

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



The Hanseatic City of Lübeck as a model

Tenth Anniversary in the North (of Germany)
How a hobby develops further

Introduction

Dear Readers,

what strange and mostly depressing weeks these are: Literally tied to your own four walls, anxiously watching the news every day and only from a distance in contact with friends and relatives.

Only a few months ago, we would never have imagined such scenarios in our wildest dreams. My thoughts are with the many dead of this terrible disease, especially in Italy, but also in all the other countries of Europe and the world.

Perhaps this time will change our views and thus our future actions: How transitory are our health and our lives? How fragile is our prosperity? And what is really important to us?

This crisis offers a great opportunity to bring more calmness back into everyday life, to replace pure profit thinking with humanity. Much would be achieved if people were to move closer together and live in solidarity in the future.

But for the time being, proximity and friendship are more of a virtual nature. Zetties have known this for a long time, because we have been networked almost globally for about fifteen years and maintain a close community in the channels once known as "new media".

We were actually looking forward to our big two-year face-to-face meeting in Altenbeken, but unfortunately this exhibition had to be cancelled just like Faszination Modellbahn in Mannheim or Intermodellbau in Dortmund.

Let's make the best of it. Let's not let it get us down and let's search daily for the positive that remains and drives us. Let's be creative and simply extend the hobby season, so that these weeks will also fly by.

Meanwhile Altenbeken takes place alternatively in the Forum of Z-Freunde International e.V. as a virtual exhibition - out of necessity a virtue was made here. And also we would like to keep you in good spirits. We have already filled the gaps in the exhibition reports, now we present a colourful mixture of reports.

They are intended to show how diverse and creative the world of the Z gauge is, and with it, of course, our readers as well. In this edition we present four Zetties or their works.

With two book recommendations we provide ideas that are also suitable for filling the time in your own four walls. How much the earth continues to rotate is also shown by our reports. But between the many cancellations we have to mention there, you will also find plenty of delivered new products.

Come through these weeks well and enjoy the reading, so the wish of our editorial staff.

Stay healthy,

Holger Späing



Holger Späing
Editor-in-Chief

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We thank Michael Pleiner and Rainer Tielke for their contributions and also Michael Hering for his support.

Date of publication of the German language version of this issue: 28 March 2020

Cover photo:

The old station in front of the Holstentor was history long before the Deutsche Reichsbahn-Gesellschaft was founded. And so we only come across provincial steam locomotives such as the "Hamburg," which enters the picture from the left -- masterfully modelled by Michael Bahls.

Handicraft work for a gap closure

An Amtrak ALCO PA1

Märklin's North America program is weak, full of gaps and compromises. So our reader Michael Pleiner did not find a suitable locomotive for his Amtrak streamlined train. And so, after reading a bit of supplementary literature, he bravely resorted to his own solution. The undercarriage of a German electric loco, silver-coloured tinkering cardboard, and prototype models helped him to success.

By Michael Pleiner. I've had the six-part silver streamlined Amtrak passenger train with the red, white, and blue stripes on the side for a long time. But I was unable to find a suitable locomotive.

Märklin had an FP7 from EMD for this train, which was correctly painted in the Amtrak color scheme of the time. But in my opinion, this locomotive doesn't fit well with this train, and is probably more of an embarrassing solution.



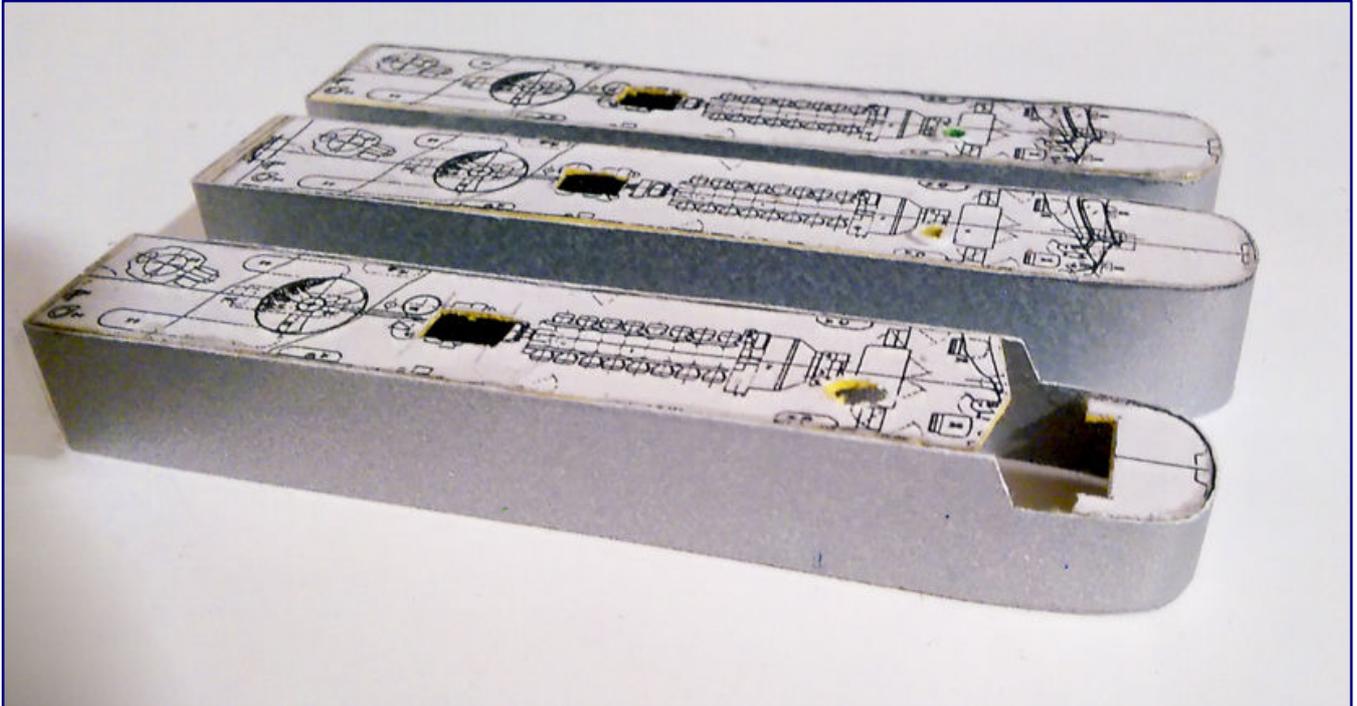
In a creative way our reader Michael Pleiner got himself an ALOC PA1 as a suitable train locomotive for his Amtrak passenger train.

The roof and the upper side of the round nose are black, the roofs of the wagons, however, are silver-grey. The front of the nose is red, but the red, white and blue Amtrak stripes run around to the back of the train's end car.

I wanted a locomotive that is completely adapted to the design of the train, with a silver-grey roof and red, white and blue stripes on the sides and front. It should also be an ALCO PA1, because for me, this locomotive design embodies the typical North American passenger train locomotive.

Looking through the literature, it turned out that the German class 103 and the ALCO PA1 have identical bogie spacing and also identical centre distances within the bogies. Their lengths differ by only half a meter. So my challenge was to somehow fit the 103 chassis with a matching PA1 housing.

Since my PA1 was not created at my desk at home, only a simplified design was considered. On the internet you can find a side-view showing the locomotive using the search term "drawing ALCO PA1", and in office supply and similar stores you can get silver-grey glossy construction paper.



At first, three raw models were created from construction paper and scaled printouts, as described in the text below: a shorter one (back), a long one (middle) and a long one with already made cut-outs for the nose (front).

I printed out the drawing from the internet, determined the correction factor for Z gauge, made a working copy on the copier and used it to determine the dimensions for the housing.

The shell of the case consists of a single strip of silver-grey, glossy handicraft paper and is glued together at the rear. Since the picture in the internet shows the machine also from above, I could also reproduce the curvature of the nose correctly.



The photo (page 5 above) shows three dummies, one of which is slightly longer and one already has the lowered nose. I will come back to the longer dummy later. All of them have openings for the capacitor and the switch for the catenary/track.

To fit the PA1 housing on the chassis of the Märklin-103, I had to shorten the circuit board in the area of the lamp insert and file off some areas.



On this picture the locomotive is already almost completely visible. The roof superstructure has been completely stacked and add-on parts have been mounted. What is still missing is the front skirt.

For the replicas of the doors, air intakes and metal struts near the side panel, I copied the drawing from the internet, of course, printed to scale, onto the silver-coloured construction paper, cut it out and glued it to the shell of the case.

The blue and red decorative stripes were taken from a colour copy of the luggage car (Mini-Club-Catalogue, 1985). For the left side of the locomotive, I mirrored the file vertically. The lower photo on page 5 shows the locomotive in this state of construction without roof, windows, front lighting and without covering the nose.



After the skirt assembly, the completed self-made model on the series 103 chassis from Märklin.

To match the nose to the Amtrak color scheme, I glued on top a red and blue stripe. The lower edge of the nose got a strip of silver-coloured construction paper. Also, the edge of the nose of the real PA1 is reinforced at this place.



The model was also equipped with front lighting made of white LEDs, which emit their light through the light guides on the nose and front door that can be seen in this photo.

Then the roof construction followed. During the research it turned out that these are not uniform for the models, but vary between railway companies. Therefore, I limited myself to the essential elements. The windows are made of anthracite-coloured construction paper.

The light source of choice for the head light and the Mars light of my model is a white light LED, which is installed together with a series resistor, instead of the mini bulb. To achieve a better light output, light guides were also used. On this occasion, I glued a door to the front to the PA1, through which the light guide was run (1 mm hole).

While adding the front skirt I asked myself the question whether the front coupling would be used further. I decided to keep it, because maybe I would build another driveless A-unit and then operate the train without the end car with double traction in either direction.



This photo from layout operation certainly conveys how much fun the builder has with his model, as it serves him as a suitable locomotive for his train of Märklin Streamliner passenger coaches.

