

International Edition

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

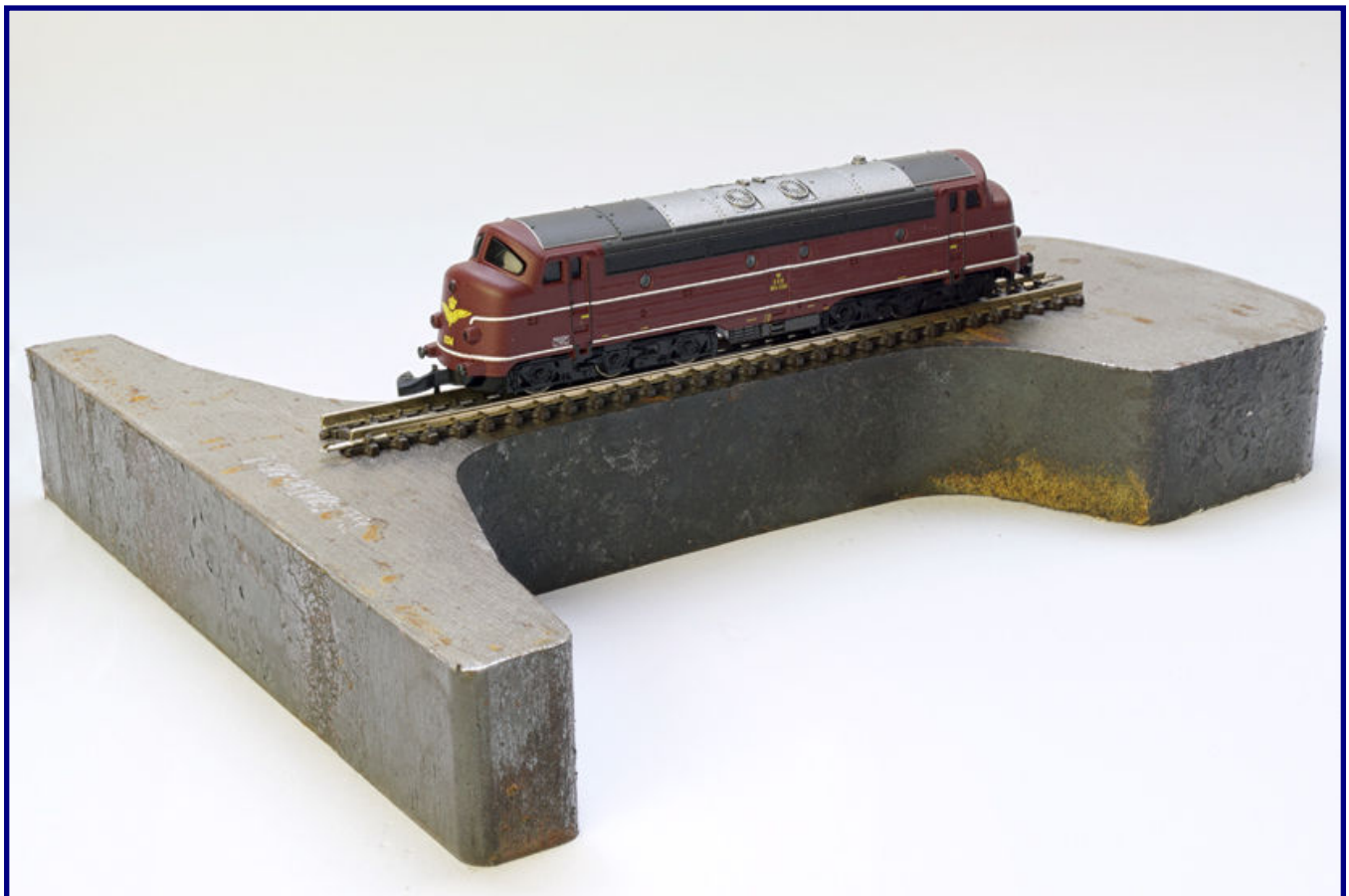
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Trainini

German Magazine for Z Gauge



A Heavyweight Enters the Race

Model Railway Photography for Beginners
A Portrait of HOS Modellbahntechnik

Introduction

Dear Readers,

I am looking forward, hopefully with you, to a new edition of our magazine. Unfortunately, we were not quite able to meet the deadline we had set ourselves for our new website.

But, we trust that you agree with us: Quality comes first. A team of seven, consisting of editors, translators, and technical site supervisors, worked hard on it for about half a year along with the magazine.

A lot of time, which we all had to squeeze in somehow, besides work, family and other commitments, has gone into it in the course of more than six months. From the first idea to the definition of the design and structure, the technical set-up to the implementation, and translation of content, it demanded a lot from us.

We are proud of the result and very much hope that you like it too – of course it is nothing static and will be further developed, adapted, and hopefully supplemented, and constantly improved in the future.

From now on **Trainini®** is more than a magazine, it is to become an information and news portal for as many matters of Z gauge, as possible, on the highest journalistic level. Hopefully, it will be worthwhile to visit it more often than just once a month!

And, by the way, this new edition also came into being: Here we took a look at DSB's MV 1134, Märklin's latest NOHAB model with a metal resin plastic body. Our reader Hartmut Schnittjer has discovered the MAN 630 trucks from Ratimo-Z, which are also a perfect match for the SSy 45 heavy-duty wagons we presented in April.

Dirk Kuhlmann gives photo tips so that even beginners can successfully showcase their creations and hopefully present them in this magazine. Heinz O. Schramm introduces himself and his brand HOS Modellbahntechnik. This is like a short curriculum vitae and at the same time a look behind the scenes of his work.

We have also “procured” plenty of reading material: The German Locomotive Archive has no less than four volumes, which will make even rainy days entertaining. Those, who are waiting for Märklin's Vectron and are passionate about films, will find increased anticipation in watching a new DVD from EK-Verlag.

And, in the broader environment, the world of Z-gauge does not stand still either. In May there was and still is a lot to report. These are new products and news, but also announcements outside of the box.

The aspects of Z-gauge are varied and colourful, and that brings me back to our website: The site motto “My world on a scale of 1:220” also has at least two aspects. The personal pronoun should fit me as the father of **Trainini®** as well as each of our readers. Enjoy with us and above all, stay loyal to us!

Trainini® as well as each of our readers. Rejoice with us and above all, stay loyal to us!

Sin-Z-erely,

Holger Späing



Holger Späing
Editor-in-chief

Editorial

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We thank Hartmut Schnittjer and Heinz O. Schramm for their contributions as well as Ulrich Budde, Ulf Häger and Kurt Rasmussen for historic photographs.

Date of publication of the German language version of this issue: 25 May 2021

Cover photo:

Märklin's NOHAB has mutated into a heavyweight. This is made possible by a housing made of a metal plastic alloy, which combines many of the advantages of injection moulded plastic and die-cast metal. Our photo is meant to express this impression of mass.

Revised NOHAB from Märklin

A new Heavyweight

The round noses built by NOHAB have a true cult status for many railway enthusiasts, just like the V 200 in Germany, for example. It is therefore no wonder that there are models almost across all gauges. Märklin has given its models more weight, reworked some details and now sent them into the race anew. We look at the latest offshoot and also take a look at its prototype.

In **Trainini**® 5/2019 we already presented the prototype history of the European offshoot from the US F7 series of General Motors EMD. In it, we explained the differences in appearance and which state railways have procured and used machines of this type.



1995 in Strib during transfer, it showed its original design: two windscreen wipers, but no road number on the fronts, and, in addition, the roof and three-part fan band in light grey. The museum-preserved locomotive had previously brought a special train to the former ferry station, the track of which has long since been replaced by a cycle path. Photo: Ulf Häger

The occasion for the report was the first appearance of the pioneering small series model by FR Freudenreich Feinwerktechnik. In the meantime, Märklin has also revised its design as part of a product update and offered various versions for the first time or again. The latest offshoot of the round noses is a class MV locomotive from the DSB stock.

Following on from this, we would first like to take a look at the great prototypes and their use. The DSB was the first state railway to use this type of locomotive, which was known only briefly as “NOHAB” after its licensed manufacturer.

After Nydqvist och Holm AB in Trollhättan (Sweden) had acquired a European licence for EMD products from General Motors in 1949, the Danish State Railways ordered the first four examples in 1952. They were delivered in the spring of 1954 and entered service as MY 1101 (7 February 1954) to 1104.

Despite later export successes to Norway, Belgium, Luxembourg, and Hungary, the use of a diesel locomotive from the United States was not without controversy. At the same time, however, General Motors could be considered the only diesel locomotive manufacturer with presentable experience at the time.



On 28 August 1981, the first machine delivered to DSB as MV 1101 is already shown in Fredericia in its last livery and with only one wiper left on the front windows. Photo: Ulrich Budde (Bundesbahnzeit)

This was obviously decisive for DSB, but the licensed construction still took place outside the country and disadvantaged its own locomotive industry. In order to do justice to their own economic interests, it was agreed that Frichs from Aarhus would manufacture and supply the locomotive bodies. From the second machine onwards, the bogies also came from the Frichs factory.

The DSB's courageous decision, which was certainly not easy to implement, was later vindicated, as it ordered a total of 59 MY series locomotives, in addition to lighter offshoots for branch lines:

- MY 1101 to 1104 (ordered 1952),
- MY 1105 to 1124 (1954),
- MY 1125 to 1144 (1956), and
- MY 1145 to 1159 (from 1964).

There were variations between these series, which also led to a division of the designations from 1968 onwards: MY 1101 to 1105 had a 16-cylinder GM 16-567 B engine (1,700 hp), MY 1106 to 1144 the GM 16-567 C type (1,950 hp) and MY 1145 to 1159 the once again improved GM 16-567 D1 (also 1,950 hp) as well as a modified silencer ("grooved exhaust"). The weight of the machines increased from 98.6 to 101.6 tonnes.

From 1962 onwards, there was an extensive exchange of engines in the course of repairs. When the 1,750 hp units of the first four examples also found their way into other locomotives of the series, DSB decided to mark such machines by assigning them the designation MV, while retaining their order number, from 1968 onwards. This remained the case for MV 1144 until it was withdrawn from service in 1987.



MV 1134, template for Märklin's model, is already in the red and black livery with a goods train near Bredstrup on 28 August 1981. Photo: Ulrich Budde (Bundesbahnzeit)

The lower power was now immediately recognisable because of its operational relevance. On the road with the changed series designation were the 1101, 1102, 1104, 1109, 1134 and 1144 – a total of six examples. MV 1101, 1104 and 1134 received a 1,950 hp engine in 1984, 1973 and 1981 (again) and were again designated MY.

A major difference between the round noses and the American F7s is their six-axle instead of only four-axle bogies. The reason for this was the weaker superstructure in Europe, which required lower axle loads. Thus, a non-driven carrying axle was placed centrally between the outer driving axles.

While this was sufficient for the MY and MV for their use in the lowlands of Denmark, all other NOHAB and AFB models were driven on all six axles. It is remarkable that the DSB version, despite only four traction motors, still had an axle load of 17 tonnes, and thus could not operate on all branch lines, which later made a lighter version necessary.

Use and appearance

All machines delivered to DSB wore a brown-red colour scheme ex-works, corresponding to the colour shade defined in Germany as RAL 3011. Their inscriptions and the crown, on the side with the lettering DSB, on the front with wing wheel, were applied in yellow, the roof and fan belt were light grey, the bogies were black.

On each of the long sides there were two white lines running around the nose. While the lower one ran completely around the edge of the locomotive body, the upper one led over one of the two lanterns at the front in each case and ended behind it in a strong curve to it.

At the beginning of their service life, they did not yet have service numbers on the ends. Allegedly, the Danish King Frederick IX criticised this during a train journey because the number of the locomotive was not visible from the first carriage. From 1957 onwards, this was changed on the existing machines, the examples from MY 1125 onwards already had them ex-works.



MY 1101 of the DSB is on the move with a single 2nd class passenger coach in Rønbjerg station on 5 September 1976. Its design is, except for the already dismantled second windscreen wiper, identical to the Märklin model presented today. Photo: Kurt Rasmussen

At the beginning of the seventies, here in 1972, some railway administrations began to search for new and contemporary colour concepts. At the DSB, several designs envisaged a black-red colour scheme. The decision was made in favour of black locomotive bodies with red fronts, which NOHAB liked to call round noses.

The colour change for these locomotives began in 1973, the first machine in the new livery was MY 1147. In 1985 the repainting, which was carried out as part of repairs, was completed. Other changes included

the addition of women's names and shunter's platforms above the buffers in the nineties, which were to remain in place until the final withdrawal from service.



On 30 August 1981, MY 1141 is a border crosser: with a long passenger train, she could be captured on celluloid on this day in Flensburg, Germany. Photo: Ulrich Budde (Bundesbahnzeit)

It is certainly interesting to take a look at international operations, which make NOHAB locomotives interesting, not only for the recent past on German layouts: SNCB specimens pulled international trains via Aachen to Cologne, but also DSB machines reached German soil.

If German V 2000s ran for a time as rental locomotives in Denmark, the round noses also came across the border. DSB's MV and MY series were to be found in Flensburg, but have also been photographed in Hamburg.

A look at the Märklin model

After Märklin had already offered a revised SNCB version before, a Danish representative in original colouring with operating number on the fronts now also followed (item no. 88637). This feature, its road number 1134 and the designation as MV make it possible to narrow down the operating status somewhat.

