



Z-Info

2/2002

English

1 - EDITORIAL

Normally we discuss in this place organizational matters. Unfortunately we had to explain less pleasant themes in the previous issues. To match the prevailing nice summer weather we like to report now on positive news: First, a Z Stammtisch has been established in München (jg@hightext.de). Fans of Z scale railroading are meeting on the last Monday every month. Also a Z market will take place. Second, the first Z Stammtisch Paderborn assembled on May 31st 2002 (HFB@brtours.de). Third, Jens Wimmel has initiated a Swiss Z Stammtisch (jens.wimmel@bluewin.ch). The first meeting was planned for the 21st of June 2002. Jens Wimmel is playing also an important role in this issue. Lets look back to the previous Advent season. We like to report a very smart idea of a very enthusiastic scale Z model railroader to promote the best of all model railroading systems. From Jeffrey MacHan, the builder of the "Val Ease Central" and moderator of the American mailing list, we borrowed the idea of honoring active Z scale model railroaders with the title "Z-Botschafter honoris causa". Since Jeffrey has already honored several model railroaders in North America with this title, we are proud to present a report of the first exclusive European title holders, Joachim Ritter and Andrej Katzenberger. **AvH**

2 - Z-BOTSCHAFTER REPORT

Z service yard in Advent season

I offered my model railroad dealer Chris(toph) Bernsee in VS-Villingen to display in his Z-display case for the Advent season, a diorama showing a railroad yard. He was excited! With 1.5 hrs hard work a steam era service yard was assembled including roundhouse, turntable, service facilities, various small series vehicles, etc. The idea was to prove that "All items Maerklin does not produce are available from the small series manufacturers". Several scenes were assembled using items from the small series manufacturers. Looking back, I have this display was a full success. It was sailing under the logo of Z Club 92. Frequently, we had to clean the windows to remove the prints of fingers and noses. This clearly was an indication of success. We were able to show many model railroaders that there are vast possibilities beyond the domain of the main manufacturers to model in Z scale in prototype style. During a visit to the black forest, this display was documented by Andrej Katzenberger with several beautiful pictures. **J. Ritter**

Photos: A. Katzenberger

3 - COVER

The other day in the Ruhr area...

Summertime is the time Z scale model railroaders get their inspirations outside of the house. Maerklin 8820.10 in a flower-pot recalls the remembrance of a lucky event on May 16th 2002. As if it is the most usual situation, the V 200 007 is waiting for a cleared line next to the gasometer in Oberhausen.

4 - WINNER OF THE COMPETITION 3/2001 "CAR MANUFACTURING IN SCALE Z"

Winner: Karl Josef Schaaf (D)

I think that the variety of rolling stock available in scale Z is very good during the previous years. However, I missed the more modern types of rail trains. I have in mind the Talbot Talent rail car set, the Pendolino, the VT 628 or the accumulator rail car BR 515. Allowing for some artistic freedom, a rail car BR 515 may be assembled using two rail bus bodies, and a four axle locomotive chassis adjusted for length. The number of windows and the style of the front part are not prototypical. But, the character of the vehicle is well in line with the prototype. My pictures show that this rail car makes a good impression on a side line of my layout.

5 - Winner: Alfred Geifes (D)

There are, or we may now have to say, were numerous blast furnaces and steel plants in the Ruhr area. Also in Hattingen, there were two furnaces with a steel plant next by, the "Henrichshuette". Between the furnaces and the steel plant, small 6 axle bucket cars were used to transport the molten steel for further production. But often the so called "Torpedo cars" were seen, when the molten steel had to be transported from Hattingen to the steel plants in Duisburg, Bochum, Essen or Dortmund. These Torpedo cars have an overall weight of 300 to 380 metric tons carried on 14 to 18 axles. To keep the steel molten at a temperature of about 1300 degrees Celsius. To protect the container, the containers were plated inside with fire bricks. Usually, one loco pulled only one torpedo car at a time. To spread out the weight of the train, one or two empty freight cars were placed between the loco and the torpedo car. So the track and especially the bridges were protected from overloads. Except, the four freight cars which form the chassis, my Torpedo car is scratch built. I used photos from catalogues as specimen. To do this the famous "box of left over materials" has to be ample. Still, some parts had to be made from scratch. For the four connections between cars, and upper parts of the container, I used 1.2 mm screws. The silver paint was weathered adding "rust".

