

International Edition

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

www.trainini.eu

Published monthly
no guarantee

ISSN 2512-8035

Trainini

German Magazine for Z Gauge



New Products from Nuremberg

News from the small series manufacturers
Hello-Kitty-Shinkansen

Introduction

Dear Readers,

do you know the typical “life” of a **Trainini®** editor? Now I sit in the often quoted quiet chamber and rack my head, which would give pleasure to the readers.

First sketches and texts are created and then... Suddenly some messages come unexpectedly by e-mail and the pen falls out of my hand. The two colleagues had already finished the report about the “Hello Kitty Shinkansen”. Already the first sentence of our report says it aptly: “Is it simply beautiful or simply kitschy?”



Dirk Kuhlmann
Editor

My initial head shaking, coupled with a certain breathlessness, gave way to repeated admiration and recognition of modern Japanese culture.

This train simply fits into this country and is also a likeable advertising medium. Besides, we've never had so much pink in a **Trainini®** issue!

But let's turn our attention to this year's Nuremberg's International Toy Fair, which was held there for the seventieth time.

As in previous years, part of our editorial team was on site to report on the new products for Z scale. Of course, we have repeatedly looked outside the box and also show you interesting products that could be useful to use across different scales.

The move to Hall 7A also had the advantage that manufacturers from the model making sector were more likely to be visited by specialist dealers and journalists from the model railway department in order to discover a lot of new things.

The new products of the small series manufacturers are of course also considered and find their worthy place here in a separate article. Let us surprise you!

The three of us from the editorial staff would just like to wish ourselves, unfortunately also repeatedly, a somewhat more committed feedback discipline on the part of many small series manufacturers. For some we are still waiting in vain for an answer...

This edition is rounded off with two book reviews about the “Boeing 727” by Motorbuch Verlag and the reference book “Triebwagen und Triebzüge” (railcars and multiple units) by Geramond. A small report about the Boeing 737-230C of Lufthansa fits finally, of course, also (exceptionally) in this frame.

By the way: Meanwhile, I can hold my pen in a steady hand again, so that we can continue with the preliminary planning for our upcoming issues. After all, the next year also needs to be well thought out and thematically structured.

Sin-Z-erly,

Dirk Kuhlmann

Editorial

Introduction	2
--------------------	---

Model

Kitty on board!	4
From baby to successful aircraft	18

Prototype

Currently no items

Design

Currently no items

Technology

Currently no items

Literature (not translated - only in German)

Modern vehicle diversity	24
Lufthansa's Europe Jet	26

News

Anniversary in Nuremberg	28
Far away from the International Toy Fair	56
Zetties and Trainini in Dialogue	84

Imprint	89
---------------	----

We thank the West Japan Railway, Erik Frikke, Jörg Erkel and the Eisenbahnstiftung for their photo support and Jan Tappenbeck for his exhibition report.

Date of publication of the German language version of this issue: 27 February 2019

Cover photo:

Opposites that cannot be more blatant! Märklin's proud high-speed steam locomotive 03 1001 made of classic zinc die-cast construction stands next to the first parts for a VW van on rails. Its housing is made of a metal alloy plastic.

The Hello Kitty Shinkansen **Kitty on board!**

Simply beautiful or rather kitschy? The answer lies in the eye of the beholder and is a matter of personal taste. Either way, the Hello Kitty Shinkansen sticks out from the crowd and is a real head-turner. It's no surprise, therefore, that it has attracted worldwide attention and is now also available as a model train.

On 13 May 2018 the Shinkansen "Neon Genesis Evangelion" completed its last observed by many cameras. That JR West Shinkansen 500, with its special livery for a Japanese combat robot animation series and its corresponding interior design, were a huge success. Initially it was to be retired from service in March 2017, but this livery was extended for another year due to great customer demand and its popularity, especially among foreign tourists.

The main reason for that will have been its unique and extremely appealing exterior design, which inspired technophile customers from the Land of the Rising Sun and beyond. Just one week after saying goodbye to this special train, its operator announced that its successor in Hello Kitty livery was to enter service on 30 June 2018.



The Hello Kitty Shinkansen entered service on 30 June 2018. Here is a shot of its end car (road number 522-7002) and middle car 527-7702. Photo: © West Japan Railway Company

Shortly afterwards, Rokuhan announced that they would reproduce this train in the scale 1:220, just like its predecessor. Opinions have been divided since then: some find the train a bit too pink and kitschy, whilst others appreciate it as an extravagant, striking and very appealing homage to an important chapter of Japanese pop-culture. In any case, it has found a large group of fans, in particular amongst girls, women and many railway enthusiasts.

For licensing reasons and to the disappointment of model railway enthusiasts outside the country, the model is, unfortunately, only available in Japan. The kitty and the bow design are owned by the Japanese company Sanrio and go back to 1974. Since then, it has turned into an unprecedented success and adorns everything from purses and bags to stationary, watches and toys.



The "Hello! Plaza" in car 1 has a shop selling Hello-Kitty-Souvenirs. Photo: © West Japan Railway Company

Strolling through the streets of Japan, one will occasionally come across young girls who dress and look like "Hello Kitty". Over time, the character also started to appear outside Japan and is now known throughout the world. There are even dedicated Hello Kitty shops and theme parks. After previously appearing on airplanes, a train of its own was only a matter of time.

The moment arrived in the middle of 2018, when a Shinkansen with a pink roof and the characteristic bow draped over the window bands started its daily service between the Hakata and Shin-Osaka stations. The entire outside of the train promotes the cult figure. Also, a large part of the interior is decorated in a Hello Kitty fashion: Two dedicated cars made for a very special travel experience.

Continued on page 7



A view of the sales area in car 1 (top) with still empty shelves. Note the Photo wall at the end of the car (back right) which comes with motifs of the Shimane und Tottori characters (bottom). Photos: © West Japan Railway Company

The number 1 car contains the “Hello! Plaza”, an area covered in white and pink from floor to ceiling that is used for movie screenings and showcasing souvenirs and other products. In this car, the theme of painting and products with the region through which the train travels is changed by each period, which attracts customer any number of times.

Car number 2, named “Kawaii! Room”, is a passenger car decked out with Hello Kitty motifs, including the storage areas for strollers and luggage. Moreover, it has a special area where passengers can have their photos taken next to a large Hello Kitty doll against the backdrop of a corresponding map of Japan.



The interior of car 2 (“Kawaii! Room”) is also decked out in Hello Kitty design and dominated by bows and pink coloured floors, sun screens and arm rests. Photo: © West Japan Railway Company

The seats in this car are purple, with pink armrests and pink floor. The covers of the headrests and the sun screens of the windows also bear the motif of this famous character. Regional dedicated Kitty are painted on the entire eight car bodies.

In keeping with the spirit, even the West Japanese Railways (JR West) train attendant uniforms on this train bear many feline depictions. The theme runs through the entire bullet train and finds a worthy conclusion at the opposite number 8 carriage. Surrounded by motifs of the kitten and her friends, kids can take their seats at a control desk directly behind the driver's cab and play train driver themselves.

A sign saying “Let's operate Hello Kitty Shinkansen!” and a life size photo of the driver's cab with a view of the track invites them to participate in this unique experience.

Continued on page 9



Storage areas for strollers and baggage (top) and a photo corner with a Hello Kitty figure (bottom) in car 2. Photo: © West Japan Railway Company

It goes without saying that every passenger having travelled with this special train will become an enthusiastic fan. Japan invented high-speed rail transport, developed it to perfection and turned it into a showcase for its transport infrastructure. Those fortunate enough to travel on these trains will inevitably be fascinated by them.



Train simulator right behind the driver's cab at the far end of car 8, for kids who want to have a go at driving a train. Photo: © West Japan Railway Company

The success of the Hello Kitty bullet train has been such that the six-car "Haruka" airport train between Kansai Airport and Kyoto (Maibara) has also been operating in Hello Kitty livery since 29 January 2019. Two more multiple units with similar, but different, motifs are to follow soon.

The Rokuhan model

In **Trainini**® 4/2015 we presented a detailed overview of the prototype and model of the 8-car V-sets of the 500 series Shinkansen in standard livery, which has been running on two lines at up to 285 km/h since 2008.

Contrary to what we had assumed at the time, Rokuhan has not yet followed up with a model the original sixteen-part W-set. They did, however, quickly come out with the very appealing Project-Eva livery which was also sold in Europe and the United States.



The Hello Kitty Shinkansen model is sold in Japan (only) as a three car basic set (Art. no. T013-6) and as a complete starter set (G004-3; pictured).

At the end of November 2018 the time had finally come: Rokuhan launched a model of The Hello Kitty Shinkansen, almost half a year after the prototype entered service. The only regret is that this special looking head-turner of a train can only be sold in Japan.

Owing to reports in the media, this Shinkansen had attained, after all, certain degree of fame in Europe. Attentive customers finally discovered the news of the launch of the model on the pages of the Japanese manufacturer Rokuhan.

Although would-be customers in Europe and America, unfortunately, will not get to purchase the model for licensing reasons, we simply could not pass up on the opportunity to introduce it to the many readers of the German and international edition of our magazine.

The packaging of the train, which is divided into three sets, follows a familiar concept: basic and extension sets are offered as book cassettes in which three (basic pack; Art. No. T013-6) and five cars (extension; T013-7) are stored in vacuum formed inserts. Combined with each other, both sets allow for the formation of a prototypical Shinkansen.

The sets also contain operating instructions (only in Japanese) and theme-specific stickers. One of them depicts Hello Kitty as a train conductor and can be stuck on a transparent injection-moulded stand included in the extension set. Children will certainly be happy about this play figure.

As with the previous two editions, the three-car basic set consists of the two end carriages 1 and 8 as well as the motorised centre carriage 5. The short length of this shortened formation and the lack of pantographs make for a rather strange looking train.

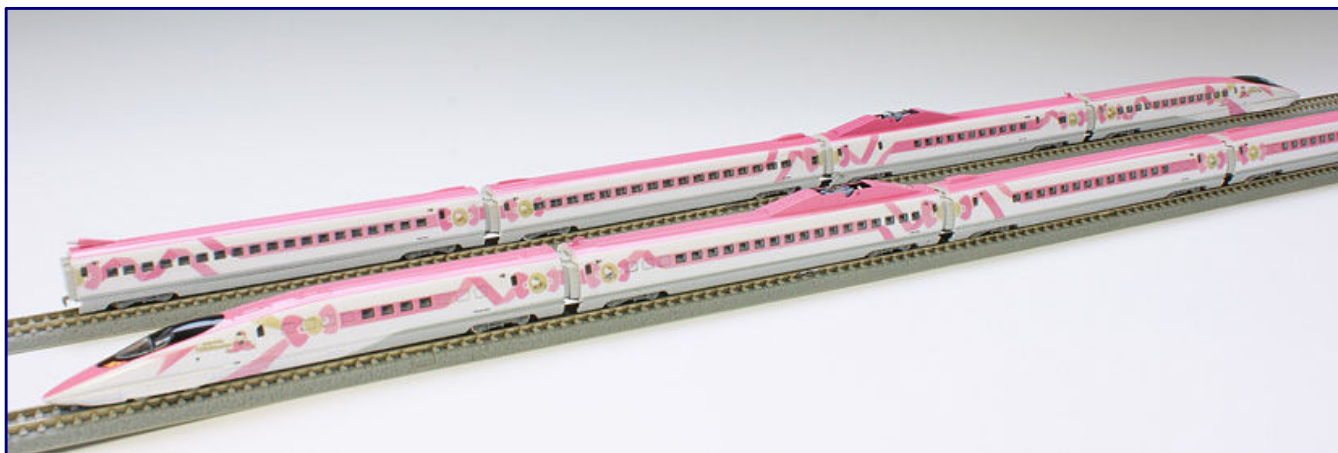
Continued on page 12



In addition to a three car train and a concrete track oval, the starter set comes with a pink re-railer with glitter inlay and a white and pink controller (top). The sticker sheet on the left can be used to decorate the controller knob or buttons and also includes a train ticket. The five car extension set (T013-7; bottom), in combination with the basic or Starter set, allows for the formation of a train of prototypical length.

The full length formation of the Hello Kitty Shinkansen model looks as follows:

Position in train sequence	Road number	Included in
End car 1	521-7002	Starter set G004-3 / basic set T013-6
Middle car 2 (with pantograph)	526-7004	Extension set T013-7
Middle car 3	527-7003	Extension set T013-7
Middle car 4	528-7002	Extension set T013-7
Middle car 5 (motorised)	525-7004	Starter set G004-3 / basic set T013-6
Middle car 6	526-7202	Extension set T013-7
Middle car 7 (with pantograph)	527-7702	Extension set T013-7
End car 8	522-7002	Starter set G004-3 / basic set T013-6



The Hello Kitty Shinkansen in its prototypical length and formation. The official numbering and order of the cars starts at the front left and ends at the back right.

It is certainly a smart move to sell also a more comprehensive starter set version (G004-3) of the basic three-car configuration. This will provide the Japanese customers with a good entry point into the world of Z scale, as the set comes with a concrete sleeper track oval consisting of 195 mm radius curves and 440 mm straight track on both sides.

Of course, the starter set also includes a special transparent pink re-railer with glitter inlay and a Hello Kitty-themed RC-02 train controller. Compared to the grey standard version, this one is made of white plastic and pink imprints.

Moreover, the set includes a sticker sheet with bow motifs and round colourful Hello Kitty illustrations that can be stuck onto the knob of the controller or onto buttons. Two of the round stickers, as well as three from the extension set, carry motifs with ribbons showing the names of Japanese cities served by the bullet train. Finally, a pink train ticket on the sheet showing a fare of 1,974 yen is also included.

Livery

Optically, the design of the train's train livery follows a uniform basic colour scheme: With the exception of the long front noses, the cars' transitions and aprons are painted in a light grey with a very slight beige tinge. The car bodies have a white base colour, which extends to the aprons at the front car and end car.



The roof of this aerodynamic train is kept in pink. The coloured band covers the entire length of the Shinkansen 500 and reaches all the way to its tip

Whilst the roof of the Type Eva project still carried the light blue colour of the standard train, this time around the special design also extends to the roof which is kept in a strong pink and thus very much contributes to the distinctive appearance of the Hello Kitty Shinkansen.

Only the driver's cab, which is set off in black, interrupts this pink colour band, which runs over the entire length of the train and which is also visible in the area of the wind deflectors around the two pantographs when viewing the train from the side.

An additional design feature is the pink-coloured horizontal ribbon covering the window areas and whose straight line folds up and down in some places. At or near the ends of the carriages we find the world famous Hello Kitty bow and, in the centre of the knot, the same city name motifs which are also included on the sticker sheet.





A horizontal ribbon covers the window areas in a straight line, interrupted by frequent upward and downward folds (top). All decorative motifs have been digitally printed onto the bodies. This is in particular evident from the halftone dots visible on the regional Hello Kitty motifs (bottom), shown here at the intersection between car 1 and 2.

In addition, both ends of the train carry a two-coloured pink arrow motif that points towards a “Hello Kitty Shinkansen” logo with a kitten in train uniform. While the three basic colours are painted onto the body, presumably using stencils, all Hello Kitty motifs and the carriage numbers were applied by digital printing.

An unmistakable sign of this are the tiny halftone dots that become visible in the window panes, ribbons and motifs when the wagons are viewed with a magnifying glass. Without magnification, the only giveaway is a minimal difference in colours that can be noted when taking a closer look at the transitions between the ribbons and the roof colour.

The colour separation edge between grey and white with this “Kitten Express” is somewhat higher than with the regular Shinkansen 500 and thus slightly above the separation edge between chassis (including apron) and car body. Therefore, a thin grey line was also printed on the body, as can also be seen under the magnifying glass.



Both end cars of the train are decorated with an arrow motif pointing towards the Hello Kitty Shinkansen logo, and a kitty in train uniform. The horizontal ribbon motif begins just behind that.

In order to protect all prints from mechanical wear, the entire train was given a coat of clear varnish. This is a welcome feature and a common practice elsewhere as well. It also gives the train exactly the right degree of glossiness that one would find with a newly delivered prototype. Our only point of criticism is that the transparent coating has turned out to be a bit too thick, which is particularly noticeable in the roof area.

Technically, the model offers exactly the same what we had already described in our review of the first edition of the Rokuhan Shinkansen: exact adherence to prototype dimensions, closed car transitions and a hook-eye coupling system that prevents the middle cars from being turned 180°. There is again an option for equipping the train with interior lighting for the end and middle cars. A new optional feature is Rokuhan's proprietary digital decoder.

Adding interior lighting is a neat and worthwhile feature as it allows for the seats to be seen through the windows. In line with the previous model, this version also has alternating yellow and red head and tail lights, depending on the direction of the train. Since the train does not have electric couplers, current is supplied through the axles of each individual car. Rokuhan has found a reliable solution for feeding electricity to the train without compromising rolling resistance.

Continued on page 17



Top:

Installing Rokuhan's optional interior lighting set is worth the effort as it allows for a view of the train's interior. This can be done in combination with Rokuhan's proprietary decoder.

Bottom:

The Hello Kitty Shinkansen model comes with head and tail lights. The red double tail light behind the driver's cab window corresponds to the prototype. The two headlights are placed below the tail lights and mounted on the exterior.

Traction current is only picked up through the number 5 centre carriage. This needs to be taken into account in analogue operation of the train, especially since it requires sufficiently long sections of track if one wants to bring the train to a halt before a stop signal. One wheel on each of its inner axles is fitted with a traction tyre, diagonally offset from the wheel on the opposite side.

We are happy to repeat our experience from testing the previous version, which remain valid due to the technically unchanged new edition: At 0.3 volts, the train starts to move gently at the equivalent of 4.8 km/h. Due to the lack of breakaway torque of the bell-shaped armature motor, this is also the lowest continuous driving voltage.

The smoothly running transmission has POM gears, which also have self-lubricating properties. The light-emitting diodes at the front and rear ends are already clearly illuminated when starting up and can also be controlled with the Rokuhan train controller in such a way that they work with continuous lighting even when the train has come to a complete stop.



Nocturnal shot of the extraordinary Hello Kitty Shinkansen 500 Series of the West Japan Railway Company.

The 1:220 scale model of the Shinkansen 500 in the special Hello Kitty livery is thus ideally equipped to live up to its prototype. And it will certainly stay around far longer than the original. Although it's quite probable that its great success will buy the real Hello Kitty Shinkansen some extra time, the day will come when it will be retired from operation.

But Rokuhan's appealing and inspiring model will still be running on Z gauge tracks and keep the memory alive, but unfortunately only in the Land of the Rising Sun.

