pig on the barbecue (10259R).

All products are printed in resin, including the following ones:



The large crew tent (item no. 10408R) is an example of various new tents that can also be used at scout camps or in disaster relief operations. Photo: NoBa-Modelle

Battery-powered railcar ETA 150<sup>5</sup> (5211R)  
Control car ESA 150 (5210R)

Diesel locomotive Series V 320 without drive – Finished model (5016RF)  
Kit for a Diesel locomotive Series V 320 (5016R)  
Accessory kit for Diesel locomotive Series V 320 (5016.1R)  
Double-decker wagon DByg 546 (5105R)  
Accessory set for double-decker wagons DByg 546 (5105.1R)



Double-decker wagon DByg 546 (5105R). Photo: NoBa-Modelle



The V 320 has now also received prototypical bogies and can be set in motion with a ghost car in this form. Photo: NoBa-Modelle

It should be explained at this point that an ETA 150 (under a different art. no.) had already been in the programme for a while, but could now also be supplemented with a matching powered trailer. The V 320 was supplemented with newly designed bogies, which also correctly reflect the asymmetrical axle base.

Having previously been able to be operated with an extended Märklin running gear, it now becomes a model without drive but capable of rolling, which can be set in motion with the help of a ghost wagon.

#### Japanese Virtual Meeting 2020:

The Japanese Z gauge fans of Baden-Tani9 (<https://www.baden-tani9.com>) held their annual meeting on the weekend of 5 and 6 December 2020 under the title "Osaka Z Day 2020."

Our reader Raffaele Picollo from Genoa had participated in an earlier meeting and also reported on it here. As it was not possible to hold the event in the usual form due to the pandemic, the model railroaders held a digitally Zoom meeting.

They report on it in text and with videos at the following address—please set the language as desired in the top right-hand corner before clicking through: <https://www.baden-tani9.com/event/osaka-z-day-2020-online/>.

#### A creative start:

Accessories supplier EtchIT-Modellbau has taken off creatively after resuming its activities. The current new products include three passenger cars that do not coincidentally resemble popular prototypes.

For example, the prototype of the Sapporoshez 968 (item no. ET006\_Z) was on the road in the former GDR, while the Triumph TR-4 (ET033\_Z) and Aston Martin DB-5 (ET034\_Z) revived the myth of English sports cars in the western hemisphere.

All three models come as unpainted kits, but due to their design they are quite easy to colour and have amazing surface quality and detailing. At a glance, all new products are on the following page: <http://easy01.bplaced.net/data/etchIThorne/index.html>.



**New in circulation from Märklin:**

After the end of the Christmas business, Märklin has now delighted the fans of Era I with two new deliveries. The first train set reproduces a goods train of the Royal Prussian State Railway (art. no. 81302), and consists of a P 8 steam locomotive and a Pwg goods train accompanying wagon, a beer refrigerator wagon of the group type, an acid pot wagon and an Rm stake wagon with a load of slab board stacks.



In January 2021, friends of Era I will be able to enjoy delivered New products with a Prussian (item no. 81302; photo above) and a Württemberg train set (81390; photo below). Photos: Jörg Erkel (1zu220-Shop)

Especially the beer refrigerator car looks very appealing. The steam locomotive is state of the art in terms of propulsion, lighting and detailed control. This also applies to the second set for the anniversary "175 years K.W.St.E" (81390).

It reproduces a goods train with passenger transport (GmP). It is hauled by a class T 9 tank steam locomotive, for which the similar model of the class 74 had to be used. It has a 3rd class through coach, a beer refrigerator car, an open goods wagon loaded with coal and an acid pot wagon on the hook:

**Well-known railway historian deceased:**

As reported in the internet forum of "Drehscheibe online", railway historian and book author Wolfgang Diener passed away on 3 January 2021 after a serious illness at the age of 76. He became known for his research into the paintwork and lettering of railway vehicles.

His well-known, but previously long out-of-print works were reissued a few years ago in three volumes by VGB in a revised and updated form. They were published there between 2012 and the end of 2017. We had reviewed the third and last volume in **Trainini®** 3/2018.

His expertise was recognised and, according to our information, he was also in contact with the documenters at Märklin. In this respect, Zetties may also have profited from the results of his research, mostly without knowing it.

#### January New products at WDW Full Throttle:

This US small-series manufacturer has introduced a new wagon double pack (item no. FT-2058-1). Both 33-foot bulk freight cars with outside box braces have a light grey paint scheme and Burlington Route inscriptions with the advertising slogan "Everywhere West."

