



Club-Revue

4/96

English

Page 2: Club Car 1996 (Clubwagen 96)

This is the second time that we have decided to allow members to choose the exclusive Club Car, and we were pretty surprised by the result. The chosen car was the original G10 constructed by the Wolters brewery. At first we thought that we were back to the promotional beer cars and that the choice was less than perfect for a Club Car. But we had forgotten that unlike other promotional cars, the brewery car really existed, as proven by the photo. This would seem to reflect the viewpoint of most of the members who voted, who were clearly not thinking merely of their collections of promotional cars when they chose to render homage to the original prototype. This G10 was suggested by member Lothar Bürger, who, in addition to the car of his choice as the Clubwagen '96, will also receive one of the 100 exclusive Märklin cars (see photo on page 26). The other two competition winners who will be receiving the Gewinnerwagen are Hermann Orth and Bernd Jablonski, who proposed, respectively, the Selbstladewagen car "Juracement" and the Kesselwagen "Aral". The idea of adopting the commuter coaches as the museum car, Club car and commemorative car for the first 5 years of activity of Z Club 92, as proposed by member K.J.Schaaf, failed to find the response necessary to make it feasible. However, we have received numerous letters that confirm the validity of the idea. The decision to produce a Clubwagen of our choice that could be delivered in the same year as the year of subscription, therefore eliminating the competition open to all members, was greeted with a very limited consensus - less than ten in favour, so we will be pursuing the same policy that we have adopted in the past, i.e. inviting members to propose their own Clubwagen and allowing all to vote for the most popular model. The only innovation is that in addition to the cars presented by our members, we will be presenting a car of our own choice which can also be put to the vote, but the winner will not be awarded the Gewinnerwagen, which will go to the second, third and fourth places instead. We hope that we have managed to satisfy all our readers with these solutions, and remind you that the Wolters G10 is currently in production and will be shipped as soon as we get the go-ahead from the supplier. For more information, call the Z Club 92-Museum on 0234-540010.

Page 3: Z Club 92

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Page 3: On the cover: Christmas Locomotive (Weihnachtslok)

The fine model of the 120 129 decked out in a promotional Christmas trim is the superb new MHI presented by Märklin for HO and Z scales. More info on page 11.

Page 4: Speyer 1996

On September 28 and 29, like every year, we met in the Technisches Museum at Speyer to celebrate the most important event for Z gauge. We decided to include a report on the outstanding activities of the gathering in this issue both for those who were unable to come to the convention, and as a souvenir for the lucky ones who were able to attend.

This year the event acquired truly gigantic dimensions because of the focal theme, namely:

THE 24 HOURS OF SPEYER

a cycle race in aid of the (Speyer) cathedral restoration fund.

Inside the museum Shimano had installed 8 stationary racing bikes in an area specifically set aside for the event across from the entrance. A dynamo mounted on each bike was connected to a layout with an oval shaped track having a total length of 3.3m. Märklin had supplied digital lap counters which were integrated one each into the layouts. The challenge to each 12 member team consisted of completing as many laps and thus kilometres as possible on the oval track with a generator-powered locomotive during a 24 hour period. The race began Saturday, September 28, at 2:00 pm and finished the following Sunday at the same time. Even the visitors to the museum were able to participate: 2 bikes were reserved for those who had registered at the last minute. Unfortunately no visitors continued racing during the night so that neither of these two teams reached the end of the trial. Six teams organised beforehand took up the challenge and started at Speyer; and of course Z Club 92 contributed its share. We take this opportunity to thank our 12 champions who dominated the race for 22 hours, but slipped a place towards the end due to technical problems and thus came in second. We have reproduced a table with all data pertaining to the race: teams, final position, as well as completed laps and corresponding kilometres. However, the main goal of this "competition" was to financially support the restoration of the Speyer cathedral. For this reason Märklin will manufacture the same number of rail-cars featuring a special imprint, as the number of kilometres completed by the participating teams, i.e. 293 models, as can be deduced from the table. Twelve of these rail-cars will be presented as a gift to the winning team which, in addition received an all-expenses-paid weekend in Speyer as a prize. The others will be auctioned off against the highest bids submitted in writing. (Minimum bid DM 150). For each rail-car at least DM 100 (plus any amount exceeding the basic bid) will be forwarded to the "Dombauverein Speyer" for the restoration of the Speyer cathedral. Apart from the extremely limited-edition rail-car, Märklin had manufactured a special-edition freight car, the proceeds from which contributed to the same charitable goal. The flat-bed car transports an authentic brick of the Speyer cathedral. During the evening hours the competition was accompanied by live music. We sincerely thank B. Uhlemann who not only organised a major part of the convention but who also per-

formed with his band. Apart from the “24 Hours of Speyer”, the convention was impressive primarily because of the presence of the most important clubs as well as the most important manufacturers in the area of Z gauge. Märklin presented samples of all their latest models and several prototypes; they also manufactured the customary container car, this year sporting the logo of the Technik Museum Speyer on one side and the logo of the 150th anniversary of the Maybach company on the other. Schmidt, Scholz, Heckl Kleinserien, Krüger Modellbau, and Railex were present too. In this issue of the magazine we feature all the new items presented by these companies. Among the other activities was the Märklin-sponsored contest for the most original and most interesting Z gauge layout on show. Maybe because of the theme of the contest, but maybe thanks to its originality, the layout of the Z Club 92 collected the most votes. This layout was built for the occasion of the presentation of a cheque for DM 2000 to UNICEF (contribution during the Märklin-Tour - see CR 2/96) at the Maritim hotel in Cologne. The money stemmed from the sale of a special edition which had been created jointly by UNICEF, Märklin, and Z Club 92 and which could be ordered only at the Z Club 92-Museum, Cruismannstrasse 48, D-44807 Bochum. The layout, created by our member Ludger Schmitz with considerable flair and fantasy, can now be viewed at the museum. Once again this year Z Club 92 organised its own, members-only contest running parallel to the Märklin-sponsored contest. You'll find the contest rules and the winners in the feature article “Winners of the Contest 2/96” in this magazine. The layout, built for us by Ludger Schmitz was not admitted into the contest for obvious reasons. Also present in the Z Club 92 stand were our friends Claude Zimmerli and Heinz Freiburghaus who exhibited several layouts and a cardboard model of the City Night Line car. In contrast, Manfred Wilhelm and Hans-Georg Klatt presented their glass train: on a layout which, although still under construction, was extremely impressive, two versions, one red and one blue, shuttled between two terminal stations. We haven't included any photos of the model here, but we will be running an in-depth feature in one of the forthcoming issues of the magazine. We close this special report on Speyer with our thanks to the twelve participants of “The 24 Hours of Speyer” who truly upheld the honour of Z Club 92. A special thank you is also due Richard Hug who, in the name of Z Club 92, produced 12 cars - one for each participant - as a souvenir and as a sign of appreciation for all the suffering!