Manufacturer of the model (sold only in Japan):

<http://www.rokuhan.com>

Prototype references:

<https://www.jnto.de/aktuelles/546-hello-kitty-shinkansen>
<https://www.jr-hellokittyshinkansen.jp/en/>

Prototype footage (exterior/interior):

<https://www.youtube.com/watch?v=VPhjBi-5tlc>
<https://www.youtube.com/watch?v=EuOVohAUuA>

Boeing 737-200 from Herpa

From baby to successful aircraft

When the Boeing 737 rose into the air for the first time, it was considered the “square” one, because length and wingspan of the original shape were almost identical. It was gladly ridiculed as a “pregnant mountain duck” because of its appearance, but today its design language has long been regarded as a classic. With the Boeing 737-200, Herpa has implemented the successful model, which is also popular on a small scale and will fit on almost any system.

Until 1967, Boeing only produced large aircraft with more than two engines, such as the four-engine 707 or the three-engine 727. At its official launch in January 1967, the Boeing 737 was initially rather smiled at and slightly mockingly referred to as the “baby Boeing.” The Boeing 737-100 celebrated its maiden flight on 9 April 1967.

The critics quickly fell silent, because the twin-engine short-haul aircraft quickly developed into a box-office hit and is today the most produced commercial aircraft in the world. Its most important competitors in the form of the Airbus A320 family are always close behind.



When the prototype of the Herpa model with the identification D-ABBE rolled past the photographer at Copenhagen Castrup Airport on 20 August 1972, the loading door on the left side can also be seen for closer inspection. Its left edge is located too centrally between the passenger door and the L, the right edge runs exactly between the “a” and the “n” of the Lufthansa lettering, which is why the seventh window of the cabin is moved forward slightly. Photo: Erik Frikke

The fact that this was possible at all is mainly thanks to Lufthansa: It saw a need for a small short-haul aircraft with a capacity of 100 passengers and urged the development of this later type of successful model. The manufacturer Boeing took a high risk because at the same time it was working on the four-engine Jumbo-Jet 747 and the supersonic aircraft Boeing 2707, which, at the time, was regarded as the future of civil aviation.

In order to keep costs under control, the well-known aircraft manufacturer used about 60 % of the structures and systems from the larger Boeing 727. The Boeing 737, for example, shares the fuselage diameter with the two types 707 and 727 (narrow fuselage). Nevertheless, the program threatened to be discontinued temporarily, as the required minimum order quantity could not be immediately reached.

When the supersonic airplane project was stopped, and also the plans for the Jumbo were changed, the responsible persons pushed forward the program for the smallest airplane, again more strongly. A typical and still valid feature was the lack of flaps on the main landing gear. This is retracted and does not disturb the aerodynamics, but weight could be saved.

The original type was the 28.63 meter long Boeing 737-100, of which only 30 were produced. 22 of them went to Lufthansa, which was both the first customer and the primary customer on February 10, 1968. A few weeks later the slightly stretched version 737-200 (991 units), which had become a successful standard model, followed, from which the 737-200C (104 units) was produced at the end of 1969.



The model (art. no. 559430), taken from a similar perspective to its prototype, reveals the only mistake in its realization: the side cargo door is missing, the asymmetry in the window band of the cabin is also not found in the model.

The C in the designation means "Convertible": the aircraft had a large side door on the left side and could be converted from a passenger aircraft to a freighter within one day.

Lufthansa acquired a total of six aircraft of this type as Boeing 737-230C, including the Herpa model with the identification D-ABBE and the christened name "Remscheid". The "Bravo Echo" ("BE" according to the international radio alphabet) was the first aircraft put into service on 16 December 1969, making Lufthansa the first customer (for this model) at the second time.

The combination freighters carried passengers during the day and freight at night. They remained in service until the early eighties before being transferred to Lufthansa Cargo, where they continued to operate as pure freighters. The D-ABBE "Remscheid" operated in this form for a further five years for the crane line.

Characteristics of the model

Herpa's most recent template was one of the first aircraft of this type to travel for Lufthansa. It was in service between 1968 and 1985 during Era IV. Therefore, and especially because of its extremely small size, this aircraft is well suited for model railways.



The distinctive features of the Boeing 737-200s are the shape of the vertical fin, on which Lufthansa has its "fried egg" (new logo), and the slim P&W JT8D engines projected from the rear.

It consumes little space and allows the integration of a relatively manageable portion of an airport into the model railway layout.

This provides the opportunity to integrate an (underground) airport railway station that is visible through the frame and is justified by the airport operations on the surface.

Such rail sidings developed at that time as seemingly meaningful means of transport links, for example, Düsseldorf, or also, Frankfurt (Main).

Since the model of the Boeing 737-200 (art. no. 559430) is executed at a scale of 1:200, its

dimensions seem a little too large for Z gauge, as expected. We do not find this disturbing, as we do with other models, because the aircraft seems too small for us in comparison to supply vehicles as well as figures on a scale of 1:220, in fact, however, the opposite is the case.

Herpa has reproduced all the important features of the model well and credibly. As usual in the large Wings scale, antennas are set individually at the top and bottom. Also the openings for the main landing gear are correctly reproduced without flaps.

This also applies to the characteristically slim Pratt & Whitney JT8D engines, replicas of which are fitted to the model. They protrude to the rear under the wings because they are longer than the later 737 type engines. Also the fin has the correct shape of the early versions.

Dimensions and data for the Boeing 737-200 of Lufthansa

	Prototype	1:200	1:220	Model
Length	30,53 m	152,7 mm	138,8 mm	151,6 mm
Wingspan	28,35 m	141,8 mm	141,1 mm	141,0 mm
Height	11,28 m	56,4 mm	51,3 mm	57,0 mm
Diameter of the body	3,76 m	18,8 mm	17,1 mm	18,8 mm
Weight	52.390 kg*	---	---	260 g
Cruising speed	917 km/h			
Propulsion	2 x Pratt & Whitney JT8D			
First flight	8 August 1967			

* max. take-off weight

The model also comes with a transparent base, which can be assembled from two parts and on which the aircraft can be displayed. For model railway purposes, this is, of course, irrelevant, so we only mention it here for the sake of completeness.

The heavy die-cast replica, which was painted in the correct Lufthansa colours according to the painting scheme in effect at the time, is flawlessly done. Also, the separations between the white and metallic shining fuselage, the grey underside, the blue window band, the black nose and the blue tail unit with the crane logo known as the “fried egg”, follow that scheme correctly.



Herpa attaches great importance to the design of distinctive elements such as nose and main landing gear, engines including air intake or landing gear flaps. On the Boeing 737, the retractable main landing gear is open (also in the model). Many other details are reproduced by pad printing. These include the windscreen wipers on the pilot's cockpit, which can also be seen in the photo, the landing lights on the wing bow and the various position lights.

Many details are reproduced by Herpa via pad printing. These include the windows of the cockpit and cabin (with printed frames), doors and position lights. This is also technically perfect, but unfortunately the manufacturer made a mistake: The prototype belongs to the type Boeing 737-230C and was usable as a freighter.

Despite correct registration and matching christened name, Herpa printed a Boeing 737-230, the pure

Explanation of the Boeing version designations

Aircraft manufacturers use the type designation supplementary codes to differentiate between aircraft of the same type (here Boeing 737) and to make this clear to customers (airlines) in the competitive business.

The basic/original type is then often marked with the extension -100. The following abbreviations often refer to extended versions: Thus the longer versions 737-200, -300 or -400 were derived from the Boeing 737-100.

The extension can also refer to a technically advanced version with the same length, which was the case with the Boeing 737-600 and -700, for example.

Until a few years ago, the US manufacturer Boeing also used a two-digit customer number, which was also an integral part of the version designation.

Lufthansa, for example, had the customer number 30, which turned a Boeing 737-200C into a Boeing 737-230C, which technically did not differ from its siblings of the same version number.

passenger version. This can easily be seen on the left side, because the seventh window of the cabin was moved forward and thus arranged asymmetrically in the prototype.

The reason for this was the large freight door, which would otherwise have run through this window, and which is also missing. This is unfortunate, because the original photo printed on the box shows what it should have looked like.

But there is hope for interested customers: the model presented here enjoyed strong demand and the limited edition was sold out immediately ex-works. As far as we know, a follow-up edition is in preparation, which may be corrected in this respect. Usually, this will be given a different identification under the new article number, which could also be used to justify two models on the system.



Herpa's Boeing 737-200 from Lufthansa, due to its small size, its familiar appearance, and also a certain conspicuousness, is ideally suited to attract attention on the surface of the edge of the layout, and to draw attention, for example, to an underground airport railway station, which has become increasingly fashionable since the 1970s.

A Boeing 737 rarely comes alone. Today there are about 200 such planes in the air every minute at the same time, which could not better express their enormous distribution. Subsequently, the Europajet Boeing 727 has replaced it over the years as the most built commercial aircraft in the world.

Manufacturer pages and reference of the model:
<https://www.herpa.de>

FASZINATION MODELLBAHN

AB 2019 IN
MANNHEIM

**Internationale Messe für
Modelleisenbahnen, Specials & Zubehör**

15.-17. März 2019
MAIMARKTHALLE
MANNHEIM



Öffnungszeiten: Freitag – Sonntag: 9.00–17.00 Uhr

Neuheiten des Jahres, erstmals öffentlich präsentiert! • Internationaler Treffpunkt der Modellbahner
• Spezialisten vor Ort • Liebe zum Detail • Nostalgie und Moderne • Begeisterte Familien • Leuchtende
Kinderaugen • Extravagante Modellbahn-Anlagen • Alle Spuren • Alle Größen • **Herzlich Willkommen.**

www.faszination-modellbahn.com

f facebook.com/FaszinationModellbahn **▶** youtu.be/4b-imu1mW5o

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.

Weiteres Nachschlagewerk

Moderne Fahrzeugvielfalt

Nach einer Übersicht über Lokomotiven, Reisezug- und Güterwagen, die heute auf Deutschlands Gleisen unterwegs sind, fehlte noch ein Typenatlas zu den modernen Triebzügen aller Art. Autor Michael Dostal war sich dessen wohl bewusst und schloss die Lücke mit einem weiteren Band. Diesen haben wir uns nun angesehen und möchten die gewonnenen Eindrücke gern an Sie weitergeben.

Michael Dostal
Typenatlas Triebwagen und Triebzüge
Deutsche Bahn und Privatbahnen

Geramond Verlag GmbH
München 2018

Taschenbuch mit Fadenheftung
Format 16,5 x 23,5 cm
160 Seiten mit ca. 200 farbigen Abbildungen

ISBN 978-3-95613-062-5
Preis 19,99 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Michael Dostal ist als Autor ein alter Bekannter: Schon häufiger haben wir hier Titel von ihm aus dem Geramond-Verlag vorgestellt. Seit Kindesbeinen interessiert er sich für die Eisenbahn, 1980 begann er auch das Fotografieren und Sammeln von Bahnmotiven. Heute verwaltet er ein Archiv von mehr als 15.000 Dias.

Neben vielen anderen Werken gehören auch Baureihen-Monographien zu seinem Schaffenswerk, darunter über die legendäre Baureihe 103 der DB und die Ludmilla der Baureihen 230 bis 242 – beide Bücher wurden auch in diesem Magazin besprochen.

Seit einiger Zeit schreibt und vervollständigt er vorrangig die Typenatlas-Reihe bei Geramond. Wer daran Freude gefunden hat, der hat bereits eine nützliche Buchserie in seiner privaten Bibliothek stehen. Doch darin fehlte bislang ein Werk über die modernen Triebwagen und Triebzüge, das wir heute nun endlich vorstellen dürfen.

Dies war zuvor insofern eine spürbare Lücke, als dass lokbespannte Züge immer weiter auf dem Rückzug sind. Triebwagen mit über den gesamten Zug verteiltem Antrieb erfordern kleinere Fahrmotoren, haben eine bessere Antriebsverteilung und dadurch auch höhere Beschleunigung. Das scheint sich auszuzahlen und weniger stark zu wiegen als die fehlende Flexibilität einer kapazitätsgerechten Zusammenstellung.



Angesichts dieser beschriebenen Bedeutung spannt der Autor ein breites Band über die große Vielfalt deutscher Triebzüge der Gegenwart. Eine klare und sinnvolle Gliederung ist ihm dabei gut gelungen. Vom ICE über Dienstfahrzeuge und auf Bahngleisen fahrenden Straßenbahnen bis hin zu Schmalspurfahrzeugen scheint nichts zu fehlen. Sogar die Schienenbusse der DB und DR, die wir doch lange auf dem Abstellgleis glaubten, tauchen hier wieder auf.

Selbst der brandneue, vierteilige Desiro HC von Siemens, eingeordnet als Baureihe 462, ist hier vertreten. Erst seit Mitte Dezember 2018 ist dieser Triebzug mit zwei doppelstöckigen Mittelwagen im RRR-Vorlaufbetrieb von Nordrhein-Westfalen aktiv: Das beweist, wie hochaktuell dieses neue Buch ist.

Sogar eigene Fotos von der Außen- und Innengestaltung hat der Verfasser einbringen können. Ähnlich verhält es sich beim Pesa-Link (Baureihen 631 bis 633), einem Dieseltriebzug aus Polen mit unverwechselbarem Gesicht, das ihm den Spitznamen „Hai“ eingebracht hat.

Trotz jahrelanger Verzögerungen bei der Zulassung sind auch von diesen Fahrzeugen Fotos aller drei Bauarten und nicht nur des Betreibers DB Regio eingeflossen. Damit scheint Michael Dostal fast schon die Betriebsaufnahme im Sauerlandnetz überholt zu haben.

Sauber abgearbeitet nach Elektrotriebzügen, Verbrennungstriebwagen, Dienstfahrzeugen und Schienenbussen erhält jedes Vorbild bis zu vier Seiten ausführlicher Beschreibung, dazu tabellarische Kurzinformationen auf einen Blick und mindestens ein aussagefähiges Foto.

Das erleichtert es dem Leser, sich gut und schnell zurechtzufinden, verschiedene Typen zu vergleichen und sich im großen Spektrum der modernen Schienenfahrzeuge zu orientieren. Eine Hilfe für so manchen Leser wird es sicher auch sein, dass das zwölfstellige Bezeichnungssystem nach dem europäischen Fahrzeugeinstellungsregister am Ende des Titels erläutert wird.

Wer die moderne Bahn liebt oder bei dem sie zumindest zum Interessengebiet einfach dazugehört, wird an diesem Buch und dieser Reihe nicht vorbeikommen. Für sie spricht übrigens auch der überzeugende Preis.

Da ist es keineswegs selbstverständlich, dass die Wiedergabe aller Fotografien hervorragend gelungen ist. Gute Vorarbeit hat der Autor hier aber schon zweifelsfrei mit deren Auswahl geleistet. Und so hat uns das Lesen und Blättern viel Spaß gemacht, das Buch empfehlen wir folglich gern zur Lektüre.

Publishing pages with reference possibility:
<https://www.geramond.de>
<https://www.verlagshaus24.de>

Geschichte der Boeing 727 Lufthansas Europajet

Was macht ein Buch über Flugzeuge in einem Modellbahnmagazin? Wir schauen rechts und links über den Tellerrand, da Flughafenabschnitte und vor der Hintergrundkulisse schwebende Maschinen in der Spur Z auch dazugehören. Dabei stießen wir, passend zu einem heutigen Modellthema, auf diesen Titel über eine nahe Verwandte der Baby-Boeing.

Wolfgang Borgmann
Die Flugzeugstars
Boeing 727

Motorbuch Verlag
Stuttgart 2018

Gebundenes Buch
Format 24,0 x 22,0 cm
144 Seiten mit 160 überwiegend farbigen Abbildungen

ISBN 978-3-613-04099-1
Titel-Nr. 04099
Preis 19,95 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Autor Wolfgang Borgmann ist ein alter Bekannter der Luftfahrtbranche. Seit seiner Kindheit interessiert er sich für die Fliegerei, da seine in der Luftfahrt tätigen Eltern ihm diese Leidenschaft in die Wiege gelegt haben.



Nach Volontariat und Festanstellungen ging er 2000 den Weg in die Selbstständigkeit und ist seitdem als Buchautor und Verfasser von Fachartikeln bekannt. Auch beim Motorbuch-Verlag hat er schon einige Titel zur Geschichte von Flugzeugmustern, inklusive der im Modell-Artikel heute behandelten Boeing 737, und der Luftfahrt allgemein veröffentlicht.

Das Werk, das wir heute besprechen, erschien im zweiten Halbjahr 2018 und folgt dem bekannten Muster seiner Büche der Reihe „Flugzeugstars“. Spannend und fachkundig erzählt er auch die Geschichte von Entwicklung und Einsatz des Erfolgsmodells 727 aus dem Hause Boeing.

Bis zum Erscheinen der kleineren Boeing 737 war dieses dreistrahlige Kurz- und Mittelstreckenflugzeug das meistgebaute Düsenflugzeug der zivilen Luftfahrtgeschichte. Immerhin 1.832 Exemplare zählten die Auftragsbücher. Und so war die „Zwo Sieben“ auf fast allen Flughäfen der Welt anzutreffen.

Den Fluggesellschaften erschloss sie einst neue Märkte und war ein erster Vorreiter des Massenfugverkehrs. Wie die 737 spielte auch sie über viele Jahre eine wichtige Rolle bei der Lufthansa (über 50 Exemplare ab 1964) und hat daher auch eine Heimat bei einigen Modellbahnern der Spurweite Z gefunden.

Wolfgang Borgmann bedient deren Interessen in perfekter Weise. Er nähert sich dem Thema in geradezu philosophischer Weise, wenn er beschreibt, was dieses Muster ausmacht, womit es Schlagzeilen geschrieben hat und was sonst noch alles außergewöhnlich oder einmalig ist. Bevor er dann in ihren „Lebenslauf“ einsteigt, stellt er zunächst wichtige Fakten vor.

Die sich anschließende Historie arbeitet er diszipliniert und strukturiert ab. Er beschreibt die Umstände und Besonderheiten ihres Entstehens, geht auf ihren Konkurrenten „Trident“ ein, der deutlich früher am Markt war und sich nicht durchsetzen konnte, und fasst Meilensteine der 727-Geschichte zusammen.

Als (theoretisch) unmöglicher Flug ging das „Wunder von Da Nang“ während des Vietnamkriegs in die Geschichtsbücher ein, weshalb es ebenso wenig fehlen darf. Boeing und der Triebwerkhersteller Pratt & Whitney bildeten ein Erfolgsduo, wie der Autor anschaulich darlegt – maßgeblich für den Siegeszug dieses Flugzeugs. Geschlossen wird dieser Abriss von der letzten Landung auf dem Weg ins Museum.