From 1968 onwards, the class designation MV was used, and the locomotives already had a locomotive number on the front. MV 1134 was in service until 1981 with the engine that gave it this designation, before it was dismantled again. The model is therefore to be classified in epoch IV, when the passenger coaches were also already provided with UIC (The Worldwide Railway Organisation) lettering ("computer numbers").



After an extensive product update, we are once again presented with MV 1134 from Märklin, a DSB version of the NOHAB. The only missing feature that spontaneously stands out is the front skirt, which does not want to fit a system coupling.

In this time window, the Bundesbahn initially still had green and blue passenger coaches on the road, a limited number of pop colour coaches and then, from 1974 onwards, also those in the new ivory/ocean blue colour concept.

The now delivered new product 2020 is therefore good for exciting contrasts on the model railway, as long as it is used as a border crosser. It is painted RAL 3011 brown-red and carries the two white trim lines and yellow inscriptions that we have already described in the prototype section.

The only deviations are the colours of the fan belt and the roof area. The roof area around the exhaust and the fan rotors is painted in white aluminium, the areas in front of and behind it are painted in a dark grey. This was also used for the fan belts.

This does not correspond to the described and documented original state, but that is not what the model represents. We have not yet been able to clarify whether a change in the paint scheme is the reason for the difference or whether it is just due to the usual traces of use. In any case, a photo of MY 1101 from 1976 shows such a dark fan band and roof, in which lighter areas and partly also a lighter edge can be seen.

So Märklin does not seem to have made a mistake here. Either historical operating photographs were meticulously evaluated in Göppingen, or there were even relevant painting instructions that were then followed exactly.

The fan blades deserve another mention as a detail that is difficult to reproduce. On the NOHAB locomotives it was easily visible from many perspectives, making it appear very transparent. This is difficult to reproduce in all scales, and simply impossible for a Z gauge model in injection moulding.



The roof and fan blade were painted (mostly) in a darker grey, bordered near the driver's cabs with a line in the lighter aluminium colour (photo above). A proof of this design can be found in the prototype picture on page 7. The bogies with new panels according to the correct pattern, and the revised cast block of the running gear have benefited from the product maintenance (photo below).

An alternative would be a very fine etched part, which could be produced precisely and flawlessly, and which could be permanently mounted on the model without any gaps. The effort for such a revision would not be justifiable and would not bring any real gain: What should the viewer's gaze then fall on?

The chosen dark reproduction of the fan blade is exactly the way to save costs and to convey the prototype impression in the best possible way. It gives the impression of dark paint or dirt and suggests a dark engine room – problem solved.

Paintwork and printing are on the usual high Märklin level and give no cause for criticism. The rather matt finish of the paint is pleasant, which makes the shiny plastic parts for the round engine room windows and those of the driver's cab look better.

Engraved on the front windows are even two top-hinged windscreen wipers. This is a nice, if hardly noticeable detail, but it raises questions: Many photographs of DSB machines show them with only one in front of the right front window. Since they were present on both sides on delivery, they were probably removed later, at least in part. We have also found the 1134 with only one windscreen wiper in photos.

Before we go into the innovations of the latest edition after the product update has been carried out, we must briefly address the “birth defects” of this model, which it cannot discard and which must be accepted

as compromises. The Märklin model is to be regarded here as a low-priced and quite acceptable alternative to the considerably more expensive small-series model from FR Freudenreich Feinwerktechnik.



As with all other NOHAB models from Märklin, windscreen wipers can be found on both cab end windows. For the prototype, however, this equipment remains questionable. While the black printed lamp rings and the front door reproduction by means of pad printing look successful, the bare buffer plank without any detail remains one of the “birth defects” that can no longer be rectified without greater effort for shape changes.

While the large-series manufacturer weighed the costs against the expected number of units and took the price sensitivity of the customers as a yardstick, the small-series manufacturer set out to create a perfect model for purists that was as coherent as possible. So, both serve very different target groups who are equally happy.

In the case of Märklin, however, this also meant that no special running gear was developed for this type of locomotive. Instead, the chassis of the 103 and 151 series, which was considered most suitable, was taken as the technical platform. The bogie covers of the donors, which were completely unsuitable in effect and details, and which were still taken over without changes in 2005, immediately betrayed this.

This choice also led to the fact that the body of the NOHAB had to be constructed around the bogie. So, the prototype dimensions and proportions were not the leading criterion here either. Finally, the new housing had to be adapted to the chosen undercarriage and its appearance had to be adjusted in such a way that this would not be noticed immediately or by everyone.

Resulting and unavoidable flaws, for example in the side window area or a slightly too great length, can no longer be rectified. This also applies to the naked buffer beam without hints of brake couplings and draw hooks, at least enlarged buffer plates would still be an option.

Results of the product update

But there is also one feature that, according to our impression, Märklin has even achieved somewhat better than FR Freudenreich Feinwerktechnik. These are the driver's cab front windows, which were meticulously scaled in the small series to 1:220 scale and have also met the laterally pulled-down shape absolutely credibly – this remains at best a vague suggestion with Märklin.



The driver's cab front windows do not have the completely correct shape even with Märklin (photo on the left), but in the overall ratio of height and width they still appear more coherent from some perspectives than on the small series model. The new bogie covers contribute considerably to the now successful overall impression (photo on the right). The magnifying NOHAB factory plate and many other inscriptions underline the high print quality.

However, on the more expensive model they seem a little too high, which from some perspectives looks like wide open eyes. Märklin seems to have achieved a better balance between height and overall width, which saves a lot in the front view. The missing detail of the front door, including the handle, has been reproduced by pad printing, this time.

But artistic skills in pad printing do not make for product care. What is decisive is which features have ultimately been revised. The first thing that stands out is the new bogie frames, which finally fit this locomotive in terms of the details reproduced.

Gone is the smooth bar that hid the middle distributor gear and at the same time exposed the view of the outside wheels, because the housings originally belonging to this bogie were drawn much deeper in the bogie area.

At the same time, the interior has also changed in the meantime, as with other six-axle bogie locomotives. The middle axle of both bogies now gets by without a cogwheel and remains without drive – irrelevant for traction because this axle was always mounted somewhat higher and had no fixed rail contact.

Something has also visibly changed between the bogies. Even though the bogie is still the platform for various models, we now no longer have to make do with the features of the contributing electric locomotive. New sliders now allow to correctly reproduce battery box and ladder to the middle engine room doors.

The most serious errors of the predecessor editions could, thus be eliminated, and bring this model much closer to the prototype. This becomes all too clear in a direct comparison with the MY 1103 in almost identical design from 2011 (88633).



Märklin has dispensed with a drive for the middle axle in three-axle bogies, in the meantime, as is the case with the NOHAB (photo above). However, the centre axle is still mounted a little higher, for better cornering and has no direct rail contact via its running surfaces (photo below).

However, there is still some downside: although the driving characteristics have improved considerably with the new bell-shaped armature motor, which now also makes gentle creep speeds possible, we are not completely convinced by the lighting, which has been changed to warm white LEDs.

The locomotive starts moving so easily that its top light cannot even be guessed at. A light emission is only noticeable when the controller position is increased further. It should be the other way round and Märklin has done a much better job with many other models in the recent past!

A look at the locomotive's weight is a pleasure: While the earlier models weighed in at just 30 grams, it now weighs a whopping 44 grams thanks to metal plastic alloy. Almost 15 grams of this are due to the new compound material for the housing, where it once weighed only 4 grams.

As explained in our report on this technology in **Trainini®** 5/2019, Märklin was able to make use of the properties of metal for good traction without having to completely forego the advantages of higher flexibility of plastic. And so the new total weight, which already comes very close to a zinc die-cast model, benefits, above all, the tractive effort.



All in all, Märklin's NOHAB leaves a thoroughly good photo after the fundamental overhaul. The tractive power benefits noticeably from the metal plastic alloy body and the operating behaviour from the new bell-shaped armature motor. Only the coordination with the direction-dependent top light is not convincingly successful.

The latest DSB version pulls a lot more carriages and thus lives up to its powerful prototype. We have already mentioned that it also runs much smoother. The question remains, what can we attach to this locomotive?

This is already difficult because Märklin does not offer Danish passenger coaches. Suitable DSB freight cars can also only be found at the small-series manufacturer FR Freudenreich Feinwerktechnik. Here, however, it should be easier to find foreign examples from the large and small series to go with internationally operating DB types.

The prototypes were used in both freight and passenger service. In the case of freight wagons, we have almost free choice when we think about which goods were exchanged between Germany and Denmark or passed through Germany in transit. A colourful and varied train is then quickly put together.



Due to the lack of Danish passenger coaches in the Z-gauge programme of all manufacturers, we couple DB coaches to the locomotive, which can also be supplemented, on a case-by-case basis, by an SJ passenger coach from Sweden (model by FR Freudenreich Feinwerktechnik).

With passenger trains, on the other hand, it becomes a challenge: almost only German passenger coaches that ran in international trains come into question. These can be TEE wagons that are continued into the Kingdom of Denmark or D trains that were formed exclusively from DB wagons.

Here, chrome oxide green and steel blue UIC-X coaches (87400) can be mixed with sibling coaches already painted ocean blue and ivory. This also provides some variety and welcome contrasts.



An international express train carrying blue CIWL steel wagons (Item Nos. 8777 / 8778) is certainly not out of place behind MV 1134 either. This composition certainly offers a nice contrast.

If you want to reproduce a long-running express train in Europe, you cannot avoid the small series (FR Freudenreich Feinwerktechnik (express train coach AB8K of the SJ, item no. 46.299.00) or self-build (such as Az and ABz of the FS, presented in this magazine).

It would then also be conceivable to build another of the UIC-Y coaches on a Märklin basis, which are widespread in Denmark. They would have to be shortened and fitted with a different roof to get as close as possible to their prototype.

But that is another story. For the time being, it remains decisive that the reworked NOHAB is much too good for the showcase. There should be a possible use and explanation for the individual train formation.

Manufacturer of the basic model:

<http://www.maerklin.de>

Information and photos used for the article:

<https://bundesbahnzeit.de/seite.php?id=363>

<https://nohab-gm.de>

https://de.wikipedia.org/wiki/NoHAB_AA16

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MAN 630 from Ratimo-Z

The perfect Complement

In the last issue we presented the new SSy 45 heavy-duty wagons from Märklin. Supplemented by models of the six-axle type SSys 46 and Leopard 2 tank models from Artitec, the result is a sizable train. The transport is secured by two vehicles of the medical battalion, which are new products in the Ratimo-Z programme. Our reader Hartmut Schnittjer reports.

By Hartmut Schnittjer. As I had already read in **Trainini**® 3/2021 that a report on the new Märklin heavy goods wagons (item no. 82229) was to appear in issue 4/2021, I took this as an opportunity to create an additional freight load for them.

Since this pack is about tank transport, I thought about expanding it with ambulance wagons. But, first, I would like to mention that I am not glorifying war. My aim was to create an additional eye-catcher with manageable financial means and a little skill. The columns of the German Armed Forces are still in my memory and therefore a part of my childhood.



With the help of two ambulances based on the MAN 630 from Ratimo-Z, our reader has been able to appropriately expand his armoured transport train. Photo: Hartmut Schnittjer

But now to the project: The all-terrain MAN 630 truck had been on my wish list for a long time. Rainer Tielke has such a vehicle in his programme, and two examples were ordered. They were to become Bundeswehr ambulances.

There are photos of these trucks on the Internet that can serve as a model. At the same time I wanted to have my first experiences with Micro Kristal Klear (window reproduction), and wet decals (red crosses).

I ordered the adhesive paint mentioned above from Modellbahnunion and the red crosses from Modellbahndecals Andreas Nothaft. The colours were already available. Now that everything was in stock, I started painting.

First, I painted the wheels matt black and then the vehicle yellow-olive (RAL 6014). If I have researched correctly, this colour was used in epoch III, which I am in. Then, I made the indicator on the bumper.

As a base, I had the choice between a no longer used metal guitar string or pins. I chose the guitar string because its diameter is a bit thinner at 0.4 mm.

I shortened it to a length of about 6 cm, primed it and then cut it 4 times to a length of about 4 mm using side cutters. I then filed the cut surface smooth and glued it to the ends of the bumper with Uhu-Kraft-Alleskleber. A pair of needle-nose pliers or tweezers is a valuable aid here.

After the glue is dry, the bars can also be painted yellow-olive. Finally, a dab of paint is applied to the upper end of the bumper. I used RAL 1014 ivory.

Next, it was on to the red crosses. After a short bath in water they come off the backing material. With patience, tweezers, a small slotted screwdriver (from a pocket knife) and glasses I placed them.



Micro Kristal Klear is an adhesive varnish for fixing clear parts or for reproducing entire window panes. Illustration: Micro-scale / Modellbahnunion



Rainer Tielke offers three different versions of the MAN 630: Cargo bed and twin tyres at the rear (left), box body (centre) and cargo bed with winch between bumper and bonnet (right). Our reader chose the middle model with NATO box in unpainted finish. Photo: Ratimo-Z

continues on page 20



Unpainted blanks like these formed the working basis for our reader's project, with which he wanted to gain new experience. Photo: Ratimo-Z



The all-terrain ambulances for field use are created in three phases.

