



# ***Club-Revue***

## ***2/96***

### ***English***

## Page 2. Editorial (Leitartikel)

Dear members, we already taxed the patience the ones among us that read the CR 4/95, but are nevertheless forced to do it again in the following lines. A few members wrote to us and expressed their justified concern about the fact, that the Club car 1995 and the locomotive Kö II have not been shipped at the time it was set for.

We fully understand the annoyance. We want to ensure all members: we proved in the past that we are taking things seriously, and that this will be continue the base of our Club.

Unfortunately we are not immune for error and misfortune, just like the rest of the world. Even although our roll is just being the customer of the manufacturer of the Club car and the Kö II, We cannot get around taking responsibility. Even while the occurring incidents were truly unforeseen.

The unusual color for the body of the Club car for instance, required implementation of a special production cycle. This of course moved up the delivery date, so that we received the car no earlier than May. As far as the Kö II, we are accused of having taken the money before it came out.

Correctly. But perhaps has been forgotten that the reproduction of the locomotive Kö II in Z-scale, served to finance the purchase of the genuine prototype, which is now at the entrance of the Z-Museum. It was paid likewise before delivery and of course in October.

With regard to delivery time: We don't want to drive member Mr. Bahls in a corner, but we do care more for a model of excellent quality then for delivery time. Thus, patience, dear members; for even if we may get to our appointments with the last train, WE WILL ARRIVE THERE, FOR SURE !

Who would like to support us in an active way, please make that known to us at the Museum in Bochum. Every kind of help is welcome.

## Page 3. Cover: 50 years Unicef.

The Club Z Museum, continually open for solidarity events, has issued a by Märklin manufactured train to support the European federation of Unicef, that advocates for children worldwide and celebrates in 1996 its 50th anniversary. On May 23 rd a donation was given to Unicef. DM 20.- for each of the 100 cars produced. A total of 2.000.- DM.

## Page 4. 1 Year Z Club 92-Museum

*A revolutionary year for gauge Z 22./4./1996 - 21/4/1996.*

In the Bochum Museum another unforgettable day went by: the Museum's birthday. Besides the exhibitors, participating in the especially organized fair, also the first guests arrived in the early morning. When the Museum opened at 10 AM, it was already packed. Reason for this great surge of people in the early hours of the morning, was perhaps the presentation of a limited edition anniversary car by Märklin, nobody wanted to miss. The car has the Z-Club 92 Museum logo and an imprint which memorizes the success of the institution over the whole past year. Collectors were also interested in the to the Bochum Planetarium dedicated Z-Museum car 1996. Just as last year, the car was only this day provided with a stamp. Thanks to the cooperation between the Z Club 92-Museum and Märklin, all novelties from the Göppingen House were on display. Among others premiered the steam locomotive with the Atlanta Olympic Games theme, reserved for the Märklin Insider Club members.

After receiving the car, visitors could go into the museum rooms, which accommodated the fair. Satisfaction for both visitors and exhibitors proved that combining the two events were a right decision. After a pleasant day, spent by searching for missing models, our guests could regain strength at the Museum forecourt, in an easy breeze, with beer and sausage in the company of the Kö II locomotive. The positive commentaries of all participants are an inspiration for the 1997 project. The year that will be the 25th birthday of Z scale, and the 5th anniversary of Z Club 92; even more attractions are to be expected.

## Page 5. Z Club 92 Museum

*The Kö II.*

In the editorial we already reported what led to the delay of the by Mr. Bahls delivered locomotive Kö II. Since it concerns a limited production of 200 numbered copies, we have given precedence to absolute quality and a optimal production. The results satisfies our expectation fully. The first members who have ordered and already received the locomotive, can be convinced by the likeness: compare it to the real one in front of the Bochum Museum. The details are carefully copied.

*Initiatives*

During the most part of the Summer: the Museum will remain open. However in July and August it may be closed for some time. At this time we are unable to publish an exact schedule. We ask every one who wants to come to the Bochum during the vacation period to call first. Tel: 0234/540010.

As far as planned initiatives: The next two fairs are scheduled for: **October 13 and December 8**

### CHANGE OF EXHIBITION OBJECTS

Many enterprises cooperate with the Museum and always come up with new and interesting material to show. Club members also display their lay-outs or diorama's and help this realize that the Museum shows constantly new objects. At least four or five times per year, new objects are shown. We were asked to announce dates of show changes, but that is quite difficult. Our goal is to make the Museum more and more interesting. Which means, that as soon as new items are sent to us, we will put them on display. In the upcoming months, for instance, we are going to eighteen by Märklin supplied lay-outs in a showcase with all the

novelties from the Göppingen House. That's why we ask you to view the Museum as a dynamic place, and not as a stiff and immobile place. It is presenting new things everytime and is worth visiting more often than once a year.