Photo 1,2: Above: Complete View of The Teams Immediately after The Start

Right: A Detailed View of The Sensor for The Lap-Counter Controller

Photo 3: Special-Edition Car: Cathedral Construction Association (Dombauverein)

This car was manufactured to help finance the restoration of the Speyer cathedral. For layout enthusiasts we remind you that the company Schreiber Modellbaubogen has expanded its range with a model of the Speyer cathedral in 1:300 scale, which is perfect for Z gauge.

Photo 4: Special-Edition Car: Shimano

The car was manufactured for the occasion of “The 24 Hours of Speyer”, in which also Shimano participated.

Photo 5: Bernhard Uhlemann and his band entertained the visitors on Saturday night.

Photo 6: The car, which is manufactured every year but sold only at the convention, carried the logo of the museum at Speyer on one side and the logo of the 150th anniversary of the Maybach company on the other.

Photo 7: The Unicef Layout:

The gag-layout built by Ludger Schmitz to mark the presentation of a cheque for DM 2000 to UNICEF from the Z Club 92-Museum.

The money resulted from the sale of a special-edition which was manufactured in cooperation with UNICEF, Märklin, and the Z Club 92-Museum.

Photo 8: Z Club 92 Cycling Team at Speyer:

Nicola Malavasi, Sven Buchwald, Joachim Buchwald, Richard Hug, Manfred Gronert, Wolfgang Hirt, Jürgen Kremer, Thomas Zeeb, Helmut Küppers, Ludger Schmitz, Frank Rieflé, Rolf Niester.

Page 8: Cologne Fair (Köln Messe)

The last major gathering of the year was the international fair for model railroading and accessories which took place in Cologne this year! This year we were invited by the Cologne Fair association or, more precisely, by Hr.Ebe who organised the fair and whom we know well through MOBA. We had an area of 200 sq.m at our disposal. For the first time we invited an original group of Z gauge enthusiasts to our stand: the Stammtisch Untereschbach (a group of members who regularly meet in Unter-Eschbach) led by Dietmar Stähler. Our guests not only enriched our stand with their layouts and models of all kinds but also turned out to be extremely generous. In addition to a certificate of appreciation they presented members of the Z-Team with a car specifically built to commemorate the cooperation as a thank-you for the invitation. We have dedicated two pages of the magazine to the Stammtisch Untereschbach, where Dietmar Stähler and Wolfgang Hirt review the most interesting of the exhibited products. Apart from the local club of Cologne, Hr. Manfred Wilhelm, who in the meantime has acquired a certain degree of celebrity by building some of the most original and detailed layouts around, actively participated and demonstrated some of his marvellous layouts to the visitors. Just as in Speyer, we were able to present the new project from the Wilhelm/Klatt duo as a preview, namely the glass train, which will definitely be the subject of a future article. We owe many thanks to Hr. Wilhelm who accompanied us to all gatherings during the entire year. And we seize this opportunity to extend our invitation to all who would like to participate more actively in club events. The Z Club 92-Museum was also represented: on the one hand with rare models like the gold-plated crocodile as well as the other items of the Märklin press-conference, and on the other with the layout of Cologne. The project, which was started in September of 1994, depicts a section of the line from the Deutz secondary

station to the main Cologne station in 1:220 scale. The 7.5m long 1m wide layout is still under construction, however some of the most important landmarks are already complete: Cologne cathedral, the Cologne fair building and the railway station. The bridge and the canopy of the track area of Cologne station are just mock-ups and will be perfected in the near future. We hope that we shall be able to present the fully completed layout in 1998 at Cologne and remind you that any help is very welcome. Interested parties can contact the museum at Bochum by calling Tel. 0234-540010. The organisers extended their thanks through a commemorative certificate to all clubs (many were MOBA-clubs) which had been invited by the Cologne Fair. Hr. Volker Herder accepted our copy.

Page 9: Z Club: Stammtisch Untereschbach

This year for the first time the Stammtisch Untereschbach was represented at the International Model Railway fair in Cologne with a stand area of 21 sq.m. Eighteen members of the Stammtisch took turns doing stand duty and sacrificed their spare time. This was made possible in part through the assistance of Z Club 92, which set aside the required space from its own stand area. Several show-cases with assorted interesting cars, modifications as well as accessories and also several larger dioramas characterised the display. Three dioramas by Hr. Küpper dealt with the theme Construction Sites. This is hardly surprising as Mr Küpper works with scaffolding professionally. One model depicts a group of workers renovating a bridge, another shows the restoration of a church steeple. A third represents the installation of a warehouse floor. The parts needed for construction cranes and scaffolding were obtained from accessory-kits for HO scale fire-brigades. Two of these layouts won prizes in our contest at the Mini-Club gathering in Speyer (A more detailed description is shown later in this issue). Another diorama showed a container terminal with scrap-metal loading, complete with a small locomotive that covered a daily distance of some 2110 m. This diorama created a very lively picture of a working day at the railway. The fourth miniature-layout showed a railway maintenance yard for steam and diesel engines. Once again the unique advantages of Z gauge over larger scales was clearly demonstrated. In HO scale this layout would have required a huge base area of 3.67m x 1.76m! Even the athletic domain was not short-changed - also on show was a building housing in-door tennis courts, dispatched from Munich especially for the occasion. The implementation of the Becker-Hecht requires additional work. The presentation of the Stammtisch Untereschbach was crowned by the professionally executed work on the dental crowns of a Stammtisch member. A Z construction team drilled and cemented in the open mouth of a patient. For obvious reasons (space, patience) the patient was not depicted. The above dioramas were built specifically for the occasion by the members of the Stammtisch Untereschbach during a preparation phase lasting several months. Also the show-cases contained a host of interesting novelties. Lighting installation kits for rear lights, interior lighting, and drive-train lighting installed in a steam loco of the BR 01 series aroused particular interest. Since the contents of these show-cases had been arranged by Dietmar Staebler sitting on a chair, many adults had to squat to get a good view. Freight items of the most diverse kinds, even groups of seats for passenger and restaurant cars replete with travellers and diners, were also on show. Numerous different types of lorries with highly accurate imprints had some visitors wondering whether these tiny vehicles, designed as accessories for the model railway, should be declared as a hobby area in their own right. The rail-car trailer by Richard Hug was also very interesting, modelled as a bike transporter like the prototype. Because of the small storage compartments of the BW Tübingen series 627.0, which almost exclusively support the entire traffic between Hausach and Freudenstadt, and because of the consequent not infrequent storage problems, a bike-express trailer, re-built from a 998 130, is used behind the 627 to accommodate groups with reservations. This creates an interesting contrast between old and new. Those who are interested in this model can order it from:

