Z Club 92

Enjoy it

Club-Revue 2/95

English

Page 2. 3 years with Z Club 92 (3. Jahre Z Club 92)
Z Club 92, as may be fairly evident, is named after its own year of foundation. Springing from the remains of Z Club Italia, Z Club 92 was officially opened on 7 September 1992, although the first magazine, CR 1/93, dates back to March 1993. Since that time much work has been done and much has been said, both complements and criticism, but we can still claim confidently that we are succeeding in the challenge to create a positive initiative for the world of Zeders. And apart from the discussion, we have given form to various projects which would have seemed impossible a few years ago, such as the creation of a Z scale museum. We therefore invite all our members to join us in celebrating the third anniversary of Z Club 92 on

9 September 1995
10.00 am

needless to say, at

Z Club 92 Museum

In keeping with tradition, we have decided to produce a commemorative car to mark the occasion, specifically an exclusive Märklin refrigerated car (Kühlwagen). This wagon will be supplied only against advance reservation, so those of you who are interested should fill out the attached form and send it to the Club headquarters before 31 July 1995. At the time of the festivities we intend to say a big thank you in particular to those who have been with us all the way from 1993 and we have reserved the right for these original members to receive the Märklin car with the inscription “Ich bin Mitglied seit 1993”. Note that on the label of the envelope we have sent you, in addition to the membership number, we have marked the years in which you have been a member (if you think we have made a mistake, please send, in addition to the application to receive the car, also your membership fee receipts for any years in which we have not marked your registration).

Page 3. Z Club 92
The magazine contains no trade advertisements or public announcements. Just articles of technical interest or for collectors. The contents of the magazine are copyright. Any reproduction or publication of text or photographs requires prior written permission. Although the Club appreciates and encourages all forms of collaboration and invites members to take an active part by sending in photos and articles for publication, we cannot guarantee that material received will effectively be published. If you want us to return the material you send in we have to charge postal expenses. All articles must be accompanied by the name and address of the author and details of any relevant publishing rights.

Page 3. On the cover: Plastici in Z (Z-Anlagen)
Even a tiny 50 cm board is large enough for a realistic Z scale diorama. This has been proven by Ing. Klatt who constructed a fine model of a sawmill, featuring various scenes of everyday life and plenty of home made details. More coverage in CR 3/95.

Page 4. Building a Z-layout (Anlagenbau in Z)
In the meantime, we have completed the operations described earlier, and in this issue we will be illustrating a series of probably new procedures resulting from experience or born out of necessity. Even when you’re anxious to learn fast and try out new techniques, always remember to take things one step at a time and keep to the following “golden rules” of the railroad modeler:
- never work in haste
- never try to adapt techniques that are not strictly related to railroad modeling
- only the best is good enough, don’t do with second rate solutions
- never alter the initial project while you are working

I think you’ll find that if you stick to these simple rules then you are unlikely to encounter unpleasant surprises in the future.
So let’s have a go!
1) Snow, snow and snow again:
After having experimented with the creation of snow effects for the first time in the last issue, we are now going to tackle the far more exacting task of creating a winter landscape.
a) You’ll be able to apply all the details, working exclusively with Motofill in a soft condition. This means that you have to position the details while you’re applying the filler. When we speak of details we mean, for example, track fixing devices (Beier), line signals (Railes, Schmidt), telegraph poles (Westmodel), fencing (Kibri), signs (Noch), trees (Faller or home made), danger signals (Brawa) and much more besides (Figures 1 and 2). Always allow plenty of time for this stage of the work and only start after you’ve developed an accurate project and made detailed drawings. Snow should be applied in sectors, which should ideally be of limited size. After the basic coating has been applied, it’s time to make snowdrifts around all raised objects. This is done by mixing the powdered filler supplied in the previously mentioned Faller winter set, with Colofix adhesive diluted in water to make a thick paste. Add also a little white paint. On larger surface areas, such as roofs or mountaintops, apply a thin layer of modelling dough with a pallet knife, when covering smaller size details like window ledges, fencing and telegraph poles use a very fine bristle brush.
b) For work areas such as railway depots, platforms and goods yards, remember that the originally pristine snow will have been trampled, soiled and sometimes removed by the passage of people, vehicles, freight coal and so forth. The resulting color mix, which is generally very difficult to simulate, can be made realistically by proceeding in stages. In other words, first apply the color of the platform surface or the coal heap and then spray the white paint over the top so that it partially covers the under-

coat - but not completely. This provides realistic color effects. If you accidentally get paint on the tracks while you are working, clean it off with a small cloth soaked in gasoline or lighter fuel. As a precaution it's a good idea to cover points sets during the work since they are particularly delicate. As a rule, we think it's a good idea not to paint the points, because even the slightest drop of color in the wrong place can seize up the mechanism (Figure 6). Anyway, mechanical points that have been cleared of snow are 100% authentic! After all kinds of work that involves track and points, always run test maneuvers with locomotives and rolling stock - especially cars that are particularly sensitive to "errors" (Figures 7 and 8). Your model railroad will already provide plenty of fun at this early stage but remember - the most important thing is that it works properly.