They are available in Germany from Case-Hobbies among others (<http://case-hobbies.de>).

#### EM reader's choice now also for Z scale:

For the first time, the publishers and editors of the railway magazine have decided to award the "Model of the Year" award, which is based on a readers' vote, in a separate Z gauge category (for rolling stock).

We are extremely pleased about this step, as it gives the fans of our scale the chance to vote for their own new design, which was particularly well received by the readers.

Outstanding new accessories, on the other hand, will remain in the familiar category and will have to compete against those of the larger gauges.

We will keep a close eye on the results and compare them to see to what extent our assessments correspond with the readers' impressions.

Therefore, we call on you to participate actively and to lend weight and continuity to this important readers' choice for our scale.

By the way, you don't have to vote for other categories if you don't feel confident enough to do so.

All important information and the voting card can be found in Eisenbahnmagazin 3/2021, which will be available from your dealer or station bookshop, as well as, from the publisher from mid-February. As usual, many attractive prizes will be raffled among the participants.



Cover page: Alba Publikation / Geramond.

## AZL deliveries for January 2021:

The ALCO RS-3 will be released this month with three different service numbers in the attractive Burlington Northern colours (item numbers 63311-1 to -3) and twice in SSW design "Cotton Belt" (63313-1 /-2).



The EMD GP38-2, which is the first model once offered by AZL, reappears in its current state (with new chassis) for the Milwaukee Road (62511-4R) and the popular Union Pacific (62508-1R to -4R) in limited editions.

The additional letter at the item number indicates that these are newly upgraded first edition housings.



The recently introduced R-70-20 refrigerator cars now appear as the second version for the Golden West (VCY) as a pack of four (904804-1) and two (914834-1) as well as a single car (914804-1).

The ALCO RS-3 looks very appealing in the BN colours (item no. 63311-2; photo above). The still almost new refrigerator cars wear colours and inscriptions for the Golden West Service in January (914834-1; photo below). Photos: AZL / [Ztrack](#)

Better known, however, are the Gunderson MAXI-I container freight cars, which now again feature the BNSF Herald logo, but are loaded with Genstars containers (906509-1GE to -4GE).

Manufacturer photos of the current deliveries can be found at the following address: <https://www.americanzline.com>.

## Sad news to end on:

Shortly before the editorial deadline, we received the sad news that Graham Jones of the Z-Club GB, passed away at the age of 70 as a result of the Covid 19 disease. Graham was the most important "asset" for our small scale in the British Isles.

With his layouts, mostly built after English models, and often self-made models, he repeatedly took part in fairs and exhibitions in Germany, above all, the biennial meetings in Altenbeken. Thus, he was well known to the local public and appreciated by the visitors.

Our editors' last contact took place on 22 December 2020 by e-mail. At that time Graham was still in good health and also proudly reported on his two grandchildren, whom he proudly saw before him as future model railway enthusiasts, just like his son Damian.

At the moment we cannot comprehend that Graham, such an accomplished, competent and likeable person, a true English man of honour, has passed away so suddenly. Our thoughts are with his wife, son, daughter-in-law, grandchildren and all relatives.

Graham Jones will be irreplaceable for them and for us. We bow to him and his life's work and would like to remember the good times we had with him.



**Picture supplement to the New Year's greeting:**

Jochen Brüggemann added the following picture motif to his greetings and wishes to us (see page 56 above), for which he sent the following information:

“50 622 passes through Etzelwang with a photo goods train on 28 December 1985 as part of the closing event for the anniversary ‘150 Years of German Railways.’ I took the photo (...) myself, in wet and cold winter weather with wet snow (...).

In general, this event was excellently organised by DB. Participants in the event (i.e. passengers of the special trains) could, if interested, take photos, get off at a station before Etzelwang and travel ahead to Etzelwang by two buses (and DB tour guide).

Only after the tour guide had positioned all the photographers in such a way that none of them could be seen from behind (which would have put them in the way of other photographers or in the photo), did he give a signal to the dispatcher to call off the special trains (the passenger trains and the additional goods train) one after the other. The snow flurries were wonderful, with the wet snow also sticking to the locomotives...!”

We would like to share his memories with all our readers at this point.



Photographs like this one from 28 December 1985, when 50 622 with a photo goods train passes through a small stop in front of Etzelwang station in a snowstorm, are unlikely to be repeated. The setting would suggest that this photo was taken before 1968. Photo: Jochen Brüggemann

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