Herr Richard Hug - Bemeckstr.26 - D-78713 Schramberg

Page 11: Märklin

Important Announcements from Märklin during The Fair at Cologne. On November 15, one day before the gates opened we witnessed a unique programme in the press-room. The brochure with important meetings during the fair exclusively for journalists contained an invitation by Märklin to a meeting at 10:00 am in the Cologne main station. Fired by a small red parcel which sat in the show-case featuring the new Märklin items, the first rumours about the Christmas locomotive spread quickly. We therefore showed up at the prescribed time on platform 4/5 of the Cologne main station and became eye-witnesses of the introduction of the "Christmas Locomotive" project hosted by Märklin's chief executive, Herr Wolfgang Topp and the charged'affairs for North Rhine-Westfalia of the DB AG executive board, Herr Wolfgang Maurer. At 10.40am Father Christmas, who had come all the way from the cold north specifically for this occasion, unveiled the locomotive, the DB 120-129, and, instead of riding in his sleigh pulled by his reindeers, took the engine and all the passengers to Deutz station, the stop for the Cologne Fair. The meeting ended at 11:30am when the locomotive was powered off on track 12 of the passenger-train ramp of Deutz-Tief. Now the red parcel which was displayed in the show cases in the Märklin stand was replaced by HO and Z gauge models. Those who want to acquire the Christmas loco should subscribe at their own MHI dealers (Märklin Dealer Initiative) until December 24, 1996! The Z gauge loco has order no. 88 531 and will be sold for DM239.-. Despite the fact that this was the most interesting announcement concerning Z gauge, Märklin had baffled us already on the previous day, November 14, with the official press-release concerning the take-over of the Trix company. Thanks in part also to Internet, this news had already spread so far that everyone was under the impression that the take-over had already taken place! New rumours concerning Z gauge, positive and negative, were also spreading. Some said, for instance, that Märklin would discontinue the production of Z gauge in favour of N gauge or that the digital system Selectrix would become a standard feature of Z gauge products. Unwilling

to be branded as “agitators”, preferring instead to exercise a certain restraint, we refrain from any comment on this matter. As Z gauge enthusiasts we hope, however, that the second hypothesis, if any, will turn out to be true. At this point only one thing is certain, namely that Märklin is about to concentrate considerable efforts on the penetration of the market segments of N and direct-current HO gauges. Let’s leave these concerns of company politics alone for the time being and return to our “small” world to introduce the two Märklin special-edition cars which could be seen at the Cologne fair. The first car is the rarer of the two, manufactured for the organisers of the fair, this model was handed out at the press-conference when the fair opened. Only 103 copies have been made of this car, which is on display at the museum in Bochum. Continuing a marketing strategy that had been introduced at Cologne in 1994, Märklin made the G10 car of the Ford Motor company (readers should note that the Ford headquarters tower above the Cologne fair grounds). This car can be purchased only in MHI-shops in the Cologne area. A list of shops which participated in this initiative was on display in the stand at the fair. Also the Märklin Insider club was represented by Ms Kerstin Leiman and Dietmar Kötze who gave all members a bronze key-ring manufactured as a souvenir of the event.

Photo 1: Special-Edition Car: Ford

The G10 car manufactured for the occasion of the fair could be purchased at all MHI-dealers in the Cologne area.

Page 13: Learning with Model Railways (Lernen mit der Modellbahn)

The model railway in class-room teaching at primary schools

- exerts a significantly strong motivation on the pupils of this age group,
- offers the truly exciting avenue of TOUCHING and EXPERIENCING,
- is highly suited for learning, experimenting, comparing, strategizing, designing, constructing, executing, and building,
- to a large degree leads to situations which demand speech conduct, speaking, coordination, speaking skills and cooperative discussions,
- helps kids to learn a pedagogically meaningful organisation of their spare-time using a specific example for the benefit of the student,
- may be introduced to assist the learning process as part of weekly planned work,
- is a strongly motivating, subject-spanning learning aid when used as a vehicle for the learning process in working groups, special interest groups, and class-project groups.

Based on experience, in my opinion it has been clearly shown that the “model railway” learning-aid is highly suited for primary schools,

“...to equally challenge all students giving due consideration to their individual prerequisites in the development of their characters, in their social conduct as well as in their creative and practical abilities,

to teach fundamental abilities, knowledge, and practical know-how so that they match the individual learning abilities and experiences of the children,

to lead to more systematic forms of learning by offering demanding and encouraging assistance and by hence laying the basis for subsequent academic careers so that students’ motivation to learn can be maintained and fostered...”

(Guidelines of the state of NRW, p.9)

2. MODEL RAILWAY Learning in Primary School:

The model railway learning aid in primary schools, assuming it is not used as an end in itself,

- opens up to the students novel and multifaceted possibilities for self-application, responsibility, and self-sufficiency,
- exercises forms of social conduct,
- demands highly developed communication skills, speech conduct, and speaking,
- leads the students on the path of ‘learning how to learn’.

3. MODEL RAILWAY Possibilities of Application in Primary School Settings:

The model railway learning aid is useful and feasible in the following learning scenarios:

- tutoring
- week-long planned projects
- unguided studies
- working groups, special interest groups
- project-oriented instruction.

The following learning activities are covered in this context:

describing, constructing using descriptions, playing by rules, analysing game strategies, communicating solutions verbally and in writing, forging agreements, drawing to scale, constructing, planning, considering, describing topological associations, supplying and disposing, mechanically sound building, sculpting landscapes and environments, designing/ pondering/ building/ painting of houses and buildings, designing strategies for technical processes, cooperatively implementing/placing in operation of periodic, round-robin activity-plans, getting to know and learning how to use the computer as an aid in simple process control applications.

4. LOOKING FURTHER:

Apart from the topics mentioned above, additional possibilities exist to present the school as an open and modern partner. While learning with up-to-date learning aids that match the technical state-of-the-art of the students’ environment, it is important for

projects, exhibitions, and other presentations to present the primary school charter to a broader public. This includes leaving the experience and learning domain school in favour of "on-site" instruction.