A few more remarks about the slightly longer dummy that could be seen on one of the photos: Using this 2 mm too long body would have made it possible to do without shortening the donor locomotive at the rear and the transition to the first car would not have been so out of scale. But then there would have been other problems with the printing of doors, air intakes and metal struts.

Although I built my locomotive under difficult conditions and only made a simplified design, the scale PA1 now expands my fleet, because it is completely adapted to the colour scheme of your train and gives me so much satisfaction.

All photos: Michael Pleiner

Suitable image templates from the Internet:

<https://www.americandreamsonwheels.ch/images/alcoaunit.jpg>
<http://sbiii.com/bwrkapix/fpa-1.gif>

Bestellschluss verlängert
auf 31. März 2020

Mit der Baureihe 41 entstand erstmals eine universell einsetzbare Mehrwecklokomotive. Den beiden Vorserienmaschinen folgten 364 Serienlokomotiven, die geringfügig verbessert und von nahezu allen deutschen Lokomotivfabriken bis 1941 geliefert wurden. Die 90 km/h schnellen und rund 1.900 PS starken Lokomotiven kamen in fast allen Bereichen zum Einsatz.



88275

Dampflokomotive Baureihe 41 Öl

Vorbild: Güterzug-Dampflokomotive Baureihe 41 mit Hochleistungs-Neubaukessel und Öltender 2'2'T34 der Deutschen Bundesbahn (DB) im Zustand der Epoche IIIb.

Modell: Weitgehende, fein detaillierte Neukonstruktion mit Hochleistungskessel (Neubaukessel). Lokaufbau aus Metall mit eingesetzten Führerstandsfenstern und korrekter Detaildarstellung (Kamin, Führerhaus, Lüfter etc.). Nachbildung der Sandfallrohre, Bremsimitationen, Indusi, Schienenräumer bzw. weiteren Details am Lokunterteil. Hochdetaillierte, voll funktionsfähige Steuerung und Gestänge. Lokomotive mit Glockenankermotor. Alle 4 Kuppelachsen angetrieben. Spitzenbeleuchtung durch warmweiße LED. Tender mit Speichenrädern ausgerüstet.

Länge über Puffer ca. 112 mm.

Befahrbarer Mindestradius 195 mm.



€ 269,-*

88545

Elektrolokomotive Baureihe 103.1

Modell: Modell erstmalig mit Lokaufbau in metallgefülltem Kunststoff. Feine und aufwendige Farbgebung und Beschriftung. Ausgerüstet mit Glockenankermotor, warmweiße LED-Spitzenbeleuchtung mit der Fahrtrichtung wechselnd. Oberlichter des Maschinenraums mit Fenstereinsätzen und Beleuchtung des Maschinenraums. Beide Drehgestelle angetrieben. Unsichtbar angebrachter Umschalter für den funktion-

ierenden Oberleitungsbetrieb.

Länge über Puffer 88 mm.

€ 235,-*



Greetings from Old Lübeck Back then at the Holstentor

What is the result when a geography teacher with an interest in history, and a strong attachment to his homeland, builds a model railway layout? This question is answered by Wolf-Ullrich Malm, because over a seven year period he has created a small monument on a scale of 1:220 for his hometown Lübeck. His idyllic Epoch I layout today marks the beginning of our annual theme.

In 1851, the Lübeck-Büchen railway company built the first railway station at the gates of the marzipan city. For this, the outer Holsten Gate had to be demolished, while the inner one in the immediate vicinity was preserved after protests. It later became Lübeck's landmark, as it still is known today.

With the further rise of the railway as a means of mass transportation, the station at Holstentor also grew. Finally, the main road crossing at the same level could hardly be passed, because the barrier trees remained almost permanently closed.



Since 1851 the railway ran directly in front of the part of the Holstentor that is still preserved today. In the immediate vicinity, the stately station building welcomed travellers who boarded their trains at the outside platforms or on P latform 1, which was covered by the hall.

From year to year, time was pressing more and more to solve the problem of inner-city carriage and tram traffic by building a new building at a different location. Thus, in 1908, this old station finally lost its function to the main station, which is still being used today.

Wolf-Ullrich Malm, a senior student councilor who retired in 2009, lives in Lübeck's old town. He was and is fascinated by the warmth that the old brick houses there radiate. A drawing of the historic train station, with the old town in the background, provided the food for thought for the complex we are presenting here today. It deals with the surroundings of the former railway station in "Alt-Lübeck 1905" (Old Lübeck 1905).



The proud builder in front of his extraordinary work: Wolf-Ullrich Malm wanted to reconcile love of his homeland and local history with his impressive facility.

However, Ulli only started his project when he found enough time for it after his retirement. Right from the start, only Z scale was considered, which had been inspiring him for over 30 years. Contacts made in the meantime were of benefit to him during the construction.

He approached the final state of construction in three stages: It began with a 200 x 90 cm solitary building with a staging yard. Over time, it grew into a replica divided into four segments, which is now completely digital.

Tracks 2 to 5 of the station are controlled fully automatically with Traincontroller. The chosen format is Selectrix, but a change to the rhombus format SX2 is planned to be able to use noise functions in the future.

Only on track 1; running through the closed hall, the "train controller" intervenes manually, and provides individual traffic there. With the six or seven trains that are constantly running here, it quickly becomes clear to any observer how often the level crossing on the city's main access route were once closed.

Here we find, quite intentionally by the former teacher, a very educational approach: Wolf-Ullrich Malm shows his visitors, both impressively and vividly, what idyllic Lübeck looked like over a hundred years ago, and yet it already suffered from traffic problems.



The pedagogical claim also includes the memory of the first Olex gas station in Lübeck (photo above) in the pioneering days of the automobile as well as the permanently closed sliding barrier at the station (photo below), which offered passers-by at least the alternative of a pedestrian underpass.

This, therefore, includes not only the architectural style of the houses and the technology of the barrier system, and where the trees were moved in the late 19th and early 20th century, and not repositioned.



Among the special features of "Alt-Lübeck 1905" are the many transformer fox figures, which show what life was like during the imperial era: Be it the handling of goods in the inner-city harbour area, the shore leave of the sailors (both above) or the foursome with helmsman on the Trave helming a rowing crew (photo below).

Another special feature that is correctly reproduced is that two trams operated with different systems at the time. As each electrical manufacturer wanted to sell his own products and achieve a privileged position, they operated in parallel on separate tracks without any point of contact. This is easy to see, but of course most viewers are unaware of the former competition.



A historical feature of old Lübeck was the two tram networks, which passed close together, but did not touch each other because of different systems. This was also included in the layout.

The figures, individually designed and historically dressed by the small-series artist Trafofuchs, also tell in many scenes what social and professional life was like in the Hanseatic city during the imperial era.

The digital operating mode

At that time, many trains still ran at 40 km/h top speed, Wolf-Ullrich Malm set a more appealing 60 km/h for operations on his layout. He sees safe driving in exhibition operation, even at low speeds, as one of the decisive advantages of digital operation, even on a small scale.

And so he is happy to have found a way to give his young spectators, in particular, an impression of how comfortable it seemed to be on the rails at the time of the Länderbahn, when people didn't even dream of ICE trains.

According to the chosen time, the focus of the rolling stock is of course on Era I. But the proud builder and owner doesn't shy away from occasionally using some Era II models. Actually, these don't fit in front of the Holstentor, but he is happy to make the compromise, because the range of Epoch I models is, unfortunately, always very limited.

And so, sometimes, a locomotive or railcar that is not typical for the region runs in Alt-Lübeck. Admittedly, most of the vehicles here come from market leader Märklin. But the layout operator also has a special preference for suitable and good small series material from Bahls or Heckl small series manufacturers.



Most of the rolling stock comes from small-series manufacturers with a suitable program: The T 3 tender locomotive from Bahls Modellbahnen and the Prussian cattle cars from Heckl Kleinserien (photo above) are used as well as the double-decker train of the Lübeck-Büchener Eisenbahn (photo below) with the streamlined tender steam locomotive.

In addition, there is also a mixture of self-built vehicles such as the Thomas steam railcar, which from today's point of view seems very individual. The owner is particularly proud of a former Lübeck specialty with a high degree of popularity: his streamlined class 60 tender locomotive with LBE double-decker train.



A large part of the rolling stock is of course from Märklin. In front of Prussian compartment cars, Langenschwalbachers and various freight cars, we see here mainly Prussian steam locomotives of the P 10, T 14' and T 18.

But without concessions, neither the rolling stock nor the design can be improved. In no other gauge would it be possible to recreate this layout according to a concrete model, but it remained an exciting project, even in Z gauge.



Before the port bustle we also recognize the rather peculiar-looking Thomas steam railcar with double-decker passenger compartment, which Wolf-Ullrich Malm built himself.

The arrangement of the buildings corresponds predominantly, but not throughout, to the historical prototype, and Wolf-Ullrich also had to turn a blind eye or two when fitting in. His concern was also complicated by gaps in historical documents, as well as in commercial offerings.



However, the latter probably applies to every project, regardless of the scale of implementation, as long as it is built consistently, according to a real examples.

After all, the described has also led to Wolf-Ullrich Malm being able to integrate his own house, even if not quite in the correct place into the cityscape.

But the overall impression is definitely right, which was always clearly reflected by the visitors' comments, no matter where this layout appeared and was operated. Guests recognized places like the actual ones they had actually visited before.

Since it is also located in the old town, there was also a place for his own house, of which, its builder is, of course, very proud.



A view of the Lübeck complex that only very few people can get: Our view falls from the back of the complex over the Holstentor and the old railway station to the spectators' side.

Since many houses still exist today, it is worth comparing the state of depiction from 1905 with the present day across the entire complex. Only locals notice what is missing from historical Lübeck, including the Alfstraße (Alf Street). However, the author does not know exactly where it should be located.

Building construction according to templates

Around 100 buildings have found a place in the model old town. It is exciting how they were created: About half of them have been developed and printed out by their owners themselves on a computer, using various drawing programs based on his own photographs.

