Z Club 92
Enjoy it

Club-Revue 3/99

English

Page 2. Editorial *(Leitartikel)*

Most probably you read during the last weeks in German publications similar announcements. There it was stated that since beginning of August the press agencies have adapted to the new orthography. And so the relevant publications will adapt it, too. We will not follow this route. This is not a comment on this new spelling. The reason for this is, that our articles originally are written in three different languages and we therefor have already all hands full to prevent mistakes. We are not always successful, but we work on it. We have a more essential job and more important model railroading things to do than to cope with the occupational therapy of over-zealous educators and relevant linguistic politicians. Over time, quite naturally it will happen that the new rules will be used also in our publication.

On behalf of the team of Club-Revue AvH

German Post service

In our previous edition we have reported difficulties in getting mail to our new mailing address (Post Office Box 13 01 01, 44750 Bochum). Meanwhile, after many telephone calls and registered letters, we believe the problem has been solved. In case you have written to us and have not yet received an answer, please resend a copy of your original letter to us.

Eclipse Railroad Car

After our members showed great interest in the special car commemorating the comet Hale Boop (built on the occasion of the Z-Meeting in Bochum 1997), we were not able to ignore the last important astronomical event of this century and this millennium: the Solar Eclipse on August 11, 1999. Unfortunately the expectations of many spectators, armed with protective glass, binoculars and cameras were not fulfilled due to the bad weather. Therefore, we decided to produce a special car to commemorate this event. Only several dozen of this car were produced.

Police Bus

We have produced a new bus, which should not be omitted from any layout or in any show case. This police bus is used mainly for long hauls, especially for the stand-by police forces. The bus is used also at public relation events and supposedly works outings, too. Similar to the bus of the fire brigade of the city Ulm, it is possible to install blue flashing light in the bus (see CR 2/99).

Photo: Specimen

Page 3: Z Club 92

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Page 3 - cover: August 11, 1999

Naturally, we celebrate the last important astronomical event of this century. To commemorate the comet Hale Bopp, we issued a special car. Now a special car has been produced to commemorate the last solar eclipse of this century.

Page 4: Amending houses from Vollmer

With no new houses being released currently by Vollmer, I decided to alter some existing building kits. Firstly, I added an annex with garage to a timber framed house (I used the timber inn 9533 and added the doors from the farmhouse 9531 or from the timber house 9530). Thereafter, I extended the fire station 9550 with an equipment house with garage (I used parts of the farm house 9531). The combination of the timber inn 9533 and the timber house 9530 resulted in an enlarged timber inn. Two village inns 9545 put together at the corners resulting in a large village inn. The main problem is to get suitable roofs. I solved this by first cutting cardboard to fit properly. Then I copied the forms onto roof tile plates (e.g., Kibri 6920), sawed them out, and finished it off.

I wish you a lot of patience and fun!

Kurd Eisenhut

Page 5: Ladegüter Bauer *(Bauer Loads)*

Clip-Lok in Z Scale

The international Clip-Lok SimPak-Containersystem made from wood (patent No. 2 104 582 A) is used in most of the industrial countries of the world. Licenses are granted worldwide, e.g. to the German company Neidhardt GmbH & Co. KG for the countries Germany, Austria and Switzerland. Only products, manufactured by the licensee according to the rules and specifications of the licenser are allowed to carry the trade mark 'Clip-Lok'. In 1992, the GM/QSP (quality-service price) was awarded to the Clip-Lok System. Clip-Lok solves your transportation and packaging problems in a cost saving, environmental friendly, economical and versatile manner. Clip-Lok Containers are used in very different industries e.g.:

- car manufacturing and subcontractor industries
- mechanical and electrical engineering industries
- glass, paper and printing industries

• food industries.
A typical example of usage of Clip-Lok Containers is the transportation of car bodies. In special containers, protected against damage and environmental effects, the ready painted car bodies are transported to the assembly yard.
After the reunification of Germany, the car manufacturer OPEL started the production of the new OPEL VECTRA in Eisenach. However, at the former WARTBURG plant it was not possible to paint the bodies without thinners. So the ready painted car bodies were transported in Clip-Lok containers to this plant. This method of railway transportation ended when the most modern thinner free painting plant in the world was opened by OPEL in Eisenach.

Page 5: Z Club 92-Shop
On page 5 of CR 2/99 we introduced a specimen of the new bus of the fire brigade of the city of Ulm. Here is the production-line bus. We show how nicely this bus complements the fire brigade vehicles of Märklin (8917)..