Bernhard Uhlemann - Wasserloses Tal 62 - 58093 Hagen

tel. 02331-587413, ab 14.00 Uhr

Page 14: Schmidt

The Schmidt company, Hameln, has recently introduced three new large-capacity sliding-wall cars which - despite the fact that they are the same length - show their differences with respect to the Märklin models no later than at the second glance. The prototypes of the Schmidt cars feature three sliding walls each and have different shape roofs and front walls. Generously imprinted versions of Transportwaggon, Opel, and the postal service are already available. In the past, it was the series V200 - nowadays the Mak is the absolute top for friends of diesel locos. After the gigantic locos had successfully completed their year-long testing phase with DB in northern and western Germany they are now operated by Häfen- und Güterverkehr Köln AG, Cologne. What's more, they can still be seen also on DB tracks. Incidentally, the Schmidt model with its authentic colouring scheme already features a rather large inertia-mass which together with a Faulhaber engine is responsible for highly satisfying operating performance. We strongly recommend getting a demo of the loco! The red tail semaphore may be an attractive detail, but it's a necessary requirement first and foremost! Readers who operate trains with lights can purchase the famous last car with a minute, maintenance-free non-flickering semaphore. Whether it's one or two lights, a "P"- or a "G"-car, open or closed - Schmidt offers all its cars with a tail semaphore.

Page 15: Scholz

Ticino houses

The houses shown in the photo have been beautifully hand-crafted by the firm Scholz. Available in 8 types, together with the delightful church and walled garden, the houses can be used to build a mountain hamlet in the typical Ticino style. Other types of houses are currently in the design stage.

To get the complete catalogue and price list, contact:

Scholz Modelleisenbahnen - Clichystr. 8 - D-89518 Heidenheim - Tel.: 0049/7321/41644

If you are based in Switzerland, the contact address is:

AHM - Postfach 180 - CH-9101 Herisau

Page 16: Heckl Kleinserien

As in previous editions, once again this year Heckl Kleinserien presented a series of interesting new products at Spur-Z-Treffen in Speyer, particularly for connoisseurs of Eras II, III and V, who are rewarded with some attractive new models to integrate with their existing rolling stock in active service on a layout or gleaming in a display cabinet.

Deutsche Reichsbahngesellschaft DRG's E 44 508, II Era

Up to the end of May 1933, DRG commissioned five E 44 engines to form part of the DRG stock, with identification plates from E 44 101 to 105 inclusive. The modifications made by DRG to the loco during the production of the second series resulted in the creation of a completely new locomotive. The first main change regarded the engines, which were replaced by more powerful alternatives (2000 kW continuous power output). The new engines could only be accommodated, however, by lengthening the frame, which resulted in a significant increase in overall weight. To get around this problem BMAG made a completely new frame, characterised by a markedly irregular shape in the attempt to reduce weight. After the 100th locomotive shipped in the E 44 series version, the new locos were numbered from E 44 501 to 509 and the code changed from E 44.1 to E 44.5

These nine engines were accommodated in the Freilassing sheds and mainly utilised on the Salzburg - Freilassing - Berchtesgaden line.

The model

Model of the Deutsche Reichsbahngesellschaft's E 44 508. The bodywork is made of high quality plastic, integrated with finely wrought details in brass or plastic. The windows, the large size lights and the bells on the roof, the red pantographs and the openwork frame are just some of the details of this fine model. The grey livery and perfectly scaled inscriptions, which are an exact reproduction of the original, make this an excellent Era II model. The E 44 508 is mounted on a commercially available Märklin frame that guarantees excellent running (on standard radii) and perfect coupling.

Available from the second quarter of 1997

Deutsche Bundesbahn DB's E 44 508, III Era

The German Federal Railroads took over all nine E 44.5 engines, which had managed to survive the war without significant damage. The brass number plates had been removed for the war effort (resmelted for munitions) so the engines ran for the rest of their days with hand-painted number. On the original Freilassing - Berchtesgaden line the E 44.5s pulled just about everything: express trains, passenger trains, freight trains, even the high speed trains and from Freilassing, the "Ferienzüge", special trains for tourist routes that were far more widely used starting from the 1950s (the Touropa Schürzenwagen was one of these). The E 44.5 series locos remained in service until the end of the seventies/start of the eighties, when they could be seen pulling authentic Silberling cars. When the new 111 locos were commissioned these handsome engines with their green livery

and rigid body gradually began to disappear. It was fate, however, that saved the E 44 508, now enjoying some well-earned rest as an exhibition piece in the Selb station engine shed, where it is lovingly looked after, like all the historic cars, by the Modell- und Eisenbahnclub of Selb-Rehau. Weekend visits are welcomed from anyone who would be interested in getting a first hand look at this fascinating survivor.

The model

The version of the DB locomotive is basically identical, from a structural standpoint, to the DRG model. There are, however, some significant differences: in addition to the bells, the loco has been fitted with whistles and, in the place of the large lights that typify Reich railroad stock, this model has the much smaller versions of the Federal Railroad. The livery is green and the inscriptions are in scale, perfect reproductions of the original, making this a fine III Era model. Also the DB version is mounted on a commercial Märklin frame.

Available from the second quarter of 1997

Dduu 498 luggage and bike transport car - V Era

Following the distinction made by the DB between luggage cars working on short and long hauls, Spring of 1996 saw the beginning of the conversion of Dm 902 and Dms 905.0 luggage cars to the bike transport cars Dduu 498 and Dd 498.1, in service on a regional level. Initially only the interior was modified by installing cycle racks, from May 1996 the cars were given their current green and white livery, identifying them as short haulage trains. For identification purposes, the cars were also provided with bicycle symbols on both of sides in the white area.

This is why the bike transport cars currently circulating can be seen both in the grey-white version and the green-white version.

Model with green-white livery

Deutsche Bahn AG's green and white Dduu 498 model luggage and bicycle transport car. The car is mounted on the base of the Märklin 8757, length over buffers 120 mm. The colour of the body is an exact reproduction of the typical colour of Deutsche Bahn AG's short haul cars with authentic bicycle symbols on each side just like the original. The new DB emblems of Deutsche Bahn AG, the colour coordinated intercom footplates and the tail semaphores all contribute to creating a realistic well-designed appearance.

This model is already in the shops.

Model with grey-white livery

Deutsche Bahn AG's Dduu 498 luggage and bicycle transport car. The construction of this model is identical to that of the green-white version.

