



Club-Revue

4/95

English

Page 2. Editorial (Leitartikel)

1995 inclines to the end it and can be classified as the most extraordinary year for the Z club 92-members as well as for the lovers of the Z track. If you're wondering why, then just think about these following two events: the opening of the museum in Bochum and the three-year existence of Z Club 92, which are to be considered without any doubt as the unique peaks in this year. Moreover we should consider-beside the Re-opening of the Märklin-Museum- also our participation in the Dortmund, Speyer and Stuttgart fairs (in the last one we were received as guest by the firm Märklin). Last but not the least it is to be mentioned the purchase on part of the Z Club 92-Museum of the prototype Ko II 90001, which was financed by the true reproduction in scale 1:220 realized by Michael Bahls exclusively for the members of the Z Club 92. With regard to this we would like to inform the members, that the promotional activities of the Z Club 92-Museum, such as the manufactured cars for the three-year existence of the Z Club 92 and the building the Kö II, are organized exclusively for the financing of the respective events and not for commercial reasons (for each Z-Team-Member, president included, the engagement in the Z Club 92 is a part of the modeling hobby). For this reason the payment of possible orders is requested at the order and not at the delivery. The reliability, which we have proven in the last three years, and the fact, that promises were always observed, might earn your trust and recommend us also for future projects. One last information for the year 1995: The club car is being now produced (1. quarter 1996) so there is no reason for the members to worry, in fact the cars will be sent by mail to their addresses immediately after their completion. Despite an unrepeatable 1995 we wouldn't be known as the Z Club 92 if we were not already planning a better 1996. In the first months of the year, probably in February, two new rooms should be opened in the Bochum museum. The first one will serve as reception and showroom, while the other one will serve as an assembly room and library, which will be at the disposal not only of the members of the club but of all the lovers of the Z scale. Furthermore a children room and a plants-and accessories room should be arranged beside the assembly room. It goes without saying that all the material shown in the museum represents the best, or almost the best, of the Z scale. Our wish is to see many of you visiting the museum, not only to purchase the Märklin Sonderwagen, now in production, but simply to establish a rendezvous-and reference point for the exchange of information about our hobby. A further goal has been announced, that is the final preparation of the already mentioned seminars, whose dates and topics will be given to you on time. Additionally the organization of the "Regionale Treffen" and of the "Z-Borse" is going on at full speed. So the year 1996 promises to be interesting and full of initiatives and activities. Activities which will involve mostly the people living in or nearby Bochum who would like to cooperate with us for the improving of the museum. The ones interested in all this should answer the following ads.

Page 3. Z Club 92

There's no advertising in the magazine; we publish exclusively articles of technical relevance or for collectors. All material published is covered by copyright. Reproduction or re-publication is therefore prohibited without prior permission. Z Club 92 is always interested in reader's views and invites all members to send in photos and articles for publication. We cannot, however, guarantee that we will have space to publish all the material we receive. If you would like us to return your material we will do so gladly, although we are obliged to charge for postal expenses. All articles must be accompanied by the name and address of the author and details of any relevant copyrights.

Page 4. Mini Layout in Z-scale (Z-Mini-Anlage)

In modelling fairs little well realized layouts always attract a lot of people and prove that 1:220 scale is a very interesting topic from a modelling point of view and it is not some stuff for nuts. For little layouts it's good to have a hilly or mountainous setting as to hide more easily part of the course. To do that, tunnels, mountains hills and thick forests are very fit. The disposition of the tunnels in our layout was chosen in order to hide the out of scale radii of the oval as well as the huge mechanisms of Märklin switches. The switch-line, that you can see on one side, should be actually longer. Through this switch-line it is possible to have two trains running in opposite directions in the same way as in the famous Swiss railroad line "Karwendel". The dead-end track of the station makes it possible to reproduce interesting scenes of loading and unloading. With the realisation of a hidden spiral stretch it would be possible to have different heights for the visible ways of the route. It is possible to realise further dead-end tracks and switch-lines only in the hidden portion in order not to overload the overall impression of the layout. For the realisation of the relieves were used commonly available materials. For the tracks (flexible track in the visible stretches and track 8520 in the tunnel) the Merkur ballast was used. The catenary is not actually working and was realized using very thin black rubber bands. The fencing, brass-made, reproduces the models of the 1st Age. A looking-like version could be found in the Railex program. This project is not intended to be copied, but it should simply help you in your realisations.

Page 6. Vision Z

In our increasing effort to reach our goal, that is to spread the hobby of the Z scale modelling on an international level, we present to all our members a new firm operating on Switzerland. We're talking about the firm Vision Z, owned by Claude Zimmerli, who organised last summer a special day that here we describe through the words of the boss himself. For the ones who can remember it we remind that we were first contacted by Mr Zimmerli through a postcard he sent us from Greece (CR 2/95). This collaboration soon grew, and already in Speyer the firm Vision Z was present as an exhibitor in our stand. With regard to this we invite all the ones working in the field of Z scale and who want to be known to following the motto "The railroad at the dawning of its history", the SBB (Federal Swiss Railroad) organised last summer a series of manifestations by its railroad sta-

tions. Thanks to some good acquaintances i had the possibility to organise, during some of these manifestations, an expositive car of Vision Z. The large room at my disposal (a whole railroad wagon) gave me the possibility to present our "Easily constructable modular layout" (whose description will be given further), and many dioramas and exposition items. The serious initiative of mini-club captured the attention of many visitors who turned out to be very interested also in Z Club 92, so much that all the advertising papers really sold like hot cakes."