#### **Page 6. Intermodellbau 1996**

While it is a common thing that new items are presented at the Nürnberger fair, it is absolutely not so at other fairs. But we can definitely say that the Intermodellbau Dortmund is an exemption that proves the rule. Since the first year we participated, we discovered there some new, interesting or even not renouncable products. This is very surprising, for no one would expect it at a fair like this. Hereby we want to say thanks to the organizers of the fair, and the MOBA, who made a 160 square meter stand available to us. It was set up by our member Dieter Heckl. The giant lay-out's leading part was performed by our member Siegfried Puschmann. We will not display this lay-out before the end of the year, since we intend to show it first at the upcoming fairs in Speyer and Cologne. Also many collectors items were shown. Among others, the complete line of the press conference cars of the firm Märklin, and other rare and hard to get advertising cars (Werbemodelle). Further there were lay-outs and diorama's. Of course smaller than the one by Mr. Puschmann, but equal in quality and attracted many curious onlookers, who are still wandering about how it is possible to copy details to such an extent. Besides all of this, the visitors could participate in the choice of the Z-model of the year. They chose the model that was also published in the CR 1/96 issue. At our stand flaunted the Z scale car that Märklin produced for this event and can be seen at the photograph. For the first time it is a sliding door car. After visiting our stand the interested parties looked at other displays and discovered two remarkable novelties: The first one is a black rubber gravel bedding from the firm:

*Station 120 - Harry G. Schubert, Heinestr. 67, D-66333 Völklingen. Tel: 0689/296991. Fax: 06898/80359.*

It is actually a rubber band with profile. The quality allows it to be used practically anywhere; also at very narrow curved track. Because it is black, it should be colored before use. Gray for new track ballast and brown when old, rusted bedding is desired. The rubber must then be covered with ballast material and sand. What we consider the best material for Z: was used in the lay-out in Cologne. It comes of course from the firm:

*ASOA. Klaus Holl, Postfach 440140. D-80750, München. Tel: 089/332840.*

Fax: 089/338893. Besides a wide range of ballast material, they have many colors. The best way is usually to apply a mix of both size and color. Mr. Holl has a lot of experience and can advise you about the best mixture, depending of what kind of track you use and what "age" you desire. There is a special glue out to attach it. It is duller than most vinyl glues and gives a firm and compact result. The photograph shows ballast material from the firm Busch, not to be confused with the firm ASOA. We decided not to show pictures of the latter, since the theme of the next competition will be: "Make a railroad tract". The length must be at least 20 cm. The diorama should represent as realistic as possible operating tract. Thus we recommend you to start experimenting as of today. The second novelty in Dortmund is heading us to a more complex theme: the digital Z-system. It is about a computer program that easily can be applied to Märklin. Besides running locomotives, that are equipped with a decoder, (HO and therefore for us of less interest) this program controls several separate tracts. When the individual tracts are alternately provided with current. After putting in the starting points and end destinations of the trains in the lay-out into the computer, an intelligent algorithmic program makes the trains go round without accidents. At the correct time and location there is current provided to the different track segments, switches etc. It is not the first program that operates like that, so it is not absolutely new. But the simple use, the high quality graphic interface and application possibilities are remarkable. It runs on DOS/Windows as well as on Apple Macintosh, which makes it unique in its kind. In Germany it is carried by:

