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German Magazine for Z Gauge



Large container traffic on the Bundesbahn

The big festival in Friedrichshafen
A little Christmas story

Introduction

Dear Readers,

With giant steps we are now approaching the Advent season and thus the peak of the model railway season. Many novelties are traditionally on sale at this time of year and promise excitement.

But for us it seems to become rather quiet this fall. Some of the models that were eagerly awaited have been postponed and do not seem to reach dealers until 2020. Surely we can cope with it, but with all possible understanding we can also express our displeasure, can't we?



Holger Späing
Editor-in-chief

Remember when we were kids, how we pressed our noses against shop windows? There were train layouts with shuttle train controls in every larger department store and at the model railway dealers, who were so commonplace at that time.

We also want to pass on a little of this feeling to the younger generation. That is why we always visit smaller and larger exhibitions and offer hands-on and join-in activities for the youngest. In this issue you will also rediscover that.

This brings us to the International Model Railroading Day 2019: On 2 December it's time again. And if it becomes a success, it can also be thanks to your creativity and energy!

An example of creative design is a winter layout presented today, small and fine, but with a special history. Alexander Mack has transformed memories into three dimensions, honours "heirlooms" and has invented on top of this an exciting Christmas story for his children.

And we know what we're talking about! Our reviewer is nine years old and was very fascinated. She reported excitedly and in detail about the book and only knew how to recommend it warmly. That's when we got bitten by the bug and we agree with this judgement.

At the same time, we look back on the anniversary of the trade fair in Friedrichshafen, where the Z-gauge systems were certainly among the best and most demanding. This superlative does not apply to the train models presented today, whose model history we likewise examine in detail.

In this way, however, we can help to classify the new models correctly, to demonstrate ideas and perspectives and to use the freshly delivered models credibly and successfully. They are compromises, but usable and useful.

With a view to the upcoming holidays, we also thought about the gifts that could be given to model railway enthusiasts and prototype friends. We have found two books that differ in price and quality and therefore might cover different tastes.

Finally, this edition is rounded off by a large number of reports. Enjoy the reading and the upcoming Advent season!

Sin-Z-erely,

Holger Späing

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Cover photo:

V 60 107 has shunted a train of container cars to the loading track.
Individual large containers with steel extension walls are now picked up by delivery vehicles and brought to their customers, mostly local coal traders without railway sidings.

From house to house on new paths

Many compromises and gaps

The year 2019, which is slowly coming to an end, is showing itself to be a slow one in terms of new wagon models based on new designs. One of the few exceptions is the container wagon BT 10 from Märklin, which brings at least one new container type with it. We take this as an opportunity to take a closer look at the models, to point out program gaps and to present an approach to a solution in the form of a self-modification.

Märklin would like to commemorate the great era of door-to-door traffic with its freight car packaging (Art. No. 82329), which is being discussed today. In keeping with the high point of this mode of transport, the models also carry revision data from 1959/60, thus, complementing the Insider 2010 annual car (80320) with a different company number.



The freight wagon package "From house to house" (Art. No. 82329) consists of two BT 10 three-wheeled carrying wagons with open containers Eosakrt 031 and a Kaelble delivery vehicle with another large container of the same design.

Similar to the prototype, where the undercarriages of war-damaged freight wagons of types G 10 and G(r) 20 were used for the conversion, Märklin also reused an existing chassis. Although this reduces the development and production costs, it also means some significant compromises, as we will see in a moment.

But today we only want to take a short look at it, because it has remained unchanged compared to the former annual car, which has already been discussed in more detail in **Trainini®** 5/2011. Again inscribed as BT 10, the only difference this time would be a missing steam heating pipe.

Our considerations have a decisive difference compared to the article eight and a half years ago: This time we use the model dimensions as a yardstick, which should apply according to the wagon labelling. Previously, we had used the ones that best matched the different dispenser trolleys.



As usual at Märklin, both cars have received different numbers than earlier editions. This time both models are marked as BT 10, i.e. as a car without steam heating pipe. The first model (picture above) has the company number 010 355, the second (picture below) the 010238. The mounted tanks are new because of the steel walls.

The compromises and limitations resulting from the incorrectly selected chassis are now very clear. The model is thus flawless in all relevant dimensions, which can be easily recognized even without remeasuring. The wagon is about 1.5 mm too narrow, and at the same time more than 4 mm too short. And so the wheelbase is almost 3 mm too small.

As a result, everything here seems extremely stocky. At the end of the vehicle, without the handbrake, there was no space left for the shunting handrails, which catches the eye of the observer. The thick metal

weight plate also distorts the picture, because in its place there are graceful rails, perceived as raised, into which the Pa containers have been inserted.

But they are indispensable; otherwise, the model would not be safe to operate. There is no (reasonably) suitable zinc die-cast chassis as an alternative in the existing moulds. And so, the basic chassis provides the reason why the two wagons should only be loaded and viewed from a slightly greater distance. If this puts their weaknesses into perspective, and they form only two units in a train, their individual issues are noticeably reduced.

On the other hand, the clean paint finish in original colours and the multi-colour pad printing of trolleys and containers are impeccable, with the latter again on all four sides. The two wagons of the type BT 10 have the serial numbers 010 355 and 010 238, the other labelling can only be deciphered with a magnifying glass.



The many compromises on the wagon become particularly clear at the hand-brakeless end: Here, two retaining brackets actually belong on the loading area, for which there was no room on the too short model. Even the substructure of the containers on the longer side does not exactly match the prototype.

As the table of dimensions shows, the three Pa containers, each with a different operating number, deviate from the original by half a millimetre to just under one millimetre. However, since the proportions are consistent, this hardly matters.

More importantly, the models were derived from the Eoskrt 022 Pa container, which was supplied with the 2010 annual car, in contrast to the prototype. This is relevant for the appearance of the side walls, which are characterised by two, instead of one profile, and do not have a design specific flap. The converted deviations from the original dimensions, on the other hand, are irrelevant, which is why Märklin probably made this compromise.

Data and dimensions of the carrying wagon BT 10 and container Eosakrt 031:

	<u>Prototype</u>	<u>1:220</u>	<u>Model</u>
Genus BT 10			
Length over buffers	9,800 mm*	44.5 mm	40.1 mm
Width	2,965 mm	13.5 mm	12.0 mm
Wheelbase	4,500 mm	20.5 mm	17.8 mm
Container Eosakrt 031			
Length	3,072 mm	14.0 mm	13.1 mm
Width	2,295 mm	10.4 mm	9.8 mm
Height	2,152 mm	9.8 mm	9.1 mm
Years of construction (tank)	1955/56		
Quantity procured	ca. 200		
Retirement (container)	ca. 1975		

* depending on the respective origin wagons of the types G 10 and G(r) 20 also 9,100 mm possible (models are labeled with 9.8 m length over buffers)

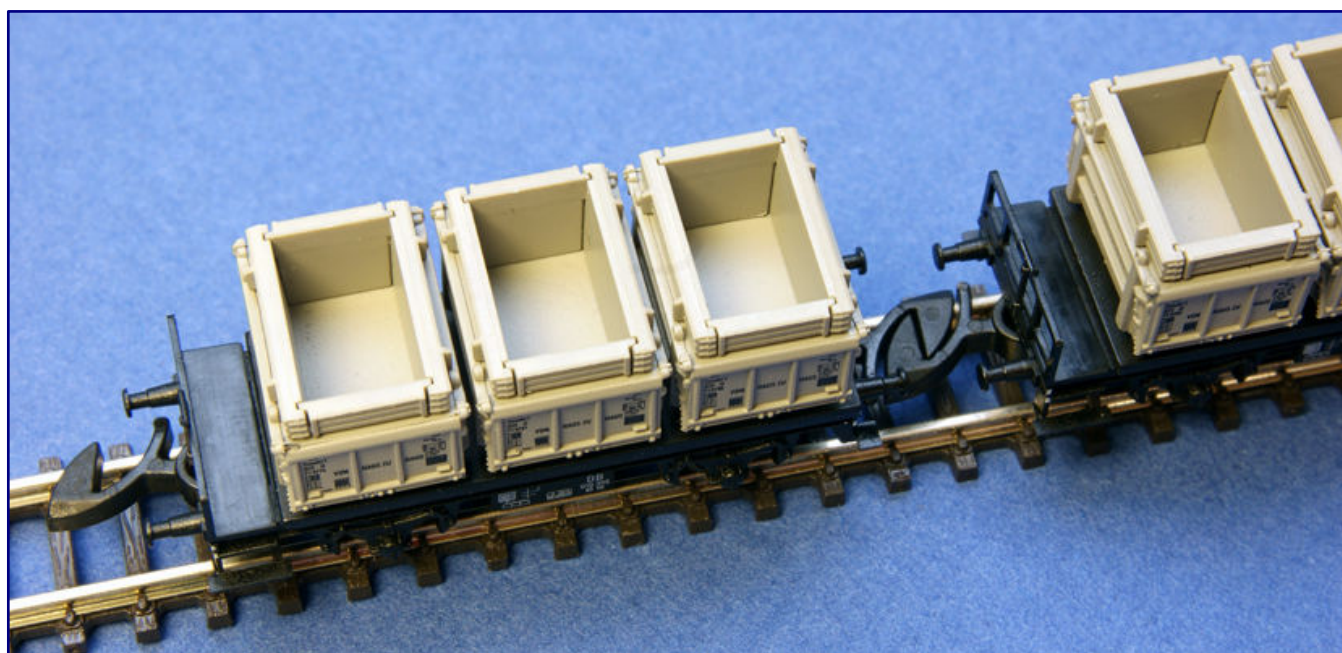
The model height of the steel extension walls was 384 mm for the model and was reproduced in a visually harmonious manner. If we look into the containers from above, we can see that these four walls are loosely inserted in the model.

Caution is therefore called for, because if they are removed or fall out, their reinsertion requires a lot of patience and calm fingers.

What we also notice when we look at them is the material thickness of the small walls, which is not exactly dainty as a result of plastic injection moulding.

Since the top walls extend down, they noticeably reduce the volume of the containers.

Our recommendation at this point is, therefore, to fill all seven centre containers found in the package with suitable cargo inserts. Spur Z Ladegut Josephine Küpper from Aachen reacted quickly, where our favourite coal (Z-82329-K), but also gravel (Z-82329-S) and broken bricks (Z-82329-S), are offered.