Step 1:
The colourless blanks are first primed in RAL 6014 yellow olive. Later, the headlights and the sphere on each indicator is painted.

Step 2:
The Red Cross symbols for hospital vehicles not taking part in combat operations, as agreed internationally via the Geneva Convention, are applied as decals.

Step 3:
Replicas of the window panes are created with Micro Kristal Klear from Microscale. The adhesive varnish, which is white in its liquid state, is applied with a brush to one corner of the window and drawn diagonally across the entire surface. After drying, it becomes a transparent pane. Photos (3): Hartmut Schnittjer

After drying overnight, the vehicles received a silk matt clear coat for protection. After another night of drying, the last step followed: the reproduction of the windows. With a brush (Rotmarder size 0) they could be "inserted" into the openings.



Rainer Tielke had already designed the MAN 630 as a milled model (models in the middle), but due to a lack of building instructions and better feasibility in 3D printing, he redesigned it (models on the outside). Clearly visible are the improved details in the area of the radiator grille and the roof of the NATO box. Photo: Ratimo-Z

The procedure is very simple: Take a little of the Micro Kristal Klear with the brush and spread it into the window frame. A white film forms, which is transparent after drying.

Now the vices are ready. An additional eye-catcher now enhances my layout. I might even consider making them rollable by means of brass tubes and steel wire, which then serves as an axle.

Manufacturer of the basic model:

<https://www.maerklin.de>

Materials and accessories used:

<https://www.modellbahndecals.de>

<https://www.modellbahnunion.com>

<https://www.rainer-tielke-modellbau.com>

<https://www.uhu.de>

Guide to Model Railway Photography (Part 1)

Successfully photographing Model Railways

How many of us are taking pictures of their models, but are not happy with the results and would like to improve on their photographic skills? From snapshot to photography: Our editor Dirk Kuhlmann has prepared a tutorial for staging our layouts more effectively, and to take photos that impress, without too much extra effort or cost.



By Dirk Kuhlmann. Many model railroaders have contacted me in recently for help with improving the photography of their modelling projects. After all, the limitations of smartphone cameras and compact cameras quickly show when taking photos of scale models, in particular, for very small scales such as Z.

The unfortunate and frequent habit of taking macro shots only adds to the frustration. Often, only a small area is in focus and the rest of the image literally drowns in an undefinable blur. But, just a little more distance from the subject will reward the amateur photographer with a sharp photo, at least, on the small screen of their device.

However, if the resolution of the camera is too low, this will immediately become obvious when zooming into the image on the large screen of a computer. Smooth lines will look jagged or “pixelated” on the large monitor of the computer. This effect is also related to the size of the image sensor of the camera that has been used.



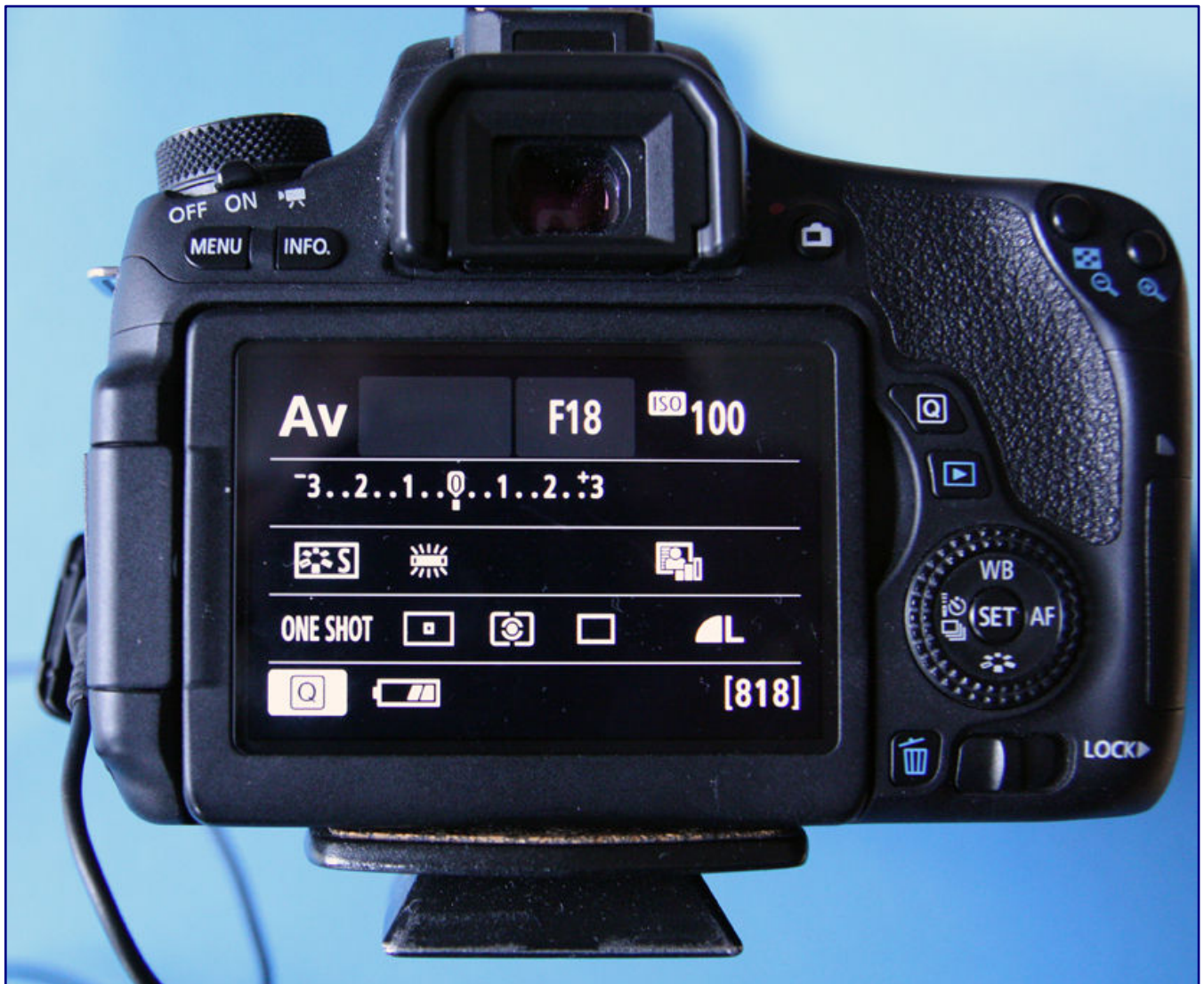
A typical SLR camera offers the setting options that are important for our type of photography: 24 mm focal length for the optimum initial setting (1), ISO (ASA) setting for the sensitivity, usually 100 ASA (2), and AV setting so that the camera automatically selects the correct exposure time for the manually set aperture (3).

For quick documentation purposes on internet forums, such a photo can certainly still be of some use. However, higher standards are required for presenting images on one’s own website, other public media, or even model railway magazines!

I have often seen beautiful 1:220 scale layouts with my own eyes. But when later looking at photos of those layout, mostly taken by their owners, they no longer reflected the charm and atmosphere of the original layout. It catapulted itself into a certain meaninglessness.

Forgive me for these harsh words! But, it is a real pity to have so many hours of intensive work on a gorgeous layout wasted by bad photos.

After some preparation and research on the internet, I now have a fairly complete overview. There is no lack of guides for model railway photography, ranging from highly professional to very poor. Readers that really want to immerse themselves in the subject will find all the information they need. However, most people's heads will be smoking and their brain will switch off after one page of concentrated and expert explanations.



The most important settings can be seen again on the display, here, for artificial light shots (cf., explanations on page 26).

Surly, there must be easier ways, or is photography just a highly scientific activity that amateurs should keep their hands off? Or even worse, we Germans tend to be absolute perfectionists, even if it's just a hobby. So, what are the possibilities for taking your own beautiful photos?

Let us assume that there are the following three typical archetypes of model railway photographers:

1. The imitator

He looks closely at his model railroad magazines and imitates the photos he sees there. That means practising taking photos over and over again. Asking a lot also helps, and at some point, he may get the hang of it.

2. The smart one

As an exhibitor, he waits until an author / editor stops by his stand and wants to take photos for a magazine. This saves a lot of learning time and work. But, what if the hoped-for person doesn't show up at all?

3. The long-distance runner

There are a lot of model railway enthusiasts with a second hobby, namely photography! Most of them have been associated with very specific themes for many years. Whether architectural, landscape or people photography, you can definitely bring this experience into model railway photography.

Looking back on my own photographic journey

The best example is always one's own photographic life. I have more than 35 years of landscape photography under my belt. In the past I strictly followed the typical "rules," but, since 1995, I have consciously broken with many photographic conventions.



An LED work light, the modern version to the once so often used halogen flood lights from the DIY centre (see also info box on page 25), is sufficient for the most important of our uses.

And, I did this despite studies in which photography was of a high priority. Why? "Taking photos" is a rather subjective act, and rules do sometimes or often disturb or destroy the intended outcome.

Practical tip: Studio light with amateur equipment

As implied by the Greek roots of the word photography – “drawing with light” - photographs cannot be taken without light. But there is not always enough natural light available for successful photographs, in which case, we need an artificial light source.

When in need of artificial light, it is almost always better to avoid using a camera’s built-in flash or one that is mounted on its top. The reason for that is that these flashlights cast a harsh light with strong shadows and make for highly saturated colours and unnatural looking images.

A better and simpler studio light can often be found quickly: This can sometimes be a torch (flashlight) or a small table lamp, but also your 500-watt halogen spotlight from the DIY store that you may have last used when renovating your house.

If the light is not mounted on a support, you will need the assistance of another person who can hold and control it so that the scene is well illuminated, preferably from one side. It is worth experimenting with different light sources, directions, and intensities to get a feel for it.

Light not only serves to make image elements visible, but is also a stylistic tool, and a means for expressing moods. And it is this which makes for lively scenes!

In 2009 I tried to adapt my style of landscape photography for model railway photography, as well.

Only in 2014 the magazine “Eisenbahn-Kurier” was the first trade journal that entered into a deal with me.

You can already see how long things can take until one’s own handwriting has developed to be perceived as beautiful and to be seen as fascinating by another observer.

It was quite an uphill battle for me until I had reached that point because, as is so often the case, established photo

graphers could not, or would not understand my way of working.

The following years have proven the opposite and with that I can only call on everyone to give it a try and be creative. Always remember, the camera is only the tool for you and your impressions. The way you see and perceive your world is the way you want to capture it in the photo, isn't it?

To get you started somehow, I will show you my “small” equipment and the necessary settings. Experienced photographers may overlook the fact that technical jargon and product recommendations are completely ignored here.

1. a Canon EOS 760D digital SLR camera with a 17-70 mm Sigma lens.
2. a stable, but also light tripod, which is also really good for travelling
3. an LED floodlight with 50 watts (e.g., Conrad 1182143) and a suitable light or microphone stand.

My SLR camera has a sensor that is about half the size of the slide or negative we know from analogue 35 mm photography, the so-called “half format.”

This sensor is, therefore, much larger, and can store more image information than the tiny versions of many mobile phones and compact cameras.

This is a great way to document the smaller model railway gauges, and the photos are really sharp.

But, please, always leave the highest level of image resolution set! We will not use any built-in flash, at all.

The seven important settings for daylight photography are, as follows:

1. Automatic shutter speed (AV setting, i.e., “aperture priority”)
2. Light sensitivity ISO 100
3. Lens set at 24 mm focal length
4. Set aperture to 18
5. Any scene modes to standard
6. White balance to automatic
7. Autofocus to spot metering

Just have a look at the instruction manual of your camera and try these settings, if you have an SLR or similar camera with larger sensors.

Owners of mobile phones and compact cameras may try a similar approach and set the maximum aperture to a fixed value, as long as this can be influenced. Especially because of their much smaller sensor, there are additional limitations with these types of cameras.



A typical example of a photo taken with a small camera sensor. It appears unbalanced and lacks sharpness when enlarged.

The recommended settings for artificial light photography are as follows:

1. Automatic shutter speed (AV setting)
2. Light sensitivity ASA (ISO) 100
3. Lens at 24 mm focal length
4. Set aperture to 18
5. Set "scene modes" to "standard"
6. Set white balance to the symbol "fluorescent tube" (if your LED spotlight or model railway lighting has a colour temperature of 4000 K)
7. Autofocus set to spot metering

Some cameras have a function to reduce flickering caused by fluorescent or AC-powered LED lights. In this case, please activate this function manually!

Now, it's time to focus on the object of desire

I always work with a tripod to avoid camera shake during long exposures. In addition, I use a wired remote shutter release, but the self-timer integrated in the camera can, of course, also be used.



Bruno Kaiser from Miba Magazine, a true model railway photography professional, in action: Here, more than 3,000 watts of light are needed, and a wickedly expensive camera is in use. But apart from that, we amateurs work in a very similar way.

I usually take the first photos at a distance of 30 - 60 cm. Of course, this means that there are more objects in the photo, than desired. But the larger sensor leaves room to later selectively crop the image, which I can usually check immediately, with the view and magnification functions of the camera display.

Besides, this slightly larger distance to the object has another advantage: more depth of field. The high f-number (small aperture) together with that certain distance produce exactly this effect.

