July 2022 Volume 18 • Issue 204

International Edition

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

Trainini

German Magazine for Z Gauge

www.trainini.eu
Published monthly
no guarantee

ISSN 2512-8035

Petit Miracle Diesel from France

The beautiful Württemberger
An EUROP Contribution from the SNCF

50 Years of Z Gauge

Introduction

Holger Späing
Editor-in-chief

Dear Readers,

I have probably never in my life been so happy to have a fulfilling and versatile hobby as model railroading. As I write these lines, I sit at home and may not leave the house.

Yes, despite all precautions, I have now also caught it and I must endure and cure an infection at home. At the same time, I still must ramp up protective measures at home and protect my family members from getting infected.

Although I am grateful for a mild case, please believe me when I write here, “Nobody needs such an infection!” The condition cannot be compared to anything I know, and anyone who catches this virus immediately feels that “something else is in his or her bones.”

The involuntary time-out alone is worth it to protect oneself in the best possible way and with all possible means against infection. In the meantime, I am feeling much better now, and I can continue my work on this edition. For the remaining days, my hobby helps me to keep myself busy.

Much of what I am doing is also preparing articles to be published in the remaining months of this year. And you know that “50 years of Z gauge” is our (annual) theme topic. This month, it is filled by the Württemberg class C, later called class 18[1].

Since 1996, it has been a recurring presence in the Mini-Club program, and we think it's an excellent fit for the Märklin brand. We want to elaborate on this in a report on the model history, which we are deliberately placing in the anniversary context. Be curious...

Our book recommendations also focus on Württemberg and the Swabian region. If you like the topic, you are welcome to read on right away.

With two articles in this edition, the new French small-series manufacturer Azar Models forms its own focus in July. We were surprised by the first pictures of the samples and even more so when we held production models in our hands.

We waited a bit to report because the first batch of deliveries sold out right away at the distributor. And we hear that production is not keeping up with existing demand. This was a clear sign that we should take a closer look at their new products to assist you in making your purchasing decision.

On behalf of the entire **Trainini®** team — women are just as welcome here — I hope you enjoy reading this edition. I have emphasized the first part of the sentence because the next two editions will, for the first time in 17 years, be done almost entirely without my help. This could be planned and is planned, so I am looking forward to my new, and temporary, role as reader.

Sin-Z-erely and until soon,

Holger Späing

Editorial

Model

Prototype

Currently no items

Design

Currently no items

Technology

Currently no items

Literature (not translated - only in German)

News

We thank Jörg Erkel, Franz-Josef Huwig, Dirk Rohwerder and Eisenbahnstiftung for their photo contributions.

Date of publication of the German language version of this issue: 28 July 2022

Cover photo:
The French diesel locomotive BB 67615 is obviously a confirmed European. With a Eurocity formed with SBB EW IV unit cars, the photographer captured it as it branched off with its train onto a non-electrified line.

BB 67400 from Azar Models

Standard Locomotive of the SNCF

The significance, development and procurement period as well as operational versatility of the French BB 67400 show many similarities to the German class 218. The new small series manufacturer Azar Models has therefore probably not chosen this model for its debut by chance. We have taken a close look at his first new products in detail.

With Azar Models from France, a new small-series manufacturer entered the Z gauge market at the turn of the year. The first announced models were recently delivered via the 1zu220-Shop, but are already completely sold out.

In the meantime, the distributor is waiting for follow-up productions that can be forwarded to the customers, we dare to test the first locomotive from Azar Models: This is the French diesel locomotive of the BB 67400 series. We will concentrate on one variant, but all versions will be presented at least briefly.

The blue BB 67615 from Azar Models is here in service in front of an international train, as the prototype probably also regularly experienced in its heyday. The locomotive makes an excellent impression as if it could also be from the large series.

Before we turn to the models, however, we would like to begin with a brief outline of the prototype's history in order to appreciate and classify the original in terms of its significance for the SNCF.

Short history of the prototype

If we look at the prototype of the Azar Models conversions, a comparison with the class 218 of the Deutsche Bundesbahn is obvious in some respects: Both form the end of a series family that is marked by a characteristic face. In terms of numbers, both also represent the most important type of locomotive in their respective families.

And the development of both types is based on predecessors that lacked something decisive in the intended field of application and in view of the technical development, namely an electric train heating possibility. The BB 67400 and the class 218 also belong to the same decade.

After rounding their train of five Corail coaches at St-Germain des Fossés, BB 67473 and BB 67402 stand ready for departure ahead of the return service with train number 6390 to Lyon-Perrache on 20 June 1999. Photo: Phil Richards (CC-BY-SA-2.-0)

But that's almost all there is in common. Conceptually, they are completely different types. The BB 67400 is based on the BB 67000 series first procured in 1963 and, after being ordered in January 1967, 232 units were put into service from 1969 to 1975. The manufacturers were Brissonneau & Lotz and Matériel de traction électrique (MTE).

Like the class 218 at the DB, the series BB 67400 marked the end of diesel locomotive procurement in the 20th century. BB 67632 was the last to be delivered on 31 October 1975 –- the German 218 was procured for four more years and also achieved a higher number of units.

The original type BB 67000 did not have a train heating system. Therefore, these machines could only be used in freight traffic or had to carry a heating car that supplied the steam heating of the passenger coaches.

A BB 67400 in the service of the SNCF's local transport subsidiary TER pushes an RIO ("Rame Inox Omnibus") set over the Niolon viaduct on 4 May 2016. The regional train on its way from Marseille to Martigues spreads a holiday atmosphere against the picturesque backdrop. Photo: David Gubler (CC-BY-SA-4.0)

Electric train heating, which had been introduced in the 1950s, had long been on the advance. For it, a BB 67000 had to carry a generator car. The SNCF's ambition was therefore to equip a diesel locomotive of this power class with an electric train heater.

And so, in 1965, BB 67036 was equipped with a three-phase generator on a trial basis and tested. 20 further locomotives were subsequently equipped with such a conversion, and a further 70 locomotives (BB 67301 to 67370) were delivered ex-works between 1967 and 1969.

The delivery of the further developed BB 67400, which we are focusing on today, followed seamlessly on 14 August 1969. It shared many components with the BB 67300, but received newly developed bogies of the type Y217 with newly designed secondary suspensions as well as different brakes and other traction motors (CTS 66.43.4; diesel-electric drive). They correspond to those of the BB 15000 series.

In contrast to the BB 67000 and its substructure BB 67300, the SNCF dispensed with a change-over gearbox for goods train and passenger train use. The driver was better protected against impacts by a 6 mm thick steel shield in the driver's cab.

With the BB 67400, the SNCF finally received the desired multi-purpose locomotive for passenger; as well as freight traffic, which, like the class 218, was approved for a maximum speed of 140 km/h. The class 218 was also used for passenger service.

232 units, which were also capable of double traction, impressively underline its operational importance. Around the turn of the millennium, they accounted for about a third of all French mainline diesel locomotives, even if they were overshadowed by the more powerful and faster CC 72000, which Azar Models has also announced for 1:220 scale.

In fact, the BB 67400s were superior to the CC 72000 in tractive effort and acceleration, provided they were used in double traction. With their electric starters, they were also more suitable for winter use than the CC 72000, because its pneumatic starter only allowed two attempts at starting.

The strengths of the BB 67400 were its versatility, its reliability and, as a result, its comparatively low maintenance costs. The operational areas thus covered almost the entire French territory and also cross-border journeys, even under catenary. Their third headlight indicates their suitability for Germany and Switzerland.

When the photographer captures BB 67524 with the camera in Rue on 5 July 2009, the diesel locomotive has a model railway-suitable set of six Eurofima coaches on the hook, which can similarly be modeled in 1:220 scale. Photo: BB 22385 (CC-BY-SA-4.0)

For 33 years, its role at the SNCF remained untouched, another common feature with the German class 218. It was not until 2008 that the French state railway put the new BB 75000 series into service, which was to compete with the BB 67400 for the role in freight transport. Since then, it has been increasingly pushed into service in front of Intercités (with Corail coaches also announced by Azar Models) and TER regional trains.

The number of trains declined sharply at first, but was then able to remain quite stable: In December 2015, the SNCF counted only 134 examples, as of 31 December 2016, 119 machines were still listed and on 1 June 2019, 100 locomotives were still operational. They are used by the freight transport division FRET, in the infrastructure (Infra) and local transport subsidiary (TER) as well as in Paris suburban transport.

Externally, they differ in their respective colour schemes. The original blue with an all-round white decorative stripe was supplemented by different decorative stripe arrangements in white on the two driver's cabs. The dark grey painted fan band similar to an arrow was also edged in white.

continues on page 10

Photo above:
When BB 67450 is photographed in Dortmund's partner city Amiens on 24 June 2015 in the en voyage livery, its upper top light has already been put out of action. Photo: BB 22385 (CC-BY-SA-4.0)

Photo below:
BB 67483 gives a lead to an unidentified sister locomotive on 23 March 2011 as both are pictured ahead of their goods train at Berlaimont. They are now part of the SNCF Fret freight division. Photo: Peter Rabijns (CC-BY-SA-2.0)

Photo above:
BB 67407, photographed at Longueau on 6 October 2013, belongs to SNCF infra and wears its yellow livery. With the division of the stock to the different transport divisions, the written service number also changed, which was preceded by an additional digit. This locomotive has also noticeably lost its third top light and lost its registration for Germany and Switzerland.

Photo below:
BB 67430 wears the attractive Multiservices livery as it passes the photographer at Ailly-sur-Somme on 13 September 2018. It is one of the few colour schemes remaining as an option for Azar Models. Both photos: BB 22385 (CC-BY-SA-4.0)

BB 67611 was repainted according to this scheme in January 2019, whereby the blue was exchanged for the red of “Le Capitole” from 50 years ago. The background was the train anniversary, in the context of which it was to run in front of historic carriages.

As many as five machines of the BB 67400 series, all in different colour schemes, lined up on the beam tracks at the Longueau depot on 6 October 2019. On the far left is BB 67611, which received the Le Capitole livery in January of that year to pull the historic train on its 50th anniversary. It never regularly hauled it and consequently no locomotive in its line once wore this livery. Photo: BB 22385 (CC-BY-SA-4.0)

It remains to be seen how quickly the star of this type of locomotive will continue to fall, and when it will finally be taken out of service. Here, there seems to be another parallel to the German class 218, because it was not possible to do without it completely until the end.

Model diversity at the start

When a new manufacturer enters the market, which does not happen every year, then all eyes are on its premiere pieces. At Azar Models this is consequently the diesel-electric locomotive BB 67400 of the SNCF, as it was the first powered model to be delivered.

Today we will test the first analogue version in the original blue livery of 1969 (item no. L01-BL). Azar Models also offers a large variety right from the start, because additionally available for Era V are the “en voyage livery” (L01-EV), the early SNCF-Fret version (L01-FR) as well as a locomotive in the service of Infra (L01-IN).

Already announced is a replica in the red variant of the Multiservices colours for Era V, which will be offered in analogue (L01-MS1A) and digital (L01-MS1D) versions.

That the French small-series manufacturer would like to work with the help of 3D printing was something he announced right away when he introduced himself. Of course, how his designs would turn out in practice remained unclear for the time being, because within the framework of the technology used, there

Azar Models has delivered not less than four versions of the French BB 67400 with its debut. These are (from front left to rear right): blue original livery (item no. L01-BL), en voyage (L01-EV), infra (L01-IN) and SNCF Fret (L01-FR).

are many printing processes, materials and also resolutions. All of them have a decisive influence on the result.

Today's test will answer all these questions, and we can say in advance that we were very pleasantly surprised. Although the model also has its weaknesses and limitations, the results reach a very high level that only shows a difference to the large-scale production when magnified.