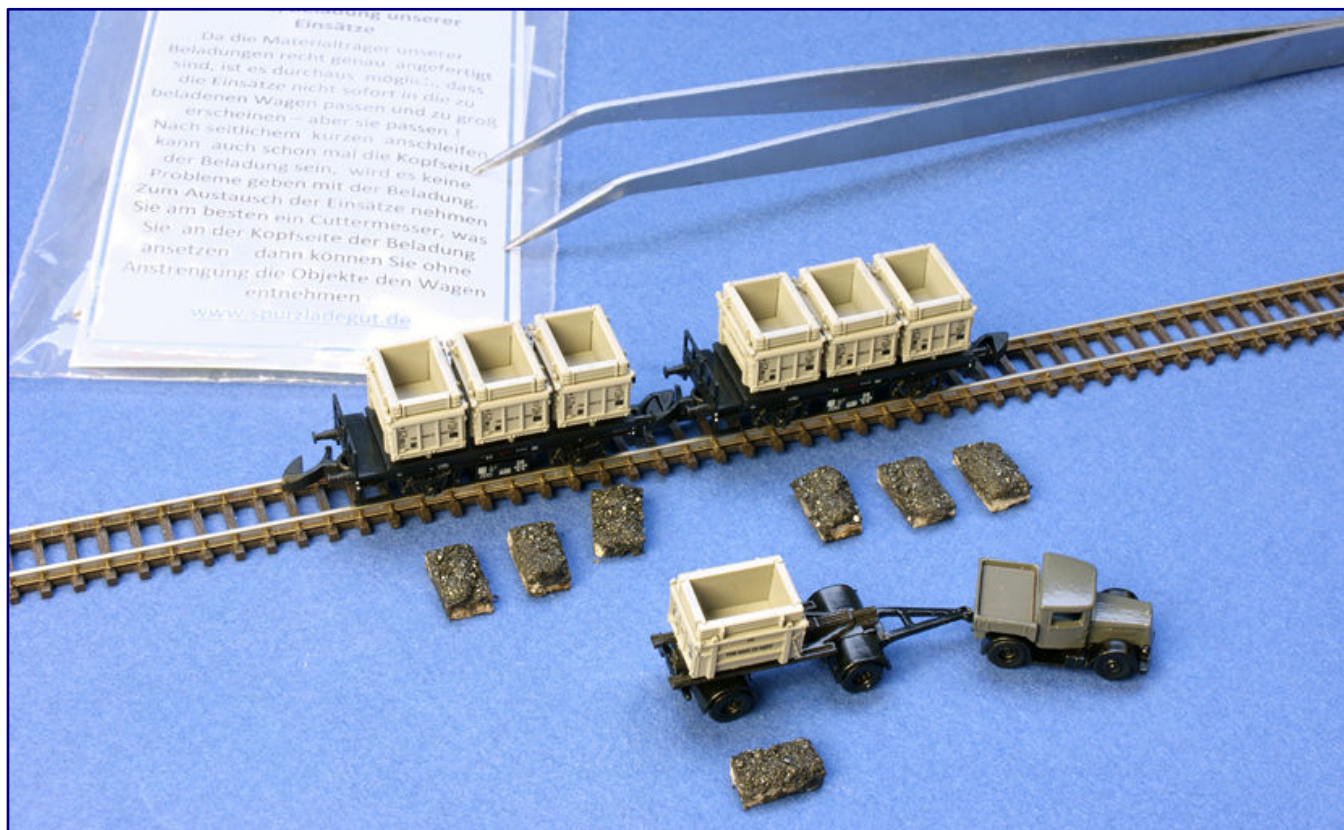
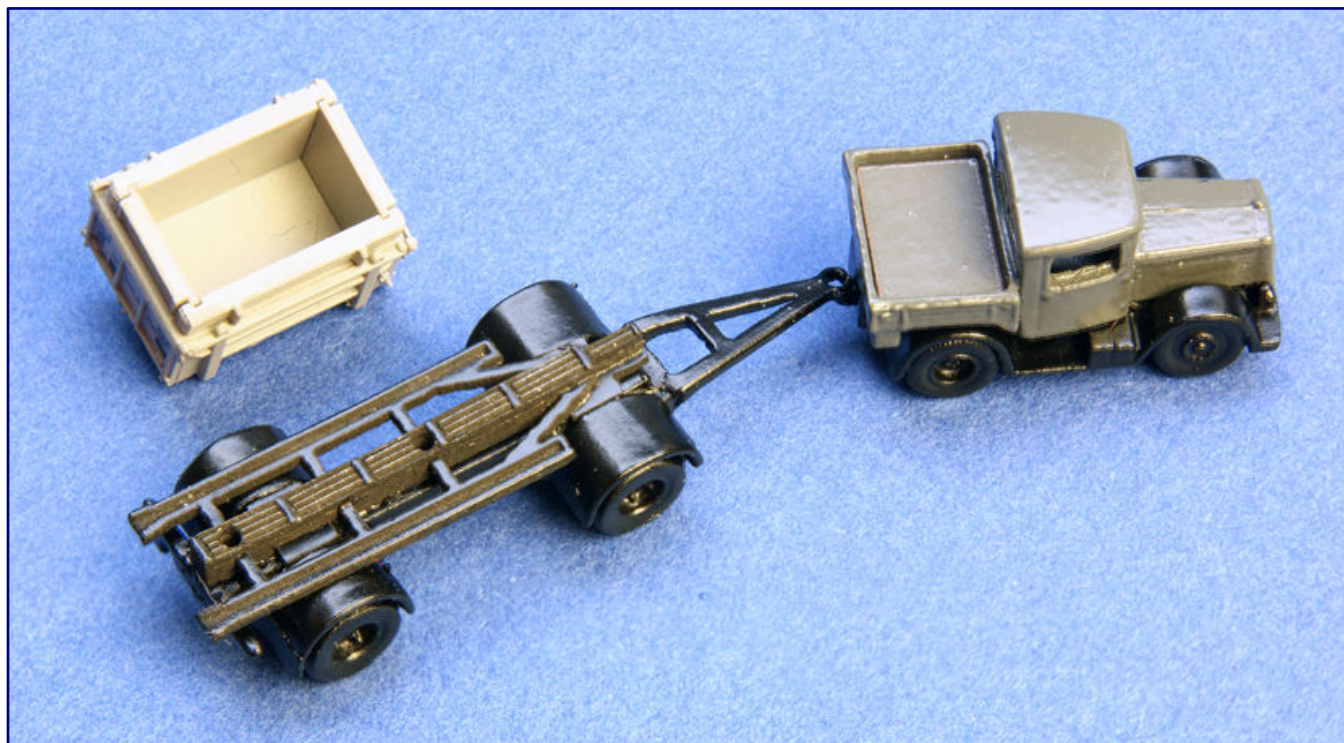


The view from above shows the attachment walls loosely pushed together from the four parts and the material thickness owed to the production process, which is somewhat annoying to the viewer.

The products are manufactured as usual from the respective real material and thus guarantee a realistic appearance. Since they are offered individually and not as a seven-piece package, they can also be mixed and can thus take up one of the original ideas of small quantities in door-to-door traffic.

If you are wondering about the number seven for two three-wheeled cars, please refer to the delivery vehicle enclosed with the car package at the end of this model discussion. The metal model is a black-

grey painted Kälble-Zugmaschine (Kaelble tractor) (without DB lettering) and a matching two-axe trailer on which a further Pa container Eosakrt 031 fits.



The trailer of the delivery vehicle has been designed according to Lienen (picture above), which differs fundamentally from the Ackermann vehicles. As suitable inserts Spur Z Ladegut Küpper already offers coal (Z-82329-K; picture below), gravel (Z-82329-S) and broken bricks (Z-82329-S). Seven inserts are required for this pack, each weighing less than 0.1 grams.



With Märklin's wagon pack and Küpper's cargo you can create outstanding loading scenes. Here, Pa containers with hard coal are driven to the nearby fuel dealer.

They take up road transport with vehicles that were once developed by the company von Lienen as an alternative to the well-known Ackermann trailers. Only then is the unaccompanied, intermodal transport really round, and virtually complete in its model.

Closing the gap in self-modification

It was not enough for our reader Dirk Rohwerder to be able to use only halfway scale tank wagons from the DB conversion programme. For this reason, he quickly started to modify the BT(r) 10 type to replace



The five-position Lgjs 598 was too modern for Dirk Rohwerder and so this model served as a donor car for a conversion project to the once widespread BTms 55 with four stands.

the weight plate in the delivery form with imitations of the model rails. A particular problem here is to keep the wagon sufficiently heavy to avoid any risk of derailment.

More spectacular, however, is his somewhat larger modification project, which is based on the Insider 2002 annual car. This five-passenger Lgjs 598 with Königsbacher beer containers does not fit into his favourite time as an Era III fan, and therefore seemed dispensable.

He removed the Pa containers and roughly dismantled this wagon into its most important components: Cast chassis with unmixed coupling shafts and the two injection-moulded parts with the axle bearings.



This photo of the dismantled trolley shows the cuts and milled parts required to modify the car into the missing desired model. A newly manufactured brass plate holds the chassis halves together in the future. Photo: Dirk Rohwerder

It was now possible to work on the chassis with a saw, file and milling cutters. And so the outer beams were first cut off in such a way that the guide rails reproduced above were not damaged. Then the running gear could be shortened to the length of a BTms 55.

The model for its conversion had a buffer length of exactly 11,000 mm with an axle base of 7,000 mm (Lgjs 598: LüP 14,800 mm / axle base 8,000 mm). The model developed by SEAG in 1955 was by far the most frequently represented type among all tank wagons, and 2,438 units were produced.

In order to give the shortened chassis sufficient stability, Dirk Rohwerder milled an attachment from a brass plate, which was glued to the bottom middle (from below) as an additional weight and additionally connected both halves. At the same time, it also offers mounting and contact edges for the long beams to be reattached to the outer sides.

After the axle bearings had been reattached and the colours had been repainted, the four-wheel car was ready. Only new labelling matching the original was still missing, but with a view to its tiny size it is also quite dispensable.



The converted wagon with exchanged large containers and self-made stage railing is not recognizable: as BTms 55 of the first lot, it fills a large gap in the Z gauge model range and cuts an excellent figure. Photo: Dirk Rohwerder

The beer containers Dkr/Ddikr were not reused on this model. Instead, four open containers were used, as they were found for the first time on the Insider 2010 (80320), in order to be used together with the modified model.

Concluding observations

Door-to-door transport with large containers was a popular and widespread form of transport in the early years of the Deutsche Bundesbahn (German Federal Railway). Open wagons still accounted for the highest quantities in the DB stock lists, which also led to high quantities of open Pa containers. So even on the model railway in epoch III it is not possible to do without them.

Märklin's collection of moulds still includes the aforementioned five-passenger car of the type Lgjs 598 with metal chassis, which is much closer to the model, but had its most important uses in ISO container traffic because the Pa containers had long since been withdrawn when it appeared.

Thus, for the heyday of this form of transport, only the wagon packaging considered today remains, which, however, demands great willingness to compromise on the part of the customer. However, in view of the rather small numbers of the BT 10 as a prototype model, this is acceptable, for the time being.

The topic “from house to house” is still considerable and can be expanded further: Many still unproduced container types are waiting to be reproduced, including the closed box types or those for compressed air discharge for cement. They were still on the road for a long time when general cargo was almost exclusively transported in ISO containers.



Here we have once again staged the new wagon pack (82329) with other Märklin models, including the Insider 2010 annual wagon (80320), and filled with Küpper loads: The topic “from house to house” now has a certain variety to offer, but with more containers and, above all, accurate wagon models from the time of this mode of transport, it can still be expanded considerably.

Other types of car are then also required. And here we mean that development costs should rather flow into the once so ubiquitous and widespread BTms 55 with four stands than into a full-scale BT 10.

The conversion to your own model cannot be a permanent solution and is also not suitable for every model railway enthusiast. As you can see in our rebuild example, the Zetties should expect an almost perfect result when using a metal undercarriage, similar to the Lgjs 598. In this respect, we make a clear appeal at this point to Göppingen.