Aber damit ist dieses Buch noch längst nicht am Ende! Durchweg hervorragend mit sorgfältig und gut ausgebildeten Bildern, denen das Alter aber meist auch anzusehen ist, arbeitet sich der Schreiber weiter voran. Immerhin verläuft die Geschichte weit über die sechziger und siebziger Jahre hinaus.

Er wirft einen ausführlichen Blick auf die Lufthansa als wichtigem Betreiber, die einstige Konzerntochter Condor eingeschlossen. Hier gibt es Lobeshymnen von Piloten, Einblicke in die Flottenplanung und nicht zuletzt den Blick auf das damals neue Lufthansa-Erscheinungsbild – immerhin dem ersten modern anmutenden der Luftfahrt. Vorgeführt wurde dies natürlich an der einst supermodernen Boeing 727. Lufthansa stellte sie und ihre Vorzüge gegenüber der Konkurrenz werblich als Europajet heraus.

Es folgen weitere deutsche und internationale Geschichten um dieses Flugzeug, teils tragischer Art, teils mit glücklichem Ausgang.

Da geht es nämlich um weitere Betreiber: Hapag-Lloyd flog die Boeing 727 im Charterverkehr, Germania ging jüngst in die Insolvenz und Jetair schrieb nur ein kurzes Kapitel.

Pan Am flog mit der „Sieben Zwo Sieben“ ins geteilte Berlin und ist wie die Mauer längst ein Abschnitt der Zeitgeschichte.

Fedex erwies sich als Rekordhalterin unter den Betreibern und auch für Delta Air Lines war es ein wichtiges Flugzeug. Noch rund 70 Maschinen sind übrigens bis heute als Frachter im Dienst.

Den Ausklang des Titels macht der Blick auf ein modernes Ölbekämpfungsflugzeug, für das die Konstruktion wie geschaffen war. Auch den vier wichtigsten Konkurrentinnen werden eigene Seiten gewidmet und darin zu ergründen versucht, warum sie sich alle nicht gegen Boeings Erfolgsmodell behaupten konnten. Dabei hilft auch eine Übersicht der wichtigsten technischen Daten im Vergleich.

Wir meinen, ein Eisenbahnfreund darf durchaus mal „fremdgehen“! Wer sich mit der Bahn befasst, beweist eine hohe technische Affinität, die auch das Interesse an Autos oder hier eben Flugzeugen weckt. Wir jedenfalls haben keine Leseminute bereut und sind heiß auf weitere Lektüre.



Hapag-Lloyd also acquired used Boeing 727s and used them in charter air traffic, shown here with Herpa models. By the way, the airline's colour of recognition was not orange, but cognac, which it attached great importance to.

New model railway appearance in Hall 7A

Anniversary in Nuremberg

In the spring of 1949, just four years after the war, a small group of people began a fair that was to become the world's largest and leading fair for toys of all kinds. The exhibition grew with the economic miracle and became well known worldwide. From 30 January to 3 February 2019, the organisers, exhibitors and guests celebrated the 70th anniversary together and looked back at the earlier fairs.

When the International Toy Fair was launched seventy years ago on a very modest scale, it was not even possible to foresee how the tiny little layout would develop. The manufacturers had previously met in Leipzig, but that was then behind a border that was becoming increasingly impermeable.

Four years after the war, there was still no European Union, no internal market, and certainly no single currency.

While the fronts between West and East hardened, the Western European states began to move closer together and hesitantly converge again.

But they had been trading internationally for centuries. Nuremberg's Lord Mayor Dr. Ulrich Maly knew how to describe this eloquently in his opening speech.

He used the two best-known Nuremberg products, the Nürnberger Eisenlebkuchen (a traditional gingerbread) and the Nürnberger Rostbratwurst (roasted sausage).



The International Toy Fair developed from humble beginnings, as this tent hall on Schoppershofstrasse shows in 1951. Photo: Spielwarenmesse eG

Via the “Fondaco dei Tedeschi” (central trading office of German merchants) in Venice, ships sailed to the Far East and imported spices. Without them, the gingerbread would probably have remained an ordinary nut cake.

Consequently, Dr. Maly explained: “And it was only the trade, which was already worldwide, that produced this typical Nuremberg speciality.” The famous sausages require pork, marjoram, salt and pepper.

“And the whole thing is packaged in sausage casings (sailtings)”, he continued. “The sheep intestines come from Iran. This is an original product that can only be made if international trade works.” The International Toy Fair is also a prime example of such trade. Skilfully, he knew how to weave it into this construct and to oppose emerging nationalism with the advantages of free trade.



Nuremberg's Lord Mayor Dr. Ulrich Maly gave the opening speech at the 70th International Toy Fair.

Probably everyone in the room understood the side blow against the current EU withdrawal efforts by the United Kingdom, which in summary certainly does not bring any advantages to its citizens.

Dr. Maly described Europe as “a cultural space that has always been able to pick the best from all worlds and make something new out of it”.

This is exactly what the International Toy Fair stands for: the number of exhibitors has increased eightfold compared to the first, the number of visitors has increased sixteen fold and the number of occupied areas has increased seven and one-half fold.

One success factor might have been that “folk history is a global network of production, trade and sales”.

And with this in mind, the model railway sector appeared in 2019 for the first time after a major move in Hall 7A, where it has now been merged with the other model-making divisions. This shortened path, but a clear separation of the individual divisions was not made here.

+++ Acrylicos Vallejo +++

The Spanish paint manufacturer starts 2019 with “Chameleon Colours”. The name says it all, because the water-based effect colours impress the observer with their very different colour effects, depending on the direction of light incidence.

They do not require a clear lacquer sealant and are available in eight different colour shades at the same time. Depending on whether they are sprayed on a white or black background, they also look very different, which makes them very flexible. The most beautiful effects are achieved on a black primer, for example, blue turquoise / green.

The compilation “Ruins & Rubble” (Art.-No. 71.214) is intended for weathering houses and should also find its application in the model railway sector.

For the matt rust texture (69.821) from the Mecha-Color series presented last year, we also received the processing recommendation for brush application: This results in a particularly rough and rust typical surface, which can be thinly fogged with RAL 8012 reddish brown on freight wagons.

www.acrylicosvallejo.com



The Dumper (Art.-No. 322.026) is available in a fine and contemporary version from the Dutch accessories supplier (see next page). Photo: Artitec

+++ Artitec +++

For some years now, the Dutch resin specialist has been one of the most loyal suppliers of Z gauge accessories. And this year, too, the Zetties are expecting a fireworks display of six new products, at once.



Horse-drawn wagons were not very common in Germany (322,027). Instead, the animals were hitched directly to the tree trunks. Photo: Artitec

The Auto-Dumper (Art.-No. 322.026), also known as the Dumper, used to be a popular mini-tipper for loading tasks, while the horse drawn wagon (322.027) was used more in Germany's neighbouring countries.

The company's own tractor, as well as third-party products, are usefully supplemented by the bridge wagon (322.028) for transporting hay and scatter bales. But just unloaded and parked on the yard, this fine model will have a particularly good effect on its viewers.



The Krupp-Dolberg excavator (322.025; picture left) with backhoe is an important novelty because there have been no comparable excavators of this size and design so far. Many Zetties will also be happy about the trolley wagon (322.028 photo right) in order to be able to attach something to their tractors. Photos: Artitec

The shoe stand, horse & farrier (322.029) ensure that the most important workhorses of earlier times are well on their way. They are also a familiar sight on modern riding stables and farms with stables.

Closely related are the rope excavator (322.024), which Artitec calls the Dolberg crane, and the Krupp-Dolberg excavator (322.025) with backhoe, which differ only in their booms and shovels. They are typical excavators for construction sites of epoch III and close a large program gap here.

www.artitec.nl



The Dolberg crane (322,024) with its long mast jib will certainly not be overlooked on layouts. Photo: Artitec

+++ Badger Air-Brush +++

After the US manufacturer expanded its range of colours in recent years, this year it is once again taking care of the tools, its showpiece products. New is the "Sotar 20/20 slim" spray gun with soldered head, which eliminates the need for a gasket. The needle seal can be changed with a watchmaker's screwdriver.

The "Xtreme Arrow" offers a small flow container for those who don't need the big one, the "Xtreme Patriot 105", which appeared last year.

www.badger-airbrush.com

+++ Beli-Beco +++

Even though the Beli-Beco innovations are only presented down to nominal size N, all the innovations presented can also be used for Z gauge, as vice-CEO Stefan Bräuer once again confirmed. Since all models are handmade, they can be made shorter, if required and sometimes even with thin masts, as long as this wish is stated when ordering.

And so we Zetties benefit from eleven newly introduced lamps, which are delivered with a series resistor and protective diode for connection to 16 - 19 volts. They are all equipped with SMD LEDs (3 V operating voltage), which are installed directly into the case of the clock.



With this Beli-Beco new product (Art.-No. 155051), the Preiserlein (model figures made by Preiser) will be able to read the time even in the dark. Photo: Beli-Beco

The 19 mm high station clock is available with mast (Art.-No. 155001) or for wall mounting (155051). The clock itself is only 4 mm high and shows the typical model railway time five to five. With a height of only 2.2 mm, the square wall lamp (155551) can also be used without hesitation on 1:220 scale entrance doors.



And there are ten more lamps to choose from (from left to right): Station clock (155001), sidewalk lanterns with four screen shapes (155101, 155201, 155301 & 155401), wall lamps (155551), two whip lanterns (155601 / 155701) and two arc lamps (155801 / 155901). Photo: Beli-Beco

Smaller streets in residential areas are often equipped with lanterns on straight masts. Such models, with three different hood shapes (155101, 155301 & 155401), and as a ball light (155201) are also to be found among the new products, with which a selection for probably each region is in the selection.

Also with the whip lamps (155601 / 155701) and arc lamps (155801 / 155901) two forms are in the program in each case, with which main roads or station areas in east and west can be outfitted.

www.beli-beco.de

+++ Busch +++

This year it looks like quite a mess for the scale of 1:220 for the company from Viernheim. The concrete water pipe kit (Art. No. 7891) is intended for H0 scale and is dimensioned accordingly with a length and width of 49 x 24 mm and a height of 22 mm. However, it should also be possible to find areas of application here where such large quantities of water have to be channelled that, in exceptional cases, they can also be used in Z gauge.

The new rust spray (7010) can be used largely independently of scale. In addition to weathering in model making, it is also intended for decorative objects and finds its limits more



The concrete water pipe kit (Art. No. 7891) is too large to be used in the Z-gauge as shown in this picture. In the area of one of the hydroelectric power plants, however, it will do its job there. Photo: Busch



Caution is advised when using rust spray (7010). The rough surface on a scale of 1:220 will, in many cases, be rather out of character. Photo: Busch

in the spray head, which applies the paint coarser than a spray stylus and creates rough surfaces. The product is suitable for many materials including polystyrene and also dries quickly.

The 19 spring trees (9763) in May green, green, as well as white and pink flowering, seem to have shifted out of time. They are technically constructed like pipe cleaners, which also applies to the tree pack "70th Anniversary International Toy Fair" (9764) with deciduous and coniferous trees from 40 to 105 mm high. Both serve rather as nostalgic layout scenery.

www.busch-model.com

+++ CiLine Vitrinen- und Ladenbau +++

As a modular system, the endless display case range can now be individually and almost arbitrarily combined, dependent upon further growth.

www.ci-line.com

+++ Donau Elektronik +++

The new model railroad electrical distributor type 1 (Art. no. DM425) offers 26 terminal points, which are connected according to markings A or B and allow convenient wiring. Status LEDs on the 60 x 52 mm board indicate whether a current is present. Each terminal can be loaded with max. 6 A, while the maximum voltage is 30 V DC or AC.

shopware.donau-elektronik.de

+++ ESU electronic solutions ulm +++

The decoder manufacturer from Neu-Ulm is now sending its fifth generation of sound decoders to the field. With a 32-bit processor, they had significantly improved audio performance features. They mix up to ten audio channels with 16-bit resolution and now a sampling rate of 31.25 kHz.

Even the smallest Loksound 5 micro decoder offers an output power of 3 W and its dimensions of 21.0 x 10.6 mm at a thickness of 4.0 mm are significantly smaller than those of its predecessor, but are still slightly too large for use in Z gauge.

www.esu.eu

+++ Faller +++

Even though the Gütenbach-based model building specialist (for the time being) explicitly only mentions the H0 scale as the beneficiary of a new cooperation agreement, it may also be able to focus on the

smaller gauges, including 1:220 scale in the future: Faller has begun cooperation with Tinkertoys from Magdeburg.

Their core business is a self-developed and child-friendly construction program with which toys can be designed on screen and then printed in 3D. Faller would like to use this to have individual houses output for customers after defining the floor area, specifying the number of floors, and selecting a roof, as well as doors and windows.

In addition to the usual new products program, it should be noted that new products brochures will be released several times throughout the year in the future. The copy for the Spielwarenmesse (International Toy Fair) was therefore marked 1/2019 and surprisingly does not contain any designated Z gauge new products.



Two Z gauge new products were to be discovered at Faller at the fair, but only one of them was mentioned in the brochure as an advance notice: the Kino (cinema) Kandelhof (Art. No. 282795), which towers above all previous city townhouses.

However, the first concern is alleviated by a viewing page on which the Kino Kandelhof (Art. No. 282795) is announced in advance. This is a continuation of the laser cutting kits from recent years.

This multi-storey cinema building has already been built into the Messediorama (trade fair layout), which has been successively extended to include all the houses of the city series offered so far. Here we also discover a place of worship that seems indispensable for completing the series and is not yet mentioned in the brochure: the church of St. John the Baptist (282778), also made of hardboard.

But we also find what we are looking for in the areas of technology and design material: The stranded wire assortment (163780) offers 10 m cable material each with a cross-section of 0.04 mm² in ten colours. The strands are also available individually in red (163781), black (163782), green (163783), grey

(163784), yellow (163785), blue (163786), violet (163787), brown (163788), orange (163789) and white (163790).

Also offered are very simple trees with heights between 75 and 150 mm in four combinations: "15 deciduous trees, sorted" (181524), "15 mixed forest trees, sorted" (181529), "30 mixed forest trees, sorted" (181530) and "15 fir trees, large" (181542).

New 300 x 200 mm foliage leaves are now available in light green (181615), dark green (181616), multi-coloured (181617) and deciduous (181618). Reed (approx. 80 mm; 170715), long grass in a set of four (approx. 80 mm; 170769), light (171395) and dark (171396) tufts of grass with a length of 6 - 12 mm and light (171397), as well as dark (171398) grass strips of the same length, are also available.

www.faller.de

+++ Heki +++

Some new products from the Heki range can also be used with the Zetties without being explicitly designated as such. This applies to the mixed forest H0 (Art. No. 1957), whose 20 trees and firs are between 7 and 18 cm tall. The buyer does not have to reject a specimen if he decides in favour of the same product in the classification for N scale (1958), as the 22 specimens here are only 5 to 12 cm in size.



This mixed forest (Art.-Nr. 1958) is declared for the N scale, but its contents can also be used for the scale 1:220 without restrictions, since trees are still too small in the model. Photo: Heki

Also the 3 pollard willows (1911) we can imagine well on a Z gauge layout, because with its 5.5 cm high growth, it should be able to reproduce an old tree impression there quite well. Also, the Mediterranean

tree set H0 (1774) with 11 trees between 8 and 17 cm can be accommodated quite plausibly. Everyone who has ever seen full-grown pine trees knows this.



The trees from this composition (1774) are said to have a Mediterranean effect. It is intended by the manufacturer for H0 gauge, but we do not recognize any scale deviation for our purposes even with the pine trees. The olive trees with their silvery shimmering leaves are also quite beautiful to see. Photo: Heki

The 100 grass tufts (1825) and 10 grass strips with a length of 100 mm (1826) in the design, as flowering lavender would be suitable for this.

www.heki-kittler.de

+++ Herkat +++

The push button switches from this manufacturer are now equipped with mini LEDs in the colours red (art. no. 2281), green (2282), blue (2283), yellow (2284) and white (2285). Different LED inserts in the same colours (2271 - 2275) help to retrofit older push button switches.

The blue (2758) and white (2760) LEDs have diameters of 3 mm for individual tasks. Micro LEDs are also available in blue light colour (2744).

www.herkat.de

+++ Herpa +++

For some years now, Herpa has been announcing its innovations with a lead time of around four months in order to be able to derive reliable conclusions for production planning and quantities from customer feedback. They have therefore already been able to announce a number of things that customers will expect in the spring.

The Dietenhofen based manufacturer, whose brand name will be seventy years old in 2019, is using the International Toy Fair to announce and present the planned new products. In the field of model cars there is unfortunately nothing to report here, but among the airplanes in the scale 1:200, there are quite interesting new products to be found.



A partially printed sample of the Douglas DC-4 / C-54 Skymaster was already on display at the Herpa stand in Nuremberg, raising high hopes.

The new planes are due to appear as early as May/June. Newly designed is the Sukhoi T-50 (Art.-No. 559751), the prototype "White Shark", the first Russian stealth fighter, which will soon go into production as the SU-57.

The stretched Boeing 787-10 "Dreamliner," which was already known, might be too big for most model railway layouts. A surprise, however, was the four-engine Douglas DC-4, which was announced on the occasion of the 75th anniversary of the Allied landing in Normandy ("D-Day"), and the end of the Berlin Airlift 70 years ago.

Consequently, it initially appears as the military version of Douglas C-54M "Skymaster" (559720), with which the Americans had supplied the blocked western sectors of the divided city from Rhein-Main airfield.

Its twin-engine sister, whose design had been in existence for some time, will stand at its side. The also American Douglas C-47A "Skytrain" (559744) with the motive "Tico Belle" at the fuselage nose was involved in the 1944 air landing operation. In civilian form she flies as later Douglas DC-3 for Aer Lingus (559737).

For the Ukrainian navy, the Antonov AN-2 is in blue pattern with the identification "07 yellow" (559713), while the Airbus A220-300 flies "Latvia 100" (559690) for the civilian airBaltic. The same applies to the Aéropostale Transall C-160 (559683), which is operated by Air France.

