



Club-Revue

4/94

English

Page 2. Editorial (Leitartikel)

1994 was indisputably a great year for Z scale and Z Club 92.

The year opened with the presentation of a vast number of new models from all the major manufacturers at the Nuremberg fair, and closes with our own participation at the Cologne fair, after being invited by Märklin to share their stand. Visitors to the stand were able to admire our 600 x 65 cm layout, which we made especially for the occasion in just one month.

Among the most important events of the year we recall the Dortmund and Speyer fairs, which gave us a chance to speak directly to members and exchange views. We also participated in other shows such as the Solingen event, where we were invited by Z Club Rhein u. Ruhr giving us the opportunity to collaborate with local Z Clubs.

Finally we got a chance to introduce the club to retailers at the 1st dealer promotion initiative, and even though we don't have the results as yet, we are confident that also this event was a success.

Membership 1995

Enclosed in this magazine you will find a form. Simply fill it as in the last year and send it to us.

Page 3. Z Club 92

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Page 3. On the cover: MHI (MHI)

Since four years it exists in Germany the MHI (Märklin Händler Initiative). Now it appeared a new book that contains all the MHI production since the beginning. More information about MHI are shown on page 22 (Sammler Service).

Page 4. Building a Z-layout (Anlagenbau in Z)

Landscape shaping

Winter landscape: A winter scenery can have many different faces. After long snowfalls, for example really everything is covered with thick white snow. Streets and rails, too are covered and are only discovered by the vehicles traces. Flat areas with an angle of over 60 degrees, on which the snow cannot stick are an exception, whereas areas, even vertical ones, as rock walls, trees and so on, are covered as soon as they are exposed to direct wind pressure. After thaw you can see traces of frozen water in form of icicles on edges and projecting parts. If you want to work out all these details realistically on your layout, you have to think well about the scenery that takes part may be before your own door in winter. For example thick snow covers on roofs do not hang over too much, do they? Or take a look where you may find icicles - on frozen gutters, for example, and they are vertical, too. The presentation of such a scenery may cause your greatest accuracy, because you have to cover literally everything, even the upper sides of fences and the rail profiles. If you dislike this extensive procedure and also prefer to be on the safe side speaking of current pick-up, you may choose a landscape as after light, dry snowfall on an already existing, partially thawed snow cover. Here, the horizontal surfaces are still covered with thick snow and icicles are typical for this weather constellation. But, before the last light snowfall, the streets and platforms had already been cleaned, therefore only bearing a thin cover just like the tracks of which most of the snow had been swept away by the passing trains. Such a layout can be seen in Märklin-Magazin 1/85.

I personally have chosen the deep snowed - in winter - scenery because I think it fits better to the Black Forest and I felt challenged by all the new techniques I had to learn. If you have any questions about the techniques, write to our Club - address, and I will try to help you as good as I can.

Also if you like to present your own projects, no matter in which stadium, write to the Z Club 92, and if you have you can add a photo.

a) snow

Here you should preferably use pure model plaster and make a smooth surface already with the first apply work, to get the typical look of snow - covered ground. A good way to succeed is to apply pretty viscous plaster first, to form the surface, and then, directly after this, add a second cover of fluid plaster. The second cover will flow and give a smooth surface (picture 1). When dry, you soak the plaster with primer. I then took the snow- color of the 'winter - set' from Faller, which also contains some other useful things as putty, icicles and some leaf - less trees.

b) roads and ways

An important factor for the appearance of your layout is the balance of the traffic infrastructure corresponding with the chosen layout theme. Roads to and from the different buildings and agricultural surfaces must be taken care of as well as the rail - roadbed. No matter about how small your layout may be, the traffic connections to the buildings must always be adequate to their purpose - otherwise better let out some buildings! There is a good range of roads foils from Bush and Noch, which are flexible and self-adhesive. For permanent fixation, I recommend the small rail nails from Märklin. You can easily treat these roads with colors, if you want to have them more dirty, for example.

Smaller dirt roads are made by applying colored putty and adding traces to it with the wheels of a z car. After drying, you apply

strongly thinned colors-snow in winter, dark brown in summer and wipe the most of it away with a small sponge.

c) stones and rocks

Rock formations belong to the details which are most difficult to module, if they are to look realistic. On the other hand you need them to plan the existence of tunnels or to hide something (sharp radii e. g.) to the spectators' eyes. The only material for this purpose seems to be modeling putty on plaster basis (e.g. HEKI - putty or Moltofill) or model plaster. Plaster dries without shrinking, which is a great advantage compared to other putties which can only be applied thinly, otherwise they are prone to break. When dry, the plaster - made parts give a good basis for painting, trees, grass surfaces, etc. Also, plaster seems to be one of the most price-economic modeling putties. Of course, you need a rough surface to provide intensive contact, for the plaster has no adhesive capacity. So I use rough styropor or aluminum-texture (HEKI) as basis. It is hard to avoid pieces falling off if you work, so cover the already completed tracks carefully. When the plaster begins to harden, you can begin modeling the surface by knives scrapers. This procedure requires some experience, so you should do 'exercises' on pieces which do not appear on the layout later.

