



# ***Club-Revue***

## ***3/98***

# ***English***

## **Page 2. Editorial (Leitartikel)**

*Winner of the Contest 1/98*

Due to lack of space, the winners of our contest will be published in the next issue. The contest is now over and the winners have been chosen, so we ask all participants for a little patience.

*CR3*

As has become the practice over the last few years, Club-Revue 3 is almost completely dedicated to articles, which we receive from our members during the past year. Our goal is to choose the most interesting articles and add comments, if necessary. Since it is our strong opinion that it is important to provide appropriate space to our members, we try to publish all articles that have been received. However, if we have to make a selection we prefer to publish those who will find general interest, and we restrict space for those articles which do not relate specifically or exclusively to Z scale. In any case everybody who writes an article has the pleasure to see it published, if not immediately, then in one of the subsequent issues. We therefore invite you to share your experiences with all the other Z Club 92 members and ask you not to worry if you have to wait for the publication of your article until the next issue of CR 3.

*Märklin Club USA*

On August 22 the 4<sup>th</sup> North American Club Day took place in Elk Grove Village, Chicago, Illinois. As guests of Mr. Fred Gates, president of Märklin inc., and Mrs. Brenda Julin, the Club Day organizer, we spent two exceptionally interesting days. We are looking forward to publishing in one of the upcoming issues an article of this event, as well as reporting on new products which were presented.

*Ztrack*

Robert Kluz, the head of Ztrack Magazine used the opportunity of Märklin Club Day to organize a special meeting on Friday evening (August 21), which was reserved for Z scale model builders. We don't want to add any further details, only that Harald Freudenreich was present, whose new products we show on page 23.

This year we have been invited by MOBA (German model railroader association) to participate in the Cologne fair. Come and visit us on the "Internationale Ausstellung für Modellbahn und -zubehör, Spielzeug und Hobby". It takes place from November 19 through 23, 1998 on the site of the Cologne fair (Cologne, Germany).

## **Page 3: Z Club 92**

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

## **Page 3: On the cover: Miller Engineering**

In our next issue we will present all new products from Miller Engineering. There are not only American style buildings but also very interesting accessory parts. In view of the very good product quality the Z Club 92 has found an agreement with Miller Engineering to distribute them in Europe.

## **Page 4: Model depots (Bahnbetriebswerke im Modell)**

In the issue I introduced a large depot with its several handling and servicing departments. In the time it was very clear that such a large depot, even in 1:220 scale, requires a fairly large space. This space requirement is likely the reason not to install such larger depots on home layouts. Most model railroaders however would appreciate such a report about a large depot but would be inclined to "translate" it. "That fits nowhere" is the response and a depot, if at all, will consist of a single-track locomotive shed made by Märklin. But it does not have to be this way!

How to approach then such a problem to design a "almost large depot" with minimal space requirements und hopefully integrate it operationally justified.

In such cases only real examples help. One should look for tight circumstances and then see what engineers came up with in 1:1 scale. In our example the motto will be take a large river, steep mountains, a two-track mainline with a branch line, (the layout theme anyway) and try to fit a station and a depot in between. Now he flipped over you might think, but no worries, help comes from the prototype. I am talking about Linz on the Rhine. The sketch made by Reinhold Barkhoff shows the possibility how to fit a depot (in our case the line Colonge-Deutz-Niederlahnstein on the Right Bank of the Rhine, this make train traffic in the foreground possible) between the mainline and mountains without compromising on buildings or even building the depot unrealistically.

Mr. Barkhoff writes: due to the position on the slope it was possible to build the depot on the "first floor" that enables the viewer with a great sight. The two-track route in the foreground is well suited for showing off trains, which makes this section suitable to be a self-contained motive. It is especially great for collectors who need a small functioning module to view numerous locomotives in real surroundings and even uses then every once in a while to let them pull trains. The branch line is not really

recognizable as such on first sight, as it runs right by the administration building and then disappears in the center into a valley section. Not only the mainline, but also the branch line tracks call for a wooden footbridge for safety reasons; it is however restricted to railway employees to and from work. In the branch line one can also see the reason for a development of a depot, since its proportions are just enough to accommodate and maintain several secondary line locomotives as well as some switchers. The latter find a variety of tasks on the nearby station. The everywhere present retaining walls were necessary since a lot of earth had to be moved and filled in to create an even surface so that the depot could be erected on higher grounds. Special interest arises in regards to the composition of locomotive maintenance centers. Due to the narrow valley through which the mail line runs, parts of the station, namely the passenger and freight stations, had to be arranged behind each other rather than besides each other. The passenger station will therefore be attached to the left and the freight station to the right. The locomotive maintenance area would have in this version direct links to both. So much for the prototype. In the desired "smallness", it is not possible to use Märklin components, everything is too large.