Manufacturer webpages and references of the model:

<https://www.maerklin.de>

<https://spur-z-ladegut.de>

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Significant development spurt from 1946 **Large container traffic at the DB**

The use of large containers on rail did not really gain momentum until after 1945. At the same time, special freight wagons were developed for the first time to enable fast and easy reloading. Today, we look at these forerunners of container transport, follow their developmental history, and the operational peak of their career.

Although container traffic did not begin until after the war, its origins go back much further. The first known container wagon in Germany dates back to 1924 and was presented at the railway technical exhibition in Seddin.

This “tank car with removable tank containers” built by Krupp ran for the dairy Bolle A.G. from Berlin and were used to transport coconut fat. It was designed as a flat wagon with four rolling boilers which could be moved onto the trailer of a truck for road transport.



The basic idea of Pa container traffic could probably not be illustrated more appropriately in one picture. The central containers of Trilux, the light source manufacturer from Sauerland, have arrived by rail in Neheim-Hüsten. There they will now change to the Ackermann trucks at the loading dock

It was and is essential for the unaccompanied intermodal transport justified by this that only containers without motor vehicles are loaded. The Deutsche Reichsbahn-Gesellschaft intensified its own truck traffic in the thirties of the last century. In contrast to other countries, however, it initially concentrated on transporting smaller quantities of goods instead of large containers.

Containers of up to 20 m³ in size only appeared in Germany in the mid-1930s. At that time, they were transported on converted freight wagon bogies of various types. From this time on, various standardized small and large containers were in use, in which liquid or solid goods were transported. These pre-war containers finally disappeared from the inventory records by 1967/68.

The idea received a new impetus immediately after the end of the war. As far as the large containers were concerned, however, it was necessary to decide between three procedures practised in neighbouring countries: In Great Britain, detachable and stackable large containers that could not be rolled were in use. France preferred containers that could be driven on the road. The detachable and rollable large containers with 3 to 6 m³ capacity that were common in the Netherlands were tried and tested.

In 1949, the decision was therefore taken by the Bundesbahn to adopt the Dutch container system and test it themselves. It was also to assert itself in the young Federal Republic and became known under the catchy brand name "from house to house."

According to international agreements, the large containers were called 'pa,' an abbreviation derived from French ('porteur aménager'). They enjoyed such rapidly growing popularity and distribution that further basic designs became necessary.



The container wagon BT 10 010 138 marks the new beginning and the expansion of door-to-door traffic driven by the German Federal Railway, based on the model from the Netherlands. The Ekrt containers loaded in August 1960 were built in this form in 1950 and belong to the original types of this system. When this photograph was taken in Braunschweig Rbf, the lashing of the Pa containers by eyelets on the wagon frame was no longer common practice. The advent of special containers meant that this form of transport securing was no longer possible. Photo: Reinhard Todt, Eisenbahnstiftung

In addition to the open and closed containers of the first hour, there were also special types for liquids, powdery and moisture-sensitive bulk materials, foodstuffs and even frozen goods as well as cement containers to be unloaded by compressed air.

The number of such containers also grew rapidly. As early as 1955, DB owned more than 6,000 Pa containers of various types. Container traffic reached its peak in the sixties with around 25,000 units and around 5,700 large container transport wagons. On the way they were partly in a specially set up city express service.

The system passed its zenith when, in 1966, competition came to Germany for the first time with the standardised ISO overseas containers, which were able to quickly establish themselves. Now the large containers were suddenly small and had to be satisfied with the designation "Mittelcontainer" (middle containers, abbreviated to MC). As a result, they were hardly procured until the last one was finally added to the stock in 1974.

By further specializing in various container types, however, it was possible to compensate for the shrinking importance of door-to-door traffic for several years to come. The total number of Pa containers shrank slowly but steadily, while the number of types increased.



The Bundesbahn advertised its "house to house service" in a targeted manner and gladly demonstrated it on a wide variety of occasions, such as here on 7 September 1951, in order to win new customers for it. It wanted to counter a dwindling volume of freight traffic by rail, which she succeeded in doing well for almost two decades. Photo: Willi Marotz, Eisenbahnstiftung

In 1983 there were still about 10,000 MC in the inventory, with over 33 types. In all the years of their use, they bore their own generic markings, which indicated their functions and technical characteristics.

The open containers of the genus Eosakrt 031 recently picked up by Märklin belong to the basic types with which the system once started, but they are not the original basic form. It has been slightly modified over several years and the external dimensions have also changed slightly.

The concrete model corresponded to the Eoskrt 021, whose capacity could be increased to 9.6 m³ by 384 mm high steel extension walls. Around 200 copies of this design were used on the rails in Germany from 1955/56 onwards. Between 1953 and 1965, almost 100 similar containers Eosakrt 032 were procured, whose support walls were made of laths. 1975 both types can be proved for the last time in the DB stock.

continues on page 19



The comparison of the long side of this Pa container Eoskrt 021 with the Märklin model on page 6 reveals the differences in construction (top photo). The Eikrt freezer containers photographed in Braunschweig in September 1964 are among the first special types. Photos: Slg. Eisenbahnstiftung (top) / Reinhard Todt, Eisenbahnstiftung (bottom)



The cement tanks on a BTms 55 in Letmathe (March 1965; photo top) and the spherical tanks for compressed air discharge Ddzkr 551 (1961; photo bottom) are further examples of the many special tanks. Photos: Reinhard Todt, Railway Foundation (top) / Helmut Först, Eisenbahnstiftung (bottom)

Development of the carrying wagons

While the DR's large containers were all rebuilt in the Bi-Zone, the first carrying wagons were built in 1948/49 on chassis of older types from the damaged wagon stock of the war. It was not until around 1950 that the company switched to new construction. Although they were not part of the Reichsbahn stock in their form for container transport, they were still assigned to the Offenbach district until 1951.

Common to all wagons used in inland transport for Pa containers is the fact that they are flat wagons with support rails placed transversely to the direction of travel or integrated in the underframe. The MCs were set down and secured on rails with a track width of 1,400 mm. Their height above the upper edge of the rail was uniformly 1.185 mm.



The container wagons BT 10 were created by conversion on old chassis of covered wagons of the types G 10 and G(r) 20. Two such donor wagons of the first type are located in Kassel in March 1961 next to and behind the wagon with the serial number 010 235. Photo: Reinhard Todt, Eisenbahnstiftung

They were secured for the journey with lashing spindles, wheel chocks and initially also diagonal braces, which were given up without replacement with the appearance of the first special containers. The lashing spindles were attached to brackets in such a way that they could be tightened with nuts as soon as they were hooked into the eyelets of a large container.

Container wagons had a normal underframe, running gear with two axles without exception, common pulling and pushing devices with a continuous pull rod and brake equipment. Some of them were fitted with a handbrake, which in the oldest designs was initially installed in a metal brake house.

The first large container wagons were the BT 10, built in 1948/49 on the two-axle undercarriages of the covered freight wagons G 10 and G(r) 20. Parallel to this, the BT 30 type was developed on the undercarriages of covered Gms 30 "Oppeln" and open Omm 34 "Klagenfurt". Both types were designed for three Pa containers.



Photo top:

The tank wagons BT(hs) 30 were also built by conversions and were based on chassis of the "Oppeln" or open wagons of the type "Klagenfurt". The car with the company number 010 297 was on display on 1 July 1962 in Holzminden with open centre containers of the original design. Photo: Reinhard Todt, Eisenbahnstiftung

Photo bottom:

The container wagon BTs 50, here with the open centre container Edkrt 72, was one of DB's first new developments after the war. Here, too, the first cars still had metal brake houses on the handbrake platform (1952). Photo: Bustorff, Eisenbahnstiftung

The first new construction of the Bundesbahn was the BT 50, introduced by SEAG in 1950 and built in series from 1952 to 1954. Its 1,873 units could also accommodate three containers, but belonged to the fast runners due to their more modern running gears with double-shock hangers and brakes.

For tariff reasons, they were soon coupled in pairs and, referred to as BTmms 51, treated like a four-axle wagon for six containers. The background was that the permissible weight limits could not be used for many goods such as malt or oats. In the structure of the valid freight rates, cost advantages arose for customers through the combination into fixed (two-wagon) units.



Photo above:

The BTmms 51 photographed in Neuhaus in March 1962 with the company number 013 691 does not belong to any independent type, but is only one half of two BTs 50 coupled for tariff reasons. As here, they often travelled with bulk containers Efrk, whose loads could not usually make use of the permissible weight limits. Photo: Reinhard Todt, Eisenbahnstiftung

Photo below:

The Rmmso / BTmms 33 was only a makeshift on the basis of stanchion cars, whose side walls were partially dismantled like this one. Märklin would have a suitable basic shape in the Z-gauge portfolio. (July 1960). Photo: Reinhard Todt, Eisenbahnstiftung

However, the 150 cars of the BTms 33 type, which were converted from Rmms 33 stake cars to multi-purpose cars, were only a makeshift. In some cases they ran without stanchions and side kerbs, otherwise they had to be folded down and the stanchions stowed in the pockets on the undercarriage.

With this makeshift design, the mounting rails were recessed into the floor and welded to the long beams. They could be covered when not in use, the covers formed loading thresholds when opened, and when rails or profiles were to be transported, the lashing spindles were sunk into the ground when the wagon was not running in container traffic.

The transition to four-wheeled cars took place in 1955 with the BTms 55 type, which had also been developed by SEAG. Compared to the BTs 50, its loading weight could be significantly increased to 26.5 tons by using high-quality steel St 52, while its own weight increased only slightly.



The tank wagon BTms 55, built in series from 1955, here the copy with the company number 016 314, marks the transition to the four-wheeled wagon. In January 1958 it was captured in the picture with Eoskrt 21 containers, which, raised with steel extension walls, would have been the correct model for Märklin's latest model. Photo: Reinhard Todt, Eisenbahnstiftung

From the second series onwards, the cars were fitted with additional treads on the supports to make it easier to climb over at the front. Some of the 2,438 cars of the most common type among all carrying wagons were equipped with heating cables and could be fitted into passenger trains.

Five years later, the Bundesbahn finally switched to the five-column car, which formed the final stage in the development of door-to-door traffic. After two prototypes built in 1958, BTmms 58 (Lbms 589) went into series production in 1960.

By 1966, 2,100 units had been built. From 1964 they received reinforcements on the long beams and 59 t high performance buffers in the current series, existing cars were adapted 1963/64 accordingly in the context of special work.

This type is not only important in terms of numbers, but also represented the standard wagon for the Pa container until the end. Between 1963 and 1965, the first tests were carried out with wagons equipped with shock absorbers for bumper traffic.



The five-passenger BTmms 58 carrying wagon marks the final stage of development for door-to-door traffic and represents the wagons of similar design built up to 1971. It was built in series from 1960. The open (2nd from left) and closed containers (far right) were the two original types, whereby the open already belongs to a further developed design (model for Märklin). Deep-freeze containers (far left) and those for liquids (centre) as well as moisture-sensitive fine bulk goods (to the right) are the first special types. Photo: Bustorff, Eisenbahnstiftung

DB's latest developments benefited from this experience in the form of the Lbgjs 598, suitable for shock-sensitive goods, which was built between 1966 and 1971 in 530 series cars plus a prototype.