c) When all buildings, trees, bushes and pylons have been dressed with a covering of snow and all the paint and paste is completely dry, it's time to apply the snow color from Faller's winter set on all surfaces. You can intensify the whiteness by adding a touch of blue to each can of white. To get sufficient coverage of the substrate you'll need at least two coats of paint. In the area adjacent to the track I just applied one coat (Figure 16) because a second coat would adhere to the tracks and compromise running reliability. When coating larger size areas the best solution is to use a soft flat brush. Use watercolor brushes for smaller details. Apply the color straight from the can without diluting it. When you have painted larger surfaces stipple the still wet paint with a new round stencil brush to get a slightly textured surface. If you want, you can apply the powdered glass included in the winter set to get that typical winter landscape brilliance. Personally I didn't use the glass powder because the particle size seemed excessive for the 1:220 scale.

2) Trees and shrubs:

In a winter landscape trees represent a real challenge for railroad modelers. Obviously it's no use simply applying a coat of white to commercially available trees with leaves: you need bare winter trees! The Faller winter set contains various leafless trees typical of assembly kits, which after being carefully covered with "snow" with the paste mentioned earlier, make reasonably realistic winter trees that look alright on HO scale layouts, but the branches are too coarse for tiny Z scale models. The ideal solution is to make filigrane branches using Mr Jerusamel's Draht-Drill method (Figure 9). In the magazine Loki of 2/94, Mr Jerusamel, affectionately dubbed the "tree professor", provided a step by step illustration of how to make really effective looking trees. The Draht-Drill trees (which can be used with leaves for all other seasons - Figures 10 and 11) have been painstakingly refined to achieve levels of high professional standing on layouts and dioramas. To get the best effect of the filigrane branches, the trees must be positioned in the foreground or in clearly visible places inside the layout. In the "Bf Lenzkirch" layout I found that around 10 trees were enough at strategic places such as the level crossing (Figure 2), the travelers' inn (Figure 12) and the wood loading yard (Figure 13). Another viable solution is to use foam branches (by MZZ for example) sprayed with white paint (Figure 14). In actual fact the conifers occupied the largest area of the layout (Figure 15), partly because I was able to use commercial articles and partly because pine trees are typical vegetation of the Black Forest. Coating the trees with snow, however, soon turned out to be rather more difficult than originally envisaged because the water soluble paint frequently applied by the manufacturers to these trees tends to leach into the white and color it slightly green, just like all successive coats of paint. To deal with this problem, once the trees are treated with filler and completely dry, they must be coated with a solvent-based paint (Kelterlack) or a special sealant (such as white Kronengrund). In effect, also this "barrier coating" will assume a green coloration, but the following coats will not be affected. On this note, remember that colored moss will also present the same problem as the pines. To make bushes and hedge rows in winter landscapes we therefore recommend you to use uncolored articles or a surrogate material such as natural sponge. That's all for the time being on making a winterscape layout. In the next and final article of this series we will be presenting a finished layout with the relative rolling stock and a few examples of operational configurations.

Page 11. AMP Connectors (AMP Steckverbinder)

On more than one occasion we have found that the AMP connectors we recommend for electronic circuits are incorrectly installed. The connectors we have chosen are widely utilised in the professional field because, in addition to providing a good electrical contact, they facilitate changes in the position of various connections. The system comprises as many sealed contacts as there are wires to be connected and a plastic connector with between 2 and 40 pins.

The first step is to couple the wires to the contacts. For this job you will need the special crimping pliers, available in all hardware stores, or a normal pair of small electrical pliers. Make sure that the contact grips the wire properly, not just the bare copper part but also the part with the sheath (see figure). Once this operation has been carried out correctly you can now insert the contact into the connector, making sure that tab "A" engages with the hole on the connector - when you pull the wire the connection must not come apart. To remove the contact from the connector simply press tab "A" lightly through the hole on the connector. If the work has been done properly all the copper parts should be concealed. **NM**

Page 11. New Applications for the fototie (Neue Anwendungen für die Fotoschwelle)

Members who have engaged in the assembly of the Fotoschwelle electronic circuit (CR 3/94) will have realized, like ourselves (even though not immediately) that the numbering of the connector and the photocell is inverted. We therefore show the new numbering for the connector in the adjacent figure. We also provide a few hints on possible applications for the circuit.

