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Advent Meeting in Zell (Mosel)

Series 03[10] with new boiler
New Model Products Highlighted Throughout

Introduction

Holger Späing
Editor-in-chief

Dear Readers,

First of all I would like to wish you, also on behalf of my two editorial colleagues, a Happy New Year!

I hope you came over well and are already looking forward to the new products that we will soon be presented by the manufacturers. In the meantime, some of them, including Märklin, have already announced what they have come up with.

For me personally, a new year means one thing above all: A lot of work! New products have to be explored, sometimes even photographed and described. This requires a lot of information, a fortunate hand and in the best case also a provider who is willing to share information.

Therefore, I would like to appeal to all suppliers of small series who read this magazine and also these lines: if we have not already exchanged ideas or even talked on the phone, then don't keep your head down! Tell us actively what your customers, our readers, can expect in 2020.

These can be completely new products, further developments and improvements or just studies that are to be incorporated into models in the near or distant future. Whatever may be important and interesting, we want to know about it and coordinate it with you. Only in this way can this year's February issue again be a success and a reference book for many months of the still young year.

Speaking in the direction of our readers, this means that this edition is thinner in size than all the others in recent months. However, we have not slimmed down, but rather increased in the course of 2019, because we did not want to hold anything back. We have long been in the process of preparing next month's big "trade fair magazine", where we don't want to leave out any trace of Z-scale novelty and will prove how well the table is set for us too.

We have postponed the traditional review of the year to February and with it also the announcement of the new annual focus. It fits in very well, because that's when we'll be awarding the best releases from 2019, so we'll be looking back and forward together with the new releases for 2020.

Today we want to dedicate ourselves to the 03^{10} series, which arrived at the dealers just before Christmas. It is an interesting steam locomotive, as a view of its short but impressive service history with the German Federal Railroad shows. Unfortunately, the model is not free of flaws and compromises, which we also want to describe fairly but honestly.

And last but not least we walk through the Zeller-Schwarze-Katz-Halle and see what the Advent meeting at the beginning of December presented to us. As we know, some readers, who perhaps could not be there themselves, were especially looking forward to this. I wish you all a good year 2020, much joy while reading and your continued loyalty that unites you and us!

Sin-Z-erely,

Holger Späing

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We thank Andreas Petkelis for providing photos from the family archive and the Eisenbahnstiftung for photographs.

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Cover photo:
Two EMD SW 1200 shunting locomotives ("Switchers") make themselves useful in Jürgen Tuschick's Flagstone East Terminal The models in Missouri-Pacific colours are made by Z-Maker and are based on the shorty powered chassis from Rokuhan.

The Class 03^{10} from Märklin

Surprise succeeded?

Probably few Z-scale enthusiasts would have expected to see the class 03^{10} in the version of a newly-boiled steam locomotive. After all, it was not one of the highest-volume series in the Deutsche Bundesbahn's (German Federal Railway) inventory. Its service life was also considerably shorter than that of some other new-build and rebuilt locomotives. We have now taken a close look at this Märklin new product.

If we follow Märklin's Insider Models offered for H0 gauge, over the years there have been many models among them that would also be attractive in 1:220 scale and are on the Zetties wish list.

One of these is certainly the express steam locomotive of the 03^{10} class, where the existing designs could also be used in parts and research already carried out could be secondarily exploited. It is no coincidence that the road number 03 1001 including the version of the operating condition is the same as the model that had been published in 1:87 scale before.

With the class 03^{10} express steam locomotive (Item No. 88850) converted by the German Federal Railway. Märklin has, without a doubt, succeeded in creating an extraordinary model with high recognition value. The striking tender alone ensures this.

The Zetties should be fine with that, because the newly encircled “Zero-Three-Ten” had only a short service life, a manageable number of units, and thus is of rather little importance in operational terms, and was also quickly overtaken by the change in traction, but it looks elegant, refreshingly different from the standard locomotives of the Reichsbahn.

And it is also a good basis for a Series 41 in a modernised version, with which the model shared the boiler with combustion chamber. I'm sure that most readers who are not so familiar with the model have already realized this.

If you like the look of a DB new-build steam locomotive, there is no getting around both the “03^{10} NK” and the “41 NK” (NK = newly rebuilt boiler): It's no coincidence that the appearance of modernized locomotives follows that of new DB builds.

And so the Märklin new product to be discussed today, in its present design as well as in future variants in the normal program, will certainly find its way onto many locomotives and play a more important role there; than the prototype once did for the Deutsche Bundesbahn.

The model selection

Many examples in the stock of the DB ran at least temporarily with disc wheels in the lead bogie after their re-cladding. This had great effects on their appearance. And so there are quite a few steam locomotive enthusiasts who consider this equipment, as with other series, to be not attractive, or even disfigured.

As before, in HO gauge, Märklin has also selected the machine with the operating number 03 1001 (Art.-Nr. 88850) for Mini-Club. In the operating condition for the (late) model railway epoch III, it also has the combination of high performance boiler and disc wheels.

As for the H0 gauge previously, Märklin has again chosen the 03 1001 for the Mini-Club in its version with disc wheels on the front bogie, as was typical for many prototypical locomotives of this class.

Presumably the manufacturer wanted to take the safe route even in the small lane and offer the supposedly less popular variant to members of the customer club. The purchase via an order form could then make up for this and still allow sufficiently high quantities for a later version with spoked wheels.

After all, this is almost the only possible variation of the basic model in the 03^{10} series: Märklin cannot go back in time, because the locomotives had a completely different appearance then. Also, a time jump forward is impossible, because the last examples were retired in 1966, and, therefore, never carried a computer number. Only the high sandboxes do not appear in any known photographs.

The chassis of the locomotive new products comes from the 01 series, as was already to be expected since the presentation of the hand sample at the Nürnberger Spielwarenmesse 2019 (Nuremberg Toy Fair 2019). This results in a compromise, which we will discuss in a moment.

On the basis of the hand sample, it was also to be expected that the tender chassis would again correspond to that of the 01 series and would thus go back unchanged to the 03 series from the year 1972.

But this seems astonishing in view of the fact that its body had to be completely redesigned and we assumed that the much younger and in some details finer chassis of the oil tender of the same basic design would be used. Such a decision might have been more future-proof.

Now we come to the external features of the Insider Model 2019, which also provide some astonishing insights.

The locomotive from the viewer's prospective

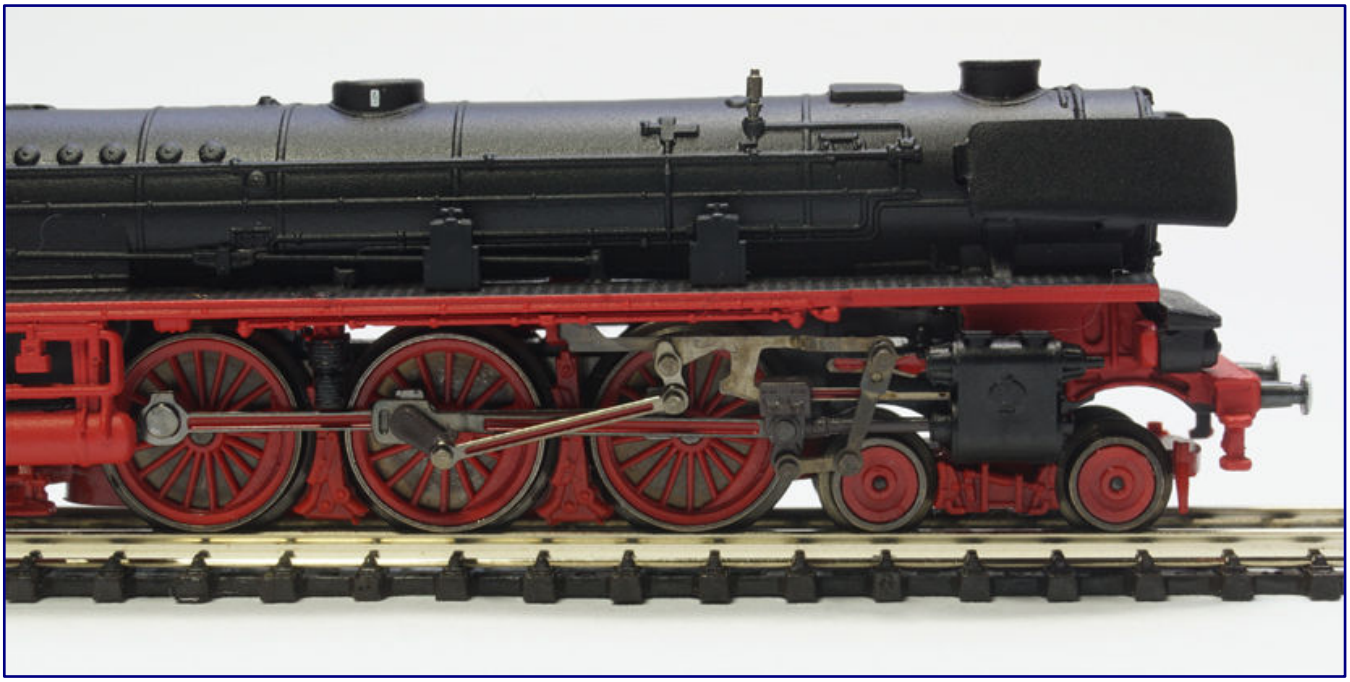
In the prototype, the chassis dimensions of the 01 and 03 series were largely identical. Differences existed only with regard to the wheel diameters in the lead bogies, which were subsequently increased from 850 to 1,000 mm for both. This is, therefore, not a difference between the two express locomotive types, but only between the individual series within each of the two series.

For the 03^{10} series with three cylinders, as with the 01^{10}, this is irrelevant: when they hit the rails in 1939/40, 1,000 mm wheels had long been standard anyway. The only dimensional difference in the locomotive's running gear concerns the distance between the 3rd coupled and trailing axle: For the 01 and 01^{10} series, this is 3,800 mm, for the 03 and 03^{10} series it is only 3,500 mm.

All in all, the locomotive makes a good impression at first sight: many reproduced details and complete labelling as well as spoked wheels in the tender. The only disturbing feature is the large locomotive-tender distance, which also leads to measurable deviations from the converted prototype dimensions. Also noticeable is the skewed housing, which causes the front buffer beam to be too high.

This is due to a shorter drawbar of the trailer in the lighter versions of the BR-03 family. Converted to a scale of 1:220, this is still 1.36 mm. The fact that Märklin again used the longer tiller, which was first designed for the Insider Model 2012 (88010), may be forgivable on a purely numerical basis.

Nevertheless, even this small deviation is quite noticeable. This has to do with the different position of the axle centre under the cab; of course, a sufficient knowledge of the prototype is required. So we allow Märklin to continue with this compromise.