Already on sale.

Intercom bellows kit for the "Blauer Enzian"

With the intercom bellows kit the distance between the passenger cars in the "Blauer Enzian" is reduced by about 1 mm. Because of the reduced distance, the only suitable curve sections are the Märklin 8520 and 8530. The intercom bellows kit is already available in specialist outlets.

Heckl Kleinserien - Wichernstr. 11 - 44791 Bochum

Page 19: Asoa

Cologne also hosted the firm ASOA, which supplied the material for the ballast on the Köln-Hbf/Köln-Deutz layout. The gravel is available in a range of colours from rust brown to grey or black. For more information contact: **ASOA, Klaus Holl** - Postfach 440140 - 80750 München

Page 19: Modelleisenbahn Club Westerwald e.V.

Am Bungert 16, 56316 Raubach, Germany

Natural wood trees and bushes

Trees and bushes made of real wood, used together with modelling dough, and just the thing for making realistic leafy trees and bushes. Different size packs are available with 5 / 8 trees or 20 / 30 bushes.

Tip: it's easier to separate the various parts if you empty the pack into a bowl of water. Shape the material freely - you can even add snowflakes if you want, depending on the seasonal setting of your layout.

Page 19: FR

Two level train comprising the F7 Basis Micro-Trains-Line engine and two smooth-side double deck coaches of the Southern Pacific made of brass. The loco and coaches are painted and sport inscriptions that are identical to the original. SBB catenary for the most authentic possible operation of electric locomotives for Z gauge layouts. The line pylons are available in sets of 5 pieces made of brass. Depending on the curve radius you are using, one kit is enough for a dual track section of approximately 1 m. In addition to the finely engraved cross bars, the kit contains double T profiles for the pylons, isolators and assembly instructions.

Pylon for Era I, II and III catenaries for German style electrified lines. The pylon is cast in brass and, supplied with a primer and finish coat, is all ready to be installed.

The catenary elements with the relative "rod" made of elasticised synthetic fibre, are ideal for creating mock overhead electrical lines. If you install a thin 0.3 mm copper wire (supplied in the FR range) you can transform the catenary into a working

model. Beware however, this should not be attempted unless you are skilled in matters of mechanical engineering. For more information contact: FR Feinwerktechnik Elektronik Rostocker Str. 16, 18209 Parkentin - Germany
Tel./Fax: 0049 38203 3548

Page 20: Z scale collector model catalogues (Sammlerkataloge in Z)

Collecting is one of man's basic instincts - the gathering of valuable objects, just like the Mini-Club members who turn their attention to minute locomotives and brightly coloured wagons and coaches. And it's just as natural that collectors should want to see the much sought after objects neatly listed in a catalogue, where they can admire the various examples and set their sights on the next purchase to integrate their collection. In the past, there were precious few catalogues for Z scale collectors. The first hard-bound catalogue "Handbuch für Modellbahn-Sammler Märklin Z + I" (Märklin Z + I railroad model collectors' manual) was published in 1984 by Mikado-Verlag. The author, Joachim Kampmann, had catalogued the entire Märklin Z scale and the 1 gauge programmes from the time they first came onto the market, complete with descriptions and photos, dividing the articles in accordance with the Märklin series number, and including all the variants and their prices. The special edition and promotional models available in Z scale at the start of the 80s in limited quantities were listed only at the end of the book with a few photos. The copyright for the book was later acquired by Miba-Verlag, who engaged the same author to prepare the index card collection "Märklin-Werbemodelle HO und Z" (Märklin HO and Z promotional models), first published in 1988 in a ring binder. In addition to the numerous HO gauge promotional models, each accompanied by a colour photo, the first 270 Märklin-Mini-Club promotional models from the years 1972-1988 were listed in a separate section of the card index. This work was to be followed by future editions to integrate the initial contents, but publishers Miba were unable to launch the project because of the very limited demand (they needed a mere 3000 firm orders). "Schmidt - Ihr Spur Z Partner" of Hameln, renowned for its technical prowess in the production of Z gauge promotional cars and one of the main retailers that contributed to the sale of the promotional cars catalogue, started receiving a barrage of calls for the integrative editions (although still a long way from the 3000 copy minimum). It proved impossible to find a publisher who was prepared to accept the catalogue, and when Miba, further to a series of meetings between Miba and Schmidt, reached its final decision not to publish the integrative cards, the proprietor Schmidt was persuaded, against his initial preferences, to proceed with the index card system. After brief negotiations with Miba, Schmidt acquired the copyright for the catalogue and the few remaining copies of the original work. Schmidt presented the first integrative edition at the Nuremberg toy fair in February 1992, followed by the second edition in autumn 1993. In the meantime, also the publishing house Joachim Koll Verlag, noteworthy for its HO scale publications and more interested in higher circulation publications, adopted an active role in Z scale initiatives. Their undertaking resulted in the publication of two books, one covering standard Märklin products and the other regarding Märklin special edition and promotional models. While the Koll catalogue of standard products, complete with prices, is absolutely unrivalled in terms of style and up to date information (if we disregard lists prepared by collector's clubs), Koll's catalogue of special models, complete with prices, is a direct competitor of the Schmidt catalogue (ex Miba). When we meet other Mini-Club collectors, they frequently ask which is the "best" catalogue for promotional models, but, since the two catalogues are quite different in terms of structure and contents, we are unable to give a simple answer. It just depends what you are looking for in a catalogue of promotional models. This then, is the background to the following comparison of the two catalogues of special/promotional models on the basis of the following criteria:

1. Contents (comprehensiveness; prices for collectors)
2. Documentation (text; photos and graphics)
3. Structure (clarity)
4. Distribution (circulation; updates; cover prices)
5. Price/quality ratio

1. Contents

Both the authors relied heavily on assistance from other collectors and the manufacturer for their research, although the manufacturer's contribution was necessarily limited for obvious legal and organisational reasons. It was therefore impossible for either of the authors to create a truly definitive work. While Koll chooses to give prices for the models, Schmidt, probably because of its dual role as a retailer, has omitted them. Schmidt, however, offers a separate price list for collectors, which we believe reflects the real price situation in most cases. On the contrary, the prices quoted by Koll are notoriously unreliable and would appear to be far too uniform.