*ASE, Postfach 110102, D-42301 Wuppertal., Tel: 0202/730476. Fax: 0202/730476.*

#### **Page 8. Unicef, Märklin and Z Club 92-Museum**

Who hasn't heard of the "1996 Märklin Insider Tour"? The tour through Germany for which the restored Bavarian S 3/6 from Nördlingen Railway Museum and the 01 066 were the pulling forces. On 23.05.1996 this train also made a stop in Cologne on the Rhine. In the evening on that day Märklin had given out invitations to a benefit show in the Maritim Hotel, Cologne. The theme of the evening was: "An evening for the children of the world". The occasion was UNICEF's 50th anniversary. A colourful and entertaining programme awaited the invited guests amongst which were representatives from our "Z Club 92 Museum". Mr Gisbert from Märklin was the presenter for the evening, he greeted the guests and introduced the aim of the show. The desired aim, on top of an entertaining evening, was to collect an amount of money as big as possible for UNICEF. During the buffet, a performance was given by the universally known group "Los Paraguayos" who are celebrating their 50th stage anniversary this year. Other performers and groups, such as Tentekko, a Taiko group (known from Jürgen from Lippe's Game Show "Geld und Liebe"), the Ehrlich Group conducted by Bernhard Uhlemann, known to many as the head of the Engineering Museum in Speyer and as band leader of the Grobschnitt Group from the '70's. They introduced their new CD, from the sale of which 1.00 DM from every disc is going to UNICEF. Also there was Bernhard Paul, Director of Circus Roncalli. He brought a certain circus atmosphere with him and the juggler Vladimir Tsarkow. So it continued and everybody brought something for the children of the world, whether it was waiving their fee or a donation. Between the acts Märklin auctioned 10 HO locos "UNICEF 12X" of the 12X series. All 10 were autographed by well-known personalities, like Carolin Reiber, Dr Edmund Stoiber, Peter Ustinov, Klaus Havenstein, Roger Moore, Wolfgang Topp (Managing Director of Märklin), Marie-Louise Marian, known to many as Mother Beimer from the Lindenstr., etc. The latter was present in person and was very skilful in auctioning "her" loco. So at about 9.30 pm, Volker Herder, as representative of the Z Club 92 Museum, was able to hand over a donation

for DM 2,000.00. This donation was made possible by the sale of 100 UNICEF train sets from the proceeds of which DM 20.00 was given as a donation (a few of these sets shown in another part of this issue are still available at a cost of DM 349.00 from the Z Club 92 Museum). However, first Mr Gisbert introduced our Cologne design under construction as well as the joke design specially built by Ludger Schmitz for this occasion, during which after a series of tricks, gags and activities the donation cheque finally appeared. At the start of the finale at about 11.30 pm, the remarkable prizes from a tombola were raffled. The proceeds from this tombola flowed into the donation pot of the evening. When, last but not least, Mr Topp from Märklin rounded up the amount donated during the evening to a round figure, everyone was greatly surprised. In total a donation of no less than DM 100,000.00 was raised for UNICEF and the children of the world. It only remains to be said: A fantastic idea, Märklin!!!