Page 7. Re-opening of the Märklin Museum (Neueröffnung des Märklin-Museum)

The firm from Göppingen, leader of the market, invited for the weekend of October 21/22, in an extended area of 100 sqm, all the lovers of Märklin products from all over Europe for the re-opening of its own museum inside of the firm. The invitation was accepted by nearly 20000 people. The ones who weren't there will surely not believe the scenes we saw. rivers of people in front of the door of the firm, at the entrance of the museum waiting to enter in groups and to queue in front of the stands where special series produced for the occasion were sold, and the ones who tried to introduce themselves in the queues were roughly sent away. The pictures taken during the manifestation do not show the dimensions of the museum because of the crowd that filled it inside and outside the building. So we want to hence the editorial office of Märklin Insider that gave us the possibility to publish some pictures of the "empty" museum. For the collectors of Z articles was particularly interesting the special car here reproduced. This special container carries on its sides the writing "150 Jahre Eisenbahn in Württemberg"" (150 railroad years in Württemberg) on the roof, next to the symbol of Märklin museum, the writing "Neueröffnung 21. & 22. Oktober 1995" (Re-opening on October 21-22). Obviously neither the body nor the spirit were disregarded. While a folk band was playing the visitor could enjoy themselves in a dedicated area where fried potatoes, wüstel , meat on the spit and all kinds of drinks were served to recover from those endless queues. Märklin itself clearly didn't expect such a crowd, in fact all the special series were sold out on the first day. The sale went on by accepting orders, that the Inside members can still effect using the form that has to be presented personally to the Museum in Göppingen within the end of December.

Just in case we mention also the presence of H0 special models and of a metal car.

VH

Picture Dietmanr Kötze

Page 8. Z Club 92-Museum

Now it is there!

Since the opening of the Z-Museum in Bochum, we have looked for a fitting locomotive lookout, to present there. Months before we had been pushing on the KÖ 9001, and we were united: that one or none! Now it had to be dealt quickly, for the locomotive was endangered. The owner, a railroad union (!), wanted to scrap it quickly. With a courageous press drive we were successful,so we averted this danger and protected it for our museum. In Bochum there were our club members Rainer Geng, Wolfgang Hirt, Jürgen Kremer and Dieter Heckl thereby busy, to transfer a track piece, which 220 times is so large, as they are otherwise used, while Michael Bahls organized the transport. November 7th should become the good day for the locomotive. As the street scooter driver began his preparations,in a short time a little crowd of curious people got there. It took two full hours for the procedure to be brought about in Bösingfeld, then the tractor started. Arrived in Bochum, the transport stood shortly before that out. Two PKW's, their drivers were abroad, shifted the way, and this became for all the partners a very, very hectic evening. But we have worked it out and now we go to the reconditioning. We received much resonance on the Exclusiv model located in work, whose hand pattern should be presented in January. With the extradition in sequence of the orders is calculated from March. The locomotive gauge runs naturally on 6.5mm-track. The text in CR 3/ 95 relating to this was a little confusing. Likewise some Z-Fan want to order the locomotive, which have applied for the membership first for 1996. For this reason we have extended the order time limit to the end of February 1996. Some club members do not find the way of payment very good.Neither we do! But please consider that a part of the purchasing price goes for the coverage of the costs for acquisition, transport and reconditioning of the locomotive. Since we had to bring up a large part of this sum already, we ask for your comprehension

Page 10. Winners of the contest 2/95 - "Speyer 1995" (Gewinner des Wettbewerbs 2/95)

Also this year the visitors of the "4th International Mini-Club-Treffen" in Speyer could be the judges of the yearly contest organised in Speyer by Z Club 92 at the same time of the one organised by Märklin. As announced in CR 2/95 the visitors could vote for the three best layouts among the ones presented in our stand (there were more then 15 layouts and dioramas). Last year we only presented by pictures the layouts participating and the winning ones. We didn't like that very much and neither did our members, so from this year on we decided to ask the winners to write an article about the making of their works in order to give our members information detailed enough to take inspiration from for their own works too. We hope that this initiative, which gives us the possibility to present new and interesting layouts, will be more welcome than the previous one. Once again we want to thank all the participants and we communicate them they will receive the exclusive car realized by Märklin.

Winner: Manfred Wilhelm (D): Showcase Oberstdorf Z scale layout

For room reason I decided to build a layout fit for a little showcase. It has the following dimensions: 95cm in length, 36cm in depth and 38cm in height. The base board is wooden and it is 10cm thick, as the track routes. On the left side of the layout at the foot of the mount (on whose top a church stands out) there is the reversing stretch. On the right side of the layout (on the threshold of the wood) I built a little secondary railway station with two tracks. The background, that I found in a specialised shop, reproduces Oberstdorf and it is available in the left and right versions. The subject of the layout is a two track terminal station which is the arriving point of a secondary station, and the ending part of an engine shed. The pattern of the tracks follows the Märklin one. The tracks, in scale 1:2 are easily joinable each other. On the front side of the track there's the original Märklin code. Being the tracks arranged according to this pattern it is possible to read their code and then reproduce the original model. After sawing the base board of the station and the track routes and after fixing them with little wooden blocks, I laid down the tracks. Before the laying down, the visible tracks are "rusted". To do that I applied a special rusty colour, but the same effect can be obtained by using a red/brown colour. While applying the rusty colour on the sides of the tracks I used a thin sharp brush. here and there some dust or dark grey colour can be applied, which will give the tracks, using the water on water technique, a beautiful natural effect. The colour draggings on the above surface of the tracks must be immediately removed with a dry mop. For this reason I never use a emery cloth, neither a fine grain one, because they cause thin cracks in the tracks, which then can fill with dirt and provoke bad workings. Also the visible switches must be coloured. For the switch blades only the outer side will be coloured. After preparing the tracks, the laying down can begin. For this I use Merkur ballast. After applying some Ponal (vinyl glue) on the route, I lay down the ballast and finally I push the tracks, already joined, in it. The benefit coming from the use of Merkur ballast is that it is already gravelled so it is enough simply to press the tracks to have them blocked in position. This way you don't have to use nails or screws and you don't waste time for gravelling them.