However, the most important prerequisite for a successful photo is always the quality of the available light. It is not for nothing that professional photographers light their backdrops so elaborately. However, professional lighting can also ruin any atmosphere and lead to a "sterile" documentary photo, without highlights or excitement.

Therefore, if your layout is still of a reasonably transportable size, simply move the layout out into the daylight. If you have sunlight without clouds, then almost nothing can go wrong. Even the natural shadows cast can have an excellent effect, because they look just as natural on your model as in real life, and not like those from studio lighting.

With stationary layouts or other conditions, however, you have to use an artificial light source. I often use the light floodlight mentioned above. Usually, I first test different positions to see how the shadows work out, and to find the best possible illumination of the object. Just give it a try.

And, there is one more thing of utmost importance: get down on your knees with your camera, in other words, adopt the point of view of one of the little Preiser figures on your layout. These photos are often exactly the mood setters in model railway magazines and they allow the viewer to immerse themselves into the action on the layout.

My generation still comes from the time of analogue photography. Back then a maximum of 36 photos per roll film was a tough constraint. I even learned the chemical process of developing negatives and slides. Back then, no one could predict how a photo would actually turn out. Everybody therefore considered very carefully beforehand whether the settings and results were correct... or could be correct!



Sometimes our kids are the ones who produce the better photos! Why? The young man simply took the shot, simply being guided by instinct and the sheer joy of doing so. His successful photo was also published in **Trainini®** at the time. At the same time, it shows that success can often be achieved with simple means, if the available tools are used skilfully.

With today's digital technology, results can be checked immediately, and countless series of photos will end up on the hard disk of our computers. So, just take a step back and consciously take the extra time for preparing one beautiful shot, or maybe two with alternative settings.

That should be enough for not losing track and helping you to enjoy that single particular scene. Ideally, these photos will later tell real little stories about your model railway.

continues on page 30



With this initial information, we just want to whet your appetite for more. Perhaps it is time to take another look at the operating manual for your own camera and prepare the stage for the stars of your model railway layout. Our editorial team is always very interested in your mood-setting photographs.



Our last photo is a reminder of how important a suitable backscene is for model railway photography: it creates depth and a realistic finish at the same time.

Photos on page 29:

While small details are perceptible in the photo taken with an SLR camera (photo above), the result with a compact camera is rather sobering due to the lack of manual adjustment possibilities (photo below).

Of course, we know that not every prospective buyer wants to bother with a large and richly equipped SLR camera. In this case, compact system cameras might make for a sensible alternative. As for mobile phones, we are planning to put them to a photo test soon.

In another article for late summer, we will have a look at the “Photoshop Elements” image editing software, again with the aim to provide you with simple but effective instructions. Similar functions are available through many photo editing programmes found on the Internet, some of which are even available for free.

Author's photo portfolio:
<http://helenensiel.com>



Load 64 x 11 mm



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H00037 Kiosk



A00007 Workbenches



A00206 - Workshop

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.

Vierbändiges Deutsches Lok-Archiv Klassiker der Dampflokomotiv-Literatur

Die vier bei Transpress jüngst wiederaufgelegten Baureihenverzeichnisse für Dampflokomotiven samt Beschreibungen und Zeichnungen haben eine fast fünfzigjährige Geschichte vorzuweisen, die über inzwischen drei Verlage reicht. Schon diese Eckdaten legen nahe, wie wichtig diese Werke für Eisenbahnfreunde sind. Sie gehören zu einer Reihe, die über viele Jahre letztendlich alle Fahrzeugkategorien behandelt hatte.



Manfred Weisbrod / Hans Müller / Wolfgang Petznick
Dampflokomotiven I - Baureihe 01 bis 39
aus der Reihe „Deutsches Lok-Archiv“

Transpress Verlag
Stuttgart 2021

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Die beiden Hauptautoren Manfred Weisbrod und Wolfgang Petznik sind Experten für die Geschichte des deutschen Dampflokomotivbaus. Bekannt wurden sie durch verschiedene Veröffentlichungen, allen voran das Dampflokomotiv-Archiv, das unter verändertem Namen auch hier nun wieder Thema ist.

Die Geschichte der Autoren und ihrer Buchreihe begann in der früheren DDR bei Transpress VEB Verlag für Verkehrswesen in Berlin. Dort erschienen zwischen 1976 und 1981 die vier Ursprungsbände, deren Nachfahren wir heute hier vorstellen dürfen. Sie reihten sich zu Archiv-Bänden, die auch Diesel- und Elektrolokomotiven, Triebzüge und Wagenbauarten behandelten.

Schon beim Ursprungsverlag erlebten die Bücher mehrere Auflagen, wurden inhaltlich und in der Gestaltung überarbeitet, um dann im Westen auch eine lizenzierte Auflage beim Alba-Verlag zu erfahren, die den Fokus noch auf ausländische Lokomotiven erweiterte, einige Bücher weiter fortschrieb und schließlich auch noch um Stationierungsdaten erweiterte.

Nach der Wende gelangte der frühere volkseigene Betrieb Transpress aus Berlin dann unter seinem Handelsnamen bei den Paul-Pietsch-Verlagen, die heute in Stuttgart ansässig sind. Das fasst wie ein Zeitraffer kurz das lange Zeitfenster und die einzelnen Stationen nach.

So ist das Erscheinungsbild all dieser Bücher heute sehr vielfältig, denn es wurden im Laufe der Zeit die Buchdeckelgestaltungen mehrfach geändert, neue Aufteilungen vorgenommen sowie Nummerierungen durch alle Bände der nun als Deutsches Lok-Archiv bezeichneten Reihe eingeführt und auch wieder verändert.

Betrachten wir nun den Teil der Dampflokomotiv-Archivbücher, hat sich so viel im Laufe der Jahre gar nicht getan. Und das liegt schlicht daran, dass deren Geschichte nun mal weitgehend abgeschlossen war, als diese Werke erarbeitet wurden.

Uns liegen zum Vergleich die Ursprungsbände der Jahre 1976 bis 1981 und mehrere ausgewählte, strukturell vergleichbare Titel aus dem Alba- und heutigen Transpress-Verlag vor. Die vier vorliegenden und zu besprechenden Bücher sind als unveränderte Nachdrucke der Auflagen von 1993 bis 1995 gekennzeichnet. Teilweise hatten sie bis dahin Überarbeitungen und Erweiterungen erfahren.

Ihr Aufbau und Struktur folgen also unverändert der bewährten und etablierten Gestaltung, die sie bereits in den Achtzigern mit Beginn der Lizenzausgaben bei der Alba Publikation erhalten haben. Auch das durchweg historische Bildmaterial, dem sein Alter natürlich anzusehen ist, das aber gut und ausführlich dokumentiert und ansehnlich reproduziert wurde, ist unverändert weiterbenutzt worden.

Wertvoll sind die vielen Übersichtszeichnungen mit Maßangaben zu den Fahrzeugen, aus denen vor allem Umbauwillige oder Modellbahner mit Schieblehre in der Hand viele zusätzliche Informationen gewinnen. Die wichtigsten Fahrzeugdaten sind auch jeweils am Ende aller Bücher in Tabellenform aufgeführt.

Einleitend beschrieben ist das von der DRG eingeführte Nummernschema. Inhaltlich umfassen die Aufstellungen die Dampflokomotiven, die von der DRG und nach dem Krieg von DR und DB eingesetzt wurden. Dies schließt also nicht nur Einheitsbauarten, sondern auch Neu- und Umbauten sowie Rekonstruktionen nach 1945 ein. Ebenso werden auch übernommene Länderbahnveteranen und Versuchslokomotiven behandelt, die es teilweise nur als Einzelstücke gab.

In dieser Hinsicht sind die Bücher also sehr vollkommen, doch es bleibt mindestens eine Lücke. Sie fiel uns gleich auf, weil sie schon aus den geänderten Buchbezeichnungen zu erkennen war: Ursprünglich umfasste der Band 3 auch die Baureihe 60, später begann die Zählung erst bei der Baureihe 61.

Entfallen ist damit mindestens die von der Lübeck-Büchener Eisenbahn (LBE) im Jahre 1937 übernommene Stromlinien-Tenderdampflokomotive, die in Deutschland einmalig blieb und eben als Baureihe 60

von der Reichsbahn erfasst wurde. Dieses Manko hatten aber tatsächlich auch schon die Auflagen aus den Neunzigern, wie unsere Recherchen ergaben.

Wen das nicht schmerzt und nicht die alten Klassiker aus sozialistischen Zeiten sein eigen nennt, der wird froh und dankbar sein, dass Transpress nach knapp zwanzig Jahren endlich wieder eine Auflage gewagt hat.

Und so hegen wir die Hoffnung, dass nicht nur diese wertvollen Klassiker der Dampflokomotiv-Literatur wieder verfügbar geworden sind, sondern die gesamte Reihe auch durch die anderen Traktionsarten sowie Reisezug- und Güterwagen in Taschenbuchform alten Formats noch folgen wird.

Unterstützt durch technische Daten sowie einer stark unterschiedlichen Anzahl Fotografien und Skizzen je nach Baureihe, werden die Dampflokomotiven hier schließlich bezüglich Entwicklungsgeschichte, Betriebsbewährung und konstruktiven Merkmalen in einem Umfang vorgestellt, wie es die kompaktere Typenkompass-Reihe aus gleichem Verlag nun mal nicht leisten kann.

Werfen wir abschließend noch kurz einen Blick auf die Aufteilung der Baureihen auf die vier Bände, wie sie unverändert gegenüber der letzten Auflage beibehalten wurde:

- Band 1 beschreibt alle Schnellzug- und Personenzuglokomotiven mit Schlepptender (Baureihen 01 bis 39).
- Band 2 behandelt alle Güterzuglokomotiven mit Schlepptender (Baureihen 41 bis 59).
- Band 3 widmet sich den normalspurigen Tenderlokomotiven mit Ausnahme der Baureihe 60 (Baureihen 61 bis 98).
- Band 4 ergänzt die Reihe um die vielen Schmalspurlokomotiv-Bauarten, die in einer einzigen Reihe zusammengefasst wurden (Baureihe 99).

Da alle vier Bände eng zusammengehören, sich ergänzen und nur gemeinsam Sinn machen, haben wir uns letztendlich auch entschlossen, sie gemeinsam in einer einzigen Rezension zu behandeln. Die Bücher sind ein Muss, quasi ein Standardwerk, und wir können uns kaum vorstellen, dass jemand nur zu einem oder zwei Titel dieser Reihe greifen wird.

Ganz im Gegenteil müssen wir attestieren, dass sie Lust auf mehr machen und den Wunsch wecken, gleich einer Enzyklopädie auch die noch vermissten, weiteren Werke hinzugesellen zu können!

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Von ersten Versuchen zum technischen Standard 100 Jahre Entwicklung zum Drehstrom

Heute fährt jede moderne Ellok mit Drehstrom-Asynchronmotoren, zieht ihre Energie aber aus einer Fahrleitung, deren Versorgung sich seit hundert Jahren nicht mehr nennenswert geändert hat. 1979 war es eine Sensation, als die DB-Baureihe 120 als erste Drehstromlok bei einer Staatsbahn in Betrieb ging. Doch die Geschichte reichte viel weiter zurück, erlebte viele Versuche und Entwicklungen, aber auch schon Serienmaschinen im täglichen Einsatz, bevor ein neuer technischer Standard erreicht war.



CFT Video Berlin
Die Geschichte des Drehstromantriebs
Mit der Drehstromtechnik in die Zukunft

EK-Verlag GmbH
Freiburg 2021

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

Best.-Nr. 8492
Preis 19,80 EUR (Deutschland)

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Einen spannenden Film hat der EK-Verlag hier auf den Markt gebracht. 120 Jahre Eisenbahngeschichte weiß er einzufangen und anschaulich zum Zuschauer zu transportieren. Sein Thema ist der Drehstromantrieb in elektrischen Lokomotiven.

Was heute Stand der Technik und so selbstverständlich ist, hat die Elektroingenieure mehr als ein Jahrhundert lang beschäftigt. Die Vorteile dieser Technik, deutlich kleinere Motoren und spürbare Gewichtseinsparungen gegenüber Ein-Phasen-Wechselstrommotoren gleicher Leistungsfähigkeit, war auch damals längst bekannt.

Doch die Entwickler jener Zeit standen vor der für lange Zeit noch unlösbaren Aufgabe, wie dieser Drei-Phasen-Wechselstrom überhaupt zu den Motoren gelangt. Ab 1901 erfolgten bei Berlin auf der Militärbahn Zossen – Marienfelde Versuche, die die Vorteile dieser Technik klar bestätigten und ermutigten, weiter in diese Richtung zu forschen.

Waren die Ergebnisse vielversprechend, bereitete die seitlich zu montierende, dreipolige Oberleitung den Entwicklern Sorgenfalten: Zwar konnte sie den Strom den Triebwagen sicher zuführen, aber mit ihr ließen sich keine Weichen und komplexe Fahrwege überspannen. So steckte diese Technologie bei der Eisenbahn lange Zeit in einer Sackgasse.

Die Produzenten des Films wissen auch diese erste Episode mit interessanten Bildern zu dokumentieren und zu veranschaulichen. Sie bedienen sich einiger Interviewsequenzen, die sie mit dem leider viel zu früh gestorbenen Dr. Alfred Gottwaldt, damals Leiter der Abteilung Schienenverkehr im Deutschen Technik-Museum Berlin, gedreht haben.