Page 6: Layout construction in scale Z - A Home for the BR 18
The proposals for the construction of layouts presented here are a little bit more demanding. Some experience in constructing 'mini club' layouts is advised. But, most of us have probably already had practice with smaller layouts or have attended relevant seminars. So, equipped with some suitable and required tools, we can dare to construct a more 'major' layout. By this we do not mean to build a room-filling layout. Instead, we propose an L-shaped layout, fitted into the corner of a room or in a showcase, e.g., built by the company Pancl or IBL.
From prototype to model
As a prototype I have chosen the station 'Lindau Stadt' (Lindau City). The layout of the tracks of this station is shown on the drawing on page 12. In the so-called 'Three Countries Corner' where Germany-Austria-Switzerland meet, the station 'Lindau-Stadt' is situated in the Lake Konstanz. This location alone gives the station already some interesting, even some exotic touches. From the main building of the railway station you may change directly onto the ships of the Lake Konstanz shipping agencies. Until the thirties, there was even a train-ferry for freight cars across the lake to the Swiss shore. A very famous theme of Lindau is the harbor entrance with the lighthouse and a monument of a sitting lion. Also the causeway with four tracks running across the water is known not just to railroad enthusiasts (Picture 1). This cramped position on an island has some advantages for the model railroader. The prototype already has a compact shape, which eases the transformation into a model layout. The operation of the terminus of a medium sized town alone is enough work for the ambitious model railroader. And, on top of this, the station Lindau has a unique specialty. No less than three different railways operate out of this station - DB (German railways), ÖBB (Austrian railways), and SBB (Swiss railways). At the beginning of the sixties, the period of our layout, only the foreign authorities were able to use the catenary. The DB-tracks had not been electrified to Lindau. So only some tracks at the station have overhead lines (see sketch from I. Cordes on page 6).
For the model railroader this means, that he is able to run almost every kind of rolling stock˜steam, diesel or electrical locomotives. It has only to fit the epoch. In addition, high-class trains were running via Lindau. All things considered, the model railroader has a prototype which is hardly surpassed in its attractive possibilities for the versatile usage of rolling stock.
For all aficionados of steam locomotives, Lindau has an additional special touch, the work shop. Lindau was the last home of the legendary Bavarian S3/6 express train steam loco, the BR 18. In 1961, not less than 24 steam locomotives of the BR18 series were stationed in Lindau (18 508, 528, 601, 602, 603, 605, 607 - 617, 619, 620, 622, 623, 626, 629 and 630).
Prototype and model
The class S 3/6 of the Bavarian State Railway (Bayerische Staatsbahn) is not only one of the most beautiful locomotives, it is most probable also one of the most popular locomotives. From 1908 until 1918, Maffei produced 71 engines (18 401 - 434, 461 - 478). These locomotives had a wind split at the driver's cab (see picture 2). During Summer 1960 the last loco with this tapered off driver's cap, the 18 478, was scrapped in Ulm. The second procurement period of S 3/6 locomotives lasted from 1923 to 1930 (18 479 - 548). These locomotives were built without the wind split (see picture 3). Only two 18.5 locomotives survived (18 505 and 18 528). At the beginning of the fifties, the German Railway Authority (DB) tried very hard, to modernize the rolling stock. This program included also 30 locos of the series 18.5. These locomotives received new welded boilers with combustion chambers and newly designed driver's caps (see picture 4) and also they got the new name BR 18.6 with the numbers 601 - 630. Despite this modernization, DB began to scrap these powerful locomotives in 1961. With the scrapping of two locomotives 18 622 and 18 630 at Lindau, the DB service of the BR 18 ended.
The BR 18 is available in scale Z in all essential variants (see CR 3/94 and CR 3/95). Märklin has in its program only the variant of the first procurement period, the BR 18 with tapered off driver's cap. Westmodel and Krüger Modellbau also have the BR 18.5 available in several variants. The Museum Steam Loco 18 612 was used as a prototype for the 18.6, DR-Model.
The painting of the machines was frequently changed. The first series was painted dark green and had bright green decors and boiler bands, bordered with black. Wheel stars and rod notches also were painted green. The frame was black, and the bars were polished. The "High Heel Axle Locomotives" of the series d and e had - for the first time in Bavaria - a dark red painted travelling gear. The painting of the interiors varied depending on the planning personnel and home station from bright green, to red, to yellow, to black. Therefore, you have several possibilities to paint your locomotive to your own taste. Slowly the red painted frame followed. From 18 529 onwards all the locomotives were painted in black and red. Exceptions were the steel blue and dark blue painted locomotives 3618 (World Exhibition at Brussels in 1910), and 3709 (Exhibition at Seddin in 1924). The BR

118 in blue is available from Schmidt. Loco 3602 had for the fair in Munich in 1908 a painting in ochre with brass decor bands (Märklin 8870). According to hear say, about 1951 the 18 512 was also painted in blue and Was running with a blue bi-level passenger car (may be, this would be something for a small volume manufacturer?). The BR 18 was used mainly for high-quality express service. At its peak, It was pulling the 'Orient Express' and the famous 'Rheingold Express' (see picture 5. It is available from Märklin as a set, however only with a 18.4, not with a 18.5). However, even as a prototype oriented model railroader, you are able to Combine this loco, because it was running for 57 years, with nearly whatever fast train set (picture 6) and Express train set (see picture 7) available on the market. Today still existing are the 18 451 (German Museum, Munich), the 18 478 (ready to run, the "Lory"!), the 18 508 (Zürich), the 18 528 (Kraus-Maffei, Munich) and the 18 505 and 18 612 (Neuenmarkt Wirsberg).