Dimensions and data for the diesel-electric locomotive BB 67400 of the SNCF:

	Prototype	1:220	Model	Deviation
Length over buffers (LüP)	17.090 mm	77,7 mm	79,1 mm	+ 1,8 %
Height over rail head	4.140 mm	18,8 mm	20,6 mm	+ 8,5 %
Largest width	2.940 mm	13,4 mm	14,5 mm	+ 8,2 %
Bogie spacing	9.800 mm	44,5 mm	45,4 mm	+ 2,0 %
Bogie wheel base	2.500 mm	11,4 mm	10,8 mm	- 5,3 %
Wheel diameter (new)*	1.260 mm	5,7 mm	5,0 mm	- 7,4 %*
Service weight	83,3 t	---	21 g	
Axle form	B'B'			
Drive	diesel electric			
Power	1.525 kW / 2.074 PS			
Allowed maximum speed	140 km/h			
Years built	1969 - 1975			
Number built	232 Exemplare			
Manufacturer	Brissonneau & Lotz, Matériel de traction électrique (MTE)			

* Wheel diameter worn 1,180 mm (converted to 5.4 mm; comparative dimension).

Conceptually, the people responsible for this bogie locomotive have taken their cue from market leader Märklin: A plastic housing is placed on the running gear, which is held in place by four pins. If we want to remove it, this is done by spreading it in the middle and gently pulling it upwards.

Inside we also find a familiar construction, because light guides and window inserts are also inserted individually here and are not a fixed part of the "little hat".

A black cover on the driver's cab windows protects against stray light from the powerful LEDs.

With the exception of the bogie axle base and the wheel diameter, here certainly due to standard Märklin components, all dimensions taken from the model show slight deviations upwards (see dimension table.

At the reader's request, we have additionally evaluated these deviations as percentages. This should also help to recognize where dimensions have been changed proportionally in a compromise case in order not to distort the overall impression of the model.

The blue original version (L01-BL) with its appealing lines is the one we are testing, especially since the most suitable car material is available for this model. Here, you can see the driver's cab side with only one decorative strip across the front, to which the side air intake grilles of the radiator also face.

Particularly in the case of the width, the cause is often the required minimum material thicknesses, and, in the case of locomotives, there is also an engine to be accommodated inside, the size of which is fixed.

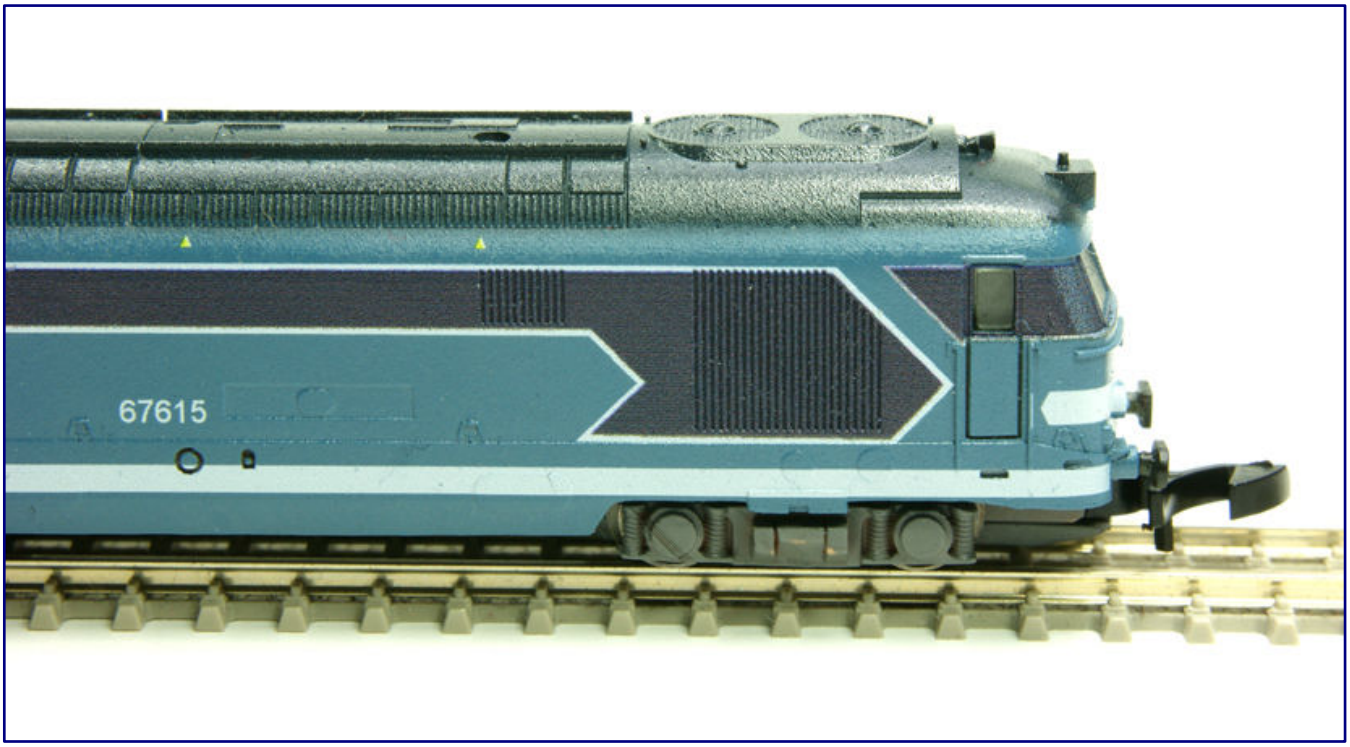
This can also have an effect on the height. In the case of the BB 67400 from Azar Models, some outliers seem substantial, but for us, the more important thing is the coherent overall appearance. The locomotive does not appear distorted at all. The good reproduction of fine details also contributes positively to this.

This includes the finely raised reproductions of the handle bars on the driver's cab ascents or the openings for refuelling the locomotive. Also, the lateral fan openings, which were bound into a painted fan band similar to an arrow in the original paint scheme, have been reproduced finely and yet are easily recognisable.

Since the first view of the model is usually from above, it is also worth mentioning that what has been described can also be found there on all fan and exhaust openings as well as the covered rotors of the radiators. Only on the vehicle floor no details are reproduced.

The bogies of type Y217 seem comparatively simple, but are correctly detailed, as comparisons with prototype photos prove. The origin from the 3D printer can only be seen when the housing can be viewed in high magnification and reveals that it was built up in single, but very tiny and fine print layers.

The clean, opaque lacquering and printing in original colours, here a blue with white and dark grey contrasting sections, are also convincing. Only the gloss level could be reduced a little, which could further contribute to the fact that no more print structures can be seen on the surface.



Especially the fan grilles on the side and roof edge reveal the very well-done engravings of this model. But also, smaller details like the signal horns and the train radio antenna (photo above) prove the fine realisation of the prototype. The printing technique for the housing and the lettering can only be seen with a high magnification. Even small inscriptions (photo below) are still legible: The locomotive's service weight can still be read below the left driver's cab door in the third line (83 t).

We were also surprised by the printing. Among the few inscriptions on the locomotive are the SNCF lettering and the road number 67615. Two triangles are printed on the roof area to indicate lifting points for the attachment that can release access to the engine.

On the left side of the longitudinal wall, slightly below the driver's cab door and displaced inwards, three white inscription lines are visible. To the naked eye they appear very fine, clear and flawless. Only under high magnification does it become apparent that this is not the case.

The road number 67615 is also printed on the front (centred below the double decorative strip). Only the raised word mark SNCF on the prototype's permanently attached sign (in the upper decorative strip) is missing. Clear 3D printed parts are also used for the window inserts, as can be seen here, but the system coupling comes from Märklin.

Azar Models cannot quite keep up with the Märklin printing level, which no one expected. But the clever creators of this miniature have discovered an option to make it appear different to the eye of the beholder and to create an illusion. In this way, they have also cleverly exhausted all the technical possibilities.

Technical implementation

As already mentioned at the beginning with regard to the body, Azar Models has strongly orientated itself on Märklin's previous construction principles. We find this comparably also in the undercarriage. The undercarriage block consists of a single part, not made of zinc die-cast or any other metal, but also as a 3D printed part.

The reason for this is that the locomotive is a lightweight with 21 grams and could certainly use some weighting. Since we have compared the prototype several times with the German class 218, it should be mentioned that its equally light Märklin model weighs about 2.5 grams more.

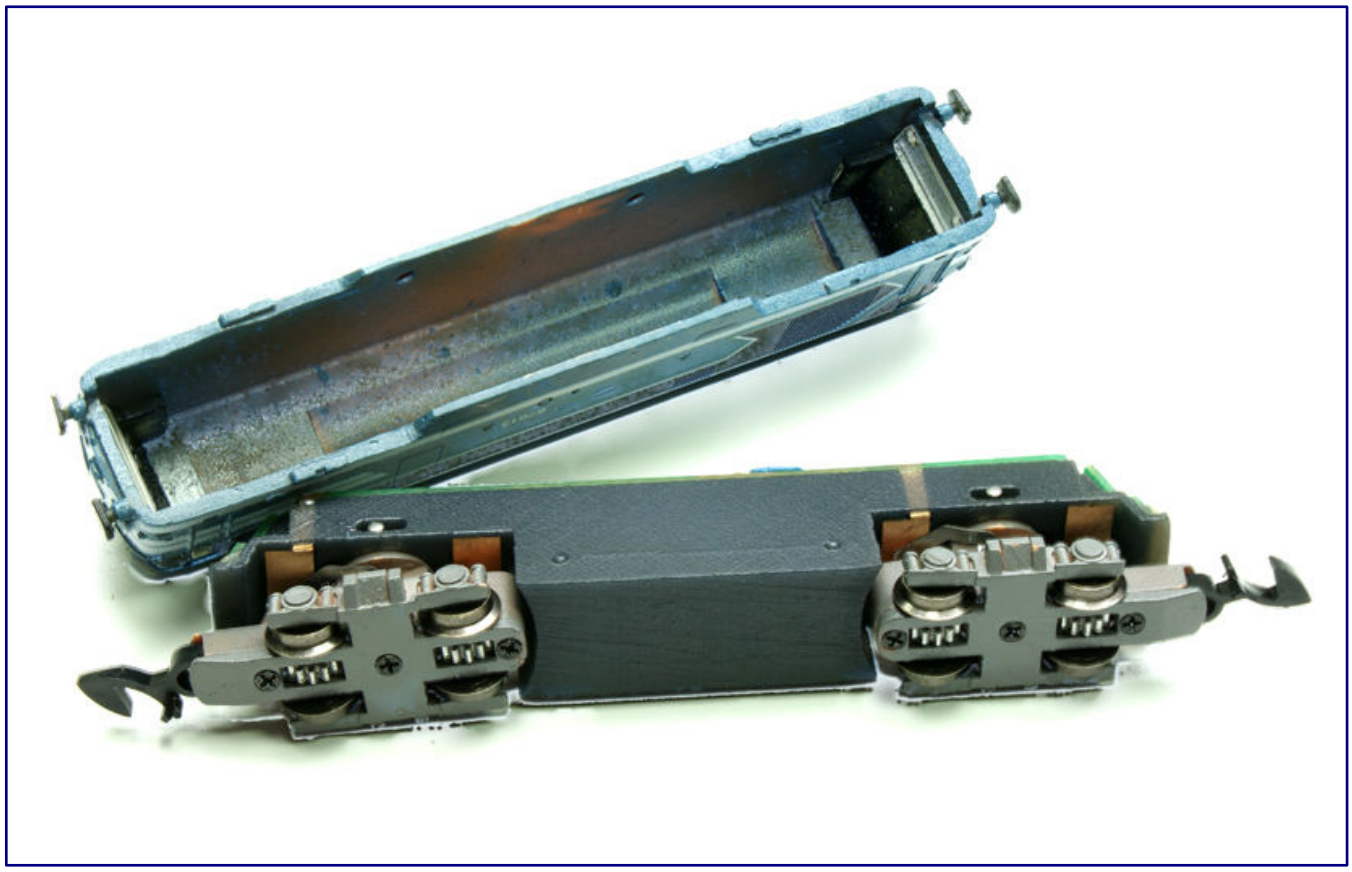
continues on page 17

The en voyage livery of the SNCF is both attractive and demanding for implementation on the model. That is why we show both sides of this model variant (L01-EV) in detail: violet (photo above) and light blue (photo below).

Two further modern variants of the model premiere are dedicated to the SNCF Freight division Fret (L01-FR; photo above) and infra (L01-IN; photo below). When looking at the upper locomotive in comparison to the prototype picture on page 8, it is noticeable that the model is still the older paint scheme version of the freight subsidiary: The silver-coloured part of the side wall was later adapted to the colour of the roof and window mask. The SNCF logo is also an older version that is no longer used.