Er erläuterte die damaligen Versuche und Entwicklungen anhand von Gedenktafeln an der früheren Strecke, historischen Aufnahmen und einem ungewöhnlichen Lok-Exponat seines Museums. Dieser Weg für das älteste Kapitel, das es zu behandeln galt, war klug gewählt, denn es handelt sich um eine Ära, in der der Film erst noch das Laufen lernen sollte.

Aber auch der weitere Verlauf ist spannend, denn keineswegs folgt danach ein größerer Zeitsprung um sechzig Jahre. Der Blick geht über die Grenzen Deutschlands hinaus und schwenkt zum italienischen Drehstromnetz, das mit zwei Oberleitungskabeln auskam, über der Lok aufgehängt war und eine Lösung für Weichen und auch die Stromabnehmer fand.

Deutlich wird spätestens jetzt, dass diese Technologie kein rein deutsches Forschungsgebiet war, sondern auch Techniker im Ausland gleichermaßen herausforderte. Seinen Durchbruch feierte es aber in der Tat in deutschen Landen.

Und damit kommen wir der Gegenwart schon näher und mit ihr auch dem Anteil bewegter Farbbilder. Die drei Henschel-Lokomotiven DE 2500 sind zu nennen, die als Diesellokomotiven per Generator ihren Drehstrom erzeugten und damit elektrische Fahrmotoren speisten. Sie sind den Eisenbahnfreunden auch heute noch bestens bekannt.

Eine dieser Maschinen, die ebenfalls mit Messwagen mehrfach im Film zu sehen ist, blieb ebenfalls im Technikmuseum erhalten und wird daher auch ausführlich vorgestellt und als Meilenstein der Entwicklungen ins rechte Licht gerückt. Es handelt sich um die 202 003-0.

Gegenüber ihrer Schwester 202 002-2, die in Kassel im Freien ausgestellt, nur kurz gestreift wird, hatte sie auch entscheidenden Anteil an der Entwicklung der ICE-Drehgestelle mit umkoppelbarer Antriebsmasse („UmAn“). Ihr umgebauter Stromlinienführerstand ist ein „Charakterkopf“ und deshalb in lebhafter Erinnerung geblieben.

Wir sind nun in einem Zeitfenster angelangt, das besonders auch die Freunde der modernen Bahn ansprechen wird: Hier wird die Entwicklung und Bedeutung der Baureihe 120 gewürdigt, die mit fünf Vorserien- und 60 Serienmaschinen auf die Schienen kam oder auch der Bau des ICE als erstes greifbares Ergebnis der überaus schnellen Halbleitertechnikentwicklung.

Nicht vergessen werden durfte auch die erste in Serie gebaute Drehstromlok, die in Diensten der RAG noch vor der Baureihe 120 das Licht der Welt erblickte. Der Weg bis zu den heutigen Fahrzeugen wie etwa dem Vectron von Siemens scheint kurz, bietet aber auch noch spannende Wege.

Da sind Prototypen wie der Eurosprinter (Baureihe 127) oder die 12X (Baureihe 128), deren X ein Platzhalter für eine dritte Ziffer war. Deutlich wird daran, dass sie als mögliche Nachfolgerin der Baureihe 120 ins Rennen gehen sollte, als absehbar war, dass es bei den 60 Exemplaren bleiben würde, weil ihre Technik schon wieder überholt war.

Doch es kam die Bahnreform, der Traum von einer Mehrzwecklok war mit der Spartenaufteilung schon wieder vorüber. Wenigstens die Grundzüge ihres Kastens und der Kopfform gab sie jedoch an die TRAXX-Familie weiter. Der Siemens Eurosprinter führte seinerseits zu den Taurus-Lokomotiven, die ihre Spuren schließlich im Vectron hinterließen.

In Summe ist dies ein äußerst spannender Geschichtsunterricht. An der Qualität von Bild und Ton gibt es ebenfalls nichts zu kritisieren. Und so kann dieser Film sicher vielen Modellbahnfreunden die Wartezeit bis zum Ausliefern des genannten Siemens-Ellokmodells erheblich verkürzen und versüßen. Bis das Modell dann eintrifft, weiß sein Käufer schon ums Vorbild gut Bescheid!

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: <http://www.eisenbahn-kurier.de> :
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Staying in the conversation (part 3)

HOS Modellbahntechnik: To live for Model Making

Since 2013, Heinz O. Schramm has been active in Z gauge under his company name HOS Modellbahntechnik. With his fine etched constructions and UV-printed signs, he has since made a name for himself (not only) among the Zetties. Today he introduces himself and his work and offers a look behind the scenes.

By Heinz O. Schramm. How it all started: I was infected with the model railway virus more than 60 years ago. My father built a small H0 gauge layout for his son, i.e., for me. At the tender age of five, I was already allowed to hook up little houses, and other soldering work under the layout was also the order of the day, with a huge "roaster" with a copper hammer head. Well, there was nothing else...

After my father passed away at a very early age, there was no more railway modelling for a long time. In the seventies, I started ship modelling, or more precisely, the functional modelling of model ships. At that time, only simple analogue controls were offered, often with a lot of malfunctions.



Small series manufacturer Heinz O. Schramm evidently enjoys working in his small workshop. Photo: HOS Modellbahntechnik

I was able to win numerous regattas and championships until I had to bid farewell to this hobby: A move to the Swabian Alps deprived me of all the lakes that were available in the Rhein (Rhine) valley. There are practically no standing waters on the Alb, all water immediately goes into the karst, and flowing waters are also scarce.

continues on page 39



On the company's fifth anniversary, Heinz O. Schramm "treated" himself to an ultimately successful world record attempt at the Z-gauge weekend in Altenbeken in 2018: He built the world's smallest functioning brake shoe – the world's best performance thus moved from the large 1 gauge (scale 1:32) directly to Z gauge (scale 1:220). Photo: HOS Modellbahntechnik

So, there were only two options remaining: Model aircraft or model railways. And here fate played along once again: A colleague at work gave me a “broken” crocodile in Z gauge. After a few hours of tinkering, it was running again, and, all of a sudden, there were two happy Z gauge railroaders. I recognised the subtlety and diminutiveness of this gauge, because it fitted exactly into my small living environment!

The end of my working life announced itself around 2010; I have neither grandchildren nor a dog. So what is such a pensioner to do? Having been a builder myself, I found that the range of accessories was very, very manageable. And the quality only...



In the beginning is a drawing: Heinz O. Schramm sits at his new workplace after retiring. Photo: HOS Modellbahntechnik

The decision to found a small company therefore quickly matured: HOS Modellbahntechnik saw the light of day. As an “old metalworker”, metals of all kinds were to be my materials, of choice.

I quickly recognised the advantages of nickel silver and brass in various alloys. My first work was a small water crane on a scale of 1:220, from which many other parts for the railway depot developed.

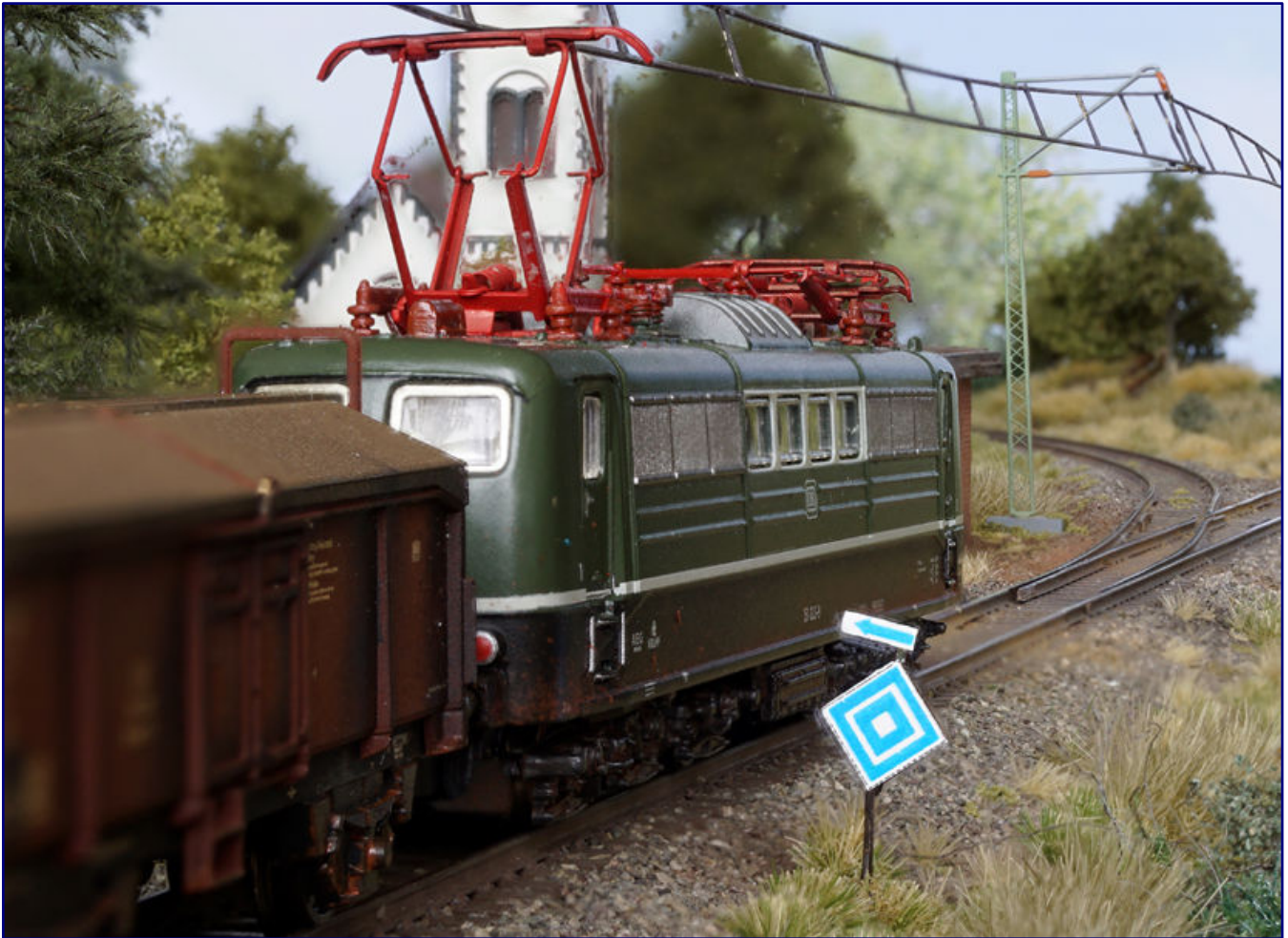
There were enough models, after all I had access to the old train yard Dieringhausen near Gummersbach: As a member of the Stammtisch (model railway club) Untereschbach e.V. many visits followed with pad, pencil, yardstick, and camera. It doesn't get more authentic than that.

My little workshop

Fortunately, I'm in Z-gauge, so a small 20m² workshop is enough for all jobs. Besides several lathes and milling machines, I am particularly proud of my camera soldering station (photo below).



Heinz O. Schramm at milling work for his models (picture above), to his left you can also see his milling station. He is particularly proud of his camera soldering station (photo below) for the smallest parts, which allows 48x magnification. Photos: HOS Modellbahntechnik



The product range, which is produced in the company's own workshop, also includes an overhead catenary system and UV prints. In addition to the code charts shown to indicate the end of the overhead contact line on the diverging branch of the line, there are also information and traffic signs, which are then mounted on thin nickel-silver panels.