The small Fokker 50, which also operates for KLM Cityhopper (559652), comes from Germany's neighbouring country. The four-engine aircraft that crossed the "big pond" were once only slightly larger: the reissued Lockheed L-1649A "Starliner" (558372-001) did the same for Trans World Airlines (TWA).

www.herpa.de



The old forester's lodge (art. no. 36812) is rebuilt as a single house by Kibri. Photo: Viessmann

+++ Kibri +++

The old forester's lodge (36812), which is announced by Kibri as a kit novelty, comes from an earlier kit with the former article number 6896. Judging by the brochure, the colour of the plastic for the wooden façade should be lighter than that of the buildings from the once independent production.

www.kibri.com

+++ Lenz Elektronik +++

The new LZV 200 central unit and the LH 101 handset controller are now also available as entry-level equipment for digital entry or changeover.

www.digital-plus.de

+++ Lux-Modellbau +++

The delivery of the dust witch ("Staubhexe"), which was previously announced in 2017, has been further delayed. It is now planned for release in the summer of 2019, and hopefully will win customers' approval.

www.lux-modellbau.de

+++ Märklin +++

This year in Göppingen, Märklin is celebrating several anniversaries: According to the official count, Märklin is 160 years old, the reintroduced 1 Gauge celebrates its 50th anniversary, and Minitrix can now look back on its 60 year success story.

So this year's exhibition cars were also dedicated to the anniversaries: A traffic red freight car, as it is used today for supplies to the automotive industry, was adorned with graffiti for the anniversary of N gauge (Art.-No. 15689).



Märklin's activities in 2019 will be marked by anniversaries, as can also be seen from the dealer gifts. The special Z gauge car (80129) in the foreground has different logos printed on each side with "160 Jahre Märklin".

Mini Club used the refrigerator car model (80129), which had been refined in the course of product maintenance, and which advertised the company's anniversary with the Märklin logo, a large 160 and different historical motifs printed on each side.

The most important message for the smallest track gauge is: the technical development of the last few years will continue to drive it forward.

In 2019, injection moulding with metal alloy plastic will be introduced, which is intended to help increase the weight of plastic injection-moulded housings. According to the plan, this will ensure safe power consumption and improved traction.

This process will be introduced with a new shape that would probably have been unthinkable without this technology. The tiny small car Klv 20 of the DB (88025), a first-generation VW bus on rails, will even be motorised on a scale of 1:220.



It's hard to believe that this tiny model is supposed to be powered: the Klv 20 (88025) by Märklin.

The drive is provided by a tiny bell-shaped armature motor on one of the two vehicle axles, and the second axle is also driven. Understandably, only one light function could be accommodated in this tiny vehicle. To illustrate the small dimensions, we placed a pencil tip next to the photographed prototype model.

The described procedure is also suitable for many existing forms. For example, the NoHAB diesel locomotive is reinstalled and at the same time subjected to model maintenance, in the course of which it is finally to be fitted with suitable bogie screens as in prototype, in addition to a bell-shaped armature motor.

You can choose between the green series 54 of the SNCB (88634) for epoch IV and the Hungarian M61 in epoch V lettering. On our advice, we are currently examining whether the models can also be converted to square buffers from the existing mould stock. This was not previously planned.

The Insider Club model 2019 in the form of the newly produced express train locomotive 03 1001 of the DB (88855) with disc wheels, which was already announced in Köln in November 2018, was finally on display in Nürnberg. The beautifully designed steam locomotive did not even give the impression of being a hand built master.



A first sample of the express steam locomotive class 0310 (88855) was shown in Nürnberg. And this gave the impression, at least on the outside, that it was ready for series production.

Insider Anniversary Car 2019 (80329) is, as also already known, a grey painted GI 11 covered car of the DB, rented to Miele, to be seen at the large company logo.

For the MHI, the class 86 (88962) in epoch III version of the German Federal Railway is issued as a special series. After the product has already been upgraded, with the lighting switched to LED and a detailed control system fitted, it is now also equipped with the bell-shaped armature motor. In addition, the buffer plates have been enlarged.

At the same time, a four-part "coal traffic" (86307) wagon pack with OOtz 43 (1 x) and OOtz 50 (3 x) self-discharging wagons is being published, also as a special MHI edition. The freight wagons with the lettering Erz IId and Erz IIId are equipped with close couplings and coal load inserts.



The tender steam locomotive of class 86 appears with the Bundesbahn lettering and bell-shaped armature engine (88962; top right) and pulls a coal train (86307; top left) according to MHI's ideas. For epoch I there is a Prussian G 81 (88985) with rod buffers.

Also, epoch I does not go out completely empty, for here appears a reworked tender steam locomotive of the Prussian type G 81 (88985). It now also has the bell-shaped armature motor and is equipped with bar buffers and LED-illuminated dual-light peak signal.

A three-part freight train (86604) consisting of flammable gas wagons, a covered wagon of the bracing design type (later G 10) with loading doors that can be opened, and a beer refrigerator wagon of the brewery Loren Pfannenberger Söhne (Zerbst) are packaged with it.

The redesigned Uerdinger rail bus was a great success. With its fine printing, bell-shaped armature drive and replica of the striking blue interior, illuminated by light-emitting diodes, it found many new admirers as an Epoch III model.

So it was only natural that he should now be provided with a model of the same quality for Era IV. The class 798 (88167) is delivered in two parts compared to its predecessor with a suitable control car class 998.

The passenger car pack (87507) dedicated to the Höllentalbahn consisting of three Donnerbüchsen Bie (2nd class) and one ABiwe (1st / 2nd class) and one Pwie (luggage car) each strongly reminds of a similar car pack for the club members a few years ago, which had only one 2nd class car less to offer.

Therefore, we will briefly discuss the design of the new car: The cars are painted bottle green using RAL 6007, have a grey aluminium roof (RAL 9007) and for the first time have pearl mouse grey window frames (RAL 7048), which is very discreet and unobtrusive. With the earlier pack, the bright yellow frames imposed too much on the viewers.

We would almost like to think that the tender steam locomotive 85 007 of the DB (88889) fits perfectly to these passenger cars. After all, they and their nine sisters were designed and built especially for the Höllental as standard locomotives. Until the electrification with 15 kV and 16 2/3 Hz frequency the nine war survivors could not be displaced from their main line.

But far from it! The beautiful steam locomotive with silver coloured boiler rings, Witte plates and buffer plate warning paint is converted into a Freiburg monument. Although it also benefited from the detailed control and brake imitations of the 44 series, the reattached smoke chamber central shutter and the locomotive number in the middle of the DB lettering according to DIN 1451 reveal its place in epoch V.

Of course, this also includes the shelter and four steel staircases, which protected them from the weather and made it easier to work. These equipment parts are realized as an architectural kit made of lasercut hard cardboard.



The rail bus was very well received by the customers with its interior fittings, fine printing, LED lighting and bell-shaped armature motor. Now it follows in two parts also for epoch IV (88167; picture above). The 85 007 actually belongs as a museum locomotive (88889; picture below) in epoch V.

In 2002 the class 143 (88438) electric locomotive was on the road in the Höllental valley, appearing for the fourth time in a traffic red version. Its switchover screw for overhead line operation was moved to the inside, and it is also supposed to impress with a printed train destination display in the driver's cab window. The model is powered by the new standard bell-shaped armature motor.

And Märklin, in view of the available tools for both design variants of the roofers, states that the right shape will also be used. Three double-decker coaches (87297) with train destination Neustadt are to be suspended from their towing hooks, which in the model are rather the system couplings.

To ensure that this is successful, Märklin is reworking the current collection of the power pickup bogie. In the future, it should guarantee a much better running and will have the white-red light change at the end of the driver's cab of type DBbzfa 761.

This year's "Höllental" theme should have become very clear so far. So it will come as no surprise that an appropriate station kit also appears in the range. Märklin has already received much praise for the station Himmelreich (89709) in its former condition before its renovation.



The architectural kit for the Himmelreich railway station is a perfect match for the thematic focus of the new product range (89709).

Its main features are the fine engraving of the brickwork, the equally successful structure of the wooden framework and the wooden studwork in the waiting area. Our magazine is already planning a report on this.

Not to be missed in the program is an Easter car (80419), which is also traditionally announced with the spring new products. This year a low side car with green base colour and Easter decorations has been used. The group of rabbits on its loading area is lasercut in hard cardboard.



Auch dieses Jahr wird es einen Osterwagen (80419) geben – und so schaut er aus.

For the right effect, the wagon is wrapped in a transparent Easter egg and delivered in an orange Easter basket with colour-coordinated Easter grass.

This brings us to the freight wagon segment, which will be served particularly extensively in 2019. The focus here is on Era III, for which the new shaped parts of the stake cars Rmms 33 are further combined to create a two-piece package (82132) with the addition of a blue Hanomag Matador flatbed vehicle.

Now the car has a brakeman's platform with steel shelves and press plate stanchions, while its brother has to manage without wooden shelves and stanchions. Within a very short time, Märklin has put an entire fleet of its award-winning model on the rails.

The X 05 low sided car with brakeman's cab (82334) is an old acquaintance. It is spiced up by a large diesel engine load from Duha. The self-unloading wagons OOtz 43 (82803) and OOtz 50 (86308) are designed and loaded like the wagons from the previously mentioned MHI package. They are therefore understood as an individual supplementary option from the standard range.

Small, but very fine, are the differences of the Aral-tank wagons (82324) of the old design. The model of a private car of the BV-Aral AG for the epoch IIIb is discontinued at the DB and captivates with its separately attached Aral diamond from the injection moulding.

The designers are now finally implementing an important model feature that had previously always been seen as printed on the boiler in a compromising manner.



Small detail, big effect: the old tank wagon (82324) receives a separately applied Aral emblem.

We also enjoyed the return of the freight silo car Kds 54 as private car "Frankenzucker" (86667) and later Ucs 908 of the Bundesbahn, to be found in a two-part freight car packing (86665). The individually sold unpainted wagons of the original edition yellowed over the years, and it was confirmed to us that the plastic construction of the new products had been painted and that this could therefore be ruled out.

The freight car package "From door to door" (82329) also opens up new perspectives: It consists of two container wagons BT 10 and a calf delivery vehicle with trailer. However, the special feature of the combination are the seven Pa containers of the open Eosakrt type with steel extension walls.



The track-laying train will be reinforced by two additional freight wagons (82425) and the two railway shacks (containers) enclosed in the package.

This is a new container type, already the third in total. This shows us that those responsible have obviously taken a liking to this particularly varied prehistory of modern container transport. For this reason, we expect further container types in the coming years and hopefully a third container carrying wagon. After all, the range still lacks a classic design with four positions.

The popular construction train theme will also be expanded further. Once again, DB Gleisbau (track construction; DBG) is growing. This time an Fcs rotary slide side unloading wagon and a Res four-axle stake wagon with corrugated side walls in typical yellow (82425) follow. It is almost half loaded with track ballast. The other part of the loading area can be occupied by one of two railway shacks, which are enclosed in the new sets.

A last, so far not mentioned jubilee is to be driven in Switzerland. The “Crocodile”, Märklin's heraldic animal, will be 100 years old. This is enough for a unique special edition of the green museum locomotive Ce 6/8III 14305 (88564) in a real wooden case.

A replica of the manufacturer's plate and a booklet as a model serve as an addition. The model itself had already undergone a model update, but now, for the first time in Z scale, it also has grey traction motor covers on the stems that are set off in prototype-like grey.



The RTS train, consisting of a class 221 diesel locomotive (88204; right) and three Eamos dump cars (82435; left) belongs to the current era VI.

Around 1971 the TEE 75 “Roland” (81593) was also on the road in Switzerland, covered with a Re 4/III of the SBB in TEE paint. To make this locomotive a perfect match for the train, it now also has round headlights in addition to the bell-shaped armature drive. Its four compartment cars (Avümz 111), large-capacity cars (Apümz 121) and dining cars (WRüm 132) are DB cars, and (finally again) red-beige around the corners.

Another new model is also dedicated to the Swiss railway enthusiasts, with which we make the leap into the railway historical present. In the three-part large-capacity sliding wall wagon package (82417) we find Habbillnss wagons leased by Wascosa to Schweizerische Post AG.

Their car floors are made of metal and ensure good running. The yellow wagons have a white chest strip and are printed in German, French and Italian with sayings such as “Millions of letters a day”, “Life in Yellow” or “On a Journey for You”.

Graz is home to the Austrian company RTS, to which a three-part side dump truck package Eamos (82435) in orange is dedicated. The matching diesel locomotive is the series 221 (88204), painted in the same colours, based on the historical DB scheme. It cannot be seen from the outside, but it is now also driven by the bell-shaped armature motor and the lights change from white to red with a direction of travel change.

Some years back the car transport car DDm 915 (87093) jumps in far blue with red Ege cookie. The unloaded model is fitted with close couplers, as is the Bpmz 291.2 “Kinderland” (87591). Since the Kinderland, which gave the car its name, was at a fixed end, the lettering on the model did not stand diagonally opposite each other. Märklin wants to reflect this correctly on the model.

The spring new products are completed by a single-track fish belly bridge (89758) with a length of 220 mm and enclosed piers. The prototype of the hardboard construction kit is a bridge in Plettenberg



The Crocodile for the 100th anniversary of the prototype (88564) has grey engine covers, which can be seen in the side view. Here it drives for the fish belly bridge (89758) after the Plettenberg prototype.

(Sauerland region). It should captivate with fine replicas of all model characteristics including the rivet-tipped gusset plates.

www.maerklin.de

+++ MBR Model +++

This Polish company displayed at the Toy Fair new grass flock with 4.5 mm stem length in six colours: light green (Art. No. 54-0401), grass green (54-0402), forest green (54-0403), dark green (54-0404), olive green (54-0405) and beige (54-0406).

There are fine tufts of grass on a 15 x 20 cm carrier foil. Two of them have 2 mm short stalks and a verdant green (55-2001) or brownish-autumn (55-2004) shade, the others in different greens (55-2002, 55-2003 & 55-2006) and brownish-green (55-2005) are each equipped with fibres from 2 to 4.5 mm long.

With the grass mats in the 20 x 30 cm and 30 x 40 cm formats, only those with 66 mm fibre length are suitable for designing Z-scale scenes. They are offered in different shades of green, which are always combined with different coloured fibres (55-0022 to 55-0026 / 55-1022 to 55-1026).

The 10 x 15 cm flower carpets are very attractive, but due to their 12 - 15 mm height they are only suitable in tufts as larger, flowering shrubs. Available are: white (50-2001), yellow (50-2002), pink (50-2003), red (50-2004) and blue (50-2005) flowering as well as rushes (50-2006) and goldenrod (50-2007).

For the purpose which we have intended for floral designs on a scale of 1:220, the manufacturer has provided shrubs with the names "reed" (50-5008), "dry reed" (50-5009), "dark yellow" (50-5010) and "purple red" (50-5011). They each have a format of 15 x 15 cm.

www.mbrmodel.eu

+++ Microrama Model Decor +++

Microrama has always used RTS Greenkeeper flocking equipment for its impressive demonstrations. For these, the French "landscape magician" is offering new attachment boxes for storing and processing Magigrass fibres. They are transparent and allow the filling level to be checked at all times during work.

But there are also new products from the company's own production. Under the brand name Magiroc, Gwendal Theis presented a new rock design material in Nuremberg that impresses with its lightness and simple processing. The attachments are solid and hollow on the inside, which results in weight savings.

As a substructure a Styrofoam scaffold is sufficient, which is easy to build, and does not contribute much weight. If you operate a transportable layout, we will quickly appreciate this advantage.

www.microrama.eu

www.microrama.online

+++ Modellbaukompass +++

Trainini® readers continue to receive a permanent discount of 10% on orders placed in the electronics shop. In the open text block, the keyword "Trainini" is to be mentioned, so that the deduction is taken into account in the final invoice amount.

Heinz Wagner had brought a book tip with him to Nuremberg: The book "Civil Vehicles" (ISBN 978-84-09-00987-9) by Eugene Tur describes in English the effective ageing of civil vehicles with Vallejo products. In this respect, many model railroaders can certainly also benefit from a reading.

www.modellbaukompass.de

+++ Noch +++

After other accessory suppliers also jumped on the bandwagon to represent rocks with the help of paper that had to be crumpled, Noch decided to stay with the original and enter into a sales cooperation with the model construction studio Andreas Dietrich from Austria.

The latter invented the Knitterfelsen (cliff rock formations) and filed a trademark application for the name. The special feature of this original is that the rock structures are not printed on the special paper according to shades or other defined patterns. Instead, photo motifs from original photographs are used.



Here we show the "Wildspitze" (Art. No. 60302) as a representative sample of the five cliff rock formation motifs.

The company still distributes five different motifs in the formats 45 x 25.5 cm: "Großglockner" (Art. No. 60301), "Wildspitze" (60302), "Großvenediger" (60303), "Sandstein" (60304) and "Seiser Alm" (60305). Thus, a suitable structure and stone colour can be found for almost all areas of application. The finely cliff rock formations are simply glued onto an existing substructure.

In the standard tree series some new compilations appear, which are either explicitly declared for Z gauge, or at least can be used here, because we don't have to trivialize our vegetation. Here the 16 deciduous trees (24603) should be mentioned, which are only 4 to 10 cm high. But also the eight (24600) and sixteen tree (24601) packages should be applicable without any problems, which Noch, with 10 to 14 cm height, thought could be used only down to gauge TT.



The 16 deciduous trees (24603) from the standard series are 4 to 10 cm high and therefore also suitable for Z-gauge - some of them might even be a little higher. Photo: Noch

The same applies to the 16-part mixed forest (24623; 4 - 10 cm) and its larger neighbours with eight (24620) and sixteen parts (24621; each 10 - 14 cm). The 16 firs (24643) and those from the packs with eight (24640) and 16 larger trees (24641) have identical heights.

The corresponding article numbers for the snow firs in this series are: 24683, 24680 and 24681. Two tree assortments (25963 / 25964) with 100 trees each in summer design are planned for retail sale for dealers. If you are already thinking far ahead, you can also make friends with Christmas trees illuminated with yellow LEDs with a height of 5 cm (22111), 8 cm (22121) or 12 cm (22131).

Sand and gravel are available in different grain sizes, can be mixed with each other because of their coordinated colours and thus also offer creative design possibilities: "Sand fine" (09234), "Sand medium" (09235) and gravel (09237).