Consequently, miracles of tractive power are not to be expected here, especially not on gradients. However, a train of five long passenger cars, which seems to us not only prototypical but also pushes the limits of most layouts, could be hauled on the levels without any problems. The maximum tractive power of the model has not yet been exhausted.

The measurement on the pulley, which is expected as standard by the print magazines and only appears meaningful by comparison, showed 2.5 grams on the level and 2.25 grams on the 3% gradient as the load limit (comparative values of the BR 218 from Märklin: 4.5 g / 3.5 g). The comparison makes clear how important an appropriate dead weight is for good traction.



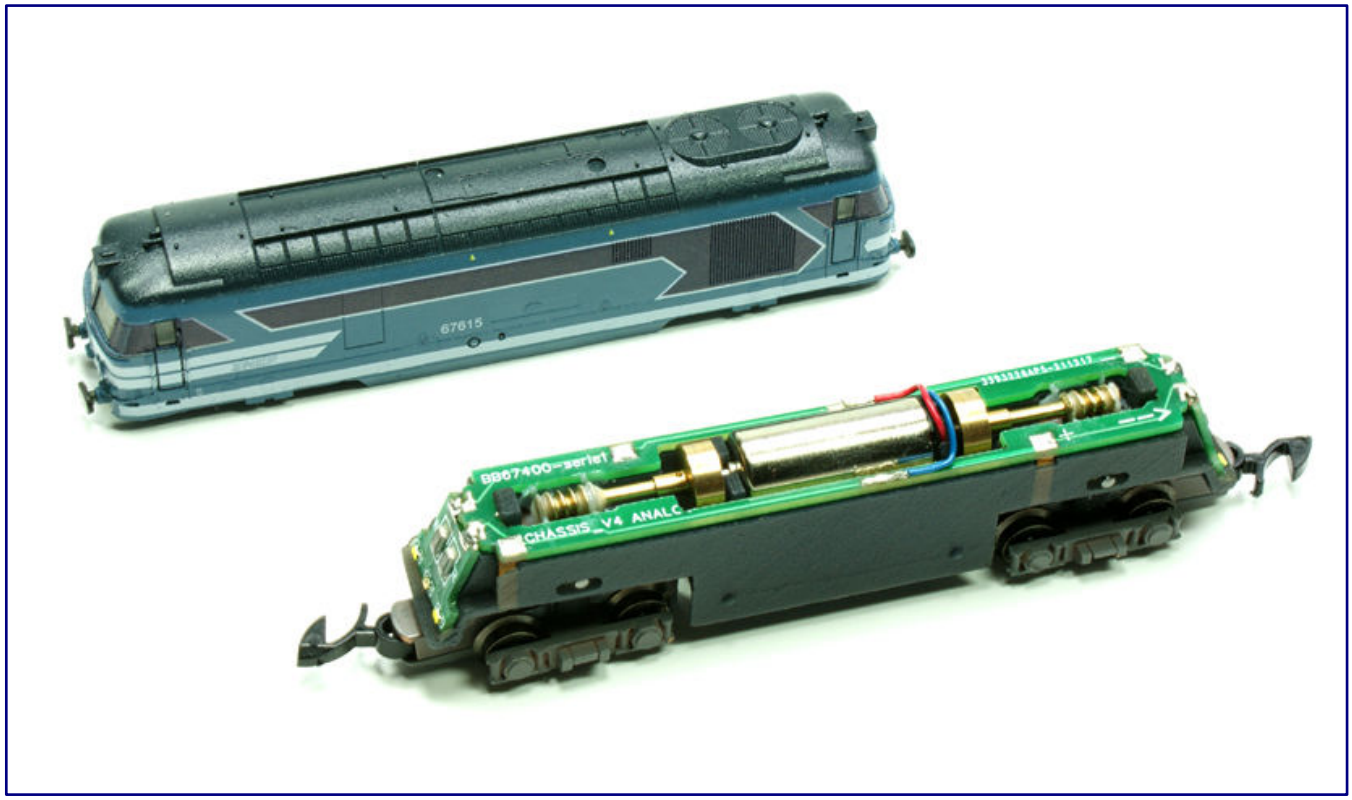
The conception of the bogie block corresponds to the earlier Märklin bogie locomotives. However, the block is made of synthetic resin/plastic and not of zinc as there. This also costs weight, which would be good for the model for higher tractive effort. You can also see the latching lugs on the bogie block, the corresponding openings in the inner wall of the housing as well as window inserts and masking parts for shielding stray light.

.

Further components of the bogie are a worm and spur gear in identical conception of the old Märklin bogie vehicles before the E 41: A worm gives its power on both vehicle sides to a large spur gear, which drives all axles in the bogie via intermediate gears. Each bogie consists of two bolted parts.

The contact plates for picking up the power, here apparently made of nickel silver, grip the inside of the wheel surfaces and pass the current onto contact plates on the underside of the bogie in front of and behind the bogie pin, which is fixed with a pin.

The motor, a maintenance-free bell-shaped armature with a two-sided shaft and two flywheel masses, is surrounded by the main board to which its connections are soldered. Auxiliary boards for the front and rear lighting are also soldered on at both ends. They are placed at an angle and carry SMD resistors and



The drive is a bell-shaped armature motor with two flywheel masses. The electrical supply is provided by a main circuit board surrounding the motor with two smaller light boards soldered to it at an angle.

three SMD LEDs at the bottom: two white ones on the outside for the front light and a red one in the middle for the rear light.

By changing the polarity of the traction current, the lighting also changes between red tail light and cold white, very bright front light. It is worth noting that only the lower headlights are lit, while the upper one remains dark and is only a dummy.

This correctly represents the French light change, as the upper top light was only worn by this locomotive for use in Germany or Switzerland. If we take it very seriously at this point, the BB 67400 cannot run like this together with Bundesbahn locomotives in German-style layouts.

Thanks to the high-quality drive, driving this model is fun. It runs smoothly and without jerks, and can be controlled excellently. We tested again with the Märklin transformer 67011, an electronic measuring device and the speedometer MTS-100 from Halling Modelle.

We were able to start the locomotive with a voltage of 0.3 volts and a speed of 1.2 km/h, with which the locomotive in the test setup was able to pass a turnout safely! The lowest voltage that can be safely selected at the transformer is 2.2 volts and allows our model to roll along safely at 33.2 km/h converted prototype speed.

At full controller deflection, 13.7 volts flow and the model travels at the converted speed of 281.8 km/h, more a problem of the transformer, which applies significantly more than the official nominal voltage to the track at low stress.

The current consumption corresponds to our expectations of a bell-shaped armature motor working on a slightly common gear: At transformer position 100 we measure 27.5 mA, at 150 then 53.0 mA. In the test category technology, the BB 67400 does not show any weaknesses, only that the possibilities for maximum tractive force have not been exhausted.

Like the yellow of the infra version, the smoky blue of the original version appears lighter than the prototype colours on many (older) photographs. Nevertheless, the overall impression seemed coherent to us, because colour casts of the film material of that time have to be taken into account as well. The simple-looking, but prototypical bogie covers, can be seen well here.

Prototype use and evaluation

The exciting question for many prospective buyers will be what they can couple behind this model? With the versions not examined in detail here, this could indeed still be difficult in many cases and the selection options remain limited.

With the SNCF Fret, of course, one can fall back on the wide range of different freight cars, which can also be mixed and matched as long as one chooses from suitable eras.

The original version examined here was used in both passenger and freight service. Azar Models already has suitable freight cars on offer, but we can also find them at FR Freudenreich Feinwerktechnik or Märklin, because thanks to European trade within the EC (now EU), such cars have always run across borders.

In the passenger train service, suitable cars from our own company can be expected soon, because the SNCF is still a young and expandable Z scale topic. If word of Azar Models' offer gets around, this supplier can certainly do important pioneering work there and help build up a new market.

We can well imagine the BB 67400 in French freight traffic, possibly also taking it across the border to Germany or Switzerland. Suitable rolling stock is available from Märklin, FR Freudenreich Feinwerktechnik as well as Azar Models.

Until then, we will use German passenger cars to recreate a cross-border express train, or use the Eurofima coaches from Märklin, where we do not have to limit ourselves to SNCF variants. The SBB-CFF may also be used here!

Our final conclusion is very positive: The announced digital versions will certainly provide a further boost in sales, but for the time being, the sales partners are expecting a subsequent delivery, which will, however, also entail a price increase.

Visually, there would be little, technically almost nothing to improve. The “first mark-up” was right on the money here. Of course, this model is not without its faults and still offers opportunities to fine-tune the dimensional accuracy or to give the models more weight.

But especially in view of the very high-quality technology and finish used, Azar Models remains surprisingly moderate in pricing. In spite of the smaller number of pieces with large series quality, the manufacturer remains at the level that we are used to from Märklin.

In our opinion, this should certainly give greater impetus to the decision to also turn more strongly to French originals and to a currently even more exotic investment theme.

In Eurocity traffic, SBB cars and the Eurofima models from Märklin are suitable, which have also appeared with SNCF markings in recent years and were in good demand. Azar Models has announced Corail cars suitable for domestic as well as cross-border traffic as one of the next new products.

And that is why we have not only the good implementation but also the opened potential in mind when we nominate the BB 67400 in the blue original livery (L01-BL) for the new releases of the year 2022 in the category locomotives.

Manufacturer of the Model:
http://www.azar-models.com

German sales partner:
https://www.1zu220-shop.de

Closed wagon Gs 40.2 from Azar Models

The French Standard Wagon

Familiar, and yet different, that is a brief conclusion when looking at the French wagon Gs 4.02 (later Gs 40.2). With their total number of units, the Gs 4 designs far exceeded any closed freight wagon of the DB, and were also frequently encountered in Germany. We take a brief look at the prototype and then at the realisations by Azar Models.

After the Second World War, the idea of standardised freight wagon types quickly gained acceptance via the UIC. DB and SNCF were also the founders of the EUROP wagon pool in the early 1950s. The aim of these efforts was to avoid expensive empty runs due to repatriation.

Freight wagons, especially open and covered types, could be used more economically on cross-border journeys if they were treated and allowed to be used there by the railway administration as if they were their own wagons. They subsequently returned to the territory of their owner only with a suitable return service.

The SNCF's Kr 338 487, with inspection addresses from 1959, was photographed in August 1966. As a standard car according to UIC dimensions (RIV St), it is one of the predecessors of the G 4.02 presented today. A special feature in France were the plain bearings and even spoke wheels, which were initially still used on new-build cars! Photo: Reinhard Todt, Sammlung Eisenbahnstiftung

This was made possible by bilateral agreements between DB and SNCF, which other railway administrations joined in the following years. But this idea was only rounded if the purchasers of freight wagons also had certainty about what to expect. It made a big difference whether a German G 10, a Swiss K 3 or a French new-build was shunted to the loading siding.

Despite perhaps similar length dimensions, they had very different loading heights, weight limits and also area distributions. Only uniformly defined dimensions in terms of traffic, achieved by UIC-defined standard types, could bring about a lasting solution.

This meant that, on the one hand, technically and in terms of traffic, identical types were procured throughout Europe and, on the other hand, similar wagons were procured according to common characteristics, which could not deny their close relationship, but still had country-specific features. We would like to present one such wagon type today.

This covered car type Gs of the Italian state railway FS, taken in September 1966 and still covered with plank walls, was also built according to UIC dimensions (RIV St) and thus, in terms of traffic, the same as the French G 4.02 and German Gms 54. As a special feature, it also shows design features of its SNCF brother: the floor-operated hand wheel for the brake and the central footboard on the end wall for transferring to the other side of the track. Photo: Reinhard Todt, Sammlung Eisenbahnstiftung

The majority of these RIV type G 4.02 standard wagons under consideration today were brought into the EUROP pool by SNCF: Of the total of 28,000 wagons built between 1963 and 1968, it allocated around two thirds to the EUROP pool.

Because it was much easier to use them under this agreement, they were also very inter-nationally represented. EUROP wagons were in fact allowed to be treated and used by the participating railway companies as if they were their own wagons. Consequently, after unloading outside their owner's territory, they could not be returned immediately.