Instead of Märklin's 26 meter turntable a 16 meter turntable is here sufficient (we only want to turn branch line locomotives, so at the most a Class 38 or class 57). The six-stall roundhouse should be as close to the turntable as possible and it should be kept in local finish (i.e. a timber frame structure). I found most stuff at Krüger Modellbau, who offers just these models (i.e. turntable No. 99012.2 as finished article). Also several other items can be found in Krüger's assortment and can here be implemented: (no. 99005 switching tower, No: 99030 depot supervision "Treysa", water tower No: 99008 and tool shack No: 99031) which give the depot individual character. In the next issue I will write about the construction of this depot. Until then you should already order necessary accessories, as delivery times can be a while. Westmodell: water cranes, sanding tower, waiting signals, coal bunker and track scale.

Beier: Pressure cleaning frame, tool rack, tools, welder, bicycles, hydrants and fire alarms

Märklin: Coaling station, depot accessories, wooden footbridge, lamps,

Kibri: station "Rodach" 2x (B-6707), Freight shed (B-6744), houses (B-6784) and maybe the signal tower "Körle" (B-7440).

**Sven Rohmann**

#### **Page 6: Z in Hong Kong (*Z in Hong Kong*)**

Already last year at the Nuremberg's Toy Fair I had the pleasure of personally meeting Simon Yee, one of our member from Hong Kong, well known navigating on Internet with the Nickname "Zman". The meeting was very pleasant and was even the beginning of a cooperation.

Simon, leader of the "Hong-Kong Z Fan Group" sent us two articles, one about the construction of a Swiss Series 460 locomotive (obviously before that Märklin presented the same model), with which he won one of the 100 Wettbewerbswagen, and one about the use and the application of the Decals created by Rainer Gawrikow (CR 4/97 page 20). More recently, two more articles have been added, one about the modification to the locomotive "Wismar" from Westmodel and one about the simple creation of a diaphragm, in the example applied on the ETA 177, also produced by Westmodel Company.

**NM**

#### **Page 6: Z-diaphragm (*Z-Faltenbalg*)**

Not long ago, I did an experiment on a Z diaphragm and would like to share with other Z modelers. Inspired by the HO double-decker coach manufactured by a former Eastern German company, I thought, the way they use the simple paper construction to imitate the diaphragm is indeed not a bad idea to adopt to the Z coaches, simple and inexpensive. All you need is paper, a sharp model knife and patience.

Well, pictures worth a million of words, let's take a look at the pictures:

Picture No. 1 basically shows the construction of the HO diaphragm. Assembled by 2 sections; one folded from the top to the bottom and the other from left to right. The 2 parts were assembled alternately.

The 1:220 diaphragm is exactly like the 1:87 except in scale. Measure the end of the coach to get an appropriate size and shape of the diaphragm and also measure the distance between the coaches to determine how many folds you should make. Too many folds will make the coaches unable to negotiate tight curves in the track; on the other hand, insufficient folds do not look realistic.

Here I use the Westmodel "ETA 177" as an example to show how the diaphragm works.

Pictures No. 2 shows the original "ETA 177" before putting on the diaphragm.

Picture No. 3 shows the double-sided tape being applied onto the paper diaphragm and put onto the coaches. The double-sided tape is used so that you can remove the diaphragm without damaging the train.

Picture No. 9 - 12 shows how it looks after adding the diaphragm. The "ETA 177" has been test run after the modification and did not show any problem even on my small "Noch" pre-formed layout.

I have also tried the diaphragm on the Märklin "TEE" VT115. The real "TEE" does not use the same type of diaphragm, but if you are comfortable with the difference of the look between the real "TEE" and the modified Z, the paper diaphragm actually works on the "TEE" very well and the train set does look much better. One advice is that you have to remember to cut an opening in the middle of each set of the diaphragm to let the couplers go through.

(Special thanks to Mr. Yung and Mr. Yeung of Concord Hobbies for lending me the HO paper diaphragm for my experiment).

### **Page 7: Improve the “Wismar” (*Verbesserung des “Wismar”-Schienenbusses*)**

From what I know, the Westmodel “Wismar” is the smallest FH motor powered Z model today. I purchased the Wismar kit from Scholz Modelleisenbahnen about half a year ago and after comparing the Märklin H0 “Wismar”, I decided to modify the Z to make it look like the H0 version.

The works include:

- 1) Replace the ladders on both sides, because the original doesn't quite fit the body and it looks too “thick”,
- 2) Replace the rail on the roof
- 3) Add the bells on both ends of the roof
- 4) Add the top lights on both ends

Before the modification, it is important to obtain all the correct materials. The ladders were from the ladder set available from Z Club 92-Shop, I choose the right size and cut the ladder into appropriate length, then bent them according to the curve of the “Wismar” body and glued them on.

The next step is to replace the rail on the top. The original is solid and the model looks more interesting after replacing it with a delicate rail. The rail replacement is from an after-market photo-etch rail set originally designed for static marine models. These should be available in most major model shop. After removing the original rail with a hand held grinder, I glued the painted rail onto the roof.

The bells are available from one of the interesting Z accessories from Scholz Modelleisenbahnen. However, they were a bit too large for the “Wismar” and have to be reduced prior to installing. It was the most difficult part of the modification since the size of the bell is only approx. 1.3 mm and is round in shape which made it very hard to hold in place to file. It took a lot of patience and I did think about giving up. After 30 minutes of struggling, I moved on to the next step to make the bracket for the bells. I used the photo-etch ladder set and cut the strip into appropriate length and bent it according to the shape of the bells, and finally glued the sets onto the roof.