If you change resistor R3 for a lower value component the circuit will be more sensitive. This means that the distance from the reflecting object (for example a railroad car) to the sensor can be increased so the system can be adapted for different scales and for different applications. Of course, you can replace R3 with a trimmer; in this case we advise a 220 ohm component,

although you should connect a resistance of at least 22 ohms in series to prevent the risk of damaging transistor TR1.
The same circuit works with other types of photodiodes or phototransistors, for example, you can connect a photodiode (e.g. RS 194-363) and a phototransistor (RS:195-524). These two components, which are the same shape as a 3 mm led, must be mounted one in front of the other; when the infrared beam is broken the circuit output changes state. This application is extremely useful when you have a twin track line and you want to detect the passage of the train on one or the other track to activate a level crossing, for example. We sum up by answering a query we have received. We confirm that the circuit works perfectly also on a control panel in replacement of pushbuttons, although this is not a particularly cost-effective solution. **NM**

Page 12. Tips
Tail light without power pick-up
I have received various criticism on the "Schlußbeleuchtung" article published in CR 4/94 in the "Tips" column. "The article was incomprehensible because it lacked sufficient detail".
I should now make up for this shortcoming by penning a new version of the text but I prefer to take advantage of a very timely contribution from Argentinean member Omar Pirillo, who I gladly entrust with the task of correcting my error. I think his article is excellent and it certainly introduces a few real innovations. **NM**

"After having seen the Märklin HO car 4411 with rear lights I decided to modify also my own Z scale 8605. By using a power supply that is independent from the track you can get a constant light, even when the train is stopped. I used a 12V alkaline battery as a power source and a 2x5 mm rectangular led.
Since the led power draw is very low, the battery life will prove more than adequate. Using a few electronic components, two reed switches to fit inside the car and a magnet installed externally, you can switch the light off and on without actually touching the car". **Omar Pirillo**

I would like to thank Omar personally because, apart from the fact that his idea is excellent, he has also got me off the hook of having to come up with an equally good suggestion. Technically speaking, I should add that the circuit must be wired directly inside the car and not on a PCB - the small size of Z scale rolling stock just doesn't allow it. There are just three active components that cannot have reversed polarity: the battery, the led and an SCR. Let's not waste time explaining exactly what an SCR is, just follow the installation instructions. The best way of avoiding mistakes is to make a photocopy of the wiring diagram and mark off each connection as you make it with a highlighter pen. When installing the reed switches make sure you fit them at opposite ends of the car or the magnet will operate them both and the set-up is unlikely to work. You shouldn't encounter any problems installing the led, first reduce the dimensions as shown in the figure. Don't cut it more than 3 mm from the top (where the light is emitted) or you could damage it. Secure it in the car with adhesive or wax; don't worry if the reed switches are touching the battery - you might even find it advantageous to secure them to the battery with Tesa film. The tail signs for cars without lights are printed on the "Traffic Signal" (Verkehrzeichen) page. No more to add, except happy modelling and "All the best from Z Club 92". **NM**

Page 14. Z Club GB News
Here's the latest proposal from Z Club GB. After the tractor that we presented in 1994 (CR 3/94) shown here in the photo, Z Club GB has come up with an invaluable accessory once again this year for their own members and for Z Club 92 members. This device is able to transform the Märklin 8622 open car into an OFF 52 transporter for four automobiles. The photo shows a fully assembled and painted prototype and the base in photo-etched brass plate. The pack contains two brass plates for 2 car transformations. The plates are in unfinished brass so they will required a suitable coating of black paint.
For the assembly stage we provide you with the original instructions written by Graham Jones:
"Carefully remove the parts from the fret and fold upright along the line of the groove; after folding, glue the two parts together using "Super Glue" or some other strong adhesive. After assembling the carrier frame carefully remove the 4 doors from the wagon leaving approx. 4 mm from the top of the wagon and the underside of the carrier".
The operation is therefore simple and shouldn't take more than half an hour including painting. The article "Waggonviefalt in Z" on page 8 of the Märklin Magazine 6/91 presented the "Mannesmann" Röhrentransport-Drehschmelwagen. To facilitate the construction of this car Z Club GB has produced a decal of the Mannesmann logo. We haven't seen this article, but we trust in the skill of Graham Jones and we are willing to bet that the quality is impeccable, as soon as possible we will publish a photo of the prototype.