Painting the stones requires a special technique. I use colors which do not cover the ground entirely, lettering the original color show. This effect is very useful when authentically looking stone surface structures are wished. At first, all is entirely covered with the lightest color tone to be found. Finding the matching colors is essential in this stage, so you may do some experiments. After the color has dried entirely, you mix the transparent color in the darkest required tone. I mostly take a mix of dark brown and blue, without white, and thin it with water so that it is good paintable. You apply the color on the whole surface and then wipe it away immediately with a sponge. The dark color will stay mainly in the corners, while the upper, flat parts will stay light. With the way you wipe, you can enforce this effect. When all has dried again, you can apply smallest amounts of light color with a small pad, to imitate the typical light reflexes.

The rocks are ready now. As you see in picture 3, rocks do look still more realistic if you add some grass in places it would also grow in nature. But for now it's 'back to the rails'.

a) tunnels

A tunnel consists of the two portals and the tunnel tube. The tube is normally arched, for best resistance against the high pressures within the mountains. Tunnels and bridges are the most expensive constructions when building a railway. Tunnels are only planned if other means of laying the track are not feasible. For us modelers, this means that we should only have tunnels on our layouts, if the necessity for them is distinct to the spectator. Also tunnel dimensions are never bigger than necessary for cost reasons, so that you should take care of that aspect too. I personally use the portals of Kibri and Noch which I have shortened for steam power use (there is already a crack line on the back). As far as the spectator can look, you use paper made tunnel tube imitation. To keep the impression of a 'dark hole' you should also blacken the tunnel from inside and take care that no light source disturbs this impression from inside. In the visible tunnel entry area the rails are to be macadamized, too. When you model a winter landscape do not forget that the snow cover ends at the tunnel entry. If the tunnel lies in a curve take your longest car and let them pass the tunnel portals to make sure they get trough. Later you would find it very hard to change the portals!

b) the rails

For a winter landscape you should fill the rails up to the railheads with 'snow'. The safest but also most work-intensive- method is the filling-up with model plaster. To keep the necessary wheel groves you cut paper stripes to the required thickness and drown them in salad oil so that the plaster can not stick to them.

If you color the inner rail sides white you avoid shining-through of the metal in the groves. Filling up to the outer rail areas should be made up to half a millimeter to the railheads to assure no current pick-up problems (picture 4: the lower line of track has been filled up with Moltofill, whereas the upper one is untreated yet to let you compare). But keep in mind that you spare all moving parts off that treatment to ensure a safe function. By the way this is fully authentic as the real railways clean all their moving parts off the snow, too! As to the different railway embankments I like to recommend you to read the excellent articles of Ulrich Günther in Märklin Magazin 2/92 and 3/92.

c) platforms

Platforms are different! I mean there are special names for different platforms concerning the requirements they have to meet. A house platform means a platform directly in front of the reception building. At right or left to the house platform an outer platform can be found if there is a dead end track. Immediate platforms means platform between the rails giving access to just one track, having on elevated edge (ca. 38-65 cm above railhead) towards the concerning track. These intermediate platforms can be quit narrow (2-3 m) and can be found mostly in smaller stations with low train frequency. Access in via the track that lies before. A middle - or island platform lies between two tracks and permits access to the trains on both sides. Travelers reach these platforms above or below track level. Nearly all z-makers (Faller, Kibri, Märklin) have one in their product range. 'Lenzkirch' station has a big house platform and a smaller intermediate platform. In both cases we make the platform edges of concrete profiles (Noch) and fix it with UHU-Greenit. Filling up is done with a 10 ml-injector. With a small putty knife you form a flat surface between the platform edge on one side and the rail head on the other. After drying you paint the platform surface and add some very fine gravel (Busch) to the still wet paint. This will make a pretty good platform surface imitation as it is typical for smaller stations.

Dr. med. Sven Rohmann

Page 9. Krüger Model Company (Krüger Modellbau)

These pages show some cars manufactured by Krüger Modellbau. The company has a direct sales policy, so we enclose their address:

Martin Krüger Modellbau, Im Stiftfeld 1, D-35037 Marburg, tel./fax 06421/36231

Photo 1: This Z scale model of the DB German railroad's V-80 diesel locomotive provides railroad modelers with a four axle engine that is ideal for working secondary lines.

The body of the engine is made of a plastic shell with windows and outward handles. There are various inscriptions and two different width stripes to give the overall aesthetic effect of the original. The model is available in a non-illuminated version, with a reproduction of the three light system, and an illuminated version, with two lights typical of era III. Trucks complete with brake shoes are made of metal.

This year is the final production year for the V 80. The car coupled to the locomotive is a Tnoms 59 banana refrigeration car.

Photo 2: This picture shows the smallest locomotive in the world! The model reproduces the Breuer shunting tractor from the Breuer factory in Frankfurt on the river Meno.

The Breuer shunting tractors, which were in production for several decades, were built in four versions with different types of equipment: type IV, which is the prototype of our model, has a closed driver's cab and, with only 82 HP, was able to pull up to 14 fully loaded twin axle freight cars! The adhesive weight (required to get enough traction on the rails) was provided by hydraulic pistons that pressed from underneath on the bottom of coupled cars. The Z model is not powered, but it is still perfect for reproducing shunting operations in siding tracks and mill areas. Available with or without buffers and in various colors: red, green, and blue, with special paint finishes on request. Just compare the size of the engine to the size of the car to get a real idea of the incredible compactness of this shunting tractor!