They were then reinforced with Bristol board, assembled and fixed with a gloss sealant for floor tiles before they were ready for installation. Almost all the others are based on modifications of kits, and their basis comes from various sources.

The historic station building with the hall roofing track 1 is made of painted PS plastic. By customer order it was constructed by Rainer Tielke Modellbau (Ratimo-Z), milled from polystyrene plates, glued together and painted.

The atmosphere of this extraordinary facility is not only determined by the many brick houses in Hanseatic style, the train station with its extensive track system and the crossing main road.

continues on page 20



Many of the 100 or so buildings used were home-made, but the station at Holstentor with the covered track 1 as the central element of the layout (photo above) was designed and manufactured by Rainer Tielke Modellbau (Ratimo-Z). The windjammer Passat (photo below) came in a poor condition to Wolf-Ullrich Malm, and was lovingly restored and received a place of honour.

Almost as important for the overall impression are the water areas of the lower tram line, which separate the two main areas. Flat-bottomed ships, small freighters and boats lie along the quay walls, one of which, stands out in particular, and reflects the charm of the last years of sailing ships.

The windjammer Passat is actually much too big to moor here, as it could not even turn there. But this is hardly noticeable when looking enthusiastically, as the ship literally makes the nearby Baltic Sea feel.



Buildings cannot be made more individual than with the described self-construction. Since the layout was built according to a concrete template, there was no alternative. The result with the lively city scenes compensates for the enormous effort.

They were also used to ship Lübeck's famous marzipan and much more all over the world, because Lübeck, as a Hanseatic city, has always been a trading and goods warehousing centre. Hans-Ullrich Malm found the sailor in defective condition at the Friends of the Z Gauge Hamburg, a group of regulars to which he also belongs. It must have been love at first sight, because he took the model, repaired it, gave it new sails and ropes, and gave it a place of honour on his layout.

The turning modules, which are connected to the right and left sides of the city scenes, also revolve around shipping and water. The trains should not disappear into a tunnel here, as this would not be in keeping with reality, given the flat land near the coast.

Thus, on the right side of the viewer we find a busy bathing lake, on the opposite turn, however, a small shipyard found its place along the river. While the passenger and freight trains cross the bridges, a boat in the style of past times is created there from many wooden profiles and large ledges.

The eyes usually linger for many hours on this great layout, because if you take your time, you will always find something new, spread over many scenes. Also, between the houses or in the courtyards, there is a lot to discover.

For Wolf-Ullrich Malm, however, the work is not yet done, because he too is still working on plans for the future of his valuable piece. The track and switch materials from Märklin, for example, are to be modified.



Since tunnels would not suit the Hanseatic city, the turns were given a special design: the one on the left shows a small shipyard on the banks of the river Trave.

When this is done, visible turnout motors should be a thing of the past, because they are intended to be operated underfloor with servo motors - a good system like "Alt-Lübeck 1905" will never be finished. But unfortunately the plans will probably not be realized: As we have now learned, Wolf-Ullrich Malm, unfortunately, passed away on 13 March 2020.

Rolling stock:

- <http://www.bahls-modelleisenbahnen.de>
- <http://www.heckl-kleinserien.de>
- <https://www.maerklin.de>

Individually designed figures:

- <http://www.trafofuchs.de>



A final look at the historic old town: Our story has not yet been finalized. Wolf-Ullrich Malm still has plans for the future, which could well lead to a second part.

Neu
im Onlineshop



282795 KINO KANDELHOF

Film ab! Lasercut-Modell eines großen, städtischen Mietshauses mit vier Stockwerken und Walmdach in Anlehnung an ein Freiburger Originalvorbild, das im Sockelgeschoss das 1948 eröffnete Programmkino »Kandelhof-Lichtspiele« beherbergt. Schriftzüge und Werbetafeln für die Gestaltung des Eingangsbereichs liegen dem Bausatz bei.



Bei www.faller.de und in den Webangeboten des Fachhandels zu entdecken.

The perspectives of 3D printing **Opening new horizons**

In 2007 we presented a smart idea for how to close supply gaps in Z scale accessories with some tinkering, practice and a lot of hard work. In the few years that have passed since then, Michael Hering has been perfecting his skills, learning new things and turning technological progress to his advantage.

“Gee, it's been a long time”, is what the author of this article was thinking when searching the archives for when we last reported on Michael Hering from Wilhelmshaven and his self-built agricultural vehicles.

It turns out that it was already 13 years ago, in an article from the August 2007 edition of **Trainini®**, where we explained in detail how this Z-scale enthusiast got started by first making vehicle models for himself and then being quickly approached by others with their requests for his models.



We presented this replica of a Fendt 5250E combine harvester with maize headers by Michael Hering in **Trainini®** 8/2007. Since then his skills and technical possibilities have developed enormously.

A lot has changed since then, because in addition to the technology, Michael Hering's personal skills have of course also progressed. And we not only have refinements in mind here, but also the use of new techniques, which have long since established themselves in the Z-scale world and beyond.



His most recent model, an MB Trac, plays in a completely different league: This design is characterised by very fine details, such as the radiator opening of the bonnet, the exhaust pipe or the tyre profile. It includes even exterior mirrors on minute mounts.

We felt it was appropriate to compare the model presented in 2007 with one of his most recent prototypes, in order to illustrate the speed and scope of progress.

What has not changed, however, but should be kept in mind: Michael Hering still designs and manufactures for his own needs. He will take requests from others, but only against reimbursement of his own costs, preferably in exchange for services or goods from others, if this helps to fill supply gaps for his own work.



These two models also illustrate the enormous progress made: in front is a handmade Fiat tractor with harvesting trolley, in the back a Schlüter tractor with a Krone trailer from a SLA printing process. Photo: Michael Hering

Michael Hering designed his first agricultural tractor models back in the eighties. The trigger was a perceived lack of suitable products on the market. At that time, the body was made of plastic, a paper clip became the front axle, and the rear wheels were carved from injection moulding plastic leftovers.



Chronology of an evolution (left to right): hand carved tractor from the early days, a MAN with laser cut chassis, a prototype with laser cut chassis, a FDM based Schlüter-tractor (consisting of 10 parts), and three SLA printed models: a Deutz D25, a Schlüter TVL2000 and a Lanz. Photo: Michael Hering

The surplus from such tinkering was later put up for sale on an electronic auction platform and encouraged him to improve on the detailing of his miniatures and to also to design agricultural trailers.

This led him finally to the use of polystyrene sheets and profiles, available, for example from Evergreen (and distributed by Faller). But plastic and metal parts from the craft box also remained indispensable materials. We are now reaching the phase in which the Fendt combine harvester, which we once presented here, was also created.

Eventually, Michael also started to build the chassis of the tractors with the help of laser cutting technology. The necessary axles were crafted from repurposed parts from other kits. But things always remained at the level of homemade DIY, driven by personal enthusiasm.



The results obtained from a FDM process (left), which Michael has been using since 2017, and SLA-printing (right) which he is using now, are worlds apart, as illustrated here through the example of two models of a Schlüter TLV2000. Photo: Michael Hering

Today, Michael always first tests the proportions of a model by printing one or two prototypes. This also serves the purpose of probing and assessing the feasibility of a design. If satisfied with the result, Michael, as he likes to explain, usually builds five to twelve models in a row. Nevertheless, each of them is unique, because we are not talking about serial machine production here.

A dozen or so different tractor models have already been created in this way, followed by the matching trailers shortly afterwards. Obviously, with experience comes an improvement of skills.

And so he also ventured into new designs and new directions, but these are still only available in very limited numbers. Among them are combine harvesters and even a wheel loader. Still quite fresh is the acquisition of his own 3D printer "Elegoo Mars" for SLA printing with resin, which results in amazingly smooth surfaces and high-resolution details.

But since 2017, our tinkerer has been working diligently on CAD designs and initially been printing via a Dremel 3-D-40 printer using the FDM (filament printing) process, which at that time still required many compromises with regard to surface quality. But this work laid the foundations for today's skills and possibilities.

Some tractors, liquid manure barrel and hay trailers, an excavator, a road roller, a turntable ladder as well as another fire engine together with a corresponding single-axle trailer have already been built, but this is only the beginning of the new line-up.



Among the ongoing projects through which Michael is familiarizing himself with the possibilities of his new 3D printer are these fire engines based on the Mercedes-Benz L1500 and the matching pump trailer. Photo: Michael Hering

The latest prototype is a design of the Mercedes-Benz MB Trac tractor, which uses, in the real life version, parts of the Unimog. Our comparison of the model presented in 2007 with one of Michael's most recent designs clearly shows the evolution of modelling techniques.

This evolution took place both on the side of Michael's personal modelling skills, and on the general technology side. If we look back only two or three years, we can clearly see how rapidly these things have moved ahead.

This also includes the cost side, with devices that previously seemed expensive and inaccessible long having reached price brackets that are more affordable and interesting for private purposes. The threshold between acquiring one's own printer or purchasing ready-made models is now rather a matter

of one's own skills (drawing and constructing on the computer) and available time (purchase vs. own double development).



Top:

A base coat of primer on this model highlights its many fine and subtle details. Preserving these details in the finished model requires a very fine and thin coating, preferably through the use of an airbrush.

Bottom:

The latest project in the form of a MB Trac, which benefits from all the previous progress achieved, is shown again from three different perspectives to ensure that our readers do not miss any details.

Let's give the final word to the designer: "I like to design models and will respond to specific requests. I have already thought about expanding my hobby activities, but due to a lack of time I have not pursued this further. Output and production will therefore be limited mostly to small quantities and days with bad weather."

Michael Hering's website:
<http://online-miniclub.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.