2. Documentation

There are various clearly evident differences between the two catalogues in terms of documentation: Joachim Koll provides a detailed account of the history and collection of the Märklin-Mini-Club and text describing the first promotional to appear in the catalogue, demonstrating the full flair of his journalistic skills. We were very impressed by the description of the promotional packs and the differences between the collector models (SM) and the promotional models (WM), assuming, that is, that the difference continues to exist also in the future. The illustrations, on the other hand, which are exclusively in black & white, are less appealing. Schmidt continues down the road already taken by publishers Miba. The real strength of this work lies in the colour photographs documenting all the wagons and coaches in the catalogue, especially considering that an attentive reader can pick up plenty of information from the pictures alone. In the text however, Schmidt merely gives the same description as that in the Miba edition on Märklin promotional cars and a list of the photos in numerical order and a second index in alphanu-

merical order.

3. Structure

Schmidt assigns a number, in chronological order wherever possible, to each photo or car. The cars that are not in the list because they were not available at the time of going to press, are simply listed at the end without any attempt at chronological order. The distinction made between promotional cars and special edition cars is extremely clear, with special edition cars identified by the letter "S" before the number. Schmidt is faced with classification problems, some of which related to the shortcomings of the original Miba work (in which Märklin-USA-Clubwagen were classified as promotional cars). By definition, special edition models include all the cars released by Märklin to mark special occasions, either in the form of complimentary gifts, or sold exclusively at a given place or event. These include also Museumwagens and Clubwagens. On the contrary, promotional models feature a logo or company name other than Märklin, irrespective of whether they were commissioned by a company for advertising purposes or by railroad model dealers for sale to collectors (exceptions: the official IMA car, and also, for example, the "4711"). The numbers in the Schmidt catalogue, with a maximum of four digits, make for straightforward classification and identification of the cars and guarantee easy comprehension.

The system adopted by Koll is based on a 9 digit numerical code (which can be up to ten digits for the new Märklin articles), made up of two parts: the first supplying the Märklin article code, while the first two digits of the second part show the year of manufacture, the third shows the sector, and the last two identify the models. Unlike Schmidt's chronological ordering, Koll's classification is primarily adopted according to the basic Märklin models, and secondly in accordance with the year of manufacture. This system gives Koll the advantage of being able to insert any cars that have "slipped through the net" in a future edition. On the other hand, we were not impressed, from the standpoint of organisation and clarity, by the separate section for cars included in the same pack - for example, it's pointless to look for container car "XY" in section "8615", because the model is included in the section relative to pack "g 170", which is how it was placed on sale by Märklin. And in situations like this even the index at the end of the book is unable to help. In my own opinion it would have been far better to list the container car in both sections. The numerical system is exhaustive and flexible, but it makes for more difficult classification (search lists for example)..

4. Distribution

While the Schmidt catalogue is available exclusively from the firm Schmidt, the Koll catalogue can be purchased at bookshops and dealers. This is why the Koll catalogue is more widely known and this explains why it is updated and reprinted once a year, in which aspect it has obvious advantages with respect to Schmidt, for which the integrative update cards are unfortunately not published at regular intervals. On this subject, however, it must be borne in mind that Schmidt's integrative publications deal exclusively with newly manufactured cars, while Koll, for which the publishing budget is the same as that of the HO catalogues, re-issues also numerous pages of the previous year's catalogue. This fact, considered together with the expensive full colour printing and the lower circulation, explains why the index card collection sold by Schmidt (basic work plus two updates) costs DM 130,— which is far higher than the cost of the Koll catalogue (complete with price information) (approx. DM 40,—). Both authors are preparing new editions or updates for 1997.

5. Quality/price ratio

Considering the high cost and limited circulation, the quality/price ratio of the Schmidt catalogue is perfectly acceptable. The catalogue is clearly laid out and, thanks to the costly full colour printing, offers all the information you need at a glance. Koll is generally attributed to be more authoritative in technical aspects of the world of Märklin Z scale collecting. Schmidt, on the other hand, will be soon obliged to change tactics regarding the type of publication, or the basic work complete with all the updates will be selling at astronomical prices in the future and all but the most fanatical collectors will be unwilling to make the investment. Koll, on the other hand, is not afflicted by this problem, thanks to the past experience with the HO catalogues. The book is published with a careful eye on costs, even though it is well furnished with interesting text and plenty of information, reflecting the author's considerable technical competence in matters of railroad model collecting, auctions and Märklin production techniques. Like its counterpart, here too the quality/price ratio is rationally balanced. The above arguments just go to show that the two catalogues are quite different from each other, so they have somewhat different functions in the world of model collecting. Due to its wide sales, the Koll catalogue has made an important contribution to divulging information on the subject of Z scale special edition and promotional collectors' items to a far wider audience. It is therefore probable that first time collectors will find the exhaustive text on collecting in the Koll catalogue completely adequate. Also Mini-Club members who are enthusiasts but not collectors are well advised to acquire the Koll catalogue so that they can exploit the rich information it contains. However, readers will be disappointed if they expect to find a comprehensive view of the entire production of special edition / promotional cars with information regarding their market positioning. Schmidt will never be able to reach the levels of the Koll catalogue because of their far more modest distribution structure. The main Schmidt customers are "hardened" collectors who need to refer to the simplest possible numbering system and who show more appreciation of the possibility of admiring wagons and coaches in their full colour splendour. For this type of collector, exhaustive descriptions are less important than having a well laid out and rationally designed classification system to hand. The majority of these specialists will almost certainly purchase also the Koll catalogue, which costs no more than a normal promotional car. In order to provide an answer to the opening question, i.e. "which is the better catalogue", the problem must be considered in relation to individual needs. For those with a fairly good understanding of the subject, and who place considerable emphasis on documentation, a copy of the Schmidt catalogue is a must. On the contrary, those who just want to get a good idea of the Märklin Z scale col-

lection, or those who intend to collect only a given set of basic models, the Koll catalogue, with its text and classification criteria, will prove more than enough. I think that both catalogues have an important role in the Z scale collectors market, so serious collectors should not hesitate to secure a copy of both works. If we pause to consider the price of even a single promotional car, then it isn't hard to consider the purchase of both catalogues as an important investment that will pay for itself over time. We will be publishing more details about developments of the two catalogues, with particular reference to the Koll. In a future issue we intend to provide an in-depth analysis of the Koll work regarding standard Märklin products, a topic that has been mentioned only briefly in this article.

