



Z-Info

1/2001

English

2 - Z-Info: A NEW MAGAZINE

Without any doubt we are in the Third Millennium. This fact was a good reason for the Z Club 92 to introduce some fundamental changes in its structure. One of the first changes was made in this Club magazine, which is sent to the members. First of all, the name of the magazine has been changed. The previous 'Club Revue' was replaced by the more suitable 'Z-Info'. Also the graphic layout has been completely redesigned with the help of Club members who are working in the graphic sector.

Particularly, the increase of valuable information - mainly available through the exchange of experiences with the help of the Internet - has been considered. This development has characterized the recent years. So, the space available for text and graphics has been increased, by reducing previously unused space. This important and extensive new restyling has of course caused several changes in our programs. Also, we had to get used to some of the new techniques. These changes altogether led to a delay of the production of this magazine. We do hope you will like the new graphic design and we hope that the improved legibility is able to compensate the delay. To learn new methods and to get acquainted with new systems needs time. Even if we are already working on the realization of Z-Info 2/2001 we are presently not able to guarantee that the next issues of this magazine will be delivered on time. However, we are planning on being on time.

2 - Z Club 92 AND THE EXHIBITIONS

We expect that our members, visiting the 'Intermodellbau' fair in Dortmund, were surprised that we did not attend this exhibition. We think it is advisable to explain to you the reason for this. We have to recall that MOBA (model railroad association of Germany) is the only mediator between the clubs and the organizers of exhibitions, of both the Intermodellbau Dortmund and also the Internationale Modelleisenbahn Ausstellung (alternating annually between Köln and München).

In the past, MOBA (we are a member) had always accepted our requirement and had provided us an adequate exhibition area. However, our application for space at the Intermodellbau Dortmund 2001 was refused by MOBA. The reason for this decision was objections of the organizer of the Köln fair to a club whom we provided some space for a booth on our exhibition area. We were only affected by these objections because we were responsible for the whole exhibition area, which was provided to us. We do not like to comment here in public neither the accusations against our guest nor the resulting decision of MOBA against us. We hope that, in view of the importance the Z Club 92 has achieved during the previous years, and in consideration of the good relationship we always had with MOBA, that the situation will soon normalize. It should be considered that we have already proved that we were not involved in this incident. In fact, this incident led to our exclusion from the exhibition in Dortmund. Because when we were informed of this new situation, the organizer of the fair already gave all other areas for exhibitors away.

There is promising news in connection with our module system. We mentioned it earlier but now it seems to be ready for production: Thomas Zeeb seems to be prepared to work on the registration of the standards. Herewith, we invite you to join a relevant meeting at the 'Modellbahntreff' in Göppingen. More on page 32.

NM

2 - ADDRESS NOT KNOWN!! PLEASE CONTACT Z Club 92!

Here again is a try to get Club shipments, which returned, to the legitimate owners. Help from other members is very welcomed. We are looking for the postal address of the following member: Club-Revue 4/2000
Klaus Neumann, D-53229 Bonn

3 - Z Club 92

Z-Info is a periodically published magazine of the Z Club 92. There are four issues annually. Members receive the magazine free of charge.

Tentative issue dates (mailed in Italy):

March	(or after the fair 'Intermodellbau' in Dortmund)	No. 1
June		No. 2
September	(or after the Z-Meeting)	No. 3
December	(including the Club Car)	No. 4

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3 - COVER

V 100: Reliability - that counts

Robust machines, that is the opinion of experienced railroaders on the diesel locos class V 100. Nothing special - but outstanding. This is true also for the model railroader, who appreciates this gem.

4 - NUREMBERG TOYFAIR

11 per cent more international visitors set new record Toy Fair achieves 4 per cent more visitors overall Contract signed for "Toy, Baby & Gift Fair" in Shanghai

The 52nd Toy Fair in Nürnberg ended on Tuesday with some 11 per cent more international visitors. Particularly, the number of buyers from the core European countries, Italy, France, Great Britain, Spain and the Netherlands rose by an above-average amount over the previous year, according to Gerd Bise, Chairman of the Executive Board of Spielwarenmesse eG: "We have achieved a new record with more than 19,600 international visitors." The almost 36 per cent share of international buyers among the total number of visitors is also at a record level.

Altogether, the world's biggest toy fair recorded 54,800 buyers from 110 countries in six days. This is a rise of 4.1 per cent over the previous year. The number of visitors from Germany (35,200) grew only slightly by 0.6 per cent, which Bise sees as an indication that the core potential of customers in Germany has been completely exhausted for years.

"We have reached the set targets. The international markets increasingly generate major spending power impulses for the exhibiting industry," says Bise. Apart from the European border states, these markets are Asia and America. The Toy Fair also expanded here and recorded appreciable growth from Japan, Hong Kong, Taiwan, South Korea and North and South America.

The growing presence of international buyers brought lively order business for many exhibitors. More than one in two visitors (53 per cent) stated that they placed orders for between 20 and 50 per cent of their annual buying budget at the fair and in direct follow-up business. This is the result of a representative market research study conducted among 2,000 customers at the fair.

This means the Toy Fair has strengthened its function as a key market-place for international trade in toys.

As a result, there are also satisfied faces among the exhibitors. More than three-quarters (77 per cent) of the total of over 2,800 companies interviewed in an independent survey rated the course of the fair as "very good" to "good". The survey figures were particularly high for the suppliers of summer and sports toys (88 %), books (85 %), model kits (86 %) and model railways (80 %). The

degree of satisfaction in hall 8, where the suppliers of interactive and entertainment software presented their products, was also 80 per cent.

Bise announced that the License Forum organized for the first time this year will be continued in 2002. "The form is right, it is a matter of developing the content and auditorium," says Bise. At the License Forum, agencies and TV programmes introduced the latest "brands" in 20-minute presentations.

The next Spielwarenmesse International Toy Fair Nürnberg will take place from 31.01 – 05.02.2002.

5 - MÄRKLIN

As every year the traders and distributors received as a present also this year in Nuremberg from Märklin a special car. This time it is a four-axle tank car. It is dedicated to the production site in Sonneberg. There almost all track, the accessories and some of the cars in scale Z are produced. Several novelties were presented. Seven models are genuine new mold types. We present these new models on the following pages. We like however to highlight the diesel loco BR 212, which the Z-Model railroaders were missing for several years. With this model an important gap of the production line has been closed. A well-received reappearance is the battery system, which was already included some years ago in several sets. Models of foreign train types were emphasized in the numerous new items displayed. Among these the Dutch version of the ICE 3 is to be seen. Also new models from USA, Switzerland, Belgium and Austria are now available. Even the Italian National Railways (FS) are again included with a new model.

5 - INTERVIEW WITH WOLFGANG TOPP

Also in this year the strategic selection of Märklin includes investments in scale Z projects of a certain volume, which most of all results in a reduction of the net-price list of about 10 - 12 %.

If we add, that to produce the models presented 2001 in Nuremberg, seven genuine new tools were necessary and also some amendments and reconstruction of existing models was required, we have to conclude that scale Z is an important market for Märklin. This statement is supported by the interview, given by Mr. W. Topp, the Managing director of Märklin.