Not included in the model were enlarged counterweights on the middle driving axle and offset counterweights on the preceding coupled axle on which the inner engine was working. In the case of the 01 series, a much better solution was found in the reproduction of the control unit: while the fire-red control unit carrier was part of the cast housing at the time, it is now completely missing. In its place we find only the dark nickel-plated sheet metal part that was previously covered by it.

However, the possibility was also missed of reproducing the larger counterweight on the middle driving axle and the offset one on the first coupled axle, which was used as a model for the middle cylinder. Both are features that can be seen on a scale of 1:220.

Data and dimensions of the prototype and model of series 0310:

	Prototype	1:220		Model
Length over buffers (LüP)	23.905 mm	108,7 mm		111,7 mm
Maximum width	n. bek.	---		16,5 mm
Height at SO (smokestack)	4.250 mm	19,3 mm		20,0 mm
Total wheelbase	20.225 mm	91,9 mm		93,5 mm
Wheelbase locomotive	12.000 mm	54,5 mm	56,0 mm	
Wheelbase Lok/Tender*	2.525 mm	11,5 mm		14,0 mm
Diameter of drivng wheels	2.000 mm	9,1 mm		8,7 mm
Diameter of leading wheels	1.000 mm	4,5 mm	4,2 mm	
Trailing wheel diameter	1.250 mm	5,7 mm	5,0 mm	
Tender wheel diameter	1.000 mm	4,5 mm	4,4 mm	
Service weight**	178,4 t	---		40 g
Type	2'C1' h3			
Maximum Speed$_{max}$	140 / 50 km/h (forwards / backwards)			
Performance	1.375 kW / 1.870 PS			
Years of Production (New boiler)	1957 - 1961			
Total Produced (DB)	26			
Decommissioning	1966			

* Distance from trailing axle to 1st tender axle

All Pacific steam locomotives in the Märklin portfolio would have profited from the first feature, while the second would have enriched the kit for a possible class 01^{10} and would have been good for the Bavarian S 3/6.

Among the advantages of the bogie are again the replicas of the scissor brakes, the inductive train protection and the rail scrapers, as well as, the detailed and fully movable controls of the model. They could also be adopted unchanged from the 01 series.

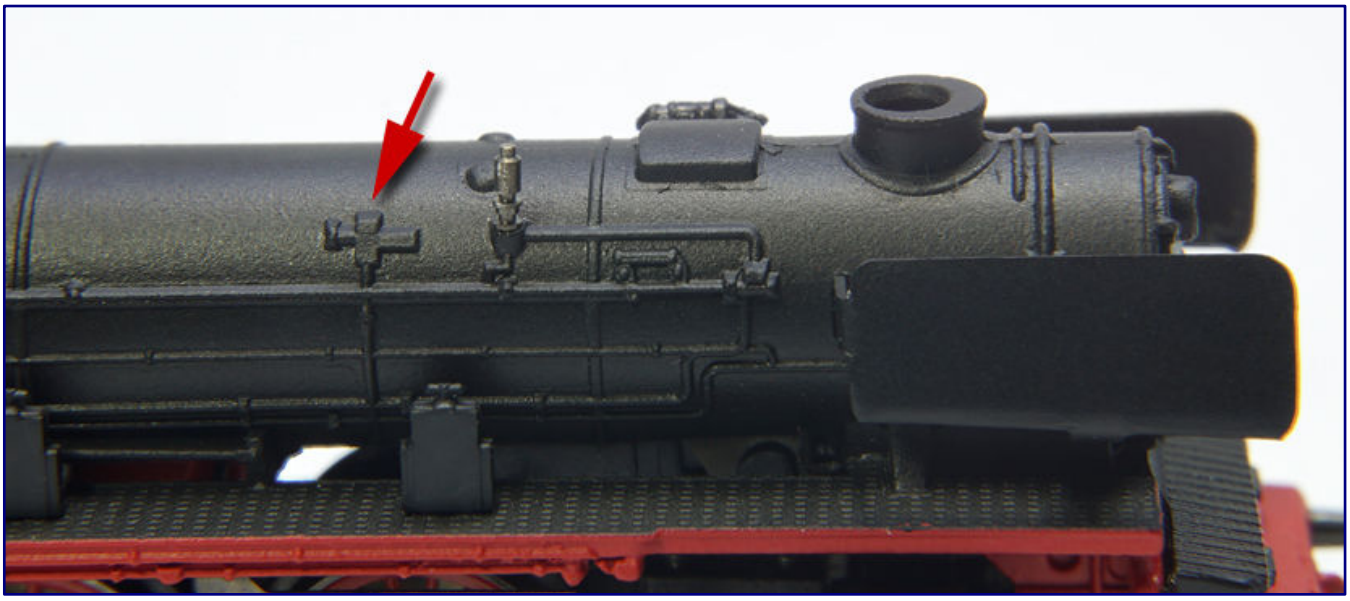
However, the control carrier was better implemented on the model created in the anniversary year 2012: In the 03^{10} series, it is missing completely as a red-stepped replica on the cast metal housing.

Instead we find there only the black nickel-plated sheet metal part, which would otherwise sit behind it and mechanically form the receiving point for the counter-crank with swing arm.

Märklin was able to do this much better in the past! So this leaves us with the impression that this part was simply forgotten. Also the disc leading wheels can't convince us completely, because they seem too flat and not profiled compared to the prototype. Here, we used an existing injection moulding tool, which we would like to describe as not optimal.

The replicas of the boiler, the closed driver's cab with side window inserts, and the new shaped tender body with cover and replenishment equipment have been well done.

Weaknesses in the engravings are only apparent in the boiler feed valves on both sides, which are too flat and lack the structures of the shut-off valves. It would have been a step forward, if Märklin had covered the housing screw in the steam dome with an injection molded part.



The boiler feed valve (see arrow) is too flat on both sides of the boiler, and, is, therefore, not at all convincing. In comparison to the original photos, this reproduction shows almost no resemblance to the original, which means that Märklin is far below its own capabilities.

Photos on page 8:
Even the lightweight wheelsets (see photo above) are not quite as good as their prototypes, which is because they are built using the existing mould construction kit. The engravings, window inserts, and printing in the area of the driver's cab and tender are convincing (picture below). The box of the magnet control system (as well as the corresponding magnet on the trailer) is also reproduced, for which the signs on the driver's side had to be moved forward.

The model also shows a slight skew of the housing when delivered, which is due to light shielding on the inside that was apparently designed retroactively and produced in 3D printing: This stands slightly above the upper edge of the chassis block and slightly lifts the housing, especially in the buffer area, making the model appear elevated.

But with a little work this can be eliminated. To do so, the upper side of the pressure part has to be sanded down so far that it is flush with the upper edge of the chassis. Also the sides are easy to work on in the same way.

Anyone who reaches for self-help here should approach it carefully and continuously check the effect of the material removal by reinserting the part and putting the housing back on. The housing can be lowered by up to 1 mm, but you should always be aware of the possible side effect--a disturbing stray light.

The only difficulty is the prior dismantling of the shielding body, since this thin part tends to break. A suitable replacement is already under construction by Z-Doktor Modellbau, for interested customers.

The trigger of the housing misalignment is the obviously retrofitted light shielding body, which has to be slightly loosened at the arrow markings on the top and on the side (also opposite side). The buffer board then moves down about 1 mm.

Apart from these, the model hardly has any optical weaknesses: The metal locomotive body has a good feel to it and also impresses again with inserted cab windows. The functional lower lanterns, which are located at the lower edge of the track, could not have been better implemented.

They look freestanding, but do not withstand every glance. On the one hand, they are not really freestanding, as they have a shielded light guide connection to the inside of the housing at the back, for functional reasons.

Even with a little colour, the "face" of the 03 1001 would have appeared much better.

Because of the light function and the injection moulding of the attachments, the lanterns are also quite large.

But we do not want this to be understood as a criticism of the model, because here technical restrictions apply, which required decisions by the manufacturer. And since customers of a Märklin model, following the habits of the product standards, certainly do not want to do without illuminated lanterns, this is understandable for us.

If you want to upgrade the front with finer, but functionless parts, you can focus your hopes on the small series manufacturers. Michael Bahls has confirmed to us in conversation that he sees potential for

The tender body with the closed cover flaps was completely redesigned. It is based on the chassis of the 2'2' T 34 tender of the 003 series from 1972, but, here, it is electrically powered by the locomotive.

optimization here, which he will support with an offer that can also improve the area of the rather flat-looking inner cylinder, if there is sufficient interest.

The tender body has been completely newly developed and reproduces the existing differences to the standard 2'2' T 34 tender. This applies in particular to the elements of the coal feeding device and the closed, replicated swivel roofs of the coal box cover.

By the way, in the prototype they were mostly open, as they tended to block due to coal pieces and coal dust. It is noteworthy that Märklin gave the tender red spoked wheels.

The deep black paintwork looks rather dull and appropriate for a steam locomotive. The fiery red parts of the circulation, the buffer plank and the running gear look just as good and are not disturbed by plastic shine. The flawless printing of important company labelling was done by pad printing.

The buffer plates were printed with a warning coat of paint, but the sleeves on the locomotive and tender were not set off in red. The front buffer plank, however, has test data written on it, while the rather flat engraved coupling at the front has not been set off in black.

Märklin also decided that the running edge of the tread plate under the smoke chamber door should be in red, but the upper side of the tread plank should have been black. Therefore, it makes sense to do the job yourself and to correct these minor shortcomings with a brush.

The technology of the new product

An important message in advance for the technical evaluation is certainly the cornering ability of the new model: Märklin states the minimum drivable radius at 195 mm, but we could not find any problems in the test also in the R1 at 145 mm. However, the model should not be driven through narrow counter (S) curves.

Although Märklin specifies a minimum radius of 195 mm, the locomotive showed no problems with the industrial radius of 145 mm, in tests. But whether this looks elegant is another question entirely. The tractive power of the 40 gram model is also sufficient.

Among the clear strengths of this new product are good driving characteristics thanks to the bell-type armature motor, which has raised it to a new standard. The metal locomotive body certainly contributes to this, because with only two effective current collection points per pole, the middle axle is mounted slightly higher, with its weight as a major factor.

All 3 coupled axles are driven via worm and spur gear, as usual for the basic chassis of the 01 series. Lighting is provided by means of warm white LEDs and light guides on three top lights on the locomotive and tender.

After the premiere of a lighting system in the class 52 condensed tender, Märklin has also decided to use it for an Insider Model. Depending on the direction of travel, the headlights always illuminate correctly only on the side of the locomotive in front.