6 - Winner: Werner Ochsener (D)

Again this year the "car factory Ochsener" was productive. Werner Ochsener wanted to participate in the competition 3/2001, "car manufacturing in Z scale" with his contribution.

Picture 01: For special purposes, I built a "short train". It includes shortened Märklin cars with different bodies and freight loads.

Picture 02: This train is pulled by a V60 modified into a private loco. Wheels, roof, exhaust, platforms etc. were modified heavily and repainted.

Picture 03: This train has an end car. It is a replica of a caboose called "Sputnik" in Switzerland.

Picture 04: To increase the number of cars of the circus train, I built two of those prototype cars with hinged metal side walls, which may be used as a connecting "bridge" between the car and the ramp. The trucks are from the cars 8610 and 82413. The bodies are made of polystyrol sheets and profiles because the load is made of metal. Otherwise, the usage of brass may be a better choice. The car is not yet completed, because the stakes are missing.

Pictures 05 and 06: Because there is not yet available from Maerklin an universal flat car with 4 axles, I built these two cars. Also I have added attractive loads. They are composed using materials and pieces from earlier kit bashing. The length of such cars may be adjusted, as required. It is important that the overall weight of the car and the load is appropriate. Otherwise, there may be some problems running such cars in long trains. Between the beams, additional weights may be hidden. They also may be used to strengthen the car in special body configurations. Also, these cars are not completed: and still require painting.

Picture 07: To further complete my work train, I built a double unit for the transportation of rails. These cars are equipped with metal profiles on which the rails glide nearly without friction. With a less dense load the cars are even able to cope with narrower curves.

Picture 08: There are also easier ways to modify or model a car. Here, I show some examples of nice cars, even beginners are able to build. These two flat cars were assembled using parts of Märklin cars without any modification. On the left, the carriage and brakeman's cab of an older model were used and joined with the metal plate of a low side gondola. On the right, the lower part of a tank car was combined with the metal plate of an Eaos.

Picture 09: The car on the left is a combination of several parts. A similar looking car of this type is modeled using the car 8226 and cutting off the stakes. The car on the right is assembled using the chassis of a Hbills which is available in numerous paint schemes as a special car (with brakeman's cab). The modern and prototype like chassis has the same length as the containers of Märklin trucks. Only the weight requires adjustment. In most cases, I fix containers and vehicles with one or two drops of white glue. This

is strong enough and invisible. It may be removed later without damaging anything. By the way, the pictures show again that model railroading is not just a toy for men. Except for the circus cars, the modeling of all other road vehicles was "supervised" by my wife. Also, the trees used as photo backdrop were made by her. So we have for our layout nice forests and houses. Also the nursery garden and the wine-store have their own pickups.

8 - FASZINATION MODELLBAU SINSHHEIM

At the beginning Jens Wimmel intended to built just a small layout to test some things: scenery modeling, doing details and of course to test digitalized operation. Readers of the mailing list of the Z Club 92 were able since a long time to follow the progress and the problem solving of Jens Wimmel for his layout "Blumendorf". Some were even able to give some advice. The native Hessian, now living in Switzerland, used his layout to get experiences for future Z modeling. And then he took the opportunity to change sides of the table, he attended the show as an exhibitor and not as a visitor. What was planned as a test layout appeared as a master piece. Jens Wimmel won the first price at the contest "layouts from home". No, it was not a sub category for Adabeis "Special funny scales". The contest was won against strong competition from all scales. We think our readers may join in our "Congratulations!". It was also a fine success for Erwin Lustenberger, who was indispensable in Sinsheim as the professional operator of the BDE (Blumendorfer Digital Eisenbahn). He also has this profession in scale 1:1 with the SBB. But already during the development phase of the layout he has earned merits. Jens and Erwin have together traveled many, many kilometers to search of special items for Z scale. They attended many shows and exhibitions, contacted other Z modelers and manufacturers, and also in their home Kanton they most probably have done and will do the same. You may find information about the winner and about his layout and other Z matters at: <http://home.dat-accmm.ch/zettsiite>.