Page 15. Improving the power supplier (Verbessern wir das Netzgerät)
Despite the enthusiasm of members who tested the electronic power supplier presented in CR 4/93 on page 8 (with printing error corrections in CR 1/94), we found that operation was not completely smooth for certain types of engines, such as the BR 89 (8800): at low speed the locomotive tends to move jerkily. We therefore got down to the drawing board and came up with the solution, which consists of a series of indispensable modifications listed below in red:

1 Replace 47 Kohm trimmer R1 with a 470 Kohm trimmer
2 Eliminate resistance R3

3 Eliminate resistance R4
4 Replace dual ganging potentiometer R5 (220 Kohm) with a single pot 100 Kohm / A (A=linear). Fit the pot in the three holes closest to the ICI integrated circuit (see figure).
5 Fit resistance R8 (22 Kohm) between the central contact of potentiometer R5 and IC1 contact 14 (as shown in the figure)
6 Replace 10 nF capacitor C1 with a 100nF component
7 Eliminate capacitor C2
8 Replace 330 pF capacitor C3 with a 100 nF component
9 Eliminate diode D3

The following modifications are strongly recommended (shown in blue)

10 Change transistor TR1 with a MOS-FET (P-Kanal) IFR 9530 (Conrad: 159662-66). The wiring does not change.
11 Eliminate resistance R7 (shown in red)
12 Cut the printer circuit track that connects IC1 contact "10" with the IFR as per indication shown in green.
13 Connect a 100 ohm resistance, which we have designated R7 and which is shown in blue, between the ends of the printed circuit track you have just cut.

To set trimmer R1 simply follow the instructions shown in CR 4/93, i.e. first set R5 to minimum. Now turn R1 counter-clockwise: this will start your test locomotive; now turn the trimmer in the opposite direction until the locomotive stops and ceases to emit even the slightest hum. Now place all your locomotives on the track one after the other and make sure that even the most sensitive engine remains completely silent. The circuit is now properly calibrated and ready for use. You will immediately notice the improved low speed performance.

Those who wish to test the circuit are invited to come to the Bochum museum where a test bench for four locomotives will be available after 1 July. Bring your own engines but remember to clean them thoroughly first. However, if you haven't got any locomotives available you can use our test engines - we guarantee that we haven't made any cunning alterations!

Page 16. Military vehicles (Militärfahrzeuge in Z)

There's no doubt that the subject of this article is sensitive from certain viewpoints, especially considering the serious events in ex Yugoslavia, although we have no intention of discussing the ins and outs of the situation on these pages. On the other hand, there are numerous freight trains circulating on the German railroad carrying military vehicles: it's a statistical reality of railroad traffic that cannot be ignored completely by railroad modelers. This year's InterModellBau in Dortmund presented a highly interesting innovation in this area: a set of more than 250 soldiers, tanks, trucks, ships, planes, big guns and 'copters, that represents a complete army both from the second Era and also in modern times. These products are not only used for reproductions of working trains on German lines. According to the manufacturer's info the range includes far more articles: vehicles from more than 22 countries including Italy, UK, France, USA and countries from Eastern Europe. When you examine these highly authentic and detailed models you can't help being impressed by their high quality. One point, however, must be mentioned: all the models are made in 1:285 scale so the production techniques must have been particularly exacting. Even though the dimensions are not exactly matched with Z scale, in our opinion they all look convincing when used on a Z scale layout. Among modern military vehicles we were particularly impressed with the helicopter shown in the photo and the new European "Tornado" fighter airplane.

All the articles are supplied unpainted so you should finish them with extreme care. Of course, both the right choice of colors and precision brushwork are very important to get the right effect.

In closing we publish the name of the firm that exhibited these models. Please write directly to them if you're interested in acquiring the models, and mention Z Club 92 in your letter:

Modellbau Lachmann, Bahnhofstr. 70, 58452 Witten, Tel. 02302/275560, Fax 02302/276816

Page 19. 8856-3

The crocodile changes again!

After presenting the first version of the Swiss railcar known as "the Crocodile", which was assigned code 8856-2 in our models list, today we have made another discovery, sent in by one of our members. There is a version of the crocodile with two different numbers, one on the side and one on the front, specifically 13302 on the front and 13301 on the side.

Page 19. FR News

FR Feinwerktechnik, Rostocker Str. 16, 18209 Parkentin

For regional trains enthusiasts anxiously awaiting the EG1 from the FR, there is yet another gem that was hand-made in a prototype for exhibition only after the Nuremberg fair. At the time of publication of this issue of Club Revue the firm Schmidt of Hameln will be marketing an assembly kit with a first class compartment car from the regional Bavarian railroad. Shortly, this excellent Z scale model will be available also in a ready-assembled version. The assembly kit was made on the basis of a Märklin frame, just like all the other cars that have been produced by FR in Z scale. In addition to the basic car, the assembly kit contains all the components required (photo-etched plates, diecast parts and inscription transfers). Assembly is aided by fully detailed instructions.