Layout proposal 1:

The base plate measures about 210 x 60 cm. On this plate there is room enough for the terminus (see sketch 4). Behind the background scenery the double track descends 5 cm. to a shadow station which is laid out spaciously. The steam loco operating plant including administration, loco control and work shops is placed on an additional plate measuring 130 x 60 cm. Due to space restrictions the famous causeway had to be omitted. Instead the tracks are running below the large bridge behind the background scenery. If more space is available, it is recommended to include this causeway as a prominent 'Display track'(see proposal 2). Since the DB requires right-hand traffic, and both the SBB and ÖBB have left-hand traffic, a strict separation between the areas of incoming and outgoing traffic (A and B) must occur. The placement of the signal tower (STW) right in the middle between these areas makes this separation. At the beginning of the curve below the bridge, there is a crossing to enable the trains of the SBB and ÖBB to reach their respective areas (A). This crossing is a first class danger spot, and has to be carefully separated electrically. Just before the electrical crossing, locomotives enter the visual area below the bridge where the overhead lines begin, and the pantographs must be lowered to the appropriate level. The post office and main entrance building are made by kit-bashing using various station kits (e.g. two stations 'Bad Nauheim' B-6700 of Kibri). Both tracks at the station platform have overhead lines and end in a station hall (2 x Faller 2726). The hall for express goods are assembled from 2 x Kibri B-7640.

Layout proposal 2:

The second layout is for the very ambitious model railroader, who has limited space for his hobby, but who does not like to sacrifice realistic operation. To reach this goal, a module technique was used. Details of the optimal usage of modules is described in the book 'Modellbahn Module bauen' (How to construct Model railroad modules), published by the publishing house ALBA, ISBN 3-87094-573-7). Standardized connecting pieces for modules are offered by Jörger and by Dinkelacker. Terms of delivery and construction guidance are available from the Z Club 92 offices. Sketch 2 shows the left and middle section of the module system. The middle section ends at the right side in a terminus (as the original), or if desired operationally, it may end in a loop, which of course requires good camouflage. For the buildings the same guidance as in proposal 1 applies. The wooden bridge across the track is made from parts of Märklin products. As signals almost only light signals were used (Brawa and Oeser [See CR 4/93]). This choice increases the operational safety, especially for exhibition operations. In addition, it allows the omission of all attributes of mechanical signal towers, like turnout and signal tension levers, turnout lanterns, wire tensioners, etc. However, it is recommended to keep the covered turnout-operating-guides (Arnold). More information about wires, spools, coils, tension weights, crossing gates, barriers etc. are available in the two brochures of Stefan Carstens (MIBA Report 10 and 11, MIBA Verlag, Nürnberg).

The Railway Service Yard (BW):

In both layouts, the BW is an add-on module. Only one track leads to the BW. Therefore, a fast addition and removal of the BW is possible. In addition, this scheme allows a careful design of the layout, because it is not necessary for the operation of the main module. Also, there is no ugly construction site on the layout. This concept allows the use of the BW as a 130 x 50 cm. diorama (sketch 1) separately. There the beautiful steam locomotives may be displayed. Another advantage of this approach is that several railroaders are able to work on the same project without interfering with each other. The BW has a typical Bavarian style with car work shop, administration and engine shed (see CR 3/95). The transfer table shown is only a fake, but it allows to present exquisite models at a prominent place. The coaling station is built from wall plates. It has two coal cranes e.g. from Westmodel. Other accessories to complete the layout are from Schmidt (turnout lanterns, block signals, turnout stops), Beier (pipe blowing trestle, furnace rake rack, wire tensioner, movable (!) signal tension levers, tools, platforms, temporary crane), Railex (water cranes/columns, DKW-lanterns, lamps, turnout tension levers), Westmodel (short examination pit, lamps, movable water cranes, Water pumps) and Bochmann & Kochendörfer (de-slagging pit).

Literature used:

Ivo Cordes: Traumhafte Modellbahnanlagen (dreamlike layouts), Alba Verlag 1994.

Steffen Lüdecke: Die Baureihe 18.4-6 Geschichte einer legendären Dampflokomotive (Series 18.4-6 Story of a legendary steamloco). Eisenbahn-Kurier Verlag 1984.

Höcherl/Kronawitter/Tausche: S3/6 - Star unter den Dampf-Lokomotiven (S 3/6 - Star among the steam locos). Franckh'sche Verlagshandlung Stuttgart 1970.

Theodor Düring: Schnellzug-Dampflokomotiven der deutschen Länderbahnen 1907 - 1922 (Express train-steamlocos of the German state railways 1907 - 1922). Franckh'sche Verlagshandlung Stuttgart 1972.