After the ISO large container was introduced, DB urgently needed wagons for its transport. In order to be able to use them to full capacity for the time being, however, they were also to be able to transport centre containers. This new development was equipped with so-called quick-release locks for five containers and additional locating pins for 40-foot containers. From 1983 they became pure container wagons with the expansion of the large container facilities.

DB was also forward-looking when designing the BTmms 59, later referred to as Lbms 591. These specialists, procured from 1963 in a number of 180 cars, were based on the BTmms 58 / Lbms 589 and, in addition to container traffic, were also suitable for the new truck swap bodies, which first appeared in the early 1960s.

In addition to five MCs, they could also accommodate one swap body from the Ulm system or two from the Wuppertal system. They remained in use until the mid-1980s, when they were virtually a door opener for another successor system.

We did not consider here experimental designs and prototypes that did not achieve any operational significance, including a three-pedestal car from 1957 that was suitable for ferry traffic with Great Britain. However, we would like to take a look at the delivery vehicles that took over the containers from the carrying wagons.

Delivery to the customer

Pa containers were delivered to customers either by rail, if there was a siding, or individually using special delivery vehicles procured by the Bundesbahn. Special tilting devices, stands (for cement containers) and lifting rollers were also created to steer remote units into factory premises.

The special vehicles for the road were available in many different forms, which also underwent constant further development. The most modern among them were semi-trailer tractors. Some of these were also able to transport two large containers at the same time.



The simple semi-trailer shown here (German Federal Patent DE814275B), which accommodates a closed Ekrt container (built 1950) in 1951, was developed by the Bochum bus, bus trailer and vehicle manufacturer von Lienen and deviates considerably from the widespread Ackermann solution. Photo: Below, Eisenbahnstiftung

The containers were transferred between wagon and truck via two articulated rails over which the MC could be rolled. An important basis was therefore the uniform height of the rails on the carrying wagons.

Two fundamentally different systems were used. With the design of rails and also the trailers of the AG-Weser, the vehicles were shunted at right angles to the wagon, which required a high degree of precision and also required a lot of space on the loading road. In most cases, the containers could be lifted slightly on one side and thus better guided.

The better-known Ackermann type worked with special semi-trailers whose body could be rotated. Here the vehicles drove parallel to the wagons and then swivelled their attachment towards the wagon to be able to reload the container more easily.



In August 1961, the loading of an Etkr container for fine bulk material by an Ackermann delivery vehicle was recorded in a sequence of pictures at the Koblenz-Ehrenbreitstein railway station. The vehicle with the registration number DB 49-596 drove parallel to the train on the loading road and swivelled the trailer 90 degrees over to the container wagon BTs 50. The Pa container is then rolled on rails onto the trailer and lashed there (top photo). Once it has been fixed securely for transport, the trailer swivels in again (bottom photo) and assumes its travel position. Photos: Slg. Eisenbahnstiftung

In general, both types could not be used elsewhere, because of their special features, and had only a low load factor. This finally also led to the fact that the Bundesbahn moved away from door-to-door traffic due to the constant decrease of the transported quantities and cost-intensive special containers.



This semi-trailer, like the one on the photo on page 22, comes from the Bochum bus, bus trailer and vehicle manufacturer von Lienen. The photograph taken in Bochum in 1961 shows us how this solution required the vehicle to approach the train and the Pa containers to be transferred. Photo: Barnarius, Eisenbahnstiftung

After years of no investments, no new customers were added and existing customers increasingly turned their backs on DB, which, at the end of the 1980s, stopped delivering its own vehicles and sold them or phased them out. The few remaining Pa containers were then only transported privately.

Suggestion to the topic (film preview of a DVD):

<http://www.historischer-filmservice.de/media/video/293.mp4>

Winter scenery for a Christmas story

Exciting adventure on a scale of 1:220

One day, whilst looking at his 34 x 47 cm winter layout, long-time Mini-Club enthusiast A. Matthias Mack had the idea to turn it into a story for his two children. The result is an exciting Christmas adventure for young and old which allows us to complement our "layout diversity" focus theme this year with a description of this little layout and the corresponding paperback book.

By Alexander Matthias Mack. My enthusiasm for model railroads goes back to my infancy. I inherited it from my father Günter Mack who was born in 1940 and had already had a Märklin model railway since his childhood. This was an absolute rarity during the post-war period and something which my grandfather Richard could only obtain through certain connections.

Many years later, after founding a family and building a house (obligatory for any self-deserving Swabian), my father took this H0-layout into his new home in 1972 and supplemented it with a marshalling yard with sidings and turning facilities.



When I myself was about thirteen years old, my father decided that his layout would have to be completely rebuilt and modernised. This was pretty much at the time when Märklin introduced its digital system. And



since my father was technically adept and had business dealings with electronic controls, he decided to bring the layout up to the state of the art.

So we dismantled the old M-tracks and I designed a track plan (at that time of course still with stencil and pencil). When the new K-tracks were finally laid, the overhead lines plugged in and the points connected, the Mack family became probably one of the first owners of a Märklin digital layout.

During the following years, our collection of rolling stock was expanded by various top-of-the-line models of contemporary model railway production. We certainly must have been amongst the first to run an Intercity Experimental on their layout, and, a few months later, a Württemberg Class C locomotive, also called the "schöne Württembergerin" or "the beautiful Württemberg lass".

But now to the Z-gauge layout, which I want to present here: Richard Mack, my grandfather, wanted to have again a model railway of his own, after his son Günter had taken the trains with him after moving out.

This was still at the beginning of the Seventies and the dealer recommended him to go with the then brand new 1:220 Z-gauge. My grandfather therefore bought a starter kit with a class 216 diesel locomotive and the so-called Pop (Art coloured) cars. Soon, he also added an Intercity towed by a class 103 and a small class 24 tender steam locomotive.



We grandchildren always played with this Mini-Club railway, which my father Günter assembled into a small and simple layout, when we visited our grandparents. When my grandma then moved house at the beginning of the Nineties, she did not want to take the layout with her, but passed it on to me.

The layout essentially consisted of only two simple circles and I had just started designing a new track plan (still with a stencil), when my brother-in-law came by with a gigantic cardboard box and the news

The book about the layout:

The book "Rauhnacht, Weihnacht, stille Nacht" Twelfth Night, Christmas night, Holy Night) by A. Matthias Mack is available in bookshops under ISBN 978-3-86870-848-6 for 8.95 Euro (fixed book price and in German only).

Our nine-year-old reviewer praised the title as a good read and found the story around the mystic key figure "Witch Astrafania" exciting and full of suspense. In her view the book is interesting for both girls and boys, even those older than herself.

To that we can add that the book also makes for a good bedtime story and will be also entertaining for adult readers.



that his neighbour had just broken up his Z-gauge layout. As he could not get the buildings sold, he wanted to throw them away.

This came at exactly the right time for me and felt like Christmas and Easter on the same day: The box contained almost the complete Z-gauge collection from the Kibri catalogue, fully assembled and hardly damaged! I only had to redesign the layout once more to integrate some of the new structures.

In the following years, I gradually added to my fleet, and the layout had to be expanded again and again to create sufficient space for all my trains. Meanwhile it consists of four independent tracks, three of them



with overhead lines. One of the tracks is equipped with an automatic train change system in which two trains, controlled by switching tracks, operate in an alternating fashion.

My long-cherished dream, however, was to have a model railway winter layout. I finally realized this dream on my 40th birthday. Due to lack of time I bought a small pre-fabricated layout from Noch, and adapted and decorated it according to my needs, for example by including two alpine houses still left over from the aforementioned box.

While looking at this small, Christmas landscape, I had the idea to write a story about it for my two children, which would be set in the small mountain village of our Z-scale winter railway. After almost three years, I was able to publish my book "Rauhnacht, Weihnacht, stille Nacht" (Twelfth Night, Christmas night, Holy Night) in October 2015 (ISBN 978-3-86870-848-6).

The book, in which a class 798 rail bus plays an important role, is about two boys whose village is cut off from the outside world by an avalanche at the end of the 1970s, shortly before Christmas.



In the following “Twelfth Night” period around Christmas, extremely mysterious things suddenly happen which pose dangerous riddles for the two boys in the last days of Advent.

But I do not want to reveal more at this point - except: The whole thing finally finds a very Christmassy and happy end, of course with a model railway placed under the Christmas tree for the main character of the story.

Have fun reading and Merry Christmas!

All photos: Alexander Matthias Mack

Book mentioned in text available for order at:
<https://www.rediroma-verlag.de/buecher/978-3-86870-848-6>

Grenzenloser Modellbahnspaß in 1:220

**8. Internationales
Spur-Z-Weekend**



ALTENBEKEN

28. und 29. März 2020

Samstag: 10.00 - 18.00 Uhr

Sonntag: 11.00 - 17.00 Uhr

Eggelandhalle, Gardeweg 8

33184 Altenbeken



Z-Freunde International e.V., Brandenburg 6, 56856 Zell/Mosel

www.z-freunde-international.de

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

Eisenbahn pionier im Ruhrgebiet

Die Köln-Mindener Eisenbahn

Seit 140 Jahren ist die Köln-Mindener Eisenbahn (KME) Vergangenheit, und doch ist sie den Menschen vor allem im Ruhrgebiet in guter Erinnerung geblieben. Sie hinterließ wichtige Verkehrsadern, die auch heute noch Bestand haben. Ein gelungener Band aus dem Sutton-Verlag hält Erinnerungen wach.

Bernd Franco Hoffmann
Die Köln-Mindener Eisenbahn
Schienenwege durch Rheinland und Ruhrgebiet

Sutton Verlag GmbH
Erfurt 2019

Gebundenes Buch
Format 17,0 x 24,0 cm
160 Seiten mit ca. 130 teilweise farbigen Fotos und Abbildungen

ISBN 978-3-95400-972-5
Preis 24,99 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Autor Bernd Franco Hoffmann ist Journalist, der für verschiedene Tageszeitungen und Fernsehsender gearbeitet hat. Literarisch hat er durch mehrere Sachbücher im Bereich Sporthistorie, Verkehrs- und Regionalgeschichte sowie Reiseführer auf sich aufmerksam gemacht.

Dieses Mal präsentiert er uns eine kurzweilige Reise in die bewegte Geschichte der Köln-Mindener Eisenbahn. Bereits 1843 gegründet, zählte sie zu den Pionieren des deutschen Eisenbahnwesens. Im Westen Deutschlands gehen auch wesentliche Teile des heutigen Streckennetzes auf diese Gesellschaft zurück, die 1879 verstaatlicht und zum 1. Januar 1886 endgültig aufgelöst wurde, um in die preußische Staatsbahn überführt zu werden.

Nachdem wir uns bereits mit einem Werk zu ihrer wichtigen Konkurrentin BME (Bergisch-Märkische Eisenbahn) auseinandergesetzt haben, die wegen Stilllegen vieler ihrer einstigen Strecken teilweise in Vergessenheit geraten ist, lag das Würdigen des hier besprochenen Titels eigentlich nahe. In Dortmund und dem angrenzenden Ruhrgebiet standen die beiden Bahnen einst in einem harten Wettbewerb.