VH

Page 23: Collector Service (Sammler Service)

It's Christmas time and right on cue Märklin is in the shops with two great new products. The first is the Z scale model of the "Amtrak" ICE, produced in an extremely limited edition that was probably sold out well before the 25th. As this is a limited production run, each dealer is only entitled to a single model so it's a good idea to get down to your friendly neighbourhood model shop right away if you're interested. As far as we know, the price should be in the region of 550 - 650 DM. We got the chance to admire the second surprise first hand in the original version at Deutzer Bahnhof. This was the first promotional locomotive of the Bahn AG, the BR 120, which Märklin has leased, in a Christmas version, until January 1997. During the year, the locomotive will be decked out in coordination with the seasons. Maybe we'll get a chance to see it with an Easter bunny? To pay full respect to railroading buffs however, Märklin presented the Z and HO gauge models of the Christmas engine at the XIV edition of IMA in Cologne (see cover and page 10). The Z gauge version will be sold by MHI at around 250 DM. Produced in a number reflecting the number of kilometres covered by the cathedral charity event cyclists, also the rail bus from Mini Club Treffen of Speyer was rewarded with enormous success. During the 24 hour event the participants covered a total of 293 km, so the rail bus was made in exactly that number of examples. Proceeds from the sale of the rail buses together with a further 10 DM allocated from the sale price of the flat-bed car "Dombauverein Speyer" carrying an original brick from the Speyer cathedral, already sold out by lunchtime on the Sunday, will be handed over to assist with the reconstruction of the cathedral (see page 4 and following). The collectors who came to Speyer were rewarded by a real gem: in addition to the obligatory showcase car, this time set up for the 150th anniversary of "Maybach Motorenbau GmbH", also Shimano, the organiser and sponsor of the bike race, was selling a very limited number of container cars (see page 5) with very elaborate graphics on all sides. Also dealers and exhibitors presented a series of highly attractive models, including the three yellow G10 beer cars "Königsbräu Oggenhausen", "Giengener Bier" and "Königsbronner Edel-Pils" from Scholz of Heidenheim, augmenting the current collections of cars celebrating the most popular German beverage. Among the products on show from Schmidt of Hameln was the "Würzburger Hofbräu Pilsener" beer car with its characteristic blue roof, while our Swiss friends presented prototypes of the Hbis cars, all of which have, unfortunately, been sold: "Ovomaltine", "Sulzer Bülachguss" and "EPA". On the contrary, the sliding wall cars "Maggi" and "Märklin/Alpaufzug" are already available in the shops, like the series of Swiss tank cars, comprising "Motorex", "Gatoil", "Elf", "OK", "Valvoline" and "Apfelsaft - Jus de Pomme/Apfelsaft - Apple juice". Another recent announcement was the construction of the Hbis "Schindler Waggon", a faithful reproduction of the original like almost all the Hbis models, not to be confused with the model made by Schindler-Chemie. At international railroad modelling events we're accustomed to finding a special edition car on sale at local dealer outlets and another special edition car on sale in the fair area. At Cologne this year, dealers were offering the "Ford" car as the special fair model (see page 11), although there were no cars on sale at IMA. Only those with an invitation to the press conference were awarded with the complimentary container car shown on page 11, which was produced in a limited edition of just 100. In the meantime, the number of companies that succumb to the attractions of railroad modelling is steadily increasing. In this context, the firm Alno, famous kitchen manufacturer from Pfullendorf, organised an open house with a small scale exhibition of railway models. In the future, Alno intends to introduce also its dealers to the joys of railroad modelling by offering them a display kit containing, among other items, the "Alno ...die Welt der Küche" container car shown here. This car differs from the '93 models exclusively in the layout of the inscriptions. Also the firm Bergophor, manufacturer of wall coverings and an insecticide manufacturer, with its "Nexa Lotte" product (in the 8180 pack) participated by sponsoring Mini Club. The most original contributors were our friends from Spur Z-Freunde NRW, who commissioned a special G10 "Vereinigte Margarine Werke" from Era II. The Clubwagen shared by the various international Märklin-Clubs for 1996 is once again a Hbis with a different graphic of the "CFL" locomotive on each side. This year Märklin will be running a new Mini-Club seminar "Aufbau + Betrieb" (construction and operation). Participants will be presented with a commemorative model in the form of the new refrigerator car of the same name. The firm showed similar creative flair in the construction of the obligatory container car for MHI dealers, set on following the path towards the biennial event. The '96 model was equipped with a spirit level, the significance of which becomes apparent from the slogan it bears. Not shown on this pages, though equally deserving of attention, are the following promotional cars distributed to dealers: "Zeiss - Partnerstadt auf lange Sicht" (8617), "150 Jahre Zeiss" (8657), "Cardelino Secco" (8600), "Wilbader" (8661), "Zunftmarkt Bad Wimpfen 1996" (8600), "VfB Bad Rappenau" (8617), "Alfons Rüschenbaum" (8617), the "Hasseröder Premium Pils" refrigerator cars from Idee + Spiel and "Köstritzer Schwarzbier", "DSM" (8612), "Rommenhöller Kohlensäure" (8661), "Tivoli Brauerei" (8661), "Remstal Sprudel" (8661), "Schröck/Viessmann" (8612), "Schorndorfer Bier" (8661), "Sulzbacher" (8661), and "Weltschweinetag 1996" (8600) from the firm August Wieland of Bad Wimpfen.

The imminent release of a special pack containing two refrigerator cars "Sierra - Tequilla" for Märklin dealers was also announced for distribution before Christmas.

VH

Page 26: Winners of the 3/95 competition (Gewinner des Wettbewerbs 2/96)

We have already spoken at length of the 5th International Mini-Club Treffen of Speyer, but as in the previous three years, one of our competitions is dedicated to members who participate actively in the fair by displaying their layouts in our stand. As in the past, this year visitors were able to vote for their favourite diorama. Only Ludger Schmitz's layout made for the Z Club 92-Museum and dedicated to the 50 year anniversary of Unicef, which had already won the competition organised by Märklin, was withheld from the competition in order to give the other exhibitors a fair chance. The following pages contain detailed descriptions of the three layouts, with articles written by the three constructors describing certain key stages of the work.