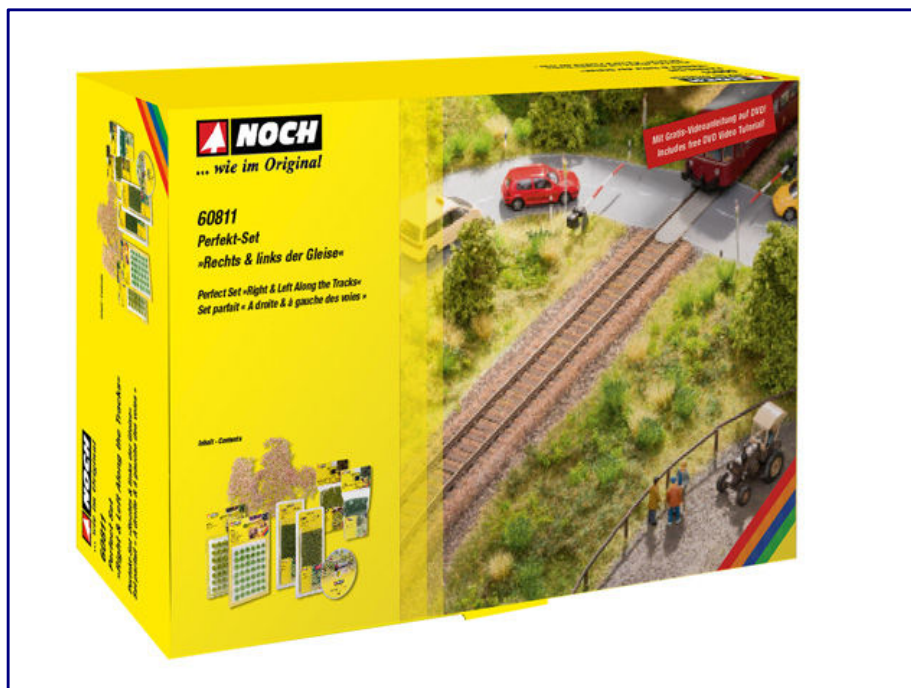
The well-known short grasses now have 6 mm long fibres as wild grass in the same colours: Dark green (07080), medium green (07081), brown (07082) and gold-yellow (07083).



The aging and altering of cardboard kits and other objects can be done using Noch's patina markers (61158/61159). Photo: Noch

The new patina markers can be an alternative to powdery and pasty colours. These pens each have a fine brush tip and a wide marking tip for a larger area of application. The first of two sets of six (61158) is intended for models made of plastic and hard cardboard, the second for landscape design (61159), where, in addition to rocks and walls, model waters (algae replication) are also envisaged as an area of application.

A further focus in the new product range is on so-called "Perfect Sets". They contain typical design products, including new items from recent years, and a CD with instructions.



The "Perfect Set" compilations contain well-known design products with a theme reference and instructions on a data carrier. Here you can see the package "Right & left of the tracks" (60811). Photo: Noch

The product "Right and left of the track" (60811) with natural bushes, foliage, structure flakes and grass tufts is particularly suitable for Z-gauge purposes.

Simply "Lake" (60813) is the name of the combination of "water drops", colour granulate, wave and wave filler as well as tufts of grass.

The "Winter Landscape" (60815), in which snow glue, snowflakes, shaking can, snow paste, icicles paste and icicles are included, can also be used for Z gauge.

But the accessories supplier does not completely disregard the technical range either. With the professional locomotive train service tray (99352), the

Wangen company creates a good working base for maintenance and repairs on models. It is made of foam and does not damage the valuable treasures.



The professional locomotive train service tray (99352) proves to be helpful for the maintenance, care and repair of rolling stock. It also has a magnetic storage surface (with Noch logo) so that the smallest parts, such as coupler springs, are not lost. Photo: Noch

These can be inserted upside down, the necessary tools also find a safe place here. A magnetic contact surface protects against the loss of springs and other small metal parts. With the “model and precision oil pin” (60144), you can find the right lubricant in the same product line.

www.noch.de

+++ Roco +++

Roco offers the new CAN hub (art. no. 10804) as a supplement to the Z21 control unit. It provides two CAN outputs each with a 1 A power supply, and is ideal for large systems with many CAN stations. The connection cable for the CAN bus is included.

www.roco.cc
www.z21.eu

+++ Rokuhan +++

The Shorty chassis was shown at the International Toy Fair, and it has been well received for in-house and conversion projects. From the manufacturer's point of view, this also includes the matching bodies for Japanese models.



The three-part “Revaty” (picture above) is underway in Japan as Tobu-Limited-Express 500 and is offered by Rokuhan in two versions (7297842 / 7297843). Connecting bellows and couplings (picture below) are included in the individual packages in order to be able to couple two units to each other prototypically. Photos: Rokuhan

The modern “Revaty”, which has been on the road in Japan as the Tobu-Limited-Express 500 since 2017, is included in the distribution via Noch.

The three-car multiple-unit train is often coupled together with another three-car unit in prototype operation. Rokuhan also makes this possible in the model, as the individual packs include bellows and couplings for connecting cars. The directional lighting between two units can be switched off.

Available are the three-part trains “Revaty Kego” (7297842) and “Revaty Aizu” (7297843) as well as a starter kit (7297806) with motorised train, driving gear, re-railing guide and track oval.

www.rokuhan.de



The castle Kriebstein (Art.-No. 778) has been built on a scale of 1:250 and is recommended as background model for the Z-gauge. Photo: Schreiber-Bogen Modellbau / Aue-Verlag

+++ Schreiber-Bogen Kartonmodellbau (Aue-Verlag) +++

The Kriebstein Castle (Art. No. 778), which occupies an area of 34 x 25 cm and is 29 cm high, is built on a scale of 1:250. Only those who have a large harbour on a layout will be able to accommodate the refrigerator ship "Slovan Alstertor" (3329), also reproduced in a scale of 1:250.



For the refrigerated ship Slovan Alstertor (3329) with its striking loading crane jibs, there is also an upgrade kit (4329) with fine details for a more accurate design. Photo: Schreiber-Bogen Modellbau / Aue-Verlag

The ship dates back to a time when aesthetics were a high priority. But with its length of 56 cm it also takes up a lot of space. For the finer details and for the setup, we recommend the upgrade kit "Slovan Alstertor" (4329), so that the final result is more accurate.

www.schreiber-bogen.de

+++ Seuthe +++

A cleaning fluid that was previously available is returning to the product range. It removes dirt of all kinds.

www.seuthe-dampf.de

+++ Silhouette Modellbau +++

Following the takeover and continuation of the brand by the new owners, the Silhouette range has picked up speed. What has happened there over the year can only be guessed with your own browsing through the website. New in spring 2019 are various vegetation mats for spring, summer and forest edges in the usual fine design.

www.mininatur.de

+++ The Cool Tool +++

New control electronics with integrated motion controller and pre-installed CNC software were presented in Nürnberg. It is called TCT-Control and also offers a tool movement simulation mode.

www.thecooltool.com

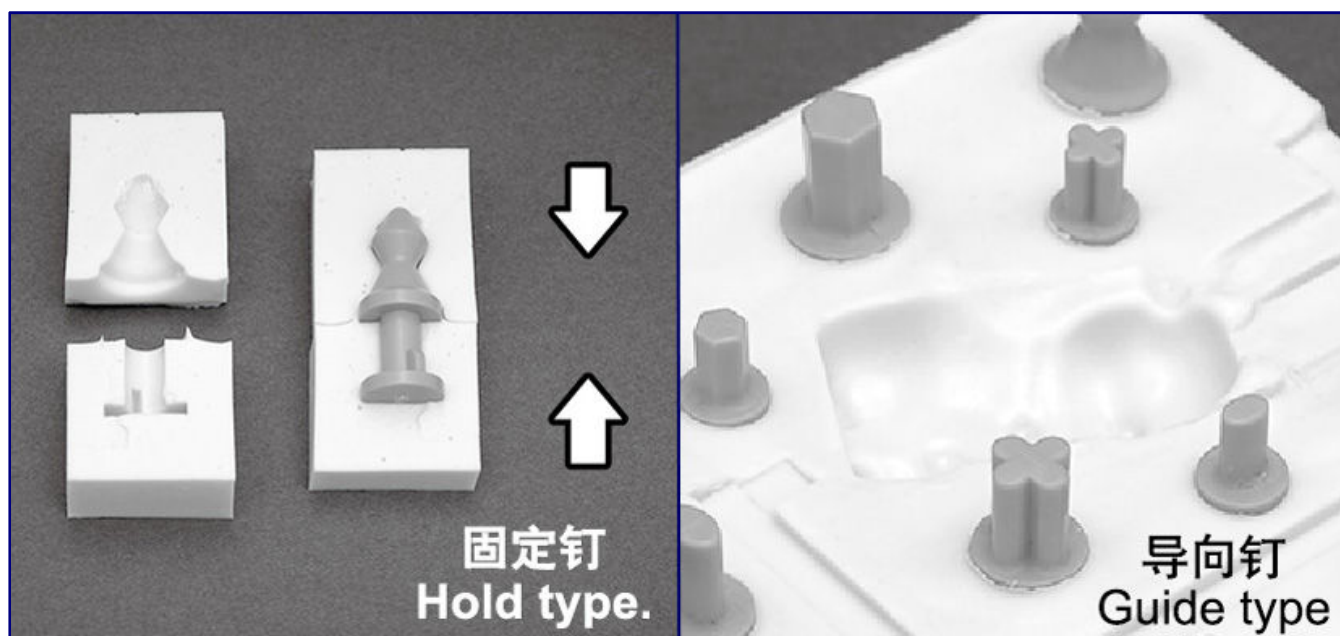
+++ Trumpeter +++

The Chinese plastic model maker has now added tools to its program, which are referred to as "Master Tools," and, of which, we would like to briefly introduce some here. These include, for example, three bending aids for etched parts (art. no. 09931 to 09933) in various sizes, craft knives with draw blades (09908), fine saws (09909) or clamps (09914) for holding painted parts.

The sandpaper holder in eight different shapes and sizes (09929) helps smooth fine model parts. Various colour palettes (09960, 09973, 09974 and 09975) are very helpful when working with paints, glues or spatulas.



The clamps (Art.-No. 09914), inserted into the base plate, hold painted parts during the drying process, but can also be used as a third hand. Photo: Trumpeter



The function of each of the 16 holding pins (09982 to 09984) in two basic moulds as a guide when assembling a multi-part mould (right) or when holding together during filling (left) is illustrated here. Photos: Trumpeter

Anyone who wants to produce multi-part silicone moulds for duplicating master models will appreciate the 16 small holding pins (height 20 mm; 09984) which are cast in and then help to place the mould parts exactly on top of each other. They are also available in two larger lengths (09983 / 09982).

The five needle files (09964) and the five diamond files (09965), each in different shapes, are always required. Their handles each have a diameter of 3 mm; the tools are 140 mm long.

This compilation represents only a small selection of the extensive program, in which further hand and also electrical tools can be found, and which can be found, however, in similar form also elsewhere.

www.trumpeter-china.com

+++ Unique Scenery Products +++

For the flocking devices "RTS Greenkeeper" distributed by this supplier, there are new, transparent swap bodies which are suitable for devices of all performance levels and which have already been described at Microrama.

www.sceneryproducts.eu

+++ Viessmann +++

The two sound modules "Street Guitarist" (Art.-No. 5577) and "Jukebox" (5578) for connection to direct or alternating current sources are interesting for animating figure scenes or a classic pub. A further module "Shooting Range" (5579) is also available.

The blue LED with soldered caps (3564) is packaged in five pieces, each 1.6 x 0.8 mm in size. Skilfully combined with light guides, they also illuminate emergency vehicles very effectively.

This also applies to the 2 Mini-LED red (5272) and 3 Mini-LED red-yellow (5273), each with micro-flashing electronics, which, however, are no longer installed in the vehicle itself, but underneath the roadway in Z gauge.

www.viessmann-modell.de



In combination with figures from C-M-K or Trafofuchs, the sound module "Street Guitarist" (Art. No. 5577) will also do its work in Z gauge. Photo: Viessmann

+++ Woodland Scenics +++

The in-house lighting system will be further expanded with further electronic components. The "Field System" landscape design range also includes grass fibres with lengths of 2 and 4 mm in the colours dark green (art. no. WFS613 / WFS617), medium green (WFS614 / WFS618), light green (WFS615 / WFS619) and straw colour (WFS616 / WFS 620).

woodlandscenics.woodlandscenics.com

17. Internationale Lahnsteiner Modellbahntage

**9. und 10.
März**

Sa. 10-17 Uhr
So. 11-17 Uhr



Stadthalle am Salhofplatz 56112 Lahnstein

Große Tauschbörse für
Eisenbahnen, Autos usw.
Modul- und Schauanlagen
Modellbahnworkshops

Eintritt:

Erwachsene 6 Euro
Kinder 1 Euro

New and news of the small series

Far away from the International Toy Fair

For many years, the International Toy Fair has been losing importance for the model railway sector. The relocation from the traditional Hall 4A to the new Hall 7A, in which all model-making sectors have been bundled, has done nothing to change this. With Micro-Trains and American Z Line, the two most important US suppliers have also never been represented in Nuremberg, that's why we are also looking to the left and right to be able to report on all the news and new products that have been announced outside the exhibition.

+++ A2 Models +++

Some years ago A2 Models attracted attention in Altenbeken and presented a very extensive car model program from the 3D printer within a very short time. But for the last two years nothing has happened in the program.

Now it is sad to know that this supplier is closing down. The sale of available models of all scales is already running with a discount of 20 %.

www.a2models.nl

+++ Álvaro Cortes +++

The Portuguese model car constructor is also burning off a firework display of innovations this year. Customers will be particularly pleased about the emergency vehicles from Germany, Austria and Switzerland, which are based on the VW Transporter T6, the E-Class from Mercedes-Benz, Porsche and others dedicated to the police and emergency services.



Various emergency vehicles form the main focus of the new car models from Portugal. The VW Transporter is also available in civilian versions. Photo: Álvaro Cortes

The VW transporter of the current generation is produced in various metallic finishes as well as black, and also in a civilian version, including a yellow version as a delivery van with windowless loading area.

A feast for the eyes is the Mercedes-Benz Actros as a car transporter, loaded with various sedans and station wagons of the traditional Swabian brand. The same truck type is also available as a wood transporter in long and short version, both with attached crane, which is movable, even in the model.



The Mercedes-Benz Actros cuts a convincing figure as a car transporter (picture above) and as a wood transporter (picture below). The loading crane is even fully movable on the model. Photos: Álvaro Cortes

America car fans will be catered for with the Chevrolet Suburban and the GMC Sierra, while the McLaren 570 S and 570 GT sports cars have their fans among the wealthy worldwide.

In addition, several 3D printing projects are underway with which Álvaro Cortes is breaking new ground in implementation: MAN Lion and Mercedes-Benz Citaro buses are currently being built here. Based on MAN, he is developing a tow truck and various truck bodies in parallel, from the flatbed with tarpaulin to the classic box body and the refrigerated box.

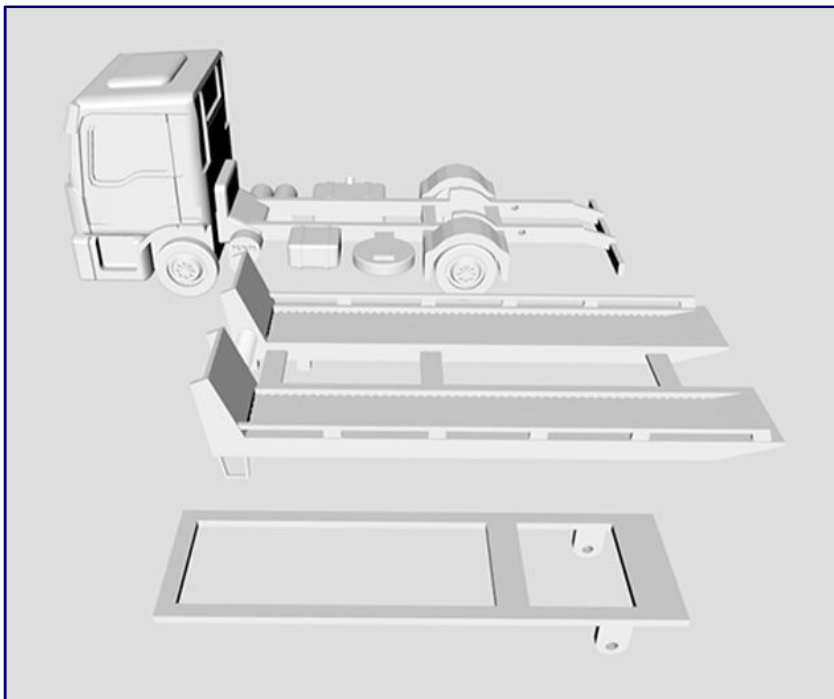


The GMC Sierra with closed and open tailgate (photo above) handles the interests of US railroaders. With the modern towing vehicle (photo right), one of the current 3D printing projects, those who build European models will certainly be able to do more. Photo / Illustration: Álvaro Cortes

Even for real connoisseurs of this creative designer, however, house furnishings with beds, stairs, chairs and tables (set) will be surprising, which are also waiting to be produced with 3D printing.

[Acortes\(at\)leya.com](mailto:Acortes(at)leya.com)

<https://www.facebook.com/My-Z-scale-models-1648628058694887/>



+++ Archistories +++

Archistories is currently developing three new products, which will be distributed exclusively by the 1zu220 shop. The universally usable track marshal 271 (Art.-No. 110181) with its red bricks is reminiscent of many buildings in Münsterland. It has an angled dormer roof and numerous fine details.

The railway underpass “Norbertusbrücke” (109181) is the sandstone coloured underpass of a railway embankment or a road. It shows a round arch passage and carries railings at the top to prevent falls. The embankment walls can be individually angled and adjusted.



All three Archistories new products are exclusive items for the 1zu220 shop: Line item 271 (art. no. 110181; top left photo), Norbertusbrücke railway underpass (109181; top right photo) and Torrinstein makeshift signal box (111181; bottom photo). Photos: Archistories

There never seems to be enough signal boxes and the makeshift signal box “Bahnhof Torrinstein” (111181) is completely out of the ordinary, thanks to its extraordinary appearance. It was created from a disused “Donnerbüchse”, which had a front extension for better track visibility. After all, the interior was very cramped.

In contrast to many contemporaries, the part stands on a filigree steel frame instead of a massive wall base and thus radiates a certain lightness. This was only possible with the model because signals and points from the inside were already electrically switched and thus the mechanical signal box with ropes, deflection pulleys and tension levers could be dispensed with.

This is the only reason why this model can look so aesthetic and fine, which is also ensured by the filigree details, which create a fascinatingly, realistic impression on the railway track.

www.archistories.com

www.archistories-shop.de

+++ Atelier Dietrich +++

The very successful Knitter-Felsen (cliff rock formations) with photo printing are now more widely available and more easily available, because beginning this year, they will also be distributed by Noch.

www.atelier-dietrich.at

+++ Avantgarde Modellbau +++

Unfortunately the webpages of Avantgarde Modellbau are not (any longer) accessible since some months, as already readers were surprised to find out. But Phillip Meyer, who presented his offer in Altenbeken in detail and with passion, did not stop his activities at all.