Page 20. Reliability of Märklin points (Sicheres Schalten von Märklin-Z-Elektroweichen)

If you work with Z scale and you use Märklin points, you are sure to have run into problems with reliability of actuators. Of course, if you try a brand new electromagnetic points set it will certainly work perfectly. But when you install it on your layout problems such as fragments of ballast, a slightly warped wood base, an invisible smear of glue or a variety of other irregularities will suffice to compromise switching due to problems with the electromechanical actuator. Even if you don't identify the problem at first sight, and the manual operation pin provides accurate and easy switching, frequently the electromagnetic power proves insufficient for the task. Do a few tests by touching the actuator pin on a new set of points during electrically operated switching: you'll soon see that the electromagnetic power is relatively weak. For the activation of points in other railroad scales the electromagnetic force adopted is rather higher, with a limit position circuit to prevent overloading. Märklin points are not equipped with limit sensors and, although the coils are designed to withstand electrical signals of longer duration, they are not suitable to handle permanent application of current. In smaller scales a compromise is necessary, as is often the case: it's impossible to install limit position circuitry without increasing the cost excessively, so the current must be restricted by coil resistance to avoid overloads and burn-outs. The current utilised, which is relatively low, therefore offers a similarly limited activation force. Increasing the ac voltage supply makes it possible to obtain higher switching current, and also prevents the occurrence of the joule effect which would soon damage the circuit. Let's look at this calculation example: assume the voltage is 10 V^{eff} and the coil resistance is approximately 25 ohms. The internal coil resistance will provide a switching current of approximately 0.4A. The actuation force has therefore not been increased, even if you keep pressing the pushbutton on the control panel. Referring to oscillogram 1: at the top we can see the 0.4A ^{eff} switching current, with a peak of around 0.6A. The lower curve shows the voltage. Note that voltage decreases slightly because of the switching current, which will also cause any lamps connected to the transformer to flicker.

This is the first time we have dealt with the mysteries of points control in such detail, and we are confident that we will be able to provide a satisfactory solution to the problem. We need an electrical pulse of around 1A for a period of approximately 0.1 sec. The current must then automatically return to well below 0.1A to protect the coil. This type of operation is relatively easy to achieve, by installing a sufficiently large capacitor that works as an electrical accumulator and is discharged instantaneously through the points coil thus providing the necessary electrical pulse. Let's examine the circuit diagram: the circuit has two 1N4001 diodes and two capacitors to provide doubling of the voltage. C2 provides a continuous voltage that can be calculated approximately with the following formula:

$$^{U}C2 = SQR\ (2) \times 2 \times U^{eff}$$

With an input of 10V the capacitor will charge up to almost 30V! This value may seem too high for such a small actuator, but we have to remember that it will be applied for no more than 0.1 sec so there's no risk of damage, while positive points switching is achieved. Resistance R1 keeps the input current down after the points have switched. Each switching cycle lasts for a couple of seconds, i.e. until C2 has recharged for the next switching. The capacitor charging, which amounts to an indication that the circuit is ready for a new cycle, is shown by the illumination of a led driven by a transistor. If you feel that the capacitor charging phase lasts too long, you can reduce the value of R1. Caution is required however, because this action will increase the current circulating in the coil while the points control pushbutton remains pressed, so that the risk of overheating the coil is increased.

Adjusting the trimmer: when the capacitor is charged (around 10 seconds after application of the ac voltage) turn the trimmer so that the led illuminates. Now turn the trimmer in the opposite direction until the brightness of the led starts to fade. Virtually all universal type leds are suitable. The type of led recommended has a white housing and a red light, which eliminates unsuitable light colors on the display. Let's take a look at the results on oscillogram n.2. The coil current with 1A peak as shown in the upper curve, reaches a value of 0.2A after 0.1 sec and provides visibly more powerful actuation of the points. If you keep the points control pushbutton pressed for more tan 0.3 sec, the current will definitely not surpass 30 mA. This means there are no more sudden changes with resulting voltage fluctuations. You'll be surprised to see that after having adopted this system the points switch effortlessly, compared to the previous rather sluggish movement. **Ing. Harald Freudenreich**