Besonders für Dortmund war dies eine schicksalhafte Begegnung, denn ihre Strecken trafen sich dort, wo sich heute der Hauptbahnhof befindet. Die Bahnen sorgten für Aufschwung und Industrialisierung, die nach dem Ende des dreißigjährigen Krieges längst vergessene Hansestadt blühte, wie auch Oberhausen, zu einer Metropole auf.

Die KME schuf aber weitaus mehr als die namensgebende Abfuhr- und Handelsstrecke zwischen den wichtigen Häfen von Minden an der Weser und Köln am Rhein über das aufstrebende Ruhrgebiet. Den



Grundstein zum Unternehmen und erfolgreichen Strecken hatten Visionäre wie Friedrich Harkort und David Hansemann gelegt, die besonders im Großraum Dortmund bis heute unvergessen geblieben sind.

Noch heute sind Personen- und Güterzüge zwischen Köln und Hamburg, Arnheim und Gießen oder Dortmund und Duisburg auf Trassen unterwegs, die auf dieses Verkehrsunternehmen zurückgehen. Sein bei der staatlichen Übernahme rund 1.100 km Streckenlänge umfassendes Netz verband das Rheinland, das Ruhrgebiet, Ostwestfalen, den wichtigsten Elbe-Hafen, die Niederlande und Ostfriesland.

Diese Geschichte wird im Buch anschaulich, überraschend ausführlich und spannend erzählt. Geschichte muss kein trockenes Thema sein, wie hier anschaulich bewiesen wird. Gerade das Konkurrenzverhalten zu anderen Bahnen, vor allem der BME, verspricht spannende Episoden, die in dieser Tiefe doch ungewöhnlich für Sutton-Zeitreise-Bände sind.

Dennoch wird sich niemand davon abgeschreckt fühlen, weil das Erbe der KME so packend und hinreißend präsentiert wird. Für Eisenbahnfreunde ist es eine Fundgrube auch wegen des historischen Bildbestands, der enthalten ist.

Rund 130 teilweise zuvor unveröffentlichte Bilder dokumentieren die eingesetzten Fahrzeuge, die Entwicklung von Strecken und die wichtigen Bahnhöfe. Der Bildband wird dazu zum Pflichtprogramm nicht nur für alle, die sich für die Entwicklung des Eisenbahnverkehrs in Deutschland interessieren. Wer an der regionalen Geschichte des großen Einzugsbereichs der KME interessiert ist, kommt eh nicht an diesem Titel vorbei.

Für Modellbahner aller Spurweiten bietet sich hier wieder ein authentisches Objekt zum Studium zeitgenössischer Zugbilder und des Lebens im Bahnhofs- und Streckenumfeld. Dies ist für Puristen, die eine stimmige Modellumsetzung abliefern wollen, sicher unverzichtbar. Wer kann sich im Rückblick – selbst bei eigenem Erleben – heute noch so gut und vor allem unverfälscht erinnern?

Lobenswert sind in diesem Zusammenhang auch die gelungene und tadellose Bildwiedergabe der Farb- und historischen Schwarz-Weiß-Aufnahmen. Doch bevor es so weit ist, steht ja auch eine Bildauswahl an, denn es gilt, die textlichen Ausführungen gelungen und treffsicher zu dokumentieren und zu unterstreichen.

Auch dies hat ohne jeden Tadel oder Anlass zur Kritik geklappt. Unter Berücksichtigen eines Rückblicks auf einen Zeitraum von immerhin locker 175 Jahren ist auch das keine Selbstverständlichkeit. So wird dieser Titel zu einer von zwei Buchempfehlungen für das bald anstehende Weihnachtsfest und erfährt auch eine Nominierung für die Neuerscheinungen des Jahres 2019 in der Kategorie Literatur.

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

Serienmaschinen der BR 218 Eine vollendete Trilogie

In zwei Vorgängerbänden wurde sehr detailliert und gelungen die Entwicklungsgeschichte der V 160 aus dem ersten Typenprogramm der Deutschen Bundesbahn be- und über die späteren Baureihen 210, 215, 217, 218⁰ und 219 fortgeschrieben. Die Serienmaschinen der Baureihe 218 bildeten den krönenden Abschluss einer fast zwanzig Jahre währenden Entwicklung. Sie sind Thema des dritten und letzten Bands aus der Reihe von Baureihenportraits im EK-Verlag.

Josef Högemann / Roland Hertwig / Peter Große
Die V 160-Familie
Band 3: Die Serienlokomotiven der Baureihe 218

EK-Verlag GmbH
Freiburg 2019

Gebundenes Buch
Format 21,0 x 29,7 cm
424 Seiten mit 642 teilweise farbigen Abbildungen

ISBN 978-3-8446-6014-2
Art.-Nr. 6014
Preis 49,90 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Die Diesellokomotiven der Baureihe 218 stellen den technischen Höhe- und auch Schlusspunkt einer überaus erfolgreichen Familie dar, die von der Deutschen Bundesbahn begründet worden war. Und auch nach gut vier Einsatzjahrzehnten sind sie bei der Deutschen Bahn AG noch unverzichtbar, auch wenn sich ihre Reihen inzwischen deutlich gelichtet haben.

So wurde es Zeit, dieser erfolgreichsten und am längsten beschafften Lokomotive aus der V-160-Familie ein literarisches Denkmal zu setzen, ihre Entwicklungs- und Beschaffungsgeschichte zu analysieren und niederzuschreiben.

Dafür verantwortlich zeichnen wieder drei bekannte Autoren, die sich auch mit vielen anderen, in diesem Verlag erschienenen Titeln einen Namen gemacht haben. Das Trio führt diese Trilogie also gekonnt und punktgenau über die Zielgerade.

Blicken wir zurück, wie eng getaktet die drei Bücher über die bis heute wichtigste Baureihenfamilie unter den Verbrennunglokomotiven sind, dann staunen wir, wie sorgfältig und ohne Hektik dies vonstattengegangen zu sein scheint.

Verblüfft stellen wir beispielsweise fest, wie akribisch genau die Dachausrüstung der Baureihe 218 mit unterschiedlichen Anordnungen von Kuckuckslüftern, Kühlerformen, Lüftungs- sowie Auspufföffnungen und Hutzen recherchiert und festgehalten wurde. Selbst nach Abschluss der Arbeiten fanden sie noch temporäre Sonderformen, die in einen Nachtrag aufgenommen wurden.

Unterstützt von zahlreichen DB-Dienststellen und vielen Eisenbahnfreunden haben die drei Autoren so viele Informationen zusammengetragen, dass nicht nur ein gewohnt ausführlicher Band mit dem bekannten, fachlichen Tiefgang herausgekommen ist, sondern dieser mit immerhin 424 Seiten auch einen unerwartet großen Umfang beansprucht.



Themen der einzelnen Kapitel sind ausführliche Technikbeschreibungen mit Fokus auf alle wichtigen Bestandteile und Komponenten, Umbauten und Sonderarbeiten an den Maschinen, eine zusammenfassende Chronik der Baureihe sowie einzelne Lebensläufe und natürlich auch der Einsatz an den verschiedenen Dienststellen von 1970 bis heute.

Eingangs werden Entwicklung und Bau aber erst aufgeschlüsselt und nach Baujahren, Herstellern und Serien aufgegliedert. Das erleichtert das Verständnis vor allem mit Blick auf die Kapitel der jüngeren Betriebsgeschichte.

Immerhin war die Baureihe auch von einem Verkaufsverbot an Dritte betroffen, anschließend beschränkten sich Abgaben auf ältere Exemplare der ersten Serien. Die klare Strukturierung und verständliche Aufteilung der Fakten erleichtert dem Leser das Verstehen des Werdegangs nach der letzten Jahrtausendwende.

Denn während die Einsätze bei DB Regio weiter rückläufig sind und auch die Bedeutung für den Fern- und Sylt-Verkehr sinkt, haben zahlreiche Maschinen in anderen Bereichen oder privaten Bahnunternehmen neue Aufgaben gefunden.

Dazu gehören ICE-Abschlepplokomotiven von DB Fernverkehr, der Sylt-Shuttle-Verkehr der vorherigen DB AutoZug, bundesweiter Bauzugdienst, Sondernverkehre und der Güterverkehr bei privaten EVU. Damit sind die Einsätze der Baureihe 218 heute so vielfältig wie nie zuvor. Auch Museumsmaschinen und grenzüberschreitende Einsätze werden im vorliegenden Titel ebenso wenig vergessen wie alle Lackierungen und Gestaltungen, mit denen mindestens eine 218 jemals unterwegs war.

Erinnert sei hier nur an die kieselgrau-reinorange strahlenden City-Bahn-Exemplare des Bw Hagen-Eckesey oder die Einzelgängerin 218 217-8 in purpurrot-elfenbein, die oft als „TEE-Lackierung“ fehlinterpretiert wurde. Ein Blick wird auch auf bekannte Unfälle mit „Zwo-Achtzehlern“ geworfen, sowie die Aufgaben des verantwortlichen AW, allen voran das Werk in Bremen, wo Regeluntersuchungen und Bedarfsausbesserungen durchgeführt worden sind.

Ein besonderes Kapitel stellt das Betrachten von Projekten für Nachfolgebaureihen dar. Während die Bundesbahn auf Bestellungen der V 320 von Henschel verzichtete, kam sie zugleich nicht umhin, in vielen Dienstplänen unwirtschaftlichere Doppeltraktionen von Maschinen der Baureihe 218 vorzusehen.

Die Hersteller versuchten wiederholt, die DB von der Bestellung einer stärkeren Baureihe auf Basis dieser Lokfamilie zu überzeugen und beteiligte sich am Aufruf zu Entwürfen nach vorgegebenem Lastenheft. Unter ihnen finden sich einige weniger bekannte Kuriositäten, aber auch die Doppellok aus zwei um je einen Führerstand eingekürzte 218-Maschinen auf gemeinsamem Mittendrehgestell. Diese Idee der Kieler Firma MaK dürfte vielen Lesern durchaus bekannt sein.

Eingerahmt wird das wieder von vielen äußerst aussagekräftigen Aufnahmen und Zeichnungen, die wohl alle Zeitabschnitte und Betriebsepochen abzudecken wissen. Wie vom EK-Verlag gewohnt, sind sie auch wieder hervorragend aufbereitet und gedruckt worden. Versüßt wird das noch mit einem umfassenden Bildteil, der inzwischen wohl unverzichtbar in EK-Baureihenportraits ist.

So reiht sich auch der dritte und letzte Band der kleinen Reihe nahtlos an seine Vorgänger an. Wir nominieren ihn für die Neuerscheinungen des Jahres 2019 in der Kategorie Literatur und halten ihn für ein perfektes Weihnachtsgeschenk im Bereich der höherwertigen Bücher.

25 Years of Faszination Modellbau Jubiläum in Friedrichshafen

Nearly 400 international exhibitors from 15 nations and around 2,000 non-material participants among the exhibiting associations and other communities will be represented at the official fair. On the visitor side, we noticed an unprecedented crowd on Friday, a full Saturday and a rather subdued Sunday. The 25th year of Faszination Modellbau will be remembered as a success we can look back on today.

By Stephan Fuchs and Joachim Ritter. It's hard to believe, but this fair on Lake Constance with nearby Switzerland and Austria has existed for 25 years! Accordingly, this event was strongly promoted from 1 to 3 November.