The old, rotten oak with hollowed out tree trunk, dead wood, moss and lichen growth is one of the new products 2019 at Avantgarde Modellbau. Previously a tree of this size and growth was only known as a healthy specimen. Photo: Avantgarde Modellbau

The opposite is the case, since a new workshop is to be moved into this year in order to improve the production process and thus reduce delivery times. Avantgarde Modellbau responded quickly and extensively to our request for new products.

With a view to the information gap in the net, we advise interested parties to contact us by e-mail until further notice or to alternatively call up the pages via <https://avantgarde-modellbau.beepworld.de>. This brings us to the explanations and enumerations of this year's innovations.

Here the product range is being expanded further: After the perfect replica of one of the most striking US southern state trees and a particularly detailed old oak, some trees and plants are also planned according to the Japanese model: Gingko (also planted in Germany as a park tree), Japanese birch, crescent fir and red pine as well as rice fields.

This awakens the desire to recreate the typical Far Eastern landscape to the right and left of the Shinkansen routes in a model. The matching trains can already be found in the Rokuhan program.



The house trellises would be revised and are now available again in even more convincing quality. Photo: Avantgarde Modellbau

The aforementioned trees in California and the Southern States are still open items from the previous year. The old, rotten oak, an outstanding solitary tree with a hollowed out trunk, deadwood, moss and lichen, was previously known only as a healthy tree.

Model maintenance is also a topic for the young year. A large part of the Finescale tree programme is being revised and given new foliage with individual leaves of the correct size. The house accessories have also been revised and are already available again.

Lavender (field strips), various flowers (different shapes and colours) and wild plants (such as lupines) as well as "ruderal vegetation" have also been added. Behind this lies everything that grows in plants and herbs in railway facilities. Not to forget wine in the form of vines. The plants mentioned are ivy, wild wine and blue rain.

Provided there is a sufficiently high level of customer interest, building models will also appear from the end of 2019/20. At the beginning, the typical Ticino stone houses ("Rustico" as shed and farmhouse) will be available as resin building kits, and finished models are planned.

www.avantgarde-modellbau.de
[motewe\(at\)gmx.de](mailto:motewe(at)gmx.de)

+++ AZL (American Z Line) +++

AZL has been a major player in the rolling stock sector since 2000, and has long been the most important supplier of vehicles based on American models. Recently, however, the Norwegian-American company has been paralyzed by the (orderly) insolvency of the Chinese supplier Affa.

According to our information, this problem has now also been overcome and the construction and production of new Z-scale models should continue soon. But even before this forced break there were still a few things that are now gradually being launched on the market.

And so the new year begins immediately with new designs, eight in number. They apply to the light passenger coaches in their different designs and are graced in the first edition to an icon of the US railway companies, the Union Pacific (UP).



In addition to the usual detailed design with separately attached parts such as antennas and standard close couplers, the interior fittings in the tails of the observation cars should also be mentioned here. Special features, reproduced in the model, are the green tinted windows of the cars following the UP prototype.

The models used were distributed over the entire UP network. Among them were also many name trains like "City of Los Angeles", "City of Portland" and "City of San Francisco".

Also worth noting is the fact that some foreign cars of the SP, C&NW as well as the Wabash have crept in, but they also wear the yellow colour of the Union Pacific.



The EMD E8A in early version (art. no. 62600-1) is a suitable locomotive for the new light passenger coaches, see photos on page 62: 4-4-2-sleeper coaches of the Southern Pacific (73008-5; top picture), observation coaches (73408-1; centre picture) and pulpit coaches (73808-1; bottom picture). Photos: AZL / **Ztrack**

The following types of cars were produced in this way: 4-4-2 sleeping cars (item numbers 73008-1 to -5), 6-6-4 sleeping cars (73108-1 to -6), observation cars (73408-1 to -3), dining cars (73508-1 / -2), luggage cars (73608-1 / -2), seating cars (73708-0 to -2), end cars with pulpit (73808-1 / -2) and post cars (73908-1 / -2).

Suitable locomotives for this are the EMD E8A in the early colour version (62600-1 / -2). AZL retained this version, which still lacked the cooling shields above the roof fans, until delivery of the new passenger cars.



The covered AAR cars now run for the Northern Pacific, here the double pack (904379-1). Photo: AZL / **Ztrack**

The second edition of the light passenger coaches is dedicated to the Canadian Via and will also follow this month: one seat (73751-0) and two post coaches (73951-1 / -2) will be delivered here. Suitable locomotives are the modern GE P42 Genesis, of which two are offered in blue (63504-1 / -2) and one in turquoise-green (63504-3) basic colours.

The EMD SD70M of the Norfolk Southern (6101-1 to -3) represents a further shape and colour variant for modern freight train traffic. They come from AZL's update program, which includes the installation of old housings on the new undercarriages, and are therefore very limited in edition.

The previous Amtrak trains can be extended with three light food (snack) (73550-7 to -9) and three baggage cars (73650-7 to -9), each in Phase IVb paint. Following Phase III, however, the multi-storey transport wagons for the "Amtrak Auto Train" (904101-1 / -2) have been assembled in four-car packs.

But there are also new freight wagon variants for ordinary trains, namely for the Northern Pacific: Here the covered AAR wagons with a length of 40' now appear as single wagons (904309-1), as well as in combinations of two (904379-1) and four (914309-1).

The 89' long flat cars from TTX are loaded with one M1126 and one M1134 wheeled tank each from the production of Z tanks. They are each sand-coloured (colour code S in the art. no.) or olive green (colour code O), the cars yellow (911010-5O / 911010-5S) or brown (911020-2O / 911020-2S). As all four possible combinations are possible, no wish remains unfulfilled here, either.

www.americanzline.com

+++ Bahls Modelleisenbahnen +++

Michael Bahls announces with the three-axle car transport car Offs 55 a new edition, which has it in itself. Its model was the first freight car designed specifically and exclusively for vehicle transport. Its basic concept was retained in the subsequent models, but these could also load higher vehicles such as the VW Bus T 1 ("Type 2") in the lower deck.



The three-axle Offs 55 car transport wagon is currently being built at Bahls Modelleisenbahnen. Delivery is scheduled to start by the end of 2019. Photo: Joachim Claus, Sammlung Eisenbahnstiftung

A revised new edition of the Gläserne Zug (series 491) is to be delivered in 2019 in various variants, including with an optional ski trailer.

The road traffic of epoch II is enhanced by two form variants of the legendary Hanomag Kommißbrot (Loaf of Rye Bread, because of its small squarish shape).

www.bahls-modelleisenbahnen.de



The unmistakable Hanomag Kommißbrot also appears at Bahls. Photo: Bahls Modelleisenbahnen

+++ Creativ-Modellbau Klingenhöfer +++

Inspired by our award in the context of the new releases of the year 2018, the duo from Creativ-Modellbau Klingenhöfer is now following suit: No less than three new animal figures in their excellent fine design and detailing are now new in the product range.



Walrus (left), man with Lama (middle) and the snow goat (right) are the three figure new items from C-M-K at the beginning of 2019. Photos: Creativ-Modellbau Klingenhöfer

For use in a zoo, the thick walrus with the striking tusks is recommended, while the man with the llama can also be found on a farm, since these other animals, like the domesticated alpaca, are also kept here as wool suppliers. Meanwhile, the snow goat in its wintery white coat feels at home in the mountains of a model railway layout.

www.klingenhoefer.com

+++ D&H Doehler und Haass Steuerungssysteme +++

The new feedback unit, as well as the decoders SD05A, SH05A and PD06, about which we reported here a year ago, are now available. All important information can be found on the D&H website.

www.doehler-haass.de

+++ EtchIT-Modellbau +++

As announced, this still very young supplier in the Z-gauge market has converted further model kits from its N-gauge range into the nominal size Z. The Z-gauge range has been extended by a new range of model kits. He took care not to simply scale down the model designs, but to optimize wall thicknesses and other critical parts of the models for 1:220 scale, which he emphasizes.



Here, you can see the construction of the Citroën Ami 8 Break (Art.-No. ET027_Z) described in the text. Photo: EtchIT-Modellbau

This also applies to the layer thickness of 3D-printed parts, which is 15 microns (0.015 mm). This minimizes the striping of layered models that is common in 3D printing.

The material used is a special resin that is cured by UV light and guarantees high stability even with fine components.

The models from etchIT-Modellbau are supplied as kits for self-assembly and painting. For the upcoming months further new products in scale 1:220 are planned.



The Fortschritt E512 (XD120_Z) combine harvester, which was built in the DDR, offers a high degree of flexibility in layout use with its detachable cutter bar and enclosed transport carriage. Photo: EtchIT-Modellbau

One new agricultural machine and three cars have to be reported. The new combine harvester has its role model in the east and is named "Fortschritt E512" (Item no. XD120_Z). The model, produced in 3D printing, consists of separate upper and lower parts to facilitate the application of a prototype-like two-colour finish. The cutter bar is removable and can be stored on the enclosed cutterbar trolley when driving on the road.

With the car models the producer usually follows the prototype only vaguely, however, because of the good implementation, the vehicles are easy to recognize.

The car based on the French model (ET027_Z) follows the design and styling of a Citroën Ami 8 Break (station wagon or kombi).

The second car model, a five-door Opel Astra F with hatchback (ET004_Z) also follows the same design as the aforementioned car: chassis and body (with seats and further interior) are manufactured as separate parts in order to achieve the highest possible level of detail and a simple colour design.



The sporty convertible (ET023b_Z) can easily be recognized as a VW Karmann-Ghia. Photo: EtchIT-Modellbau

The third new item for private transportation in Z gauge is also a 3D-print model, but a little older. It is also a car with a cult status: We are talking about the VW Karmann-Ghia (ET023b_Z) as a sporty convertible, which was built as Type 14 for Volkswagen until 1973.

Here the vehicle was produced as a single part model, to which only the four wheels are separately attached. The procedure described at the beginning allows reproduction of an exceptionally fine frame around the windscreen.

www.etchit.de

+++ Fischer +++

Fischerwerke from Waldachtal are known worldwide for their fastening technology. For decades, the famous Fischer-Dübeln have ensured this. But hardly anyone in the model railway sector knows that this company now also has an adhesives division.

And it was in this sector that we became aware of the new UV adhesive (Art. No. 545866), which Fischer claims “sticks at the speed of light”. This product was developed, consisting of an adhesive bottle with a closure tip and a small UV LED device, probably with a view to the criticism of a similar competitor product due to allegedly unreliable bonding.

The Fischer alternative works differently in that it combines the light-sensitive part, which hardens only after irradiation and can develop immense adhesive strength, with a classic cyanoacrylate (superglue). This provides holding power where the UV light emitting diode cannot reach.

The in-house 30-second adhesive (545868), a cyanoacrylate-based adhesive that allows repositioning for a short time, and the power adhesive (545865), whose two components are only mixed in the tip when it is pressed out, are also interesting for model making. It remains workable for six minutes and is already hand-solid after ten minutes. After 24 hours it reaches a final strength of 170 kg/cm².

www.fischer.de

+++ Freudenreich Feinwerktechnik +++

Shortly after the publication of this issue, the NoHAB diesel locomotive TMY1150, designed exactly to scale, will be delivered in the white paint finish of Railcare. It is also available as a DCC sound version.



The ÖBB ribbed cars will follow in 2019 in the version with drop windows. Photo: FR Freudenreich Feinwerktechnik

In addition, the seven-winged ÖBB ribbed cars with drop windows will appear this year, while the new Xas 73 ballast car will receive BLS printing. In Freudenreich's main Scandinavian segment, customers can look forward to a new design: the two-axle Littera F5 passenger train baggage car of the SJ is to be offered here in the course of the year.

Shortly before the editorial deadline, the decision was made to offer a “parts set Eanos unpainted” (Art. No. 00.337.91) of the open freight car of the type Eanos-x 052. This consists of an unpainted body, the weight underbody plate, bogies of type Y 25, double-sided insulated wheels, system couplings and attachments in etching technology.

www.fr-modell.de

+++ Heiwolf Modellbahnzubehr +++

The GFR1500 DC voltage speed controller will be available in the first quarter of 2019 as a variant of the proven SFR1500. This very easy to operate speed controller exclusively supplies a finely adjustable DC voltage, which is intended for the operation of analogue models with bell-shaped armature motors.

The maximum output voltage, as well as the behaviour of the short-circuit monitoring, can be set in the configuration of the device. Overtemperature protection and fan control ensure safe operation.

Consisting of a handy operating unit and a power section, the latter is available with (Art. No. 1406) or without housing (1401; matching fan installation kit: 2430).



View of the open power section of the GFR1500 with attachable fan. Photo: Heiwolf Modellbahnzubehr

www.modellbahn.heisswolf.net

+++ HOS Modellbahntechnik +++

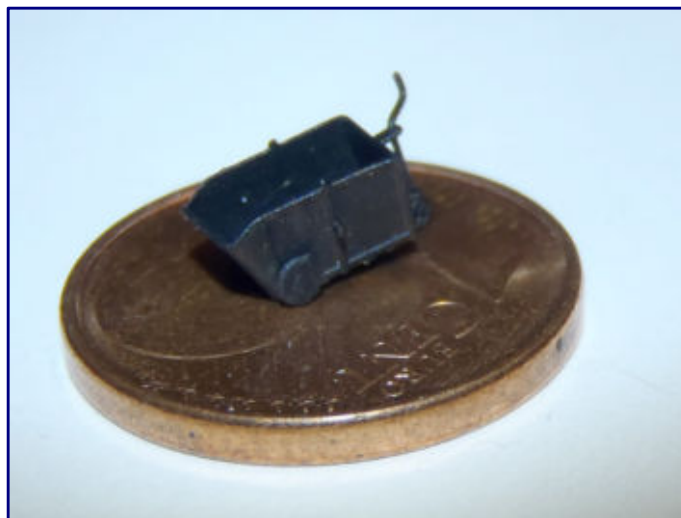
Heinz O. Schramm is changing more and more from a filigree model maker with a valid world record for Z gauge to an important supplier of accessories for the small scale.

Its has a broad range and offers finely detailed items that Zetties need sooner or later when building their systems.

The previously announced overhead catenary line range was completed a few weeks ago. The contact wires are etched from 0.3 mm thick nickel silver plate and solder very well without soldering flux.

They are available in five different lengths, so they can be used for most curve radii without having to bend them around the curve in a way that does not appear in prototype.

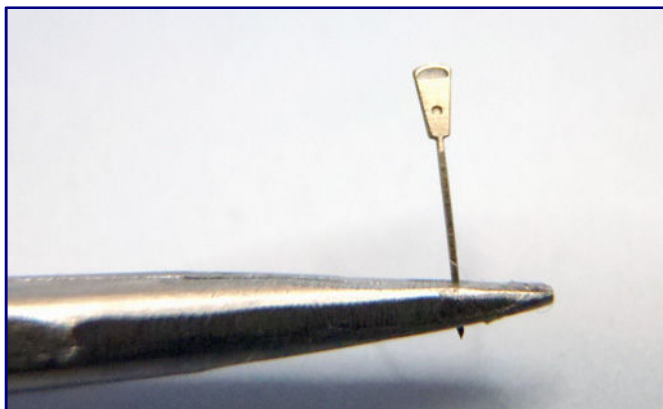
For this there are tower masts with tensioning devices, as well as LED units; also the necessary cross spans are available.



Kohlehunte (Art.-No. B0021; picture above right) and train end panels (B0034; picture below right). Photos: HOS Modellbahntechnik

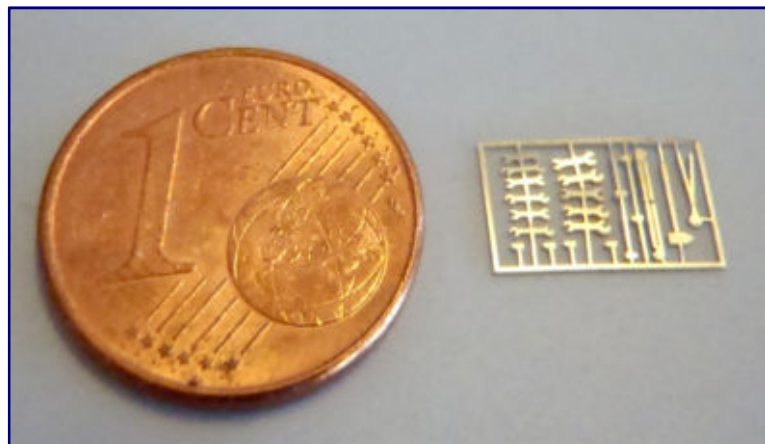
It should only be noted that the fine parts are not intended for an electrical or mechanical function. Pantographs should therefore be fixed just below the contact wire height, which is not even noticeable to the viewer.

And so we now begin the enumeration of the newly announced products for spring 2019: The three-wheeled coal shuttle (Art.-No. B0021) have their prototypes in the railway museum Bochum-Dahlhausen, but could be found in almost all depots in similar form. They did not require travelling on the rails and are made of nickel silver in the model.



The parking meter is still a typical large gravestone (B0040, image left), the tank container (B0045, image on the right) in 20-foot standard size today moves on both rail and road. Photos: HOS Modellbahntechnik

With the new window frames (B0048) the sides of the engine room of a series 221 (Märklin 8820 and others) can be completed or upgraded again. Without the train tail plates (B0034) no freight train should run on the layout, but also many passenger cars without their own tail lights were equipped with them.