Steffen Lüdecke: Museumsdampflok 18 612 (Museum steam loco 18 612). Eisenbahn-Kurier Verlag 1978.

Andreas Braun: Bayerische S 3/6 - Die berühmte süddeutsche Vierzylinder-Verbundlok (Bavarian S 3/6 - The famous four

cylinder-compound loco from southern Germany). Bahn-Baureihen 6. GeraNova Verlag München 1996.

SR

Picture 1: Across the Lake Konstanz-causeway in Lindau many S 3/6 locomotives were rolling - on September 6, 1953, it was 18 502 pulling D72.
Picture 2: 18 476 on its longtime regular route, the Allgau route, with D138 at Immenstadt on June 9, 1939.
Picture 3: D404 (Krefeld - Nürnberg) and the Wiesbaden S 3/6 18509 leaves Rüdesheim for Wiesbaden on July 5, 1949.
Picture 4: 18 619 with D658 at a platform of the Mainstation Regensburg on January 8, 1956.
Picture 5: The famous Rheingold-Express was before the Second World War for a long time the domain of the S 3/6; 18 527 with FD 102 in Oberwesel on April, 1938. Picture 6: E 270, pulled by 18 507 on the Spessart-ramp at Heigenbrücken on September 8, 1934.
Picture 7: Under full steam, 18 628 with D 476 leaves the new mainstation of Heidelberg.

Sketch 1: BW Lindau
Sketch 2: Middle part of station "Lindau-Stadt" (250 x 50 cm)
Sketch 3: Left part "Causeway across the Lake Konstanz" (130 x 40 cm)
Sketch 4: Main Station Lindau-Stadt

Terms:
Built/amended as of
Manufacturer
Type
Gauge
Length across buffers with tender
Dead weight (without tender)
Service weight (without tender)
Friction mass
Evaporator heating surface
Superheater heating surface
Service stocks Coal / Water
Maximum speed

Page 13: The Z Collection
Along with Mr. Joris Illegems, we producted a new “Z Year 2000 Catalog”.
It is in color and includes explanations of every car, every locomotive and every train set of the complete Advertising Cars Collection from 1972 to August 1999. The catalog has 180 pages and is printed in English on 22 x 30 cm photo paper. It is easy to understand for German collectors because the Koll and Schmidt numbers are included with each photograph. The catalog is complete and includes cars you most probably have never seen before or ever knew existed. During each of the next three years, an annual supplement will be issued at no additional charge. In addition to the catalog, you may purchase the "Year 2000 Car" which is imprinted in English and German.

Gilles Monk

Further information is available from:
Gilles Monk, 76 Rue Louis Soquet, B-1030 Brüssel

Page 14: Constructing an overhead line in a tunnel in scale Z
The following reasons led me to the decision to construct an overhead line just for tunnels and shadow stations:
1. Stability 2. Function 3. Cost 4. Time

Tools
For the construction of my overhead line, I used copper wire with a diameter of 1,5 mm. This wire is available in appropriate stores under the term 'NYA 1,55 Qartrad neu HO7V-U'. It is a wire commonly used by electricians. Since this is insulated wire, the insulation must be removed. There is available a special tool, a de-insulating tong. Also, special knifes are available. I prefer a simple kitchen knife. I remove the insulation as follows: shorter pieces are done by simply holding the wire in the hand. I hold the wire with the left hand and cut the insulation away with the knife in my right hand along the length of the wire. The wire rests against the thumb. Longer pieces, e.g. about 50 cm and more, I fix one end at a particular point. I use a doorknob to hold the wire tight, because I do not have a workshop with a vise.

Construction of the overhead line
At first, you have to prepare the line holding devices. To do this you have to straighten the wire. If you need ten holding devices @ 10 cm you take about 1,20 cm. wire and fix it in a vise, or use again a door knob. With a combi or flat-nose pliers the uninsulated wire is straightened. Thereafter, I cut the wire into pieces as required. With the pliers one end is bent to fit. Single tracks need only angular pieces. If you have to span several tracks, the holding device has to be bent into an U-shape. At straight tracks

the distance between the holding devices is about 30 cm. The holding devices are glued with Ponal into holes, drilled at a distance of 1 cm beside the outer rail. If you need a working overhead line, only one electrical connection is necessary at a point of your choice.

Installing the lines

First, you have to straighten the un-insulated wire as mentioned above, e.g. 5 meters. You then start to solder the wire onto the first holding device. Here normally, also begins the visible part of the overhead line. The distance between the tunnel line and the first mast of the visible line is a maximum of 10 cm. The soldering of the different parts has to be done very carefully. The end of the copper wire has to be bent slightly upwards to prevent an edge, so that the pantograph of the loco glides smoothly along the connecting portion without becoming hung up. To check this you may push a loco back and forth below the completed section. Uneven spots are filed smooth until you have a even and seamless section. If a line is to be attached to U-shaped holders, you may pull the entire piece of line through the holders and solder them in place one by one. The advantage of this system is that you are able to span a line along a whole track regardless of its length. At turnouts, it is advisable to set a holder at the beginning of the turnout. From that holder, the line branches off.