Eine Zeitreise durchs Münsterland **Nebenstrecken im Wandel**

Im Sutton-Verlag sind immer wieder ansprechende Bücher zu finden, die sich regionalen Themen und Schwerpunkten widmen. Stets vermitteln sie das Gefühl, die Autoren seien nah dran am Beschriebenen. Genau das ist kein Zufall, sondern erklärtes Ziel. Auch unser heutiger Tipp reiht sich hier ein.

Christoph Riedel
Auf Nebenstrecken durchs Münsterland
Unterwegs zwischen Ems und Lippe

Sutton Verlag GmbH
Erfurt 2019

Gebundenes Buch
Format 24,0 x 17,0 cm
128 Seiten mit ca. 160 überwiegend farbigen Abbildungen

ISBN 978-3-96303-049-9
Preis 19,99 EUR (Deutschland)

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Der vorliegende Band beschäftigt sich laut Buchdeckelbeschreibung der Rückseite mit den überwiegend eingleisigen, nicht elektrifizierten Nebenstrecken des Münsterlands. Im Fokus sind dabei die letzten Jahrzehnte seit den achtziger Jahren.



Der begeisterte Eisenbahnfotograf und Autor Christoph Riedel möchte mit rund 160 Fotografien, die größtenteils zuvor unveröffentlicht waren, den Wandel auf diesen Nebenstrecken dokumentieren und veranschaulichen. Der Leser erlebt hier also die von steigenden Defiziten und anhaltenden Streckenstilllegungen geprägten Jahre der Bundesbahn, die schließlich in der Bahnreform mündeten.

Einbezogen werden aber nur diejenigen Strecken, die im letzten Jahrzehnt der Bundesbahn auch noch befahren wurden. Was damals bereits stillgelegt war, blieb also außen vor. Das halten wir für eine klare und treffende Abgrenzung mit Blick auf das Anliegen des Autors.

So umfasst das Buch im Rahmen seines Fokus aber nicht nur die Farbvielfalt der Fahrzeuge auf Schienen, sondern auch das veränderte Bild von Bahnhöfen und Betriebsabläufen sowie schließlich den Übergang in das Zeitalter privater Bahngesellschaften.

Der Wandel von Verkehr und Bahnhöfen wird beispielsweise sehr gut am Beispiel von Dorsten, einem wichtigen Schnittpunkt solcher Strecken, beschrieben. Allerdings ergibt sich an dieser Stelle auch eine inhaltliche Überschneidung mit einem anderen Sutton-Titel, den wir bereits hier vorgestellt hatten.

Geeignet ist diese Stelle auch, um einen Schwachpunkt des Werkes zu erläutern: Er enthält nämlich drei Fotos, von denen eines aus dem Jahr 1979, die übrigen beiden aus den Sechzigern stammen. Alle anderen – also weit über 150 Bilder – datieren auf die zweite Hälfte der Achtziger bis zur Gegenwart.

Dieser Fakt gereicht deshalb nicht als Pluspunkt, weil zum Anspruch des Buches auch gehört, jede einzelne Nebenstrecke kurz vorzustellen. Dies umfasst die Inbetriebnahme, Geschichte, den Zugverkehr und seine Dichte, das Wagenmaterial ab ca. 1985 und die heutige Situation. Den weiten Blick in die Vergangenheit nahezu unbedeutend zu lassen, lässt den Titel an diesen Stellen „nackt“ erscheinen.

Der Schreibstil von Christoph Riedel erschien uns kurzweilig und informativ. Er versteht es, seinen Leser mit auf eine Reise mit der Bahn durch Vergangenheit und Gegenwart zu nehmen. Auch die Bildauswahl passt, von den bereits beschriebenen Lücken abgesehen, zu den Erzählinhalten und stützen diese.

In Einzelfällen scheinen beim Lesen Bildwiederholungen aufzutreten. Ein gezieltes Nachblättern führte aber zur Erkenntnis, dass dies nicht der Fall ist. Einzig das Titelbild, auf das wir gleich noch zu sprechen kommen, taucht im Buch identisch noch mal auf.

Die übrigen Beobachtungen resultieren eher daraus, dass sehr motivähnliche Aufnahmen an nahe bei einander liegenden Stellen zur selben Jahreszeit, wahrscheinlich sogar am selben Tag, gefertigt wurden. Dann handelt es sich eher um Bildserien, die aber nicht als solche kenntlich gemacht und gezielt eingesetzt wurden.

So handelt es sich dann um eine vermeidbare Monotonie, die glücklicherweise auf einzelne Passagen beschränkt bleibt. Die Motivauswahl im Ganzen ist nämlich als gut zu bezeichnen und profitiert auch von einer gelungenen Reproduktion.

Diesen guten und gelungenen Gesamteindruck vermag der Buchdeckel nur beschränkt zu transportieren oder zu vermitteln. Grund ist ein Grünstich der Buchdeckelaufnahme, der den Dieseltriebwagen 624 508-8 verdeckt und von Algenspuren überzogen wirken lässt.

Auf Seite 89 fanden wir dasselbe Foto wieder und konnten uns überzeugen, wie es wohl hätte aussehen müssen. Es handelt sich um eine Winteraufnahme mit kahlen Bäumen, aber ohne Schnee. Für das Titelbild wurde sie vermutlich dahingehend verfälscht, dass sie lebendiger und frischer erscheinen sollte und so einladender wirken könnte.

So mag sie zwar einen Hauch von Frühling vermitteln, zugleich aber auch eine Spur von Verrottung oder Verwahrlosung. Schlauer wäre es deshalb wohl gewesen, ein anderes Motiv aus dem sicher reichen Fundus des Autors zu wählen, das besser passt und nicht ein zweites Mal im Inneren herhalten muss.

Immerhin ist der Buchdeckel die Visitenkarte eines guten Titels. Oft verspricht er mehr, als später beim Lesen tatsächlich zu finden ist. Auch wenn die Sutton-Zeitreise-Werke nicht einen wissenschaftlichen Anspruch erheben, so ist es hier doch andersherum: Inhalt gut, Verpackung allenfalls befriedigend.

Bleibt noch zu klären, wofür dieser Band geeignet und angeraten ist: Der Verlag sieht ihn als Muss für Eisenbahnfreunde und Technikliebhaber. Wir empfehlen ihn für alle mit Interesse an regionaler Eisenbahngeschichte und solche Modellbahner, die anhand von Rückblicken und gezielten Dokumentationen Veränderungen erkennen wollen, die sich über viele Jahren hingezogen haben.

Was sich im Modell nur schwierig und treffsicher wiedergeben lässt, findet hier oft einen sicheren Leitfaden zur Orientierung.

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

Traktoren aus Claas-Produktion **Saatgrüne Treckergeschichte**

Die Typenkompass-Reihe ist in den verschiedensten Sachgebieten eine schnelle und kompakte Informationsmöglichkeit für Interessierte. Neben den einschlägigen Bänden zu Eisenbahnthemen haben wir auch schon mehrfach den Blick nach links und rechts gewagt. In diesen Zusammenhang gehört auch unsere heutige Buchvorstellung zur Landwirtschaft.

Ulf Kaack
Typenkompass Claas
Traktoren und Systemschlepper seit 1957

Verlag Pietsch / Motorbuch Verlag
Stuttgart 2019

Taschenbuch mit Klebebindung
Format 20,5 x 14,0 cm
128 Seiten mit 125 überwiegend farbigen Abbildungen

ISBN 978-3-613-04176-9
Titel-Nr. 04176
Preis 12,00 EUR (Deutschland)

Erhältlich direkt ab Verlag
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Landwirtschaftliche Themen haben Konjunktur bei der Modellbahn. Und mit ihnen erlebt auch die 3D-Drucktechnik einen immer rasanteren Höhenflug. Mehr und mehr Modellbahner finden Spaß am Konstruieren und Zeichnen mit CAD-Programmen, um dann stolz ihre Ergebnisse zu präsentieren.

Unter diesen Präsentationen fanden und finden sich, wie natürlich auch bei den Neuheiten der Hersteller, Umsetzungen von Schleppern, landwirtschaftlichen Hängern und Mähdreschern. So kommen wir nicht umhin, auch weiterführende Lektüre zu den Vorlagen zu geben oder unseren Lesern Wissenswertes zu ihren erworbenen Neuheiten an die Hand zu geben.

Dabei fiel uns der hier zu besprechende Typenkompass in die Hände. Die zu Grunde liegende Buchreihe beim Motorbuch-Verlag und Transpress, beide zu den Paul-Pietsch-Verlagen gehörend, ist gut eingeführt und bekannt. Sie bildet nahezu das gesamte Spektrum der Verkehrswelt zu Wasser, zu Lande und in der Luft ab.

So haben auch wir schon viele verschiedene Werke an dieser Stelle vorgestellt, die sich nicht nur auf die Schiene beschränkten. Alle haben sie eines gemeinsam, nämlich ihre grundlegende Struktur. Doch noch größer sind ihre Unterschiede, was sich aus den unterschiedlichen Autoren wie auch Verkehrssparten ergibt.

Bei Traktoren und Systemschleppern, wie sie hier behandelt werden, haben wir es eher mit in großen Serien gefertigten Modellreihen zu tun, die weit über die Stückzahlen eines Lokomotivtyps hinausgehen. Doch zeigen sich innerhalb fester Modellreihen viele einzelne Typen, die sich beispielsweise in der Leistungsklasse oder Ausstattung unterscheiden.

So finden wir die Kurzbeschreibungen an den jeweiligen Baureihen, die bei Claas Xerion, Arion oder Elios heißen können. Die in kleinen Tabellen festgehaltenen Baujahre, Fahrzeugwerte und Grundmaße finden wir hingegen bei den einzelnen Typen dieser Reihen.



Entsprechend höher ist auch die Bildauswahl, die dazu gezeigt wird, was dem Buch aber nicht schadet. Da der Umfang der Textanteile deutlich hinter die Zahl der Fotos tritt, handelt es sich hier, deutlicher als bei vielen schon vorgestellten Vergleichsbänden, um eine Bilddokumentation oder einen Bildband.