#### **Page 10. Saemann Etch Technique: Practical metal etching (Saemann Ätztechnik)**

For the smaller scales like N or Z there is unfortunately still only few accessories available. So the model railroader will end up making many things by hand. When he is serious about it, he cannot by pass etching, considering the delicacy of the parts. For many modelers do-it-yourself- etching is still new ground and there are many questions unanswered. WHAT IS ETCHING REALLY ALL ABOUT ? Etching is clearing away metals by using chemicals. The metal is corroded and dissolved in the etch bath. The parts that are to be kept have to be covered. That happens usually by applying a layer of lacquer. WHAT IS PHOTO-ETCHING ? Photo etching technique involves transferring a drawing to the metal, that is covered by a light sensitive lacquer layer, by exposure. This will give etching the best results. WHAT DO YOU HAVE TO DO ? By exposure is the drawing transferred to the metal, coated with photo lacquer. After the exposure (the higher the UV rays in the light, the shorter the exposure time) the developing follows. The photo lacquer that was exposed is rinsed away in the developing bath. What remains is the exact copy of the drawing. The last step is removing the superfluous of metal by the etching liquid. Of course only there where the photo lacquer was removed through developing. The photo lacquer is still on the metal (drawing) and protects it against corrosion. WHAT DO YOU USE FOR PATTERN? You can draw the parts you want out of the sheet metal on transparent paper in actual size with drawing ink. Laser prints on foil are also suitable. High resolution graphical computer programs result in very exact drawings. The best patterns are the ones on film from a printing office. The picture of the drawing is enlarged before copying and later reduced to actual size. This way the drawing on film becomes absolutely black and will be light resisted. WHAT DO YOU NEED? Besides the drawing you need photo lacquer coated sheet metal, a light source, and chemicals for developing and etching. It is possible to apply photo lacquer yourself by spraying it on the sheet metal. It is tough though, since the photo lacquer layer must be perfectly even and absolutely dust free. It is better to purchase finished coated sheet metal. It comes coated with light resisted foil, which automatically protects the photo lacquer. A 1000-watt halogen emitter or even better a UV device (because of less heat development). Developer and etching fluids are obtained by mixing powdered chemicals with water. IS A DARKROOM NECESSARY? No! The coated sheet metal can be processed in dimmed daylight, as soon as the light protecting foil has been removed. The photo sensitive lacquer reacts on UV light only. DO YOU NEED AN ETCHING FACILITY? Yes! The metal sheets can be etched in a flat tray or a large tank. However, the bath must be kept in motion constantly. The results of this way of etching are not breathtaking and many gave up on this in despair. Using an etching device results in almost professional quality, is easy to use and most important much faster. The shorter the etching time, the more thorough, and the edges will have a cleaner cut HOW LONG TAKES THE ETCHING PROCESS? A 0.3 mm thick sheet of brass, etched in an etching drum (etching both sides) with fresh etching fluid, takes 25 to 30 minutes. The more often the etching fluid in the etch bath has been used, the longer the etching time needs to be. HOW THICK CAN THE SHEET METAL BE? Brass and ??? up to 0.3 mm can be etched easily and flawlessly. With some experience you can etch 0.5 mm. Thicker metal like ??? can be etched as a roe or street sign HOW DO YOU ETCH SURFACE AND CONTOUR? Simultaneously. You will need two drawings; one for the front and one for the reverse side of the part you want to etch. Both drawings are glued congruently to a drawing pouch ??? The sheet metal is put in here during the exposure. Example sign: the reverse side of the drawing shows the contour and is completely black. On the front side only the frame and writing is visible. The corrosion on the reverse side takes place around the contour. At the front side everything corrodes, besides the frame and the writing Accordingly, inside the sign the material is removed halfway, outside the sign it is completely etched away. IS ETCHING DANGEROUS? No! You can etch in the kitchen or in the basement. The chemicals are almost odorless.(faint swimming pool smell) and vapors affect the skin only after extensive exposure. If drops are spilled on the skin, or a part has fallen into the developer or etching fluid, just grab stand rinse your hands immediately with water. In fabric it leaves hard to remove stains, so you better take off that Sunday suit. For precaution make sure there is sufficient circulation of fresh air and the use of safety glasses and gloves is recommended. HOW ABOUT DISPOSAL? The pH- rate of the chemicals can be neutralized. The metal remainders are poisonous and should not go into the household trash. Ask your local environmental organization how to handle it. HOW MUCH WILL IT ALL COST? Metal and chemicals DM 30.- to DM 40.-.Lights from DM 219.- and up. Etching equipment starting from about DM 140.-. IS THERE LITERATURE OUT ABOUT ETCHING? Up until now there is only literature for etching electronics ??? Sheet metal from Saemann comes with very comprehensive instructions, examples, hints and tricks for etching metal parts. WHERE TO GET WHAT ? The firm Saemann is specialized in etching and mails orders for everything that has to do with etching directly to the modeler. Send a DM 5.- bill to obtain the extensive catalog. Specify: catalog number 6. Address: *Saemann, Modell- und Ätztechnik., Zweibrücker Str. D-66953 Pirmasens.Tel: 06331-12440.*



## Page 12. Krüger Modellbau

33031 Diesel Hydraulic Multiple function Locomotive V80 Mak and Krauss-Maffei delivered in 1952 five diesel powered hydraulic V80's to the DB. With an output of 1100 PS they reach a top speed of 100km per hour. New techniques (welded construction, cardan drive) were tested during the construction. They served the light passenger and freight lines. The last operated area was the North Bavarian Raum, (Dw Damberg). Some engines did well on German (Hersfelder Kreisbahn) and Italian private lines. Since several years it is offered in Z-scale and is so popular, that a new revised issue is unavoidable. Essential change is the undercarriage with Faglhäber (motor with flywheel - for best slow speed performance.) The fine ornamental stripes, extra inserted window and handle bars, as well as the clean and complete writing of the first edition are continued. The new issued models will get a different numbering. (4th quarter 1996).

42212 Electric rail car ET 88 (streetcar)

42213 Steering Car ET 88

The streetcar was ordered as early as 1913 by the KPEV from LHW and SSW for transportation on the Berlin S-Bahn. Because of WWI it could not be put into service until 1920. Since Berlin had decided to go for the DC system with current rail, the four ET 88's were put into the Slask network of the KPEV. The ER 88 corresponded at large to the boxcars of the four-axle compartment cars. Example of our Z-model is the ER 8803. It served until 1958 in Mannheim, as a railroad staff train, along with the four axle steering car IT 8801. The Z-model of the ET 8804 is available with a Märklin (42212.1) or Faglhäber motor (42212.2). The car construction includes parts of the Märklin compartment car plus numerous cast brass parts. The appropriate crosswise insulators and also the delicate back lights on the roof are realized, corresponding the prototype. The matching four axle steering car ES 8801 (item nr. 42213) is being manufactured. (2nd quarter 1996)