Question: In 2000, Märklin has revitalised the Z gauge with a new dealer concept. What have you achieved so far and what are your future plans for this gauge?

Topp: The new Centre Partner concept was well received by retailers in Germany and selected neighbouring countries; the concept was successfully launched in the summer of 2000. Some 450 dealers in Europe meanwhile enjoy "Mini Club Centre Partner" status. The sales promotion measures offered by Märklin to these dealers have boosted retail sales of the Z gauge. Although exact figures are not yet available, there is clearly a positive trend. In view of this favourable response, we will continue to develop the Centre Partner idea this year and come up with further interesting offers for dealers and thus also fans of this fascinating gauge. The central idea is to introduce new exciting products and improve the availability of these products at Centre Partner stores. Both aspects will ensure that the Z models will win even more fans than before.

Wolfgang Topp

6 - MÄRKLIN 88690

v 100: Completely new for mini-club Nuremberg/Göppingen, 31 January 2001. Attentive railway commuters traveling to and from the city will indisputably have noticed it. Un-attentive travelers, on the other hand, will probably find it hard to remember this unassuming locomotive. Yet the diesel locomotives of series V 100 and its later developments are still very popular: perhaps because they were so unassuming, reliably pulling freight trains and passenger trains since the 1950s. Märklin is therefore presenting a locomotive from the second series, the BR 212, as a completely new development for Z gauge, the mini-club. In great demand mini-club fans have for a long time nursed a great desire: time and time again, they asked Märklin to enlarge its range of diesel engines and produce a model of the V 100. Now, in 2001, Märklin is introducing a perfect model of the diesel-hydraulic multi-purpose locomotive for miniature railway circuits. The multi-purpose locomotive is driven by the new 5-pole mini-club motor, guaranteeing that the engine will be able to serve its owner robustly, and for a long, long time on a model railway. Both bogies of the ocean-blue and beige locomotive are driven; maintenance-free light-emitting diodes serve as headlamps at the front and rear. Another engineering surprise lies in the correct changeover between white and red lights. This beautiful "everyday locomotive" measures 60 millimetres in length, overall.

A classic

The diesel engines of series V 100 were originally designed and built for duty on secondary lines. They were to run, above all, on those Deutsche Bundesbahn (DE) lines which were not yet electrified. In 1956, the Kiel company MaK and the Central Federal Railways Office (EZA) in Munich set out to give these intentions a more concrete form. The objective was to develop a powerful multi-purpose locomotive for operation on secondary lines. Due to its simple design and good running properties, however, the locomotive was later used for light and moderately heavy duty on main lines, as well. All in all, seven prototypes, 36 locomotives of the first pilot series ER 211 and 322 locomotives of the first series were put on the line between 1958 and 1963. These locomotives were driven by 1100 HP engines.

China, Netherlands, Czech Republic

Those engines, however, were not powerful enough for operation on main lines. From 1962 onwards, MaK consequently built another diesel locomotive of the same type but driven by a more powerful engine: the ER 212 with 1350 horsepower. Exactly 371 locomotives of this type were put into service in the period up to 1966. Ten others, the ER 213, were equipped with hydraulic brakes especially for their duty on steep gradients. In practice, these locomotives proved so versatile and so robust that enquiries were also received from foreign railway operators. The V 100 locomotives were later sold to China, the Netherlands and the Czech Republic, as well as other countries. Although now rarely used for short-distance traffic in Germany, the V 100 is no doubt still to be found in regular service abroad.

Märklin Press

7 - MÄRKLIN 88520

After the merger with DR, the new DB was reorganized. The sector freight transportation got an independent status with the name DB Cargo. After that, a special loco the Bo-Bo series BR 152 was ordered with the German industry. It was the first 'Freight' locomotive in Europe.

Traffic and rolling stock allotment

During the reorganization of DB the operation was divided into several independent companies. For the sector Germany and International freight transport, DB Cargo was founded. This sector used many E-locomotives especially the Co-Co 150 and 151, and also the Bo-Bo 140. All these locos were built during the sixties and seventies. Worn out during this long period these machines now are beginning to show indications of severe aging. Now, expensive repair works and increasing maintenance are required. Therefore, the development of a new loco was unavoidable. It was a derivation of the prototype BR 127, which was developed to enlarge and renew the specific mechanical equipment for the freight transport on electrified routes.

An order of 195 units

The fleet of E 140, 150 and 151 includes more than 1,100 units, which were delivered during the period 1957 till 1977. Now, the oldest machines are scrapped like the BR 140 and 150. They reached a service age of 40 years. In view of the requirement of new machines DB Cargo ordered 195 new units. The reorganization of the traffic scheme envisaged for the period 2000-2005 with the

increase introduction of ICE trains will free several series of locos of a newer design and fabrication. These machines may be transferred to DB Cargo. This may also be the case for the Bo-Bo 101 during its phase of delivery. This type was normally dedicated for a service in IC- and ICE trains. But originally it was planned for use to pull freight trains. The delivery of these 145 units has started and may be completed within this year. In the meantime DB Cargo, according to new requirement forecasts, has to take up the option of additional 100 units. Based on the module type design of the prototype BR 127 'Europrinter', the BR 152 has been developed using several of the already existing elements. In principle it is a specialized version of a universal of general-purpose machine, which may pull all kind of trains. In addition to the excellent pulling power the BR 152 has a high acceleration ability and is equipped with a brake system designed for extra heavy trains. DB aims to build up for the freight sector a fleet of locos, which match the requirements and the expected increased traffic volume. The BR 152 is the first step to achieve this goal.

8 - MÄRKLIN 81422

Unless you know very well Bavaria or you live there you may not have seen these cars quite often. Despite its somewhat unusual form, these cars are used by SKW, a worldwide leading company on the chemical sector, on its route Garching-Trostberg. These cars are characteristic by its funny looking but very safe steel containers. They have a carrying capacity of 40 t. They are used to transport calcium carbide, which is used to fabricate fertilizer.

8 - MÄRKLIN 87751

This is a new item, which will delight our member and friend Karl-Josef Sheaf!

It is the InterRegio Bistro Cafe car. Last year Karl-Josef proposed at the competition 4/99 'Club Car 2000' to build this very car. Because the replica of the car Arbuimz 262 was not yet available in scale Z at this time, Karl-Josef proposed to use as basis the car WRmh (Märklin 8726). We are sure that only due to this 'compromise' his proposal has not convinced the members. So, his proposal reached only a 4th rank. Despite this, the prototype true replica of car Arbuimz 262 from Märklin will probably be a big success with the z-model railroaders, particularly, due to the high interest raised last year.

9 - MÄRKLIN 82420

Also this time, Märklin presented together with the wonderful E-loco BR 152 a set of three Rils 652 cars. Together they create a prototype like train. These cars are a revised and modernized version of car Res 687. They are characterized by the sliding canvas cover, which is easy to handle. Within seconds the cover may be opened, creating a large opening, for loading/unloading operations. Also the cover may be closed in seconds.