Making of the scenery: As primary materiel for the making of the scenery I used panels for models. I cut the pieces on by one and I fixed them to the route and to the base board using track nails. I created rocks by using news-print. First of all I tore the paper and had it soaked in water, I squeezed it into little balls and then I wrapped them with chalk cloth of different brands. The balls thus realized can be easily put together side by side or on different layers, in this way the basic structure of the rocks can be obtained. While this structure is still wet it is possible to mould rocks. After this structure had dried up, I applied a Moltofill bottom, which I also used to correct some parts that hadn't turned out well. When the whole structure dried up I finally shaped the rocks by using a chisel and a emery cloth. For giving the rocks a natural look it is necessary to apply a mixture of spray paint. for all the other parts of the layout I used brown paint.

Making of the meadow: I applied to the surface a mixture of Ponal and water. I filled a plastic nose spray with fiber grass and then I sprayed the surface. However sprays of different brands are available on the market. The grass thus sprayed overloads with statical energy and it keeps vertical on the background. This way a real meadow can be obtained.

Field of wheat: I use materials available by any florist or hobby shop. In the same way as for the meadow, I applied to the surface a mixture of Ponal and water and then I placed the wheat in bunches. After everything dried up I cut the wheat with scissors.

Roads and side-walks: Roads and side-walks are realized using natural sand. To do that I strewed them with mortar sand.

Trees: I made myself all the trees, except for the firs. For the trunk I used some sticks, the ones you easily find when you go out for a walk, subsequently covered with Heki leaves. The stuff you can use to create trees and bushes are to be found easily in the natural state. I also realized myself the birches and the Scottish pines. For these ones I used some copper wire that I twisted, joined by brazing and painted in order to get the trunk and the branches, on which I then applied the leaves. Some parts of the firs are taken from the assembling kits by Haberl & Co., that I adapted to the Z scale.

Fall and stream: The stream bed was pre-shaped with Moltofill, on which I applied some Ponal. Then I strewed on the layer of Ponal sand, clay and little stones that I then dampened with a mixture of Ponal diluted with a lot of water and containing some drops of dish detergent (according to the gravelling method). I let the material dry for one night and then I poured on it some casting resin. To do this operation you'll have to follow very carefully the manufacturer's instructions. The waterfall is made with strips of see foil, suitably cut, carved and joined with universal glue Uhu.

Doorways of the tunnel: The doorways of the tunnel were realized with wood 8mm thick and Heki slab.

Fences: These are partially realized with painted balsa and thin sticks.

Church: I realized the church following a Swiss model. In details it's the model of St. Roman church in Raron. The picture I used as a model shows the entrance of the church and the impending chapel.

The model is built with two polystyrene blocks 4cm thick from which I got the roof and the floor. On the roof and the walls it was applied a thin layer of a mixture of Ponal, Moltofill and water, and, after the drying up, spray paint. The walls are covered with balsa. With a sharp pencil I realized the slits between the axes, that I then painted. The organ is made with cut tooth-picks and also the pews are made with balsa. The stair-carpet is taken from a piece of sheet. Between the wood and polystyrene wall I mounted 3 searchlight for indirect lighting. Above the altar there's a crucified Jesus. Also the altar and the cross are made with balsa.

Once placed the finished base board, it was stuck upon it the polystyrene covering sheet and the church was inserted in the mountain of the layout. The entrance doorway of the church was willingly made very wide, on order to give a better view of the inside of the church itself.

Electric installation: The installation is completely automatic and is based on the principle of the reversing, because of the impossibility to create a turn due to lack of room. For this reason only these vehicles can be used: a trolley-car, the "pig face" Diesel rail-car and the VT 32 (the last two by Westmodel). In the track of the station are integrated the starting/braking modules, in order to have the vehicles starting and braking slowly. Switches, signals and relays of the braking area of the stopping stretches are controlled by SRK connection relays (read contacts). The insertion of commercial relays between the SRKs and the electro-magnetic working switches is absolutely necessary because of the low voltage current supported by SRKs. Time autoconstructing relays control the delay between the arrival and the departure of the train. The electric supply is assured by 4 transformers. The first one provides the supply for the traction current of the tracing. The second one provides the supply for the traction current of the station. The third one, a 16V transformer, provides the supply for the control of the relays and of the electro-magnetic units. The fourth one, an electric bell 8V transformer, provides the supply for the lighting of the whole layout. Because of the low tension, the lighting of the layout turns out to be more natural. The drawing enclosed shows the application of a SRK to the Z scale track. I used the smallest SRK by Conrad-Elektronik. The sleepers have to be traced by using a sharp knife. The SRK has to be inserted in the cavity thus obtained. The folded connectors of the switch have to be inserted inside the

base plate (tracing) from the holes realized before. The folding of the connecting plugs has to be made with the greatest care (better with 2 pliers), otherwise you will run the risk to break the plug.