Breuer - Switch tractor

The following variants of this tiny model have been taken in the program:

52001.2 Breuer-switch tractor without buffers. black/red DRC

59001.5 Breuer-switch tractor without buffers. pinegreen BBOE

59001.6 Breuer-switch tractor without buffers. orange SBB

59001.7 Breuer-switch tractor without buffers. green/red FS (avail)

63511 tank car Lbs Sq8

97511 mail delivery car Magirus Merkur

From 1966 the Deutsche Bundesbahn [German State Railroad] produced a large number of freight carriers, type Lbs 598, for container transportation. (earlier known as Btmm 598). For the intake of containers it has a crosswise placed guiding rails. To reload the containers on trucks, they have revolving cross rails, which are attached to the length carrier of the railroad car. The container is pulled here over thus and the support unit is rotated. The basis of the Z-scale model is a Märklin chassis with appropriate realistic writing. To copy the crosswise placed guiding rails, a brass casting had been made. The five Eokrt-style containers are imprinted and loaded with coke. [The really real stuff]. The tanks are individually detachable and can be put on the DB Magirus type car. (Item nr. 97511). (3rd quarter 1996)

62007.2 Acid tank car Degussa with brake cab.

Shortly a technical variety will be available, in completion of the recently appeared Degussa acid tank cars with brake foothold. (Item nr. 62007.1) This superfine etched construction, which is printed in 5 colors. Different from the 62007.1, it has a brake cabin and a different car number. It is loaded with twelve acid tanks (Plastic swivel parts) (2nd quarter 1996)

77118. The makeshift snowplow of the Hohenzollern.

Among the German private railroad lines you will most often find simple and cheap snowplows. At the private lines one made use of do-it-yourself plows. The Hohenzoller Railroad provided a Diesel car truck with rail profiles and attached a buffer plank and a height adjustable plowshare. This odd whopper was often pushed by a four axle diesel rail car. The corresponding Z-model, that is also obtainable as a kit, is an exact copy of the prototype. The kit contains besides the brass plowshare a construction from white metal and also a truck for a D train car. (available).

98130.1: Tender chassis for BR 18.1/württ. C black

98130.B Kit

The Württemberger "C" Märklin models 8836 and 88180 can now be equipped with an exchangeable tender chassis with segmented turnable bogies /trucks. It is available as a kit or ready made. The automatic tender couplers was remained; the distance to the locomotive reduced to 2.5 mm. This way the beauty of the spoke wheels really shows off. (2nd quart. '96)

43580: Short coupling for the VT II,5.

Now there is a short coupling for the VT II,5 available with imitation pleated vestibule connections. The distance between cars is this way reduced to about 2.5 mm. The following train lengths are possible: 4 cars, 7 cars or 10 cars.

43580.2: Electric wire connection for the end car, middle car not illuminated, all cars firmly coupled, train also holds at short signal block.

43580.2: Electric wire connection for the end car and illuminated middle cars, all cars firmly coupled train holds also at short signal block.

43580.3: Separate independent current intake for both end cars, all cars firmly coupled, train requires long signal block.

98400.1: Short couplers set VT II,5 for 3 vestibules (pleated shafts).

98400.1: In addition to wiring set for 10 car train.

98404: Stable transport box for VT II.5 (max. 10 cars) and ICE train (available).

98600: Platform form sunroof car. The sunroof car based on the 8623 models can realistically be equipped with a graceful platform banister, etched from nickel-silver. One set contains platforms for 2 cars. (avail.)

98601: Couplers pegs for repairs, self building projects or reconstruction are now available. Milled from brass. Can be used for numerous 2-axle cars, where couplers pegs is injected into casing. The minute parts are tailor fitted and available in 20 pc. packages.

99030 Treys care.

In the Treys depot near the turntable and the handling plant is a small brick building for rail road workers. This building can subsequently be integrated in every existing lay-out because of its tiny measurements. It can be used universally, in either residential or station area. (avail)

#### **Page 15. FR News.**

In issue CR 1/96 was mentioning of the models of the BLS autotransporter and the Austrian trussell car, announced at the Toy Fair. The first samples are now ready. The extradition of the Swiss novelties will start with the BLS-Ldt in the summer. The by Märklin announced ÖBB 1020 can with the trussel cars also serve as passengers car. With the included stickers the cars can be labeled smoking or no smoking.