9 - MÄRKLIN 82430

Another modern car is the model of the gondola type dumper included in the bulk-tilting car set 82430. Its excellent usefulness the car has shown many times, e.g., at the waste and material transport on the large construction sites within and around Berlin. Since 1994 DB AG has purchased 250 units of this car. A specialty of the car is its capability to tilt (and therefore to dump) to both sides. The pressure in the hydraulic cylinders allows a loading capacity of 59 t. This makes them unique among this type. Very often these cars are seen in unit trains. We were surprised not to see immediately the version with the typical 'Cargo' colours. Who knows if this might be the next surprise?

10 - MÄRKLIN 87455

Obviously Märklin intends in 2001 to fulfill all demands, even the ones of the Swiss model railroaders.

The car set 'Swiss Shuttle Train of SBB CFF FFS' includes also the fast train cab car Bt, type EuroCity, 2nd class in a new version. The front adapted from BR 460 now has the light scheme typical for Swiss railways.

10 - MÄRKLIN 81520

Some months ago we received a letter with the question what happened with the control for a 9V battery. And now it appears again in a funny package, which you may take on vacation. Not only suitable for the experienced model railroader, this starter kit is also the ideal choice for the model railroad beginner. The funny packaging and the reasonable low price help to draw attention. This is a present for any occasion.

11 - MTL

#13911 Southern Pacific Box Car

After it was built in May 1917, Southern Pacific put this 40' double-sheathed wood boxcar with single door into freight service. The 2986 cu ft, 80,000 lb capacity car is painted light boxcar red with white lettering on the sides and ends. This steam era freight hauler, rolling on Bettendorf trucks, interchanged with many U.S. roads during its years of operation. Southern Pacific was headquartered in San Francisco, CA.

#13621 MTL Z Scale Holiday Car

This year's Z scale Holiday Car is a 50' standard boxcar with plug door. This roller bearing truck-equipped car was built at MTL Shops, Talent, Oregon, and is painted dark pine green with red sides and yellow lettering. The sides are festooned with lights strung on wiring and shining in a variety of colors. This festive car was developed from the design ideas of our year 2000 employee Holiday Car Contest winner.

#14712 Atchison, Topeka & Santa Fe

From 1910 to the 1980s, boxcar red with white lettering was the standard coloring used by ATSF on their cabooses. In 1938, the reporting marks changed from 'A.T.&S.F.' to 'A.T.S.F.' and then to 'ATSF' in 1943. After 1960, some cabooses had white and black reflective delineators applied. Other than that, very little about these cabooses changed in the 70+ years that they were in service.

#14715 Great Northern Caboose

This caboose was built in July 1962 and painted red with white lettering. The Great Northern Logo in white with black center features 'Rocky' atop his summit. The side lettering indicates that this unit is radio equipped and also reminds onlookers of GN's commitment to safety. X62 rolls on Bettendorf trucks. In September 1971, after the BN merger, X62 was renumbered BN 10257.

#14403 Union Tank Car

The American Car and Foundry Company built this 39' single dome tank car in August 1946. It is painted black with yellow lettering - the standard paint scheme for Union Tank Car Company in the 1940s. UTLX 73355 has an 80,000 lb capacity and rolls on Bettendorf trucks. The tank was pressure tested by its manufacturer in January 1947.

12 - HECKL SMALL SERIES MANUFACTURER: fast train locomotive E 18

In addition to the large boxcar of the company G+H, HECKL presented this year the queen of the older electric locos, the fast train loco series E 18 of the DRG (era II).

The prototype

In 1933 the DRG ordered the development of an electric loco for the fast train and express train service. Already two years later AEG produced the first machines of this new series E 18. These new locomotives were very efficient. They reached a top speed of about 95 mph. As the most powerful single frame loco of the world, the E 18 won three Grand Prix (Overall design, efficiency and modern cab design) at the World Fair in Paris 1937. In total 53 machines of this type were in service until 1945.

The model

The case, a high quality plastic molded piece with numerous very detailed parts, represents a model painted and labeled in an era II style. Free handles, delicate lines on the roof and fine isolators, also prototype like and to scale manufactured pantograph SBS 10 are only some of the outstanding details to be mentioned. The CNC milled propelling unit has a Faulhaber motor and a flywheel. This guarantees a perfect running performance and a smooth ride. Like the case, also the chassis has various delicate details. Prototype like buffers, hooks, electrical sockets and heating cables are included. Pierced driving and guiding wheels with filigree new silver rings are only a few of the outstanding details of the traveling gear. The smallest radius allowed for this loco is R: 195 mm (Märklin 8520). The model is available as of III/2001 in a limited edition of 100 pieces. Order number is 1/01.

The very promising and nearly completed piece of a blue DB-Version has been seen already.

13 - HECKL SMALL SERIE MANUFACTURER: Large Box Car ISOVER

The prototype

For the transportation of lightweight but large dimensioned items, some companies ordered a special two-axle large boxcar with a lightweight design (Grossraum-Güterwagen). The company Gruenzweig+Hartmann (G+H) uses several of these cars for the transportation of its various insulation materials. They are very well known around Germany and in the neighbouring countries. The white colour gives the cars a very eye-catching appearance. In a freight train these cars are seen alone but also in groups of two or three cars.

The model

The body of the boxcar is a high quality and very detailed plastic molded piece, mounted on a Märklin running gear. Great emphasis was focused on the goal to represent the characteristics and appearance of the prototype as accurate as possible in the model. This is especially true for the striking form and the prototype like painting and labeling in era V style. The model is available as of II/2001. The order number is 2/01.

Production and Distribution:

Heckl Kleinserien, Weserstr.15, 44807 Bochum

Phone.: 0234 / 50 30 96, Fax: 0234 / 95 03 722

Internet: www.hecklkleinserien.de

e-mail: service@hecklkleinserien.de

13 - WESTMODEL Novelties 2001

30 062: 0-6-0 Saddle Tank Engine

30 062-RTR Ready To Run

30 062-KIT Brass Body Kit

30 062-APB Assembled and Painted Body Kit, fits Marklin Cat. No. 8800

30 057: Logging Caboose

30 057-RTR Ready To Run

30 057_KIT Brass Body Kit

30 059: Logging Car

30 058-RTR Ready To Run

30 058-KIT Brass Body Kit

The American models of the company Westmodel are available at:

Germany

Aspen Modell GmbH

Am Wehrhahn 80

40211 Düsseldorf

Tel. 0211 / 1711-618

Fax 0211 / 1711-625

USA

Aspen Modell Inc.

305 Unit J,

Aspen Business Center

Aspen, CO 81611

Phone (970) 544-8270

Fax (970) 544-8275

14 - KRÜGER Modellbau Novelties 2001

Z 37000.6: Kö I of the Basalt AG

Only a limited number of the 6th variation of the small Kö I will be manufactured. The colorful, but prototype like, painted loco has no motor, but rolls on the tracks. With the various and powerful "Geisterwagen" (self-propelled car) program offered by KRÜGER, different types of operations may be simulated.

Z 61800: Car Set Era I

The acid container car of the Chemischen Fabrik Köln-Kalk, the G 10 car, decorated as Nm 12586 Frankfurt of P.St.E.V. and an amended tank car of the Chemischen Fabrik vorm. Goldenberg Geromont & Cie forming this car set. It is a fine addition to the cars of the Länderbahnzeit (Provencal Railway era) in scale Z.