Winner: Siegfried Puschmann (D): Large size layout

One of my personal ambitions is to run trains that are exact reproductions of the originals on very long routes. When I was still an HO scale enthusiast I was attracted by a Mini Club beginners set from Märklin, which I received as a present from one of the other members of the club I belonged to at the time. This was the event that sparked the idea for my layout and I set about designing the set-up straight away. First of all I had to decide on the context of the project, that is, whether I was simply making a diorama for my personal satisfaction or whether I would be exhibiting it. I opted for the latter course and therefore chose to make a modular system. As I wanted to maintain a certain flexibility in the construction, I decided to use two interchangeable end sections. The central modules were 60 cm in depth and equipped at the front and rear with identical dimensions for the track connections, so that it's possible to change the direction of the tracks from on each module, making the whole layout significantly flexible. I used one section to build a road, while the other was reserved for the track. Using this system I was able to make bridges and underpasses easily. The intermediate space can be modelled freely, although I opted for a valley or plains area on one side and a hilly region on the other. I then installed the curved sections of the dual track line in a mountainous area between the end sections. After laying the tracks, I got down to the job of making the landscape. The first project was a station, around which I slowly built up a small town. To get the system working from the word go, I then built the end sections. I built a quarry with an industrial zone on one of the sections, and on the other I created a forest area. The layout was then extended with the addition of a module on which I made a level crossing. On the remaining 100 cm I made a motorway flyover and link-up, with the railway crossing the road on an arch bridge. Another bridge (2nd track) brought the main road up to the motorway. I used various types of metallic fabrics to build mountains and hills, creating the final shapes with Gaze and Moltofill. For the finishing touches I used diffused colours and various types of covering materials. I then added rock details using oak bark, laid out the roads and then painted them with bituminous compounds of various colours. By this time my layout had increased in size and already comprised a total of 17 modules. You can probably imagine the trouble I had with the vegetation. By chance, I came across a plant with candle shaped flowers on the verge when I was out walking with my wife. The flowers (between 5 and 15 cm tall) made perfect trees once they had been dried. After various attempts I managed to perfect the technique and then went into "mass production". To get the broad leaf trees I first removed the tip of the flower, which I used to make bushes after an identical treatment. After making moulding the base into the required shape (I kept the "trunks" between 5 and 10 cm in length), I sprayed glue around the remaining part of the flower and then rotated it to apply the flake material made by HEKI. The technique I used was to pour enough material onto a piece of cardboard and then turn the glue coated flower in it until it was completely covered. I recommend using a large cardboard box for this operation to create a miniature spray booth. Once the glue had set I cut the trunk to the required height and started to "plant" my woods. I used all the leftover cuttings to make woodpiles or naturally damaged trees. Thanks to the fact that I was using a completely natural material, my trees were suitably varied, which was just as well, because the current total number on the layout is between 2,800 and 3,000.

At the time of writing, the layout is 22 m long and developed in a "U" shape. The various features include:

- a port
- town with station
- motorway linkup
- a road flyover
- a section of an airport with a hidden station
- section of woodland with felled trees and a lake
- main station with 8 tracks and town buildings
- railway goods yard
- steam engine depot with turntable and engine shed with sliding door

It took me more than 7 years to build the layout. As readers will probably understand, there's no point in basing a 22 m layout on a real life situation, so the entire system is based purely on my imagination.

If any readers would like a first hand look at the layout, it will probably be on show at the International Modelling Fair in Dortmund scheduled for March 1997 at the Z Club 92 stand.

Siegfried Puschmann

Winner: Helmut Kupper (D): Scaffolding for the cathedral and railway bridge

The idea of surrounding the cathedral tower with scaffolding was completely fortuitous, since I accidentally damaged the top of the tower when I was assembling the cathedral kit. It looked like a disaster, so I set about erecting the scaffolding using material from the company Roco, which offers a "Feuerwehrzurüstsatz" kit (fire brigade assembly model) for HO scale. As you will see, I made the scaffolding using the ladders in the kit. To liven up the overall appearance of the model I then added an open market with stalls and access roads and a railway bridge complete with labourers and painters clambering over an elaborate

scaffolding erected also around the bridge.

Construction time: about 40 hours for the cathedral scaffolding, about 18 hours for the bridge scaffolding

Z scale tower crane

“Z scale tower crane”. I found the parts needed to make the crane in the “Feuerwehrzurüstsatz” fire brigade kit produced by Fa. Roco. The crane took about 8 hours to build and a set of particularly minute tools. I wasn’t keen on making a crane with absolutely no visible function, so I built a silo without a roof and scaffolding with the initial framework of the roof. This was done using the material in the “Fire brigade ladder kit” (“Fuerwehrleitern”). With a little imagination and confidence, you’ll find that it’s not too difficult to build highly realistic cranes and scaffolding for your layout.

Winner: Kurt Eisenhut (D): Construction of tracks with a Köf II

This idea came to me two years ago at the time of the last Cologne Railroad modelling fair, where I was able to watch while gravel was added to a layout. When I got home I started hunting through my odds and ends box and the first thing that came to hand was a board with a section of track. Then I got hold of an excavator, a bulldozer, a number of figures, a tractor with trailer and a few other bits and pieces and the whole idea began to take shape.

The bulldozer’s job was to level out the route for the track. I therefore fitted the excavator to a spare piece of rolling stock, thus transforming it into a rail-mounted digger for the preparation of the track ballast. I then removed a few ties from some old rail sections and installed them before the end of the extension section. A Köf engine shunting an open freight car created the impression that the work of track laying on a secondary line was under way. In a clearing beside the track I added some lumberjacks busily at work felling trees, and on the left I positioned a tractor and trailer for the removal of the trunks. A few large stones from the garden helped create a realistic construction site in the hills.

Kurt Eisenhut

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 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: 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 directors 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”.

4/96 Competition (Wettbewerb 4/96)

Club Railroad Car ‘97. Closing date 31 march 1997

To end the year we decided to invite you to design the 1997 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 colours (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 32: Z Club GB

There’s plenty of news also for 1996 from the GB Z club (which is affiliated with Z Club 92). First of all the first Z scale model of a British engine, the Stromlinienlok A4, is almost ready. This handsome brass locomotive, which is supplied with unpainted bodywork, should be available in the shops from the beginning of February. Following the presentation of the first tractor from the 1950s - 1960s, there is now a Z scale model of the modern tractor and JCB 3CX excavator. This earth moving machine, equipped with shovel and bulldozer blade, is marketed throughout Europe. The model is a die casting and it is supplied unpainted. The various components of the dozer and the shovel can be glued into position to simulate the required operation.

We kept one real gem for last. After the lack of well made and detailed accessories caused by the difficulties of the “Master craftsman” Detlef Beier, Z Club GB offers a very fine photoetched brass plate with a series of ladders (Leiter) that can be utilised either for fire brigade or fruit picking scenes, etc. or for creative uses such as fences and gates for houses. As in the past, Z Club 92-Museum is importing and distributing models produced by Z Club GB, just use the special Z-Aktion form enclosed with the magazine or, if you can, pay a visit to the Z Club 92-Museum in Bochum.