The last step is to add the top headlights, which were just small plastic parts I found in my plastic scrap box. After the paint job the final touch is to add a commercial on both sides. The “Jägermeister” was from the Märklin Z Rail Bus 8831 advertisement printed in the Märklin Catalogue.

The “Wismar” is indeed a very nice and cute model; I enjoy very much its appearance and running it on my small layout.

A special thanks goes to Mr. Yung for lending me his H0 “Wismar” for reference.

**Simon Yee**

### **Page 8: Trains from all over the world (*Züge aus aller Welt*)**

What do you think of this picture which comes from our member Mr. Willi Braun?

Really imaginative ....

“Attached you find a picture of a real modern train. It consists only of wood and can if requested be displayed in the museum.”

**Willi Braun**

### **Page 9: A fascinating trip (*Eine faszinierende Reise*)**

Get on board and experience with me the fascination of the smallest model railway. But before I invite you to this trip, I want to inform you about my layout in advance. It is a modular layout, which grew during a construction time for three years to 4.8 meters. The six individual segments can be stored without problems and especially space efficiently. As dust protectors serve covers made from poplar. As for connecting I fixed the respective tracks with screws, soldered them and then cut them with a cutting disk. Computer plugs provide the entire power supply. This type of modular technique has proved itself daily and at exhibitions. For the complete installation I require less than an hour. Of course this will change in the future because as usual with modular layouts, I already have two more segments in planning. So far my brief introduction. Now please take place in your compartments, lean back and let the impressions sink in. Our train is already near the tunnel exit and here I like to start with the trips program. As soon as the eyes got used to daylight, you can recognize a distant river. A historic railway bridge will enable us to cross the rough water. Take the time and have a peek to one of the nicest dams in our country. If you look closely, you will see some hikers atop the dam and it seems they are greeting us. Better to see are two canoeists at the riverbank who took the opportunity to bail out before the drop and to pitch camp. Unfortunately we have to part from this fascinating landscape as the trip continues towards a wonderfully old church, build in the 13<sup>th</sup> century. Isn't this structure in a lovely setting amongst a group of trees that wind around the bordering cemetery? Look a marriage couple that just steps into the doorway and a decorated car waits already.

Now we reach the next section of our trip, the city of Bad Nauheim. We are still at the edge of town, where small houses border a road. The lovely landscaped gardens are picturesque this time of the year with everything in full bloom. You just about have the chance to loosen your legs at the Bad Nauheim station, as our train is rolling in. I do not want to miss informing you that a Railbus is leaving every 30 minutes on a branch line to the dam and lake. If you rather want to finish the tour by walking around the lake, then please take the rail bus now. This mentioned old branch line serves only to shuttle hikers and hotel guests to the nearby recreation area. A trip there is sure rewarding. Should you decide to do this, your trip will end after 20 min. at the old country station and you do for the rest of the afternoon as you please.

I like to remind all the remaining guests to take place because the conductor is whistling already to proceed. We leave the sta-

tion and roll along the old town. Isn't it nice to observe how busy a weekday in the city can be? Just like the construction near the new subdivision. Beams are being dragged, walls erected and a construction truck is delivering concrete.

But I realize that something much more interesting will excite your railway heart. Our train is passing one of three bridges under which one of the most important highway bypasses of this city is running. Also busses of line No. 25 are seen in city-connecting service. I am every time excited again to see these heavy busses pulling in on one of the stops at these steep slopes, look one is just stopping.

Whoever I do not want to bore you and like to point out that on the other side of the windows a depot is coming up. It is quite a complex one with eight tracks and a five-stall roundhouse and turntable. For the complete maintenance of locomotives, one will find at the approach a large coaling tower, a sanding tower, and a waste removal section, a pressure cleaning rack, a water tower and a diesel station. The unique thing about this depot is that besides the normal daily routine here and then older steam engines are being restored and being redesigned as museum locomotives. Our train is now leaving the station area and continues into attractive landscape again. Fields, meadows and forests as long as one can see. Balloonists nearby are often using this open space. And with this nice spring weather we are really lucky to see two engaged in their hobby. One balloon has already lifted off and drifts off to its unknown destination. Over there, above the horse pasture you can see him. The other is still a bit limply on the ground. For sure he needs lots more of hot air until lift off, but we don't have so much time as our timetable dictates the speed.

Now we come to the end of our trip. Even if industrial structures are not the most desired objects on a sight seeing tour, I like to point out the building in front of us which the founder of Textil AG built around the turn of the century. The front of this promoterism-period building and the surroundings with the old hand turntable has been kept in its original condition. Only in the center high tech has entered, the direct rail access is nowadays rarely being used. Factory trucks due to the good access to the bypass road are transporting most of the goods. One of the company trucks is just entering, but not the printing on the truck tells us that it is the vehicle of a well-known paint manufacturer. For sure the materials for an upcoming renovation of the storage building are being delivered.

Enjoy the trip a bit more, I want to thank you now already for your attention and I hope that I could fascinate you with this trip through a small wonder world.