Z 63030.1: Car set G 10 DB

Also in era III the G 10 appears in a car set. The different printed cars are available either with new short couplers or with Märklin couplers. A set G 10 of the DRG mit the number Z 62030.2 is planned for the near future.

Z 63522.1: Silo car KKd 55

This four-axle silo car increases the variety of the fleet of freight cars in scale Z. Between chassis and silos two layers of etched metal sheet are added to represent steps, handles and platform. It goes without saying that prototype identical lettering is to be seen.

Z 98806: Front ladder for Märklin Ci-33

Perfectionists and hobbyists can now with this kit of etched parts the chance to improve the local line passenger car from the Märklin set 87670 according to their taste. The kit contains all parts for the modification of all cars of the set. The question remains: What can we do with the loco BR 85 (88885)?

15 - SCHOLZ Modelleisenbahn new items 2001

SCHOLZ Modelleisenbahn presented in Nürnberg several models, which were already announced by Westmodell in 1997 and 1998. Therefore, these are not real new items, but rather, these models are now being offered in the SCHOLZ catalogue as assembled models. They are completely assembled, painted and printed. The following models are offered:

30 043 E loco E 75

30 044 Diesel loco Vt 75

30 018 Steam rail car Kittel

In addition to these models, two further variations of the three-axle boxcar are offered, which was already presented by SCHOLZ in 1999:

7004 G1 Dresden DRG pointed roof

7006 private car J.M. Voith

From many members we know that they did not try so far to assemble a model using the etched metal kits. They think it is too difficult. And to build a loco is even more difficult. You must not only be able to handle the soldering tool. But also the painting requires skill and patience. To build a good-looking model requires many hours. Therefore, we would like to thank the manufacturer SCHOLZ that he has done this task. So we are now able to buy the products of Westmodell as "finished units". The photos of the uncompleted E 75 and car do not reproduce correctly the appearance of the completed model. However, it gives an impression of the model after it has been assembled and before the painting is done.

16 - RAILEX novelties 2001

Suspension railway of the city of Wuppertal

Railx offers the "Museum train" of the Wuppertal suspension railway, type BOO, two cars including the so-called "Kaiserwagen" (emperor car) i.e. car no "5" built in 1900 in its present status. The set with an extendable two-lane track (pylon version) includes a reverse loop and a special propulsion system for a multi-train operation. It is all hand made in brass.

"Shanghai" - Transrapid (magnetic suspension express railway)

This set fits to the Transrapid Model railroad system. It is a plastic model based on the TR 08 and has headlights and interior lighting. The Shanghai-Transrapid of 2003 has 6 cars (as the prototype) and propulsion. It comes in a set with extendable track including curves.

"Hunt'sche Großbekohlung" (large coaling station Hunt)

The large-scaled hand made brass model is assembled and painted. Labels for the locations München (1900-1975), Wien and Philadelphia (USA) are included. Also included in the scale Z set is an older steam locomotive. The model is almost 8 inches long.

Locomotive "Saxonia" (1838) with car set

To pull the "Saxonia"-train, in 1938 the first steam locomotive "Saxonia" was built in Germany. This first German long-distance railway was running between Leipzig and Dresden (Saxony). The set includes the loco, a tender and four cars. All cars are hand made brass models with spoke-wheels. The loco has so called "tulip wheels". The train is equipped with a Faulhaber motor.

17 - ARTITEC novelties 2001

We introduced the company Artitec for the first time in CR 2/98. The tank ship 'PR.SS.III' was the first model in scale Z of this company. This year the company enlarges its program in scale Z. It presents two new ships and a floating crane. In addition this company introduces a new product line of various buildings. The buildings are produced using the vacuum casting process and plastic material. The models are not painted. We sat down with the experts of the manufacturer and created a painting instruction to achieve impressive and prototype like painting results. We have published these instructions on the following pages to encourage the friends of scale Z to include these ingenious additions to our Z-world on their layouts.

12.101 brick freight shed

12.102 shed for railroad workers

12.103 grade crossing with guardhouse "Münsterland"

12.103 jetty-wall (sheet piles)

52.103 motor launch and pontoon

12.102 European cargo ship

18 - ARTITEC GENERAL ASSEMBLY AND PAINTING INSTRUCTIONS

INTRODUCTION

Model making kits from Artitec are characterized by:

1) A high degree of detailing, which ensures that bricks, nail holes, wood grain, and hinges etc. are all exactly to scale.

2) Realistic effects such as skew roof tiles, sagging roofs, cracked walls etc.

3) Screen printed windows.

4) Fewer parts, which saves time, and has the advantage that tiny details no longer need be mounted separately.

A possible drawback of the Artitec system is that the reverse sides of the components are not treated during manufacture, so that there are no notches or other aids to facilitate assembly. Consequently it is necessary to fit the pieces together with a good deal of precision before finally gluing them into place. After some practice and with a few tips this presents no problems.

Another characteristic is that the components are unpainted. This is an essential part of the construction process, which gives much pleasure. If you follow our instructions closely and practice a little, you will quickly achieve good results.

CONSTRUCTION OF THE MODEL

WARNING. It is extremely important to read the following assembly instructions carefully.

Tools and materials

It is recommended that you have the following tools and materials: scalpels to be fitted with Swann Morton or X-acto blades, sandpaper in grains 80 or 100, and 220 or 240 and a set of model maker's files, instant modeling cement (cyanoacrylate), model-maker's "putty" or "filler" from Revell or Tamiya, adhesive tape and scissors.

Stage 1.

Empty the contents of the box onto a table. These will comprise a number of plastic components, a piece of styrene, a series of etched metal parts, and for some models, a printed plastic transparency. Check that all the components are there and put them back in the box, retaining only the plastic components. The transparency is only fitted in the final stage.

Stage 2.

Free the components from the molding. Where the molding is too thick to be snapped free, sand the reverse with 80 or 100 grain sandpaper. The reverse side must be sanded in such a way that the molding falls out of the window spaces and/or the 'ragged edge' is smoothed away — this is the edge left by the removal of the molding. (see fig. 1)

Do not exert too much pressure while sanding, as this will leave uneven areas. Ensure that the sheet of sandpaper lies flat without wrinkles. Remember to wear a dust-mask or use water and "waterproof" sandpaper.

The parts should then be sanded in circular movements. (see fig. 2)

Stage 3.

Follow the assembly diagram. First join the pieces together without using glue and adjust the fit to rectify any possible problems. Lightly sanding adjacent edges with 220 or 240 grain paper improves glued joints.

Light sanding here means simply removing the surface gloss from a piece — anything further will adversely affect the fit. When everything fits well, glue the joint by thinly smearing the whole contact surface with instant cement. (see fig. 3)

Note: if a part has been warped, it can be bent back into shape in hot (nearly boiling) water.

Small gaps can be sealed with modeler's putty. You are advised to be very thorough in filling such gaps at this stage — once the model is painted it will no longer be possible to seal them.