But since the express locomotive was hardly ever in service ahead of the tender, this feature is really not required. However, this function is, of course, worthwhile when leaving the depot to go to the prepared train, or for local journeys.

Unfortunately, we have two points of criticism regarding the tender lighting: The disadvantage is that, unlike the top light on the locomotive, it only becomes visible after the model has started up and shines much less brightly at low voltage.

The connection between locomotive and tender does not seem to us to be sufficiently well thought out, because it was implemented with the usual coupling pin, which engages in an eyelet on the trailer. Consequently, it can be easily detached, which usually happens unintentionally when handling the model.

A fixed connection, on the other hand, is made by two black, flexible strands that carry current from the locomotive to the tender. Here, we see a serious danger of breakage, and a serious weakness in the new design. Märklin should urgently think about creating a solid mechanical connection here, which could be separated by loosening a screw for repairs.

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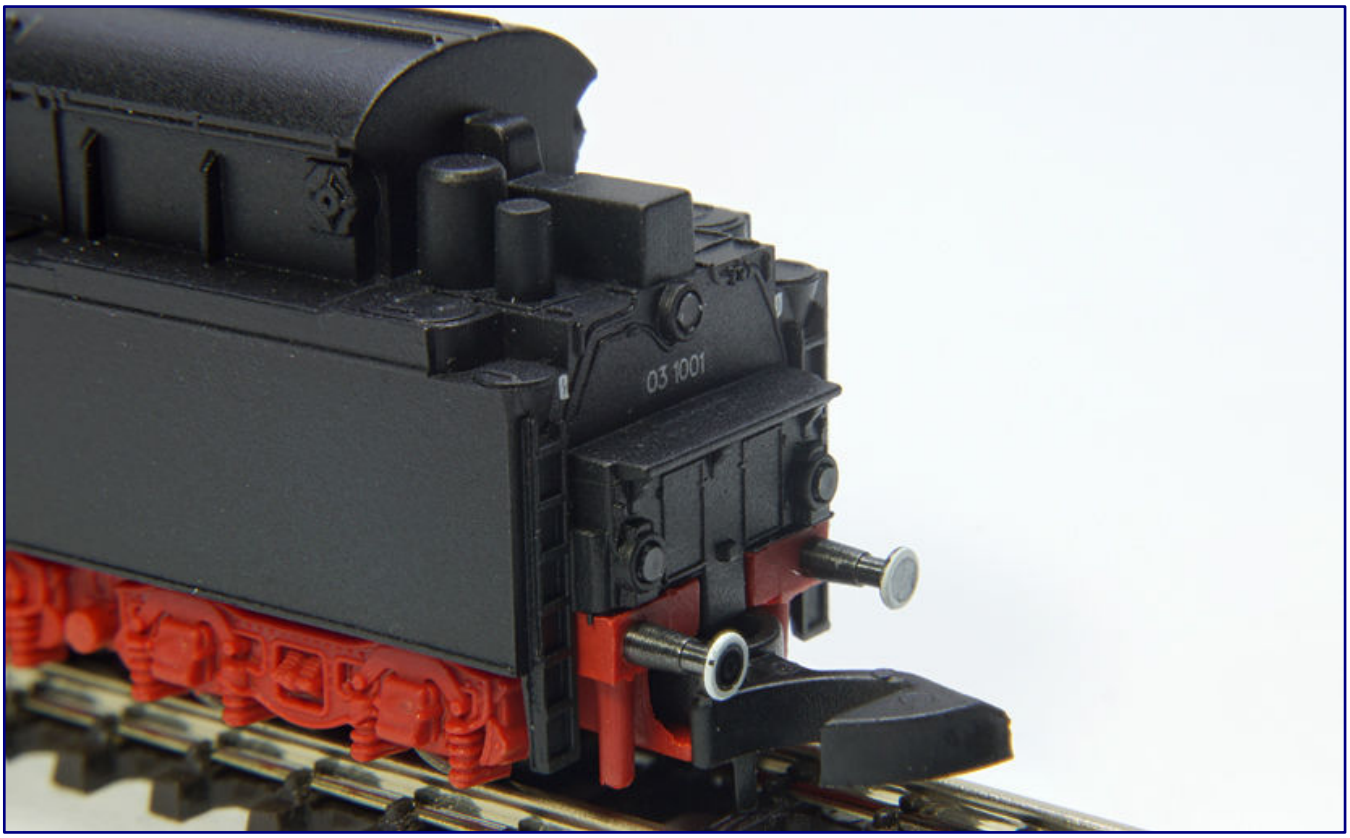
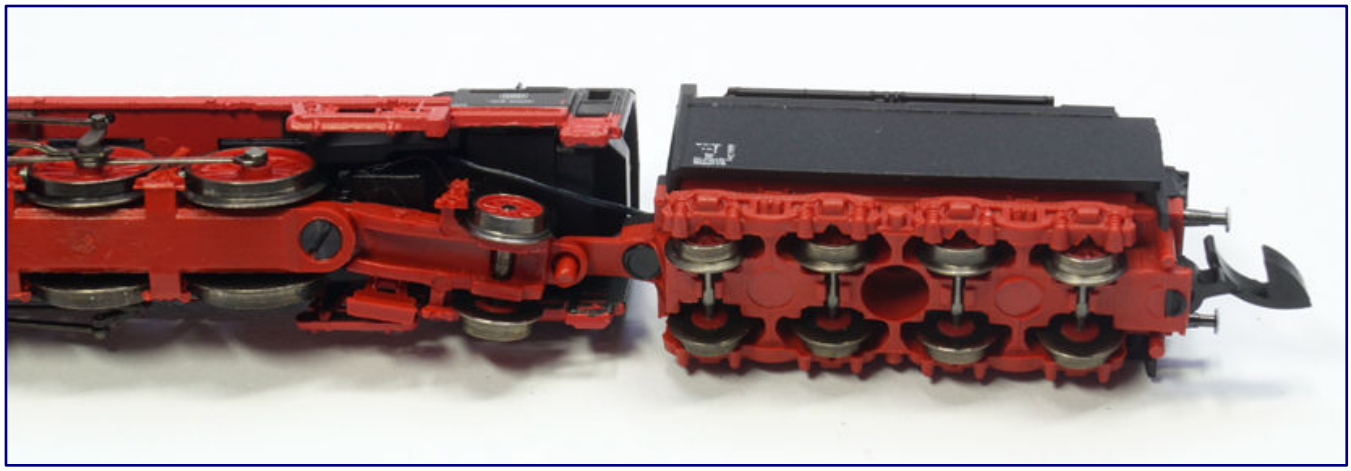


When the housing is removed, the front LED insert can be seen together with the shielding body into which it has been inserted from above (top picture). The tender also has working head lights, but they light up later than the front ones (photo below).

In the same process, the distance between the locomotive and the tender could hopefully be shortened, which unfortunately appears to be particularly large when the driver's cab is shown closed, together with the associated roof finish on the tender, and is the main reason for dimensional deviations from the prototype (see dimension table). By the way, the official product photo suggested a shortening!

The driving characteristics of the model do not give any surprises. It can be started gently, rolls smoothly over switches, even at slow speed, and can be precisely controlled.



A less well thought-out solution is the detachable mechanical coupling of a fixed electrical connection between locomotive and tender. Märklin was to rework this for future versions, and at the same time reduce the distance between the driver's cab and the front wall of the tender.

Even at a track voltage of 0.4 volts, it starts moving at the equivalent of 1.2 km/h, which in principle represents the lowest continuous speed due to the lack of detent torque. For steady operation, including in turnouts, the analogue track voltage has to be increased.

With the Märklin transformer 67011, which we always use for our test cycles, it jumps to 2.4 volts. Our locomotive is then running at 35 km/h. With a more sensitive controller, it seems possible that this model can be controlled at 10 - 12 km/h prototypical speed through station entrances.

The locomotive is also modest in terms of current consumption: only 20 mA at transformer position 100, a minimal increase to 24 mA at 150 - no comparison to the earlier five-pole motors.

We should never expect too much tractive effort from a steam locomotive. However, we have not exhausted the limits of this model and we still do not want to give a value with measuring unit. From our point of view, it is more helpful in practice to know whether the model can also be used as a role model.

On the way, the prototype was usually with four-axle cars of older and modern designs. In this respect, Umbauwagen (transition passenger wagons), Silberlinge (older silver coloured passenger wagons), and also other DB new cars in old colours should be found on the hook of class 03^{10}.

These can be found, for example, in the Insider train set 81175. The cars with the item numbers 87101, 87112, 87121 and 87530 are also labelled and suitable for Era III. In the period between 1964 and the decommissioning of the locomotive (1966), the models from the 87400 set can also be attached. Old cars from DRG times are unfortunately in short supply. By the way, our test candidate had no problems with seven such cars on the plain.

In this respect, it should also be possible to travel uphill stretches within the framework of usual recommendations with only slightly shortened trains. Those who reach the limits of tractive effort should consider traction tires and a tender current collection by one of the small series suppliers. By the way, the 03^{10} series with its determined 40 grams weighs exactly 2 grams less than the Insider model 2012 (001 series) on the same chassis.

Summary

In contrast to most Insider Models of the recent past, the 03 1001 of the Bundesbahn does not bring any new products. Even the tender lighting was already known from a catalogue model. First of all, it impresses with its modern shape and the appearance similar to a DB new-build locomotive.

The choice of models can be described as successful, even though this series had only a relatively short service life after its re-boiling and was also a splinter type with only regional distribution.

Although the 03 1001 remains well below Märklin's capabilities, shows no innovative new products and also reveals some weaknesses, it is certainly not a bad model. It is almost completely in line with the steam locomotive models released since 2012, but does not surpass the 01 series from the anniversary year.

In summary, it is a good, but not outstanding locomotive, which has some, from our point of view, unfortunately, also avoidable, weaknesses. So it leaves room for manufacturer-sided improvements, and, above all, also the fine improvements by small series manufacturers, such as Bahls Modellbahnen, in order to be able to meet the demands of purists and fine scale prototype model connoisseurs.

Manufacturer of the model:
https://www.maerklin.de

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The 03^{10} class at the Bundesbahn

Swan song on the Ruhrtalbahn

It was not until after the war that the 26 class 03^{10} machines remaining with the Bundesbahn really got going. As the newest express steam locomotive, it suddenly became indispensable for the DB. But the involuntary conversion to high-performance boilers was both a curse and a blessing. Because of teething troubles that were never overcome, the elegant series became an early victim of traction change. Its successors on the Ruhrtalbahn were diesel locomotives of the V-160 family as early as 1966.

Following on from our remarks on the model history of the 03^{10} class from **Trainini®** 9/2015, we would like to present the operating history at Deutsche Bundesbahn today. After we had summarized the development by the Deutsche Reichsbahn and the war years at that time, the exemplary part of the article with the parked machines closed after the end of the war.