Page 22. Intermodellbau 95

Our participation in Intermodellbau 1995 was particularly impressive in this edition of the Dortmund event. The fair, which is organized by MOBA, was brimming with new products, while the attendance levels were absolutely amazing. Our 170 sq.m stand was well stocked with innovations and points of interest: layouts and dioramas provided the focal point, but there was also an area for collectors in which, for the first time, we exhibited more than 400 cars molded by private individuals (Industriedrucke). Among this year's initiatives visitors were able to vote for the "Z-Modell des Jahres" (Z model of the year) and in this issue of Club-Revue we present the winner, who receives a plaque attesting to the high quality of the model. Strolling around the other stands we found plenty of new ideas: in addition to the products presented in the "Military vehicles" article in this issue, there were numerous interesting items which we list below together with the name of the manufacturer.

Märklin: the first and most interesting collector's item was the "Dortmund 95" car, a refrigerated car with the "Dortmund" inscription on one side, hailing from last year, and on the other side a six color photo of a train (see photo). Those of you who would be interested in purchasing this fine car are invited to contact us directly at the Club.

MO-Miniatur, Gustl-Waldau-Straße 42, D-84030 Ergolding/Landshut: to date we have failed (an error on our part) to publish any articles regarding this firm. The problem is that the company presents its articles as N scale products. During the Dortmund

fair a member visited our stand and, discussing the high quality of the fair and so forth, he showed us a superb fire-fighting truck which he had picked up on one of the stands and which was clearly suitable for inclusion in a Z scale layout. When we pressed for information he took us to the MO-Miniatur stand where we were surprised to find that six of the objects on display, presented as N scale products, were clearly suitable for Z scale. Among the articles we mention an automobile pick-up truck and, of course, the fire-fighting truck which we will be showing in a photo in the next issue. We recommend, however, that the truck should not be loaded onto a railroad car, because even though the result might be appealing, it would be no more than an inferior copy of the excellent Insider 1995.
Steba, Hufnagelstraße I, 80686 München, Tel.: 089/577859, Fax: 089/577852. Stefan Bauer, whose name was the source of the trademark STEBA, presented a new electric motor of particularly minute size. The motor, which can also be coupled to a speed reduction system, measures just 7.35 mm per side (rather than the diameter, since the unit is square in section). So far we have not installed the motor on a locomotive or a motorized car, so we would be most grateful to any members who would be willing to try it out. It's worth noting, in this context, that the square shape of the power unit should facilitate installation and reduce time requirements. The only drawback is that the motor runs on a 3V supply so it would need a 680 ohm resistance connected in series.
F^S, Huttenstraße 27, 13465 Berlin, Tel.: 030/4016079, Fax: 030/4017358: F^S offers enthusiasts of all scales an electronic sound and lights control unit for all solutions. The units available to date are: 2101 Roadworks; 2102 German railroad crossing, 2103 on the road, 2104 in the town, 2105 Fireman (on exhibition in our Bochum museum and at the disposal of all visitors to try out), 2106 Industrial area, 2107 Church, 2108 at the market.
VERBECK, Postfach 20 24, 57450 Olpe: This is the last of the new products we found at Dortmund - a new Rollenprüfstand-System called "Rotaroll" and produced by the firm Verbeck.

Page 24. Z Club 92-Museum
More than three hundred members took part in the opening ceremony of the Z Museum on 22 April. The event was undeniably an enormous success, given the large number of enthusiasts and the concept of finally creating a concrete point of reference for all Z scale railroad modelers. We were therefore highly satisfied with the occasion as were, in our opinion, all the firms that contributed to its success. The photos show two important moments of the day, namely the official opening speech, and a break to enjoy a tasty snack offered to all visitors. As we have already pointed out, the Museum is not intended simply as a showroom, we sincerely hope it will become a focal point and source of dialogue and exchange of information on Z scale issues. That's why we're organizing specific meetings each weekend, such as an exchange market or film showings. We invite you all to send your suggestions for these occasions. An initial programme for September is shown on this page. In some cases (where indicated) the proposed event is not definitive and could be changed on the basis of your suggestions. If you want firm confirmation of the events (the non-definitive ones) please phone the Museum about a week beforehand. We feel it is important to inform you of the assistance we have received from companies in setting up the Museum, so we are publishing a quick-reference chart with a list of companies to which we forwarded the invitation to collaborate (the firms who had given a positive answer at the time of going to press are shown in bold type). Apologies to any manufacturers who announced their willingness to adhere after the publication of this issue of CR, we will be giving them a mention in CR 3/95. We also wish to invite all manufacturers of Z scale articles whom we have failed to contact directly and who would be interested in exhibiting their products at the Museum to call or write us at our Bochum address (see page 3). Finally, we remind members that they can exhibit layouts, dioramas or rolling stock of their own construction. Please send a photo(s) of the models you wish to exhibit and, if your articles are considered suitable, the Museum management committee will get in touch with you directly so don't forget to include your address and phone number.
IMPORTANT: We remind members that the sale of the Museumswagen, which is a Märklin Sondermodelle, is reserved, by direct agreement with Märklin, for those who visit the museum only, so please don't ask us to send you one by post.
The Club cannot reply to request letters!
EVENTS CALENDAR: Starting from September Z Club 92 will be organizing weekend meetings, talks, and exchange markets at the premises of Z Club 92 Museum, inviting Club members and also all other Z scale enthusiasts. To organize these events with the maximum efficiency and meet the requirements of you all, we invite you to participate actively with the organizational aspects by letting us know your proposals and the topics that you would like to discuss (e.g. demonstrations on the correct installation of gravel ballast...). We feel that it is vital that our members participate in the decisions so that you can get plenty of feedback on problems that you have encountered by discussing them with a group of people with the same interest. For the first weekend we have chosen to hold a Z scale exchange market, while the second is set aside for the celebration of our anniversary. The other dates will be organized on the basis of your proposals, and we'll be letting you know the specific themes as soon as they are decided.