If an overhead line is built according to this system, one has a good, stable, well functioning and cost saving solution for a tunnel.

MW

Page 16: The Titanic in scale Z

I decided to combine my two modeling hobbies 'railroading' and 'model ship building' in April 1998 at the 'Intermodellbau' (International Modeling Fair) in Dortmund. There, I learned that I was invited to participate in the model railroad fair in Köln in November 1998. To ease the difficult decision between completing the Titanic, or beginning the construction of a new layout in scale Z, I decided to integrate the ship into a model railroad layout. The fact that the Titanic sunk during its first official voyage restricted the theme to a presentation of the departure from the port of Southampton. Because the presentation of the whole port would have been too large, I further restricted the layout to the White Star Line dockyard. The module measures 1,90 x 1,00 m. Neither the construction of the module frame nor the layout of the tracks is explained here. The design of the dockyard alone created enough problems worth mentioning. At the modeling fair, I started to begin collecting the materials that I needed. At a booth where cardboard models were offered, I found items I needed. Declared as “dead stock,” I found industrial buildings, halls and apartment houses of the envisaged epoch from an English manufacturer. Unfortunately, the smallest cardboard sheets had the scale 1:160. Despite this I purchased them, planning to scale down the sheets in a copy shop to scale Z. Some booths further down the aisle, trucks in scale Z were offered. The truck type was more from the epoch around 1930, however it would fit nicely in my scenery. Three different types of trucks were available.

Having on hand only three different trucks, I was forced to build my own models of this epoch. Using the material from Fimo and a needle as a tool I modeled a cap, an English bus, a motor car and a light truck. From these basic models I made silicon-India rubber moulds. Now I was able to cast with tin as many models as I need. Rough uneven spots were smoothed with a fine grinder. The cab got a shaft soldered together from brass wire. On the axles I fixed four wheels cut from cardboard. By painting the tin parts very accurate with Revell Enamel paint, I got at last a reasonable looking result. More complicated was the construction of the two level bus with open upper platform. The outer walls at this area were so thin that cracks appeared. However by covering these parts with advertising posters (also originals downscaled in a copy shop), the crack were covered. Tiny veneer strips cut to fit were used to build a rack-wagon in scale Z! Photos from the relevant epoch were used as specimen. As with the cab, wheels cut from cardboard were fixed at the axles. During the various periods of drying, the houses were glued together with much delicacy of feeling. Fortunately, the guidance of the manufacturer was suitable to be used.

But to build the White Star Line hall and the adjoining factory of Harland & Wolff, I had to be creative. Original photos showed that it was a two-story building. In addition, the roof of the White Star Line hall was larger. It was also used as a roof of the loggia in the area of the gangways. To complete these buildings, several cardboard sheets, a certain amount of glue and much patience were necessary. The “not so nice” looking glue- and bend seams were covered with modeling paint. In this manner, all the houses were weathered. The White Star Line building got its correct white color, also. The company logo was made with a computer.

The original photos clearly showed huge cranes typical of this harbor. The construction of these steel colossuses without using etching technique seemed to me impossible. But a glance at the catalogue of Kibri got me an idea. The coaling plant kit (B-6738) contained some parts similar to the heavy cranes seen in the port of Southampton. To buy eight coaling plant kits was too costly for me. So again I produced for the relevant parts silicon-India rubber moulds, and cast the detailed crane parts using plastic. There were some deviations in the painting. The docks began more and more the look of an English port. To get a more realistic look, signals were missing. Naturally, these parts were also not available in the shops. I had to look through various English history books to get an idea how signals were looking in 1921. It was interesting to learn what unusual and somewhat very complicated construction was used by the English were using in this area. I decided to build a copy of a more simple and typical signal. For the signal post, I used a small brass pipe. I cut the arm from a piece of veneer, and at its end a fine polished brass tip was mounted. I used a brass wire as a tensioning cable. After painting, the desired results were obtained. Now the arrangement of the module was finished.

The question had to be answered what type of trains to chose. First, the Orient Express came to my mind. It is not exactly suit-

able for this epoch, but it had the right style. So, that passenger train was chosen. What about the freight train? Inquiries at English manufacturers had no positive results for a Z fan. However, a fine catalogue with beautiful pictures of car decals was received. These decals again were reduced for my project. Simple freight cars from Märklin were dismantled. The sides were replaced by the cardboard decals. The roofs I cut off completely or adapted using “surfacer”. Thereafter, the remaining plastic sides were painted to match. With this method I produced 15 different freight cars. In a similar manner I adapted a German steam loco. The boiler was extended on both sides with small wood strips, the surface I smoothed with “surfacer. All boiler add-ons were removed except the funnel and one dome. The roof was ground off, and the windows were enlarged. After finishing the new roof construction and having smoothed out rough spots, the locomotive received the typical red-brown color. The inscription LSWR was added and the German trucks were exchanged for trucks of a French State Railway locomotive. With these changes, this part of the project was also completed. The last thing to do was the addition of figures, trees and various freight goods.