Die Aufnahmen sind auch hervorragend reproduziert und gedruckt worden. Da Claas eine feste und dominierende Hausfarbe (Saatgrün) hat, wirkt das Buch beim ersten Durchblättern vielleicht etwas monoton.

Bei der langsamen Durchsicht und beim Lesen fällt dann eher auf, dass die Motive häufig einen Katalogcharakter haben, die Schlepper haben auch im Feldeinsatz keinerlei sichtbare Gebrauchsspuren. Des Rätsels Lösung ist die Herkunft der Aufnahmen, denn hier wurde großzügig auf das Archiv des Herstellers zurückgegriffen.

Die im Bildnachweis auch erwähnten Fotos aus dem Archiv des Verfassers sind dagegen kaum wahrnehmbar. Für eine mögliche, spätere Überarbeitung ließe sich das eventuell als Ansporn festhalten, hier mehr Ausgewogenheit herzustellen.

Irritierend auf Laien kann wirken, dass der Einband Claas-Traktoren ab 1957 behandelt, aber keine solchen zu finden scheinen, die überhaupt vor der Jahrtausendwende gebaut wurden. Wir lösen auf (und erklären den Grund anschließend auch): Es sind genau vier Reihen, von denen eine aus dem Jahr 1957, der „Prototyp HSG“ aus dem Jahr 1968 und die übrigen beiden aus dem Ende der Neunziger stammen.

Ursache der vermeintlichen Lücke ist nicht eine Nachlässigkeit von Autor oder Verlag, sondern die Unternehmensausrichtung und -geschichte von Claas, die zu Beginn des Titels auch sehr ausführlich erläutert und zusammengefasst wird. Über viele Jahre war diese Marke ein Synonym für Erntemaschinen.

In Sachen Traktoren hingegen war das Unternehmen aus Harsewinkel eher ein „Spätzünder“. Als ernsthaft über den Einstieg in den Bereich gehobener Traktoren nachgedacht wurde, war Claas auf dem Gebiet der Mährescher längst europaweit der Marktführer.

Zum Ende der neunziger Jahre des letzten Jahrhunderts wandelte sich das Unternehmen aber mit der Übernahme der Renault-Traktoren, die außerhalb Frankreichs wenig erfolgreich waren. Ab diesem Zeitpunkt war Claas ein Komplettanbieter der Landwirtschaft und das Buch setzt genau da mit seinen Schwerpunkten ein.

Schnell wurden die zugekauften Modelle zu eigenen weiterentwickelt und die ursprünglichen Farben vom hauseigenen Saatgrün, abgesetzt durch weiße Elemente, ersetzt. Für die fleißig konstruierenden Modellbahner bieten auch sie heute ein weites Feld und viele Herausforderungen. Allerdings hatten nur die wenigstens diese Marke dahingehend bereits im Blick.

Mit dem vorliegenden Band könnte sich das vielleicht ändern, wenn diese Rezension unsere Leser ausreichend neugierig gemacht hat.

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10 years Rainer-Tielke-Modellbau

Tenth Anniversary in the North (of Germany)

Rainer Tielke may be described as “known as a colourful dog” within the Z-scale. But thanks to his steelworks, the replica of the Hamburg-Altona train with the double turntable and currently the Bullay double-decker bridge, he has become well known beyond that. On the occasion of the 10th anniversary of his small series production RATIMO-Z, he describes today how he became a small series manufacturer, and how his work has developed.

By Rainer Tielke. After some buildings made of paper/cardboard (cooling tower and material ropeway at the steel mill) I experimented with etching. The arcade walls on the steelworks were made of etched brick masonry, which were then made of plaster with the help of a silicone mould.



Rainer Tielke first became known for his steelworks and then for the Hamburg-Altona BW, from which many early product ideas emerged. These days he is celebrating his tenth anniversary with his small-series business.

This was followed by several experiments (lattice framework of the gasometer, etc.) in etching technology. However, it did not really appeal to me. In 2005 I bought my CNC milling machine. On the steelworks there were now constantly extensions, like the cooling towers, ore loading, harbour crane, rolling mill, coking plant, and other models and buildings.

Because, now and then, inquiries of model makers came in, who also wanted to have milled parts, I decided after my retirement to make myself independent with a company in this area. On 23 March 2010

I applied for the company number for my company Rainer-Tielke-Modellbau (RATIMO-Z) and registered the company.

But at first things progressed somewhat more slowly, because first of all articles had to be developed for my sales department. However, since my exhibition facility "Bahnbetriebswerk Hamburg-Altona" was under construction at that time, some articles from this area were dropped during this period. After suggestions from the Z scale forum, new articles were added over and over again.



After the model research, the drawing on the computer follows, before the milling machine (middle) can start working out the structures on polystyrene plates. Photo: Rainer Tielke

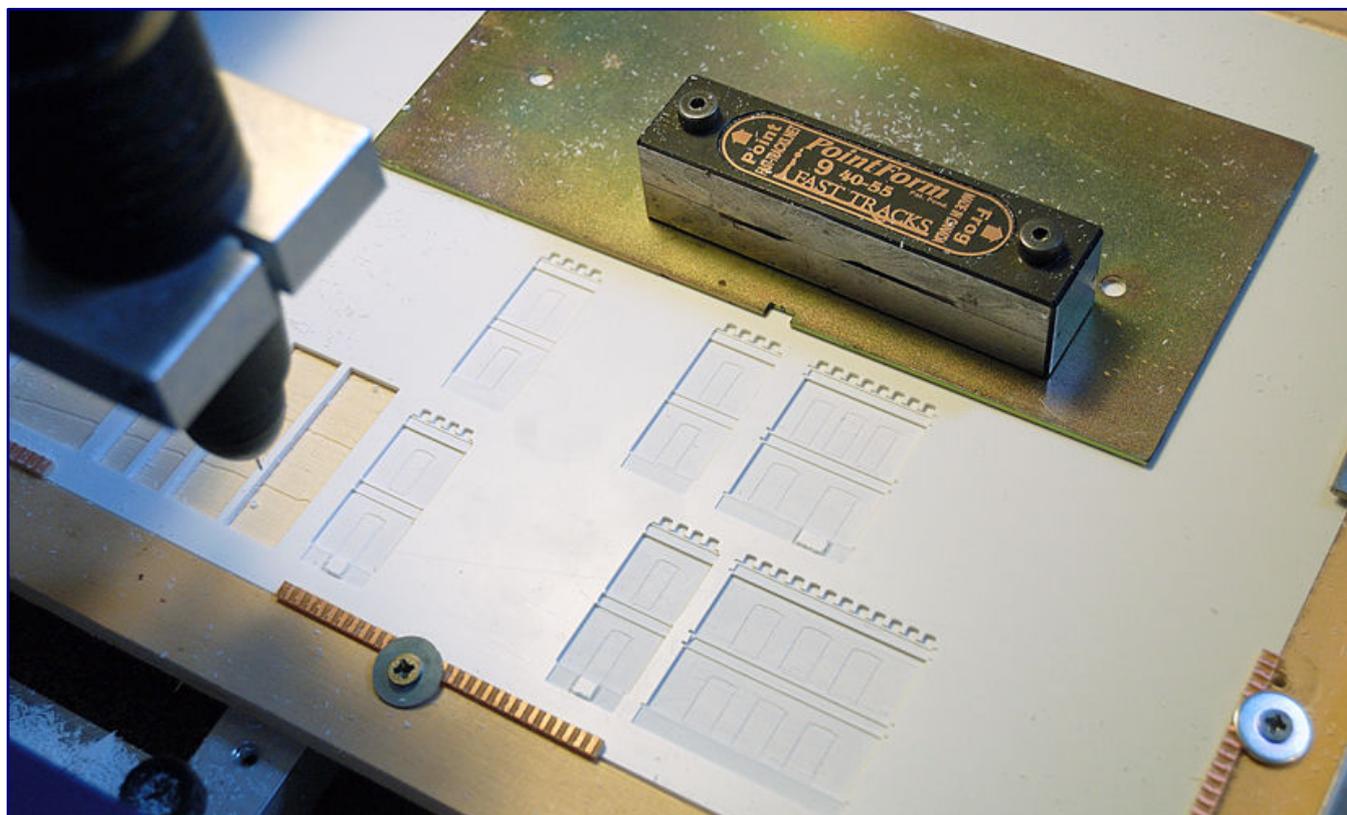
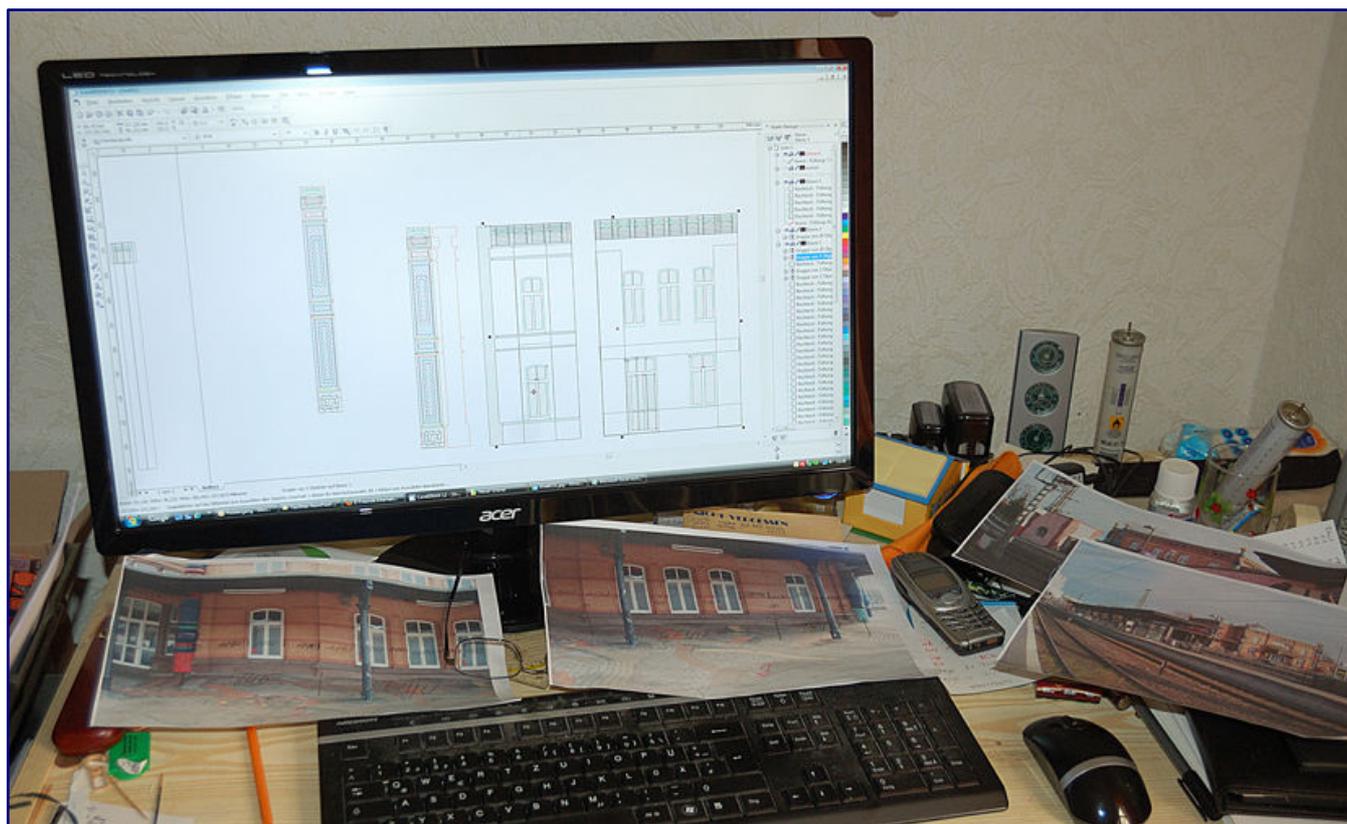
However, most of the milling work is not visible to everyone, as it does not appear in my electronic shop. Hereby I mean commissioned work, which is ordered from me by individual model makers. Examples are stations, to which the commissioning model railroader usually has a special relation: Be it his home station, which is now supposed to stand on his own layout, or a station, which has met his personal taste for other reasons.