In constructing a building, extra care is needed in fitting the roof. Here, too, a trial run should be made without using glue. Adhesive tape is a useful aid for this "dry" run. After the halves of the roof have been taped in place and it has been established that they fit, remove one of the halves: make sure that the other half remains firmly in position. (see fig. 4)

The half that has been removed should be prepared with cement and put back in position. Obviously the ridge of the roof should not be glued to the other half at this stage. Now remove the second half, prepare it with cement/glue, and return it to its position. Finally chimneys, other details and any etched metal parts can be attached.

The model should first be painted before the windows are installed.

PAINTING THE MODEL

Painting can make or break a model. Some basic instructions and several tips on artificially ageing the paintwork are outlined below.

Paint and materials

You will need: paint, turpentine, paintbrushes, a multiplex board and an old cloth. An airbrush is not necessary.

Paint.

Never use gloss paints, only matt. (In scale, gloss surfaces always appear matt and in reality the paintwork will always be covered with a thin layer of dirt/dust.) We advise you to use Revell or Humbrol paints. However, while the manufacturers of these paints instruct you to stir the contents thoroughly before use, we recommend that you ignore this advice and proceed as follows: take a small stick and retrieve a clot of paint from the bottom of the tin and then smear this on the multiplex board. Try as much as possible to avoid mixing the oil — which mostly rises to the top of the tin in a clearly visible layer — with the actual paint. This oil is mainly responsible for giving matt paint a glossy appearance. Now thin the thick paint clot by adding turpentine with a thin brush.

Using the same brush, mix the paint until it is creamy and smooth. The paint is the right thickness when it gives a good coat and spreads well. Determining the precise thickness is always a matter of experiment. It is sensible to practice all these instructions on an old "practice" model. Painting is not difficult but you must get a feel for it.

The paint board.

The board has two functions: firstly it soaks up any oil still present in the paint, and secondly it serves as a mixing palette. Use the same board for as long as possible, as the presence of old dried up paint improves its performance.

The brushes.

Brushes are perhaps the most important element in producing good paintwork. Never use a worn-out brush, as you will inevitably botch your work. A good brush isn't necessarily an expensive brush: it is the shape that is important. (see fig. 5)

When the hairs of the brush will no longer come to a point it is time to change the brush. After use, clean the brush with turpentine, then soap and finally smear it with Vaseline. This will keep your brushes in good condition for a long time. Twist the Vaseline covered hairs of the brush between your fingers into a point. (see fig 5)

TO WORK

Painting the model.

The largest surfaces should be painted first — for houses these will for the most part be the walls and roofs, and for ships the hull and the deck. For these larger surfaces use a bigger brush. The larger the brush, the fewer strokes and consequently, the less 'streaky' the paintwork will be in appearance. Golden rule: always use the largest possible brush appropriate for the work (this might also be a very fine brush). When the surfaces have been painted, it is recommended that they be left for two days to harden. If you do not want to wait for two days we suggest you work on two models at the same time. Begin gluing the second model while you are waiting for the paintwork on the first to harden.

Ageing the model.

After the paint on the model has hardened the ageing process can begin. These instructions detail just three ageing techniques, while many dozens of techniques and variations thereof actually exist. However, with these three basic methods you will be able to achieve results, which are vastly superior to those of the pre-colored modeling kits.

Before dealing with the three techniques in turn some preliminary remarks should be made about the ageing process in general.

Many factors play a role in influencing the way in which you choose to age a model: its condition of upkeep, its age etc. etc. If you examine real life examples, you will observe certain regularities in the patterns of ageing. You will also see that there are many forms of pollution and that, for example, old and new walls have very different textures. If a wall has been whitewashed, then it is the age of the whitewash - rather than the wall itself - that is the main factor determining its appearance.

The techniques to be discussed are

- 1) the dry-brush technique,
- 2) the dirty turpentine technique, and
- 3) the stippling technique.

1: The dry-brush technique

Take a largish old paint brush and cut the hairs back so that 5 mm of bristle remains. This will give you a stiffer brush. Then take a clot of, for example, white paint from the tin and dab the ends of the prepared brush in the un-thinned paint. The brush must be completely dry. Then brush the paintbrush against the board until it is virtually dry. Now lightly brush over the irregularities of the model. This should leave white traces on the irregularities (such as the joints). If the model becomes dotted with flecks of white, then the brush is too wet; if no traces of white remain, the brush is too dry. Here too it is recommended that you first try this technique on a trial surface. If it goes wrong on the model itself you can remove the white flecks with turpentine. Now the importance of leaving the paint to harden becomes apparent! Do not delay too long before attempting to remove paint flecks and do not rub your brush or cloth too long over the underlying paint layer, as this will eventually dissolve. As the traces become more faded you will have to apply fresh paint to your brush and repeat the procedure described above. After you have practiced this technique for a while you will see that you can achieve good results.

The dry-brush work should be left to dry for around one hour.

2: The dirty turpentine technique.

Take a large brush with normal bristles and wet it with turpentine. Dip the tips of the brush hairs briefly into some, for example, green paint and subsequently mix the substance on the board. Then quickly dip the brush — now covered in green paint solution - back into the turpentine before brushing the entire surface area to be treated with the dirty turpentine in a single, broad stroke. The entire area should be wet. Do not brush over the wall area too often, as this will dissolve the dry-brush traces. The turpentine flows into and over the details, as it were, leaving a greenish deposit resembling algae as it dries. If you have used matt paint then the coating will also be matt. If the dirty turpentine leaves a gloss stain then you can wet the affected parts with turpentine before dab-

bing them dry with a dry cloth. Once again, it is advisable to first try out this technique on a practice model. The drying time for the dirty turpentine technique is approximately one hour.

3: The stippling technique.

This method is specially intended for whitewashed and rough-plastered walls. Stippling is applied over the top of the desired base color with which the walls have already been painted. Dip the large brush you used for dry brushing in un-thinned paint (usually white or cement colored) and hold the paintbrush at right angles to the object. Using the tips of the bristles you can then stipple the whole surface of the wall. (see fig. 6)

If the stippling process obscures details, which need to be painted a different color, you can remove the paint with a brush that has been moistened with turpentine.

Painting details.

After the larger surfaces have been aged, the details can be added—larger details with a larger brush, smaller details with a finer brush. Some details are easy to paint; others are more difficult. A steady hand is important. For those who feel they lack a steady hand, remember that the steadiness of your hand is largely dependent on technique. A few tips: hold the object steady with one hand and rest the side of the painting-hand on a flat object such as a book. (see fig. 7)

Secondly, it also helps steady your hand if you hold your breath when painting fine detail.

The frames and doors of a building are the most difficult part of the detailing and require some additional comment. When painting a frame you must not touch the wall, and when painting a door you must not touch the frame.

There are two golden rules:

- 1.** Hold the object at a good angle and continually adjust that angle. Painting a frame requires you to change the angle four times.
 - 2.** Begin painting from one corner toward the next corner. Then paint from the second corner to the third and so forth. (see fig. 8)
- After you have painted the upper side of the frame proceed to the inside. If you use a good finely pointed brush you need not touch the wall. (see fig. 8)

The procedure for painting doors is the same in principle as for windows. In order to simplify the process you could also choose to paint the inside of the frame the same color as the door. (see fig. 9)

Finally, after the paint has hardened, you can age the details using techniques 1 and 2 described above. These tone down the colors and flatten out the contrast, which enhances the realism of the effect.