But, let's take it one step at a time, the G 4.02 in the design chosen by Azar Models was preceded by several designs with deviating characteristics: The SNCF distinguished between “standard wagons type 2” according to UIC drawings (RIV) and similar “unit wagons type 2” (marked with RIV St). The Gs 4.01 (from 1980: Gs 40.1) belonged to the former, the G 4.02 (Gs 40.2) to the latter group.

Most of the 13,250 standard coaches built until 1962 still had board walls, only 800 of them were made of Permaplex. The way to the G 4.02, as we present it today as a model and which was the most widespread in terms of numbers, was paved by a UIC tender in which the SNCF participated in 1959.

The SNCF series BB 8500 has three different box body designs. BB 8515 has the original one and passes the photographer on 14 May 1971 near Orléans on the Loire on a very old-fashioned electrified line with its goods train. Hanging first behind the locomotive is one of SNCF's widely used G 4.02 boxcars, as Azar Models has now created such a model. Photo: Joachim Claus, Sammlung Eisenbahnstiftung

Their sample wagon had a lightweight underframe without box supports. Its buffers sat directly on butt interlocking elements, body had plate walls and hat profiles as box columns. Because its underframe differed so much from the standard wagon, it was only a standard wagon. The so-called “future car” was followed in 1961 by 250 units with board walls (later replaced) and by 1963 by another 1,100 with Permaplex board walls.

This special design was then followed by the G 4.02 of the Azar-Models design, which were also only unit wagons, i.e., they did not follow the UIC drawings, but were again “traffic identical” to their standard wagons, including the German Gms 54, which FR Freudenreich Feinwerktechnik has in its portfolio.

Their deviating features to the predecessor standard car design were the again familiar underframe with box supports and the box frame with hat profiles and beaded sheet metal walls (instead of diagonal braces) in welding technique stiffening the construction. The front columns no longer had a constant cross-section, but tapered towards the top.

Also, the floor-operated control wheels of the parking brake were moved from the end of the car towards the centre again, while the end stages were now arranged laterally and no longer diagonally. Instead of the hand brake platforms that were common with the DB at that time, the G 4.02 had central steps on a bulkhead, the use of which must have seemed adventurous. This feature is also found on the new models.

We have already mentioned the exceptionally large number of cars built, which also justifies their use on German layouts. For comparison, let us compare the 28,000 examples with the approximately 10,000 freight wagons Gmms 60 (later Gs 213), which remained the front runners of the Gs construction types there.

The model selection

The choice of the model by Azar Models can definitely be seen as a plus point, because original French designs always formed a gap in the first fifty years of Z gauge. And here, moreover, a wagon was chosen that was equally found in every Western European country and can therefore appeal equally to all target groups active in epochs III to V.

Fresh out of the box onto the track, the model (art. no. W02-ST) is undoubtedly of its type. All typical features of the prototype can be found on it. It has markings and a service number for the late epoch IV.

The protective packaging is just as positive, which, as in the case of the locomotive and other wagon models, is based on the Märklin boxes with a viewing window, but defines (partially) different basic dimensions. Inside, there is also a thermoformed insert, the models are well protected and wrapped in foil.

continues on page 27

In the prototype also model derived from the Gs 40.2 (previously G 4.02) are the horse (W02-CH; photo above) and cattle transport wagons (W02-VA; photo below) of the type G 41.6. They received two additional ventilation slides on each side and wore a yellow box paint and white roofs for heat protection.

After taking it out of the box, we hold a wagon in our hands that makes a good first impression with a clean paint job and sharp-looking lettering. All details of the undercarriage and superstructure appear sharply contoured, partly at best a little strongly emphasised.

The fourth variant from the first delivery tranche is the "Sernam" lettering variant of the Gs 40.2 (W02-SN). It is shown here with the side of the brake handwheel facing the viewer. This also gives a view of the central footboard for climbing over at the front.

All important and typical construction features are found on the model: central footboard on one end wall, upwardly tapering seat end box columns, UIC cable anchors attached to consoles, beading in the box walls and double hook running gear.

This may be due to the manufacturing process, because 3D printing technology is used here with resin as the material. But even that can only be seen under a magnifying glass in the tiny print layers.

In this article we also briefly show the versions with the Sernam signet as the Gs 40.2 (art. no. W02-SN) as well as the cattle (W02-VA) and horse transport wagons G 41.6 (W02-CH) derived from it in the prototype and model, but concentrate on the standard variant of the Gs 40.2 with standard paintwork (W02-ST) for the test.

What they all have in common are the type designations and UIC inscriptions that have been in use since 1980, which assign them to the rather late Era IV. Variants

for epoch III (as type Kv with six-digit serial numbers) and early epoch IV (as G 4.02) will therefore remain an option for the future, if they are successful on the market.

Dimensions and data for the SNCF G4.02 closed car:

	Prototype	1:220	Model	Divergence
Length over buffers (LüP)	10.580 mm	48,1 mm	48,7 mm	+ 1,2 %
Height over rail head	4.010 mm	18,2 mm	19,3 mm	+ 6,0 %
Greatest width	2.800 mm	12,7 mm	14,2 mm	+ 11,8 %
Car body length	9.290 mm	42,2 mm	43,7 mm	+ 3,6 %
Wheelbase	5.700 mm	25,9 mm	26,1 mm	+ 0,8 %
Wheel diameter	1.000 mm	4,5 mm	4,4 mm	- 2,2 %
Ladetürbreite	2.000 mm	9,1 mm	10,6 mm	+ 16,5 %
Weight	11,4 t	---	5,6 g	
Highest permitted speed	100 km/h			
Years built	1959 - 1968			
Number built	19.216 Units			

The reduction of the most important and ascertainable prototype dimensions shows that, with the exception of the wheel diameters, which are probably due to purchased parts, they have clearly measurable deviations in the positive range.

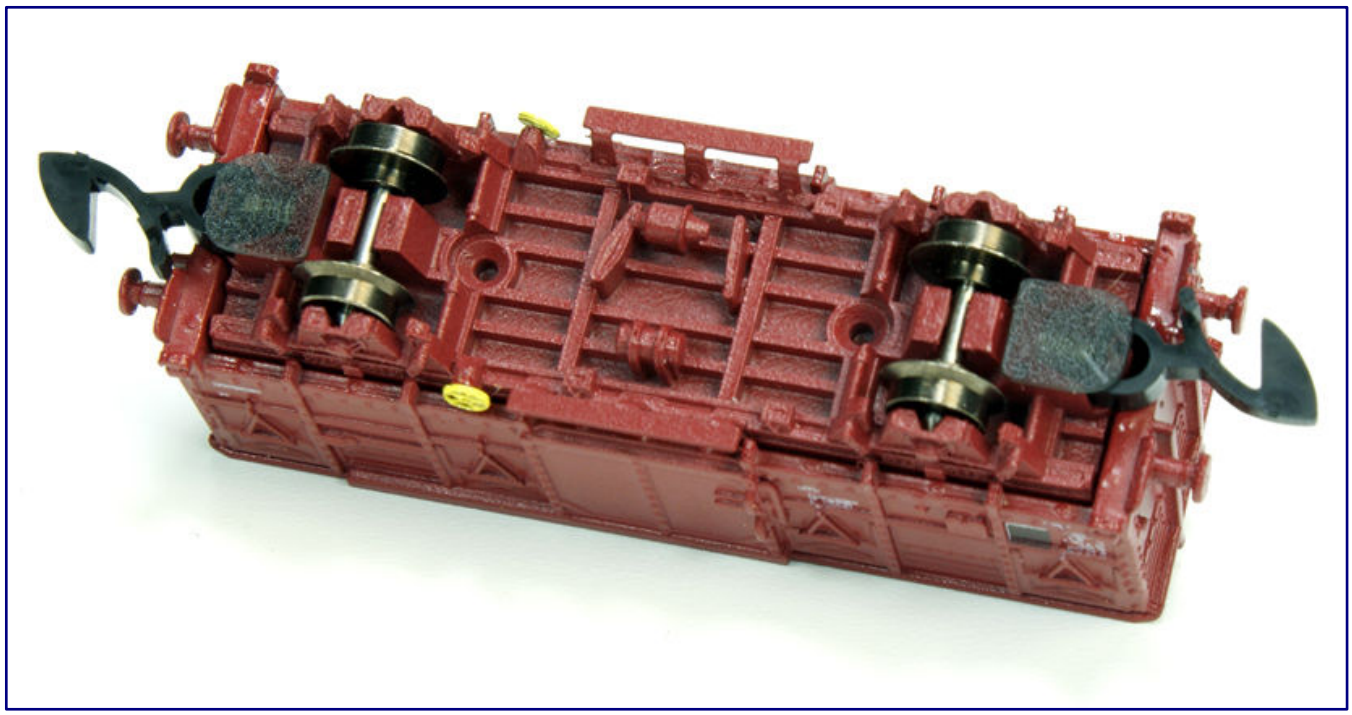
Even if we additionally indicate these in the information box as relative deviation from the basic dimension, it is noticeable here that they have a quite fixed order of magnitude. Therefore, we attribute this to the required minimum material thicknesses of the chosen production technique.

Based on the basic dimensions for the width of the undercarriage given by the track system and the axle tip bearing, these cannot be completely avoided then. Perhaps Azar Models has simply tried to reproduce the unavoidable dimensional deviations, as proportionally as possible, in order not to distort the overall appearance of the model.

The Gs 40.2 has a distinctive appearance that makes it stand out in the train layout. The 3D-printed coupler handles under the buffers are hardly recognisable as such and do not look very convincing. Separately applied etched parts would have been better here as well: The fine handbrake wheel, which is very conducive to the appearance, shows this clearly.

Exactly this seems to be successful in any case, because the former G 4.02 seems to be coherent, even after this test step, and does not form an unpleasant outlier in the train formation with wagons of other types and manufacturers.

The typical features that characterise this type of construction have been accurately reproduced by Azar Models. These include the horizontally running corrugations in the side and end walls that serve to stiffen the car body, the upwardly tapering end box columns and also the central step at one end of the car over which a shunter should be able to reach the opposite side of the track.



The well, but far from completely detailed wagon floor shows the features of the girder construction and, reduced to the essentials, the main components of the brake system that can also be seen in the side view. Märklin parts are used for the couplings.

The UIC cable hooks together with the bracket supporting them on the corner support also correspond to their prototype. The control wheel of the parking brake on both sides was reproduced with a fine, yellow painted etched part, whose position distinguishes this type so much from its direct predecessors. We are a little concerned that these parts could fall off and get lost during operation because of their tiny adhesive surface.

Among the many details of this model, only the shunter handles under the buffers deserve some criticism: they have been filled in two-dimensionally on the inside in order to be able to print them as well. This makes them almost completely lose their effect and they can hardly be identified as what they represent. Here it would have been more effective to use another etched part.

On the other hand, it is praiseworthy how detailed the car floor is. The longitudinal and cross members of the frame are not visible in operation, but the air reservoirs of the brake system are, and this is also the case in the model.

Colour and markings

The paintwork is also typical of the SNCF. Its reddish brown is lighter than that of the DB, which provides a splash of colour in the otherwise typical uniform brown. Unusual for Germans is the undifferentiated application of this colour on the complete freight wagon, i.e., including roof and buffers.

The levers of the brake diverters have not been colour-coded (photo above), which is easy to fix by yourself. The buffers and the roof, which are included in the brown paint, are prototypical. The clear looking company inscriptions seem to be complete around 1980 (photo below), but they are not readable under a magnifying glass. Fine details can still be seen on the frame where the axle brackets are bolted to the supports.

It was common practice for many railway administrations, including the SNCF, not to colour the roof. Nevertheless, brown buffers look strange, but they are correct, as some of the prototypes we have seen prove. As they get dirty during operation and are covered with buffer grease and abrasion, this is soon no longer visible or only visible on closer inspection.

If you want a model that is dirty during operation, you can do it yourself and then also work on these parts. Azar Models has not painted the change-over levers of the brake system red and yellow, but unlike the DB, the base surfaces were not painted white here! The model therefore shows no defect in these places. The inscriptions common around 1980 were applied to the wagon in white by digital printing.