**Andrea u. Jürgen Kalvari** - Am Pfarrholz 25, D-33739 Bielefeld, Tel.: 05 21 / 55 41 32, Fax: 05 21 / 55 41 09

#### **Page 14: Italy - a railway fairy tale (*Italien - ein Eisenbahnmärchen*)**

Travel by train and arrive on time nevertheless.... can this be true? In Italy? No, this is not a late April Fool's joke, it is a small compendium for the German's most loved vacation destination. Talking of train countries, everybody thinks of the USA or Switzerland, of classic F7 diesels or 4000t ore trains behind heavy steam jumbos in double traction on the legendary "Ems Country" route, and maybe there is some space left for the ICE train on its high speed track. The "Pendolino", the little pendulum, became the keyword for modern train construction, but hardly anybody knows the appeal of the train adventure in Bella Italia. These days there are three generations of the "Eurostar Italia" which run with regular trains pulled by newly constructed engines in appealing colours, or older ones in a dull brown or green coat. In contrast to Germany, there are no specifically built new routes for high speed trains. For the past few years the top train of the Ferrovie dello Stato (FS) is the ETR 500 class in the Pininfarina design. It guarantees traveling in pleasant ambience with the very best service. For only 30% of the German ticket prices, you get a service you can't touch in Germany. Who would have known?

Being on time is guaranteed, more than 30 minutes delay gives you a refund of 50%. But I never managed to get that in the last 6 months! I rather arrived at my destination 10 minutes early. "That's a miracle" must be the thought of a "project future" customer (slogan of the German Railway). The ETR 500 class is the only member of the pendolino family which "does not tilt in curves". But nevertheless it makes the route from Milano to Rome (632 km) in 4,5 hours with two stops in Bologna and Firenze. Some of these trains continue from Roma Termini (main station) to Salerno, via Naples, which makes this almost a 1000 km trip. So this train is only on paper a little slower than its German brother ICE, and it is surprisingly on time. The other routes are served by trains of the ETR 450 class (1<sup>st</sup> generation) and ETR 460 class (2<sup>nd</sup> generation, for instance Firenze-Bergamo). The ETR 460 in the Giugiaro design already has two derivatives: the ETR 470 and ETR 480 with more power and suited for foreign routes. The "Cisalpino" route reaches Germany and so hopefully some Z scale scratchbuilders will soon be inspired by the charm of Italian trains.

Worthwhile museum advice to this subject: The "Museo Europeo dei Trasporti" (European Transportation Museum) in Ranco on Lago Maggiore has a huge model layout and a lot of classic Italian train vehicles. Entrance is free. And if you still haven't had enough: come aboard and start dreaming! Summer, palm trees, railways...

By the way: there is an equivalent to the German BahnCard called the "friendship" card (Carta Amico Treno).

**Holger Späing**

#### **Descriptions:**

ETR450	ETR460	ETR500
does not tilt in curves	does not tilt in curves	does not tilt in curves
9-teilig	9-teilig	13-teilig
Power: 5008 kW	Power: 5880 kW	Power: 8800 kW
Vmax:250 km/h	Vmax:250 km/h	Vmax:300 km/h



Design: FS	Design: Giugiaro	Design: Pininfarina
System: 3 kV=	System: 3 kV=	System: 3 kV=
Built first in: 1995	Built first in: 1997	Built first in: 1996
Length: 233,90 m	Length: 237,00 m	Length: 328,00 m
Seats: 390	Seats: 480	Seats: 592
incl. 1 <sup>st</sup> class: 170	incl. 1 <sup>st</sup> class: 139	incl. 1 <sup>st</sup> class: 184

#### **Page 16: Z buildings (Z-Gebäudemodelle)**

During the last “Intermodellbau” fair in Dortmund, we met member Frank Sackermann who showed us some of his creations. There were three buildings: a water tower, a farm and a signal tower. The good quality of the products made us taking pictures and we asked Mr. Sackermann to describe the building process which we publish in the following.

“The pictured buildings were built from common modeling material. Since there are almost no individual Z scale equipment parts and since I really like scratchbuilding, I often take pictures from railroad magazines and build buildings which fit on my developing layout. The right scale can be found by comparing known dimensions such as cars or persons. An example: person – entrance door – story height. You get handsome results with this method. The toilet house was made of Polystyrole with an glued-on wooden framework. The gaps were then filled with plaster and the surface was sanded. Weathering was done with colors from the do-it-yourself shop and dry powder (grinding pigments). The signal tower is also made from polystyrole boards and “Mon-Cherie” boxes (chocolate boxes). The wooden boarding consists of veneer strips, the foundation of Heki brick boards. Finally the water tower. The water container is a table tennis ball, the foundation consists again of Heki-dur brick boards. A sure eye and a picture in a magazine were the ingredients. I encourage every Z scaler to not only admire all the beautiful buildings you see in other scales, but to build them on your own. It’s easier than you think and it costs almost nothing.

**Frank Sackermann**

#### **Page 17: Z scale trees from natural materials (Z-Bäume aus Naturmaterial)**

On several occasions in different articles we have previously written about the layout of Mr. Siegfried Puschmann and of his system to make trees and plants.