The models are then first created on a computer. As templates, either a few photos, drawings or similar, are available. For the outer dimensions of the buildings, I then consult Google Earth, if possible, and if the building is still standing.

If these pictures or drawings have been combined to a building on the computer and the dimensions are correct, I can start creating the milling files for the CNC-milling machine. This work can quickly take many days to weeks.

But then it gets exciting, because now it quickly becomes clear whether all my drawings are correct, or whether I have missed something. I therefore assemble the milled parts provisionally. I also mill complicated buildings without engraved brickwork, i.e., as simple walls, to check the correctness of the measurements.

continues on page 35



The drawings on the computer are finished (photo above), the spread out photo templates are implemented. Now the program starts, which converts the construction into commands for the milling machine, which mills all structures on or through a polystyrene plate (photo below). Photos: Rainer Tielke

If the customer wants to assemble the building himself, I have to write a construction manual now, before all parts are checked once again, to be packed and shipped (or handed over), afterwards.



Test assembly using the example of the Heinzenberg station, which has since taken its place on Jürgen Tuschick's new layout, and has already been shown at exhibitions. Photo: Rainer Tielke

Until last year, I still drew everything two-dimensional, which was not always easy, especially with complicated models: It requires a high level of concentration and a good imagination to always think three-dimensionally, but to implement two-dimensionally.

That's why I decided to switch to a CAD program. I needed some time to get used to it, because it worked completely different from what I was used to.

Another opportunity was the purchase of a 3D printer, which should help from now on where the milling machine was simply not the right tool, and a polystyrene sheet was not the perfect material.

So I designed some articles, which are now complete. Some articles have already been shown at exhibitions and the first ones (forklift trucks) have already made it into my distribution.

And now it is also possible for me to produce real roofing with single roof tiles. At the moment I am working for example on the slate roofing for a villa. As with roofing tiles, the structure is not shown as a simple engraving, but slates as well as roofing tiles are actually on top of each other. This way they produce the only correct structure.

Nearly finished is also the Hamburg tram, which will enrich my current project "Bahnhof Hamburg-Dammtor", first as a floor model, but later, also, with motorization. It is to be made drivable by a motor-transmission unit, currently under development.



Two reference works by RATIMO-Z: The MAN 630 trucks of the German Armed Forces (photo above) are often seen on Rainer's Bullay double-decker bridge as loads on freight trains, while the Rosenheim depot (photo below) has long since begun its journey south. Photos: Rainer Tielke

Also in the starting blocks is already a first train of the Hamburg S-Bahn for the same project, which I would like to operate with Rokuhan drive. And what do such ideas, projects and tinkering have to do with RATIMO-Z?

Quite simple: An extension of our product line will occur in the future, and often this happens also due to suggestions from outside, namely the model railroaders who are my customers, and surely also read this magazine. And so I am looking forward to another ten creative years.

How to reach the sales department of RATIMO-Z:

- <https://www.rainer-tielke-modellbau.com>
- https://www.rainer-tielke-modellbau.com/shop_2_6/index.php
- <http://www.ratimo-z.de>

With fear breathing down my neck Lahnstein in the year 2020

Great layouts, highest technical level, but a relatively empty building - this is how the Model Railway Exhibition 2020 of the MEC Lahnstein could be summarized in one sentence. The reasons were not the club or the exhibitors, but the immediate fear of epidemics. And thus also our review is a little bit different and shorter than usual.

By Dirk Kuhlmann. Unfortunately, this year's exhibition was not under a good star. Too much fear was shown about the nasty virus that has been dominating the headlines for weeks and increasingly paralyzing public life. However, the joy of many visitors was outweighed by the fact that, with the exception of a few exhibitors, all the persons and associations announced in advance appeared.



No, the layouts did not stand slanted in the hall, but the carpet, the slanted wall and the coloured stripes caused this effect.

The number of visitors could not match the previous years, but nevertheless it was by no means a drop. The halls and rooms were well filled at peak times.

Now you are probably waiting for some excellent photos of the exhibits, but far from it. Neither yours truly, nor my companion Bruno Kaiser had a chance to make any documentations during the two days. So also this report should be rather dominated by impressions and partly feelings.

Often one speaks of "the densely surrounding layouts"; well it was really like that.

I admit, with the Z-gauge layout "Strandgatan" only two heads fit in front of it, the rest of the spectators have to queue and wait... and wait... or simply address Mr. Kuhlmann in the meantime. The topics were far reaching, up to information that there is a special Z-gauge forum and also a **Trainini®**.

Jürgen Tuschick also appeared for a short time as a supporter, who introduced interested and willing beginners to corresponding regulars' tables or link pages for information. More grassroots work is hardly possible. Somehow strange that this virus causes a larger portion of humanity, because there was always a cordial atmosphere to hear.

At the adjacent booth, Bruno also tried to answer all questions, across all gauges. "There's the Mister Kaiser from Miba." For decades, this author has provided various professional magazines with countless articles and still does!

He was in charge of the “Tillmann’s Hole” built by both of us, one of the weirdest exhibits shown in Lahnstein in recent years. By the way, the layout had been shown in two editions of the Eisenbahnmagazin and the joy was accordingly big to see it in reality.



Impressions of the light railway system “Tillmann’s Hole” (picture above) in scale 1:87 and the Z-scale exhibit “Strandgatan” (picture below).

Of course, the topic of landscape design was the number 1 in connection with our association, the venerable FDE Burscheid and its excellent layouts - at well since the days of Rolf Knipper. So everything fitted together accordingly.

So it could be heard in the community that such extreme model railroaders like Bruno and I could work together really well despite different ambitions in the gauges.

Maybe it is exactly the kick for one or the other “colleague” to join a club, some visitors are already close to this step. What more do we want? Also a few more new Zetties? No problem, at the moment exactly this is happening, also combined with the invitation to Altenbeken.

All my wishes for this event have come true. Above all, the publicly active and very well-known model railroaders should go to the base again and again and show that we, too, have "put their pants on one leg at a time".



Unfortunately, most of the manufacturers in the industry have forgotten this and tend to “inspire” with an arrogant trade fair appearance.

The other beautiful layouts have of course been photographed by many visitors and can be viewed on the pages listed in the info box.

What else is there to report? The MEC Lahnstein is simply a big name in the exhibition sector, coupled with very cordial support for the layout operators. This says it all.

One more thing: For many years Bruno has had his nickname as “Backyard Emperor” (his family name Kaiser translates Emperor). He was once the first author who dared to show an untidy model backyard. That's how it can happen and so he was allowed to give tips to several colleagues on Saturday evening at the meeting in the clubhouse of the Lahnsteiners.

When the meanwhile grey eminence (in terms of hair) appears, then it becomes quiet, even with established model railroaders. And the ears are sharpened. The fact that this Mr. Kuhlmann was promoted by Mr. Lehmkuhler (chairman of the MEC Lahnstein) in a laudation as “the Z-Pope”, we leave as a side note...

Link tips to the exhibition review for Lahnstein 2020:

- <https://www.stummiforum.de/viewtopic.php?f=153&p=2085206&sid=0e06adb626f46afb62145613053c6fb3#p2085206>
- <https://www.tt-board.de/forum/blogs/18-internationale-lahnsteiner-modellbahntage-2020-erlebnisbericht.405/>

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Archistories 104191 - Bahnhof 'Westheim'
Lasercut-Bausatz Spur Z

Art.-Nr. 105191, Maßstab 1:220 (Spurweite Z)

NEU !!!

Der sauerländische Bahnhof 'Westheim' wurde maßstabsgetreu und hoch detailliert seinem Vorbild entsprechend umgesetzt.