Manfred Wilhelm

Winner: Hans-Georg Klatt (D): The Kücha mill

As president of a steam railroad club and constructor of 5" steam locomotives I think that the using of the reduced scale is a welcome change, but certainly not a simplification of the work, since this scale requires - for the lovers of train of a certain length - a great accuracy from a technical point of view and constant maintenance interventions on locomotives and rails. Each serious constructor in the Z scale is however already perfectly aware of that. So I slight the large Z scale layout and I will devote myself to the realisation of a module. Nothing moves in this module, or something does, rarely. Water mills are not rare cases in the Z scale, but, since my wife's grandfather owned in the Sudet region a mill for mowing and meal (right that Alois Kücha), it came spontaneous to me to start from a nostalgic mill. The module DIN A4 consists of a wooden board, 15mm thick, on which has been stuck another board, 10mm thick. Previously, the outline of the water-course had been obtained on this board by using an auger adjusted on 45°. On the surface of the module it was then applied a thin and irregular layer of chalk which also served for the modelling of the stream bed. Once it had dried up, I applied to the whole module a colourless layer to limit the absorption of the first coat of brown colour. As I wasn't sure of the result of the casting of the stream bed, I started right from that; I painted in brown and green the bottom of the stream and the banks, I put some sand and stones in it and I built the tie and a little dam. All this was made of chipping wood or thin plate, including the fishing pole and the tufts of marshy reeds on the bank. The course of the stream was then closed before and behind with masking tape (to confer adherence) and with wooden listels, and upon it I poured very carefully a layer of casting resin. After two days it was possible to insert the wooden box and the old drum and to pour a second layer of synthetic resin. Then the whole thing rested for a week in a dustless place so that it could harden, and so that every tuft and every blade of grass could fix to the surface and could not be removed any longer. To test and see if the stream is completely hardened it mustn't be touched with fingers. It's better to leave some material in the container and then test on it the hardening degree. In the meantime I built the hydraulic wheel by welding the rests of a rocking-horse and I applied on it wooden paddles. I removed the bottom from a bird cage and I turned it into a timber yard. I laid the rails, aged obviously, and I gravelled them. Also the little house and the other buildings, such as the crumbling mill roof and the roof of the saw-mill that is being repaired by the workman, were aged. Then I moulded the heap of wooden chips, and the roads were traced by applying diluted Ponal and by scattering them with sand. The meadows were realised by using diluted Ponal, a plastic bottle and grass by Noch. Then the saw-mill was mounted with railway line for wood and the elevator, and the statuettes where fixed according to the activity represented. Fences, trees, an entrance doorway with the firm sign-board, a bridge across the stream with a truck for wood and the man happily piddling in the stream completed the work. Two new modules are now being realised, one of which for the show on the occasion of the 150° anniversary of the Stuttgart Württemberg Railroad, that we'll be talking about somewhere else.

Hans Klatt

Winner Claude Zimmerli (CH): The wall diorama "Lötschberg mount"

From my bedroom window, in the suburbs of Berne, part of the chain is visible, in particular the triad of the Bernese Alps "Eiger, Mönch and Jungfrau". On the left of these mountains there's the region of Blümlisalp, the mountain that gave the name also to the streamer (see the picture), from whose foot it starts the layout of the line that clammers the Lötschberg. I can reach this wonder within an hour. It isn't any wonder if I often get to this interesting locality. For the lovers of railroad and for the ones who want to become railroad lovers, it has been recently prepared a route, to be walked, along the railway line between Kandergrund and Kandersteg. Here information can be found about the railroad and the history of its making. All this gave me the idea for the realisation of my wall diorama "Gottardo". Why this name? Simply because it is far easier to remember than others. "Normal" dioramas can be seen everywhere, so I decided to try to realise a tridimensional picture. The advantage of it is that there are absolutely no room problems. Of course I was aware of the fact that my work would have no "Movement" at all (which doesn't mean that it wasn't possible, if i had wanted to). Moreover it had to be as light as possible. For this reason I chose to use polystyrene as building material. Also the plates used are only 5mm thick. The rock structure was realised by using stucco and a welder. A special spray, that I had found by chance in a shop for colours and accessories, served for giving the diorama a natural touch. Given the lack of products for the Z scale I had to use the bridges from the ones in the N scale by the firm Arnold. The scale difference is not perceptible. "A well proportioned bridge, at last" some readers will note. All the rest is material by Woodland. Of course I also concerned myself with the ageing of the material. It surely served. Now the work can be seen in the rooms of Z Club 92-Museum and I hope it will inspire some visitors for the realisation of such models. Meanwhile I'm getting ready for another journey to Paradise, that is up there by the Lötschberg slope. My camera is loaded. Let's see if I can catch the new blue 465 by BLS (Lötschberg railway line). Maybe I will get some new ideas for my dioramas.