Let's take a quick look back again: Between 1939 and 1941, the Deutsche Reichsbahn received a total of 60 express locomotives of class 03^{10}: 03 1001 - 1022 (Borsig), 1043 - 1060 (Krupp) and 1073 - 1092 (Krauss-Maffei). Previously, 140 locomotives had been ordered, but these were cancelled at the beginning of the war, mostly for freight locomotives.

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03 1056 is in use here, presumably in Brilon Wald, in the condition after its de-energization and reconditioning at Henschel. The surface preheater is still in front of the chimney. The tender has also already undergone initial modifications, as can be seen on closer inspection. At the time of this picture, the locomotive, which was the last to receive a high-performance boiler, was probably already at the Paderborn depot. Photo: Walter Patzke, Archiv Petkelis

03 1055

26 copies, mainly from the Borsig and Krupp construction lots, remained in the territory of the later Bundesbahn in 1945. Although they were a maximum of six years old, they were in a deplorable state: technically neglected and partially robbed of their electrical shells, they were not fit for service. There was also no need for them.

The first priority was to make makeshift repairs to the war-damaged rail network and to get freight traffic moving again in order to secure supplies for the population and the industry that had fallen victim to the war. Likewise, the transport needs of the Allies took precedence over civil rail traffic.

As passenger traffic slowly got going again, interest was also awakened in the young machines, which in principle had survived the war relatively unscathed. At Henschel in Kassel, the locomotives were reconditioned between October 1949 and 1950: The remainder of the current shells were removed, new piping and Witte wind deflectors were added, and other damage was repaired.

So, they now returned to service with their old boiler, but without the front skirts typical of standard locomotives, and were based in Dortmund, Ludwigshafen and Offenburg. One locomotive served the Göttingen test centre. They were immediately recognizable by their strange front, because the surface preheater was in front of the smoke stack, for which the upper third of the smoke chamber door was removed.

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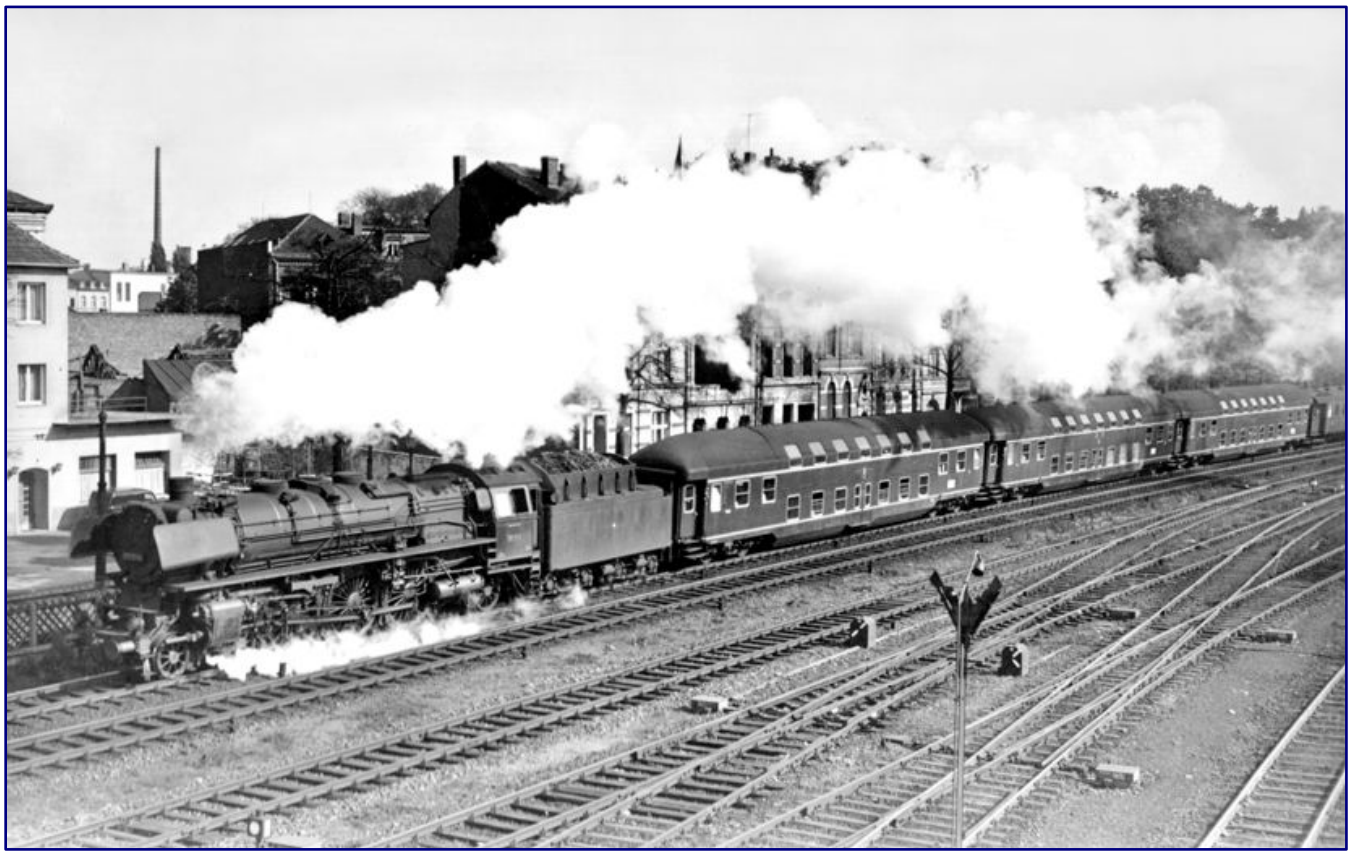

At the level of the Bonn freight station 03 1014 (Bw Dortmund Bbf) steams past on 4 October 1952 with E 719 (Frankfurt - Dortmund). The newly developed double-decker coaches are located in the train with retracted end entries at the end of the coach and a middle entry in the lower area. Photo: Carl Bellingrodt, Eisenbahnstiftung

Photo on page 12: 03 1055 of the Dortmund Bbf probably shows the unusual picture with the front surface preheater and the trimmed smoke chamber door at Dortmund Hbf. Photo: Walter Patzke, Archiv Petkelis

Photo above:
Two manifestations of the same series after equipping with the high-performance boiler: 03 1009 shows itself with smooth-running wheels in the bogie, high-standing sandboxes and still without a cut-out in the left wind deflector (picture above). Photo: Walter Patzke, Petkelis archive

Photo below:
When 03 1082 came to a halt in April 1964 on track 1 of the Wuppertal-Elberfeld station, her eyes fell on ordinary spoked wheels, deep set sandboxes, a cut out wind deflector and even closed tender flaps. Photo: Manfred Mülhens, Eisenbahnstiftung

At least the three in the Bw Dortmund Bbf located 03 1014, 03 1022 and 03 1043 received in June 1950 a steel-blue painting of the cab, the boiler and the cylinder blocks. The smoke chamber and chimney remained black.

A British contemporary witness, who has since died, also claims to have seen and photographed a fourth machine in this paint scheme, the black-and-white photograph he took to prove this is, unfortunately, not available to us.

On most of the specimens, the preheater was finally moved to its usual position from 1952 onwards and the smoke chamber door was replaced with one of the standard versions. In the case of the machines from Dortmund, however, which only ran steel-blue until the next general inspection, this change was carried out earlier: we do not know of any photos in special colours and of a trimmed smoke chamber door.

03 1073, which has been based here since September 1958, presents itself on 8 October 1961 at the exhibition at the BDEF association conference in Hagen-Eckesey. The large vehicle exhibition was largely due to the initiative of Carl Bellingrodt, who was one of the founding members of the MEC Wuppertal. Photo: Walter Patzke, Archiv Petkelis

The colour matching to the blue F-trains, which by the way were only available in the class 03^{10} steam locomotive range, shows where the journey now went. After the currency reform and with the onset of the economic miracle, the German Federal Railroad introduced a new long-distance network with comfortable and faster trains.

For this it was also dependent on the services of this class. This is impressively underlined by the peak mileage figures. However, the Achilles' heel of the “zero-three-ten” was its boiler: as with the 01^{10}, 41 and a large part of the 50 series, it was made of the high-strength, but, brittle and non-ageing steel St 47 K. Cracks appeared which could not be welded.

The boiler burst on a DR machine remaining in the DDR (GDR) left no doubt about the dilemma: The boilers had to be replaced, as quickly as possible, if the machines were to remain in service.

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View of details of 03 1073 during the exhibition, including the closed cab with doors and the signs moved forward because of the rail inductive train protection equipment (picture above), as well as the tender with open coal box cover, replenishment equipment and buffer plate warning paint (photo below). Photos: Walter Patzke, Archiv Petkelis

On behalf of the Federal Railway Central Office (BZA) Minden, Krupp therefore developed a new boiler with combustion chamber suitable for the 03^{10} and 41 series. It was built, completely welded, according to the so-called “new construction principles,” and was equipped with an MV 57 mixing preheater.

From 1957 it was ready for installation, which took until spring 1961 in the AW Braunschweig during the general inspections. 03 1056 was the last converted locomotive to receive a boiler manufactured at the Esslingen locomotive factory which was actually intended for the 41 series.

Roller bearings on drive and coupling rods, smooth-running wheelsets (disc wheels) in the lead bogie on the majority of units and high-standing sandboxes completed the conversion.

The fitting of the tender with coal feeding device and coal box cover flaps was carried out at the same time, but not necessarily at the same time as the boiler replacement. In the end, the express locomotive was a highly modern machine for that time, which came very close to the appearance of the new-build locomotives of the Deutsche Bundesbahn (German Federal Railroad).

03 1051 shows up during the ride through Hagen's vestibule with closed coal box cover and quite exactly in the operating condition of the sister locomotive as also shown by Märklin. Photo: Walter Patzke, Archiv Petkelis

Unfortunately, however, the DB's high-performance boilers also had a weak point that destroyed the reputation of the class 03^{10}. The rather flat steam dome, together with the new superheated steam regulator, had a strong tendency to overflow when the water level in the boiler was high. Boiler sludge was carried along with the heated water and blocked the regulator.

The covers of the coal boxes were also a cause for annoyance. On most historical photographs they can be seen in open condition, although they were intended to protect passengers in the attached passenger

coaches from being bothered by coal dust. However, pieces of coal and dust usually jammed the swinging roofs, which is why the personnel did not close them.