Der dreiteilige Baukörper gliedert sich in einen giebelständigen repräsentativen Mittelteil, ein Restaurant und auf der Gegenseite den Bereich der Güterabfertigung. Die drei Gebäudeteile können auch einzeln aufgebaut werden.



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Readers' letters and messages

Zetties and Trainini in Dialogue

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

The train station Westheim (Westphalia) as a model:

Actually, the soon to be released kit of the Sauerland station Westheim (Westf.) should be presented to the public for the first time at the exhibition in Altenbeken. Unfortunately, this did not happen, so that we can only present you with pictures at the moment, which, however, already clearly show its special values for use on the layout.

The manufacturer gives its basic dimensions as 203 × 81 × 56 mm (L × W × H), excluding the side loading ramp. Frank Drees has kept very close to the original when developing the order for the 1to220 shop (Item No. 105191).



And yet this kit shows a quite high range of possible applications on model railways with themes from different regions. On the one hand this is due to the rather “simple” construction of the prototype.

It was not the most beautiful station building among the stations of the German Federal Railroad, but that is exactly a secret of the success for durable model kits. On the other hand, the three sections of the building can also be built separately, giving the buyer further design possibilities.

The editorial staff of **Trainini®** was able to see the already finished master model of Archistories, and to position it on the already planned place of the large “Diemeltal” layout for testing.

The model seemed to fit into place appropriately, and is, in its simplicity, simply an eye-catcher. As soon as the first kit is available, we will assemble it for testing purposes and report about it.

It should also be mentioned that the usual house platform is not available here. We consider this a wise decision, because today the inclined model railroader prefers his own solutions.



Everything else is summarized very well in the excerpt from the Archistories product description: The three-section structure is divided into a gabled, representative middle section, a restaurant and on the opposite side, the goods handling area.

Later conversions and extensions, such as the office of the train service management, were also taken into account, giving the station a particularly authentic effect. The kit is equipped with elaborately produced, fully engraved slate façade parts, real wood, and half-timbered elements.

View into the program of Ladegut Küpper:

Because of the urgent calls to avoid personal contacts for the time being, and instead to make use of electronic media and the telephone, the world of Z scale has been brought closer together. At the same time, the time spent almost exclusively at home also offers the opportunity to extend the modelling season.

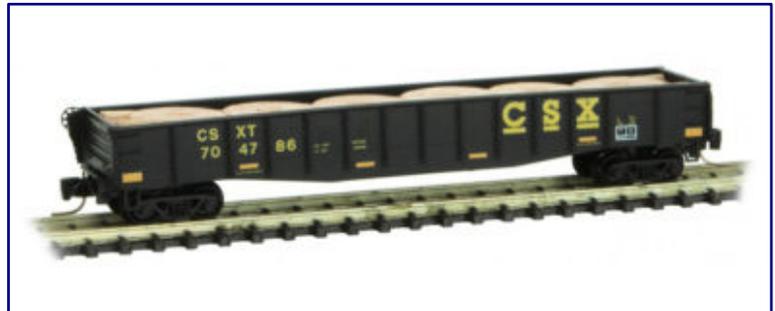
For this reason, it may be worthwhile to take a closer look at the programme of Spur Z Ladegut Josephine Küpper from Aachen, winner of our 2019 Prize of Honour (<https://spur-z-ladegut.de>) for complete works. There, the program currently includes illuminated truck models based on Kibri and Märklin models.

Available are a DAF tarpaulin truck with trailer (Item No. 11-Z), a Mercedes platform truck with trailer (17-Z), and a MAN 6x6 of the THW (Z-EX-5).

Currently delivered models at Micro-Trains:

Rather a short-lived phenomenon on North American rails, were the six freight cars in various cameo test designs of the C&O from 1957. Car number 2 of this series is a covered 50-foot car with diagonal colour division in dark blue and yellow (Item no. 505 00 422).

The open freight cars with fish-bellied girders as trusses, also have a 50-foot model length. They are available in black with yellow markings for the CSX (522 00 241 / -242) and unloaded in blue with yellow and white markings for the Ontario Northland (522 00 351 / -352).



MTL is also celebrating the 35th anniversary of Z scale in its own product range with a special model, as this scale has been available in the product range without interruption since 1985.



The covered 50-foot standard freight car (507 00 520) was perfectly suited for the special print with a graffiti railway motif that can easily be placed in a freight train.

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

Loaded CSX freight car (Item no. 522 00 241; photo above) and MTL anniversary model 2020(507 00 520; photo below). Photos: Micro-Trains

Miniature Wonderland temporarily closed:

On Friday, 13 March 2020, the operators of the Miwula announced that the Hamburg show facility would close from the following Monday due to the corona pandemic, initially until 31 March 2020. After careful consideration, this decision was initially made on a voluntary basis, to assume social responsibility for the health of visitors and employees.

Admission tickets already purchased remain valid and can be redeemed after reopening. In the meantime, however, this measure has also been prescribed by the authorities and has even been imposed until 30 April.

As soon as the spread of the viral disease declines and slows down permanently, interested parties should follow the pages of the visitor attraction to see when the gates are expected to open again. Of course we would like to inform you about this at this point as well.

Faszination Modellbahn cancelled:

Faszination Modellbahn, planned for 13 to 15 March 2020, did not occur. Due to the daily changing conditions and the sense of responsibility of the organiser Messe Sinsheim GmbH, the date should be postponed to a later date according to a subsequent announcement.

“The hesitant decision of the responsible authorities, after consultation with exhibitors, prompted us to take this course of action in order to avert even greater damage to all parties involved,” said Andreas Wittur, who announced this step. Subsequently, it has been announced that this event will be cancelled in 2020, without rescheduling.

New Faller kit available:

The “Kino Kandelhof” (Art.-No. 282795) announced last year by the building manufacturer from the Black Forest has now arrived at the dealers. This architectural model kit, made of solid-coloured hardboard, is something special in many respects.



The architectural kit for the Kandelhof cinema (Item No. 282795) from Faller is now available, which closes a large gap in the programme on a scale of 1:220.

The building, with three storeys above the cinemas, towers above all previous townhouses from the Faller programme and will certainly not be overlooked. Although it does not stand out with its unusual architecture, the effect of being conspicuous is certainly intended on the site. Previously, cinemas in Z gauge were mainly a gap in the programme.

Only in the program of MKB models do we know of anything comparable. And so this novelty from the field of mass production should now certainly enhance many facilities and complement the cityscape there in a meaningful way.

Good photo with new carriage transitions:

Ratimo-Z has already been supplying Velmo with bellows connectors for Märklin's VT 085 diesel multiple unit for several years. This design was specially adapted to the electrical connection of the units, which was modified by the specialist in the course of digitalisation.

In response to popular demand, Rainer Tielke has now also developed the transitions covered by rubber bellows connectors for the Märklin models with item numbers 88720, 87720 (World Champion intermediate car) and 88721. They are simply attached to the ends of the cars with removable adhesive and improve their appearance considerably. If necessary, they can also be removed at any time.



“Coach crossing with plug” (item no. 16028) is what Ratimo-Z calls its rubber bellows diaphragm replicas for Märklin's VT 085. Our photo shows a loose part, and, also, one already mounted with a removable adhesive (far left). The two coupled car parts show the excellent effect.

The product designated as “Carriage gangway with plug” (Item No. 16028) contains two rubber bellows diaphragm replicas each, which are sufficient for the two power cars and one intermediate car. Two packs must therefore be ordered for a three-part unit, and three packs for a four-part unit.

The new product now delivered is an excellent proof of how even relatively simple products and small ideas can bring about considerable improvements in the appearance of models, and our photo certainly speaks for itself. We are rewarding this success with a nomination for the 2020 best new releases in the Technology category.

US small series building at Case Hobbies:

Peter Scheele reports the availability of four prefabricated buildings of the US small series manufacturer Randy Brown Models, which are difficult to obtain in Germany. New to the range are the buildings “Snyder Supply Company”, “Westfall Machine Company”, “Old West Lorenzo Livery Stable”, and “Old West Blacksmith”.

The models have different architectural styles and facade colours. They can be viewed and purchased at <http://www.case-hobbies.de>.

Märklin deliveries:

Early this year Märklin is on the road with the delivery of the Easter car (Item No. 80420). We only announced it last month in our report from the Nürnberg Spielwarenmesse (Nuremberg International Toy Fair), but it is already on the dealer shelves.

In contrast, the Deutsche Bahn AG “Side-tipping wagon” package delivered for Era VI (82436) comes from the autumn new products 2019 and contains three wagons of the modern Fas 126 type in reddish-brown paintwork, which are already factory-fitted with light-grey ballast as load.

The Bpmz 291.2 high-capacity wagon is also available in the Kinderland version (87591). The 2nd class wagon with steep roof has the colouring ocean blue/light ivory and reflects the operating condition during the summer of 1988.



The Kinderland wagon Bpmz 291.2 (Item no. 87591) is excellently printed and always shows the colourful lettering on the right side. Photo: 1zu220-Shop

Distinctive is the large, colourful lettering “Kinderland” on the blue belly band, which refers to the play landscape inside. It correctly identifies a fixed half of the carriage, namely that of the former smoking compartment, which has been converted. Thus the car is also fully labelled with non-smoking symbols.

The telephone booths (89011) from the spring new products are now also being delivered to the trade. The architectural kit contains parts for six telephone booths in corrugated iron look. As they are made of solid-coloured hard cardboard, which can be easily assembled with wood glue, there is no need for a final painting.

Intermodellbau 2020 postponed:

Also, the Intermodellbau in Dortmund cannot occur, as planned. The organiser announced on 19 March 2020: “Messe Dortmund GmbH has postponed the spring Intermodellbau trade fair. This is our reaction to the worldwide corona pandemic, and the order of the responsible authorities. We very much regret the situation that has arisen and ask for your understanding. It goes without saying that the health of all visitors, exhibitors and employees has top priority for us.”