Digital control in scale Z

A fair or exhibition has to have a main theme and to show trends. For the reporter, the theme in Sinsheim, not due to the number of exhibitors, but rather for its importance, was digital control in Z scale. The company MÜT again presented its system. It is the SELECTRIX-system adapted to Z scale and offered under the name DIGIRAIL. This company stated that the biggest problem of Z scale of squeezing the decoder into Z locos has been solved, except in one case—there is no space left in the "Krokodil" of the SBB. Some yards away from the booth of the manufacturer, the system was seen in the normal hard day-to day operation on the layout "Blumendorf". It was the general opinion that Jens was overdoing the slow speed operation, but I did not think so. Jens intended to show what can be done with this system and he showed it—a continuous slow speed ride without any stoppages at a speed even HO scale operators may have some problem with. Slow acceleration, even slowing down, all similar to the real life. Our 1:220 locos looked great at this slow speed. How is the feeling to control the speed? Usually from day-to day experiences, you turn the knob at the controller some millimeters and nothing happens! Well, you are used to this! So, you turn several millimeters more - and now the loco starts to move very slowly. But this happened as the result of the first turn, not due to the more normal second turn. You see this at the display of the controls, it shows already ICE speed power. It is a complete new feeling for a Z scale railroader.

American layouts

For the first time in Europe the legendary suit-case layout of the Canadian Jeffrey MacHan was shown. This layout won the first price at the NMRA contest in St. Louis last year (see ZI 3/2001). With some goodwill this was another highlight of "Faszination Modellbau"—prize winning layouts in Z scale. This presentation was achieved with some local support of Dieter Nolte and the financial support of BDEF and Märklin USA. The latter donated a strong big container on wheels for the transportation of the three suit-cases. There is even space for a fourth suit-case. This was "under construction" and was seen in Sinsheim only from the outside. This container is a unique give-away, which honors the merits of Jeffrey in Z scale in North America. And the CEO of the "Val Ease Central Railroad" had as usual a surprise as a give away—at a "business meeting", he presented a business card expressing him as representative of the company and his position. Also, his Vice-President Terry Sutfin had similar business cards. In addition Terry is CEO of Poor Ville & Debt City Railway! Now, we move on to another place in Z America. Next to the dried out Rattlesnake Creek in the Red Rock Canyon, there are some big problems occurring at a pipeline construction site (This mishap was previously reported in Club Revue 4/2000). The CEO Dieter "Mac" Nolte had already arrived in his helicopter and, in his well known arrogant manner, drove the few yards from the helipad to the construction site in his white Porsche. This guy has no sense for colors. He even wore white socks! Now, decorated with his silver colored helmet, he beats up his people. These guys are surely innocent. Because, if one knows the poor soldering skills of this "chief", one may imagine what accuracy the construction plans may have. In other words, the layout of Dieter Nolte has grown, not in size, but in stories around the theme and scenery of the layout. Also, the taming of the natural power of wind may be a subject for reporting. But we do not like to spoil your search of other hidden and open scenes and stories of the layout. In addition, Dieter already mentioned numerous additional ideas to be modeled into the layout. And as we know Dieter, this is not day dreaming, it will be seen on the layout someday. Before we again cross the Atlantic, we like to calm down after these disturbances. We visit the "The Tunnel District", built by the "US Rail Fans Bad Ragaz", this mighty Z mountain range towers up to 1.70 m above the floor! Only one single track runs along the slope, on which diesel locomotives with endless long trains slowly struggle uphill. The layout has such a complicated configuration that you have to walk around the whole layout to follow a train. Here the right proportions between railroad and nature have been modeled.

European layouts

Mr. Harald Wiehn had bad luck. His layout was next to the winning layout. So, the attention of the visitors were distracted from his layout. Also, the reporter feels somewhat guilty in this respect. But there was dense traffic on this layout representing a hilly country site in Germany. We will report on this layout in another issue. The "IG Spur Z" presented this year a nearly "Joerger-sized" model layout. If we counted correctly, at least 4 operators were needed to run the numerous trains. Many Z colleagues and friends met there and enjoyed the hospitality of the two Siggis. Mr. Karl Scharf had "the other way" for the concept of a layout. In prior years, he built stand alone segments showing the four seasons. Then he got the idea to combine the segments to form a single layout. Now, trains are running around a round layout passing all four seasons. Mr. Scharf was very proud to display a ski jump facility. He was inspired by the annual 4 ski jump arenas tour. What else is there to report? Of course, numerous manufacturers were present. To name them all, would lead to a mere name dropping. But in the reports on new products you will find all important information. It will be difficult for the Dortmund Fair to beat Sinsheim, even if Z Club 92 attends.