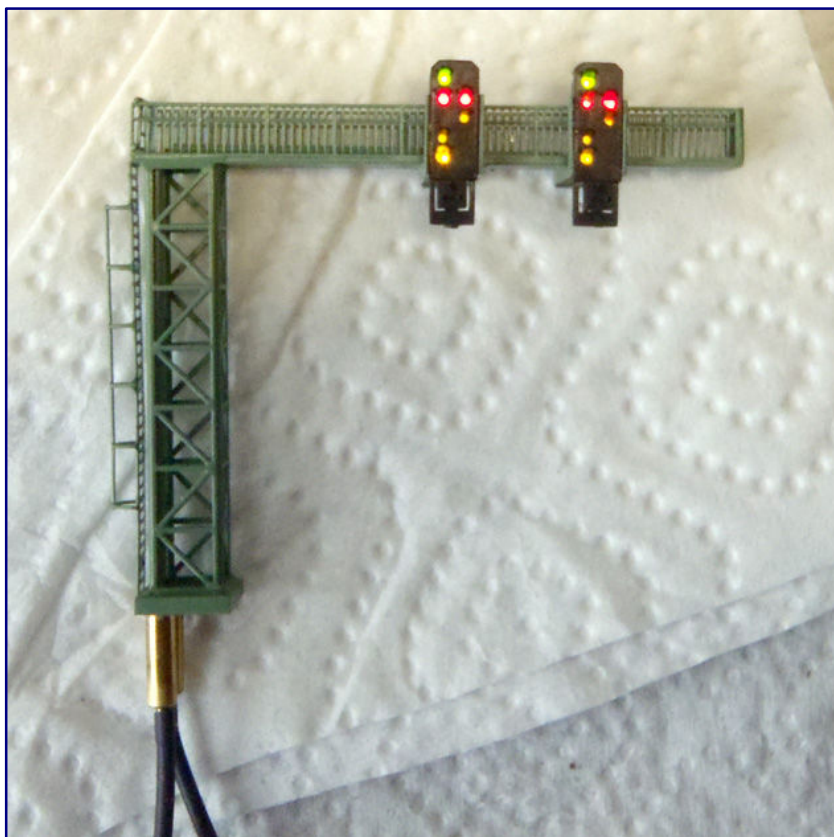


The tool set (B0047) is tiny, as the coin comparison makes clear. Photo: HOS Modellbahntechnik

The conveyor belt for all kinds of bulk goods (B0033) was often used for emergency charcoal removal at the Bw, but still does its job today for plan steam or museum train journeys. The tool set (B0047) of hand tools for the workbench is also an eye-catcher in the depot or in the breakdown service.

HOS Modellbahntechnik manufactures signal bridges (B0021) with lighting technology according to individual customer requirements only. Delivery times are planned and agreed accordingly. The 20-foot tank container (B0045) is available in various versions. Manufacturing and painting are carried out according to customer requirements.

The large cable drums (B0029) are frequently used when laying underground cables and glass fibre pipes. The cover plates made of nickel silver for Märklin's coupling shafts (B0038 / B0039) are practical for model railways, as they are unfortunately often lost or damaged during conversions.



Signal bridges (B0021) are only manufactured to customer order. Photo: HOS Modellbahntechnik

The new parking meters (B0040) made of new silver, which are long gone in the age of parking ticket machines and yet are still well remembered by many as great graves, also close the gap.

The sunshades (B0028) with a size of 16 x 16 mm, which can also be set up in the beer garden, also ensure a festive mood and the joy of eating on the barbecue trolley from our own programme. They are painted according to the customer's wishes.

A little more unusual are the bistro tables, aptly referred to as "Type Dieringhausen", because the prototype can be found there in the Railway Museum and has an old approach signal disc as a table top. The guests take a seat on two sleeve buffers, just like in the original.

The fine street lamps of various designs are not shortened models of size N, but are made to scale and fit precisely.

The range also includes a building luminaire for wall mounting. Depending on the type of lamp, SMD LEDs of types 0201, 0401 or 0601 are used; the light colour can be specified by the customer. The standard light colour is warm white.

www.hos-modellbahntechnik.de

+++ Kastenbahner +++

Surprisingly, this specialist of size N last year agreed to reduce and adapt a DB entry signal to a scale of 1:220. The parts are produced using 3D printing and are supplied as a kit.

Now it goes on, because it is to be inferred from the producer's side that further light signals of the DB construction type from 1969 and also the ÖBB are to follow, beginning from 1980. Detailed information can be found at <https://www.kastenbahner.com/shop/z-ecke-1-220/>.

www.kastenbahner.com

+++ KoMi-Miniaturen (Zpur®) +++

The two filigree specialists from the old land took a creative break. First, already planned and not yet assembled projects are to be processed, before newly announced items are made. What might appear during the course of the year will therefore also depend on customer enquiries received.

www.komi-miniaturen.de

+++ Kreativ3.de +++

New also for gauge Z are building boards "Bienenwabe Schiefer N/Z" from their own production. The individual panels of this honeycomb slate have original dimensions of 25 x 22 cm, so they are quite large for façade designs, while the more frequently used, simple "honeycomb covering" is smaller.

In the model, the slate slabs are slightly aged and therefore do not need to be reworked. Their parallel covering reflects the classically sophisticated cladding of facades, but is not so common for roofing.

www.modellkreationen.de

+++ Krüger Modellbau +++

Still available components of the covered freight wagon type G 10 are now to be offered as a kit (Art. No. Z63030.02). The kit includes a cast brass chassis, the plastic body and a sheet brass roof.



Application example for the building boards "Honeycomb Slate N/Z". Photo: Kreativ3.de

The model of a high track for coaling plants and industrial plants (Z99002.01) comes from the Osnabruck coaling plant. It consists of concrete columns with steel profile edges as well as sheet metal girder bridges, which can be single or double tracked due to the modular construction principle. Each girder is 52 mm long.

www.krueger-modellbau.de

+++ LDT Littfinski Datentechnik +++

After 47 successful years, the owner has sold his company to Buhler Electronic (<http://buehler-electronic.de>), who will continue the digital provider's program.

www.ldt-infocenter.com

+++ Markenburg +++

The Dutch supplier of through-dyed hardboard buildings has four new products in its luggage. The white house from Heistraat 75 with mansard roof (art. no. 02HES07) has been prepared for interior lighting. The same applies to the brick house from Oranjelaan 24 (02ORL01) with attached garage and terrace. The special feature is that different colours can be selected for the entrance door and the garage door when ordering.



The houses "Oranjelaan 24" (Art.-No. 02RL01, left) and "Oranjelaan 43" (02RL07; right) are two of four new products of the Dutch kit specialist. Photos: Markenburg

The building in Oranjelaan 43 (02ORL07), also built in sand yellow bricks, dates from the sixties and is very close by. It also has a garage covered with asphalt, a scullery and a fireplace built in dark stone on one side of the gable.

The blue, mobile toilet cabins (02DBP02) with brown doors are no strangers on the construction site, at events or concerts. This is why Markenburg is now moving into 1:220 scale. With these new products, the range hss now grown to 18 Z-gauge products.

www.markenburg.nl

+++ MBZ Modellbahnzubehör +++

Thomas Oswald has completely redesigned his website, which is very helpful for clarity and orientation. Also the new products can be found on the homepage. The Bw Bebra is currently one of the main topics here.

Here you can buy the boiler house with chimney (Art.-No. 16564) as well as both kit elements separately (16562 / 16563). The "bridge, arch with abutment" (16554) is also available for Z gauge and fits perfectly with the matching extension and supplementary parts in the range.

The self-propelled crane (86290) and the fixed crane with loading gear (86289) had previously appeared in the Conrad range. The Syke pump house (16537), built around 1900 as a brick building with its white windows rounded at the top, is typically North German.

The Almhütte (16552) and the Haus Fontanella (16533) are more at home in Austria. The quadratic splice cabin of the SBB (16541) can also be built without stairs, but is certainly not overlooked, despite its tiny size beside the track.

The current new products are completed by the Rotenfels freight shed (16539) from 1935, and the Baywa Fladungen freight shed (16538) around 1955.

www.mbz-modellbahnzubehoer.de

+++ Micro-Trains (MTL) +++

At MTL, the delivery of the EMD SD40-2 will be continued with two models of the Southern Pacific (Art. No. 970 01 251 / -252). A typical feature of their dark grey colour schemes is the "bloody nose".



According to manufacturer information, the four-part Auto Train car package (994 01 230), consisting of three viewing carriages and one baggage car in the white-red colour scheme, is already available.

A new car series with the motto "Farm to table" will be launched by this supplier with an older 40-foot refrigerated car. The wooden side walls are painted grey and decorated with a "Monarch Finer Foods" motif (518 00 710). The model was on the road like this in the thirties.



The refrigerated car "Monarch Finer Foods" (Art.-No. 518 00 710; picture above) is the foundation of a new series of standard cars of the New York Central (500 00 056; picture below) which adds colour to the system. Photos: Micro-Trains

The current Heinz series is continued by the sixth refrigerator car (518 00680), which is painted yellow on the side walls and has a different design on both sides. It advertises baked beans and spaghetti on the opposite side.

In the usual brown the two 40-foot-cars of the covered standard box car design are shown, on the way for the Union Pacific (503 00 191 / -192). In addition to the large owner's lettering, they stand out above all with the three-coloured railway logo and the slogan "We can handle it". The

coaches built in October 1957 were used in this design up to the late seventies after removal of the roof walkways.

For the New York Central, the two cars of the same design (500 00 056 / -57) were equipped with roof walkways whose black paintwork on the side walls was broken open by green surfaces. These are emblazoned with the large New York Central System logos. The prototypes were built in 1956 and were thus among the last of their kind before the railways switched to larger-volume designs.

www.micro-trains.com

+++ Modellbahn-Decals Andreas Nothaft +++

Andreas Nothaft has picked out some of the 300 new sets of addresses and highlighted them in particular because they are particularly topical at the moment. In principle, they can also be scaled and ordered for Z gauge. A suitable basic model is, of course, a prerequisite.

At this point we would like to draw your attention to the Doornkaat advertisement (Art.-No. 5936) for trams, which used to be seen on many buses and therefore also has a very special appeal on a scale of 1:220. Two further versions are also available (5937 / 5938). A suitable bus model could be the standard bus, as it can be found as a Mercedes-Benz bus from NoBa models.

The provider also has over 200 christened names for ICE multiple units, such as "Mainz" (21037) here with city coats of arms for epochs V and VI, in its range. These should include ones suitable for Märklin's models of the 406 series.

www.modellbahndecals.de

+++ Modellbau Laffont +++

Since Stefan Laffont is also active as a contract manufacturer, there is little time for his own innovations. However, the year should not go completely without them. It is planned to transfer the outbuilding known from 1 gauge in brick (art. no. Z1601) and plaster (Z1501) to scale 1:220. There, it can be used as an office, workshop or gatehouse.

The Zetties can also expect car garages (Z1901) from the fifties and sixties, when the doors were still opened to the side. Here even the small residents of the complex can well protect their dearest child from the weather.

www.modellbau-laffont.de



The brick toilet building (art.-no. Z1601; picture above) appears in parallel also as a plaster execution, the garages (Z1901; picture below) have the earlier usual side opening doors. Photos: Modellbau Laffont



Maßstabsgetreuer Coca-Cola-Automat für den Bahnhof (Art.-Nr. 2018-5). Foto: Modellland

+++ Modellland +++

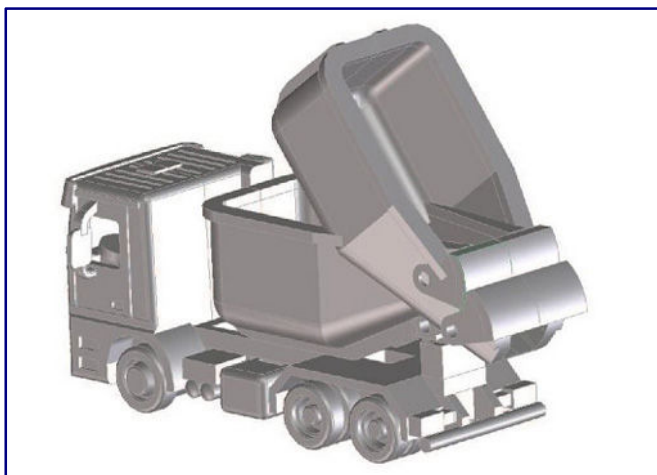
In addition to the vending machines already on offer for tickets and beverages as well as lockers, a classic Coca-Cola vending machine from Era III (Art. No. 2018-5) has now been added. Its role model will certainly be familiar and known to many model railroaders.

www.modellland.de

+++ NoBa-Modelle +++

A first 3D print housing for Rokuhan's shorty chassis is dedicated to the Austrian Rh 2095 diesel locomotive, which is available either as a colour-printed blank (5001) or hand-painted (8100).

Their site now also feature other locomotive housings, including one for the DB V 188 double locomotive for mounting on Rokuhan shorts and one for the powerful V 320, which was introduced by Henschel in 1962.



Shorty housing modelled on the Austrian Rh 2095 diesel locomotive (art. no. 5001; left photo) and CAD representation of the asphalt container on an Actros 6 x 4 (6335; right photo). Photo / Illustration: NoBa-Modelle

The Mercedes-Benz O 305 short-distance bus now stands at the bus stop (6324) with the doors open and can also be ordered in four printing colours. The blue Unimog U 1300 L (6219) with flatbed and tarpaulin makes the start for THW vehicles.



The local bus (6324) is now also available for use at the bus stop with the doors open. Photo: NoBa-Modelle

The asphalt container on an Actros 6 x 4 (6335) or Scania 8 x 4 (6336), the asphalt paver (6507) and the yellow road roller (6506) are intended for the design of construction sites. The roller is also available in other colour combinations. Water sports are not neglected with the two surfers on boards (8053 / 10475R).

www.noba-modelle.de

+++ Otto-Scrap-Design +++

How fine and fascinating even ordinary scrap can look is proven again and again by

this supplier, who sells his creations individually and quasi calls for the creation of something individual from his own mixtures.

New in the program are plate pieces in the format of about 2 x 6 mm (Art.-No. 076), iron rods (078) with 0.1 mm material thickness and 15 - 20 mm length, as well as 0.5 mm diameter (079) at 65 mm length. They are also much shorter with a length of only 18 to 30 mm (080). Bent (081) they look particularly good.

The manufacturer offers 1.0 mm thick iron bars (083) with a length of 30 - 35 mm, while the pieces (084) only have a length of 5 - 10 mm. Bundled (086) they are usable up to 35 mm in length, also in the small scale. Another bundle of about the same length (088) looks much less rusty.

The very fine iron rods (089) seem to be perfect for the Z gauge, as they have a diameter of only 0.1 mm and remain very "handy" with a length of 5 - 10 mm. The bundled tubes have lengths of 50 (054A) and 30 mm (054B). The only 40 mm short but very thick iron pipes (064B), whose bundles make them 7 mm wide, look like thick steel pipes on a scale of 1:220.

www.otto-scrap-design.de

+++ Passmann +++

Due to an irreparable database defect, electronic sales have to be completely rebuilt. This process has not yet been completed, and the provider is appealing for understanding that existing customers will unfortunately also have to register and re-enter their data in this context.

www.passmann.com

+++ Permo Perleberger Modellbauartikel +++

On the pages of Permo we have found a wooden horse-drawn sleigh for Z gauge, which was previously unknown to us. Unfortunately, we have not yet received any further data from him, as we had requested.

www.permo-miniaturen.de

+++ RATIMO Rainer-Tielke-Modellbau +++

On request Rainer Tielke always offers new projects, but new products from the milling machine for sale to everyone are currently not planned. New, however, is an extension of the offer to 3D printing, which includes an own design as well as the output on an own device. 4 The manufactured models are made of resin.

As first original construction a forklift with the dimensions 29.92 x 6.33 x 11.76 (L x W x H) was recently developed. The photos show it still fresh from the printer; the black printed parts have already received only a little colour. The fork is supplied separately and can be glued at any height by the customer. This model can be ordered beginning in May 2019.



Provisionally coloured, the first samples of the new forklift trucks with forks that can be glued on at any height are shown here. Photo: Ratimo Rainer-Tielke-Modellbau

The construction of an attachment for platform trucks is also complete, which allow the vehicle to mutate into a lift truck. Further designs are also in progress, but will only be announced here after completion.

www.rainer-tielke-modellbau.com

+++ Schrax +++

Winter still has the layout fully under control with the 3D-printed snowmen from Schrax. The miniatures for Z gauge are, as usual, produced in 3D printing and are the equivalent of 1.50 metres tall.



With the snowmen (left), winter returns to the layout. The tractor tyres (right) help to harvest the grain on the farm - they must not be too big. Photos: Schrax

Also new are tractor tyres in various sizes. Those with the designations S and XS are also suitable for harvesters, large tractors and ordinary tractors with Z gauge.

They sometimes lie on the fields to mark obstacles such as hydrants and prevent damage to agricultural machinery. But it is not uncommon for a tire to be used as a flower pot or a sandbox.

Track ballast and snow granules are now also available in larger containers and are then delivered in a practical PET wide-neck bottle.

www.schrax.com

+++ SMZ Sondermodelle Z +++

After the one-piece Regio-Shuttle RS 1 from Stadler apparently found great approval with the Zetties, SMZ announced further variants of this diesel railcar, which is widely used in Germany.

The specialists are now planning the versions for the Hohenzollerische Landesbahn (HzL), the Bodensee-Oberschwaben-Bahn (BOB), the Erfurter Bahn and the Schönbuchbahn with the same equipment.

www.sondermodellez.at



Regio-Shuttle RS 1 in the versions of the HzL (photo above) and the Erfurter Bahn (photo below). Photos: Sondermodelle Z

+++ Spur Z Ladegut Josephine Küpper +++

The most recent innovations in the Aachen programme are lignite loads for Märklin's Fads-Wagons (8630 and others) and the ore lld wagons (82800 and others).

www.spurzladegut.de

+++ Stillertec +++

Christian Stiller has just entered the Z gauge market and produces individual trees in 1:220 scale, which can be ordered in quantities of 5 or more. Since they are drilled or soldered from different wires, each tree is unique.



The photo shows a selection of the trees described in the text of the new supplier of handmade accessories. Photo: Stillertec

The blanks are primed and then planted with different methods in four to seven operations. Finally, they are preserved with a fixative.

The following are currently available for track Z: willow (40 - 55 mm), birch (50 - 70 mm), winter birch (60 - 70 mm), weeping willow (40 - 55 mm), pine (60 - 70 mm), spruce (60 - 80 mm; 110 mm), fir (60 - 80 mm; 110 mm) and larch (60 - 80 mm). Other new products include poplars in the preparation stage.

www.stillertec.com

+++ Tams Elektronik +++

The new Helios shuttle train control system, named after the Greek sun god, can control up to four different trains on an analogue shuttle train line with both single, or double-track terminal stations, and an (optional) intermediate station as a version for analogue DC systems.

It also ensures that each train travels at its individual maximum speed, that it starts and brakes with acceleration or deceleration appropriate for its locomotive, and that it stops at the terminal and intermediate stations for a predetermined period.

The KSM-4 reversing loop module for digital DC systems not only anticipates the correct polarity within a reversing loop, but also takes care of the correct setting of the turnout. If you like to do it yourself, you can do it with the help of buttons that are connected to the module. Alternatively, this can be transmitted to the address of the integrated turnout decoder via DCC accessory decoder commands.

Between the inside of the reversing loop and the turnout, short transition areas have to be set up in order to be able to use the functions and to work without short circuits. However, this module is not suitable for turntables for which a separate product is offered.



The 24th version of the light control module listens to the designation LC-24 and switches five outputs with light emitting diodes, small lamps or successive circuits. However, it can also be cascaded without restriction and thus offers the possibility of switching lighting for entire model railways or parts thereof on and off with a time delay using just one switch.