The 0310, not identifiable on the picture, shows a typical passenger train, as it would look on it as a model (photo above). Photo: Walter Patzke, Petkelis Archive

03 1082 shows up in April 1960 after leaving the 148 m long Hünengraben tunnel in Altena on its journey to Hagen with a stylish car set from DRG times. Photo: Slg. Günter Mitze, Eisenbahnstiftung

In addition to the depots already mentioned, the 03^{10} series machines were also used temporarily in Hamburg-Altona and Paderborn. Their bad reputation, however, prompted the DB to pull them together at the Hagen-Eckesey depot from October 1958 and to use them mainly on the Upper Ruhr Valley Railway. The last section served by class 03^{10} was to be Hagen - Kassel.

When 03 1043, which was equipped with lightweight wheelsets in the bogie, was photographed on 4 June 1966 at its home depot in Hagen-Eckesey, it only had about three months of service left. On 26 September of the same year, it was deferred from repair at the end of the summer schedule and taken out of service on 22 November. This made it one of the last five active machines of its series at the Bundesbahn. Photo: Wolfgang Bügel, Eisenbahnstiftung

There they could be seen in front of express and D trains with pre-war coaches, Silberlingen and middle-entry coaches, sometimes also the still modern rebuilt coaches. Their reliability improved as the Hagen staff learned to deal with the pitfalls of the boiler, especially since a flushing system was unable to eliminate the problem.

In retrospect, the locomotive drivers there are said to have been quite satisfied with the quiet and powerful machines, but their field of operation shrank visibly due to the progressing electrification and the procurement of diesel locomotives of the V-160 family.

Even before they had brought in their conversion costs, they became superfluous in Hagen-Eck as well. Against this background, the DB did not decide to convert to wet steam regulators, as was done experimentally on 03 1021 in 1959, for this class.

From November 1965, the first units were retired, and in September 1966 (end of the 1966 summer timetable), the last five locomotives were also retired. Because of the problems with the high-performance boiler and the superheated steam regulator, which in contrast to the class 41 were never completely overcome, they continued to have a bad reputation outside BD Wuppertal.

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On September 21, 1966, 03 1021 arrived at Schwerte (Ruhr) station during its last journey on the way back to Hagen (photo above). 03 1011 (photo below) was finally the last locomotive to leave the station. Four days later, it brought the D 424 from Hannover to Hamm and arrived in Hagen as Lz (last trip) shortly before midnight. The photo shows the locomotive apparently moving out of Hagen-Eck for its last trip. Photos: Walter Patzke, Archiv Petkelis

As no department wanted to take over the locomotives, all that remained after the shutdown was scrapping: not a single locomotive achieved a service life of more than nine years with a newly built boiler!

A little later, 03 1013, also one of the last five DB specimens in service, is waiting for scrapping in the AW Schwerte (Ruhr). Only the chalk address on the smoke chamber and the number painted on the driver's cab still reveal its identity. Photo: Walter Patzke, Archiv Petkelis

Only 03 1001 was initially intended for museum conservation and was stored in Hagen-Eck until March 1972. But then, it, too, ended up under the cutting torch, which is why not a single DB machine has been preserved.

The teething troubles of the extreme vaporising boiler, which made it suitable for cross-country runs, were never tackled with the necessary vigour for these machines. Unfortunately, the only memories of the beautifully designed and unique express locomotive, which was only allowed to show what it was capable of after the war, are in the form of photos and models.

Photo gallery of the class 03[10]:
http://www.bundesbahnzeit.de/seite.php?id=571

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

Das Saufbähnchen nach 1945

Bahnfahrt entlang der Mosel

Eine interessante Geschichte, nicht nur für Freunde der Spur Z, hat die Moselbahn aufzuweisen, die rund 65 Jahre lang die Orte entlang des Flusslaufs von Trier bis Bullay verband und einen Übergang zu den Strecken der Staatsbahn schuf. Wer das Adventstreffen in Zell (Mosel) besucht, hat vielleicht schon im alten Bahnhof gesessen oder auf dem Plakat Bekanntschaft mit einer ehemaligen MB-Dampflok gemacht. Das vorliegende Buch behandelt die Zeit nach 1945 und stillt den Wissensdurst, der bei Besuchen entstanden ist.

Karl-Josef Gilles
Die Moselbahn in der Nachkriegszeit
aus der Buchreihe „Sutton Zeitreise“

Sutton Verlag GmbH
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Vor nicht mal zwei Monaten trafen sich die Zetties im Weinstädtchen Zell (Mosel), um dort über die Modellbahn zu klönen, sich Modelle und Anlagen vorzuführen oder im alten Bahnhof einfach nur gemütlich beisammen zu sein.

Wie passend erschien es uns, zeitgleich mit unserem Bericht von dieser Veranstaltung, ein dazu passendes Buch vorzustellen, zumal es auch erst im Laufe des letzten Jahres erschienen war. Es ist quasi ein Band 2, denn vom selben Autor erschien im gleichen Verlag bereits zehn Jahre zuvor ein Werk, das der Moselbahn gewidmet war, aber zeitlich keine Einschränkung aufwies.

Waren einst nur Schwarz-Weiß-Aufnahmen darin zu finden, wirkt das neue Buch gleich beim ersten Durchblättern deutlich attraktiver, weil nicht wenige Farbfotos ins Auge stechen. Die Geschichte des „Saufbähnchens“ nach 1945 bis zu seinem endgültigen Ende wird darin in kurzen, aber informativen Kapiteln beschrieben und ausreichend ausführlich erläutert.

Zu keinem Zeitpunkt wird der Leser überfrachtet. Beginnen wir darin zu lesen, sind wir gleich in einem Lesefluss, der bis zur letzten Zeile anhält. Problemlos ist es an einem einzigen Abend durchgelesen und,

am Ende angekommen, bedauert der Leser genau das: Es hätte gern länger dauern dürfen, aber die Geschichte dieser privat betriebenen Eisenbahn war nun mal nicht länger.

Wie viele andere auch, litt sie unter Rentabilitätsproblemen und näherte sich Schritt für Schritt ihrem Ende. War sie durch die Kriegszerstörungen in den ersten Nachkriegsjahren noch eine unverzichtbare und blühende Bahnverbindung, gingen auch ihre Transportleistungen konstant zurück.

So bleiben nur Erinnerungen an erfolgreiche Jahre, neue Fahrzeuge, Bahnhofsumbauten und den mühsam aufrechterhaltenen Betrieb bei Mosel-Hochwasser. Mit dem erhalten gebliebenen Bahnhof von Zell (Mosel) und der ELNA-Dampflok 151 MB, die als Modell auch das Veranstaltungsplakat ziert, treffen wir „alte Bekannte“.

Wer seit Jahren Gast im Weinstädtchen ist, der wird Gefallen an der lokalen Geschichte finden und sich bestimmt freuen zu sehen, wie die Bahnstrecke einst an der Uferpromenade entlangführte, weil sie oder er vielleicht selbst schon dort flaniert ist.

Historisch zurückgeschaut, ließe sich sagen: „Was gibt es Schöneres, als nach einer ausgiebigen Weinprobe mit dem Saufbähnchen beschwingt durchs wunderschöne Moseltal zu gleiten.“ Ihren Spitznamen bekam die Moselbahn, weil sich die Weinorte im Streckenverlauf wie Perlen einer Kette aneinanderreihen. Wer mit ihr fuhr und nicht aus der Region stammte, der war recht sicher wegen der „guten Tropfen“ da, die er dort fand.

Der Autor Dr. Karl-Josef Gilles, Jahrgang 1950, kam wohl, wie kaum ein anderer für dieses Buch als Verfasser in Frage: Er ist Archäologe, Numismatiker und Historiker am Rheinischen Landesmuseum, Mitglied des Trierer Stadtrates und er hat in der Vergangenheit rund 350 Veröffentlichungen zur Regionalgeschichte vorgelegt. So ganz nebenbei wurde er auch in Zell (Mosel) geboren. Wer könnte sich dort besser auskennen?

Und so lässt er in nahezu perfekter Weise mit gekonnten Ausführungen und rund 160 faszinierenden, größtenteils zuvor unveröffentlichten Fotos den Neuanfang, die Wirtschaftswunderjahre und die Stilllegung der Moseltalbahn wiederauferstehen.

Für Einheimische, Moselbegeisterte und Eisenbahnfreunde mit regionalem Interesse ist dieses Buch eine wahre Fundgrube. Für Zetties möchten wir gar so weit gehen und es als Pflichtlektüre bezeichnen, zumal der Vorgängerband längst vergriffen ist.

Aber Vorsicht: Wer dieses Buch zur Hand nimmt und daran Gefallen findet, der wird sich spätestens im Anschluss auch auf die Suche nach einem antiquarischen Exemplar des ersten Titels machen, um verbliebene Wissenslücken zur Vorkriegszeit auch noch zu schließen…

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

MAN-Nutzfahrzeuggeschichte

Ponton und Pausbacken

Die Kurzhauber von MAN kennt auch heute wohl noch jeder, die ebenfalls legendären „Pausbacken“ hingegen scheinen aus der öffentlichen Erinnerung weitgehend verschwunden. Und dabei müssten sie beide auch auf der Modellbahn eine wichtige und wahrnehmbare Rolle spielen. Unsere Buchbesprechung ist ein Plädoyer für mehr Modelle nach diesen beiden Vorbildern.

Wolfgang Westerwelle
MAN Kurzhauber und Pausbacken

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Autor Wolfgang Westerwelle ist uns durch viele Titel über deutsche Nutzfahrzeuge im selben Verlag bereits bekannt. Insofern besteht an seiner fachlichen Kompetenz kein Zweifel und hinsichtlich Schreibstil und Informationsumfang hat er beim vorliegenden Band ein glückliches Händchen bewiesen.

Ausgewählt für diese Rezension haben wir den vorliegenden Titel, weil mit einem Müllauto auf Basis einer „Pausbacke“ von MAN ein recht ungewöhnliches Nutzfahrzeuggesicht als Modell angekündigt worden war, das heute wieder weitgehend vergessen scheint.

Zwar spielt MAN auch im Maßstab 1:220 eine Rolle auf unseren Straßen, aber gemessen an den großen Vorbildern scheint dieser Hersteller leider unterrepräsentiert: Gerade einmal ein Kipper F7 bei Limized und der dagegen schon recht moderne MAN F8 bei EtchIT-Modellbau fallen uns spontan ein.

Und so versteht es dieses Buch, den interessierten Leser mit auf eine Reise in die Vergangenheit zu nehmen. Als Kurzhauber von Mercedes-Benz und Rundhauber von Magirus auf Deutschlands Straßen unterwegs waren, hatte auch die MAN ein markantes Gesicht im Rennen: Die Antwort aus Augsburg und Nürnberg rollte ab 1955 vom Band und wurde im Volksmund auch als „Ponton-Hauber“ bekannt.