However, what we did find a bit difficult with these advertising texts: an unbelievable number of Anglicisms. Whether in the headlines of the preview with "immer im Flow" (always in flux), "It's a Classic!" or "Celebrate good times!", this "Denglisch" of official trade fair information also shows how much the German language has gone out of fashion in this country.



It almost hurts to have to read texts in which foreign language terms are distorted, English grammar is disregarded or cultivated English is distorted.



The 25th anniversary fair was well attended and also the handicraft offers for the youngest ones were well and above all gladly accepted.

It is possible that the trade fair management wants to make a modern and youthful impression, i.e. “hip” and “trendy” in its own language, but it is still not clear to us why this should not also be possible with a little more thought in the German language. And we are sure that the many Swiss and Austrian visitors would also understand, and appreciate, it in their mother tongue.

But this should only be a thought-provoking impulse, which we hope will be heard and the responsible people will think about. Our topic today should be the report of the event itself, the exhibits shown and our impressions.

In the end, the anniversary edition of the fair was very well attended. With over 53,000 visitors on three days, the conclusion of the trade fair management can certainly be signed. The Catholic holiday of All Saints on the opening Friday certainly contributed its part to this. It was full as never before on a Friday. Interested trade visitors, mixed with families, literally burst all the halls.

This rush also caused streams of visitors at the large Z-Freunde International e.V. stand. These were, because of the quality of the exhibited equipment, also highly deserved. Many astonished looks and shouts like “What, this is Z gauge?” or “Unbelievable, how detailed” were the order of the day.

The parade of Z gauge systems, which was again excellently put together by trade fair representative Sylvester Schmidt (2nd from right) had once again put together a successful mix of a wide variety of systems. Meanwhile, Oliver Kessler (KK Produkcja, left) and Axel Hempelmann (ZFI Chairman, centre) presented the latest developments in the Z-Car system. Photo: Stephan Fuchs

continues on page 41



Trade fair representative Sylvester Schmidt (2nd from right) had once again put together a successful mix of a wide variety of systems. Meanwhile, Oliver Kessler (KK Produkcja, left) and Axel Hempelmann (ZFI Chairman, centre) presented the latest developments in the Z-Car system. Photo: Stephan Fuchs



Sascha Braun has impressively managed to conjure up the atmosphere of a Cuban sugar cane railway on the plant. And after the latest revision, his work "San Jose" has gained even more details. Photos: Stephan Fuchs

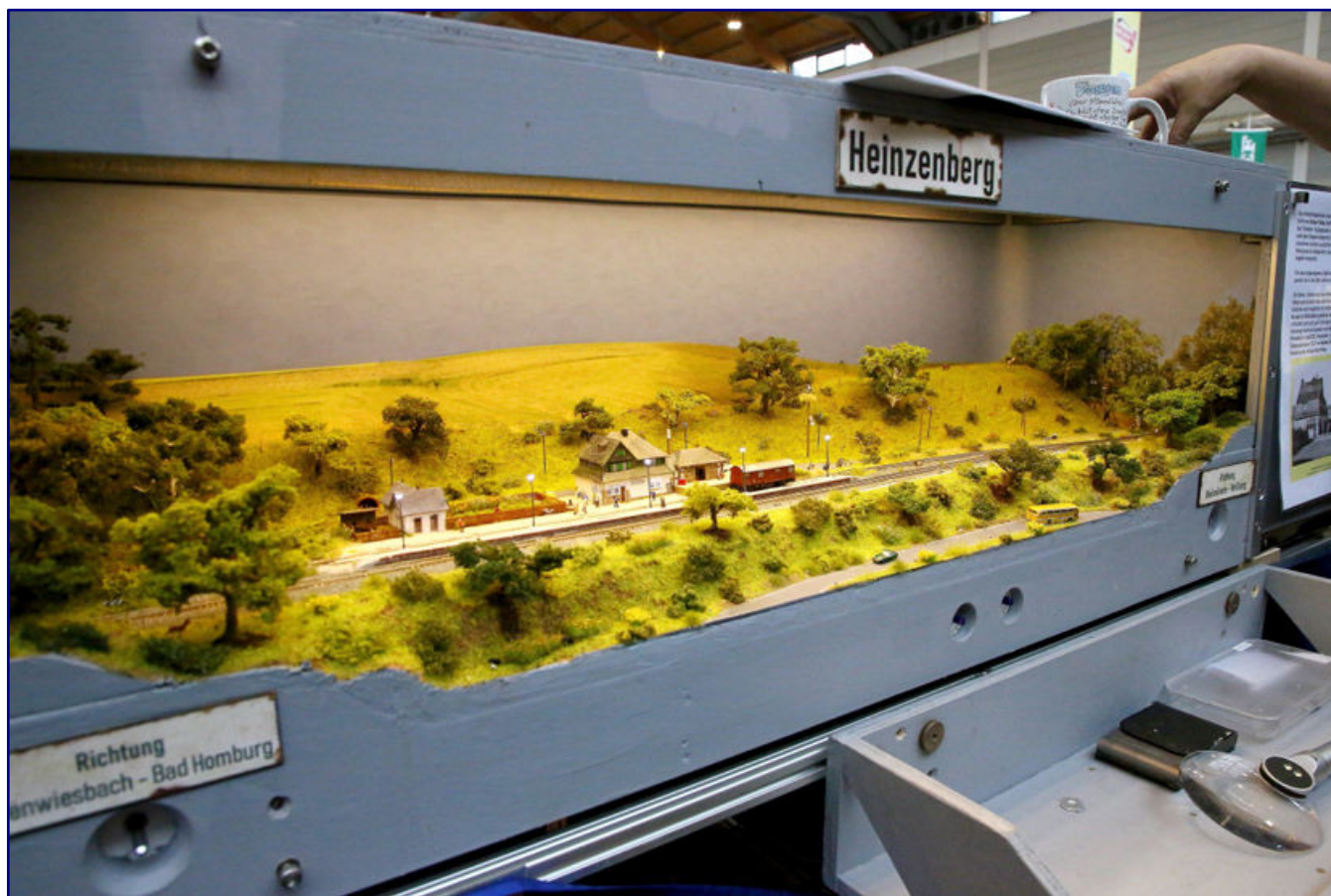


Photo top:
Gerhard Maurer provided, suitable to the season, with his “dream loop” again for autumnal mood. And finally we can show this layout in an overview photo almost over its entire extent.

Photo bottom:
In addition to his soldering demonstrations, Torsten Schubert showed all sorts of illuminated exhibits, which have long since not only dealt with the scale 1:220. Their presentation in the small darkrooms (right) is effective. Photos: Stephan Fuchs

So, very nice conversations developed, it was violently, long and extensively talked shop. The couple spent half the day in the Z gauge exhibition area. Wonderful layouts were on display, be it Sascha Braun's exotic and freshly restored Cuba facility or Gerhard Maurer's "Traumschleife" (Dream Loop), which shone in autumn. The visitors found again and again new details.

There, as well as at the "Heinzenberg" complex by Jürgen Tuschick or the "Bullay" double-decker bridge by Rainer Tielke, they were gladly informed about the history of the originals. Anyone familiar with Jürgen's latest installation based on US motifs might have been astonished at the contrasting effect of his latest work. But for him, like everyone else, it's always the individual handwriting that makes each exhibit so unique to read.



The "Heinzenberg" layout by Jürgen Tuschick celebrated its exhibition premiere, lovingly designed by him according to a real model. His wife ran the children's facility next door, where young visitors were allowed to ride trains themselves.

Once again, Manfred Forst's "Kohlenkiste" (coal box) was a fine peep-box; here, too, there was always a dense crowd to catch a glimpse of even the smallest detail.

Karl Sinn was to be seen for the last time with his installation "Kesswil", because after this exhibition its sale is on the agenda. Peter Friede was represented with his Lechschleiferei (Lech grinding shop), which had progressed considerably, but was still not completed.

There was also an age-appropriate offer for the children in the form of a small layout on which they were allowed to play. And there was always something going on here as well. On "Drachenstein" by Harald Hieber they were amazed at the diesel locomotive guided mouse train, while their parents were amazed at the many details.



This Swiss motive from "Kesswil" we will probably not see any more at exhibitions, because Karl Sinn has subsequently sold this layout.



Märklin left it to a pure showcase presentation of the current new products.

Harald was happy to tell how his plant has developed in recent years. He liked to draw attention to areas that can hardly be found in other gauges of this fineness.

But also the demonstrations, in which Torsten Schubert used the soldering iron not only to "illuminate" his models, but also the audience with fine tricks, were always closely surrounded. At the same time, the Z-Car system also attracted considerable interest.

Awkward insertion of batteries was a thing of the past here thanks to magnetic recording, and a new model impressively demonstrated how the small vehicles could easily climb even steep gradients.

All in all, this resulted in a show of performance that emphatically showed many sceptics how sophisticated, technically mature and visually impressive our small track gauge has developed recently.

At Märklin's large exhibition stand, we would have wished for a Z gauge system again. But here time seems to have stood still: old ham, abstract acrylic or pure showcase presentation.

This time, those responsible for the latter have decided to exhibit the latest new product

It was pleasing to note that the playing area between the stands of Märklin and Falter was always densely besieged.

Children as well as parents lay on the floor and played together to their heart's content. Also the Bastelecken (children's construction corner), at which model houses could be assembled, were well visited.

The N-gauge layout "Zeitreise - Zwischen Ostsee und Mittelgebirge" (Journey through time - between the Baltic Sea and the low mountain ranges) stood out particularly among the larger gauge systems.

Here there was a seaport with sailing ships, the fully functional Henrichen-burg ship lift and an airship port with a hangar and a zeppelin. It seems as if it is always the little ones who have to judge it. This connects the Zetties with the "Nines."

TV presenter Hagen von Ortloff was also there again. Together with Lutz Mäder and Stephan Kraus, he presented a gigantic showcase set in the 1950s and 1960s entitled "Modellbahn- und Verkehrsgeschichte" ("Model Railway and Traffic History").