Photo 3: This photo illustrates various novelties including the E94, which has been equipped with curing tents just like the original (as from 1960 the German railroad DB equipped all their E94 engines with this trim), weighting size and more detailed coloring of small parts (red pantographs, copper colored radiators, indicator painting on the buffer heads).

The locomotive is coupled to the Pwgs 41 car, which will shortly be available as a plastic model with windows! The third vehicle in the train is a brick-red freight car with hinged covers and printed DB lettering, followed by the 'Berlin' Tehs 32 German railroad refrigerator car, also of plastic material.

Photo 4: this steam locomotive with tender is perfect for pulling Märklin's Rheingold train; the BR 18.5 steam locomotive with tender differs from the 18.4 because of the straight end wall of the driver's cab. Heavy-weight bodywork in white metal brings the total weight of the engine (excluding tender) to 35 grams, so the pulling power is increased as is the efficiency of the power pick-up. There are various detailed versions: with or without smoke deflector plates, with or without coloring of the silver strips on the boiler and the typical inscriptions from various historical eras.

In addition to finished models, also the individual bodies of the locomotives are available, ready-painted and equipped with the relevant inscriptions. The tender can also be supplied in two versions: the first, with the coal box in sheet metal for the 18 505 (DB museum locomotive), and the second with the coal box made of wood. And it goes without saying that the coloring of the buffer heads and the finish of the locomotive is all executed with the utmost precision!

For these locomotives, just like all the others, you can request the application of the brake air conduit.

Photo 5: This is a completely new product: the twin axle mail car Post 2/a-14 with length over buffers of 14.50 m. If demand is sufficiently high, the Z model will be supplied in various colors, either in kit form or fully assembled. The roof will be available either in aluminum silver or gray. Behind the mail car are the well-known three axle cars with the roof in dark gray and a short coupling which makes it possible to negotiate suitably wide radius curves with the buffers in contact.

Photo 6: At the end of the train shown in the previous photo there are several Deutsche Reichsbahn cars: an open truck for acid carboys on the right, followed by a freight car with three axles and brakeman's caboose, a ballast car with brakeman's caboose, and a PWG 014 car with roof ventilators.

The acid car is part of the standard production range, while the box car is produced as printed plastic model only if there is a sufficiently high demand.

Photo 7: This is the perfect scale reproduction of the largest German electric locomotive - the BR E 95. The Z scale model is equipped with two Faulhaber motors with flywheel mass, which improves pulling power and riding performance. The locomotive is coupled to a four axle box car type GGhs 41 'Dresden'. This plastic-bodied model is available in numerous versions, with brakeman's caboose or footplate, and can be optionally supplied as a four axle self-powered freight car. The motorized version offers incredible pulling power because of the metal body weighing a total of 34 grams!

Photo 8: This model of the Tehs 50 car, with typical inscriptions from era III and the intriguing 'Kühlwagen' logo on the side, is scheduled for presentation in fall/winter.

Page 12. Werbepackungen III

There are no limits for the shape and design of promotional packages. The packaging on the market up to now ranges from WMF packages with manufacturer's personalized printing, see 'BAYER' and 'Willich', customized WMF packs like the American 'Brookstone', who offer their 8174 kit in an attractive wooden case, right through to the companies who choose to create their own personalized shapes. With reference to these latter 'pioneers' we thought the ideas of 'Rekord' and 'Spar' were particularly attractive.

Page 13. Heckl Limited Run Products (Heckl Kleinserien)

News in the pipeline: transfer inscriptions for locomotives. Many railroad modelers finish their own locomotives and cars using their imagination, or working strictly to spec. In the majority of cases the models are complex and well detailed, so painting is not usually a problem. When the paint is dry, modelers can sit back and admire their handywork, but there is one unfortunate and unforgivable flaw - the car or locomotive, unlike the originals, is without lettering or numbers. Fortunately however, there are various ways to apply inscriptions:

- 1) *Decals*
Advantage: easy to apply
Drawback: the wording is on a transparent plastic film support which remains visible and contrasts with the underlying painted surface
- 2) *Pad printing:*
Advantage: the end result is impeccable
Drawback: almost impossible for one-off models because 9.9 times out of 10 the high investment required is out of reach for railroad modelers.
- 3) *Transfers (see figure)*
Advantage: very easy to apply
Drawback: once applied must be protected with a coat of clear varnish (brushed or sprayed on)

Sales program: DB emblem for cars from era III, DB emblem for cars from era IV, DB emblem for locomotives from era IV, inscriptions for locomotives of the German Federal Republic railroad company, inscriptions for Deutsche Reichsbahn locomotives, various serial numbers for steam engines. At the time of going to press further symbols and emblems are being prepared; we look forward to hearing your suggestions and will be happy to accept them if feasible. If you would like further information, please write.

Application: clean the area and place the inscription on the model in such a way that it is clearly legible. Use a pencil with a rounded tip and press lightly across the wording to transfer it to the model. Very carefully peel away the backing film. If you notice glue residues around the letters don't worry, they'll disappear when you apply the coat of clear varnish.