Unfortunately, they cannot maintain the razor-sharp impression they gave when first viewed under magnification. We were not able to identify the genre markings, weight limits, or the serial number with certainty.

The Gs 40.2 can also be used on German layouts without any restrictions, which is why we have placed it here behind a class 218 diesel locomotive and in front of a German closed wagon.

We certainly don't see this as a shortcoming, because in system operation this is not even suspected. It is rather the limits of printing technology that are revealed here, which in a comparison of manufacturers reveal how far they can push miniaturisation at present.

The weight of 5.6 grams is within the expected range. Thanks to its rather short wheelbase, the model takes curves well, and its mass and centre of gravity keep it safely on track at all times. We would like to describe the rolling behaviour as smooth, which means that we can certify that Azar Models is fully operational.

Heart, what more do you want? This wagon clearly speaks the language of love (of a model railway enthusiast): an important, previously neglected prototype, which could be found everywhere in Europe and may be included in every goods train.

Despite a few dimensional outliers, the new small-series manufacturer has produced a coherent and high-quality model. This model can be easily identified among all other closed freight cars. Also, operationally it did not show any weaknesses.

For us, this means the highest recognition, which we emphasise by nominating the SNCF Gs 40.2 boxcar (W02-ST) from Azar Models for the best new releases of the year 2022 in the category wagons, on behalf of its simultaneously delivered similar wagons.

Manufacturer of the model:
http://www.azar-models.com

German sales partner:
https://www.1zu220-shop.de

Ihre Film- und Fotosammlung braucht einen sicheren Hort!

Unsere Aufgaben:

Film-/Fotosammlungen:

- *bewahren*
- *auswerten*
- *veröffentlichen*

Eisenbahnprojekte:

- *fördern*
- *initiieren*

Unsere Garantien:

+ personenunabhängig
+ sicher
+ gemeinnützig
+ steuerlich privilegiert

Sie möchten eine Sammlung der Nachwelt erhalten?

0151/573 96 211
Rufen Sie uns einfach an!

Sie möchten unsere Arbeit unterstützen?

Bilderkonto:
Stadtsparkasse Solingen
DE73 3425 0000 0001 3362 47

EISENBAHNSTIFTUNG
JOACHIM SCHMIDT

www.eisenbahnstiftung.de

50 Years of Z Gauge (Part 3)

The secret Symbol Animal

Which locomotive embodies a regional identity for Swabia? Which of them stands for itself and with its company as a model also for Märklin's self-image? We have thought about what the Göppingen heraldic animal might look like as an alternative and have drawn on its miniatures to tell something from 50 years of Z Gauge.

This story about a facet of Z gauge that we are telling today is one that few people will have expected to be part of the story we want to tell. It would probably be aptly titled with the headline or introduction “What if...”?

Märklin has been given a “wappentier” (emblem or crest of firm mascot), more through the unusually high interest of customers than a conscious strategy. The term is actually incorrect, because historical Märklin crests, which still deserve this name according to their chosen form of expression, adorn neither the real animal nor the locomotive named after it.

This photograph shows Maschinenfabrik Esslingen in 1906, which was to Württemberg and beyond in locomotive construction what Märklin is to the field of model railways. Photographer: unknown (PD-old)

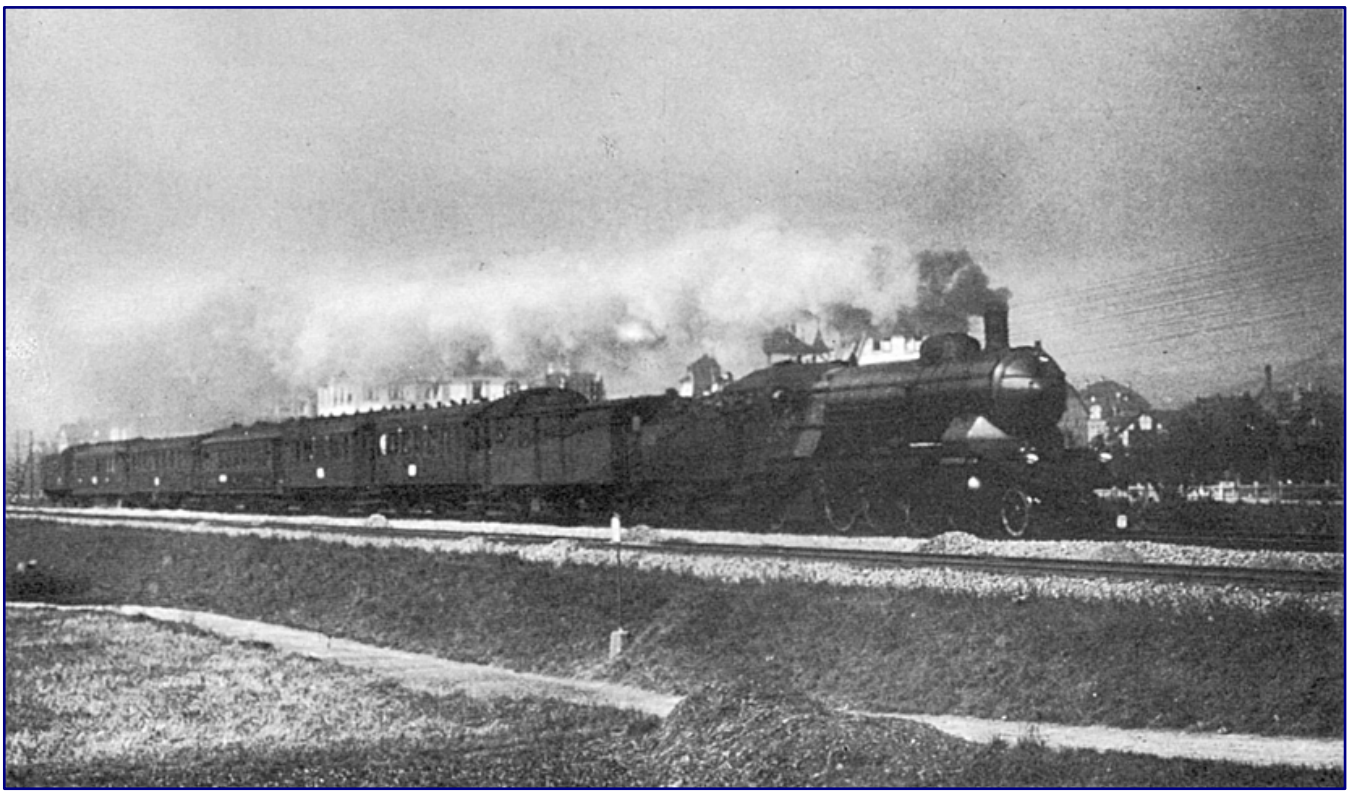
Nevertheless, this term has persisted for decades. And when you think of Märklin, you immediately think of Swiss crocodiles. The articulated locomotive, which changed its colour scheme from brown, also reminiscent of reptiles, to the typical green, is certainly aptly described by this nickname.

The Göppingen-based manufacturer of the finest model toys recognised its market potential early on and included it in its range of different sizes. At that time, gauges 1 and 0 were common, and from 1935 onwards, the nominal scale 00 was established, which later became “half-zero” (H0).

All of them were given crocodiles. New designs replaced outdated and simplified versions, and the Mini-Club, introduced in 1972, was not forgotten. A wide variety of variants with and without models have enriched the programme to this day: the logical consequence is a platinum-plated version as a jubilee model in 2022.

There may be models that have produced a greater number of variants in any scale, vehicles with an even greater aura in Germany, such as a V 200, or entry-level models that have been built a million times over, such as the small 89 series: Always and in every scale, the crocodile is a synonym for Märklin.

In addition, the company is now trying to establish the oil steam locomotive 44 1315, which is set up on the company's premises and packaged very attractively like a gauge H0 model, as the “new firm emblem animal”. This seems almost like an impossible undertaking, at best, it will establish itself in the desired way for the company museum Märklineum – it is very much to be wished for.



This photograph from around 1910 shows a Württemberg class C steam locomotive with glossy sheet metal panelling, presumably in front of one of the Orient Express trains. Due to its boiler equipment and the short tender, the locomotive can undoubtedly be assigned to the first procurement phase before 1915. Photo: Wilhelm Mayer (PD)

History cannot be reversed, only perpetuated. And as friends of the company, we are certainly not unhappy that Märklin's fame is so well known in the general consciousness, also because of this unit. After all, there were also turbulent times to get through and then the popularity and familiarity of the brand became a guarantee of survival.

Within the editorial team, however, we asked ourselves the question: which locomotive would Märklin itself have chosen for a coat of arms? To answer this question, we first had to summarise what has made up the company's identity over 50 years of Z gauge and still does today. We came up with the following:

- Märklin is locally established, but internationally active and well-known.
- Solid, Swabian workmanship is part of the company's philosophy.

- Tradition, consistency and the ability to innovate are in a defined relationship.
- Märklin had further factories in Göppingen, Schwäbisch Hall, Sonneberg, and, today, still in Györ.
- For industrial dimensions we speak of small series, the company had and still has a family rather than a large industrial character.
- The employees of the company are proud of their company and their performance, which is often confirmed by external sources.

If we try to find a company and a product in the railway industry that embodies at least most of these values and could equally express them as a model for Märklin, there is only one locomotive that comes to mind: the Württemberg class C express steam locomotive.

It was probably not by chance that it was chosen by the former owner family to become a model, then in 1995 for the nominal size Z as well. The company liked to proudly emphasise its status as a “beautiful Württemberg locomotive,” but there was never any attempt to elevate these realisations to a part of the “Märklin saga”.

That is why we would like to do this today, as the miniature is also suitable for recording important steps, and aspects of the company's own Mini-Club in the model.

The beautiful Württemberger

When someone says “class 18[1]”, only a few flinch. More do when it comes to the Württemberg Class C, and it is known as the “beautiful Württemberger”. The children called her “Zeppelin” because her elongated shape with the rather oval smoke chamber reminded them of airships.

18 137 gives the Stuttgart 39 203 a head start in June 1930 in front of D 369 as it leaves Geislingen an der Steige station. The far too small number of class C locomotives and a simultaneously very outdated stock of other state railway steam locomotives made it necessary in the “Ländle” to accommodate a large number of Prussian class P 8 and P 10 locomotives here as early as the 1920s. Photo: DLA Darmstadt (Bellingrodt), Sammlung Eisenbahnstiftung

With the Class C, of which only 41 were built, Maschinenfabrik Esslingen gained much recognition at home and abroad, it became the pride of the K.W.St.E., served faithfully for decades and was definitely a special locomotive.

At the later Reichsbahn, it, and other southern German sisters, were evaluated and misjudged exclusively according to Prussian standards, were not modernised to any significant extent and quickly became obsolete after the war.

As the lightest of all South German Pacific designs, it nevertheless had the most powerful boiler and was one of the most beautiful of all steam locomotives thanks to its weight-saving sheet metal frame, which the ideologues of the Barrenträger (bar carrier) liked to dismiss as technically backward.

The 18 133 (built in 1921), which was taken into service on 23 June 1952 at its home depot base in Heilbronn, performed its last service for the DB on 13 February 1955 in front of an express train from Immendingen to Ulm. On 12 May 1955 it was the last Class C to be taken out of service. With alternator behind the vent, Knorr surface preheater on the left circulation and a piston feed pump behind it, it looks completely different from the Märklin models, which reflect the original condition of the first construction series. Photo: Carl Bellingrodt, Sammlung Eisenbahnstiftung

It had been specially designed to meet the requirements of the lines in the Kingdom of Württemberg, and in 1909 it brought an enormous step in performance, which had never been surpassed, to the state's less loadable lines.

For this, the designers at the beginning of the 20th century had courageously combined the advantages of compound technology with those of superheated steam, which had only just been discovered, instead of opting for one of the two technologies. At the same time, there were still few templates in Germany for building a Pacific steam locomotive.

Maschinenfabrik Esslingen succeeded in creating a great machine that had many innovations to offer, but also design weaknesses that were not eliminated and the usual teething troubles. In Esslingen they dared to try something new and looked to the experience of the designers at Maffei, where the Baden IVf and the Bavarian S 3/6 were built.