It's nice when model railroaders can help each other. With this Dutch H0 layout, Stephan Fuchs, as a balloonist, was able to explain that the pilot was standing in the basket at the start and not next to it. This was promptly corrected on site. Photo: Stephan Fuchs



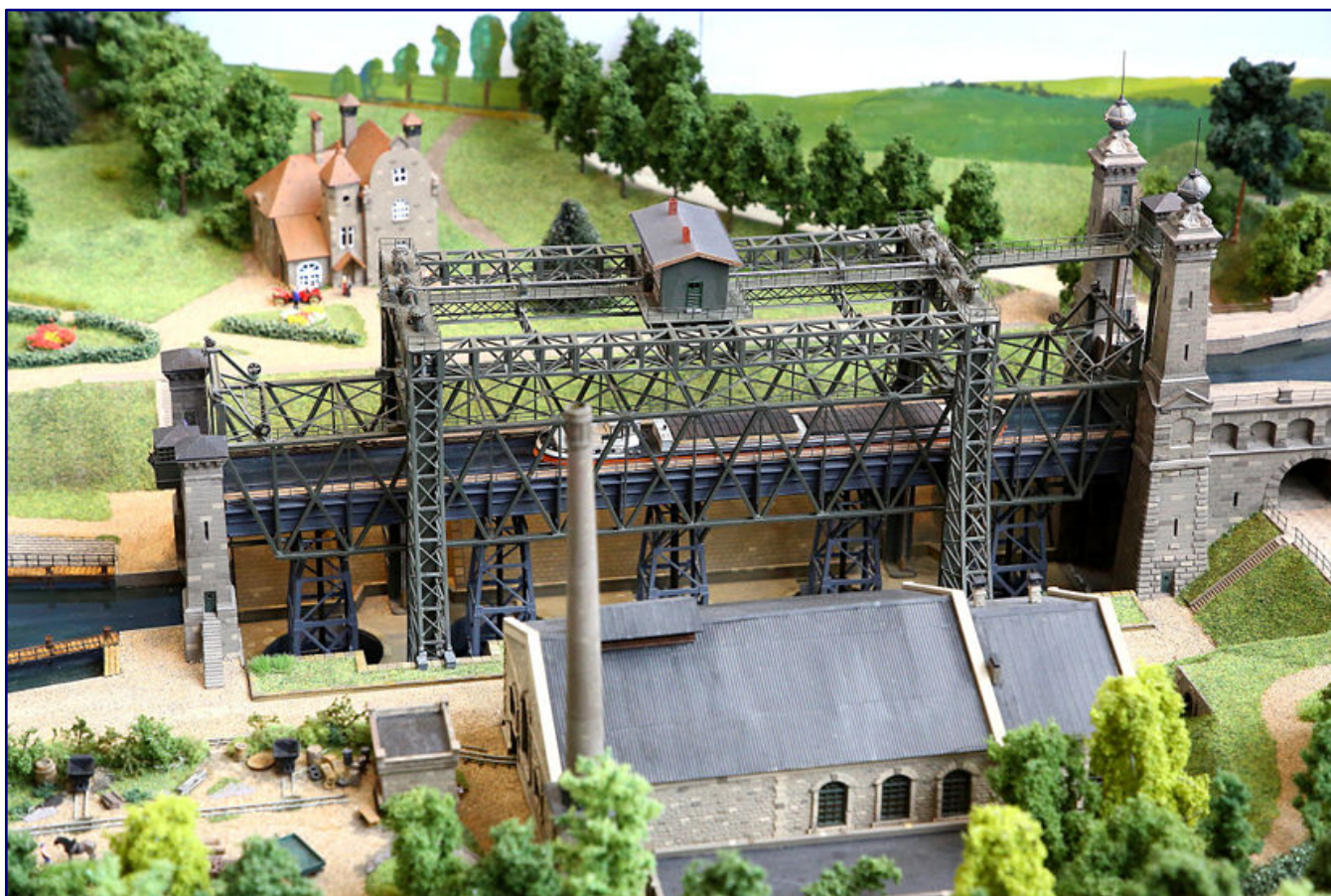
The sheet metal tracks built by Hagen von Ortloff and his comrades-in-arms also enjoyed good popularity and a steady stream of visitors. Old model railways know how to impress even without exact model fidelity. Photo: Stephan Fuchs

He himself said to us, “the layout is pure megalomania” and with it to have built up everything that can be found in the depths of his mind. A few tracks were added a few days before the fair and made it possible to present this small layout.

It is fascinating to see how the model railway has developed in the last seventy years, but also how much fun you can have playing with these old treasures today. “Yes, you can become a child again and relax wonderfully”, said a smiling Hagen von Ortloff.

The Echtdampftreffen (live steam meeting), which takes place every two years in the Friedrichshafen fair calendar, was also very popular. Here it smelled of real steam and oil, each visitor was close here and could look over the shoulder of the locomotive drivers and their helpers. The attendee trains were always packed, because whether big or small, riding along was an absolute must!

So we could see with joy: Model making is still modern and very popular. In all halls there was a lot to see, crowded (at least on Friday) the visitors moved through the halls.



One of the highlights of the exhibition was the N-gauge complex “Zeitreise - Zwischen Ostsee und Mittelgebirge” (Time Travel - between the Baltic Sea and the low mountains). in the style of Epoch II with many moving scenes. For example, ships enter and leave the Henrichsburg ship lift on the Dortmund-Ems canal, invisibly moved by the Faller-Car system.

They didn't just leave it at looking, they also bought a lot of things in addition to the many conversations they had. Many bags, crates or boxes were carried to the car, so that new ideas and achievements could be made and played at home.

As always, we will keep Friedrichshafen as a trade fair location with its excellent organisation, even the huge rush to the parking lots was mastered with ease, to the best in memory. However, we mourn the

small series manufacturers, who used to have small, but fine stands, and who can no longer afford the expensive exhibition stands today.

We were still missing a few “Aha experiences”, which in earlier years still spiced up the trade fairs by Schall events. Especially the small suppliers, with whom there is otherwise only e-mail and internet contact outside the trade fairs and exhibitions, were like the salt in the soup.

Official organizer pages:

<https://www.faszination-modellbau.de>

Exhibitors mentioned in the article:

<https://www.faller.de>

<http://www.forstberg.de>

<http://gerhardingen.de>

<https://www.maerklin.de>

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

<http://www.spur-z-atelier.de>

<http://z-car-system.de>

<http://www.zcustomizer.de>

<http://z-freunde-international.de>

<http://www.z-lights.de>

<https://1z220.de>

<http://www.1-220-modellbahn.de>

Event advertisement



14. Modellbahn-Ausstellung Zeller Adventsmarkt

**Zell an der Mosel
Zeller-Schwarze-Katz-Halle**

Sonntag, 08. Dezember 2019, von 11 bis 17 Uhr
Veranstalter: Z-Freunde International e.V., 56856 Zell (Mosel)

ACHTUNG!
Zeller Altstadt gesperrt -
Anfahrt nur über Bullay möglich!

ACHTUNG!

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.

With questions this reader turned to us:

I like to read her magazine regularly and I like it very much. I have even looked through all the old issues bit by bit. Now I have a question.

I would like to convert some locomotives to a 5-pole or bell-shaped armature motor incl. maintenance and DCC decoder. Do you have any information on who I could contact for the purpose of the conversion?
Jens Drews, Ammersbek

Answer from the editors board: First of all we would like to question the requirement of a conversion of the respective engine. Although the five-pole, but above all the bell armature drive, offers significantly more driving refinement, this does not automatically justify such a conversion. A locomotive to be digitized should run well in analogue, because the decoder cannot compensate for a bad engine, or a not smoothly running gearbox. The five-pole also requires more frequent maintenance because it has smaller collector gaps, which clog more quickly. A higher current consumption is the result, which can also be dangerous for the decoder.

With these preliminary considerations we would like to answer your question as follows:

- 1.) Bogie models can be digitized easily and even with a Velmo decoder exchange board (velmo.de).
- 2.) The article numbers of matching five-pole motors can be found in the exploded views of technically identical models on the Märklin webpages (incl. availability display). They can be ordered there or through any dealer.
- 3.) If you would like to convert to bell-shaped armature motors and do not have the appropriate tools and experience for the milling work to be carried out, specialised suppliers who can also carry out digital conversion according to your wishes are available. As suitable we recommend Michael Bahls (bahls-modelleisenbahnen.de) or Oliver Passmann (passmann.com).

Trainini® at the Bergkamen Railway Friends:

On 2 and 3 November 2019, the Bergkamen railway enthusiasts again invited to the Day of the Model Railway enthusiast and presented their annual club exhibition, which took place for the second time in the Schützenheide Bergkamen (district of Unna).

Several installations of the sizes N, H0, 0, I and II f could be seen and admired. Dealers and small-series manufacturers offered fine and sought-after items, among them Modellbahn-Union from nearby Kamen with a large sales stand.

Highlights of the exhibition were a remote-controlled steam crane in track 1, which swivelled a bridge over the railway line, and the "Klosterstollen" mine on a scale of 1:22.5 (track II f). The model for this today museum-like operation can be found in Barsinghausen near Hannover, where the builder also lives.

Trainini® also took part again with an offer that was aimed at the children: At the magazine stand interested young model railroaders were allowed to graze on a beer mat, design it, learn something about model making and in the dry breaks steer a Shinkansen train from Rokuhan themselves over an oval track.



Two Shinkansen trains in the Z gauge invited the participating children to their own taxes (photo above). At times, short queues formed behind the control desk, from the photographer's point of view on the right next to it, handicrafts were carried out (photo below left). The most unusual object of the exhibition was the excellently designed "Klosterstollen" (photo below right).

Since this offer was taken up and highlighted by the press in the (preliminary) reports, the number of children on Saturday was already considerably higher than the total number of the previous year. The opportunity was in great demand and was actively used. Addressing children of roughly the same age has proved particularly effective. We are glad to have contributed to a very special family event.

We also had some exhibits in our luggage: A golf course on a scale of 1:220 was shown to demonstrate different grass fibre lengths, the summer diorama presented this year and the youth work "Auf der schwäb'schen Eisenbahn" (On the Swabian railway) in H0 scale. Many nice conversations with numerous Zetties rounded off the successful event for us.

Christmas campaign "Tortenschlacht" (Cake Battle):

What does a cake fight have to do with model railways? Märklin is trying to show exactly that in its latest advertising campaign at the start of the Christmas season. It is addressed in the form of a short and amusing film on the Youtube platform or at <https://www.maerklin.de/de/lp/2019/tortenschlacht/> near the bottom of the webpage.

But it is not only done with the video. "The video is the focus of a campaign that addresses the memories of the target group", reports Jörg Iske, Marketing Manager at Märklin. "We want to reach the youngest by playing together with their grandpa, which has been a tradition in many families for decades - Christmas time is Märklin time", he says.

Anyone who has experienced the magic of model railroading in his or her own childhood should immediately have bright eyes, even if he or she no longer has anything to do with model railroading today. "And this is exactly our target group", Iske continues.

Own Z-gauge program of the Modellbahn-Union:

The Modellbahn-Union (<https://www.modellbahnunion.com>) takes things seriously and expands the range of its own brand for Z gauge quickly and powerfully. The new products, which we present here, are manufactured using the 3D printing process. They are delivered in neutral grey as plastic models and require colour painting by the customer.

The first is the "Eiserner Schutzmann" (Iron Protector) emergency call pillar (Art.-No. MU-Z-A00214), which used to stand at important road crossings and which every model railway enthusiast, who experienced the time before the mobile phone, will remember well. Two examples are included in package.

The turnout heater with 2 propane gas tanks (MU-Z-A0011) is also supplied in two units and protects against operating faults caused by severe frost in winter.

The two three-door lockers (MU-Z-A00008), which can be supplemented by two workbenches (MU-Z-A00007), on



The "Eiserne Schutzmann" (Iron Protector) (picture above right) and the interior fittings for a lever interlocking system (picture below) are just two of the new products in the steadily growing Z-gauge series of private label products. Photos: Modellbahn-Union

which even a tiny vice can be seen, also find many applications in workshops, industrial areas or in the locomotive shed.

This topic is further complemented by a lathe and a modern workshop trolley (MU-Z-A00006). Anyone who designs a signal box will also find the suitable equipment with the seven-part interior consisting of two lever benches as well as a desk, block box, stove, cupboard and locker (MU-Z-A00063).

The four mobile toilets (MU-Z-A00016), which can almost equip a complete concert in this quantity, serve human needs. Further new products will be subsequently added to the line, and we will continue to report thereon.