“The “Physocarpus”, in Germany also known as “Teibusch,” grows in the northern part of Germany besides roads and in small tree groups. From July to August it blossoms in a pink colour, as the blossom grows to a candle form. At the end of August the blossom fades, gets a brown colour and a wooden structure. Now you can cut off the blossom. For drying purposes the twigs are stuck in a styrofoam board. Before leafing, the blossom is cut in proper shape then sprayed with glue and sprinkled with foliage. After drying the finished tree can be added to your layout!”

**Siegfried Puschmann**

#### **Page 18: Construction of the car “Laekkms 542” (Bau eines Wagens “Laekkms 542”)**

*Material:*

2 Cars 8610 or other similar model,

Brass sheet 0,2 mm:

1 x 54 mm x 18,5 mm,

1 x 52 mm x 18,5 mm,

2 x 50 mm x 13,5 mm,

4 x 30 mm x 1,5 mm,

4 x 11 mm x 2 mm,

Steel or brass wire 0,3 mm

2 x 10 mm length,

1 track nail Z scale (Märklin),

8 cars of the same type,

Remaining pieces from a bridge railing

Polystyrene 13,5 mm x ca. 6 ÷ 8 cm long, 2 mm diameter

*Specifications:*

On both brass-sheets of 54 and 52-mm length, mark with an engraver, parallel to the longer side, at 2,5 mm from the external end, the lines along which the brass sheet is to be bent, so that you get a 2,5 mm side-wall.

Before bending, remove with sheet metal-scissors or a razor-saw, along the marked lines, the side wall in the four corners of each brass sheet; respectively, a length of 5 and 3 mm (from the 54 mm long brass-sheet) and a length of 5 and 9 mm (from the 52 mm long brass sheet). To perfectly bend the brass sheets at 90° I locked them to the corner of my working table along the marked lines, and carefully, with the help of a small wood block and a light hammer, I bent them. Maybe some else knows a better way to bend the brass sheets.

I removed the body from both 8610 cars, and with a knife I carefully removed the pin that keeps one of the couplers in position (avoid completely removing the pin. Eventually it needs to be glued on again with a very small quantity of glue). Also I removed the weight. I separated the base of the cars and cut them crosswise right in front of one wheel set.

With epoxy glue, I cemented the longer pieces of the body of the cars under both bent brass-sheets so that the brass-sheets' edges (forehead-side), where the side wall was cut to 5 mm, are aligned with the buffer-planks.

For the middle wheel, use one of the 2 remaining wheels, and completely remove the buffer and the coupler. Glue the body with the wheel under the 54-mm long brass-sheet so that it closes exactly to the 13,5 mm wide edge of the brass-sheet. With the help of a vise lightly bent the 52 mm long piece, 4 mm from its free side, towards high and then bent it back parallel to the car body at 2,5 mm. With a drill make a 0,7 mm hole in the middle of the brass sheet at 1,5 mm from the end, to put it later the rail nail used as a pivot.

Furthermore with a 0,3-mm drill, make 2 more holes for each side at 2 and 6 mm from the front edge and at 1 mm from the side edge. To simulate the rail clips bend the two 10-mm length wire-pieces U shaped (2,5 mm- 4 mm- 2,5 mm) and cement them with super glue into the 4 holes just made. Be careful the wires don't invade the bottom side of the brass sheet. Now bend the 4 brass-stripes 30-mm long at 8 mm from each end U shaped; be careful to obtain exactly 90° angle. Use super glue or epoxy to fix both the 11 mm brass stripes vertical to the end of the car side walls (something outside the external wheels) and the 4 U-shaped brass stripes respectively at 29 and 42 mm distant from each buffer planks. We will glue later to these parts the second level. The bottom parts of the brass-sheet, which aren't covered by the interconnection wheel, can be fitted with the 13,5 long and 2-mm thick Polystyrene. Of course whoever has in his scrap box some spare base plates of similar models, could use these. Before going on with the assembly it's time to clean and paint the single parts. For the brass metal it is recommended that it first be painted with a primer or base coat. First of all I paint all the parts of the model with flat red-brown color (RAL 8012 - Revell No. 37). It is also possible to simulate the car scratch, caused through the car crossing, treating the corresponding surfaces with thinned black or dark-gray color. After the painting has completely dried, I fixed on the bottom side of the model 4 cars with super glue. With a 0,5 mm drill, make a hole in the 54-mm long brass-sheet, exactly over the middle axle of the wheel without buffers and coupler, so that it drills through plastic too. Now glue the upper level (sheet metal-pieces 50 x of 13,5 mm) to the U shaped supports and the vertical and also with the vertical support at the end of the side-walls, pay attention that the surfaces lies exact horizontal and that the external ends of the upper and bottom brass sheets are aligned. Then, to connect the two parts of the car together, glue the nail to the 0,5 mm hole in the brass sheet 54 mm long passing trough the 0,7 mm hole in the brass sheet 52 mm long, (caution: the super glue might not restrict the movement of the parts!). Now install the handrail on the upper level: take from the remains of a bridge a part long enough so that it corresponds to the length of the upper level. Now affix 4 more cars above, and than the model is ready to be used.

I didn't do any lettering on the model, but it's possible to do so by making a copy of the original's lettering and reduce them onto decal paper.