#### **Page 15. Ford A in Z-scale (Spur Z)**

It was emerged in cooperation with the firm MARKS Metallmodelclassics in Renau. They produce for us the castled parts and are very helpful advising us by realizing models. The vehicles are composed of 8 ! individually castled parts.(2 axes, spare wheel, bottom plate, interior, cabin, roof and radiator grill) and by us hand etched, varnished 3 x and assembled. The idea for this arose after many Z-scalers approached us at fairs, asking us why the Marks autos (HO and N) in this quality are not available Z-scale. There is indeed no such abundance on the Z-market, so we are giving it a try in answer to many requests. We manufacture these Ford A models in relatively small series, (not limited) and deliver directly to interested customers. The price for cars painted with 2 colors is 34.50 DM. 3 color cars are 36.50 DM.

Modellbahnschmankerln, M. Hammerschmid, Pfarrer-Behr-Weg 12, D-82402 Seeshaupt. Tel/Fax 08801-1744.

#### **Page 16: Collector Service (Sammler Service)**

"Pictures speak louder than words". For that reason we would like first of all to supply the pictures of some carriages from the last edition of the Collector Service. In the report on the UNICEF show or Insider Tour in this issue you will see the picture of a "Hbis" with the Insider Tour symbol and the inscription "Mit Volldampf durch Deutschland - 16.-27. Mai 1996" (Full steam through Germany – 16th-27th May 1996). After this event this carriage was sent to all the participants who had booked for all stages of the tour. The company "Modellplan", a computer software manufacturer for the model train driver and collector, has recently started organising seminars in which they teach the approach to the programmes. The emphasis of this year's seminar is on applications with the programme "DIGIPET for Märklin Digital" which is not so relevant for us Z railwayers lacking digitalisation. However the "WINICAT" programme, a database for Märklin collections, is unparalleled in the market due to its versatility. It deals with the complete 1995/96 Märklin catalogue with product descriptions on diskette, optionally for a surcharge with/without colour pictures, as well as with/without exploded drawings. Personal commentaries, sales information and purchase prices can be included. As an extension to this programme, a CD-ROM with all Märklin articles up to 1994/95 is planned. The cost for participating in this seminar is DM 298.00 and in addition to course notes includes a good buffet lunch, conference drinks and a Mini-Club Seminar carriage printed differently on alternate sides, on the first side of which the names of the Modellplan software products are listed. The design of the second side and the roof printing are in fact identical to the first Modellplan carriage. The only difference is in the size of the imprint. The container car of the Stuttgart metals dealer "Falk-Adler KG" was also provided with roof printing, and was only intended for good customers as a small thankyou. The container car of the "Oldtimergruppe Freiwillige Feuerwehr Göppingen" (or picture) is also already out of print. The following advertising cars without picture have also already been distributed to the trade: "100 Jahre Frisch Auf Göppingen" (8617), "Gebr. Boehringer" (8661, grey car), "Höhlenrettung Ostalb/Filstal" (8617), "Pfälzer Grumbeere" (8600), "Bischoff Premium Pilsener" (8600), "Rhönbrauerei Dittmar" (8600), "Spedition Schimmel" (8600 + 8612) and a very beautiful three-part tank car set (3 x 8612) of the SNCF with the mineral oil brands "Shell", "Simotra-ESSO" and "Simotra-Total". We would also like to indicate at this point our new Z Club 92 Museum car 1996 "Planetarium Bochum". A few of the "50 Jahre UNICEF" packs produced in small quantities and the car "1 year Z Club 92 Museum" (8657) are also still available.

#### **Page 19. Catenary in Z. (Fahrleitung in Z)**

In his article "Gazing Skyward" in the CR 3/95 issue, Mr. Griger described compromises in model Catenary. This applies every lay-out, but in particular in Z. The Märklin Catenary system has in the first place functionality in mind, loyal to the slogan: "Technology experienced" ("Technik Erfahren"). Thereby is the filigree of the robust masts striling. That is not the case with the Catenary wire and support. With these very robust and toy like working parts and the well organized assortment of Catenary elements, the railroad modelers has the possibility to build functional electrical Catenary like assembling a kit. Passing over reality. This is characteristic for kit building. How ever may you feel about the filigran working self constructed Catenary or the