In Württemberg, which was rather poor at the time, people knew what they had in this locomotive. Outside southern Germany it remained largely unrecognised because the same standards were not applied. Many of these remarks contain aspects that apply similarly to Märklin as a model railway manufacturer and its Mini-Club as a product.

An elegant fantasy design (art. no. 8836; photo above) paved the way for the beautiful Württemberger to enter the Mini-Club programme. In the following year, it entered the catalogue as C 2011 in its original design with a glossy plate imitation (88180; photo below). Photos: Franz-Josef Huwig

If we wanted to find a symbol for all this in the form of a model to make it an ambassador or, according to Märklin terminology, a “company mascot”, it would probably be the legendary Württemberg Class C in scale, of which not a single example has survived. So, let's take a brief look at the model history and name a few features of its stations, which also helped write the history of our gauge in parallel.

The class C found its way into the programme in 1995 as a special MHI model for the anniversary “150 years Württemberg” (art. no. 8836). The locomotive, equipped with simple linkage, the three-pole motor of the time and after bright nickel-plated metal attachments, presented itself in a shiny silver exterior.

Of course, the new construction in this design was not prototypical, but the large royal Württemberg coat of arms on its tender sides together with the black running gear parts gave it a dignified appearance.

The following year, prototype fans were also able to rejoice: As a “beautiful Württemberger” of class C and with the road number 2011 (88180), it entered the regular catalogue programme for five years. With a light blue boiler, the grey steam locomotive for Era I looked a little strange to some customers, but Märklin had correctly and probably very accurately reproduced the shiny sheet metal cladding of the first construction stage here.

What is tinplate?
At the beginning of the 20th century, tinplate, sometimes also called “Russian sheet”, was a glossy rolled steel sheet that formed a stable surface under heat treatment (310 - 340˚C) in oil.

This layer formed a good corrosion protection and then shimmered grey to steel blue. Its appearance was rather silk matt, but was sealed with a high gloss by means of a clear varnish coating.

The cut edges, on the other hand, were susceptible to corrosion, which is why the sheets were preferably tin-plated. Due to the hard surface, bright sheet metal could not be bent, crimped or otherwise spatially deformed, because the rust protection would be lost at the resulting hairline cracks on the surface.

Only bending in large radii was safe with this material. On the Württemberg C, the boiler and smoke chamber of which were covered with glossy sheet metal for an elegant effect, it was therefore necessary to paint in the area of the standing boiler and the smoke chamber as a substitute.

Criticism and anniversaries

As was still customary in the early years of the Märklin Insider Club for size Z, the models for the members were usually not new products in form, which were enjoyed by all other customers.

This was also the case that year, when the customer club was to receive a model parallel to the catalogue model.

Since 1996 was an Olympic year (Winter Games in Nagano / Summer Games in Atlanta), those responsible in Göppingen had the idea of placing the annual model under this motto. The 18 137 of the DRG (88183), which had had the Olympic rings painted on its tender together with other locomotives in 1936 on the occasion of the games in Berlin, offered itself for this.

This was not received equally well everywhere: While it was approved and accepted by those who saw the Olympic idea in the foreground and emphasised that these Games were still sponsored by the Weimar Republic, critics saw the focus on state propaganda, of which the template for the locomotive was also a component.

As an Insider Model for the Olympic year 1996, this Reichsbahn version of the 18 137 (88183) appeared, whose prototype was the last built machine C 2041. Since four examples went to France and Poland, respectively, as armistice levy, the consecutive counting only reached up to the operating number 137.

When the hype had died down again in the analogue age, when the waves were felt much less, another Epoch II model saw the light of day as an MHI special series. The dark green steam locomotive with brown-red wheels, black rods and other black parts of the running gear was, by the way, based on a deceptive package.

Maschinenfabrik Esslingen had not assigned the prestigious factory number 4000 regularly, but had brought it forward to the current, last series of class C – a similar practice had also been used by other locomotive factories. And Märklin did not take it so exactly with the sequence of the article numbers this time either (88182).

C 2041, the later 18 137, was assigned the symbolic factory number 4000 of the ME. Märklin also honoured it in 1996 with an MHI special model which, in addition to the prototype plates of the press date, was the only series to date to also show the long since customary equipment with Knorr surface preheater and feed pump on the circulation! Why this was not repeated on other conversions where this was required will remain Märklin's secret. Photo: Franz-Josef Huwig

So, a showpiece of the K.W.St.E. received the coveted number and was highlighted in the media. It was the very last one with the serial number 2041, which left the factory in 1921 and should have had the serial number 3982.

Like the prototype, it bore the factory number in large numerals on the sides of the boiler. On the buffer beam of both the prototype and the model there was a large sign with the following text (originally reproduced in the language of the time):

No. 4000
Swabian diligence and strength and loyalty
Have built you
For the benefit and piety of the homeland
Be entrusted to you.
A “Good luck” to a happy journey
May you accompany
Bring us long desired cargo
Better people, better times.

The noun “Frommen” is written in the original (German) text with an m that has a horizontal-right line above it. It is an obsolete expression that we do not wish to ascribe to indigenous usage. It seems to us to be derived from a contemporary German verb, which suggests the meaning “help”.

In 1999, another model for Era II also followed. The 18 111 (88181) appeared exclusively with standard markings, which now completely closed the gap in the catalogue numbers. It did not have anything really new to offer, because all previous and also almost all later models were technically completely oriented towards the early Länderbahn versions.

A DRG version also appeared in the standard programme in 1999 under item number 88181. Except for the road number 18 111 and the missing Olympic rings on the tender, it did not differ from the insider model of 1996. Photomontage: Franz-Josef Huwig

The external features included an air pump mounted on the stoker side between the second and third coupling axles, which was a very early change from the original state. The lack of a turbo generator behind the chimney suggests gas lighting, the container of which was located on the tender (not so on the models).

The three-light headlights at the front of the locomotives were remarkable, as they did not exist in this form on either the K.W.St.E. or the Reichsbahn. Many of the first pictures of a class C actually show an additional lantern on the smoke box door, which was used to signal a special train coming from the opposite direction to the signal boxes at that time.

The models always lacked a recognisable reproduction of the surface preheater: The first series (like the models) appeared without it and was retrofitted later. On the locomotives built from 1914 onwards, it was already available ex-works.

However, he knew three different designs here, which could be seen in two different installation locations. Hidden in the smoke box in front of the chimney (C 2025 to C 2028), it was initially only recognisable by a pipe routing, which the models do not show.

The Esslingen (introduced from C 2029) and Knorr (standard design) types sat on the left-hand circulation in front of the feed pump, for which the air pump was relocated to the driver's side. But all in all, the class C appeared successful and appealing, thus earning its prototype the name “beautiful Württembergerin.”

The production period of the last-mentioned version lasted until 2008 and thus still marks a technical conversion process. The old three-pole engine had become obsolete by 1999, and the newer five-pole engine was used in more and more models, including this one.

The special model, which was only offered in 1999 and did not run on the MHI, will have been different: In iron-coloured overall design with black rods and black running gear parts, there was a model without prototype (88361) as an IHK anniversary locomotive.

This special model (88361) from 1999 was dedicated to the IHK anniversary. Its design was reminiscent of the debut model four years earlier. Photomontage: Franz-Josef Huwig

Märklin certainly did not accidentally lean on the previous model that debuted under a four-digit item number and reduced the addresses once again to a tender side imprint. Instead of the former national coat of arms, there was now a historical Märklin coat of arms (without animal).

The modern era begins

For three years it was quiet around the class 18[1] before it reappeared in the programme somewhat refreshed. For the 50th anniversary of the federal state of Baden-Württemberg, it was reissued in a train set (81429).

The 18 136 was the first model of this class to carry Federal Railway markings and thus looked back to the founding year and at the same time the last use of its class, because, only three years later, the last units were also taken out of service. New to the model were the black nickel-plated linkage parts and wheels.

Märklin celebrated "50 years of Baden-Württemberg" with a train set (81429) in which the 18 136 could be found as a Bundesbahn steam locomotive. Its exterior design unfortunately did not correspond to that of the DB, but of the K.W.St.E (comparative prototype photo on page 36). Photomontage: Franz-Josef Huwig

In the meantime, Märklin had exhausted all possible variants with its moulds and there were hardly any possibilities left outside of special conversions for any purpose or the definition of all service numbers from 2001 to 2041.

This is probably why it took six years before another Class C appeared in the range, but this time incognito. In the new CIWL Orient Express train set (81080) of 2008, which was issued as a one-off special model, it mimicked a class 231 locomotive with the ETAT livery and markings that had arrived in France as an armistice levy with the road number 997.

Four class C machines were sent abroad in 1918 as armistice levies. Among them was the 231-997 of ETAT, which Märklin had chosen as a model to cover the new edition of the Orient Express (81080) in 2008. Photo: Dirk Rohwerder

Only two previous editions are still missing in our list. They owe their appearance to the ongoing product maintenance, which leads to the equipping with brake replicas and detailed controls, but also to the replacement of the previous drive with a five-pole motor on a bell-shaped armature.

In the case of the “beautiful Württembergerin”, the summary is mixed: Gone is the three-light tip signal, which, with its luminous upper lantern, did not suit any of the models. It gives the smokebox more elegance and its typical character.

At the same time, however, it was also disfigured in the side area with the new chassis detail elements of the 01 series: Its beautiful apron, which was part of the prototype frame, was cut back horizontally and vertically. And scissor brakes do not fit at all to the prototype with one-sided block brakes.

The error is most obvious on the rear bogie, which, in contrast to the model, remained completely unbraked in the prototype because of its large lateral play. If the class C had really become Märklin's heraldic locomotive, it would have deserved an investment in its own parts. So Märklin takes advantage of the fact that there are very few people today who have even seen one of the prototypes running.

The variants just described are the 18 115 of the Bundesbahn (88184), converted in 2016 from a prototype from the last full year of operation in 1954, with alternator on the left side of the boiler behind the vent, and the Epoch I reissue of 2018 in glossy sheet metal design (88185) as 2028 from 1915.

By the way, Märklin is not immune to mistakes, just like the manufacturer Maschinenfabrik Esslingen. Whereas, with the prototype it was misjudgements due to a lack of calculation possibilities or scientific deficits, Märklin reached into the wrong parts box in 2016.

Instead of the correct bogie with truss bogies, the last DB edition received that of the Reichsbahn's new 2'2' T 34 tender with more modern bogies that already used coil springs. What was not noticed in our own company, was noticed all the more quickly by our customers and by us.

The last two editions after the product update were the DB locomotive 18 115 (88184; photo above), here already shown with the correct Tender running gear, and the Länderbahn version as C 2028 (88185; photo below). Photos: 1zu220-Shop / Jörg Erkel

And the manufacturer reacted quickly, stopped the delivery and produced the correct parts. It was a case of waiting, but the pride in the prototype and model was evident in the Swabians at this point.

And so we will not close this article without reminding you of the considerations we mentioned at the beginning: Why didn't the “beautiful Württemberger” become Märklin's heraldic locomotive? It combines so much history, pride, innovative strength, Württemberg values and self-image, as no other steam locomotive from the region!

Inventor of Z Gauge
https://www.maerklin.de

1zu220-shop.de

Ihr Fachhändler im Netz für die Spur Z

Archistories 705141 - Wassermühle 'Dörpede' [Z] - Exklusivprodukt des www.1zu220-shop.de

49,00€*

Art.-Nr. 705141, Maßstab 1:220 (Spurweite Z)

Ob exponiert auf Ihrer Modellanlage oder als romantische Szenerie halbversteckt im Gebüsch - für die mittel- bis norddeutsch inspirierte 'Dörpeder Wassermühle' findet sich immer ein lauschiges Plätzchen. Das filigrane, mit einem Mikrogetriebe gemächlich angetriebene Mühlrad, großflächig gravierte Natursteine in der Sockelzone, das plastische Ziegeldach und zahlreiche liebevoll ausgearbeitete Details bringen echtes Leben in Ihre Dioramen.

Dieser Bausatz erfordert einige einfache Lötarbeiten*.