**Klaus Hammesfahr**

## **Page 20: 2 LED Blinker (2 LED Blinker)**

For a long time now the integrated circuit U176M, has not been available. We searched everywhere for an equivalent, but unfortunately we haven't found it. Longtime members can remember that we used this IC for the "Blinker" circuit construction, presented in the 1993 whose kit and/or the mounted + working circuit, which was available until 1996 at the Z Club 92-Museum. Seeing the continued interest in this train function and the independent flashing of more LED or lamps, we have tried to create a similar circuit that is the most economical possible. For this purpose we even gave up the use of AMP connectors and we opted for the soldering of the cables directly on the printed circuit. The function of this circuit, suitable even for amateurs of electronics is to get the two LED's or two lamps of 3.3 Volt to flash independently. The lamps used have a diameter of 1,2 mm and are distributed by the company Beli-Beco or Conrad. Colored in blue or orange, with transparent paint for glass, they are idea to simulate the warning light of the emergency equipment.

### *Electronic Circuit*

The current for the electric circuit must be between 8 and 10 Volts, direct or alternating current; for example the socket for the point of a Märklin's transformer. The polarity isn't important in the case of the direct current; the 4 diodes D1-D4 rectify the current. The capacitor C1 will rectify the current further.

**Warning:** If the two LED's flash simultaneously, you should double the value of the capacitor C1.

The heart of the circuit consists of the integrated circuit IC1, a NE 556, that is a double NE 555 with 2 independent channels. Each channel of the IC1 works oscillates at a frequency of 1 Hz. (1 impulse/second). To change the frequency of the LED's: LED1 and LED2, it is sufficient to replace the capacitors C2 and C3 respectively. Using larger value capacitors, the LED's will flash slowly; using smaller value capacitors, the LED's will flash faster.

### *Wiring*

As usual we suggest you to begin the wiring from the components with a smaller thickness, in this case the four diodes. Then the resistors, the integrated circuit (for beginners to soldering, it is recommended that a 14 pin socket be soldered to the circuit board, avoiding to soldering of the integrate circuit directly to the board), the horizontal capacitor and then the two vertical capacitors are soldered to the circuit board. The LED will be connected as in the diagram, and it will be necessary to check the polarity. Also the electrolytic capacitors are polarized, reversing the polarity of the capacitors could cause them to burst (most modern have furnished of a valve probably on the inferior part). Always use good quality solder and clean the board surface. Also each solder joint should be shiny and bright. Cloudy solder could hide false contacts. Use a gummy pipe to isolate and cover the solder between the pin of the LED and the cable.

### **Page 21: Z Club 92- Casino Bus (*Z Club 92- Casino Bus*)**

The prototype of the Z Club 92 model is a Kässbohrer-Setra 215H coach, built in 1989. It works the commuterline 444 in the Rhein-Ruhr. The line from the Dortmund main station to the casino in Hohensyburg is about 14 km long and it takes the bus about 25 minutes. This exclusive line, for which you have to pay an extra fee, has existed since 1985.

### **Page 22: Golden Boxes (*Goldene Schachteln*)**

As we have written on page 2, the number 3 of CR, is prevalently dedicated to the publication of the articles that arrive to us from the Club members. Although it is our wish to publish all the articles we receive, sometimes we are unable to publish them because of a lack of general interest. This is the reason why we initially discard the pictures sent us from our member Eiichi Itoh, mostly of which were of his vast collection. But looking at in a second time and with better take care of the photos we have decided to publish them, in addition to a panoramic photo of his layout. While his layout is small in size, it is particularly rich in features. Also included is a photo of the first locomotive presented by Märklin in 1972 (from his collection). The uniqueness of this locomotive is not in the model, by now already well known, but in the box. In fact, the gold writing is not printed in German, but in English. We have so far seen three different types of boxes, the first and most familiar is in German (two examples were displayed in the museum before the robbery in October 1997), the second in Dutch, and finally this one in English. We know of the existence of two other boxes, one in French and one in Swedish. If any Member t has one of these boxes, please send us a photo. Besides satisfying our curiosity, we will publish a photo of it in the next issue of the magazine.

### **Page 23: FR News**

For the Märklin Club Day on August 21, 1998 in Chicago, Freudenreich made a premier presentation of its 1999 new items. Model railroaders and collectors of American models will be pleased with a new locomotive that is a very interesting addition to the existing USA-Z scale program. The prototype of this Freudenreich model was jointly built between 1926 and 1930 by Ingersoll Rand (Diesel engine 300 PS/HP), General Electric (Control and power transmission) and ALCO locomotive works (chassis 60 tons) in only small quantities. Several railroad companies used this engine until the 1950s. The handcraft model that is completely built in metal has a Faulhaber drive with a flywheel. A little treasure is the engine bell, which is made of 585 jewellers gold. The first edition will feature models of the ERIE RR (# ZF110a) and Central Railroad of New Jersey (# ZF110b), as well as a kit with pre-mounted chassis (# ZB110). Finally there are some models of Z scale hoppers, eagerly awaited by modelers. The Freudenreich model comes with straight ends in the following versions: L & N (ZF310a), INTERSTATE (ZF310b), NYC (ZF310c). An N & W model (ZF311a) has notched peak ends. Further versions will be coming soon. The models are available with Märklin or Micro Trains couplers.