The new alternative date has now been set for 13 to 16 August 2020, the venue remains unchanged. Tickets already purchased remain valid and can be used on the new date.

Current deliveries of AZL:

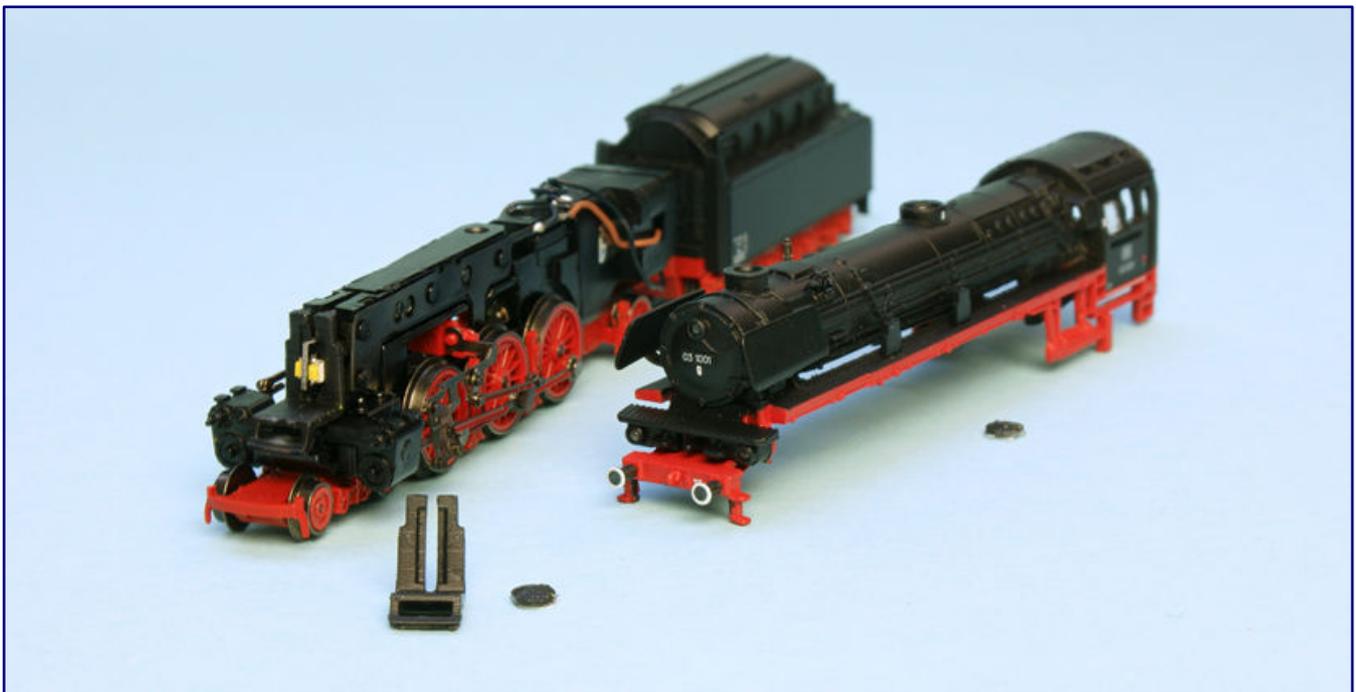
The light passenger coaches are currently being delivered in the attractive colours of the Chesapeake & Ohio. The light grey car body with dark blue window band and roof is broken here by a wide yellow stripe on the roof edge. Sleeping cars 6-6-4 (item no. 73129-0), observation cars (73429-1 / -2), dining cars (73429-1 / -2), baggage cars (73629-0) and seating cars (736729-0 / -2) are available.

The five-part Gunderson-MAXI-I articulated car set has the yellow paint scheme of the TTX again this month, but now the brand new red logo (906503-1 to -4). In demand seem to be the 40-foot ISO containers with Sealand design, which have been bundled in packs of ten (95216_10), and, of which, the manufacturer has already sold out.

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

Accessories from Z-Doktor Modellbau:

The light shielding body (item no. ZD-220-20001-X) for Märklin's 0310 series with item number 88850, which we announced in the last issue, is now available. This 3D printed part replaces a similar body inside the housing, takes over its function, and eliminates the disturbing boiler skew of the steam locomotive.



The new shielding body from Z-Doktor Modellbau is already installed on the left side of the chassis, and the dome cover is ready for gluing on the right side of the chassis. In front of the model, both 3D printed parts can be seen separately.

The light shielding body is also available from Z-Doktor Modellbau GbR in combination with a screw cover (ZD-220-20001-X). The additional part is glued to the steam dome with a double-sided adhesive tape, which is supplied pre-assembled, and makes the locomotive look more prototypical when viewed from above.

First shape innovation from FR available:

The first new car from FR Freudenreich Feinwerktechnik is now available, which we only announced in the last issue as part of our new product reports. It was originally intended as a special edition for the Z-scale weekend in Altenbeken.

Due to the cancellation of the event, Harald Thom-Freudenreich and Jörg Erkel (1zu220-Shop) agreed to offer this model through their sales department to enable customers to purchase the wagon together with the other special models, and thus save postage costs.

In an edition of 60 copies, the first version of this open freight car, which is classified in the Villach district, is an Ommr of the Deutsche Reichsbahn in the GDR (item no. 49.338.01), inscribed in era III labelling.



An Era III version as Ommr of the DR (Item No. 49.338.01) is the first version of the new freight car of the "Villach" type district by FR Freudenreich Feinwerktechnik. Photo: 1zu220-Shop

Like many models of this small-series manufacturer, it has a body made of injection-moulded parts and a metal bogie. Among the many reproduced details are brake reproductions at wheel level, the trusses typical for this type of construction, external box struts with reproductions of the grooved plank walls and lashing eyes on the undercarriage.

We will be subjecting a later version of this model to extensive testing, as it is clearly a possible candidate for the best new releases of 2020.

Märklin's reaction to the Covid 19 crisis:

Märklin also turned to its dealers after the shop closures ordered by the federal and state governments and promised them various forms of support and announced that the supply chain would remain intact. Of course, this is subject to possible developments that could not be foreseen at the time of the information.

In his dealer information, Märklin particularly emphasizes the opportunity that is in the crisis: It is to be expected that people who are virtually locked up in their own four walls will turn more and more to their hobby of model railroading.

The resulting demand can compensate for some of the sales losses caused by the temporary collapse of shop sales. It is therefore recommended to strengthen or build up electronic sales in order to remain accessible for customers. Likewise, it is of course also recommended that retailers stay in contact with their customers by telephone and e-mail.

New Products from Toy-Tec:

Toy-Tec GmbH, distributor of the ALAN system control unit, has announced that it has now opened a new customer forum (<https://forum.toy-tec.de>). Given the current situation in the country, it was opened somewhat hastily to provide an exchange base for customers, and could still be a bit difficult to use. Customers can go to the page indicated and register there, i.e., request access.

The control program for ALAN has also been updated to version 1.2.7. Among other things, it offers a new "Kick-Start," which enables not only an even slower start-up, but also offers even slower operating speeds, especially in analogue operation.

Finally, Toy-Tec GmbH & Co. KG also emphasizes its role as a mail order company for model railroads and accessories (<https://toy-tec.shop>), because the retail trade is currently completely closed, which means that the only possible sources of supply are shifting. Therefore, the company also offers special prices on rail materials.

But another full-throttle novelty:

After the announced withdrawal, WDW Full Throttle surprised us with a new car, which is probably still in production. It is a double pack of two 34-foot refrigerator cars with wooden walls (Item No. FT/B-9023) in a newer design of Pennsylvania Lines.

The yellow painted cars with two red stripes are available in Germany from Case Hobbies (<http://case-hobbies.de/>).



Yellow refrigerator car "Union Line" with wooden walls. Photo: WDW Full Throttle

Meeting in Altenbeken cancelled - what now?

On March 12, 2020, Z-Freunde International e.V. felt compelled by current developments and daily changing conditions to cancel the International Z Gauge Weekend in Altenbeken, which was planned for March 28 and 29, 2020.

In the meantime, it would be impossible to organize such an event anyway, because the situation has changed further and even more dramatically, since then. At the time of the cancellation, however, the situation was still different, as the organiser's statement explains: "The authority responsible for the approval has made an urgent recommendation to us today."

However, the conditions imposed were already so extensive that the association was already overstretched in terms of personnel. Further events were to be expected in the foreseeable future, which is why there was no way around the difficult decision with regard to the health of the visitors.

Currently, the meeting in the ZFI forum is being occurring virtually, and, in this way, it is possible to experience what was to be announced, introduced, shown and presented in Altenbeken. The already produced special event car is now on sale via the 1to220 shop. Jörg Erkel (1zu220-Shop) also announced two special models, which were originally also to be sold on site.

The first wagon, a covered wagon G 10 of the current brewery series, has an edition of 100 copies and thus follows its predecessors in this series.

The current motif on lemon yellow lacquer (RAL 1012) is dedicated to the Westheim Radler naturtrüb (item no. 98167). The grey painted roof makes the walls of the car shine beautifully.

The availability of the model of a red-brown container car Lgs 580 of Deutsche Bahn AG (49.346.31), which was manufactured exclusively by FR Freudenreich Feinwerktechnik, is considerably lower, and only 40 of these cars are available.



The newest and probably last beer wagon of the Westheimer series with lemon yellow paint is dedicated to "Westheimer Radler naturtrüb" (item no. 98167).



The customer has arranged no fewer than eight Lgs 580 carrying wagons with Westheimer tank containers (49.346.31) to form a respectable train. Photo: 1zu220-Shop

The cargo is a 20-foot TT06 tank container with a blue frame and the inscription "Westheimer Premium Pilsener". It comes from a delivery of the specialist HOS-Modellbahntechnik (Heinz O. Schramm).

Orders for all three cars mentioned in this announcement can be placed at <https://www.1zu220-Shop.de>.

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.

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