Noch deutlich weniger verbreitet waren damals die Frontlenker, die etwa zeitgleich auf den Straßen erschienen. Hielt Mercedes-Benz sie zunächst eher für eine kurzzeitige Modeerscheinung, so waren sie tatsächlich die Zukunft des LKW-Baus.

Auch hier hatte MAN ein sehr markantes Modell im Programm, das gemeinhin als „Pausbacke“ bezeichnet wurde. Die Ära der beiden genannten Fahrzeugtypen hielt lange an, denn erst 1973 wurde

auch die Produktion des letzten Modells eingestellt. Bis in die Achtziger gehörten sie dann noch zum Straßenbild.

Damit ist eigentlich klar, warum sie auch auf den Anlagen der Spur Z zu finden sein sollten und wir Ihnen diesen Titel nicht länger vorenthalten wollten. Wer auf authentische Gestaltungen Wert legt, wird dankbar für das Wissen und die Anregungen sein, die ihm oder ihr hier geliefert werden.

Wolfgang Westerwelle präsentiert die Geschichte der rundlichen MAN-Nutzfahrzeuge, ohne auch nur irgendeinen wichtigen Aspekt auszulassen: Ein Blick auf die Situation im Werk München-Allach zu Beginn der fünfziger Jahre und wachsende Produktion, Einführung der neuen Fahrzeugreihen, weitere Entwicklung und Erfolge sowie auch deren Ende.

Dabei vergisst er auch nicht den Blick auf Exporte, Sonder- und Feuerwehrfahrzeuge oder den Blick auf die Konkurrenz aus dem Hause Daimler-Benz. Gut und ausführlich erläutert ist auch der Wechsel auf die Nachfolger mit völlig neuen Eigenschaften, die aus einer Zusammenarbeit mit dem französischen Hersteller Saviem entstanden.

All das ist auch gut, sehr umfangreich und passend bebildert, denn in erster Linie ist das vorliegende Werk ein Bildband und kein Fachbuch, das sich in den Tiefen technischer Details und Merkmale verliert. Gerade das macht es auch für den letzten Zweifler so wertvoll.

Die Fülle an Aufnahmen von Nutzfahrzeugen verschiedenster Firmen liefert Anregungen und Ideen für eigene Gestaltungen von Modellen. Ja, es weckt gerade die Lust, ein eigenes Fahrzeug im Bestand umzugestalten, wie eines, bei dem die Blicke länger hängen bleiben.

Das liegt sicher auch der guten bis hervorragenden Reproduktion historischer Motive. Zu allererst profitiert das Buch aber von Originalaufnahmen der aktiven Zeit, zeitgenössischer Werbung und Prospektmaterial aus dem Archiv der MAN. Alles zusammen trägt zum lebendigen Bild jener Epoche bei, in dem der Abdruck eines Prospektes aus dem Jahre 1962, der die Informationen zum Hauber-Typ 415 H und zum parallel gebauten Frontlenker 415 F vermittelt, einer der Höhepunkte ist.

Übrigens: Bilder zu Müllfahrzeugen auf Basis des Kurzhaubers und der Pausbacke sind hier auch zu finden. Wer einen Eindruck vom dem bekommen möchte, was bei MO-Miniatur angekündigt wurde und hoffentlich auch noch realisiert wird, ist hier auch vor diesem Hintergrund genau richtig. Tabellen mit technischen Daten am Ende des Bands vollenden die Texte und Bilder.

Publishing pages with reference possibility:
https://www.motorbuch.de

Z gauge Advent meeting in Zell (Mosel)

Every (two) years again

The model railway exhibition in Zell (Mosel) with its cosy regulars' table, nice conversations, and the possibility to spend the end of the year in a familiar atmosphere is a permanent fixture in the calendar of many Z gauge enthusiasts. At the beginning of December 2019 it was time again for "Zetties" from near and far to make the trip and attend this popular biennial convention.

There is a good reason why Zell is the seat of the "Z-Freunde International e.V. (ZFI)" association. Looking back on a history of already 15 years, the latest edition of the traditional Z scale meeting in this small wine town on the Moselle river took place on the second weekend of Advent, from 6th to 8th December 2019, with exhibitions open to the general public on Sunday, the 8th.

Much has changed in this long time: Originally organized by the local chamber of commerce, the event is now hosted by ZFI, which chose this location as its official headquarters in 2001, because it is synonymous amongst the Z scale community with friendship and solidarity – two basic tenets of any association.

Hans-Georg Kunz used metal profiles for building his elaborate model of the Remagen railway bridge. In addition, his layout demonstrates how an effective use of lighting can further enhance the mood of a scene.

Another change is that the meeting is no longer organized every year, but only every second year. It now takes place shortly before Christmas during those years without the biennial Z-Scale-Weekend in Altenbeken. This way, every calendar year does now have its Z scale highlight.

Admittedly, everything in Zell is somewhat smaller, compared to Altenbeken, both in terms of exhibition space and the number of exhibitors. And yet, the long journey is worth it, with some active participants and visitors traveling distances of 500 km or more from countries such as Belgium, the Netherlands, or Switzerland.

We would not want to miss this special meeting either, namely because of the always quite unique atmosphere in Zell. We know of no other event where the set-up of the exhibition takes place in such a relaxed and intimate fashion, and with so many nice conversations, shop talk and mutual exchange. This was no different with the latest edition.

Those arriving already on Friday visit the restaurant in the old station building and enjoy a classic regulars' table with authentic railway charm. Over a good glass of wine and conversations with many old acquaintances whom we speak to and see far too rarely, the joint dinner on Saturday traditionally ends quite late.

Gerhard Maurer was right in tune with the time of the year; the autumn scenery of his layout offered visitors some appealing seasonal variety.

By Sunday morning the “Zeller-Schwarze-Katz” exhibition hall was already well filled with exhibits and ready to receive visitors from the general public. So join us now on a tour of the different areas of the exhibition and let us give you a flavour of the all the layouts and dioramas on display.

In the entrance area of the venue we encountered a new arrangement by Hans-Georg Kunz. His model of the famous Remagen bridge (towards the Erpel side) featured elaborate and labour intensive soldering work. He had installed it together with bridgeheads in a modular arrangement, which he now presented to the public. The layout’s lighting, also created by Hans-Georg, was particularly impressive. It came as no surprise that this showpiece was very well received by the visitors.

"Maintenance Car 611" (Item No. 49.334.21; above) by Freudenreich was exclusively produced for this exhibition and sold out by its end. With engine 212 007-9, Jörg Erkel had his dream locomotive realised (below) and now lets it run regularly on his "Schmiedehagen" layout.

Next to him, Gerhard Maurer's "Loop of dreams" layout provided autumnal impressions – quite fitting to the weather outside, which showed no trace of winter yet, despite the time of the year.

The model railway crafting table for up to four children at the Trainini® stand is ready for its young visitors (above). Adult visitors could enjoy two dioramas (below), whilst the children were allowed to operate Shinkansen trains from Rokuhan.

Jörg Erkel from the 1zu220-Shop pampered his customers with culinary delights: those buying his new and exclusive “Westheimer Winter” beer freight car (item no. 9816, produced by Märklin) were rewarded with a free bottle of the real thing.

He also had on offer an exclusive exhibition edition of an “Oppeln” type freight car. The model was produced by “Freudenreich Feinwerktechnik” and came in the ocean blue paint scheme of non-public

Future master modellers! Under young, but professional guidance, kids visiting the Zell exhibition were able to get some first hands-on experience with model making in Zell (Mosel) – much to the delight of their parents and free of charge, thanks to sponsors.

construction trains of the type “Maintennace Car 611” (49.334.211). All 40 copies of this exclusive edition sould out by the end of the exhibition.

It does not always have to be (just) railway: Hermann Kammler showed a spectacular sea rescue operation with SRK “Theodor Heuss”.

And even those visitors not interested in purchasing anything, got their money’s worth at Jörg’s stand by the wonderful scenery and detailed themes of his “Schmiedehagen” layout, which had been expertly designed by Dirk Kuhlmann.

At home in Westheim it usually sits on a living room table. The street on top of an embankment running across the middle of the oval layout serves as a scenic divider for the two train stops.

His stand merged seamlessly into ours, because **Trainini®** also wanted to offer some hands on modelling experiences for the visiting children.

Thanks to donations from Noch, the 1zu220-Shop, the Modellbahn-Union and Uhu, we were able to offer again our popular crafting challenge, where children create a small landscape on a base of the size of a beer mat. This action was mainly supervised by Hendrik Späing, who is often involved in the magazine’s activities.

Children whose work still had to dry off could operate a high-speed train on a Rokuhan oval – either a Shinkansen 500 in Hello Kitty design or the Shinkansen E6 presented in last month's issue.

We also displayed our recent midsummer diorama with a light railway and road junction and our older autumn diorama, which will be expanded to a four-season series with the spring and winter themes still to be done.

A steam train traveling on the coastal line and seemingly unimpressed by the dramatic sea rescue mission taking place off shore. Rescue boats of the German Maritime SAR association and a rescue helicopter hurry to help the shipwrecked. The diorama features animated ships, a helicopter and a cable winch. There are even animated waves which make the rescue cruiser rock on the rough seas.

Hermann Kammler is a motion expert. The meaning of this will be immediately understood by anyone ever having been captivated by one of his showpieces. On this occasion, it was not his Car System wizardry which attracted attention, but a diorama of a totally different kind: a coastline in heavy storms with shipwrecked people in danger of drowning.

Help in the roaring model seas came in the form of rescue cruiser "Theodor Heuss" from the German Maritime SAR Association, together with a dinghy, and, from the air, in the form of a Sikorsky H-34 G (S-58) rescue helicopter with a winch.

An exhibit already known in Zell is Günter Falkus' small layout which features ships, a Saller Zf gauge field train, and some road vehicles, all running with Magnorail chain technology. Of course, standard gauge train operations have also been included in the layout. Still being work in progress at the exhibition two years ago, visitors could now enjoy the successfully designed scenery of this layout.

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Above:
Günter Falkus used Magnorail technology to bring a lot of animation into his quarry layout. Anyone having visited the exhibition two years ago could admire the considerable progress he has made with the build of this showpiece.

Bottom:
The "Coal Box" diorama makes for a particularly impressive setting for showcasing this coaling station and the surrounding buildings from Archistories and Laffont. This was the diorama's first exhibition appearance outside southern Germany.

At the next stand, Manfred Forst presented his “Coal Box” diorama. Those not having been able to visit any of the recent Southern German modelling shows were finally able to see this extraordinary specimen of a picture frame display layout. It is simply marvellous to witness the dominant and at the same time fascinating visual impact of this large “Hunt” type coaling station.