The single by-level cars of the Southern Pacific commuter train have already been shown in CR. Here we present the complete train that has been delivered in the mean time. Right on time for the Märklin Club Day in Chicago the first models for the Chicago and North Western were finished. The trains are packed in an attractive wooden box and have a numbered certificate.

### **Page 24: Cologne Layout (III) - "the buildings" (*Kölner Anlage (III) - "Die Gebäude"*)**

Building a diorama of the Cologne Hbf and Cologne Deutz railway stations is certainly not one of the easiest jobs we have ever done; however, we had made a promise and we tried to do our best to keep it. In this issue of the magazine, we will describe how the buildings were constructed; different techniques were used but the aesthetic result was more than satisfactory in our opinion. Cologne Deutz Module. The "Köln Messe" exhibition building and the freight shed were included in the module of the "Köln Deutz" station. As we wished to respect the 1:220 scale and use limited modules with a width of 1.5 m it was not possible to include the station building for reasons of space. The construction of the "Köln Messe" was entrusted to Dieter Heckl, who, thanks to his great experience and modeling skill, suitably modified some parts of the B-6770 kits, kindly supplied by the company Kibri, with the aim of making it very similar to the walls of the exhibition building. Every 10.5-cm segment of the façade of the building was made using the plastic wall produced by Kibri as a basis, to which 7 small brass rectangular sheets and 14 square sections were glued (painted white in the photo). More than 30 segments were required to complete the whole building. The same construction technique was also used on the tower dominating the building, and lastly, of course, the whole structure was suitably painted. As well as showing the details of the single segments, the photos also include a panoramic view of the whole building. Köln Hbf Module. What initially seemed to be the most difficult building to construct, that is, the Cathedral, in reality turned into the easiest, thanks to the cardboard kit produced by Schreiber and mounted by our friends, the Hagedorn family. The scale of the building is 1:300, but given the size of the diorama, it is almost impossible to notice it. 30 hours, a lot of glue for paper and... a lot of patience was required. Enthusiastic about the excellent quality of the cardboard reproduction of the Cathedral, we thought of making the other buildings using this technique. To get a good result we prepared a work program comprising 3 main phases. Given the results obtained, we think all members will be interested to learn about the techniques we used. The first phase entailed photographing the single façades of the buildings, paying special attention both to the perspective of the image and the color homogeneity between the various photos and thus the sunlight. In order to avoid problems caused by sunlight, we went to Köln on a cloudy day, and, armed with our cameras, suitably fitted with wide-angle lenses, we started work. A good result at this stage considerably accelerates the next process, that is computer processing. Photographic retouching eliminates all those objects that in reality disturb the image, such as a street light or a parked car, etc..., and adjusts the perspective in order to obtain a clean image. The last phase, certainly the most interesting for a diorama mod-



eler, comprises realizing the real and proper project; that is deciding all those tricks that will allow the building, once constructed, to last a long time. We refer especially to the design of the folds and cuts that will characterize the building in order to make it possible to build it. The necessary precision is guaranteed by the use of a computer and suitable programs: in our case Adobe Photoshop 5.0 for Macintosh. Then the images are printed. We used 200 g shiny card and an EPSON Photo EX printer. To achieve the necessary thickness for the roofs or balconies we opted to glue together various layers of card and shape them until the glue dried. To color the edges we used simple marking pens of various colors. These cards were then cut, folded and glued.

### **Page 27: Märklin Tour '98**

For the second year in a row, Märklin organized a special event for the members of their own club: the Märklin Tour. The tour took place on July 19, 1998 and was dedicated to the Musical "Starlight Express". For the trip to Bochum, location of the theatre, and back home Märklin organized a special train, pulled by DB Class 101 001-6 "Starlight Express" which we had on the cover of CR 2/98.

To make things easier for members who live along the train route, there were stops in the following cities: Mannheim, Mainz, Koblenz and Köln (Cologne). The event started at 3 p.m. and was opened by a short speech of Mr. Wolfgang Topp, CEO of Märklin who addressed the participants as well as Stella Management GmbH, the organizer of the musical. The organization of the event was excellent, with the participants receiving a pin which told the area of the reserved seat, an agenda, an admission ticket, and a coupon for a special gadget made of a Märklin backpack, a lunch pack and a special waggon (unfortunately in HO) to remember this event.

The day ended with a buffet for all members on the terrace of the Musical Hall. There you had the opportunity to share your thoughts not only on the musical which was well worth seeing in its own right, as well as being about our beloved hobby.

**Z Club 92**

### **Märklin Press**

"For Märklin, the huge success of this musical proves the fact that railroading is a immensely fascinating subject that can still fill many young and older people with enthusiasm" declared Wolfgang Topp. He continued: "Märklin is always very close and participates actively whenever it comes to the preservation and building of railroad traditions. The Starlight-Express- Locomotive – in real, and as a model – documents the efforts to make generally known the versatile and exciting world of railroads with uncommon and playful means.