'Blauer Enzian' train: kit of five passenger cars available from the first quarter of 1995. The kit shown is a prototype; refinements are planned in terms of greater details and application of inscriptions. More information to come in Club-Revue 1/95

Page 14. Tips

14 Power connections for: Coaches with trucks

Although various Märklin coaches are equipped with lighting, the catalogue does not feature a kit for coaches supplied without lighting equipment.

Perhaps this is because even though the power pick-up system used by Märklin is very efficient, it is also highly complex, requiring the application of two metal strips on the bottom of the coach and also on the trucks, which could necessitate highly specialized tools. Z Club 92 therefore proposes a far easier and equally efficient system, with the only drawback that it calls for a little patience (which shouldn't be a problem for Z scale enthusiasts). As shown in figure 1, you need to make a hole through the truck pivot. This is a very delicate operation since there is a risk of causing irreparable damage to the truck, so proceed with the utmost caution. We used an 0.5 mm bit and then gradually enlarged the hole to form an elliptical section.

We then inserted a suitably profiled 0.4 mm copper rod, as shown in figure 2, after first soldering on a lead.

Finally, we removed the wheels and bent the ends of the copper rod and the job was complete (see figure 3). Repeat the steps for the second truck - making sure that you install the wheels the right way round when refitting them.

Fixed axle rolling stock

The system is much simpler in the case of fixed axle rolling stock. Simply screw on a suitably shaped 0.3 mm metal strip using an M2 bolt with nut, as shown in figure 4.

15 Tail lighting system

In answer to requests made by various members, we present what is, in our opinion, the best tail lighting system for cars and coaches.

Although Z scale is highly realistic, it poses a series of problems in terms of dimensions; the diameter of a rear light in scale 1:220 should be approximately 0.5 or 0.6 mm so the only solution is to use LEDs designed for direct exposure, which means opting for an optic fibre system. First of all, drill into the front of the coach using an 0.6 mm bit in the position where the lights are to be installed. This position is very clearly molded on Märklin coaches so the operation is greatly facilitated. Hint: remove the windows to avoid damage. Now take two rectangular red LEDs (2.5 mm x 5 mm - Conrad 18 51 75 -66) and make a hole perpendicular to the LED on the side opposite to the terminals using the 0.6 mm bit (figure 1). Try inserting an 0.5 mm diameter optic fibre about 10 cm in length (Conrad 19 84 12-66) into the holes in the coach and in the LEDs. If you find it necessary to enlarge the holes slightly take care not to overdo it! To achieve the optimal joint between the LEDs and the optic fibre, use a drop of adhesive for model houses on the end of the optic fibre, now insert the fibre into the LED and press lightly. Don't use too much glue as it could attack the optic fibre. This done, all you need is a LED driver circuit. Note that in Switzerland and Italy, the red tail lights flash, while a steady light is used on the German railways. We therefore offer two alternative electronic circuits. Wire the components directly to the LED without using the support. This minimizes the space required to con-

ceal the circuit below the level of the windows. Before fitting the LEDs into the coach, paint them and remove the weight from the coach. Insert the optic fibre into the hole in the coach and cut it to length with a suitable cutter. Smooth the visible extremity of the optic fibre with very fine sandpaper and apply a drop of the same type of adhesive used earlier, which will increase the brilliance of the light. In order to connect the circuit to the power pick-up, read the article entitled 'Power connections for cars and coaches' on page 14.

So, we hope everything has proceeded correctly and wish you
"the best of fun with Z Club 92".

Page 16. Märklin windows (Märklin Display)

Once again the Christmas era is well under way, with hosts of kiddies and a few adults eagerly pressing their noses against shop windows. Of course, railroad models reserve a place of particular interest at this time of the year. Trains racing around elaborate shop window layouts provide a surefire attraction. And Märklin gives dealers a hand - not just at Christmas but all the year round - with its ready-to-install layouts and decorative displays. In this article: photos of display material and a description of the articles supplied. The backlit display unit for exhibiting mini-club packages of the era, and the adhesive window display containing the first program of rolling stock, are among the most important promotional instruments of mini-club. In the center of the window display, installed using the strips of double-sided adhesive tape at the top and bottom, there is a large diameter magnifying glass showing a detailed view of the first version of the BR 89 006 locomotive with the registration number in relief, inserted in a specially designed plastic pocket behind the lens. Also the rolling stock is composed exclusively of cars from 1972, easily identified by the white lettering on the frame of the tank cars and the doors of the baggage car, which does not have the route indication plate.

Modern decorative units are even more flexible, for example the black mini-club display window and the 'Rheingold' layout, supplied with interchangeable backgrounds showing various different scenes. For the illuminated display window, for example, there is a supplementary background for the ICE, which allows dealers to set the display unit in a completely different era. And inside the model shop a circus environment with relative train has been created on the base of the original 'Rheingold' layout, and a typical American plains environment has been associated with the F7 'Union Pacific' train.

In certain cases, as a result of special promotional initiatives, these decorative units are associated with special cars, such as the 'Barum Train' (8144) or the 'Käselok' (88820). This is one reason that makes certain display units particularly attractive to collectors. We also bring your attention to the 1990 technological display unit, in which, as a contribution from Mini-Club, we find a BR 50 with metallic paintwork. Hardly surprising that many Märklin fans have already set up a prized display unit in their den.