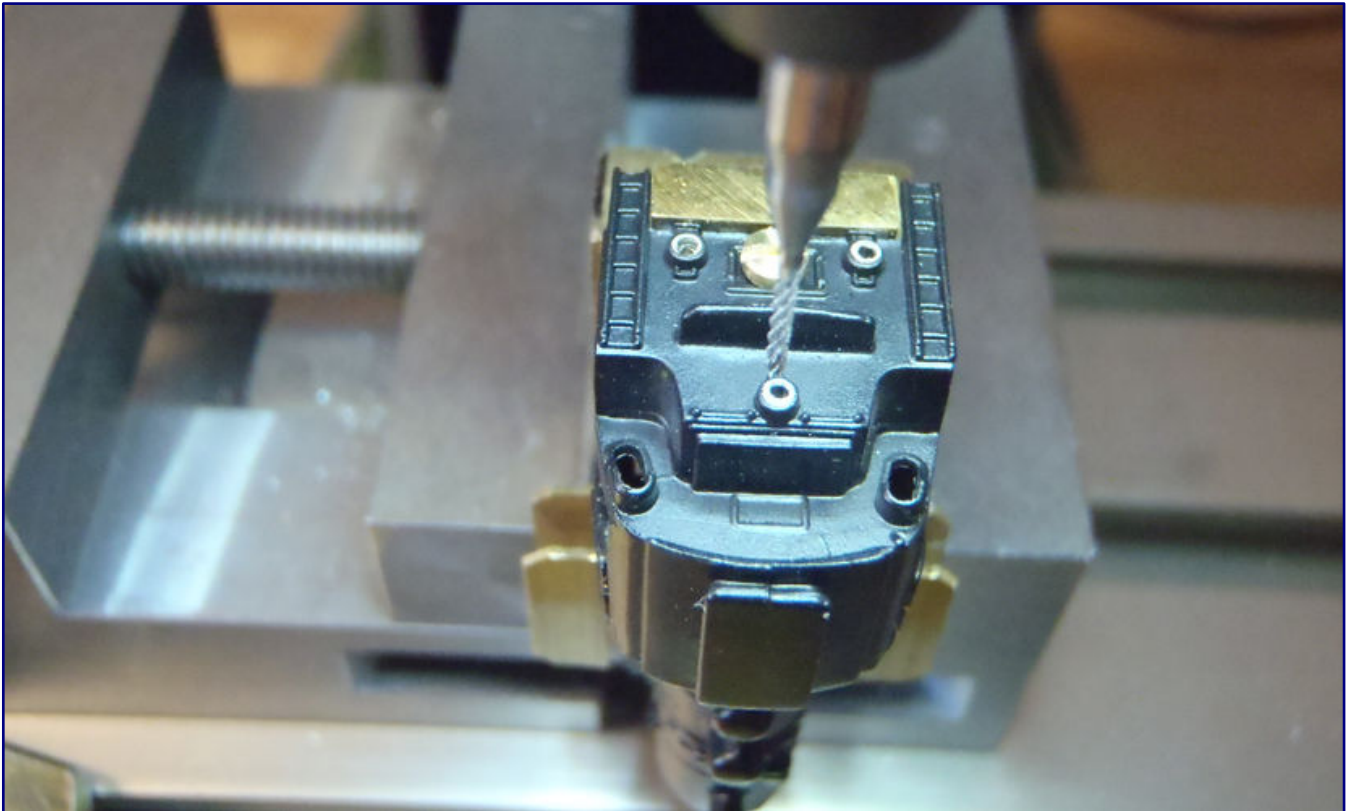
After all, my initial experiments with a microscope were all unsatisfactory. This is because only a depth of focus of a few tenths of a millimetre is available beneath the optics. With a camera and screen, on the other hand, a magnification of up to 48 times the operating range can be achieved – enough for the tiniest components, such as SMD LED 0201, and matching stranded wires with a diameter of 0.05 mm.

Such small components are difficult to solder with conventional soldering equipment, so I made all the nickel silver soldering tips for the Ersal Icon soldering device myself. The camera system is also useful for working with complicated nickel silver parts, thanks to sufficient depth of focus.

There was only one challenge I had to overcome. The hand is working somewhere and the eye sees the result somewhere else, and the poor brain has to bring the two together. Not so easy! From that moment on, I have had even more respect for surgeons!

My product range

My product range expanded steadily, always keeping an eye on what my colleagues in small series production were offering. It makes no sense to cannibalise ourselves in this small market. I specialised



Heinz O. Schramm's range of services also includes individual customer orders, such as here the installation of a three-light tip signal using LED technology in a Märklin class 89. Photo: HOS Modellbahntechnik

more and more in etching work in nickel silver, and more and more at the request of customers. The finest structures I can work on measure just 1/100 mm! That is fine enough for the Z gauge.

In the model railway world, signal boards and road signs in high quality are rather rare, but unfortunately also in the larger gauges. Following from a standard assortment, I offer all kinds of individual boards and signs.

Always printed with UV printing technology, then mounted on the finest nickel silver plates. Unfortunately, trials with laser printers did not provide satisfactory results, the resolutions are simply not fine enough for our small gauge. Due to the techniques, I chose, very realistic signs are possible – with all possible (or impossible) inscriptions.

But even prior to the small etched part, there is a drawing. I create all the drawings myself on my home computer. The graphics programme Corel Draw has the right tools for this. The finished drawing file is sent electronically to the specialist who exposes the films for sheet metal production. The films are then used to make film pockets that show the front and back of the sheet metal.

The photo positively coated metal sheets are exposed in these film pockets and etched in an acid bath after development and fixing. After a few weeks, I receive the finished plates from the etching workshop for further processing.

These are now used to create the fine objects for the train yard, e.g., sanding towers, slag lifts, examination pits, or pipe-blowing frames. Other parts “around the train yard” also originate here, for example, barbecue and drinks trolleys, apron light poles, coal and slag trolleys, luggage trailers for the platform, etc.

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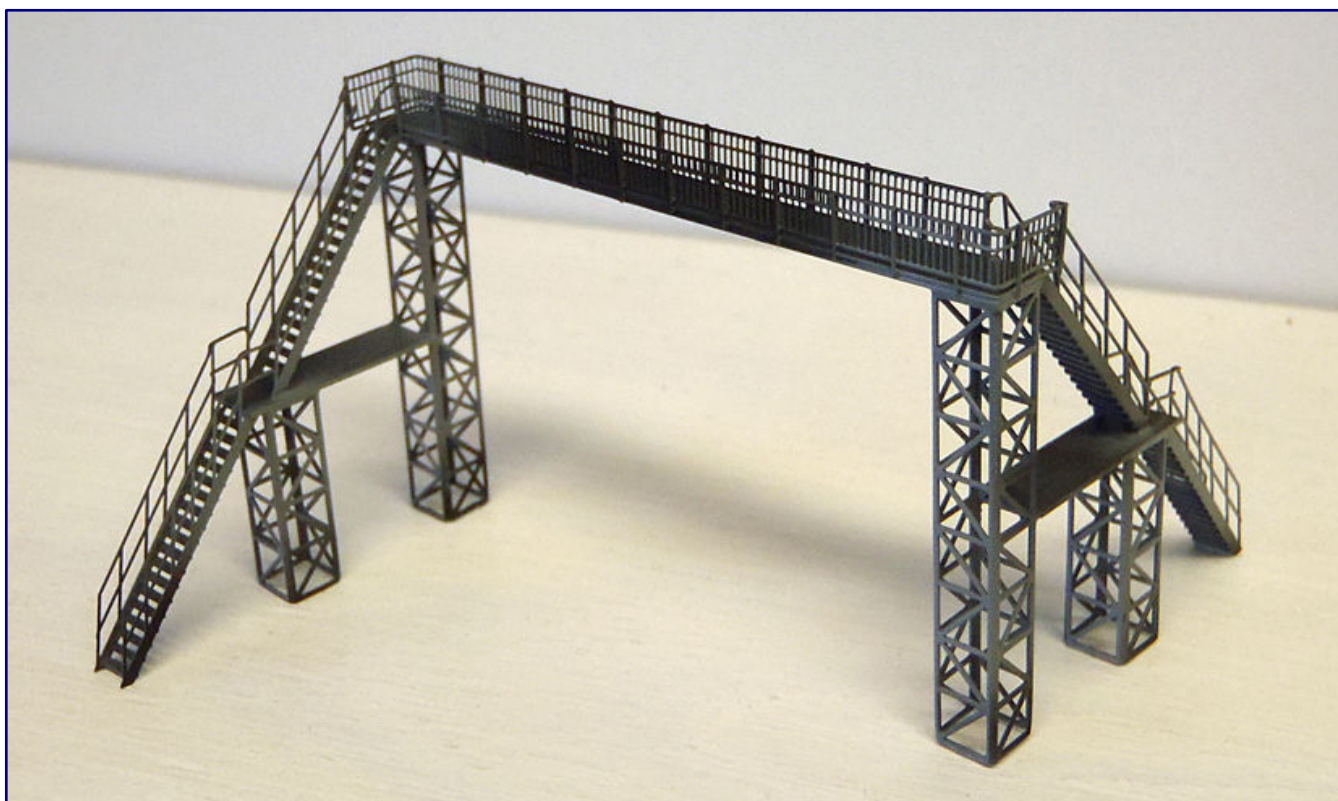


Photo above:
A special eye-catcher on Klaus Sieber's layout is the covered train station platform with LED lighting constructed by HOS Modellbahntechnik, which spans six tracks, and offers full lettering inside. Photo: Klaus Sieber

Photo below:
Also made to customer specifications, this elevated track crossing is made of nickel silver and even features chequered (ribbed) plate on the stairs. Photo: HOS Modellbahntechnik



Prominent showpiece: The signals, the light poles, the light bridge in front of the tunnel and the wire mesh fences on the AZL demonstration segment "Moffat Tunnel" also come from the workshop of HOS Modellbahntechnik. Photo: Karl Sinn (Spur-Z-Atelier)

My latest creation is a Bunker C (really thick, heavy oil) refuelling system for the oil-fired steam locomotives of the late fifties.

New projects

Last year I developed my own product line of catenary wires. Finest catenary wires in different lengths for the HOS catenary masts, but, also suitable types for the masts from Göppingen – as a replacement for the coarse and no longer up-to-date stamped parts. In addition, I offer the catenary wires also in a dark stained finish. **Trainini®** already demonstrated last year with its Himmelreich project, how they can be used effectively.

Matching the catenary components, there is also the complete assortment of catenary code charts: Pantograph up, pantograph down, and so on. They are a small but fine detail on the model railway layouts, that will not fail to make an impact.

A particularly difficult project is currently ahead of me: Functional semaphores for Z gauge. A variant, as a non-functional version, has long been ready for series production. The use of the smallest LEDs will result in a functional version, as well as a version of pre-signals. They will be operated by micro-servo motors.



The fine and contemporary catenary wires for the Märklin system geometry (photo above) belong to the more recent designs of the small series manufacturer. A preview of the ongoing developments is offered by the signal cantilever with two colour light exit signals and wing signals marked as invalid (photo below). Photo (below): Henry Christophori

It is often the wishes of my customers and their joy in the small details that motivate me again and again to try out new things, and make the seemingly impossible possible. I would like to thank everyone for this and look forward to further motivation!

Contact this manufacturer:
<http://www.hos-modellbahntechnik.de>



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Art. 702181

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.

Pleasant and gratifying feedback:

I was looking through your new issue and thought to myself: "Oops, you know that photo..." And then I landed in your journal with a letter to the editor and a photo – how nice!

Great, thank you very much, I am very happy! I also take it as motivation for future projects. I will be happy to report back to you once things have reached "presentable" dimensions.

In the meantime, I have registered in the forum "Z-Freunde international," what a source of knowledge, exchange and inspiration, I am reading my way through it. Speaking of reading, there is a lot to "absorb" in **Trainini®** 4/2021.

For me, the article about the work of the Heller couple in 3D printing is particularly interesting. A technology that also inspires me, even if for me as a layman most of it remains on the surface.

In my opinion, it is one of the technologies of the future (also for the broad hobby user community). I especially like the article about the V 23, the split pin solution for coupling seems to be very practical.

I still have a lot to read in your magazine, thank you very much for another very successful issue.

Michael Böttcher, Bremen

Editor's reply: Thank you very much for this confirmation and helpful message. Comments like yours always help us to consistently align the magazine with the interests and expectations of our readers. And that is our incentive!

Spelling of Russian names:

(You) have made a great effort again. But you still have to learn something about the spelling of Russian names!



The aircraft named after Russian designers are the Yak (Yakovlev) and IL (Ilyushin). I know that both names are spelled with a “Y” in the Anglo-American language. Not so in German-speaking countries!

That hurts somehow! By the way, this can also be researched very well on the internet.

Gunnar Häberer, Potsdam

Editor's reply: We have followed the spelling that Herpa has chosen in its product texts in order not to make it difficult to find them in case of interest. In fact, several spellings are possible and also common, which is why we also confronted the manufacturer with the content of this letter to the editor. They told us that they too had to decide on a spelling, which then had to be applied consistently. We would also like to add that Herpa also exports to the important Anglo-American language area, which certainly had a significant influence on the company's decision.

Making heavy-duty trucks more presentable:

Many thanks for the detailed report on the SSy 45 from Märklin. I was also very happy about the delivery of these long-lost wagons.