Jürgen Kalvari

Page 20: Light Works USA

Miller Engineering is pleased to introduce LIGHT WORKS Electroluminescence lighting kits. Our extensive line of EL lighting kits covers a broad range of lighting needs. From interior lighting kits, sign lighting kits, Experimenter's kits, even custom cut signs, you're sure to find the right kit for your needs. Miller Engineering has spent over two years developing these custom EL lamps. Our proprietary cutting process allows us to produce signs, the likes of which have never been available before.

EL LAMP ADVANTAGES...

Perhaps the most outstanding feature of this remarkable lighting source is its extreme thinness. Our El lamps are only .008” to.010” thick, just a little thicker than a piece of paper. No other light source can match this unique feature. The light output is a soft neon like glow with no “HOT” spots, that are characteristic of other types of light sources. EL lamps do not burn out, but rather grow dimmer with time. They produce almost no heat, are flexible, and can be cut to shape. Our white EL lamps that are used for the Experimenter's kit, interior lighting kits, and some of the signs, are capable of producing a cool white light that reproduces the color of fluorescent lights.

Realism second to none...

Because our EL Lamps are so thin you’ll be able to create a sense of realism that has not been possible before. Our extensive line of sign kits will add a dynamic range of authenticity that is unrivaled by any other lighting product on the market today.
With a LIGHT WORKS kit it is now possible to create many of the classic signs that adorn commercial buildings across the country. The classic “Hotel” sign is perfect example. Our high light output means your signs will be visible in regular room light; you will not have to be in a darkly lit room to see their incredible effect.

What does a LIGHT WORKS kit consist of ?

Each kit comes with one EL Lamp and a complete ready -to-run power supply that runs two AAA batteries (not supplied). Simply insert the two batteries, plug in the EL Lamp and turn on the switch. It’s that simple. Our sign kits come in two types: Vertical signs, that are designed to be used on the side of buildings and Horizontal signs that are for roof top signs.
All vertical signs are available in left and right version. Since most buildings are viewed from only one side, you only need to use the appropriate left or right version.
When a building is viewed from all directions, you may use both a left and right version together mounting them to back.Of course the uses of LIGHT WORKS signs are only limited by one’s immagination.

Custom signs available

If you don’t see the sign you like we can custom cut one for you. Our prices are reasonable with short delivery times. Almost any shape or style can be created. The cost varies from sign to sign and depends on the size. There is a set up charge plus a minimum run of 12 signs. We will be happy to quote on a given design. Consult the factory for pricing.

EL Experimenter’s Kit

Got an idea of your own ?
Then this is the perfect kit. This kit has everything that you need to bring your immagination to life.
Kit includes:

- 1 white EL lamp size 1.7”x3.75”
- Makes from 1 to 6 EL lamps
- 1 ready-to-run power supply
- Assortment of color overlays
- Complete instructions with tips and ideas on using EL lamps.

Page 22: Miller Engineering Hopper Car with 2 and 3 Containers

Miller Engineering offers various US building models in American style, including the relevant accessories like a fire ladder, fences and a pavilion (see CR 1/98 and CR 1/99). Now the company has enlarged the program and offers a hopper car with 2 and also 3 containers in Z scale. The car is produced from brass using the etching technique. It is offered as an unpainted kit including MTL trucks.

Page 22: System Jörger
Repeated cleaning of tracks is a problem if you try to avoid damage to the tracks themselves. So you have cannot use cleansing agents, emery paper or the emery rubber offered by some big manufacturers. We already pointed out in CR 2/97 on page 18 the solution of this problem proposed by Manfred Jörger: Using a special felt which does not scours the tracks, but which cleans the tracks in an optimal manner.
In CR 1/99 we showed how to glue the felt beneath a car to clean the tracks. However, this proposal is only suitable when the tracks are only slightly dirty, so that a locomotive can still run. What do you do in the other circumstances?
Manfred Jörger offers a special tool which may also be used in tunnels. This special tool is a steel bar some 35 cm long. At one end are two spikes. The spikes hold the felt in place and track cleaning is easily possible.

Page 23: Club Car 1999
"Hello, dear members, besides this, I would like to comment on the behavior of some partners in the contest 4/98. Last year I was astonished to see that there are members who send in to you photos, which were taken somewhere in an apartment or a store. This year for 13 models out of 14 models, pictures were taken from gauges other than Z, even when it was asked for by you to send in only photos from originals, i.e., from the prototype. I do not put together a train from model cars to enable me to attend the contest: "Express loco with historic cars." It is my opinion, that we have to put in a little bit more effort to obtain a winning car. It is unfair to those members who roam the country on weekends to get a beautiful picture, when other members just take a picture of a scale HO car at a buddy's home within five minutes and get the same chance to win."