Bausatz aus hochwertigem, durchgefärbtem Hartkarton. Inklusive Mikroantriebsmotor.
Abmessungen: ca. 46 x 44 x 62 mm (LxBxH, ohne Steg und Wasserrad), Schwierigkeitsgrad: 3/5

Dekomaterial sowie Fahrzeuge und Figuren gehören nicht zum Lieferumfang.

Neuauslieferung Juli 2022:

Märklin 07771 - Buch 50 Jahre Mini-Club

Märklin 87298 - Doppelstockwagen-Set IC 2

Märklin 88067 - Personenzug-Tenderlokomotive

Märklin 88619 - Dieselelektrische Lokomotive

***Alle Preise verstehen sich inklusive der Mehrwertsteuer, zuzüglich der Versandkosten**

www.1zu220-shop.de
HRT Informationstechnik GmbH
Kasseler Straße 7
34431 Marsberg

Tel.: 02994-9889 60
Fax: 02994-9889 688
E-Mail: info@1zu220-shop.de
Internet: www.1zu220-shop.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.

Klasse C in einem frischen Portrait

Die schöne Württembergerin

Die schöne Württembergerin ist schon seit fast siebzig Jahren endgültig Geschichte. Da ist es nicht leicht zu erkennen, was zu ihr noch an Neuem in einem Buch zusammengetragen werden kann. Dem EK-Verlag ist aber genau das gelungen. Und der Band wird seine Käufer finden, meinen wir, denn das Vorbild blieb bekannt und beliebt. Sie war die Krone des württembergischen Dampflokbaus und eine äußerst formschöne Erscheinung.

Rudolf Röder
Baureihe 18[1]
Die schöne Württembergerin und ihre Vorgänger

EK-Verlag GmbH
Freiburg (Breisgau) 2021

Gebundenes Buch
Format 21,0 x 29,7 cm
256 Seiten mit 446 überwiegend S/W-Abbildungen

ISBN 978-3-8446-6052-4
Art.-Nr. 6052
Preis 45,00 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Die ab 1909 gebaute, württembergische Klasse C war die kleinste der deutschen Pacific-Dampflokomotiven. Eine durchdachte Linienführung, ein glattes und strukturiertes Äußeres sowie das stahlblau schimmernde Glanzblech am Langkessel gaben ihr ein unverwechselbares Aussehen.

Damit wurde sie als „schöne Württembergerin“ bekannt, die bis 1921 aber gerade mal in 41 Exemplaren gebaut wurde. Ihr Hersteller, die Maschinenfabrik Esslingen, war zurecht stolz auf sie und zeigte sie auch auf der Gewerbeausstellung 1911 in Turin. Eine wirtschaftliche Fertigungsweise dürften die kleinen Serien aber erlaubt haben.

Bei der preußisch dominierten Deutschen Reichsbahn-Gesellschaft waren die süddeutschen Vier-Zylinder-Verbundlokomotiven aus ideologischen Gründen verpönt. Aufgrund ihrer kleinen Stückzahl geriet die nun als Baureihe 18[1] geführte Schnellzugdampflok weiter ins Hintertreffen.

All das ist besonders schade, weil das vorliegende Buch von Rudolf Röder nun einen unverklärten Blick auf diesen Dampfloktyp wirft. Was an Quellen verfügbar war und zusammengetragen werden konnte – gemäß Verzeichnis am Buchende wahrlich nicht wenig – ist ausgewertet und aufbereitet worden. Der Autor stellt seine Erkenntnisse auch den Berichten des Konstrukteurs gegenüber.

Deutlich werden die Schwächen im Bereich der Dampfführung benannt, die wertvolle Leistung im hohen Geschwindigkeitsbereich kosteten. Zuzuschreiben ist das laut Autor mangelnden, wissenschaftlichen Erkenntnissen jener Zeit.

Deutlich gemacht werden sollen Schwachpunkte jener Zeit auch an CAD-Zeichnungen und -Simulationen, was wir als völlig neuen Ansatzpunkt eines EK-Baureihenportraits entdeckt haben. Solche Ideen stellen auf jeden Fall eine Bereicherung dar, denn die Baureihe 18[1] ist seit fast siebzig Jahren ausgemustert und kein Exemplar blieb erhalten.

Außer farbigen Gemälden und nachkolorierten Aufnahmen gäbe es nichts, was im Buch sonst bunt darzustellen wäre. Das historische Material überrascht in seiner Fülle und Auswahl, gleichermaßen aber auch wieder in der guten Reproduktion.

Wir haben keinen Vergleichspunkt zum 1994 im selben Verlag erschienenen Band von Thomas Scherer, der auch in den Quellenangaben auftaucht. Der Zuwachs um rund 60 Seiten zeigt aber deutlich, dass hier inhaltlich vieles neu aufgenommen worden sein muss.

Explizit betrachtet das Portrait nun auch die Vorgänger der „schönen Württembergerin“ und gibt auch eine Rückschau auf die Königlich Württembergischen Staateiseisenbahnen seit ihren Anfängen von 1845 samt ihren Maschinen und die sie prägenden Personen. Wir sind bereits auf Seite 72 angelangt, wenn der Autor sich speziell der Klasse C zuwendet!

Doch dann beschreibt er ebenso akribisch und ausführlich alle Besonderheiten der außergewöhnlichen Schnellzuglokomotive. Mit ihren Treibradsätzen von nur 1.800 mm Durchmesser und für leichten Kurvenlauf konstruiert, war sie gezielt auf den Betrieb im württembergischen Hügelland ausgerichtet.

Mit ihrem Leichtbautriebwerk, dem Blechrahmen und verstärkten Bremsen hob sie sich von den Maffei-Konstruktionen spürbar ab und wurde später für 120 km/h Höchstgeschwindigkeit (zuvor 110 km/h) zugelassen. Lokführer lobten ihren ruhigen Lauf auch bei hoher Geschwindigkeit.

46 Jahre lang verrichteten die Maschinen auch in schwierigen Zeiten ihren Dienst, doch nie hatte das Reichsbahnversuchsamt sie gezielt untersucht und vermessen, um ihre Schwächen zu beseitigen. Das zeigt, dass sie zu wenig Wertschätzung erfuhr.

Nach dem Ersten Weltkrieg gelangten einzelne Maschinen als Waffenstillstandsabgabe nach Frankreich und Polen. 37 Exemplare gelangten noch zur Reichsbahn, der Zweite Weltkrieg hinterließ den Restbestand bei der späteren DB, die sie 1955 endgültig aufs Abstellgleis schob.

All das und noch vieles mehr, inklusive einer wertschätzenden Zusammenfassung mit kurzem Blick auf das Fortleben als Modell, hat der Autor in seinem Buch verewigt. Es bereichert die EK-Baureihenbibliothek um einen Band, der auch außerhalb der württembergischen Lokheimat seine Freunde finden wird.

Er vereint Bekanntes und Bewährtes um eine persönliche Note und neue Ansätze. Das macht ihn erfrischend und zugleich zu einem wichtigen Dokument über ein bedeutendes Kapitel deutscher Eisenbahngeschichte.

Publishing pages:
http://www.eisenbahn-kurier.de
http://www.ekshop.de

Reise über Stuttgarts Schienenstränge

Bei weitem nicht nur Staatsbahn

Viele Metropolen und Städte Deutschlands verdienen eine literarische Würdigung ihrer Bahngeschichte. Nicht wenige haben eine solche auch schon, teilweise gar mehrfach, erfahren. Stuttgart ist als Ort eines sinnlosen Milliardengrabs seit weit mehr als zehn Jahren beständig in aller Munde. Da tut es gut, auch mal auf die vielen positiven Errungenschaften der Geschichte schauen zu dürfen.

Thomas Estler / Burkhard Wollny
Bahnen in und um Stuttgart
Die 60er und 70er Jahre

Transpress Verlag
Stuttgart 2022

Gebundenes Buch
Format 23,0 x 26,5 cm
192 Seiten mit 200 teilweise farbigen Abbildungen

ISBN 978-3-613-71638-4
Titel-Nr. 71638
Preis 34,90 EUR (Deutschland)

Erhältlich direkt ab Verlag
oder im Fach- und Buchhandel

Burkhard Wollny, mit dem Titel eines Altmeisters der Schwarz-Weiß-Eisenbahnfotografie sicher nicht unzutreffend bezeichnet, hat über mehrere Jahrzehnte in vielen Regionen Deutschlands Bildzeugnisse der Bahngeschichte gefertigt.

Auch Thomas Estler ist durch viele Bücher, Artikel und Illustrationen gleichermaßen einschlägig bekannt. Wenn sich diese beiden Personen gemeinsam an einen Bildband wagen, dann verspricht das aus unserer Sicht Spannung und weckt Erwartungen.

Das oben in den Buchdaten dargestellte Verhältnis von Seiten zu Bildern lässt deutlich erkennen, dass wir hier keinen tiefgreifenden Bericht über die Geschichte der Eisenbahn im Raum Stuttgart über rund anderthalb Jahrhunderte erwarten dürfen.

Im Fokus stehen Bilddokumente, die die kurzen Textpassagen mit geschichtlichem Abriss begleiten, dokumentieren und erläutern. Wie in diesen Fällen zu erwarten, liefern sie wertvolle Anregungen fürs Gestalten der eigenen Modellbahn, denn zeitgenössische Dokumente helfen zu vermeiden, Themen aus der Erinnerung geschichtlich falsch wiederzugeben oder gar zu verklären.

Genau das skizziert auch unsere Erwartungen, mit denen wir dieses Buch gelesen haben und heute vorstellen möchten. Besonders reizvoll erschien das angegebene Zeitfenster der sechziger und siebziger Jahre, denn in diesem waren alle Traktionsarten gleichermaßen anzutreffen und es bildet immer noch den Schwerpunkt der meisten Modelleisenbahnthemen.

Doch Einschränkungen müssen wir an dieser Stelle gleich machen, die dem Verlag nicht angelastet werden dürften: Der Titel spricht neutral von Bahnen, nicht Eisenbahnen im Speziellen. Im Falle des Großraums Stuttgart sind das auch klassische Straßen-, Überlandstraßen-, Hafen-, Privat- und Industriebahnen. Nicht zu vergessen sind auch die Standseilbahn zum Waldfriedhof und die Parkeisenbahn am Killesberg.

Deutlich wird damit die Fülle des Themas, das die Autoren aufgegriffen haben und abarbeiten. Wer sich nur für die Staatsbahn interessiert und sich auf das reine Stadtgebiet Stuttgarts beschränken wollte, der könnte hier eventuell zu kurz kommen, obwohl es als thematischen Schwerpunkt große Teile des Buches umfasst.

Wer in der Region zu Hause ist oder generell ein breiteres Interessenfeld hat und auch gerne mal über den Tellerrand schaut, der wird einen Kauf sicher nicht bereuen. Auch wir haben Bekanntes gefunden, mit Freude angeschaut, gelesen und sogar das eine oder andere völlig neu dem eigenen Wissen hinzufügen können.

Und so macht Lesen doch Spaß, vor allem, wenn es so leicht wie bei einem Bildband von der Hand geht. Die Themenbreite möchten wir kurz darstellen, bevor es auch noch einige, kleinere Kritikpunkte zu hinterlassen gilt: Beinahe die Hälfte des Buches ist den verschiedenen Bundesbahnstrecken sowie dem Stuttgarter Hauptbahnhof vergangener Zeiten gewidmet.

Zusammen mit den rund 30 Seiten zu den Werken des Großraums (Betriebs- und Ausbesserungswerke, Außenstelle Esslingen und Maschinenfabrik Esslingen) überschreitet es die Hälfte dann sogar deutlich. Dies ist für Eisenbahnfreunde sicher das bedeutendste Kaufargument, zumal der bunte Bestand an Baureihen aller Traktionsarten auch wertvolle Modellbahnanreize liefern wird.

Den verbleibenden Mittelteil nehmen die städtischen und privaten Bahnen ein, deren Vielfalt wir schon in einer Aufzählung umrissen hatten. Auch darunter sind einige Kuriositäten und Raritäten zu finden, die außerhalb ihres Einzugsgebiets längst vergessen oder vielleicht nicht einmal bekannt waren. Einen großen Teil nehmen natürlich die Stuttgarter Straßenbahnen (SSB) ein, deren Fahrzeuge auch schon bei NoBa-Modelle gewürdigt wurden und deshalb durchaus Spur-Z-Relevanz besitzen.