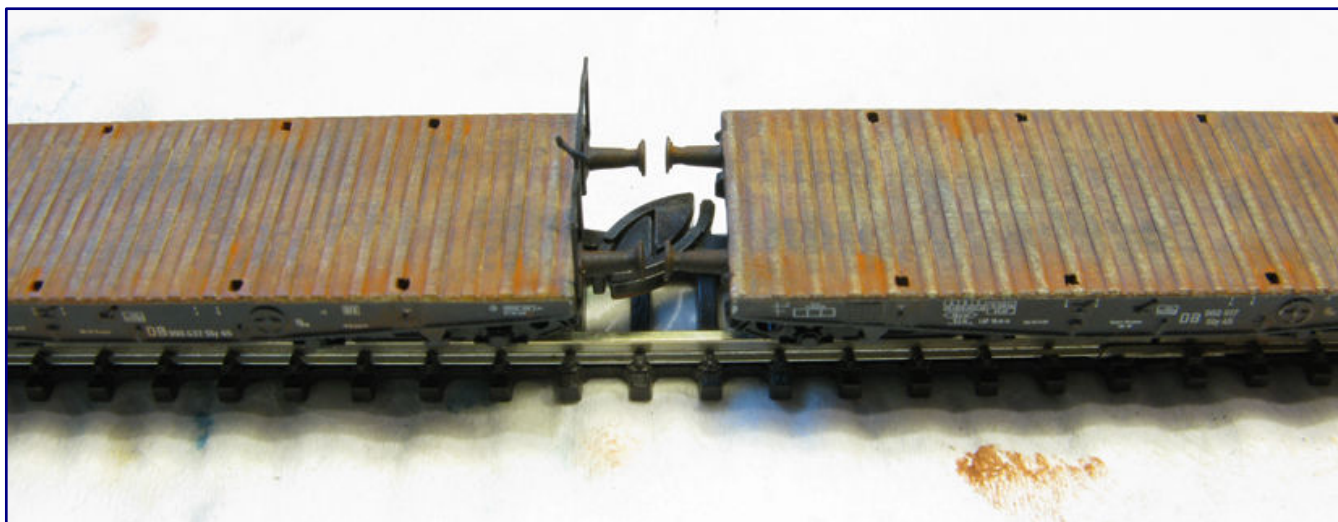
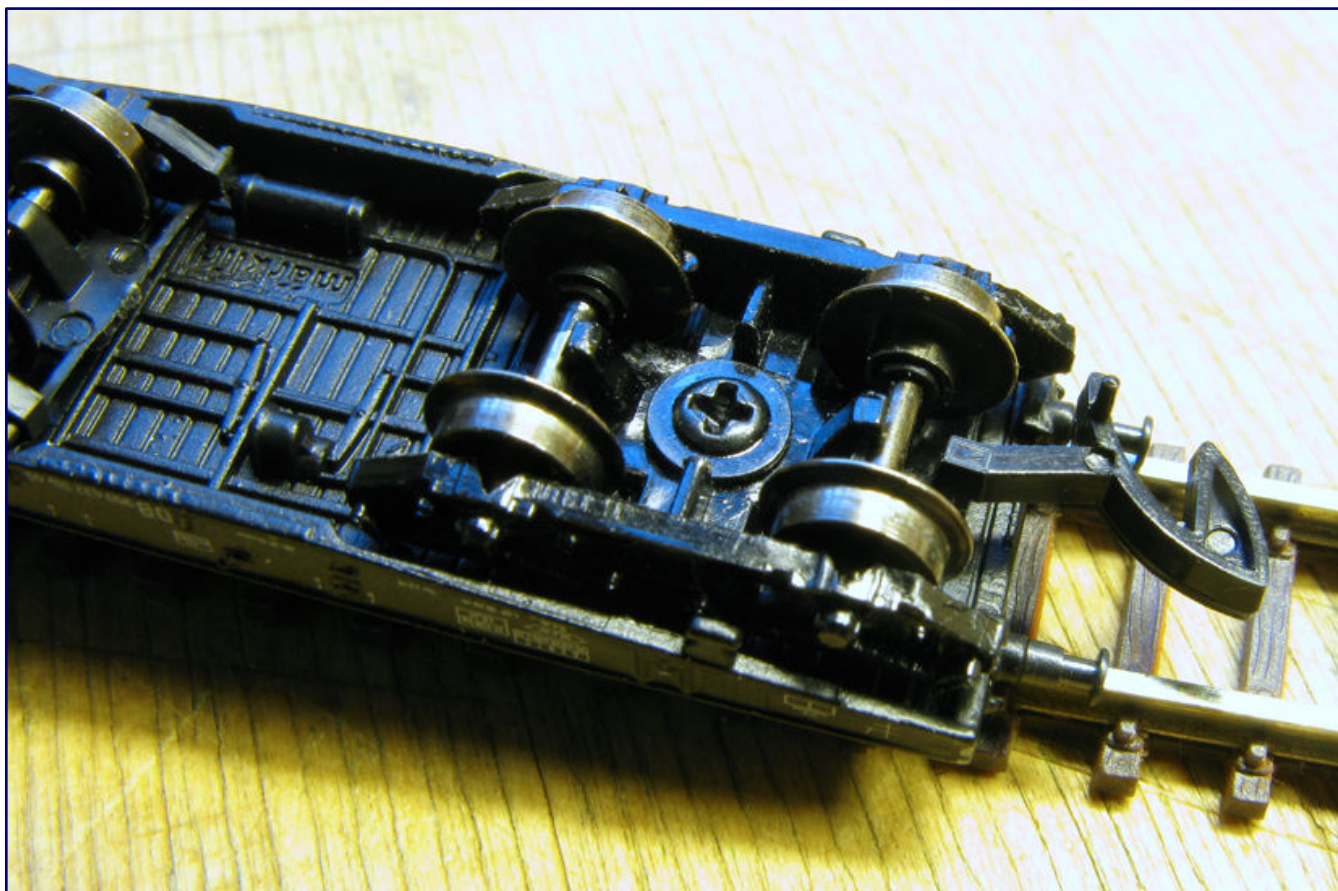
Unfortunately, with the wagons came disillusionment when they are coupled together. This “huge gap” is no longer in keeping with the times and greatly diminishes the joy of these wagons. After looking at the construction, I thought about how this could be improved. As an idea, I took a MTL coupling 907.

For the conversion, however, it must be taken into account that a return to the original is no longer possible.



After the dome spacing was felt to be unsatisfactory and not up to date, a hand had to be applied. The three heavy goods wagons from the Märklin pack 82229 now show themselves modified and also slightly aged. You can see more photos of the modification on the next page. Photo: Dirk Rohwerder

The mounting of the new MTL 907 coupling is too high, so it must be cut flatter. In the bogie everything up to the middle of the axle must be cut away so that the coupling has sufficient free space.



With the help of a MTL coupler 907, whose receptacle had to be cut flatter to fit under the also modified bogie (photo above), a closer coupler spacing was achieved. The result (photo below) justifies the effort. Photos: Dirk Rohwerder

The buffers were also replaced with Heckl buffers. The wagons were then aged. Attached are a few photos of the reworked SSy 45.

Dirk Rohwerder, Sprockhövel

Later start for our new internet pages:

In the last issue we provided more detailed information on the status of the new pages and their content for the first time. Unfortunately, we were not able to keep to the planned date for the changeover. Although

the pages of individuals and clubs have been integrated in the meantime and, above all, the licensed **Trainini Archives**, there were still some open questions to be clarified.

This concerned above all the handling of the imprint and privacy policy for our English-language pages, which under German law belong to the mandatory information and must therefore be targeted accurately, and, exclusively, to our laws and legal standards.

Now that these questions have been clarified, we are facing a new problem exactly at the time of publication of this issue: the change of direction already initiated the day before has so far not worked, and we are waiting for technical help from our service provider. We sincerely hope that you will soon be able to enjoy our “refreshed” appearance, both visually and in terms of content, because it will also change the paths to the respective issues.

The editors and translators would like to take this opportunity to thank Stephan Bauer, who is responsible for the technical part of the website, has set it up and will continue to look after it for us. We would like to take this opportunity to say “Welcome to the **Trainini®** team!”

Only a single Märklin delivery:

At the last turn of the month Märklin delivered the container car pack (item no. 82663) from the autumn new products 2020. Contrary to the product description, this is a set of three freight cars from the late German Federal Railroad (Era V).

Part of the three-part wagon composition are a four-axle container wagon Sgs 693, loaded with three 20-foot containers “Hamburg Süd,” and two two-axle Lgjs 598, each carrying two tank containers of the company Bertschi AG.



With the container car pack now delivered (item no. 82663), more modern Bundesbahn trains can be usefully extended and supplemented.

With this new product Märklin enhances modern freight traffic on Z gauge layouts, as it has developed more and more from the seventies to today's dominant form of transporting freight between seaports and inland.

New self-publishing house by Stefan Carstens:

Stefan Carstens, best known as a profound expert on freight wagons through his specialist book series, has announced that he will in future publish his books himself again. For this purpose, he will operate under the name Eisenbahn-Dokumentation (<https://www.stefancarstens.de>), with parts of words merging into “Bahndoku” in his logo.

EISENBAHN
DOKUMENTATION
STEFAN CARSTENS

Already in 1996, after the loss of the first publishing house he had worked with, he had self-published volume 3 of the freight car series. This was followed by a 20-year collaboration with Miba or Verlagsgruppe Bahn (VGB), during which he was able to concentrate on research, making drawings and publishing books.

“Unfortunately, due to the change of ownership, the fun factor fell by the wayside”, Stefan Carstens now writes on his new pages. This probably led to the decision that has now been announced. The next upcoming titles affected by this will be “Freight Wagons Volume 9.1” (planned publication in July 2021) and “Freight Wagons Volume 9.2” (autumn 2021).

In addition to two other partners, he was able to win the Lokomotive-Fachbuchhandlung (<https://www.lokomotive-fachbuchhandlung.de>) and the Modellbahnunion (<https://www.modellbahnunion.com>) as distribution partners. The latter has bought the largest part of the edition and is therefore also mentioned on the cover of the book.

Plans for the near future can also be seen in the new appearance: For example, the out-of-print volume 2 is to be revised and divided into two follow-up volumes 2.1 (refrigerated and beer wagons) and 2.2 (wagons with openable roofs and sliding wall wagons). The announced book on low-loader wagons will also be pursued.



In a new series of books, railway service vehicles and service freight wagons are to be presented in a well-founded manner by the author Wolfgang Henn.

Artitec new product delivered:

The mobile cattle ramp (art. no. 322.037), which is finely designed as usual and highly topical, was delivered by Artitec, and also completes the recently released small livestock loading wagons in scenes at loading areas.



The mobile livestock ramp (art. no. 322.037) from Artitec has just been delivered, over which livestock begin their final journey to the abattoir (slaughter house).

The Krupp-Dolberg excavator (322.025), which we awarded last year as the best new release of the year 2021 in the accessories category, has in the meantime become available again, but is already sold out ex-works. However, interested customers can still purchase one from many dealers at the moment.



The Krupp-Dolberg excavator (322.025), which is still in great demand, is not only a particularly successful model, but also a typical representative of the earlier cable excavators.

Decoder development with D&H:

Case-Hobbies (<http://case-hobbies.de>) announced that they are currently developing new decoders together with D&H. These are intended, for example, for AZL models Alco RS / RSD and the announced SW1500 shunting locomotives. These are intended, for example, for the AZL models of the Alco RS / RSD, and for the announced SW1500 shunting locomotives. But other decoder developments are also already in the works.

The latest new products from AZL:

The EMD E7, which was recently delivered for the first time, is a colourful package of A and B units. It now wears the colour scheme of the Seaboard Air Line (art. no. 64611-1 / -2). The version of the PRR (64604-1 / -2) in the reddish-brown shade known as "Tuscan red" also stands out with its roof antennas.



EMD E7 A-B (Item No. 64611-1; photo left) in Seaboard Airline colours and reissued A-B-B-A unit of Santa Fe's EMD F7 (63001-1; photo right). Photos: AZL / Ztrack

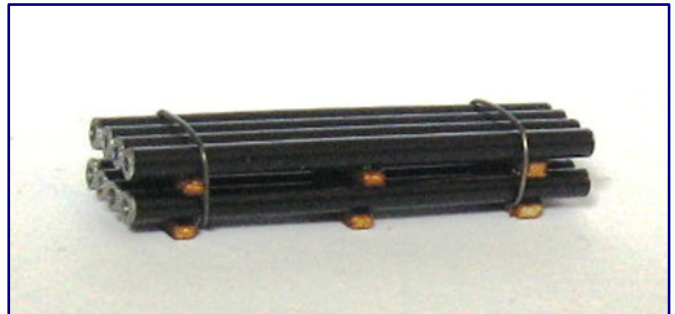
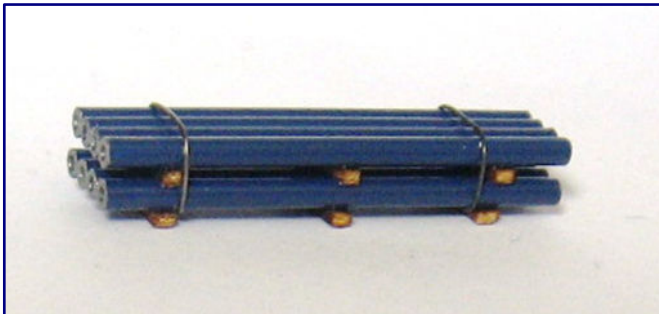
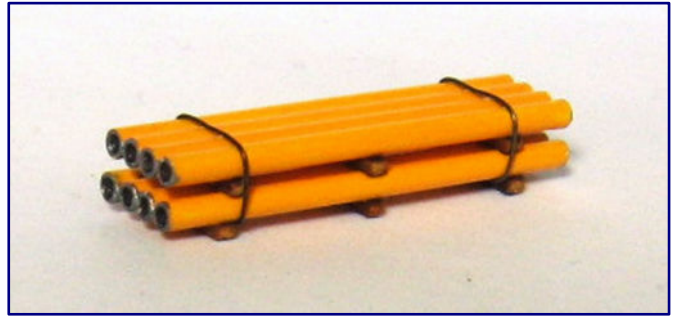
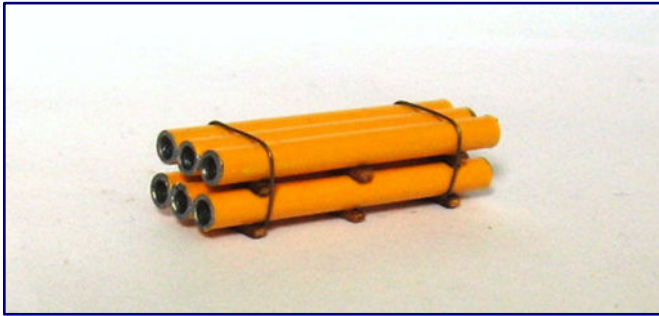
Due to the great demand, new A-B-B-A assemblies of the EMD F7 in the design of the Santa Fe (Warbonnet livery) will be added. The new service numbers also match the Super Chief train (63001-5 / -7 / -9), or are small follow-up editions of the models already delivered (63001-1 / -3).