Page 18. Speyer

Happily, visitors in 1994 were rewarded by seeing the 3. international mini-club fair opened to all major manufacturers, with a particularly extensive area dedicated to exhibits.

In addition to Z Club 92, the organizers, namely the Museum of the Car and Technology and Märklin, invited Märklin Insider, Z Club International, and the Schmidt and Railex corporations, while various manufacturers, such as Heckl, were able to display their new products, which we present in this issue of Club-Revue.

In short, a real feast for all Z scale buffs.

Layouts of all sizes, limited series models, competitions and various other attractions assured that all the stands were well packed.

As usual, our complete photographic service should give members who were unable to attend the fair an idea of all our favorite exhibits.

There were competitions at the Märklin stand and at the Z Club 92 stand. The first Märklin competition concerned the previously publicized 'Mini-Club im Koffer', with a panel of judges including Märklin's Mr. Gaugele, our own president Nicola Malavasi and representatives from Z Club International and the Museum.

At the Z Club 92 competition, visitors were invited to vote for one of the 14 various size layouts on show.

The three winners, each rewarded with a prize-winners car, are: Graham Jones (GB), Sven Rohmann (D) and Martin Krüger (D). Turn to page 21 for photographs of the layouts.

A further ten prizes were awarded for runners-up:

1st place: 1995 membership

2nd - 5th places: Z Club 92 T-shirt

6th -10th places: Z-Tractor

We had initially decided to give a Z Club 92 sticker to the last five contestants, but we felt that they deserved something a little more substantial, so they will be receiving a Z-scale tractor. Here are the names:

- 1 H. Peter (B)
- 2 Lux Clemens (D)
- 3 Weirich R.P. (D)
- 4 Czedrowski Andreas (D)
- 5 Schock Franziska (D)

- 6 Funk Adolf (D)
- 7 Behrens Björn (D)
- 8 Vogt Hans-Heinz (D)
- 9 Westphal Wolfgang (D)
- 10 Gaugele Wilfried (D)

Among the models of interest was a reproduction of the BR 81 005, made in a limited 10 specimens by several Z-Team members.

Z Club GB now offers its locomotive in three different colors, and also the Gresley A4 steam engine is now available, although a German distributor has not been officially appointed as yet. This locomotive is supplied also in a collector's version cast in solid silver.

This year Z Club 92 once again exhibited the complete collection of Märklin Werbe and Sondermodelle so that collectors were able to admire the full range of Märklin publicity models for the second time. And collectors may be interested to note that Märklin has kept up with tradition by producing a special container car to commemorate the event.

Photo 1: Guests at the '3rd International mini-club Treffen' in Speyer: in addition to our own stand, note the Märklin Insider stand, with the participation of Mrs. Leimann and Mr. Kötzle. This year for the first time the fair was opened also to major companies, namely: Schmidt Modelleisenbahn, represented by Mr. Schmidt in person, and Railex, represented by its president Roland Kimmich, who also represents Z Club International.

Photo 2: Up to the present we have cooperated with numerous firms, but never before as closely as with PANCL. We really don't know how to express our gratitude - this time they made a major contribution to the success of our stand by producing four special display windows exclusively to allow us to exhibit our collection of Märklin publicity cars. Thank you PANCL, the displays were absolutely fantastic.

photo 3: After presenting their unfinished version of the Z-Tractor, Z Club GB now returns with a ready-painted version; available colors are shown in the photo.

Page 20. Winners of the Competition 2/94 (Gewinner des Wettbewerbs 2/94)

As we have already mentioned, Speyer also hosted our 2/94 competition in which a total of 14 layouts battled it out. In addition to the winners (details below) we were delighted to exhibit layouts of all sizes - classic or imaginative, all the exhibits were clearly the result of months and months of passionate labor. And that's why we decided that rather than Z-Team judging the competition it was better to leave the choice to the participants. The winners were rewarded with the prize that you are all anxiously waiting to hear about, and which we have decided to disclose on page 27. First place went to Graham Jones, already a familiar name as the founder of Z Club GB, who presented a seven metre layout showing a typical German station (Photo 1). The detail is remarkable, with the majority of the features made by Graham himself. The second place went to the layout shown on the cover of Club- Revue 3/94 - an exact 1:220 scale reproduction of the Altenbeken viaduct (Photo 2) made by member Martin Krüger. The reproduction is highly sophisticated and also the various houses on the layout were painstakingly constructed by Martin, all faithful reproductions of the actual residences in the area. Note, for example, the water mill shown in photo 3, which, apart from its incredibly authentic appearance, is a fully working model.

Finally, at third place was the layout of Donaueschingen made by Mdr. Sven Rohmann, shown in photo 4 and which, we feel, speaks for itself.

Page 21. Other competitors (Die andere Wettbewerbsteilnehmer)

It's always worth making an attempt, and though we admit that it's no easy task to compete against models that have taken years to complete like the layouts that won the first three places, it is our opinion that voters were to some extent influenced by the physical dimensions of the exhibits. If we were to make a critical appraisal - without detracting from the undiscussed merits of the actual winners - we would say that there were also other layouts which, because of the superb attention to detail or the underlying concept developed in the model, were deserving of similar recognition. This explains our decision to honor all the participants with a Z- Tractor in addition to the T-Shirt that we had originally planned to present to runners up.