Rainer Tielke, on the other hand, did without spectacular showpieces this time, as his double-decker bridge was undergoing reconstruction in preparation for an exhibition in France. The moving trucks and buses on the lower level of the bridge will no longer be stopped by neodymium magnets that act on a reed contact.

Infrared stop points are now state of the art, which means that the technical components on the vehicles and the layout need to be changed. A small older diorama served as test ground for this new technology, which Rainer was happy to demonstrate and explain.

An unmarked Ziegler airport fire-engine and one with Munich Airport markings, both impressively presented by Torsten Schubert.

Meanwhile, Torsten Schubert attracted attention with his “lamp shop”. Here again, various car models, dioramas, a fair scene, and a nativity scene were shining and flashing. His exhibits not only included Z-gauge but also many H0-gauge pieces.

Moving one stand further on, a large range of second-hand items was waiting for interested customers. This was an opportunity to purchase long missing models and accessories no longer in production, such as the once so popular Brawa lanterns with their intricate design. Volker Töpfer also offered private surplus stock, but also sold the new two-piece Era III FR wagon pack (49.014.02) of the Rhein-Neckar Stammtisch, which we presented in our last issue

For Matthias Vogel it was a first time visit to the Zell event, and he too was enthusiastic about its special atmosphere. He made his debut with a large, abstractly designed layout, whose main attractions were the large station, the steam engine depot with turntable and the rectangular shed Tornstein from Archistories, including a transfer table.

Tracks, vehicles and buildings were supposed to be in the leading role here, so no green scenery with the exception of some individual trees. The warm yellow-brown tones of the wooden baseboard give this layout a very homely character and make it look like a unique piece of furniture.

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Above and below:
Matthias Vogel's layout eschews any landscaping. The focus is rather on highlighting tracks and structures. Thanks to the warm wood tones, the layout gives the impression of a high-quality piece of furniture.

Of a completely different type of style was Klaus Moser's "second-hand modular layout", which he had also presented under this name at the ZFI internet forum.

He had indeed purchased the modules second-hand and is now redesigning them according to his wishes or refurbishing them.

At the show, one could see what Klaus has already achieved and where he wants to go with this piece. At the same time, one also got an idea of what still lies ahead for him.

Klaus Moser demonstrated train operations on his modular layout, which he had purchased second-hand and is now continuously refurbishing.

As planned, Claudius Veit (Velmo) showed for the last time his popular container terminal, which impresses with all the constant motion of driving articulated lorries and incoming and outgoing container trains. The contanier terminal operations are complemented by additional visual interest from passing passenger trains on the main line, such as a TEE multiple-unit train of the German Federal Railways.

At least for the time being, this was the last exhibition for Claudius Veit's container terminal layout which always fascinated visitors during its many appearances at model railway meetings and trade shows.

Next door, some friends of the Alfter (formerly Weilerswist) regulars' table had gathered. Hans Helbach showed his foldable and well-designed table-size layout and demonstrated that one can find room in even

Hans Helbach demonstrates how his foldable layout can be stowed away quickly and in a space-saving manner when it is not in operation.

the smallest of spaces. Anyone dreaming of a model railway layout, but not having a big enough place, will always find a solution with Z-gauge.

In addition, Hans-Heinz Vogt offered interested guests a number of popular models for sale, while Ralf Junius celebrated the premiere of his extremely well built “Kistrath” layout.

The appeal of this layout is its focus on a few key scenes and a well detailed landscape design.

A picture frame display set-up, together with skillful illumination and a good backdrop added to the visual attraction of this layout.

Ralf Junius from the Alfter regulars' table brought his atmospheric “Kistrath” debut layout to the show.

Peter Sturm's Ruhr Area suitcase layout had already been eagerly awaited by the Z-gauge community. The modeller from Duisburg wanted to breathe new life into an old suitcase layout and come up with something completely different. He took some historical inspiration from the industrial heritage of his home region: Coal being shovelled from the street into the cellar or workers having an after-work beer at the local drinking hall.

continued on page 45

A journey back in time to the Ruhr Area of fifty years ago: Peter Sturm's "EH 338", based on a class V 100, is part of a network of industrial and harbour railways (above). A sausage and beer break at Gabi's kiosk after a hard day's work (below).

Authentic impressions are also provided by other little scenes: a garage with a “bricklayer's Porsche” (a colloquial term for a Ford Capri) being worked on, or the scrap yard on the corner with an “EH 338”, a former V 100 diesel engine specially designed for Peter, waiting for its next use.

The model railway exhibition in Zell (Mosel) has a family character like no other. Young and old are amazed by the US layout at the stand of Trafofuchs, with figure artist Birgit Foken-Brock demonstrating her craft in the background.

Soon, iconic TV detective Schimanski and his colleague Thanner are also to move into “Alt-Walsum” and ensure order. Right next to their reserved space on the layout, a snack bar and a corner pub are already waiting for customers. The factory, where the shift change must have just taken place, is sitting at the rear edge of the layout.

Friends of US railways also got their money's worth at the pre-Christmas Moselle meeting: Jürgen Tuschick had brought with him his “Flagstone East Terminal” picture frame display. His shunting yard themed layout impressed not only with authentic buildings and vehicles but also with a unique lighting atmosphere.

"Flagstone East Terminal" by Jürgen Tuschick is another fine example of layouts making a very effective use of lighting. The layout is perfect for showcasing shunting engines like these two EMD SW 1200s in Missouri Pacific livery.

At the “Trafofuchs” stand, a layout once designed by Dieter Nolte based on models from a Texas oil field was on display. The layout is currently being refurbished and enriched with Trafofuchs products. Birgit Foken-Brock also gave practical demonstrations of her skills of designing and painting Z-scale figures.

Ulrich Günther's Neuschwanstein Castle was impressive, perched on the high, tree-covered rocks of his layout, and in no way inferior to its prototype. Those walking around the layout’s cabinet could discover many unique and appealing photo motifs. The layout was also impressive for its very authentic modelling of intact nature.

Scenery details from Ulrich Günther’s Neuschwanstein Castle layout. The two extravagantly coloured elephants are a trademark of this model railroader and can always be found on his builds - sometimes quite openly, sometimes a little hidden.

This time around, there seemed to be an overall emphasis on refurbishments or redesigns of existing layouts. This was also true for the ZSRR modular layout, on which Johannes Maaßen continues to operate the steelworks originally created by Friedhelm Tönshoff. With newly added electronic and motion effects, he managed to attract visitors and keep them glued to his layout.

For example, the layout features an automatic shuttle service and lights warning track maintenance workers of approaching trains. When the track is clear, a rail crane swings out and places its load next to the tracks.

And things get exciting when the blast furnace is tapped: No one can miss the glowing hot metal as it flows through the channels in the hall of the steel works into the torpedo wagons of the so-called “soup trains” which will transport the molten iron on to the steel converters.

The tapping of the blast furnace on the "ZSRR layout" is unlikely to be overlooked (above). Johannes Maaßen has equipped his steel works model with striking light effects. A Prussian T 9[1], modified by Ronald Schulz on his Klütz layout (below,) hauling a train of Mecklenburg BCi and semi-postal cars, which were completely self-built. Only the covered car at the end of the train is a Märklin model.

The Era I layout "Klütz" by Ronald "Larry" Schulz is also a veteran of many years and has gone through several refurbishments and repairs. It is a layout which continues to captivate viewers not only through its scenery, but also its custom made or modified rolling stock.

Larry has managed to compensate for the lack of suitable commercial rolling stock by customising steam locomotives and many cars with his own parts and also converting them to less conspicuous magnetic couplings.

The Klütz layout is a lovingly designed and faithful rendition of the historic Mecklenburg railway station at the time of its inauguration.

It was therefore also worth taking a look at the cabinet next to the layout, which contained additional models. His most recent creations based on Bavarian models were particularly exciting and were pushing the technical envelope. Beside the short freight cars, there is also a Gt 2 x 4/4 of the first series, which is based on a Märklin model, but also comes close to a custom made build.

We would have loved to spend many additional hours of amazement and taking photos here in Zell, but as always: time flew by too fast and all too soon the moment had come to say goodbye again. Fortunately, our patience will not be tested too much, with the Altenbeken show coming up at the end of March.

The world's largest Z-scale meeting will take place the eighth time and will probably be more international than ever before. It is always nice to see how our small Z gauge is able to expand, leaving enthusiasts of the larger scales often speechless…

Participating exhibitors and organizers:
http://www.forstberg.de
http://gerhardingen.de

http://www.die-minilok.de
http://www.rainer-tielke-modellbau.com
http://www.trafofuchs.de

https://www.z-freunde-international.de
http://www.z-lights.de
https://www.zsrr.de

http://www.1-220-modellbahn.de
https://www.1zu220-shop.de

Grenzenloser Modellbahnspaß in 1:220

8. Internationales Spur-Z-Weekend

Z-FREUNDE INTERNATIONAL e.V.

ZFI

ALTENBEKEN

28. und 29. März 2020

Samstag: 10.00 - 18.00 Uhr
Sonntag: 11.00 - 17.00 Uhr
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33184 Altenbeken

Z-Freunde International e.V., Brandenburg 6, 56856 Zell/Mosel
www.z-freunde-international.de

Readers' letters and messages

Zetties and Trainini in Dialogue

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

Just before Christmas these wishes reached us:
You have given me great reading fun again this year - thank you very much! Again with a photo of a small bridge, I send you best wishes for the New Year.

Martin Zimmermann (Schweiz (Switzerland)), E-Mail

We received this motive with a small bridge and the "Alex" (Allgäu-Express) with the New Year's greetings 2020 from Switzerland. Picture: Martin Zimmermann

A tip that fits the bill was in the November issue:
Enclosed again, my comment, as I have already expressed it on Facebook, now as "reader's letter e-mail".

In your November issue you have, among other things, briefly referred to the book "Rauhnacht, Weihnacht, Stille Nacht". It is not typical for Z-scale. I bought this book and I have now read about Christmas-a very nice story and beautifully written. Thanks to your suggestion, otherwise, I would never have found the book, and thanks to the author for the very beautiful Christmas story.