The 8,000-gallon tank cars of 1917 now come in the "Warren" design individually (915002-1), in pairs, (915032-1), and, in fours, (905002-1).

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

Load idea from Küpper:

Basalt chippings made of original material are currently offered by Spur Z Ladegut Josephine Küpper for Märklin models 8622 (item no. Z-1-4) and 8650 (Z-11-4). For the 8610 low side car or also the comparably long, but more realistically designed Märklin models of the R 10 and Rmms 33, there are new pipe loads.



Four new pipe loads are now available from Josephine Küpper: Yellow pipes are available in bundles of six (item no. Z-301; photo, above left) as well as bundles of eight (Z-302; photo, above right). Eight bundles each are tied down and secured with timbers. Blue (Z-303; photo, below left) and black bundles (Z-304; photo, below right) are also available. Photo: Spur Z Ladegut J. Küpper

These are available with yellow pipes as a bundle of six (Z-301), as well as a bundle of eight in the colours yellow (Z-302), blue (Z-303) and black (Z-304). These new products are made extremely precisely by hand. They do not put a heavy load on the wagons as they only weigh around 0.8 grams each.

All the above-mentioned loads and many more can be obtained from <https://spur-z-ladegut.de>.

Generation change at Simba-Dickie:

The group of companies, which was founded in 1982 as “Simba Toys” and expanded into the international Simba Dickie Group, is now entering its third generation. On 1 May 2021, Michael Sieber (65 years old) handed over responsibility for 2,950 employees and a turnover of EUR 715 million to his son Florian Sieber (34 years old).

Following the acquisition of Märklin, Florian Sieber has been its managing partner since 2013, and in 2018, also joined the management of the family business as co-chief executive alongside his father. At the end of the financial year, his father retired and handed over responsibility in full.

The baton was handed over with the following words from the outgoing Chairman: “Together with a committed team in Göppingen, my son Florian has put Märklin back on track – his, I am very proud of him. (...) I trust that with his knowledge and the perspectives masterpiece of a new generation he will successfully lead our family business into the future.”



Passing the baton: Michael Sieber (right) has now passed the management of the family business Simba-Dickie completely into the hands of his son Florian Sieber (left). Photo: Simba-Dickie / Lisa Gimpel

An excellently trained Florian Sieber, well prepared for his tasks, returned this vote of confidence with a fitting statement: "I have great respect for the new responsibility I am assuming for our family business, but I am also looking forward to the new challenges and tasks."

Whether and which changes or additions might result from this for the future management at Märklin, we did not find out yet.

New items from NoBa-Modelle:

New in the NoBa-Modelle range (<https://www.noba-modelle.de>) is the heavy Claas Tucano 560 combine harvester as a resin blank (art. no. 6619R), or as a painted finished model (6619RF).

The miniature model of the vehicle, which is intended for harvesting large fields, also consists of the combine harvester, a removable cutter bar, and a trailer on which the cutter bar is placed during transport across the road because, otherwise, the vehicle would be too wide.



The Claas Tucano 560 combine harvester is also available as a ready-made model (art. no. 6619RF). Photo: NoBa-Modelle.

Archistories- Windmill delivered:

Some have been waiting for this, as we know: Archistories has delivered its windmill 'Am Geestenvveen' (art. no. 702 181), a gallery Dutchman that was also once widely used in Germany. We described the kit in detail in the February issue.

It consists of solid-coloured hard cardboard parts and does not need any further colour treatment.

The manufacturer has also attached great importance to finding a suitable drive for the mill, which fits into the canopy and moves the wings (blades) at a speed that is true to the model.

A big challenge was the reproduction of the cap with its typical shape, which also shows curves and cannot be reproduced correctly with laser-cut parts. This problem was solved with a 3D printed part supplied by Z-Doktor Modellbau.

The excellent kit, which we would like to present in more detail in a craft article, is available directly from the manufacturer (<https://www.archistories-shop.com>), or from its distribution partners.



The new windmill 'Am Geestenvveen' (art. no. 702181) by Archistories is a jewel. Photo: Archistories

Own-brand new products of the Modellbahnunion:

Modellbahnunion informed us about a small new product for Z gauge. The small steel girder bridge with abutment (item no. MU-Z-L00133) as a laser-cut hard cardboard kit from their own production effectively spans smaller sections of landscape.

Small masterpieces are the new, also in-house trees of a Finescale series, as their specimens are handmade in the EU with a love for detail. They meet the highest demands of model railway enthusiasts. Due to the production method, the height can vary slightly in each case.

Since model trees in larger gauges are always reproduced too small, the N-gauge specimens that can be ordered from DM-Toys (<https://www.dm-toys.de>) can be used as an in scale conversion for Z scale.



The oak (art. no. MU_N-L00236; left) and spruce (MU_N-L00233; right) declared for the nominal size N are shown here as examples of visually successful trees from the Modellbahnunion that fit well with Z scale.

The pine (MU_N-L00232), spruce (MU_N-L00233), larch (MU_N-L00234), maple (MU_N-L00235) and oak (MU_N-L00236), each specified with 8 - 12 cm, come into question, if they do not completely exhaust the tolerance dimension.

If not, all tree species are displayed in a personal search, this may be because individual models are temporarily out of stock: After all, these are not industrially manufactured mass-produced goods.



Tank car "Flo-Sweet" (Item no. 530 00 510). Photo: Micro-Trains

The current deliveries at Micro-Trains:

Available now is the third Sweet Liquid tank car in light grey livery with black inscriptions and additional Flo-Sweet advertising notice (Item No. 530 00 510). Also, to be delivered are bulk freight cars of the Great Northern (533 00 161 / 162), Frisco (533 00 171 / 172) and Pennsylvania Railroad (534 00 111 / 112).

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

The 2021 summer new releases from Märklin:

Märklin knew how to surprise the Zetties with the 2021 summer new products, but let's save the best for last for this announcement. The Märklin magazine annual wagon 2021 in blue livery (item no. 80831) was to be expected. This time it is a self-unloading wagon with hinged covers of the type Tad-u 961.

The new starter set "Museum Train" (81874) will fill the gap currently left by unavailable starter sets. The composition of track oval, running gear and three Donnerbüchsen (Thunder boxes) is known, but new is the steam locomotive 24 009, which has been added. This is a simple version without brake replication or detailed control.

The rail bus with trailer (88168) appears in the new, refined version now for the first time as a train class 796 / 996 of the Deutsche Bahn AG converted to single-man operation, which also carries the distinctive Dürr biscuit on the front-ends in the old familiar paint, in which the vehicles were on the road since their first year of service. The templates here were the last examples from Tübingen, which were only retired at the turn of the millennium.



A railbus set appears for the first time as Deutsche Bahn AG's class 796/996 (item no. 88168). Photo: Märklin

Also never offered as a model before was the class 218 diesel locomotive in purple livery with the simplified Ege biscuits it wore on delivery (Era IV). As 218 151-9 in revised form with bell-shaped armature motor (88792), it now appears in a one-off edition for MHI.

Since Märklin always wants to think in terms of trains, the matching coaches are still missing, which are also offered as an MHI special series and include a shape new product. The three-part set "local traffic" (87189) consists of a Bnrzb 719 (2nd class), and ABnb 703 (1st / 2nd class), as well as, a BDnf 738 driving trailer.

Behind this generic designation hides the "bunny box" that has been hoped for and wished for again and again for years, which got its nickname from the narrow control compartment next to a transition door.



A great train is also on the way as an MHI special series: The class 218 in purple livery (88972; photo above) has never been in the range before with the simplified DB logo of its first ten years of service. A typical local train hauled by it is shown together with a three-car pack (88972 / 87189; photo in the middle). This one also contains a long-awaited shape novelty with the “bunny box” BDnF 738 (photo below). Photos: Märklin

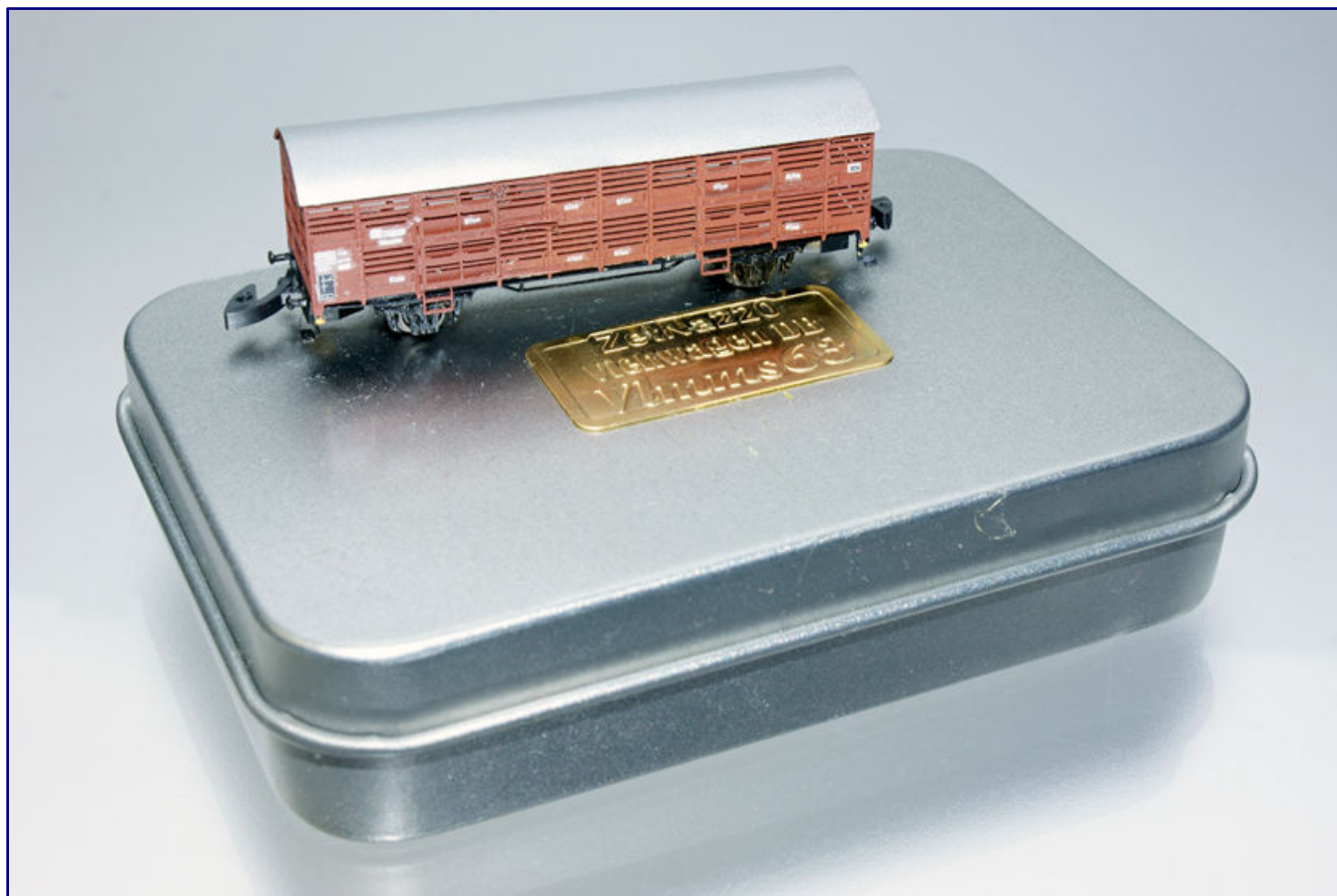
In keeping with early Era IV, all of the cars have computer numbers, black lower edges and presumably different versions of the Ege biscuit (positive and negative representation). Of course, the new car also shows warm white headlights or red tail lights depending on the direction of travel, implemented by means of maintenance-free LEDs.

A coupling hook at the end of the steering compartment is apparently not provided, but according to the product photos, it still has rubber bulges on this side as well.

First delivery of the Vlmms 63:

As a new model from ZetNa 220, the newly built German Federal Railroad hogging car Vlmms 63 (art. no. B002) is now beginning delivery. We reported about the current project and an actual sample in the February issue.

In the meantime, the wagon has been revised and now has the correct scale length; the incorrect hand sample can still be seen on our own side photos. The now delivered final version makes a good impression, and we will present it in more detail, especially since we can also show its prototype, in use.



The DB new-build wagon Vlmms 63, which began to replace the old small cattle wagons from the mid-1960s, also looks successful.

The interest in the models of the Sicilian small series manufacturer has strongly increased worldwide after our trade fair issue (February 2021) and the report in the last issue, as was reported back to us. The total number of copies ordered had exceeded all expectations, we were told.

The duo behind this brand was also amazed by the many countries, far overseas, from which orders were received. However, this also means that longer delivery times have to be accepted from time to time.

The small-series manufacturer can be found at <https://sites.google.com/view/zetna220>.

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Publisher and V.i.S.d.P. is Holger Späing, Am Rondell 119, 44319 Dortmund; Contact: 49 (0)231 9598 7867 or by e-mail to [redaktion\[at\]trainini.de](mailto:redaktion[at]trainini.de).

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