Page 22. Collector Service (Sammler Service)

The second meeting of members of the 'Märklin Händler Initiative' (Märklin dealer action) was held on 6 October 1994 in Göppingen. Like the October 1992 meeting, once again the participants were presented with a special Mini-Club car (see cover photo). We have already commented on the 1st MHI meeting and the relative special car (see Club-Revue 3/93). Currently the complete documentation of all MHI products since the year of incorporation in 1990 is available from dealers. The annual Märklin press conference was held in Frankfurt on 27 September. This year journalists were presented with an article in scale 1 (fortunately for the bank balances of Z scale collectors!). Also in September, at the 3rd International Mini-Club meeting at the 'Technik Museum' in Speyer, participants were able to admire a container car with graphics on both sides (see Speyer article on page 18 Z-Action 4/94). Of particular interest was model G10 'Früh Kölsch' because of the unusual decoration of the front (Z-News 1/94). This beer car was on sale in specialized outlets in Cologne together with a crown cap of the famous beer in a special package to celebrate the 12th international railroad modelers exhibition. The G10 promotional models are enjoying increasing success among collectors - and you'll see just why from the photos and descriptions in this article. Prototypes of both

the 'Voith' cars (photo 1) from Scholz can currently be seen at Heidenheim station, although we are not aware of the existence of the 'Dinkelacker Export' and 'Dinkelacker Lager-Bier' cars shown in photo 2.

A demonstration that Stuttgart offers more than just beer to quench the thirst is evident from the refrigerated 'Stuttgarter Weindorf' car (photo 3) which is offered this year by a local models dealer. Again from the model shops of Württemberg are the 'RUD Ketten' (photo 4) and 'Hohenloher Naturprodukte' (photo 5) promotional cars.

And the 'Super-Wa(h)ljahr 1994' car (photo 6) has been distributed through specialized 'Idee + Spiel' outlets in various regions. Those who wish to add the Australian 'Foster's Lager' beer car to their collection (photo 7) will have to either undertake a very long trip, or, if this proves impossible, contact the Club. We are prepared to get hold of a few specimens or act as intermediaries.

But back to Baden-Württemberg, where this year the police department discovered that Mini-Club was an ideal form of promotion (photo 8). The 'Weipert' (photo 9) and 'HEPA-Paletten' (photo 10) cars are from Pforzheim. Currently the meat processing company Stockmeyer of Sassenberg is providing food for thought for expert collectors with its four Mini-Club models 'Stockmeyer' (not shown), 'Provitall' (not shown), 'Riedl' (not shown), and 'BUSS' (photo 12), which we have been informed are completely sold out. Several cars from this series were almost certainly in production starting from last year.

With the new 'PHS' logo (ex 'PERRY') here is the new 'Schindler Chemie' tank truck (photo 11).

Table 1 provides a detailed view of all the promotional models presented in the magazine. Further to requests from members, we will be supplying a quick reference chart with information on the availability of new products presented by Märklin during the course of the year, since they do not always accurately reflect the data in catalogs or factsheets. In Table 2 we have listed all the new products presented by Märklin. Alongside the products available (as at 10-12-94) we have also indicated the month of supply. All models presented in Club-Revue and the new products from the 1995 Nürnberg toy fair will be included in the Z-Liste, complete with up-to-date quotations; the list will be forwarded in January to everyone who sends their 1995 subscription before 15 February.

Table 1

New Sonder- and Werbemodelle

Photo n.	Model type	Basic mod.	Description
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Cover

2nd MHI meeting

Voith car

3rd international Mini-Club meeting, Speyer

12th international railroad modeling exhibition

HWM - promotional models for dealers

IWM - promotional models for private companies

SM - special models

Table 2

MÄRKLIN PROGRAM 1994

Photo N.	Model type	Basic mod.	Description
8144	Barum circus package		
8145	Länderbahn beer train		
8154	BR 50 622 museum locomotive		
8185	Swiss promotional package		
8202	'MINOL' tank car - 4 axles		
8203	'MINOL' tank car - 2 axles		
8204	Ex-East German railroad freight car		
8205	Set of USA cars 1		
8206	Set of USA cars 2		
8208	Breweries of the new federation regions		
8210	Set of MIGROS cars 8211 'Warsteiner' shuttle car		
8212	Union Pacific Caboose		
8214	Set of USA cars 3		
8738	S-Bahn 'Toshiba'		
8812	Ex-East Germany BR 254		
8829	Swiss locomotive series Ae6/6 SBB 'Stadt Basel'		
8831	'Jägermeister' railbus		
8832	A-B-A- 'Union Pacific'		
8833	Swiss locomotive series Am 4/4 SBB		
8834	BR 110 with new DB logo (Insider)		
8837	Eurosprinter		
8873	TEE VT 11.5		
8886	BR 03.10 dark gray		

8888 BR 10 Studio
8889 BR 10 black
8890 BR 03.10 blue
MHI-Model MHI
KAT Catalog program
SON Special models (e.g. export models, insiders, display cars)

Page 25. Schmidt News (Schmidt News)

The new model of the German railroad company E 10 in gray-blue trim is available now, even though quantity is restricted to 50 items. The small production run models with original inscriptions and paint finish feature an special finish tested by DB on several models of this type in the 1960's. The Schmidt model has a plastic body with windows and, needless to say, a new Faulhaber drive unit.