FITTING THE WINDOWS

After the paintwork has been completed the windows can be fitted. Cut the panes of glass along the dotted lines on the plastic transparency or directly around the thick printed lines if the windows are to be fitted into shallow recessed apertures. Take care that the printed surface is uppermost. First fit the windowpanes without using glue. (see fig. 10)

In gluing the windows down use several little dots of glue and apply these as far away from the printed areas as possible. The windows are then placed correctly by turning and checking by eye. Using dots of glue (so that it dries a little more slowly) you have won a little time to correct any mistakes, but you must work fast.

(See fig 11). Leave the model with the open underside facing upwards until the instant adhesive has finished drying to avoid white stains from forming on the glass (see fig 11).

Should you be too nervous to place the windows by eye then you will have to cut ridges from any waste material and glue these to the inside walls to give you a point of reference in placing the glass. Finding the right location is fiddly work, but it does offer the certainty that the windows will be placed just right.

Finally, you can use the styrene sheet to fashion any further parts with which you may wish to embellish or repair your model.

A REVIEW OF THE MAIN POINTS

- 1.** USE INSTANT MODELLING CEMENT (cyanoacrylate)
- 2.** ALWAYS CHECK THE FIT OF PIECES BEFORE GLUEING
- 3.** SEAL GAPS AND SEAMS BEFORE PAINTING
- 4.** USE GOOD PAINTBRUSHES
- 5.** FIRST PAINT THE LARGER SURFACES AND LEAVE THEM TO HARDEN FOR A DAY
- 6.** USE SMALL DOTS OF GLUE WHEN ATTACHING TRANSPARENT PLASTIC WINDOWS

22 - HEICO novelties 2001

The manufacturer HEICO adds to its items the new product line "brass sheet kits". This line includes mainly models you find around the railroad operation yard. These structures are valuable additions to many lay outs and they fill some gaps of the scale Z building variety. Of course also the freight car loads line in scale Z is steadily increased. 15 new products are added to the already numerous products. Due to lack of printing space we refer to the novelties catalogue of HEICO. There photos of all new products are shown.

122010 heating loco stack
122020 pipe blowing construction
122021 sanding facility
122030 coaling station
122040 gantry crane
122031 cantilever
122055 provisional signal tower

23 - FREUDENREICH

In December Freudenreich Feinwerktechnik moved to a new workshop and started to produce there. The modular type building allows an easy extension if and when required. FR is again reachable by phone as follows::

Phone: 038 209 - 49 160, FAX: 038 209 - 49 161.

The picture shows the new workshop shortly after it was put in place by a crane.

Freudenreich intends to present his scale Z new items at the model rail road show in Göppingen and at the NMRA-show in St. Louis (MO). All the Lehigh Valley-coal train sets as presented in CR 4/2000 have been in the meantime produced and delivered.

The production and delivery of the Gunderson-Husky Container cars started in March 2001. The limited series FRISCO-hopper is sold out. Also, in 2001 interesting one-time series are planned.

23 - MARKS new items 2001

A well known manufacturer has entered the world of scale Z. It is:

MARKS Metallmodellclassic's

Burgstraße 5

95 111 Rehau

Phone: 09 283-2996

FAX: 09 283-1718

In the past this company has already produced items on special order in scale Z. This is the reason why the quality of the novelties as presented in Nürnberg under its own name is superior. Both the very detailed models and the painting are outstanding.

The photos show the models exhibited:

0501 Ford A pickup

0502 Ford A wrecking truck

0551 MAN F8 truck with trailer

23 - MZZ new items 2001

MZZ presented the Tatra 111 platform truck with canvas and similar equipped trailer. This model is also available ready painted and with the print 'Eugen Amos'. So the opening to the Middle and Eastern part of Europe is also followed by scale Z.

3197 truck Tatra 111 "Eugen Amos"

3147 truck Tatra 111 painted in a basic colour.

23 - VIESSMANN new items 2001

Again Viessmann presented the platform lamp 7164, already announced last year. It seems that indeed it may be available in Autumn. Also, a switching stop sign with under table mounted switch (4809) is announced for Autumn.

24 - BUSCH new items 2001

5749 Electronic Random Switch

To call up at random sounds or to switch at random lights in houses, street lamps etc. So your layout 'comes to life'. The module has six outlets for lamps, Realistic Sound Modules etc. with up to max. 500 mA per outlet. The overall power rating is 1 A. Higher ratings may be switched with the special relay 5964. Four programs may be chosen for the random switching: fast or slow; short impulses for Realistic Sounds or longer phases for lights. As power source you may use 12 - 16 V, AC or DC.

24 - ER DECOR new items 2001

711.004 Scenery modeling 'Starter set'

The material for the modeling of sceneries are fibers, mixed with a special glue and water to get an easy to use material. With special paints the basic colours of the scenery modeling material may be coloured individual. Grass fibers, trees, houses or figures may be placed on the moist material. The thoroughly dried material is very light and has a high stability. By spraying water on the dried material you may model it again.

24 - FALLER novelties 2001

Faller has taken over the distribution of some products from the company Merkur.

282940 Tunnel portal, single track

282941 Tunnel portal, double track

282942 Decor sheet, natural stone

282943 Decor sheet, wall

282944 Arcades

24 - M+D novelties 2001

M+D presents a new package with three car loads of coal. These loads are especially made for the new Märklin hopper set presented last year (82390).

72001 Z-car load coal

25 - NOCH novelties 2001

NOCH announced numerous novelties for 2001. Also scale Z novelties were included. A broad variety of scenery-products like trees, plants etc. in 19 different packages are added to this already large line. The presentation of a package with new figures, even not asked for by the scale Z scene, shows that NOCH takes into account the scale Z market.

43390 horse moving timber

Thanks to the progress on the area of electronics, now a system to imitate luminous advertising is available. Those of you who are already members for a long time may recall how this system is working. We presented this product offered by the company Light-Works USA already in CR 3/99, page 20. NOCH is now distributing this product in Germany. So, imitations of local prototypes are offered. The dimensions are sometimes somewhat large. However some of the products do fit very well on roofs of buildings.

Below, you see a first selection of these products. It is our opinion that a selective and accurate attachment of some of these products may improve a scale Z layout substantially.

Finally some products manufactured in the past by the company Merkur were taken over by NOCH. Among these the complete system of track ballasting items was acquired which is also very suitable for scale Z. Due to the reliable supply by NOCH, today it is much more easy to take the decision to use this system.

Unfortunately the problems with Merkur let also the most hard nosed Z-fan stay away from this fine system.

92500-92594 Merkur ballast road bed, available for 16 Märklin tracks

92610 cork ballast

92615 cork ballast, dull

At the end we like to mention the availability of a broad selection of portals, walls and arcades, which is also a result of the agreement with Merkur.