2 - 3 September Z-Börse: Tables must be reserved by phoning the Club HQ in Bochum before August 25. The exhibition cost is 10 DM per metre.

9 - 10 September 3 years with Z Club 92.

Page 26. 4/94 Competition winners (Gewinner des Wettbewerb 4/94)
This time I'm afraid we must confess that we are hardly satisfied!
There were too few participants in the 4/94 competition, which we considered to be the most interesting of them all since, in addition to the Märklin car prize, entrees were also able to propose their favorite car for "Clubwagen 1995". So we were surprised that so few members decided to enter, and we wonder if the extreme simplicity of the competition actually deterred people because it might have seemed impossible to win. In any event, since the Clubwagen 1995 is of general interest, we decided against choosing the winners and the car to produce directly, opting instead to invite all members of the Club to "sit on the panel of judges". The photos on this and the next page are reproduced from the photos that were sent in before the closing date for entries to the competition. Each photo is marked with a number and members can vote for the car that they find most interesting. Participating in the selection is easy, just send a postcard with your own name, your home town or city and your membership number to the Bochum headquarters of the Club (Z Club 92 - Cruismannstr. 48 - 44807 Bochum) before 10 September 1995. Alternatively, if you intend to attend the Club's anniversary celebrations (see editorial) you can cast your vote on this occasion. The only condition, applicable to all, is that each member is entitled to just one vote, which is why we need you membership number in addition to your name and surname. Those who intend to vote at the Museum should bring a memo of their personal membership number. Remember, your membership number is always shown on the envelope labels. Obviously, you'll have to wait for the next issue (CR 3/95) to find out the name of the winner. In the meantime, remember it's always worthwhile entering our competitions, especially for collectors, because getting to first place and winning a Märklin car is not as difficult as it may seem.

Page 27. Expressway (Autobahn)
The number of vehicles available in Z scale may be on the increase, but it can as yet hardly be described as sufficient. In this issue of CR, in addition to the Mo-Miniatur products (page 22) which are roughly from the 1930-1940 years, we also present three models which definitely belong to the present: a Mercedes 4x4 vehicle, a truck crane for transporting automobiles and a streetcar, this latter being suitable not just for contemporary layouts, but also for more historic "modern" settings dating back to the late 19th century. All the models are supplied in kit form. Contact the Club directly for information on how to purchase.

Page 28. Collector Service (Sammler Service)
From Spring 1995 the company Gebr. Märklin & Cie. GmbH will hold a new seminar in Göppingen for Mini-Club railroad modelers. After the special Mini-Club seminar at the end of 80's where the "inspection and maintenance" of a layout was illustrated, this time the "inspection and maintenance" of Mini-Club cars will be explained. Now, as then, every participant in the seminar will receive a refrigerated car bearing the name of the seminar, as a souvenir of the demonstration (Fig. 1). For the third year running the Museum of Bad Wimpfen hasn't surprised us with its new design for the car of the year (Fig. 2). The only thing that has changed is the number showing the year. The Bräuerei Dinkelacker gave out this same white refrigerated car as a Christmas present in 1993 (Fig. 3): it went into decline given the numerous types of Dinkelacker publicity cars actually produced. Yet again in this edition of our Collector Service we are forced to publish late photos of publicity cars which we have already shown you before. The main reason for this is that the cars were not available for us when we went to print. This is true for the "TTFV Kenzingen" (Fig. 4), the "Bayreuther Bierbräuerei" (Fig. 5), the "Herma" (Fig. 6), the "ATM" (Fig. 8) and the "Koepf Bier" (Fig. 9). We will have to wait until the next issue to publish the photos of the following cars which are already available on the market: "M + W Elektronik" (8617), "Brandkasse" (9617), "Hochstift Pils" (8600), "Bayrisch Will-Bräu" (8600) e PDH (8617). Particularly well-received has been the Dutch beer car "Heineken" (Fig. 7), which you can only buy in toyshops as the model G10 "400 Jahre Bad Boll" (Fig. 10). The two cars with sliding doors - "Pepsi" (Fig. 11) and "Cargo Domicile" (Fig. 12) can be found only at specialized Swiss outlets. The "Käsewagen", which we await with such passion, were not given to us before we went to print !! The last photo shows the two different inscriptions printed sideways on the USA-Members car, produced by Märklin last year (Fig. 13). **VH**