Claude Zimmerli

Page 18. Special contest "Tram"(Sonderwettbewerb "Straßenbahn")

Besides our main railroad modelling interest often we happen to be attracted by all the other road means of transport and we want to enrich our layout with actually working vehicles, such as the "Faller car system", wich unfortunately is absolutely impossible to use for the Z scale, because of the huge dimensions of the electric circuit and of the batteries to be installed in every car. Hence the only solution is to use the unaesthetic BraWa system (inherited by Eheim), which was actually produced for the N scale, but that could be however applied to the Z scale; another possibility is given by the Noch system, that is very

expensive and hard to implement yet. Unfortunately we cannot provide any solution to the problem with this text, although we wish to, but we can only put the stress to the insufficient supply of the market for this kind of systems. The only thing we can do is just to consider that, for the future, the only means of transport that will be able to circulate on a Z scale layout are to be trams. With regard to this we feel like challenging our members, and we'd like to see whether they're able to advance the times and build, through self-construction and their own skills, the first working tram for the Z scale. To make their task easier we present the 3 trams usually sold in shops or by manufacturers realised through casting in assembling kits or through cardboard to be cut. The challenge consists of installing an electric engine and the connected gearing inside one of these trams in order to have them working. This is not an easy task to accomplish at all, but we are very confident with our members' skills. Our suggestion is to use a Faulhaber engine but we leave our members completely free to choose both the engine and the tram model, and we remind that models different from the ones presented in this article are welcome. The most active ones could complete their work with a realistic diorama, including asphalted tracks and a catenary system. Z Club 92 will not only present the work, but it will show it in its museum and in every fair it will participate. The first member able to present a perfectly working tram together with a well realised diorama will have the possibility to exchange it with a Gewinnerwagen G10 "Kuhlwagen" realised exclusively for The Z Club 92 by Märklin in only 100 exemplars. Because of the complexity of the work the time limit for its presentation will be December 31 1996; after this date the contest will be automatically annulled although there are no participants. So, now, good work to you!!

We thank our member Mr Tauscher, owner of all the trams we took a picture of and that are shown thanks to his kind concession in the Bochum museum, for his support given us for the existing Z scale trams.

Page 20. FR News

In spite of his recent appearance on the market, only two years ago, Mr Freudenreich is today one of the most active manufacturer. Already before the end of 1995 two new railroad models are presented and also an useful accessory for the autoconstruction and the mounting of model realized through photoengraving. The following articles come directly from engineer Freudenreich's pen.

Template for model brazing

To assemble brass kits very often means having to weld pieces of engraved sheet keeping them perfectly with an angle of 90°. If these pieces are very small, as it usually happens for Z scale models, the results are often not satisfactory. For the mounting in their own place or for the model makers who often have to face such problem the firm Fr has prepared a brazing mould which makes bad mountings and burnt fingers experiences of the past. The use of this instrument can be appreciated also by makers of small series. The core of the item is a milled angular in PTFE (Teflon) with threaded holes for the juncture of individual or pre-fabricated fixing devices. With this system the pieces to be welded are perfectly fixed at 90° and both hands are free so they can proceed with the welding. Teflon can resist to a temperature of 400C°, and thanks to its low thermic conductivity it doesn't take away heat from the welding point. Because of the temperature limitation, the brazing template is particularly fit for soldering-iron weldings, whilst it cannot be used for forge-weldings. This useful tool for the construction of models can be purchased directly from FR. You just have to send a non-transferable cheque of 60 DM and it will be sent you by mail. Because of the high cost of Teflon this product is not always readily available. Our suggestion is to order it by phoning to the following number: ++49-38303 3548.

4th class regional railroad carriage

It is so! Regional railroad is the latest fashion, according to the orders of A Bavarian carriages (see CR 2/95 page 19). For this reason another 4th class carriage has been produced, available from 1996. As it was typical in the age of regional railroad, the 4th class vehicle has been realized with a lower case, which gives the train a different look, together with the light green finishing. The model for this carriage was built for the Palatinate railroad, which was relieved by Bavarian State Railroad. These carriages were adopted also by other regional railroad administrations, that sometimes changed slightly their structure or used them as 3rd class carriages (brown). This fact is demonstrated also by a Saxon carriage which is shown by the Dalhausen museum in Bochum. Also modifications to the assembling kit are considered, that are described in the instruction manual enclosed. Referent: Schmidt Hameln.

Exhibition cars

German Railroad hire for the presentation of new products special exhibition cars. They are trolley cars without windows that on the outside look like carriages and are 26,4m long and have rounded roof ends. The Railroad offer to the firm that wants to hire a carriage, white cars. The firm will have to apply on the outside coloured films to prepare them for the presentation of the product. There's no doubt that these nice colour stains will serve to give a new look also to the Z scale models. The model represented here has been produced as a sample only in few exemplars through the use of Märklin brass engraving technique. If the request is enough, different variants is going to be produced. A white version without decorations (for the eventual personalisation) is expected, and also the variant Show-Train with the inscription of a firm working in the market of hobby electronics or telecommunications. Requests and orders have to be sent to the firm Schmidt in Hameln. These carriages will not be produced as assembling kits, but only as complete models.

FR

Page 21. The super BR 10 (Die "Super-10")

Doctor Sven Rohmann had already mentioned in CR 3/95 that Bahls would produce the Br 10 as super model. It is ready at last!! Besides the coloured dots on it's there are, in detail: furnaces, windows, scissors brakes, behind wall of the engineer's cab, German silver engraved plates and a real engine device. and, more, the model is moved by a Faulhaber engine with fly-wheeled mass. The locomotive is not produced in a limited series, but the orders are dispatched according to their arrival.