93801 tunnel portal

93805 arcade

26 - WINNER OF THE COMPETITION 3/2000 - "SELF-PRODUCED CAR IN SCALE Z"

Winner: Werner Ochsner

"The cars in scale Z shown on the photos were produced during the last 12 years or so. Together with other remodeled cars they were constructed using super structures from Märklin, Kibri and other manufacturers. Some parts were self-produced using polysty-

rol and other material. All cars are equipped with Märklin trucks or travelling gears. Some comments on the photos:

1. For both cars amended chassis' from tank cars were used. The super structures are from other Märklin cars.
2. The car on the left was built similar to the cars in photo 1. The car on the right has a super structure using parts from a scale N kit. Brass plates were used too.
3. The car on the left was constructed using a lengthened two-axle chassis and a shortened super structure of a four-axle tank car. The car on the right is a combination of an amended chassis from a high-capacity box car and the super structures of two reefers. This car fits very well with a train set of all sorts of reefers.
4. The construction method for the reefer on photo 3 was also used for the car on the left. Together with several other similar cars, it improves substantially the appearance of my container train set of presently 25 cars. The same effect has the car on the right of a construction train set. It comprises only Märklin parts.
5. Also the car on the left was assembled in a similar manner. The car on the right has a chassis and the brakeman's cab from different Märklin cars. The tank stems from a very delicate scale N car (probably a special series CH).
6. This car is a complete self-construction made of polystyrol, brass and lead ballast on trucks of an Eaos car. This car is part of the 'Vacation-Express' including a flat car for the transportation of motor-vehicles and a sleeper. The sleeper is an amended Märklin passenger car.
7. The car on the left has a chassis of a tank car and a super structure made of parts of a Kibri truck kit. The car on the right has a super structure from the same kit. The chassis is a self-construction using polystyrol and additional weight material. It has an open frame with imitations of valves and pipes to unload powdered material.
8. The prototype of this car is the six-axle flat car of SSB and DB. The car consists of the Märklin flat car with double stanchions. The stanchions were removed and one truck was amended to hold two 1.2 mm screws. The chassis was shortened and somewhat rounded using a file to accomodate the smallest radius required. A 1.5 mm diameter hole was drilled through the base to be used as center of rotation for the screws of the truck. The alterations were fixed with a nut and hidden under a container.
9. These three units are imitations of the combi trailer system which is used more and more in Switzerland. This system uses strengthened trailers with special railroad fittings. For the transportation with general freight trains the trailer are moved on special end- and middle trucks. For the model the trucks were prepared similar to the trucks of the car in photo 8. Original pictures were amended on the PC and attached to the Märklin trailers. Buffer planks and other railroad fittings were put on the end trucks. The drawing at the top shows a sketch of the middle trucks of the cars in photo 8 and 9. The distance between the two screws depends on the width of the car and the smallest radius required.

The distance between base and nut depends on the smallest radius of the horizontal tilts. If the nut is fixed with nail enamel it may be removed if necessary. In case the photos are published in the magazine I am glad to answer questions received by the Z Club 92. Thank you."

We like to thank the 'Car Factory Ochsner' for this generous offer.

The editor

Winner: Wolf Caspers

Unfortunately a 'Rollende Landstraße' ('rolling highway' i.e. piggyback) is not available in scale Z. The construction of such a device may fail due to the required small diameter of wheels of less than 3 mm (to be precise: 2.67 mm, i.e. half of the normal mini-club wheels!). However I do like unit trains. I feel a 'RoLa' would be looking perfect. Without any claim to achieve a prototype like unit I tried to model one. The stanchions of the Märklin four-axle flat car 8655 were cut off. On the platform a layer of thin plywood was glued. To enhance the wooden structure I used thinned black colour and some oil. Most of the effort needed the amendment of the Kibri trucks. They were coloured with air brush technique before the assembly. Finally the windshield wipers, outer mirrors, rims, handles etc. were painted.

Ready!

After more than 25 hours of sometimes demanding work I had my unit train. And in addition I had fun to do it. Wolf Caspers

Participant: Siegfried Puschmann

The cars sent in by our member and friend Siegfried Puschmann are indeed very fine pieces. (Most of us remember the wonderful lay out we presented several times in Köln and Dortmund. With respect to this we announce that we intend to publish in the near future an article describing the new modules we presented at the Köln fair last year.)

Unfortunately - or better fortunately - we have received so many master pieces for this competition that, to hold the high standard of objectiveness which we are always aiming at, we were not able to place Mr. Puschmann on the winners pedestal.

Winner: Manfred Wilhelm

The horse-tram realized by our friend and member Manfred Wilhelm runs on a layout showing a North Sea coastal area. This layout has many other interesting features. Therefor we are glad that we may publish in one of the next editions of Z-Info an article describing the whole layout. We remind you, that several layouts and show pieces built by Manfred are for sale. If you are interested please call: +49 (0) 61 96 / 83 384.

Self-produced horse-tram

In the globetrotter report of the magazine 'Eisenbahn-Kurier' I found a report on a horse-tram in Australia, which is in operation still today. This car was the prototype of my model. The model is completely hand made. As material I used cardboard, wood and copper wire. The windows of the model I cut out using a sharp knife. Then I glued thin darkened clear plastic foil from behind at the windows. The handles are bent wire and were glued with epoxid glue. The car is powered. The travelling gear is a special make which I ordered. Now this car is running slowly around on an especially built layout.

29 - LATEST NEWS

Märklin Insider

The annual special car 2001 which the Märklin Insider members receive will be a gondola with brakeman's cabin type O 10 of the company Müller Hoffmann & Co. The car is equipped with a load of imitated lime stone. As always it will be distributed by the shops as of the fourth quarter 2001. The car which members with a five year membership receive, is also still available. We remind you, that this car is some sort of bubble level. This car, including a scale with marks is very useful to measure the slopes on a layout.

Kibri

At the fair in Nürnberg we also visited the booth of the company Kibri. During the discussion we received - however not officially - the information, that in May at the model railroad meeting in Göppingen we may expect some novelties of this company. We are looking forward anxiously.

CD-ROM for collectors

Our member Peter-Harry Claus informed us that he has completed a new CD-ROM. In addition to various other models this CD-ROM includes an overview of all special and advertising cars which were produced at the branches of Märklin in Switzerland and Austria. You may order this CD-ROM, which is manna for all collectors, directly at:

Peter Claus, Jägerstraße 40, D - 72213 Altensteig Spielberg, Phone and FAX: (07 453) 84 23.

30 - MODELLPLAN PRESENTS WINTRACK 5

NEW FEATURES of version 5.0

Substructure of layouts (photo 1)

WINTRACK also helps you at the planning and construction of the substructure of your layout. Using the symbols of frame, legs and borders you may complete the plan including a parts list for a substructure very fast.

Wiring diagrams

Track plan switch boards

It goes without saying that WINTRACK includes libraries of switch and wiring diagrams and also it includes easy to understand diagrams of track plan switch boards.