Page 30. Special Swiss Models in Greece (Schweizer Sondermodelle in der Ägäis)
Under the heading "Special Swiss Models in Greece" the adjacent photo was taken by Swiss member Claude Zimmerli during a vacation in Greece. As far as we can see, Claude looks to be a pretty serious collector, judging by the type of locomotive he takes with him on vacation!
Although we have no confirmation from Claude, it looks to us as though the car immediately behind the "crocodile" is a self-built model.

Page 30. 1995 Z model of the year (Z-Modell des Jahres '95)
This year was a landslide, Blauer Enzian from Heckl Kleinserien received the acclaim and votes from all participants at the Intermodellbau fair and also Z Club 92 members. So, with a victory of nearly 60% we assign the Z Modell des Jahres 1995 plaque to Blauer Enzian.

Page 31. Z Market (Z-Börse)
In each issue of Club-Revue we offer members the opportunity to insert a buy, sell or swap ad for anything related to Z scale. This service is provided at free of charge exclusively for private individuals who are members of Z Club 92. Ads placed by businesses and trade ads in general will be refused. Your ad can be up to twenty words long without abbreviations and must be typewritten (typewriter or text processor) or in clearly legible handwriting. The ad must include your name, address and signature, or it will not be accepted. The insertion of ads is on a first received first inserted basis, depending on the amount of space available, so you may find that your ad appears one issue later than planned. Send all ads to:
Z Club 92, Via Morgagni 15/2, I-41100 Modena, ITALY

Page 31. Contest (Wettbewerb)
Indisputably our contests with themes from the world of railroads are among the most interesting initiatives of Z Club 92. Contests are open to all members and prizes are awarded to three members chosen by a panel of judges comprising the Club management committee and the President. The decision of the panel of judges is final. The prizes consist in one of the 100 railroad cars made specially for Z CLub 92. Delivery of the winner car is based on an annual schedule, and even if you win, you can still take part in several contests. To participate, simple send in your entry, by letter (photos) or by parcel post (models, etc) specifying the contest number, to the Italian Club Address.
Contest 2/95 (Wettbewerb 2/95)
Speyer 1995 - closing date 20.08.95
Just like last year, also in 1995 we will be at Speyer for the “4. Internationales Mini Club Treffen”. Of course, we warmly invite all our members and, as in the past, we are running an internal competition side by side with the Märklin initiative.
If you want to take part you must send your own construction, layouts, dioramas, and so on, for exhibition at the Speyer museum. Three winners will be selected from among the work on show, and there will be a special extra prize that goes to all exhibitors.

32 Micro-Trains-Line
Union Pacific Gondola (#14303-2): This 40’ gondola from Union Pacific is dark box car red with yellow lettering. It was built by Pullman-Standard in April 1944, and was serviced in July 1953. The carrying capacity of this worker is 1,959 cubic feet and has an interior lenght of 40 ft. 2in. With a G 40-3 classification, this gondola is an attribute to UP’s reputation for being the most well managed & financially stable railroad of the ‘Super Seven’ railways. A ‘super’ one for any Z-scale layout!
Domino Sugar Box Car: The body of this car is, of course, sugar white, and lettering is dark blue, with the Domino logo tastefully positioned. Built with a capacity of 80,000 lbs. in July 1937, the American Sugar Refining Co. ran these 40’ double-sheathed wood box cars on the rails to satisfy this nations ever-growing ‘sweet-tooth..’. First released by MTL in October 1976, and now for the first time in Z-Scale, this car will bring more than just sweetness to your tracks, it will deliver ‘confectionery perfection!’. It’s what every depot’s craving for!