AvH

Photos: Johannes Maaßen

12 - GIANT ON (Z-) RAILS

Klaus Kröcher (see CR 1/2000) is well known in kit bashing and scratch building competitions. His latest model represents most probably the biggest railroad unit in Europe. Even the big American diesel locos look small compared with this giant—the IORE loco of the LKAB. During a visit at the factory of Bombardier Transportation the reporter experienced the pride of the builders who created this machine. The 45.8 m (150 ft) long double unit is designed for an axle load of 30 metric tons. This creates problems for the transportation from the factory in Kassel to the operating area at the Swedish ore mines in Kiruna. The overall 360 metric ton loco has an output of 10,800 KW (14,688 PS) and may pull trains up to 8,160 metric tons at a maximum speed of 80 km/h.

AvH

13 - KRÜGER MODELLBAU NOVELTIES 2002

Z 63088: Homann-tank car

This tank car was used for transporting edible oil which was used for the production of margarine at the Homann factory in Dissen/Teutoburger Wald. Similar cars are still around at various Museum railroads (Osnabrück, Losheim am See). Some years ago, Märklin offered a special set of cars for the food industry. This car fits into this set.

Z 98104 Decal with historic inscription "Kölner Dom"

Since the twenties there have been seen on locos large inscriptions, mostly of political matter. This very fine example was attached in the fifties on a loco from Erfurt. It represented the will for the re-unification of Germany. It would be nice if Krüger would produce a similar decal for the DR (east).

Z 72049.1 Steam-coal handling crane DRG

Z 73049.2 Electric coal handling crane DB

For coaling and removal of cinders DRG procured several 3-axle crane units with derrick. The steam driven type of DRG has a chimney. The electrical DB version of the Bw Wuppertal has a cable to carry electricity. If the crane moves to one side, the cable unrolls from a cable drum onto the platform. When the crane moves to the other side the cable is coiled up again onto the drum to prevent cutting of the cable by the car.

Z 99009 Inspection pit

Inspection pits were used for several purposes—cinders were removed from the locos, repair works were performed and also inspections of the chassis were done. Mostly they were long enough to accept several locos at the same time. The pit of the model is 175 mm long. The concrete slab is 193 x 23 mm. The BR 38 on the picture just shows the relative size of the unit. **AvH**

14 - SCHMIDT NOVELTIES 2002

The manufacturer Schmidt from Hameln presented again a smart device for Z scale. He offers a Z-Tachometer developed by Mr. J. Valthauer.

General description

With the Z-tachometer, speed, travel time and travel distance are measured relative to prototype. The measurement devices are placed in two Märklin cars 8622 which are permanently connected together. The electronics including the display are placed in the first car. The power source (batteries) is in the second car. Due to this two-unit construction, the device may be used with all curve radii without problems. The measurement device measures six different parameters shown on a display. The device may be switched on and off at the battery car.

The technique

The measured values are shown on a 10 digit red LED-display. Each digit has a 5x5 dot matrix. A filter improves the reading. At one axle two strong mini-magnets are fixed. They produce two impulses per axle rotation without contact. These impulses are picked up by a micro processor, analyzed and presented on the display. Assembled on one plate these components are a compact unit. The power requirement is lowered through a power saving device in a stand-by mode. There is also a safety device to prevent damage if batteries are connected with the wrong poles.

Technical data:	Length:	ca. 112 mm
	Battery voltage:	6.0 Volt DC (5.0 - 6.2 Volt)
	Operating amperage:	ca. 60 mA (max. 66 mA) ca. 20 mA (stand-by mode) ca. 15 mA (rotating point)
	Battery operating time:	min. ca. 90 minutes at normal operation (It depends of the battery manufacturer)
	Display:	10 digits, 5x5 LED dot matrix

Operation

After switched on, the display displays system information at second intervals. A push on the button starts the Z-Tachometer after a countdown of five seconds. Every push on the button switches the display to the next parameter:

Meaning of the symbols displayed

V xxx.xVelocity:	present speed in km/h
avg xxx.xaverage:	average speed in km/h
max xxx.xmaximal:	max. speed in km/h
T hh:mm:ss time:	time traveled in hr.:min.:sec.
S xxx.xxx:	distance in km (prototype scale related)
Z xxx.xx:	distance in m (actual driven)