Page 22. Speyer 1995 (4. Internationales Mini-Club-Treffen)

Record crowd for the "4 Internationale mini-club Treffen" in Speyer. The idea of opening the manifestation to all the ones operating in the field of Z scale, firstly experimented last year, gave great results. To testify this it is sufficient to mention that the "Sonderwagen", which is produced in more exemplars every year, sold out already Sunday morning by 12. We are sorry for the ones still calling us looking for the car, but unfortunately the only suggestion we can offer them is to write an ad for the column Z-Borse. A further signal of the success of the manifestation was the presence of the CEO of the Marklin firm Wolfgang Topp, who visited our stand spending some time with Mr Nicola Malavasi to get some information about the plans of Z Club 92 and about the museum in Bochum. As usual the initiatives connected with the manifestation were many; besides the contest by Marklin "realize a diorama using the Startup sets", it took place a contest reserved for the members of the Z Club 92 (WB 1/95), who had the possibility to participate by presenting some layouts of their own. The best 3 ones, chosen by the ones present, won the "Gewinnerwagen". Winners and layouts are presented in this issue of the magazine. In the end we can say it was a great day, rich with people and mostly with layouts, dioramas and curios. The last thing to do for us is to wait for you for the 5th edition, and to give you the theme for the contest by Z Club 92, which will be the same, that is to present a diorama or layout. So, good work.

Page 23. Heckl Kleinserien

As it had already happened last year, at "Spur Z Treffen in Speyer" two interesting novelties by Heckl Kleinserien were presented. They consist of two different versions of the so called "Kinderland" car (a carriage for children). As usual here are some information about the model.

"Kinderland" carriage Bpmz 293 sea blue/beige

The first stretch of the newly built line Würzburg-Fulda started to work since the 1988 summer time-table. The carriages Coffee/Kinderland so far used as fast trains in the Königssee region were expected to reach the speed of only 160 km/h yet. So the giant 2nd class vehicles planned to reach 200 km/h were turned into Kinderland carriages. Instead of the seats for smokers cars the Federal German Railroad installed equipments like the ones of a playing field. The colourful "Kinderland" inscriptions made them easily recognisable.

"Kinderland" carriage model Bpmz 293 sea blue/beige by Federal German Railroad: the carriage is built following the model 8759 by Märklin. The length out of bumper is of 120mm. On the outside the colourful inscription "Kinderland" stands out, and it is exactly like the one of the real car and the overall look is excellently completed by lamination details properly coloured and by false rear lights.

Kinderland carriage Bpmz 293 blue/white

The new colouring concept introduced at the end of 80's and the quantity of fast train material in Königssee determined the need for other newly coloured Kinderland carriages. The changing of the internal furniture was the same as for the blue/beige carriages. The new, unusual, blue/white colour of the carriage was accompanied by the well known "kinderland" inscription.

"Kinderland" carriage model Bpmz 293 blue/white by Federal German Railroad: the carriage is built following the model 8773 by Märklin. The length out of bumper is of 120mm. The coloured case follows perfectly the new DB colouring concept and, as for the real car, the colourful "Kinderland"

inscription gives the model a further touch. The new 2nd class symbols and the lamination details properly coloured and the false rear lights give the observer a positive overall outlook. With regard to this we wish to thank Mr Michael Fuhry (of DB statistic office), who gave his support in the searching of the models.

Both the models are available and it can be ordered at the following address. Further information will be given against sending of a stamped return envelope.

Heckl Kleinserien - Wichernstr. 11 - 44791 Bochum

Page 24. Collector Service (Sammler Service)

An unexpected surprise came to the market of Z scale collectors: Koll collector model catalogues, long announced, are finally available. The work, so long waited for by collectors consists of two volumes. The first volume deals with the normal program, included MHI articles, that could and still can be found in almost every specialised shop. In the second volume they are indicated all the special and advertising models no longer available, or available only in particular manifestations. I can't say so far, because I didn't have the time, whether the catalogues are up to their expectations. I'll have to study the volumes carefully and then compare them with other authors' works. We'll deal in detail of Koll catalogues in CR 1/96. We'd like to receive by mail or fax your personal opinion on this work, addressing it to the club in Bochum.

Anyway I'd like to answer a bothering question: in Koll catalogue are published models that, at least among my collector friends, were unknown. They are in particular 4 models: The "Stahl Wille" container, here reproduced (fig. 2), the cars "ALno",

“Bilfinger+Berger” and “Metall Toys”. The last one was given as a gift to the press in occasion of the opening of a Hungarian Märklin branch house. I'd like to put the stress on the picture of “Puppenmuseum ‘95” car (fig. 3), which was only modified, with respect to the model of the previous year, by changing the wall coloration from white to blue. Among the G10 models there's one by a toy tradesman from Aalen, the “Wagenseil'sche Brauerei zum grünen Baum”, often known as “Grünbaum Brauerei”, only to create confusion. By toy and hobby shops they are available the refrigerator cars “Radeberger Export” and “Rotkäppchen Sekt” (fig. 5). The 5 item series “Comtessa” (fig. 6) is very colourful and it's from a Göppingen toy tradesman, like the “Zinser” (fig. 7) and the “Gebr. Boehringer” (fig. 8). There are some novelties also from abroad. A new series of national container cars from the USA. “polen”, “Ungarn” e “Czech. Republik” (fig. 9). Two cars with sliding doors “Schweppes” (fig. 10) and “Agfa” (fig. 11) have been produced for Swiss and Belgium. For the first time a new special wagon was produced this year on the occasion of Oktoberfest in Munich (fig. 12).