Unser bereits angemerkter Kritikpunkt sei an dieser Stelle nun auch aufgegriffen. Dem Untertitel nach betrachten wir das Zeitfenster von 1960 bis 1980. Viele der ausgewählten Fotos sind aber gar nicht in dieser Zeit aufgenommen worden. Teilweise betrifft das sogar einzelne Kapitel im kompletten Umfang.

Auffallend stark vertreten sind vor allem die achtziger Jahre, was am Dominieren des Farbkonzepts Ozeanblau/Elfenbein schon vor Lesen der Bildunterschriften auffällt. Auch die frühen Neunziger mit den noch aktuellen Produktfarben sind vertreten. Hier wäre es wohl treffender gewesen, zumindest auch die Achtziger gleich in den Titel einzubeziehen und keine falschen Erwartungen zu wecken – es hätte dem Buch und seinem Inhalt nämlich nicht geschadet.

Etwas „störender“ sind nur inhaltliche Ausführungen, die ausnahmslos mit der Rangierdiesellok Baureihe 363 in Verkehrsrot bebildert werden müssen. Wir erinnern uns: Dieses Farbkonzept wurde von der Deutschen Bahn AG 1996 eingeführt und ist bis heute gültig. Wir haben uns dort also zwei bis drei Jahrzehnte vom ausgegebenen Zeitraum entfernt, das Straßenbild ist längst ein völlig anderes.

So einiges mag unwiederbringlich verlorengegangen sein, viele Eindrücke lassen sich aber auch heute noch erleben. Im Zweifel wird sich manchmal nur das anzutreffende Rollmaterial gewandelt haben und die verstrichene Zeit aufzeigen.

An anderen Stellen zeigt sich die heutige Welt komplett verändert: Damals war beispielsweise die S-Bahn Stuttgart nur ein Zukunftsprojekt, beschleunigter Nahverkehr zeigte sich mit anderen Fahrzeugen auf anderen Strecken und in alter Form nicht mehr bestehenden Bahnhöfen. Zweifelsfrei ist es also eine spannende Episode gewesen, die in Summe mit gut ausgewählten und nicht schon hinreichend bekannten Motiven in durchweg guter Reproduktion zum Leser transportiert wird.

Publishing pages:
https://www.motorbuch.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.

Readers‘ interest in suitcase layouts:
I have recently become an avid reader of your Trainini portal and TV. I find it a very informative and exciting read ...keep it up!!!

As a child I grew up with H0 (up to 30 trains on 25 m²), I would like to deal with box trains in the near future. I now have a question: Is there more information on this subject somewhere?

Thomas Feichtinger, Weitensfeld / Kärnten (Österreich)

Editor's reply: Suitcase systems have become more fashionable again in recent years, but so far they have not been an individually treated topic in our magazine.

The forum of the Z-Freunde International e.V. should be a source for the exchange of experiences.

Suitcase systems, like a still-example shown here by Simon Ungefug in Altenbeken, arouse the interest of our new reader. Photo: Axel Hempelmann

We recommend that you register there and use the search function to find suitable contributions and answers. Otherwise, questions can of course be asked there yourself. You will find the link on our pages (select “Z-gauge world” and then “Groups and people”).

A new model from Full Throttle:
A model of the enclosed ACF bulk freight car with cylindrical hopper and 51 feet in length is new to the WDW Full Throttle pages (http://www.wdwfullthrottle.com). The light grey wagon duo (item no. FT-1003B) bears inscriptions of the New York Central. Models from this manufacturer are available in Germany from Case-Hobbies (http://case-hobbies.de), among others.

NoBa models before the summer break:
NoBa-Modelle has hit the bull's eye with its affordable model of the “Schweineschnäuzchen” (“little pig's nose”) (art. no. 5227R), as the Wismar rail bus was also called. This resin model is in extremely high demand, as is the finished model (5227RF) lettered for the DR.

Since the precision model is no longer available from Z-Modellbau, there has been a painful gap in the 1:220 scale range at this point, which the 3D print provider has now cleverly closed.

NoBa-Modelle also offers the “Schweineschnäuzchen” “(little pig's nose”) as a ready-made model (art. no. 5227RF; photo above), which is labelled as the DR's VT 133. The SBB's RABe 521 “Seehas” (5222RF; photo below) was also added to the range as a ready-to-run model before the summer break. Photos: NoBa-Modelle

has now cleverly closed. Both model offerings come with their own chassis based on Rokuhan Shorty chassis.

Other interested parties will have to wait a while, however, because with this and the following new products the producer duo is taking a summer break for the time being. Before that, the DR's class VT 2.09 (“Ferkeltaxe”; “piglet taxi”) with panorama window was added, offered as a finished model (5226RF). The Swiss multiple unit RABe 521 “Seehas” (5222RF) has also been added to the range in the same version.

In addition, there are some vehicles and accessories made of resin for self-painting: Mercedes-Benz Econic (6017R), Mercedes-Benz Arocs 8x4 rear tipper (6389R), a shelter for animals (4080R), a horse stable (4081R) and bicycle racks (10322R).

As soon as production resumes from October (see note on the home page), orders received at https://www.noba-modelle.de will be served again.

New product deliveries from Märklin:
With the multi-system electric locomotive class 193 (item no. 88233) in Flying Dutchman design of ELL/LTE, another version of the Siemens Vectron has been delivered by Märklin. This model was

announced with the spring new products 2022 and technically corresponds to the DB version we recently tested.

Many customers are surprised about the rapid availability of this variant, especially since the SBB design, first announced in January 2020, has not yet gone on sale. We recommend a regular look at the delivery date lists published by Märklin, which always update the planned dates.

Probably Märklin's best-running Mini-Club steam locomotive has always been the class 78. With its gearbox, which is clearly different from all other steam locomotive models, it offered smooth, silky running in all engine configurations to date.

Märklin's class 78 has always convinced with a good running and also a quite good-looking linkage. Now it has been perfected by product care: complete detail control, brake replicas and bell-shaped armature motor, plus warm white LEDs. As 78 098 of the German Federal Railways (item no. 88067) it also stands out from a predecessor model with its barrel roof.

Now it has undergone extensive model maintenance and has been brought up to the current standard. The now completely delivered passenger train tender locomotive (88067) is the first variant after this revision. It comes as an Era III variant for the DB and still bears the lettering “Deutsche Bundesbahn” on the cab side walls.

It also stands out from the earlier DB version of this series due to a different cab variant: to match the original 78 098, the version with a barrel roof without attached ventilators was chosen.

Thanks to the now installed bell-shaped armature motor, driving noises are hardly audible, and the direction-dependent three-light front lighting with warm white LEDs is also very appealing. In the undercarriage area we now find replicas of the brakes and a complete detailed control system.

Here's what happens next with Azar Models:
In addition to the models presented in detail in this issue, Azar Models (http://www.azar-models.com) has also already delivered three versions of the Fauvet-Girel grain silo cars. They are of the same type and differ in their design with curved front girders from the model chosen by Märklin for its models.

The Transcéréales grain silo cars are also offered by Azar Models as a pack of three (art. no. W01-TC3). At present, however, the German distributor is waiting for delivery from France.

In the meantime, a single “Transcéréales” car (item no. W01-TC1) announced in the February issue and a triple pack (W01-TC3) with slightly different green inscriptions for Era IV have become available, but are already sold out again for the time being. The prototype cars appeared in the seventies and can be seen in France, as well as in neighbouring countries.

All models are 3D-printed in amazingly fine quality and cleanly printed and painted. The quality offered is really impressive and reaches a large series level at a comparably low-price level.

The following versions have now recently been announced as further print variants of these coaches, each planned as a single coach and a pack of three: Soufflet for Era V (W01-SF1 / -SF3), Transcéréales with brown lettering for Era IV (W01-TM1 / -TM3), and Monfer France for Era IV (W01-MF1 / -MF3).

Very interesting are also the Corail coaches, which are also in cross-border service and also perfectly complement the Rokuhan multi-system class 1812 single locomotive. Initially, two pairs of cars each in original Era IV livery are planned for 1st (V01-OR1) or 2nd class (V01-OR2).

AZL deliveries in July 2022:
Just in time for the US Independence Day, American Z Line released the ALCO PA1 in the “Spirit of 1776” freedom train design (item no. 64423). The original for this locomotive was in service in the United States from 1947 to 1949 and was owned by the manufacturer and later sold to GM&O.

Another ALCO PA1 in black and yellow livery is dedicated to the Denver & Rio Grande Western (64421-1 / -2), which is given two different road numbers.

A new variant of the EMD SW1500 shunting locomotive enters the market this month, a version for the Louisville & Nashville, which is also offered with two different road numbers (62705-1 / -2).

The Canadian National is also supplied with this type (62709-1 / -2).

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

ALCO PA1 of the Denver & Rio Grande Western (item no. 64421-1). Photo: AZL / Ztrack

50-year anniversary at Miba:
In its current issue 8/2022, Miba magazine kicks off a three-part series on the occasion of “50 years of Z gauge” with a layout portrait of Harald Hieber's “Drachenstein”. The work presented is quite rightly described as a super layout, which is also presented with previously unpublished photos.

As the publisher correctly states, the round anniversary of our nominal size is combined here with an equally long experience in this scale: Harald Hieber was enthusiastic about it from the beginning and belongs to the Zetties of the first hour.

Those who know him can sense this in his every word and probably already know it. All others can now read and experience it in this month's issue. We wish you much pleasure and reading enjoyment!

Latest news from the Spielwarenmesse (International Toy Fair) :
The next International Toy Fair in Nuremberg is planned for 1-5 February 2023. The organiser sees a traditional product group in the areas of model railways and model making. On the initiative of Noch, Faller, Märklin, and Tamiya Carson, the organiser has now announced that it has been decided to introduce an end consumer offer.

Interested end customers will be granted special access to Hall 7A, where the remaining model building and model railway offers can be found, on the weekend of the fair (4 / 5 February 2023). This is intended to create new framework conditions for the special demands and needs of this sector. A joint action area with product innovations will serve as an additional contact point for visitors.

The planned deliveries of MTL:
For delivery in July, Micro-Trains is showing a few models of boxcars.

On the one hand there is the Railroad Magazine wagon number 5 (Item No. 502 00 644) from a collector's series, on the other hand two service number variants each of the 40-foot wagons with sliding doors in paint scheme and addresses of

Former BNSF / ex ATSF 51-foot refrigerator car with factory patina (item no. 994 05 281). Photo: Micro-Trains

the Southern (500 00 106 / 107), Western Pacific (500 00 116 / 117), and the New Haven (500 00 126 / 127).

In addition, there is a pair of factory-aged 51-foot refrigerator cars of the BNSF / ex ATSF (994 05 281), which have a secondary use as buffer/intermediate cars in tank car trains with volatile goods.

Faller beauty in the shops:
In the weeks since the last issue, the architectural hardboard kit for the “Kupfer Inn” (art. no. 282793) has gone on sale. The multi-storey half-timbered house with white plastered frames is assembled by the buyer from 161 individual parts in six colours. An own colour treatment is not necessary, but quite possible.

The copper inn (art. no. 282793) by Faller impresses not only with its harmonious overall appearance, but also with its trim applied by digital printing. A detailed view of the hard cardboard sheet from which this all-round trim is taken can be seen in the delivery notice on our portal pages. Photo: Faller.

We do not recommend it, because then there would be the danger of cancelling out the effect of the colourful row of ornaments that has been inserted between the ground floor and the first floor by digital printing. It consistently follows the original design and makes this building a beauty that stands out in a village environment.

Imprint

ISSN 2512-8035

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

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

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

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

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

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

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

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

Trainini Praxismagazin für Spurweite Z is published monthly (without guarantee) and is available to all interested model railroaders, especially friends of Z gauge, to download free of charge and for a limited time from https://www.trainini.eu. Downloading may incur third-party connection and network service provider costs. The placement of only the complete magazine on other domains is expressly permitted after it is no longer available on **Trainini** 's own pages, and as long as the download is not offered for a fee.