Operation mode

Despite the large display the values are very difficult to read during operation. A switch to another parameter during operation is a no-no. A stoppage of the train will falsify the measurements because of the time counter, and so the average speed calculation stays on. Therefore, with a long push on the button recording and analysis of the pulses is stopped. The data collected is stored and may be read as described above. The data stored is marked with a dot at the first digit of the display. With a further long push on the button, the Z-Tacho starts again, after releasing the button when the display reads "Tacho frei". After a start period of five seconds, the Z-Tacho starts again the interrupted measurement. Valid results are only attainable, when repeating the measurements several times. To do this, the previously recorded values have to be reset to zero again. To do this, the button has, when stopped, to be pushed until the display reads "Reset ??". After confirming with a button push, all stored values are reset to zero. If there is no confirmation the unit is switched back to the stored values after 20 seconds. All stored values remain.

The function explanation with pictures:

- [pic 1] Present speed in km/hr (scaled up to prototype, resolution: 0.1 km/hr), interval: 2 sec.
- [pic 2] Average speed in km/hr (scaled up to prototype, resolution: 0.1 km/hr), interval: 2 sec.
- [pic 3] Maximum speed in km/hr (scaled up to prototype, resolution: 0.1 km/hr), interval: 2 sec.
- [pic 4] Time traveled in hours, minutes, seconds (resolution: 1 second, max. 10 hours)
- [pic 5] Distance traveled in km (scaled up to prototype, resolution: 1 m)
- [pic 6] Z-distance traveled in m (resolution : 1 cm)

Battery saver

If there is no operating impulse or push on the button for about 2 minutes, the battery saving device dims the brightness of the display. After a further two minutes without activity, only a rotating LED dot appears on the display. A magnet impulse or push on the button reactivates the unit from the stand-by mode. **NM**

With this device the Z railroader gets a well thought out instrument. It is possible to collect data which is helpful for a prototype like operation and also to check the efficiency of units. However, information on the error rate (inaccuracy) of the device is missing for exact scientific and reliable data gathering. Consideration the production process related variations in most of the cars, this would be a measurement "overkill". **AvH**

16 - HH BELADUNGEN NOVELTIES 2002

Freight car loads

In the previous year HH-Beladungen enlarged its volume of production by adding containers and the Cargo-Sprinter. This year a further four new loads are offered for Märklin cars. A comprehensive discussion with company officials at the Dortmund fair disclosed, however, that other projects, even near final development stage, are being put on hold. The enthusiasm of Z scale railroaders at the beginning, was, according to the company, short-lived the nearer the production date of planned models approached. **AvH**

Titles of pictures: Square timber large (long) Square timber small (short) Double T steel beams Round timber

16 - RAILEX NOVELTIES 2002

Customers of RAILEX were pleased to see a new article: As a special present some customers of this company from Stuttgart got a sh...pit (politically correct: outhouse) with the obligatory heart shaped hole in the door. Even though the distribution of this item was done by RAILEX, it is a product manufactured exclusively by Halwa. **NM**

17 - MICRON ART NOVELTIES

Friends of American railways of the twenties and thirties find here a great variety of road vehicles. Also for the European Era II railroader finds some models are suitable. In this era the market share of American producers was large. Ford started to produce its first cars in Berlin. Later, the mayor of Köln, Konrad Adenauer, was able to convince this company to build the new factory in Köln. Every kit includes two vehicles with filigree spoke-wheels, steering wheel, side lamps and further details. The fire engine kit includes only one vehicle and four figures. The photo-etch sheet 1007 allows four baggage carts to be assembled. The buckboard is meant more for the modeler of scenes from the 19th century. The RR crossing signs are especially for our "American" modelers. They are well placed as rural scenery with dusty, dirt road crossings. The metal foundry represents a very high standard in Z scale modeling. The model is a replica of a prototype building of the Chicago Burlington and Quincy Railroad. All doors and gates are movable, even the upper case ventilation windows. In addition a handcart is included. **DN**

18 - BAHLS NOVELTIES 2002

Michael Bahls drew (unintentionally) a connecting line between the fairs in Sinsheim and Dortmund. At the booth of the Z Club 92, he allowed some first glimpses at his narrow gauge models, and the next project of the winner of Sinsheim is a layout in Zm.