For this purpose, further LC modules can be connected to one or more outputs, which are to be switched with a delay.

www.tams-online.de



Barbecuing can become a sweaty affair (photo above), as this figure new item proves. The tow truck (photo below) is only an example of an older model. Photos: Trafofuchs

+++ Trafofuchs +++

Among the new features of the Trafofuchs are a greenhouse and a bus shelter. The kiosk, previously made of resin, was also replaced by a milled part for model railway layouts.

When it gets warmer again outside, the barbecue season starts, and then the hour rings for the figure pack "Am Grill". Sausages and meat on the small kettle grill are not ready yet, as the hungry observer unfortunately has to notice quickly.

The grill master first has to wipe the sweat off his forehead, but his wife is already beside him with the plate.

In the car model segment, an older tow truck appears, as can still be found at some scrap dealers today. New are freshly constructed platform benches, for which we are not yet able to supply photos.

www.trafofuchs.de

+++ Velmo +++

Shortly before the editorial deadline the decoder LDS170821 for Märklin's Rh 2048 of the ÖBB (V 100 at the DB) had been finished. It supplies the new models that have already been converted to the bell-shaped armature engine. The locomotive mentioned is the first, and so far the only one, with this feature.

It offers the same functions as its predecessor, the LDS216286 for the V-100 models with 5-pole motor.



Thanks to Claudius Veit, the Rh 2048 / V 100 converted to a bell-shaped armature motor is now also digitally on its way in Z-gauge. Photo:

A must in the Velmo range is a decoder exchange board for the new E 41 delivered by Märklin. After first inspection there is enough space for the digital components, which is why Claudius Veit immediately started its development. We shall report on how this is progressing, and further advise our readers.

www.velmo.de

+++ WDW Full Throttle +++

William D. Wright has notified us of two new wagon packs. For the Great Northern, the cylindrical bulk wagons (Art. No. FT-1056) have a shiny metallic appearance, with the well-known GN round logo.

The modernised, 34-foot-long refrigerated wagons with wooden side walls also have a white aluminium-coloured exterior and a black roof (FT/B-9013). On the way is this wagon for the Pennsylvania. As this is an exclusive series, this model is only available in the United States at Z Scale Monster Trains.

www.wdwfullthrottle.com

+++ Werkzeuge Peter Post +++

In addition to fine brushes, the range also includes a ten-part pigment powder composition (light beige, ochre, rust orange, rust red, rust brown, grey, green, medium brown, dark brown and black) for ageing vehicles and buildings. The solvent-free acrylic rust paint in light or dark tones, on the other hand, is intended for painting rail sides.

Among the tools, the classic range from Duderstadt, the precision knife with knurled screw for a tool-free blade change is to be mentioned above all. The handle of the knife is rubberized, so it fits very well in the hand and is fatigue-free. Replacement blades are available in packs of ten.

The new digital calliper gauge has a tolerance of 0.01 mm or 0.005". Incorporated together in the shearing pliers are a cable cutter and pliers in a single tool. Their cutting performance reaches up to 1.6 mm thick copper.

www.peter-post-werkzeuge.de

+++ Westmodel +++

At Scholz Modelleisenbahnen (Heidenheim), preparations are underway for a re-issue of the tender steam locomotive class 93⁰⁻⁴ of Prussian origin (former T 14). It will only be offered as a finished model (Art.-No. 30048 FM). Their housings have already been cast.



The tender steam locomotive class 93⁰⁻⁴ / Prussian T 14 is to be re-released by Westmodel, but the delivery date is still unknown.

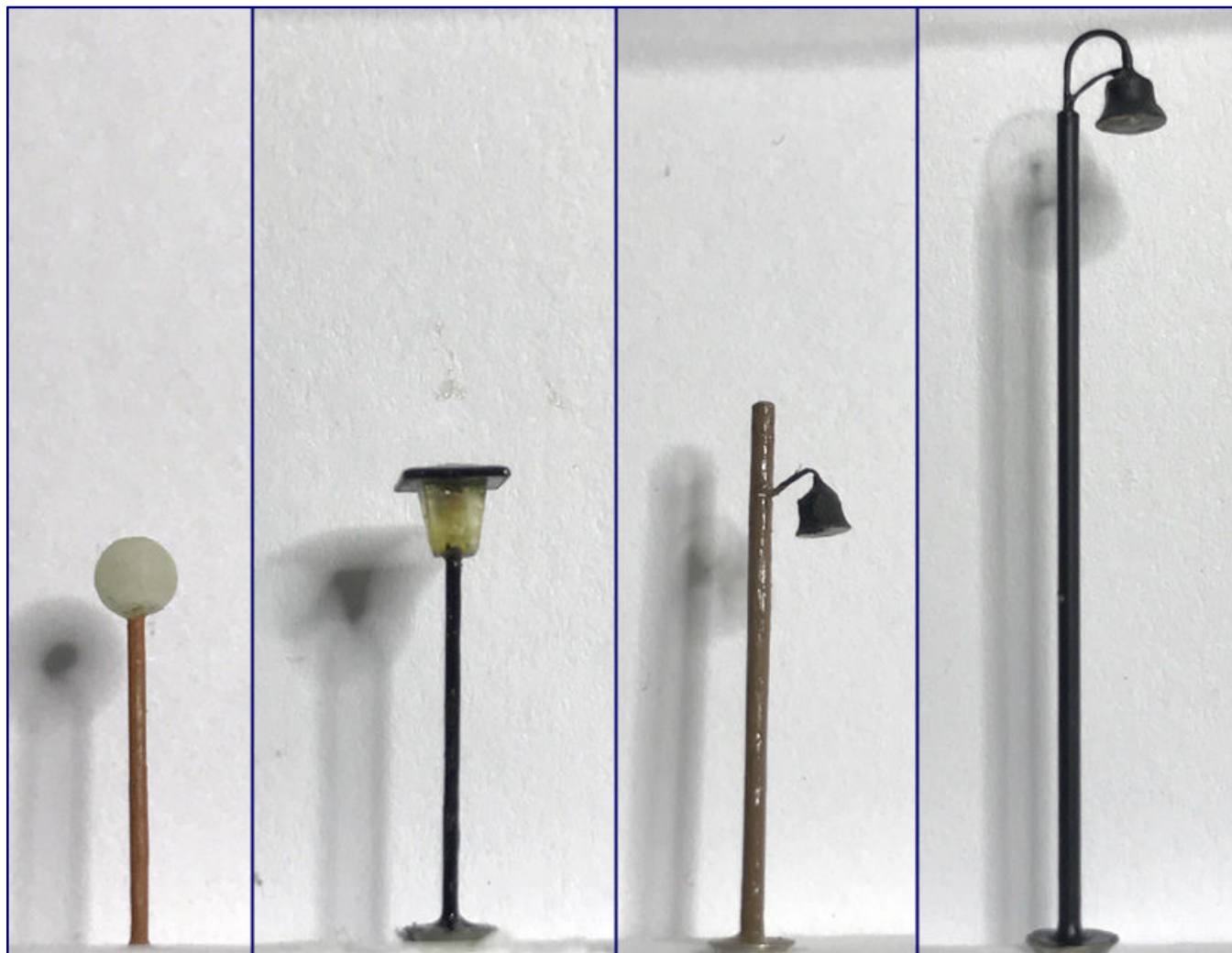
A delivery date is not yet foreseeable or even planned, because the ordered chassis has not yet been delivered by Märklin. Due to their conversion to a bell-shaped armature motor, it is not yet possible to estimate whether and which modifications to the locomotive housing may still be required.

Available again are the brass conversion kits for the 185 (40034) class high-speed steam locomotive, as was introduced in the December issue. This set of parts (40034) consists of a cast brass cab, which is glued on after the Märklin pointed cab has been cut off, and a coal box elevation, as it was once mounted on the tender by the Reichsbahn.

www.modscholz.de/Z-Serien/z-serien.html

+++ Z Norm (Stefan Schmid) +++

Stefan Schmid has also come up with something new for this year and presents four lanterns. The highest of them, 34 mm, is a nostalgic street lamp that captivates with its elegance. In the surroundings of rural railway stations, lanterns with wooden masts were frequently found, as he reproduced them 21 mm high.



The four lantern new products in size comparison (from left to right): Park lamp, sidewalk lamp, lantern with wooden mast and nostalgic street lamp. Photos: Z Norm

The sidewalk of the facilities can be illuminated by the sidewalk luminaire, whose glow at 16 mm illuminates the pedestrian area well. The park light, on the other hand, is at home in green cultivated areas and, with a height of 12 mm, is also intended for paths without motorised traffic.

All lights from Z Norm are maintenance-free, using light-emitting diodes, and are produced by hand.

[z-norm\(at\)web.de](mailto:z-norm(at)web.de)

+++ Z-Panzer (Andrew Hart) +++

The train with the railway gun K 5 is now complete. The accompanying coaches are from the Märklin range and were given camouflage paint as well as some new exterior walls or superstructures. Andrew Hart used the WR 360 C 14, better known as the later V 36, as the locomotive for the train.

Z-Panzer recognized a suitable version in the DR variant (Märklin art. no. 88771) with the eye-catching explosion protection box on the hood. It was also colour matched to the gun train.

www.z-panzer.com



Switch bushing for positioning wire (Art.-No. noba - 2001). Photo: Z-Railways

+++ Z-Railways +++

The new switch bushing for positioning wire (Art.-No. noba - 2001) forms a bushing with a slot for the passage of a positioning wire with a maximum diameter of 0.5 mm. Through the slot of the part, there is a clean guide from the drive under the layout to the adjusting threshold of the turnout. Even cleaning is easier, as the mechanics are already partially protected from sticky impurities. Travel is allowed up to 5 mm.

www.z-railways.de

+++ 1zu220-Shop +++

In addition to the three Archistories new products (see there), which are produced exclusively for the 1zu220 shop, two other items are in development or pre-planning. The Magirus-Deutz 230 D 22 AK 6 x 6 dump truck is already available as a handmade sample. The angular hood from Ulm (built in 1967) could once be seen on almost all construction sites or in gravel works.

The 1zu220 shop plans the striking and once most powerful vehicle of its series in attractive cobalt blue with red chassis. It will be distributed exclusively and free of charge only to customers who order the Märklin Insider annual model there.

Still without a fixed time plan, a fire engine house with a fire engine is being developed.

The latter has already been produced and many Zetties may have seen it last year in Altenbeken. Individually and optionally available will be a siren electronic component, which can be purchased from Noch for the fire engine house kit.



As a supplement to the Insider Club model, the 1zu220 shop would like to offer its new product in the form of the Magirus-Deutz 230 D 22 AK 6 x 6 angular hood (bonnet). Photo: 1zu220-Shop

www.1zu220-shop.de

Readers' letters and messages

Zetties and Trainini in Dialogue

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

Practical benefits donated:

I look forward to the latest issue of Trainini every month. The issues help me to solve problems again and again or give me suggestions like the "Digital Model Railway Control" in the Trainini issues 2018.

The article series by Andreas Hagendorf came at the right time for me. I own a collection of Märklin 1 Gauge Maximi models, as well as in H0 scale. It is a mixture of digital (delta) locomotives.

I partly started to convert some H0 locomotives to digital drive. In addition to an already existing Märklin Mobile Station 2 another one was added by a 1 Gauge offer. Being able to control some models a little more comfortably moved me to buy a Central Station 3.

So far I hadn't thought about digitizing my Z-gauge locomotives. But the appetite came while reading. Because if you pay attention to the subtleties, e.g. suitable power supply (switching power supply 66111 from 67013) for Mobile Station 2, nothing stands in the way of digitization or a partial digitization. I am looking forward to installing a decoder in one or two locomotives in the near future.

Thank you very much for your great and voluntary work in the service of the Z gauge.

Hand Helbach, Bonn

Obituary for a deserved and committed model railway woman:

Siglinde Dinkelacker, born on 6 February 1957, died two days before her birthday on 4 February 2019 during a voyage aboard the MS Amadea. For more than 12 years, she was Moba's regional representative for Baden-Württemberg; since 2006 she had shared this office with Roland Scheller in the greater Stuttgart area.

Her activities at the Modellbahnverband in Deutschland e.V. consisted of looking after the information desk at the stand, together with her husband Siegfried. She was always critical, but always just as constructive and very committed, when it came to looking after members and exhibitors at trade fairs.

Also the "Forum" (association magazine) carried with her a clearly recognizable handwriting as author and proofreader as well as with the organization. This is no wonder, as she was also active from the very beginning at IG Spur Z, from which the Z-Dialog soon emerged, a magazine that she produced with just as much passion together with her husband Siegfried over many years.



Siglinde Dinkelacker †. Foto: Frank Zarges

In the years before, Sigi, as she was called, actively participated in trade fairs to present her modular system. Together with her husband, she was also happy to visit railway museums. With her, Z gauge loses a personality that was as committed as she was impressive.

With recognition and gratitude we now say goodbye to her. We mourn for an extremely deserved ambassador of the model railway, whose memory we would like to keep and honour.

Jan Tappenbeck reports from the exhibition in Bad Schwartau:

On 19 and 20 January 2019 it was time again and numerous exhibitors and dealers from all over Germany accepted the invitation of the Eisenbahnfreunde Bad Schwartau e.V. (Bad Schwartau Railway Friends) (EfS) to the model railway exhibition in the North of Germany.

The Krummlandhalle was again dedicated to the Z gauge, while in the other two halls model railroaders of gauges 0, H0, H0e and N showed their results of long handicraft evenings. Also here there were a lot worth seeing, but at this point we concentrate on Z gauge.



Rainer Tielke presented his first module under construction with the Hamburg-Dammtor station. The first trucks have already driven on it; trains and trams are still to do so. Photo: Torsten Schubert

The Krummlandhalle was of course the first point of contact for the friends of Z gauge. Here the 2nd northern Z Convention took place during the model railway exhibition. There everything that has rank and name in this community met, from the exhibitors to the visitors. Guests from München and Göppingen had the longest commutes.

Manfred Forst travelled from Hesse with his “messes,” and Thomas Hviid Thorn from Denmark showed his suitcase system. The concept of 2017, which also includes the renunciation of repetitions, has proven its worth.



Trafofuchs' Birgit Foken-Brock demonstrated her skills at the exhibition and offered figures from her wide range. Photo: Torsten Schubert

The facilities with a regional reference met with particular approval: Ronald Schulz from Mecklenburg-Western Pomerania was represented here by the "Klütz" facility, which focussed on Era I.

The more than 2,046 visitors (not including children under six years of age) on the two days of the event enjoyed everything that had been faithfully created in many hours and it was basically irrelevant to them whether this had been realised in the large O scale or Z scale. For the small guests the numerous facilities were interesting where one could drive very precisely or one could for once be a locomotive driver on longer routes.

As at the 2017 event there were two special wagons in Z scale at this exhibition, as well. Harald Freudenreich again presented a wagon with the logo of the Schwartauer Werke, this time as a container wagon. Our club colleague Otti made contact with the traditional Lübeck company LMG and had a Märklin sliding wall wagon printed.

For all those who could not attend personally, the photos shown here may give a brief impression. We hope to see you in January 2021 for a warm "Moin Moin" near Waterkant.



Ronald Schulz had taken over the Klütz plant from Hubert Halbey and continued developing it. He converted or completely rebuilt vehicles to match it. The results could be seen in Bad Schwartau. Two photos from the company should provide an example of his impressive work. Photos: Thomas Wycislo

Märklin deliveries at the beginning of the year:

Deliveries by Märklin shortly after the Christmas business are manageable. But the rule of thumb is: class instead of quantity! The first verdict of the Insider Club members on the steel blue standard locomotive E 41 012 (Art.-No. 88353) was unanimously positive.



The new E 41 series from Märklin (art. no. 88353) shows many details that were first implemented in this form and fineness on a Z scale model. We will show this in detail in the next issue. Photo: Jörg Erkel

The now delivered new model shows excellent driving characteristics, captivates by white-red light changes at the ends and has many fine details that are achieved with separately attached parts, so the unanimous positive judgement. We will take a closer look at this model and report on it in March.

Imprint

ISSN 2512-8035

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

The publication of **Trainini Praxismagazin für Spurweite Z** is voluntary and non-commercial. **Trainini German Magazine for Z Gauge** does not aim for any sources of income. This publication is governed exclusively by German law.

Contributions marked by name exclusively reflect the personal opinion of the author. This is not necessarily the same as that of the editor or publisher. Unless otherwise indicated, photos are taken by the editor.

Board of Editors:
Holger Späing (Editor-in-Chief)
Dirk Kuhlmann
Joachim Knight

Correspondent North America:
Robert J. Kluz

English translation:
Alexander Hock, Christoph Maier, Martin Stercken

Further voluntary work: Michael Etz (**Trainini Locomotive Doctor**), Stephan Fuchs, Torsten Schubert, Thomas Wycislo

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).

Advertisements of events and advertisements of third parties are free of charge, but will only be accepted after availability and recognisable track Z reference. They appear separately from the editorial part on the sole responsibility of the advertiser. Advertisements from small series providers always have priority.

Letters to the editor must be submitted in writing by post or e-mail to [leserbriefe\[at\]trainini.de](mailto:leserbriefe[at]trainini.de), stating the full name and address of the responsible reader, and are always welcome. Publication is reserved to the editorial staff. The editorial team always endeavours to present a representative picture and therefore to take every submission into account.

By submitting pictures, photos and drawings, the sender agrees to the publication and indemnifies the publisher against any possible claims by third parties. This expressly includes a future repetition in the magazine, annual video as well as in brochures and posters.

All company names, trademarks and designations mentioned in this publication belong to the respective manufacturers or rights owners. Their reproduction takes place without guarantee of the free usability. For misprints, errors, price quotations, product descriptions, building specifications or transmission errors of any form whatsoever, the editorial staff and publisher assume no liability.

Trainini Praxismagazin für Spurweite Z is published monthly (without guarantee) and is available to all interested model railroaders, especially friends of gauge Z, to download free of charge and for a limited time from <http://www.trainini.de>. Downloading may incur third-party connection and network service provider costs. The placement of only the complete magazine on other domains is expressly permitted after removal from one's own pages, as long as the download is not offered for a fee.

All contributions, photos and reports are subject to copyright. Translation, commercial printing and any other form of reproduction, even in part, require the prior express consent of the publisher. Unauthorized commercial use will not be tolerated.

Trainini® is a legally protected trademark, registered in the register of the German Patent and Trademark Office (Munich), No. 307 30 512. The trademark is owned by Holger Späing, Dortmund. Misuse will not be tolerated. All rights reserved