3D presentations (photo 2)

Unbelievable - but true:

- A click on '3D view' and you see a three dimensional picture of the scenery and tracks of your layout.
- Drawing skills and CAD experiences are not required.
- In principle the 3D view may be called up from every WINTRACK trackplan without any further work.
- Track plans without stacked tracks are mostly shown immediately in an acceptable 3D view.
- The 3D view of track plans with several track levels may be optimized using a dialog box.
- Amendments, corrections or improvements are made just in the track plan. The following click on '3D view' shows you the new version of your layout.
- You are also able to use individual angles of view, cross-sectional views and different intensity and angels of incidence of the light.
- Of course you may also turn, shift, zoom and print out your layout.
- The 3D views show you how your model railroad layout may look like.

Also you may already 'walk' along and around your layout even before it is built.

50 new mini-club track plans are included in addition to the already existing 50 plans.

31 - Z-Market

We publish free of charge advertisements of our members to buy, sell oder swap material, books, photos etc. related with scale Z. Commercial ads or ads not related to the subject of this magazine are refused. Only ads of a lenght of maximal 20 words are allowed. Ads have to be typed or hand written in clear letters and without abbreviations. Advertisements without signature or address are not accepted. The ads are published on a first come - first published basis. If not enough space is available, later ads are carried forward and are published in the next issue(s).

Please write to: Z Club 92, "Z-Börse", Postfach 13 01 01, 44750 Bochum

We are looking for the following issues of the Märklin Magazines:

1972: 1,3,4	1973: 2,4	1974: 1,2,3,4	1976: 2
1977: 1	1978: 2	1981: 1	1982:1
1983: 1	1984:1		

Please send your offer to the Z Club 92.

Sell articles from the programs of Railex, Schmidt-Hamel, Krüger u. a. Please ask for a list at dfrice@freenet.de.

Due to the big project of the layout 'Hindelnbahn' I like to sell my scale Z collection.

Art.	Description	Price
S5	BR-120 Press conference 85, transparent	3.998,—
S1	BR -89 The small golden 1972	498,—
8814	BR-78 The silver 20 years mini-club 1992	398,—
8836	BR- 18 Silver Würtembergerin 1995	140,—
8884	BR-50 Metall-Technology-Show 1990	298,—
8847.1	BR-440 Re 4/4 'IGraffiti' Märklin CH 1995	248,—
88682	BR-101 Starlight-Express 1998	199,—
8863	F/7 "Burlington 9780" 1986	298,—
8116	Starlight-Express "Greaseball" with F /7 1988	298,—
8117	Starlight-Express "Electra" Re 4/4-440 1988	298,—
	Basis: 8650 Eaos Transparent blue	599,—
S2	Basis: 8600 Carlsberg 88600	150,—
S3	Basis: 8600 Tuborg 88600	150,—
S53	Basis: 8617 Europa Transparent blue	49,—
S69	Basis: 8617 trains, trains	19,—
S79	Basis: 8600 New years car 1994/1995	199,—
S84	Basis: 8600 Märklin employee car 1995	249,—
S93	Basis: 8656 cheese car serie 1 & 2 (2 cars)	129,—
S128	Basis: 8600 150 years Swiss rail ways	49,—
	Basis: 8656 Agfa-Film, MiBa 919	119,—
S41	Basis: 8628 Märklin "Sonneberg"	49,—
88445	BR - 460 Alpauzug-/Heizerlok 1997 inkl. car 88657.3 & 8657.902	398,—
88531	BR- 120 Christmas loco 1996 inkl. car 98007	198.—

Heinz Freiburghaus, Aemmenmattstr. 15, CH-3123 Belp, Tel. +41-31-8192813

31 - COMPETITION

One of the most interesting initiatives of the Z Club 92 certainly are the competitions in every issue of the 'Z-Info'. Subject of the competitions are themes around the world of railroading. The competitions are open to all members. We present awards to three participants of our choice for the quality of their entries. The jury is formed by the direction committee and the president of the club; The jury's decision is final. As award one of the 100 cars especially produced for the Z Club 92 is given.

The winners will receive the winner-cars according to our annual shipping plan. Past winners are allowed to enter new competitions. To participate in the competitions please send your entries in an envelope or parcel marked with the relevant number of competition to the Z Club 92 at the following address:

Z Club 92, "Wettbewerb Nr. X", Postfach 13 01 01, 44750 Bochum

Competition 1/2001 "Photo contest"

Closing date: 30.06.2001 (date of the post mark)

Please send us by closing date an extraordinary colour photo or slide of a well known locomotive. For the material sent in, the rules you find on page 3 are prevailing.

32 - Z Club 92-STAMMTISCH STUTTGART: MODUL evening

Module evening

Hello Z railroaders and friends of module layouts. Since 1997, The Z Club 92-Stammtisch Stuttgart studies and works since 1997 at the theme "Module construction".

Because in the past prearranged meetings with persons or groups at fairs always failed, I try this way to achieve a better result.

I assume that most of us are in Göppingen on May 5th and 6th 2001. Therefore I propose that we meet on Saturday evening at a "gemütlichen" place to discuss the theme 'Module construction', to exchange experiences, to mention problem areas and to express our opinion. Among other themes we work on following items:

- Module construction in general
- Track laying
- Modeling the scenery
- Electrical scheme

Because it will be difficult to get a suitable place in Göppingen at this time, please announce to me your participation, so that I may be able to plan the meeting properly. Questions, proposals and critics please send to:

Thomas Zeeb, Paul-Koepff-Weg 28, 73037 Göppingen

Tel.: 07161/969453, Fax.: 07161/969457, e-Mail: ZClub92Stuttgart@aol.com

32 - Z-MODEL OF THE YEAR 2001

As every year after the fair in Nürnberg, we like to present to our readers the models we think are suitable entries for this competition. The voting for the "Z-Model of the Year 2001" is done simply by marking the square next to the relevant model.

The decision will not be easy. However, we are of the opinion that our members will make a careful decision as to the best model for 2001.

Manufacturer	Art. No.	Model	Page	Z-Info
• Märklin	88690	Dieselhydraulic multipurpose loco BR 212	6	1/2001
• Märklin	88520	Freight train loco BR 152 "Cargo"	7	1/2001
• Märklin	81422	Train set "SKW Trostberg"	8	1/2001
• Märklin	87751	Fast train set	8	1/2001
• Märklin	82420	Sliding tarp car set "Cargo"	9	1/2001
• Märklin	82430	Bulk side tip car-Set	9	1/2001
• Märklin	87751	Fast train car set	10	1/2001
• Märklin	81520	Fun-Start-Set with battery controller	10	1/2001
• MTL	13911	Southern Pacific Box Car	11	1/2001
• MTL	13621	MTL Z Scale Holiday Car	11	1/2001
• MTL	14712	Atchinson, Topeka & Santa Fe Caboose	11	1/2001
• MTL	14715	Great Northern Caboose	11	1/2001
• Heckl Kleinserien	1/01	Fast train loco E 18	12	1/2001
• Heckl Kleinserien	2/01	High capacity freight car ISOVER	13	1/2001
• Westmodell	30 062	0-6-0 Saddle Tank Engine	13	1/2001
• Westmodell	30 059	Bogy car	13	1/2001
• Krüger	Z 37000.6	Kö I of the Basalt AG	14	1/2001
• Railex		Suspension railroad Wuppertal	16	1/2001