Specialist in model preparation, Schmidt has given this luxury DB train enhanced comfort - even in Z scale. Both the ICE locomotives are equipped with Faulhaber drive units and have been increased in weight.

These features, coupled with the flywheel masses on the Faulhaber motors, make for performance characteristics that do full justice to the really excellent aesthetics. And the finishing touch: the locomotives are equipped with red/white light changeover according to the direction.

In terms of visual appeal, the Märklin package of the 8145 steam train is truly exceptional. The set comprises Württemberg's T18 and 5 beer cars type G10 with brakeman's caboose, each with distinctive decoration. Schmidt offers the locomotives with an additional feature in the form of a smoke generator; the pack is still available for a short time at a particularly attractive price.

Page 26. Cologne fair (Köln Messe)

Like the Cologne fair, also the Speyer event was well the Märklin stand also featured a modular layout (three photos on this page) with plenty of precision detail, including a hand made airport and a total of three stations for three fairly hypothetical countries.

The Märklin stand was also graced with various layouts that are more usually permanent museum exhibits, while the appetite of collectors was whetted with a display case of new products and MHI articles.

Among the latter we note a book containing photographs of all models constructed between 1990 and 1994 - see also our cover page - and all the new models for 1995. We also bring your attention to the new background (shown in the photo), third in the series after 'Circus Barum', which is associated with the new Union Pacific set. Regarding accessories we present a new maker of decals, including a set for personalization of Z scale lorries. We advise using lorries made by Kibri for this application.

Leafing through the catalogues and examining the objects on docked with layouts and rolling stock in Z scale. In addition to the layouts of the 'Z-Modul Rhein und Ruhr' and 'Jugendgruppe der Eisenbahn Freunde Lippe' clubs, which we discussed in CR 2/94, and our own layout, display, we were impressed by various sets showing the logos of the main European railway boards (new and original DB logotype, SBB, CFF, FFS, FS, ÖBB), the sets are supplied in a single package for all scales, although larger transfers can be used (at least the N scale series) for stations and buildings. Again on the subject of accessories, there is a new series of materials from ASOA for making track ballast. Among the types of sand available we were impressed by one that was as fine as house dust. In any event, there will be time in the future to discuss these products since we will be using them in the Köln layout (see page 27).

Page 27. Cologne layout (Kölner Anlage)

After the Speyer fair we accepted Märklin's request to make a model of the rail link between Köln Hbf and Köln Deutz, which crosses the Rhine over one of Germany's most attractive bridges.

The main aim of the project was to exhibit the working model (even though not yet complete with details) at the Köln fair on the Märklin stand, so we only had little more than four weeks to do the work.

The first week was taken up with the project study and for measuring the bridge and the stations, which was done with the aid of photos taken by Volker in-situ. We were also assisted greatly by the special issue of the Eisenbahn Journal dedicated to this section of track. During the first week Rainer Geng made the entire baseboard, which called for his full range of experience and all the tools we could muster to create five 1 x 1.5 m modules (total dimensions of the layout are 1 x 7.5 m) with supporting feet and locating dowels for assembly. In any event, we strongly recommend that anyone who intends to make large size layouts should have the wooden baseboards made by a skilled carpenter (unless you are lucky enough to be able to rely on a friend like Rainer). The route plan was developed using the Modellplan program, while laying of the track, supervised by Hotline service head Dirk Rohwerder, was a matter of considerable patience. All the tracks were first adapted by Ludger Schmitz: the operating mechanism was disassembled from the points while on flexible sections the plastic centre piece was cut every two sleepers to assist in the creation of curves without placing too much strain on the track. Apart from the attention paid to realism when laying the track, technical considerations also came into play, notably the adoption of very wide radius curves to accommodate the trains, all of which are in excess of ten cars in length. The points were electrified using a board-under system designed by Volker Herder, which we will be discussing in the next issue. We used an irregular surface sheet of plexiglass to make the river - the kind normally used for bathroom windows - and painted it blue-green for greater realism. The bridge was the product of

lengthy research conducted by Dieter Heckl. In the end we opted for a temporary system, making the structural frame in suitably shaped plexiglass which was faced with a transparent adhesive sheet on which the outline of the bridge structure was printed using a computerized drawing system.

Also Köln Hbf station is a temporary structure; we made it by laser-cutting brass section rods and gluing on a sheet of glossy paper. The only commercial product on the layout was the excellent model of Köln cathedral, made in card by Schreiber of Munich, and assembled for us by the Hagedorn family.

Page 28. BR 81

Series 81...

In 1928 built a series of 10 BR 81 locotenders for heavy duty shunting operations. Numerous parts of the BR 81 are identical to those of the BR 80. A further 60 locomotives were designed in 1940 although they were never actually built because of the outbreak of war. All ten original locomotives survived the war years and were integrated in the DB fleet after 1945. They were mainly deployed in the Oldeburg area. All four axles were fixed and the wheel flanges of the central wheels were weaker. As in the case of the BR 80, the diameter of the coupled wheel was reduced to 1100 mm from the planned 1250 mm, thus reducing friction considerably but also reducing overheating and consumption of water reserves.