simply functioning ready made overhead wiring, there is one problem. The tiny Z-scale market share does not justify a larger number of Catenary systems such as in HO or N. So one has to live with the few that is offered by the makers and with smart hand crafted items compromise into one direction or the other, at ones one preference. The advantage of electric operating Catenary is that two trains can run independently and you can be sure that the current comes from above. But if you can, or would like that go by, the Atrappen Catenary offers the other extreme. This was done in the Bavarian landscape lay-out.(beierischen Länderbahn Anlage) Robustness is obtained through filigrane, stable metal masts and elastic Catenary wire from Dederon-thread. The large distance between support- and run wire was customary in the Länderbahn, so that the sagging support wires get less strain. It is certainly not a shortcoming that this set up is not compatible with the Märklin metal Catenary. It would not look good anyway. The electrical non-functional Catenary was adjusted in a way, that the pantograph did not touch the wire. Nobody would see it, altogether. This simplified the Catenary assembly, although it is not the kit principle. Further specific Catenary equipment parts give the model a real life look, like the span works, section switches, different mast constructions. For example with double booms for wire alternations. It makes an electric train a lust for the eye. Who says Atrappe everything is Atrappe? The masts on the Bavarian lay-out were composed from 6 to 10 etched parts. Naturally one could make such a model in one castled part, but 50 masts is not worth going through the trouble of making the mold. The firm Railex had a few years ago a very filigrane old-timer Catenary in its program. The slight demand however does not justify continuation, according to the firm. Also did it fall still around the in Speyer: in 1994 by Railex presented filigrane electrical operating Catenary system. There is yet another aspect to be considered for the real-life look of Catenary. The maximum mast distance is reduced by the curve radius and in Z scale is the esthetically boundary about 10 cm. Its obvious that the electric locomotives "take their hat off" in a radius I curve. The metal Catenary offers the possibility to become bent along with the curve, but not every one can get by the sight of it.

(Ing) Engineer Harald Freudenreich.

#### **Page 20. Layout building: The color harmony. (Anlagenbau: Farbenharmonie)**

Besides the harmoniously arranged juxtaposition of the forms, the color appearance is a most important criterion in the judgment of a three dimensional scenery lay-out. To give it color is one of the hardest parts in the job of a lay-out designer and he does not always succeed in getting the right combinations for a harmonious unit right off the start. Specifically the small scale of our Z-gauge predestines railroad AND scenery: no matter if he is building a module, a diorama or a large lay-out. There is only little theoretical help out, to transfer the natural color harmony to a model. Even more than studying form, one is thrown back on ones own ability of observation. The human eye is tuned to color order in nature. All color compositions corresponding to the laws of nature, are subjectively experienced as harmony. The healthy eye that is used to see colors, does not tolerate disharmony. So the eye that has continuously observed nature, is the best assurance of successful color formation right from the start. One will soon find out that in nature large areas of impure: therefore more or less deadened shades prevail, because of seasonal developments. The pale wintergreens goes over into bright green leafs and from there into rust red fall foliage. And then there are the many nuances in earth and rocks. Therefore, if one keeps the color formations within the natural color range, nothing can go wrong. Specifically when going out to buy grass fibers, model trees and other colored scenery materials, one should pay attention that the chosen items correspond with the natural objects. One group of poisonous green trees or a patch of unnaturally blue grit can ruin the harmony in the lay-out completely. In some cases you can give it some follow-up color treatment, but the result is often not satisfactory. One can assume that railroad cars throughout the world are varnished in colors that were chosen by experts, according to certain criteria. That the train color harmonizes with the landscape is generally highly valued. Since our model trains are painfully copied from their real life examples, it is logically that also the environment in which they run, should have realistic colors. Only when this requirement is fulfilled can we in combination with other components, obtain an optimal layout scenery. Many of the older among us are familiar with the tawdry pictures from manufacturers catalogs and track planning books of years gone by, when the accessory industry had not yet adjusted enough to the realistic colors of present model railroad cars. The there showed environments, put together with shrill green grass mats and paper mountains, did not exactly show off the model cars. A couple of color impressions of my station "Hirschsprung"(Track plan and organization Märklin Magazine 5/94) in the scene impressive Höllental tract are enclosed as an example. To mix colors like these is as easy to learn as any other craft work. The color circle, available in the better paint stores, offers a reliable guidance. By making use of the color circle it is not difficult to mix each of the in nature existing color shades from the basic colors. Take into consideration that only rarely one finds pure colors in the meaning of the color circle and solely the mixture of two primary colors. And only then in little swabs, for example in blossom. That is why the primary color blue would be way too intensive. First trough adding enough of the impure color brown, the blue will harmoniously match the specter of the surrounding landscape. An additional example is going from light to medium gray, like in dirt and rock situations. This is also achieved by shading. In this special case by mixing white with brown and blue; by adding a tiny bit of yellow, orange or red, the shade will get warm nuances. Beware of pure black, because it is not a color, according to the color circle. Mixing in black does not tone a color, it only makes it dirty. That is why black only should be used as a mixer when one strives for a special smoked effect, such as steam stains.