The tank “Ulrich Stromeyer” (fig. 13), coming from Braunschweig is brand new.

VH

Page 26. 13 International Fair in Stuttgart (13. Int. Modelleisenbahn Ausstellung)

We couldn't miss our date with the most important event for the modelling world on the whole, although maybe not the most important one for the lovers of the Z scale. As it had happened last year in Köln we accepted the invitation by Marklin for participating in its stand. We want to thank the firm for all our members. We were surprised by the absence of the firm Schmidt by Hameln and by the lack of the presentation of the new models by Westmodell. With regard to this we wonder: “what are they preparing for Nuremberg?”. Let's consider now the ones that were present. First of all, as already said, the Z Club 92 that for the first time exhibited a modular layout measuring 8x2 mt., realized by the member Sigfried Puschmann (Flensburg); it is completely useless to tell about the interest received by the work, considering its size. Besides Z Club 92, it was present inside of Marklin stand also our member Manfred Jorger with his patented modular system (object of an article in one of the next issues), which was extended with many other modules with respect to Köln. Also this year Marklin realized a Sonderwagen, that is a car G10 including a Marklin brooch. The car was on sale in all the regional MHI shops (some of them present in the fair). The presence of the club Marklin insider was relevant, thanks to the generous activity by Kerstin Leimann and Detmar Kotzle, in fact it gave all the participant members a transparent containerwagen in Z scale (shown in the picture). In the area of the fair, inside of the IGMM stand, it was on sale a white Micro-Trains-Line Boxcar without any original code, printed on the moment with the logo of the fair. The printers themselves told us that the printed cars were more than 480. Among the accessories we can mention a manual by Wegass, containing six different plans for the realization of dioramas reproducing different kinds of quays concerning both rivers and the sea.

Railino presented a narrow gauge railroad, 3,5 mm, for the N scale, taken from a sheet-brass. According to our point of view the cars (Lorenwagen), except for the ones with the seat for the brakeman (the crank would be too low) can be used also for a narrow gauge railroad for the Z scale. Also the diesel motor, in a “cabriolet” version (actually existing, but not realized directly by Railino), can be used. It's also provided with tracks, switches and crossings. Moreover it was exposed the front of a building in the N scale, upon which it stood out a lamp in the style of the '30s, lamp that can be used as a street-lamp for the Z scale. Unfortunately the kit is taken from a single brass-sheet and it is not on sale separately. According to the requests of our members we asked Trix the name of the lab making the installation of the decoder on the Z locomotive (the address is in the magazine). The fair management organized on the first day the prize-giving for a contest entitled “Dioramas”, divided into 4 categories. It goes without saying that the members of our club who participated, won, of course. They were: Cat.3 “Streckenabschnitte” Hans Georg Klatt; Cat.4 “Bahnbetriebstechn. Einrichtungen” Manfred Wilhelm (both chosen as winners of the Wettbewerb 1/95 by the Speyer public). We can see the winners in the picture with their awards. Some of their dioramas and layouts are shown in the museum in Bochum.

Page 28. Z scale on Internet (Internet für Z)

Also in railroad modelling electronic technology grows bigger and bigger, so after seeing layouts controlled by computers and data-bases such as the Z-Liste the new step cannot be but Internet. This world spread net of information is already full with railroad modelling elements. A navigator can reach the site “www.marklin.com” and read the latest Märklin USA news, or he can enjoy himself by having trains circulating on a layout in ULM, simply following the instructions provided by the server of the University of Ulm, informatic division, at the address “http://rr-vs.informatik.uni-ulm.de/RR”. Or he can enter the “Z-World” realized by our member Brian Redman (USA), where the most useful information for the Z scale are collected, the address is “www.panix.com/~smith/nindex.html”. In a fairly near future also Z Club 92 will realise its own Web pages, while for now we give you our e-mail address: zclub92@mutinanet.shiny.it. The English language is recommended.

Page 28. Club Railroad Car 1995 (Clubwagen 1995)

We have made this year a new experiment: We gave our members the possibility, to choose the club car. The result was not just overwhelming, since only few suggestions came, which were besides unfinished. None of the participants had mailed the material demanded in the competition conditions. As club we have tried however, to consider the wishes of our members and leave it them besides, to choose a car under the mailed suggestions. The chosen Car (number 5) is the one by the member Dietmar Stäbler (D), a model G10. For this car represented in the picture we'll give later a short technical description. Our wish, to repro-

duce a model as realistic as possible, led to considerable losses of time for the construction, to which is to be led back the absence of the demanded technical documents. We did our best, to receive the original drawings and to begin therefore with the manufacturing of the car, which will be probably finished for the Dortmunds fair "Intermodellbau". Our members need not worry however: All will receive a copy of the club car 1995. Since we would like to manufacture the club cars always up to the end of the year, we will be in the next competition considerably more severe. Not complete material will be separated immediately! The other chosen cars, besides the ones which by Mr. Stäbler presented as favorites, are number 6 and number 2, which were proposed respectively by the members F. Gräfen (D) and R. Bencivenni (I). All three members will receive one of the winner cars built exclusively by Märklin.