Standardizing the locomotive with the initial project provided benefits in terms of constructional similarities with the locotenders, with numerous shared components and a rolling weight of 17.5 t per axle (BR 24, 64 and 86). The boilers were the same diameter, while the smoke box door and the domes were all analogous in terms of construction.

Numerous parts of the engine, including the crossheads, radius bars, overfeed levers, link blocks, control rods, axle box and guides for the axle housing, brake pads and shoes and even the running gear (for the BR 80 and BR 81) were interchangeable, irrespective of the weakened wheel flanges.

These machines had a sectional underframe that was ideal for heavy duty shunting and ensured dimensional consistency and low maintenance costs.

In constructional terms, the tank was similar to that of the BR 80, although it was 1 m longer.

The last heavy-duty locomotives of this type were taken out of service in 1963.

In 1968 there was only one remaining specimen, the 81 004, which will be conserved for posterity.

... and your own Z scale model!

The model of the BR 81 005 reflects the original in all respects as far as is possible in 1:220 scale.

The gearing and the buffer boards were made in 10x10 mm copper rod with a precision of 1/500 mm.

To facilitate axle rotation all the holes were finished with a round file. Of course the frame and bottom plate are made of brass. This hand-made model comprises a total of 43 parts, some of which are compatible with Märklin spare parts and can be easily replaced if necessary.

The parts that cannot be soldered are bonded with a special adhesive for metals. The electrical contacts and the connecting rods were photoetched in an 0.2 mm gauge plate of nickel-silver. The relatively high weight and the fact that all the axles are driven mean that the model provides superb running performance. The short distance between the axles gives the BR 81 005 a bullish appearance, as you can see in the photo.

Page 30. Contest (Wettbewerb)

One of the most interesting initiatives of the Z Club 92 surely are the contests bearing theme from the world of railways in every issue of the 'Club-Revue'. The contest is open to any member and awards prizes to three contestants of our choice. The jury consists of the direction-committee and the Club-President. The decision is indisputable. As award is placed one of the hundred cars specially made for the Z Club 92. Delivery of the 'Winner' car is based on annual delivery-schedule. Even if you win, taking part in several contests is possible. To take part, simply send in the contest evidence by letter or parcel with mention of contest-nr. to the Italian Club address.

Contest 3/94 (Wettbewerb 3/94)

Club Railroad Car '95. Closing date 31 march 1995

To end the year we decided to invite you to design the 1995 Club Railroad Car. Sketches or photos are welcome from all members - just remember these three rules:

- 1 The basic model must be chosen from among Märklin Z scale models
- 2 The car must be a faithful reproduction of a working car; please send a photo to confirm that the full size car actually exists.
- 3 We also need a sample of the real colors (if you send a black and white photo) and a correct description of all inscriptions on the car.

Failure to observe one or more of these rules will result in disqualification. Try to choose a model that will appeal to all Z scale fans. Preference will be given to models that have been in service in several railroad eras.

Page 30. Hot Line (Z-Service)

For all members, Dirk Rohwerder of Z Club 92 will be manning the Hot Line and answering your Z scale related questions. The hot line is open on Monday, from 19:00 (7 PM) to 22:00 (10 PM) local German time. This equates to approximately 1 to

4 PM USA each coast time. In Germany, dial 02339 69 06, from the USA dial 011 49 2339 69 06.

Page 31. Z Market (Z-Börse)

In each issue of Club-Revue, we offer the members an opportunity to insert a buy, sell, or swap ad for anything Z scale related. This service is provided to you at no cost. This offer is only for private individuals who are members in good standing of Z Club 92. Ads placed by business or ads commercial in nature will not be accepted. The ad can contain up to twenty words and must be written with a typewriter, computer or legible hand writing. Do not use abbreviations. The ad must include your name, address and signature. Without these things, your ad will not be printed. The insertion of the ads is on a first received, first inserted basis, and based on the amount of space available. It may be that due to this, that your ad appear one issue later than planned. Send all ads to:

Z Club 92, Via Morgagni 15/2, I-41100 Modena, ITALY

Page 31. A note before closing (Nach Redaktionsschluß)

We don't have the precise figures for the collectors' market of the end of the year, but there was certainly plenty of action. So, with the aim of keeping you in the picture, we felt obliged to publish this supplement to the Sammler Service article on pages 22-24.

Page 32. Micro-Trains-Line

MTL Holiday Car (#14914): MTL employee Lucia Zuluaga submitted the winning entry for the MTL '94 Holiday Car Contest. The body of this 40' Standard Box Car with Plug door is off-white with all lettering in black. Each side has Santa in his traditional red and white suit heading up the roof toward a chimney with a bag loaded with MTL gifts for seasoned or beginner model railroaders. Mr. Micro-Mouse is leading the way for Santa in a 'court jester' outfit. Also decorating the sides are green holly leaves and a red holly berries.

Louisville & Nashville Boxcar (#13617): A blue body with yellow lettering and logo gives this '50 single plug door box car a color scheme that will add 'zest' to any line of cars! This class XML car was built by American Car & Foundry in December of 1964 and later serviced on January 20, 1966 to have the Timken brand roller bearings lubricated. Similar in design to class XM, this one is equipped with usable side rails or crossbar members and stanchions for securing certain loads. Later succeeded by the Seaboard System, the L&N was originally chartered and lines built between it's 'namesake' cities and completed in October of 1859.