New animal figures from C-M-K:

Creativity is Klingenhöfer's program and so the C-M-K program now includes more animal figures for a wide range of uses. Fans of Scandinavian models would like to have their rolling stock safely transported in a suitable setting.

To make this credible, the animals of the north cannot be omitted. And so an elk bull and an elk cow (art. no. TE09-1) will expand the product range in the future.



Like all new animal figures, the moose bull and moose cow (Art.-No. TE09-1) are also very convincing C-M-K models all round. Photo: Klingenhöfer



The three new geese (TG02) are so small and yet so finely designed. Photo: Klingenhöfer

Putting Nils Holgersson from Astrid Lindgren's novels in the limelight could be a bit difficult on a scale of 1:220. Martin, the house goose that joins the wild geese, on the other hand, would find a suitable template in the assortment in the future.

New at C-M-K (<https://www.klingenhoefer.com>) are also three geese (TG02) with white plumage and orange beaks, which know how to populate any farm. But please don't put it close to Christmas time...

Multipliers urgently needed for model railway hobby:

The Modellbahnverband in Deutschland e.V (Moba) published a search on 30 October 2019 as a call for help, which we initiated on the part of the editorial staff. Two OGS (open all-day schools) in Schwerte (Ruhr) run by the Johanniter would like to (again) offer a model railway opportunity for their primary school pupils.

One of the two schools already has experience in this area and also has model railway equipment. Here, the former director of this offer had to retire for health reasons, and left a painful gap among the children willing to do handicrafts.

A second school would like to make this offer itself because of the good acceptance of such an AG, but needs an experienced model railroader who likes to work with primary school children and knows how to deal with children of this age.

Whoever can imagine such a thing here, honorary or also in minor employment, may turn gladly to our editorship. This also applies to questions which need to be clarified in advance and which may be relevant for a decision.

Our editor-in-chief Holger Späing has been in charge of such offers for several years and has also been active in Schwerte at a third Johanniter-OGS for over a year. The great success with boys, as well as girls, proves him right.

"Time and again there is talk of the extinction of the hobby of model railways. On the other hand, I experience how great the children's interest and thirst for knowledge really are. It regularly requires organizational talent and improvisation in order not to have to cancel a child registration", he reports. "Now it is up to all of us, including you, to give this hobby a perspective and a future! And that's not so difficult", Holger Späing sums up.

You find our contact data in the imprint, the call for help is published in the net under <http://moba-deutschland.de/hilferuf/>.

Märklin deliveries in November:

During the reporting period of this issue, things remained surprisingly quiet as far as newly delivered Märklin models are concerned. For many of the new products announced, delivery dates have recently been postponed, often resulting in a delay into the new year.



The new hardboard kit for the Himmelreich railway station (Art. No. 89709) at the Höllentalbahn in the Black Forest was delivered at the editorial deadline.

However, the freight train package "From house to house" with new Pa containers (Art. No. 82329), which we treat separately and in detail in this issue, has found its way onto the shelves of dealers.

The hardboard architecture kit for Himmelreich station (89709), for which we are currently preparing a multi-part report next year, is now also being delivered, and is, therefore, on schedule.

Distribution in North America now licensed:

The Hello Kitty Shinkansen from Rokuhan, about which we have reported extensively in **Trainini®** 2/2019, has now been licensed to be offered by our distribution partner **Ztrack** in the United States of America.

This means that both the exclusively designed and assembled starter pack with a three-part train (Item No. G004-3) and the individually available three-part basic unit (T013-6), the four-part extension pack (T013-7) and the Shorty model (ST008-2) are now included in the product range.

In addition, the shortened unit of the Shinkansen 500 Kodama in standard paint (ST008-1) will be added. The sales pages for end customers can be found at <http://www.ztrackcenter.com>.

On the road in East and West with etchIT:

etchIT-Modellbau (<http://www.etchit.de>) has published another truck for the nominal size Z (Art.-Nr. XD076_Z). The model is the Ford Transcontinental. Technically, it was once (years of construction 1975 - 1984) popular among heavy trucks and in western Germany, and was very popular in freight forwarding fleets, as well as used in the cross-border transport with the DDR by Deutrans.



The Ford Transcontinental (Art.-No. XD076_Z) was on the road in East and West, as it was also used across the border by Deutrans. Photos: etchIT

The detailed kit is manufactured as usual using the high-resolution dotHIRES 3D printing process. In the near future a matching two-axle turntable trailer with platform and tarpaulin will follow.

And that's what's new at Micro-Trains:

The farm-to-table series will be continued this month with car number 10 (art. no. 518 00 800). The wooden refrigerator car in the yellow colour has been set up at the Northern Refrigerator Car Company and has been on the road for the "Zion Bakery" since the late twenties.

In the standard brown of the Union Pacific a covered freight car of 50 feet length with double sliding doors (506 00 290) is on its way. The same design in the blue colours and yellow lettering of the Chesapeake & Ohio (506 00 391 / -392) is being released with two different car numbers at the same time. The sliding doors are also clearly set off in yellow.

Now also the diesel locomotive EMD SD40-2 "Desert Storm" of the Union Pacific (970 01 300) with the company number 3593 in spot camouflage paint is sold.

The models are distributed in Germany by Case Hobbies (<http://case-hobbies.de>), among others.

The **Trainini Photo Calendar 2020** has been published:

Also for friends of our magazine there is now an own calendar! The **Trainini Photo Calendar 2020** with thirteen motifs was published on 22 November 2019, and is available for download and printing on the download page.

The new calendar can be printed for hanging at up to DIN A3 format. As every year, we have selected the motifs in a colourful way and as appropriate as possible to the seasonal mood.

We also tried to combine all types of traction, different epochs, and as many railway administrations and countries, as possible, into a successful mixture.

An English version for the US holidays will follow by mid-December at the latest in cooperation with our correspondent magazine **Ztrack**.



Ongoing AZL deliveries at the beginning of autumn:

American Z Line has the famous Southern Pacific Daylight on its agenda for November 2019. Its red-orange carriages are some of the most striking and well-known wagons on America's rails.

AZL is delivering the following cars this month: Dining cars (Item No. 73547-0), T&NO baggage cars (73647-1 / -2), seating cars (73747-0), pulpit cars (73847-0) and mail cars (73947-1 / -2).

Photos of the manufacturers of the current deliveries can be found at <http://www.americanzline.com>.



Observation car (photo above) and mail car (photo below) for the "Southern Pacific Daylight". Photo: AZL / **Ztrack**

Soon it's International Model Railroading Day again:

On 2 December 2019 is again International Model Railroading Day. Meanwhile, it is also popular abroad and receives active support there, so that it can now, without exaggerating, be called the International Model Railway Day.

In order to provide sufficient space for actions and exhibitions that serve to promote and promote the most beautiful hobby in the world, the days before and after 2 December 2019 will also be included and extended to an action week.

At a time when children can no longer press their noses against shop windows of model railway dealers, such high-profile campaigns in cooperation with industry, their interest groups, small series manufacturers, clubs and individual model railway enthusiasts are important in order to excite third parties.



Model Railroading Day

2. December

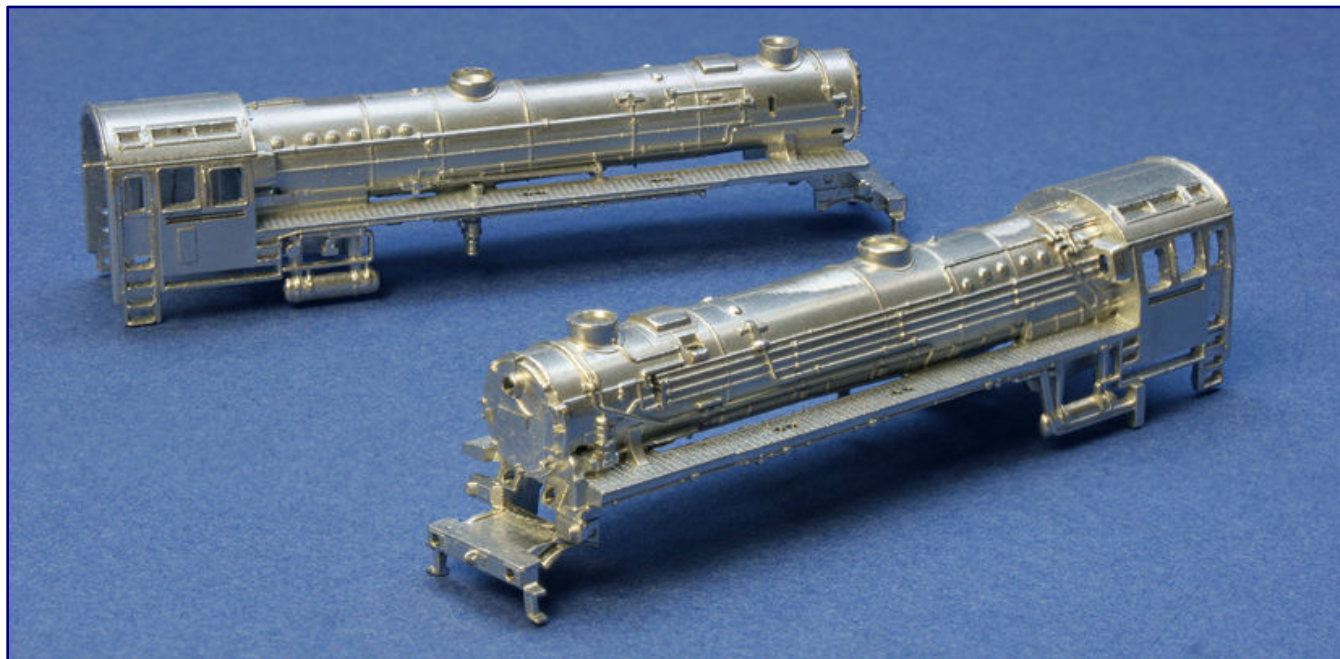
On the campaign pages (<https://www.tag-der-modelleisenbahn.de>) all registered events and much more information can be found. At the same time there is the possibility to register your own events.

Trainini® will again make its contribution to the achievement: During the Advent meeting in Zell (Mosel) on Sunday, 8 December 2019, during the opening hours of the model railway exhibition, we offer free beer mat designing with small landscapes for all children visiting this exhibition.

This is made possible by the support of our sponsors Conrad Electronic, Modellbahn-Union, Noch, Uhu and the 1zu220-Shop.

Announcement of Insider Models 2020:

On 27 November 2019 from 18:00 Märklin would like to announce its Insider Models for 2020. For the first time, this is planned as a real-time campaign in which only registered members can participate and thus get back a piece of exclusivity that was once characteristic for premium customers and has, unfortunately, been lost in our fast-moving times.



Insider members simply log into the club area with their access data on the Märklin pages and can then participate in the exclusive video presentation. After the presentation there will be the possibility to chat with Märklin employees.

Those who can't see what Märklin has come up with for its loyal regular customers on a scale of 1:220 will find out here shortly before Christmas.

While the Z-gauge model for 2017, a DB diesel locomotive V 80, is still waiting in the wings due to a previously communicated tool defect, and will have to be re-introduced into production, there is growing evidence that the express steam locomotive of the series 03¹⁰ with the new boiler (Insider model 2019) will find its way to its customers by the end of the year.

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