Frank S.

Dear Nicola,
[....] Remark: Proposal 10 (Seefisch) was some years ago already in the shops. I do have three cars of these!!!
Why again as Club Car?

Werner E.

How can I argue with the comments of Frank and Werner? Originally, I intended to introduce this article with the impressions I had flipping through the entries. This time three cars had a close race for the prize. However, I feel it is more important to answer our friends.
The theme Club Car always was discussed very extensively. Even if we do have the right to filter the proposals received, we decided very often not to do it. The main reason for this decision is that in presenting all 14 proposals, instead only the 5 we had chosen, all the members may send in their choice which may differ (as in this case) from our choice. You are right that to copy a picture from an HO catalogue is easy, but it may not be the so bad. Sometimes we received simply a FAX. Would we have sorted out all proposals which were not in line with the regulations, we would have published only car nr. 3 'Dornkaat'. The Dornkaat-car brings me back to the checking of the proposals: It was thrilling! Until the end, I was not aware if car 3, 7 or 9 would be chosen as the Club Car 1999. Only after having checked the two last pages with the photos, did I realize that the four-axle KVG-tank car was selected as Club Car 1999. (P.S.: This photo we received by telefax machine!) **NM**

Page 24: Winner of the competition 4/98 'Photo contest' *(Gewinner des Wettbewerbs 4/98: Fotowettbewerb)*
The photo contest, which is the easiest of our contests to get a winning car, always has the most competitors. Therefore, it was again difficult to choose the winner. Although we are able to award a price only to three photos, we decided to publish the other photos, which may also have deserved a prize.
The reasons for our selection of the winning photos were as follows:
The photo, which won first prize, shows an F7 Southern Pacific locomotive. Besides the outstanding quality of the photo, which we received from Mr. Martin Siegmüller (D), it leads us back to the Märklin model (8809).
The photo of the BR 52 with tub-style tender, which is in an outstanding condition, was chosen for the photographic composition of the picture. We received it from our member Peter Maurer (D). The reason for this prize is visible from the picture.
Place 3 was awarded to the photo of Mr. Heinz Henrichs. He is one of our most active members. He never lets pass an opportunity to participate in a contest. He gave us the following explanation of his picture: "In March 1999 I took this picture at the main station of Stuttgart. The 'Cisalpino' with the proven tilting mechanism from FIAT has been in service for two years on the route from Stuttgart via Zurich to Milan (train number CIS 157). In the background the new 'ICE 3' can be seen during a pause between test runs. Two months after this picture was taken, with the change of the time table on 30 May 1999, both trains with tilting technique, which compete on the loco market, started their joint regular service from Stuttgart via Switzerland to Milan and back."

Page 26: Modeling with scissors and glue
How the diorama shows, which was donated to the Z Club 92 from Namens VETTER as a permanent showpiece, also in scale Z you are able to built very realistic looking railroad models made from cardboard. Especially rich background decorations are possible, where the spectator is not able to see, which material they are made of and how budget-priced they are. It is astonishing, what you can produce from cardboard, regardless if the parts are made from downsized photos (e.g. walls) or created to scale or manufactured according to plans. In this diorama you can see streets and places of all kind. Sometimes you see even tracks, with or without traffic marks, which may be amended according to the requests of the customer. Further, there are ramps,

bridges and viaducts in the middle of a city, which as a background motive enable a view to the horizon and/or the pretense a heavy traffic. You may include vehicles (buses and trucks), engines, machines, containers of all kind, tramways (one or several cars), railway cars and trains, with which especially at the background area towns, landscape, railway stations and the railway surrounding, you may fill in as you desire. With structures of all kinds like high-rise buildings, boilers, work shops, railway buildings, loco sheds, houses of railway employees, storage sheds, kiosks, toilets, corrugated sheet iron sheds, water towers and many more, the Z-fan is able to complete his layout. Especially attractive are the cornered streets in the city with old houses, which may be re-arranged as required and give a lively and a colorful picture, which is seen frequently in the older cities. It is recommended that the Z model railroader begin his cardboard modeling with these kits. Small mistakes are corrected easily.
Beside single houses, which the railroader may buy later, he gets a kit, with which he is able to build connected streets with 12 different houses. He is able to vary the houses so that no two models are ever the same. The construction is easy, also for beginners. A detailed explanation is attached to the kit. You may order the kit from Möwe (Order-No. ZVH76)(Möwe-Verlag S. Wolter, Rheinstrasse 23, D-26382 Wilhelmshaven, Telephone +49-4421-43666, Telefax +49-4421-43911). The program includes also a vast variety of colored advertisement posters and areas to cut out. With these posters you may complete walls of houses, bridges, viaducts etc. in a very impressive manner. Möwe is presenting a large part of the program at most of the modeling exhibitions in Germany. However, the interested railroader has to move on to the relevant cardboard model area to find a more complete program. Also, the collectors are advised to watch these cardboard kits from Möwe. Even if you are not a fan of cutting out and pasting, in the not too far future, many of these model sheets, especially those with a limited printing volume, will get a considerable collectors value in scale Z. Therefore, you should be one of those collectors who have these sheets in hand. At the end one word to the modelers and modeling teams, the publisher Vetter creates individual model kits for buildings and groups of buildings. So you may assemble in great detail buildings and groups of buildings of which you have dreamed.