### **Starlight Express**

Since June 12, 1988 this musical has been shown non-stop in the Starlight Express Theater in Bochum, Germany. About 6,5 million visitors have seen the show according to the organizer, the Stella Management GmbH, and it is one of the most sophisticated and expensive productions ever presented on the German stage. The story of composer (and mega star) Sir Andrew Lloyd Webber ("Jesus Christ Superstar", "Phantom of the Opera", "Cats") tells a child's dream: a little boy is told to put away his model railroad before he goes to sleep. But in his dream the exciting game continues. Locomotives and wagons come alive and have a race. The steamer "Rusty" – lovable but totally outdated – competes with the diesel locomotive Greaseball and the electric locomotive Electra and wins the love of the attractive 1<sup>st</sup> class coach Pearl.

### **Page 27: Collector's Service (Sammler Service)**

In the last issue of Club-Revue we described the Märklin press locomotives produced this year. Additionally, we have a picture of the Class 101 from the press conference. Another motorized rail car with customized printing is the ICE train of Siemens which was fabricated in very small numbers (about 15-20 samples). Packed in special box this train was delivered to Siemens between 1985 and 1987.

Apparently also successful was the introduction of the new starter set #81560 with a special car based on #8600 as a promotional gift for companies. After presenting the packages for "Leica" (cameras) and "Der Spiegel" (news magazine) in the last issue, we now have two others for "ABB" and "Intersteam," the later having an extra sticker on the box.

There is a new Hbis-Car from Switzerland in green paint with the inscription "Qui va bon train?" on one side and "Wie fährt man Gut?" on the other side. The tank car "Mozzarella" is taken from a series of promotional cars from a model railroad dealer from Frankfurt, Germany and is especially worth mentioning because the whole series was given to the company "Mozzarella". There were several Mini-Club promotional cars for "Optima" during this year, one of the four celebrating the 75<sup>th</sup> anniversary of the company. Two other container cars have different sides, the "Optima"-logo on one side, and different figures and lettering on the other.

Finally we want to present three samples of a dying species: the "industrial prints". The "Untereschbach" group got two different body types (container and refrigerator car) with the same printings from which only the container cars were given to "outsiders". The railroad friends of Grafenau present a series of refrigerator cars with colourful motives from the Bavarian Forest. The first series can be found on one of the pictures. Each car is made in an edition of 50. They are available either directly from the railroad friends or from our Museum Shop and cost DM 59,95 +p/p.

**VH**

### **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

**Z Club 92-Museum:** Z Scale Market - The first Sunday of every odd month (Exception: 13.12.98 instead of first So. into the January) From 10:00 to 16:00 - Desk: DM 20, — per linear meter

My name is Wayne Windham. I print my own decals for "Z". I also print them for several other "Z" scalers. The decal Printer's I use will print the same as any GOOD quality color printer. PLUS it does a true Metallic in Gold, Magenta, Cyan and Silver. But it has one big plus it prints a true WHITE. If you will give me an idea of what you are looking for I will print you an 8 1/2" x 11" Sheet full or decals for \$6.00 plus shipping from Jacksonville, Florida. If you have a design, E-mail it to me at "knot-hole@mediaone.net" and I will work it up, and E-mail you the copy so you can see what it will be like when it is printed. I use Corel Draw to prepare these. I can also save it as a BMP so you can view it in almost anything

### **Page 31: Competition (Wettbewerb)**

The competition published in each issue of Club-Revue is certainly among the most interesting activities of Z Club 92. Competitions are open to all members and we present awards to three participants for the quality of their entries. The panel of judges is made up of the president of Z Club 92 and the direction committee. The judges' decision is final. Winners will be rewarded with one of the 100 cars specially made for the competition. The cars will be shipped to the winners as soon as they are available in accordance with our rule of annual shipments. Past winners are also allowed to enter new competitions. To take part simply send your entry as requested and mark the envelope "Competition No. X".

*Competition 3/97 (Wettbewerb 3/97)*

Build a Z scale car. Closing date 31 December 1998.

This competition is addressed to all members who enjoy building their own freight and passenger cars. If you want to enter, just send in your model and/or a good photograph that will allow the judges to assess your work and that would also be suitable for publication.

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

*US AIR FORCE (#14137):*

A few years after the Department of the Air Force was established on September 18, 1947, a group of these 40' standard box-cars with single door were built by Pullman Standard under government contract. Painted Strata Blue with markings in white on sides and ends, these cars carried military materials. After its life on the rails, #26477 was used for storage at the Hill Air Force Base Museum near Ogden, Utah for many years. It is now at the Utah State Railroad Museum in Ogden. The U.S. Air Force operates railroad lines at certain installations, but today, air or truck has replaced most rail shipments.

*US ARMY (#14138):*

This 40' standard boxcar with single door car rebuilt in June of 1949 to be used by the Department of Defense to transport ammunition. Painted drab olive green with white lettering, it wears the insignia based on that of the WWI Corps: the car wheel on a rail is for rail transportation and the wings symbolize aviation logistics. The Mariner's helm represents transportation by water and the U.S. highway marker shield is for land transportation. From a group of 5 cars, #24678 were later renumbered in 1958.,