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#### **Page 24. Winners of the contest 4/95: “Club car 1996” (Gewinner des Wettbewerb 4/95)**

Just as we did in 1995 we have also in this year have given the you the possibility to choose the “Club car”. Winners don’t only get the chosen model, on top of that they receive a special edition of the “winners car”. (Gewinnerwagen) Märklin produced 100 pieces. Other runners up will also get this special edition, but will unfortunately not find the chosen club car model in the mail. During the past year, only few of you entered this competition, while this years number of suggestions exceeds the workability. That’s why we had to call in a pre-selection. What would be of interest for most of the members and what would have the best conditions (such as: being based on existing Z-scale models) prevailed over other suggestions. Some appeared to us as just too simple, for instance a flat car with wood-loads. We also exclude otherwise unexpected items. Some other suggestions were very interesting, but did not meet the competition standards. Such as: the making of an advertising car with the Club- or Museum logo. Our goal is to find a member car that is a true copy of a genuine car. Ultimately, some car designs could not be built without making a new mold. Not only does this not meet the competition standards, it would also be financial impossible. Please let us know which of the by us pre-selected car you choose for “Club car 96”. When it is the case that the winning car is difficult to produce, it will result in longer manufacturing time and the production date will be delayed. This happened to the 1995 Club car. It took so long to find the original color lacquer for the cabin (not indicated by the member who suggested the car): that it was not ready to go to the manufacturer until November. The production had to move up till June 1996. The is why we urge you to chose a car that is both interesting and simple enough to be ordered in September: after the Speyer fair, and be ready in December. The actual production is out of our hands, so we cannot guaranty you the delivery date. The order will be executed into the manufacturers production system. Please indicate if you want to receive the Club car within the membership year. If this is important for 50 % of the members, we will have to take care of that: We will make our choice in January, so that the car can be out in December and we will have to cancel the competition. One of the most interesting suggestions came from member K.J. Schaaf: He proposed to make one Club car for two years. 1996/97: “Z Club 92-Enjoy it”. (delivered in ‘97). And to make on top of that a car: “Z-Club 92-Five Year” (5 Jahre), which refers to the 5th anniversary of both Z-Club 92 and the Museum. The train can subsequently equipped with a 8855 locomotive. It is an impressive idea and even if it might not be feasible this running year, we decided to include it in the pre-selection.

#### **Page 30. Contest 2/96. ‘Speyer 1996’**

*Last entry date: 20 August: 1996.*

*(Wettbewerb 2/96: “Speyer 1996)*

Just like in the years before, we will participate in the 1996 5th annual “International Mini-Club-Meet” in Speyer. We cordially invite all members for a visit. Parallel to what Märklin organizes, we have our own competition among club members, like in the past. Each club member can participate with his layout, what ever size or form it may have. We exhibit both diorama’s and large layouts. Call the Hot-Line when you want to join and let us know your layout measurements. Open till 28/08/95. For more information, call: 0234-540010.

#### **Page 31. Railex News**

In the meantime, the unmotorised steam locomotive “Tristan” in the green/black standard design of the K.Bay.Sts.B has been delivered by the Stuttgart small series manufacturer. The DRG snow-plough tender is also already available from the published Z programme.

#### **Page 32. Micro-Trains-Line**

*Spokane, Portland & Seattle FlatCar*

This 50’ flat car has straight sides and side mounted brake wheel. It is painted black, with white lettering on the sides, displaying ‘SPOKANE PORTLAND & SEATTLE’ in large block letters. Built in October of 1951 at the Pacific Car & Foundry, cars of this type operated over track from Astoria, Oregon east to Portland and south to Eugene and Bend, continuing north-east to Spokane, Washington. During the diesel era the road depended on heavy ALCO power and called itself ‘The Northwest’s Own Railway.’

*Santa FE F-7 Locomotive*

This 325-class dual-purpose F-7 locomotive carries the famous red and yellow ‘Warbonnet’ paint scheme on an aluminum body with crisp black lettering. Crafted with state-of-the-art precision, a tiny ul~, visible in the stripe beneath the Santa Fe Herald on the nose designates this loco as a lead unit. The unit number appears on the rear in the stripe area as well as in the front number board. Built in May of 1955, this loco joined the ranks of the most famous railroad in the world.