Page 28: MTL
Kansas City Southern (# 13717): This 15,24 m long standard boxcar with double doors has a brown color with white inscription and white 'Southern Bell' logo. It has the no. 20899. It was built as one of fifty cars in November 1941 from Pullman Standard. These cars are equipped with scaffolds to secure various kinds of cargo. It has been running since 1972. On the 2676 km. long tracks KCS transports mainly coal, chemicals and paper products.
US-Marine (# 13515): On May 22 1997, this 15,24 m long standard boxcar with one door at every side was painted gray-white with a black inscription. The Picture was taken in October 1998 in the depot of the Marine in Earle, New Jersey. It has the no. 61-05146 and was used for the transportation of ammunition between the depot and the ships. The cargo space amounts to about 138,5 m3 for a max. cargo of 47,76 t.
Western Pacific (# 14141/2): Because the route of the passenger train of Western Pacific was running through the scenic valley of the Feather River, the slogan "The Feather River Route" was born. It was also used for the freight trains. Pullman Standard delivered to WP in September 1952 two standard boxcars, equipped with new designed trucks. They are 12,19 m long and have improved doors. The color is orange with black inscription. In addition it shows a large silver colored feather. At the sides there are rows of small silver feathers. In 1960 WP got these cars, but never repainted them.

Page 29: Road signs
Every edition of the Club Revue has on this page for you a variety of signs selected for your layout. Because this service was welcomed by you, we have decided to allow you to decide on what signs appear on this page. Please send us your proposals which road signs you need for your layout. We intend to print in scale 1:220 all signs, which would be of use to our members.

Page 31: Märklin
Playing rolls the advertising...
This low-sided car, transporting a light truck with the logo of the Modellbahntreff 1999 Göppingen (model railroading meeting 1999) is presented to the advertising car customers of Märklin during the meeting, mentioned above. Märklin created the theme "Playing rolls the advertising" in its advertisement brochure.
"First Ambassador of the World Cup on rails unveiled"
On Saturday, September 11, 1999 at 14 hours the DB AG (German Railway Company) and the German Soccer Association unveiled a loco of the series 101 at the main station of Frankfurt. A prominent member of the German Soccer Association, Mr. Günther Netzer, was present. This loco will be used under the name "WM 2006" (World Cup 2006) as World Cup Ambassador on rails of Germany as place of the World Cup 2006.
The DB AG (German Railway Company) is sponsor of the World Cup candidates, i.e., of the German Soccer Association. DB intends to use the loco until March 2000 in the regular operation. Märklin intends also to issue this model in the gauges HO, Z and N in 2000.

Märklin Info

German Soccer Association
On "Railway Day," the opening day of the German Railway on September 11, 1999, every thing in the main station of Frankfurt

was focused on the theme Sport and the World Cup 2006. The highlight of the event was the unveiling of the "First World Cup Ambassador on Rails," a special designed DB-loco in a "Welcome in the soccer country"-design. This locomotive (picture left) is in operation on an advertising tour through Germany until the site of the World Cup competition has been selected. The loco will be available as of end of this year as a "Märklin Miniatur Edition." At the loco unveiling following persons participated among others: General secretary of the German Soccer Association Mr. Horst R. Schmidt, World Cup Ambassador Günther Netzer (right), Record player in the National team Mrs. Doris Fitschen (left), Moderator Uta Schmidt from the radio station FFH and Dr. Ingo Bretthauser as Member of the Board of Directors Marketing & Sale of the DB Travel & Touristic AG.

Page 32: Märklin

88642 lucky pig loco for Märklin scale Z

For the upcoming annual yearend and millennium we offer you this most funny lucky pig loco. The pig as symbol of luck is an ideal present to friends and well-known people. It is also a present to yourself. Nothing is more suitable than special greetings combined with a present at the end of this millennium.

88454 E-Loco Serie 460 SBB

E-loco for scale Z Series 460 of the Swiss Railway (SBB), both trucks are driven. For the lighting maintenance free diodes are used. Length over buffers 84 mm.

Page 32: Contest

Contest 3/99. “Your self designed car in scale Z”

Last date for submission: December 31, 1999 (Date of the postmark)

This time the builders among the Z fans have the possibility to show their skills and ideas. Most probable many of you have already converted a serial car into a different car type. Please send us your converted model or a useable photo of this model until December 31, 1999. At this moment we have not yet planned our participation at the Fair in Munich. Therefore, we are not able to offer the service of taking a picture of your model at the fair.