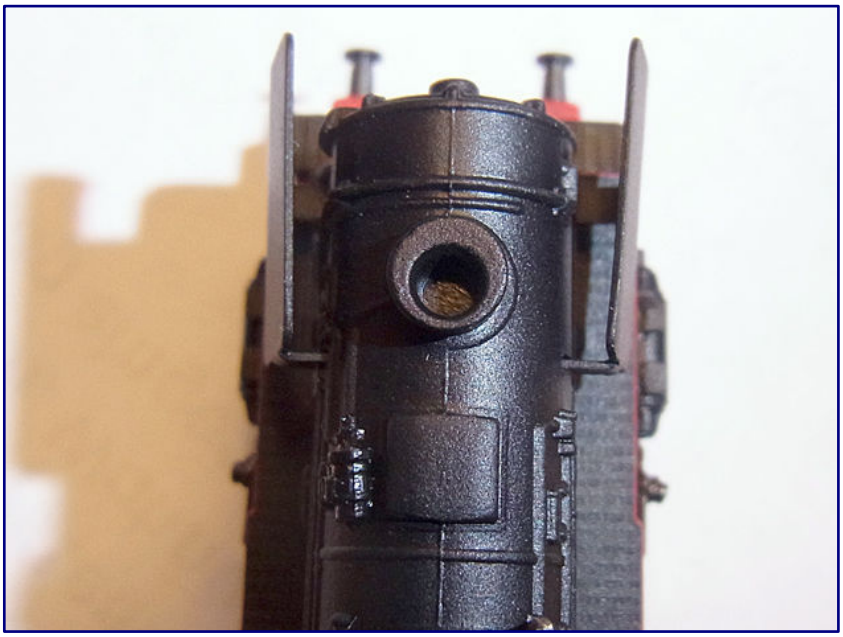
Otherwise, I am very enthusiastic about Trainini, and await every issue full of impatience :-)

I hope you all had a merry Christmas and wish you all a happy 2020 and keep on doing what you have been doing so far.

Dieter Heller, Nürnberg (Nuremberg)

This reader also sees light and shadow in Märklin's series 03[10]:
For a few days I have also come into the possession of a locomotive 03[10].

It's quite remarkable what Märklin can do as a large series producer. Compared to the locomotive 03 from the early days (for me, it was 1974), this is a quantum leap. I also own the model of the 01 from Mr. Besenhardt, which was already an improvement, even if, only, from a small series model.



Our reader criticizes the skewed wind deflector plates on his 03 1001 from Märklin. Photo: Rainer Leip

With regard to your announced report about this locomotive, I send you a few photos of my locomotive, where I noticed some disturbing diagonal wind deflectors.

In the meantime, I have filed the lower web of the baffles a little bit, so that they are now parallel to the locomotive.

Märklin could also have made a small optical improvement to this locomotive by adding a cap over the body mounting screw to cover the, relatively, very large screws.

By the way, I would like to thank you and your entire team for the great magazine, which I have been reading exhaustively since the first publication date!

Rainer Leip, by E-Mail

Not only for bright children's eyes:
The Miniature Wonderland in Hamburg continues its social January campaign “I can't afford it” in 2020. For the sixth time, the operators are inviting all those who are unable to pay the entrance fee but would like to visit the show grounds alone or with their children.

No proof of need is required. The Braun brothers are committed to honesty and sincerity. Anyone who belongs to the circle of these people simply says at the ticket office “I can't afford it” and is granted free admission. We have also reported on this good idea in previous years.

In January, Miwula will be open for a total of 23 days until 30 January 2020. The only exceptions are the Saturdays with a high number of visitors. All dates and information can be found at https://www.miniatur-wunderland.de/leisten.

Case Hobbies announces WDW and Archistories news:

Case Hobbies announces in its news releases to customers that the current delivery of WDW Full Throttle is the last due to illness and production will be discontinued. In this respect, customers interested in the reconstructed 34 foot refrigerated wagon with wooden walls should hurry. The January new product with red-orange painted side walls as well as silver-colored front and roof (item no. FT/B-9015) is on the road for the Alaska Railroad.

This is supposed to have been it from this provider: With this ARR refrigerated truck (Item No. FT/B-9015), WDW is withdrawing from the market. Photo: WDW Full Throttle

The German distributor also let their customers know that they may now also distribute in Germany the US farmhouses exclusively manufactured for ***Ztrack*** by Archistories, which we presented in the last issue.

The distributor's website is: http://case-hobbies.de.

And this is new at AZL:

At American Z Line, the light passenger coaches now have a burgundy color scheme for the Pennsylvania Railroad. The following implementations are available: Sleeping cars 4-4-2 (Item Nos. 73003-1 to -5), dining cars (73503-1 / -2), seating cars (73703-0), pulpit cars (73803-1 / -2), and mail cars (73903-1 / -2).

The 89-foot long flat cars of the TTX are given a further edition and arrive in packs of four with new cargo in the form of two M923 military trucks per railcar:

NATO mottled camouflage (90 1510-5NA), olive green (901510-5OA) and sand colour (901510-5SA) each on yellow cars and NATO mottled camouflage (901510-6NA) and olive green (901510-6OA) on brown cars. The road vehicles were again supplied by Z-Panzer.

The TTX flat cars have already appeared with many different loads. The military trucks M923 are, however, new in form and also with NATO mottled camouflage painting a novelty (item no. 901510-5NA). Photo: AZL / *Ztrack*

But there is also a novelty in design to report: The Gunderson MAXI-I load-carrying wagons in five-part combination with Jakobs bogies have now been delivered for the first time. These new wagons for transporting up to ten 40-foot containers will be available in yellow for the TTX/Southern Pacific and come with four different combinations of operating numbers (906501-1 to -4).

The five-section container carrying wagons "Gunderson MAXI I" (906501-1)), which will be available in January 2020 as TTX units for the Southern Pacific, will be completely new. Photo: AZL / *Ztrack*

Matching containers are offered separately. The chassis of the new models are made of metal. Attached parts complete the set and are partly made of etched metal. The prototypes have been on the road in North America since 1988. In 2000, BMSF reordered new units, which is why their production continues to this day.

You can find manufacturer photos of the current deliveries at http://www.americanzline.com.

Special exhibition at the Miwula:

After a fictitious poster campaign of the “Tierschutzverein Knuffingen” in June 2019, in which humans and animals exchanged roles in factory farming, the Miniature Wonderland Hamburg received a lot of feedback: positive from animal protectionists, hostile from farmers' associations. There is no question that this topic moves.

Illustration: Miniatur-Wunderland

Since then, a lot of research has been done and thought has been given to how a thought-provoking impulse can be given to a more conscious handling of animals and acceptance of higher prices by improving the keeping conditions.

The result is shown in the special exhibition “Sauwohl”, which has now been opened and aims to provide as realistic a picture as possible of the different ways of keeping pigs as a thought-provoking impulse for more sustainable consumption. It is intended to make visible what one does not want to see.

Anyone who is interested in dealing with this topic should take a trip to the Free Hanseatic City in the near future.

Deliveries from Micro-Trains:

The farm-to-table series enters its twelfth round. The current refrigerated car with grey walls advertises “Mother Cocoa” (Item no. 518 00 820). Covered 50-foot freight cars with external box struts appear for the UP / MP (510 00 451 / -452) and the Norfolk Southern (510 00 461 / 462).

A three-car track-laying train “MOW” (maintenance of way) of the Union Pacific (994 01 260) is striking. The three open freight cars have different designs and are painted in two different colours. They are also loaded with sleepers (ties).

The sleeper loader is certainly not overlooked as a model. Photo: Micro-Trains

A sleeper (tie) loading machine is loaded on one of the vehicles, which is held on the wagon with clamps. Thanks to lifting hydraulics, the model can also move from wagon to wagon to pick up old sleepers and then load them immediately.

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

The track construction train set (Item No. 994 01 260) contains a total of three cars. Photo: Micro-Trains

The current Märklin deliveries:
At the end of the Christmas business, the train set "TEE 75 Roland" (Item No. 81593), originally identified in the product description as "TEE Lemano", also made it onto the dealer shelves.

And these new products are really something special, as is proven by the extensive praise of the first model railroaders:

They acknowledge this collection as one of the best Märklin deliveries in recent years. We can agree to this conclusion, because the paint and printing on the locomotive and cars are beyond any doubt.

Finally, the purple decorative stripes on the German TEE carriages curve cleanly around the corners again, the rubber beads and tread flap plates are set off in black. The tail lights are also red and their edging rings are even contrasting in colour. Against this background, we are happy to dispense with an interior fitting whose visibility would be severely limited without interior lighting anyway.

The train set "TEE 75 Roland" (Item No. 81593) contains the Swiss locomotive and four matching cars of the Deutschen Bundesbahn (German Federal Railway).

The only possible point of criticism of the four passenger coaches (2 Avümz 111 compartment coaches, 1 WRüm 132 dining car and 1 Apümz 121 high-capacity coach) are the windows, which would come even closer to the original with a brownish tint, instead of a clear view.

SBB's Re 4/4 II, also painted in TEE colours, presents itself for the first time with round top lights and without UIC step, handlebar and UIC socket at the front, as it corresponds to the operating status around 1971.

The red-beige Ellok Re 4/4II of the SBB is a long awaited shape variant of the base model released in 2012. It now has round headlights for the first time and has also benefited from a product update.

The outer sides of the windows at the front of the locomotive are rounded, as in the last edition, thus avoiding the criticism of the first two model versions of earlier years. With the conversion to bell-anchor drive, the locomotive has not only improved running characteristics but also gained weight, which is beneficial for traction. The only thing that remains unclear here is why Märklin always uses bare nickel-plated pantographs for SBB models.

The Höllentalbahn passenger car package (87507), consisting of three Bie standard passenger cars (2nd class), one ABiwe standard passenger car (1st / 2nd class), and one Pwie standard baggage car of the Deutsche Bundesbahn, is now also available in retail stores. The state of depiction corresponds to Era IIIb in bottle-green livery and with printed DB biscuits (plaques).

According to Märklin, the cars used on the Höllentalbahn only differ from the same cars of an earlier Insider Car Package (87509) by their silver-coloured window frames, which then had lemon-yellow frames contrary to their announcement.

The three-part large-capacity sliding-wall wagon pack (82417) contains new models of the Habbiillnss type from the Wascosa fleet, leased to Swiss Post AG.

All three models are individually packaged and come with different advertising lettering in three languages (German / French / Italian), which are common in the cantons of the Swiss Confederation. They thus correspond to the operating status of 2016.

The new type of wagon is based on the metal chassis of the well-known four-axle sliding wall wagons, but the new shapes were necessary for the slightly different body. Variants of the same shape are expected from other operators and adjusters.

Outlook on the spring new products 2020:
Many manufacturers, including Märklin and Noch, have already announced their spring new products for 2020, which will be on show next week in Nürnberg (Nuremberg) at the Spielwarenmesse (International Toy Fair). We expect greater restraint in small series, as the big meeting in Altenbeken, with international participation, is just around the corner.

In the February issue we will, as usual, compile all the well-known new products of the Spielwaren-messe (International Toy Fair) and small series in an orderly and structured manner, describe all the important features and thus provide you with a reference book for the coming months.

Meanwhile, if you can't wait, take a look at the respective supplier pages yourself.

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