Technical data

The Prussians state railroads disposed of four different constructions of cattle cars: open cars with high walls (species ORDINANCE and/or Ovw), covered car with particular ventilation being directed (Vn and/or Gvwh), covered car for the promotion of Renn- and riding horses (Vnfw and/or Gvwh) and covered car with two floors and slat walls with air columns for the promotion of Kleinvieh. The latter proved to be the most durable species. It occurred already in all German Regional Railroad and was built in all ages up to the empire path. You/They was found after the second World War also still in the existence of the Federal Railway. Between 1960 and 1961 it was decomposed as part of the reconstruction programs, but again to such cattle car unbuilt. Meanwhile the small car have shifted on the street, so that these cars were discharged. Our club car 1995 presents a private car of this type of the firm "Richard Snaga Hanover" in the model.

Page 29. Intermodellbau Dortmund 1996

Also in 1996 we're representing the Z scale on the occasion of the Intermodellbau Fair in Dortmund, with a stand given us by our association "MOBA". The fair will take place On March 27-31 1996. For this fair, as on the occasion of the 14th International Railroad Exhibition 1996 in Köln, we accept new beautiful different Z scale layouts that our members want to present to visitors. send your assent as soon as possible with pictures and dimension at: Z Club 92, to the attention of Mr Dieter Heckl, Cruismannstr. 48, 44807 Bochum, or call the museum at the week-ends.

Page 29. Bad luck, a complete disaster, on the whole a real misadventure

Club-Revue 3/95 and the adhesive pictures (Pleiten, Pech und Pannen)

When I received my CR 3/95 at the "4th Internationales Mini-Club Treffen", I was a little surprised: it contained a supplement! Colourful and as large as an A2. After surprising one, two, three, four times, I noticed, as a Hainz Erhard admirer, that it was not a do-it-yourself Schreiber art board, but it was a remedy for a printing mistake. The following day - it was Sunday - I spent some more time with that "big thing". While Michael Bahls was probably home disassembling and cleaning for a thousand times one of his Lieblings-89, I made myself comfortable, armed with scissors and a cup of coffee, ready to deal with my art board and my CR 3/95. During the following hours a real masterpiece grew in my clever hands: **my personalised Club-Revue!** Gropingly I inserted Dieter Heckl - in a particularly elegant version wearing his Bermudas, rolled up socks and slippers - in the pier of Bosphorus bridge. With the picture of our Japanese member, Mr Uzawa, I decorated the front part of one of the high speed trains, that I had to find, cut and adapt...it is called sandwich technique. With my self made collage (nothing to do with the substance preventing the skin ageing) magazine I felt really satisfied. I am not even angry for the typographic inconvenient - any member of any other club would have gone crazy to hold a magazine. Yet, I kept an adhesive: the one with the refrigerator car! Should I not win end conquer a "Gewineerwagen", then I take the adhesive, a G10 car and...

...and I enjoyed very much writing this one!

Wolfgang Bolt

Page 30. Competition (Wettbewerb)

The competition published in each issue of Club-Revue is certainly among the most interesting initiatives of Z Club 92. Competitions are open to all members and we present awards to three participants for the quality of their entries. The panel of judges is made up of the president of Z Club 92 and the direction committee. The judges' decision is final. Winners will be rewarded with one of the 100 cars specially made for the competition. The cars will be shipped to the winners as soon as they are available in accordance with our rule of annual shipments. Past winners are also allowed to enter new competitions. To take part simply send your entry as requested and mark the envelope "Competition Nr X".

4/95 Competition (Wettbewerb 4/95)

Club Railroad Car '96. Closing date 31 march 1996

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. Repairings (Reparatur-Bausatz)

Electronic circuits presented by Z Club 92-Museum are tested and controlled, their working is certain. Yet it is possible that, because of a typographic mistake, the circuit is presented in the wrong way. In this case the ones who purchased the kit could have some troubles with its working after the assembling. All the information required for the eventual modifications are published in the issue of the magazine followini the one in wich the mistake was pointed out. If the circuit still doesn't work, even after following the instructions for the modifications, then it is necessary to verify that all the components are installed according to the wiring plan and that the solderings are not superabundant and short circuit two tracks, or that are too cold, in this case then the tin forms a sort of little ball and most of all it is, in touch with the solderer, opaque and dense. You should do the welding again using some new tin. The ones who are still not able to have the kit working even after these suggestions can send it to Z Club 92-Museum for the repairing. In this case the expenses for the replaced components and for the mailing will be added to the fix repairing cost of 15,00 DM.

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. Photos and text (Fotos u. Text)

To improve the quality of our House Organ "Club Revue" is one of our main objectives. For this reason, during 1995, we realized a lot of investments for the latest electronical equipment. Yet the magazine is mostly realized with hobbistic pictures, whose quality is often poor. We don't want to discourage the bravest ones, by keeping a photographic course, but we ask the ones who want to collaborate with us to provide their pictures ALWAYS with the negatives included. This simple fact itself makes the electronic scansion better. We would be grateful, at least for the technical articles, if the author itself would write the text himself, in order to avoid transcription mistakes that cause a loss in the quality of the information we provide. In spite of these advices don't feel discouraged and send us the material you consider intersting anyway, whatever it is.

Page 32. Micro-Trains-Line

5 Years on Track! (#14415): The built date of October 1990 on this reefer yellow 39' single dome tank car, signifies that at Micro-Trains Line they have been '5 Years on Track!' It's their 5th anniversary celebration and they are blowing their horn with these bright new releases.

Holiday Car (#14713): "Have a holly Jolly Christmas from Micro-Trains!" says the old friend Mr. Micro-Mouse, wearing his red holiday jacket.