Narrow gauge vehicles

As starter vehicles the models of a low board gondola and of a BR 98 made of plastic were shown. They have no functions and are not movable. The vehicles come in various colors and are placed on plastic tracks. Encouraged by suggestions made in Dortmund, and also over the Internet, Michael mulls over the idea to model with some functions.

Carrier for narrow gauge vehicles

To avoid the reloading of freight from narrow to normal gauge cars there were carriers built for the narrow gauge cars. Such a carrier allows the normal Z gauge railroader to display the narrow gauge vehicles on his layout, either as a cargo transfer or during the transportation of a loco to the maintenance yard.

Steering mechanism for steam locos

What was a sensation for the model railroaders in 1972, is today not detailed enough for ambitious model railroaders. Therefore, Michael Bahls has developed an improved, detailed, steering mechanism for steam locos. Once in motion, he threw in brass-loco plates, brakes, prototype front couplers and prototype buffers for super detailing. These super detailing parts are available for BR 89, BR 03 and BR 41 for the moment. Parts for other BRs will follow.

Citroen 11 CV

A mile stone in the history of motor cars was the "Traction Avant" of Citroen. Front-wheel drive and self-supporting car body were a revolutionary development in 1934. This model type was developed further from the 7 CV to the 11 CV and finally to the 15 CV with 6 cylinders. These cars were built until 1957. Its history ended with another technical sensation—the H 15 CV was the first automobile with hydro-pneumatic suspension, and it was the forerunner of the legendary DS. During this time, Citroen had the leading edge by superior technique. Bahls has available the model in the typical colors of that time—black, blue, bright grey and white. **AvH**

19 - HALWA FEINMODELLBAU

This company was present in Sinsheim and Dortmund with the commitment and excellence expected. Despite the heavy workload and stress such a marathon of exhibitions creates, the owner of the company still kept his humour and created a special gadget for Dortmund. This "to scale" V 60 is in reality a rubber eraser. Actually, this piece is too nice to be rubbed into crumbs. **AvH**

19 - MTL:#14417 GREAT NORTHERN TANK CAR

When Great Northern needed to haul fuel oil, they ordered 40 of these 39' single dome tank cars from the American Car & Foundry in Milton, PA in January, 1948. They were painted black with white lettering. The 12,533 gallon capacity, Bettendorf truck-equipped tankers were used to haul either oil for oil-burning steam locomotives, or diesel for the new diesel electric locomotives. Great Northern ran F-7 diesels during the era that these tankers were on the rails. GN was headquartered in St. Paul, MN and operated track from Minnesota to the Pacific coast along the northern border.

20 - INTERMODELLBAU DORTMUND 2002

The organizers of the Intermodellbau in Dortmund claim it is the largest exhibition in Europe for Modeling. Indeed, there is a vast variety of modeling activities to be seen. The most important sector of modeling activities was the model railroading. Filling three halls, on more than one third of the total exhibition area, the model railroaders were assembled. However, compared with Sinsheim, for the Z scale railroader, it was less interesting, even if some exhibitors were only attending this show. But in our hobby the small manufacturers are the important players, who attract people to attend the exhibition. The fee you have to pay for the booth has been increased to a level, some manufacturers cannot afford anymore.

Special cars

As on the occasion of all important fairs, Märklin presented also for the 24th Intermodellbau in Dortmund a special car. The series of cars of the "Gelsenkirchener Bergbau AG" was extended with a hopper (80712). It was available at local Märklin dealers. Also the company Schmidt from Hameln presented, following its tradition, a G 10 with breakman's cab. Its imprint was related to the show.

Z Scale exhibitors

Also in this report we stay away from a "name-dropping". It makes no sense to know after the fair who was there and who did not show up. It was very difficult to find all dioramas and layouts in scale Z. We cannot guarantee that we found them all. For instance, we found in the middle of the hall dedicated to ship models a booth of an exhibitor from Recklinghausen. His booth was full of layouts and dioramas in all scales. Among these, we found the layouts in Z scale shown on the next pages. All had the main "circus" theme. The layout of Mr. Scharf showing the four seasons was shown at the booth of Z Club International. There other layouts were to be seen. Also, a collection of all models produced by this club was presented. In addition, a vast collection of models offered by the company RAILEX was presented.

Comeback

It was just a short walk from this "competitor" to our contribution to this exhibition. Planned and organized by our "exhibition team", Thomas Zeeb and Dieter Heckl, we were able to show visitors and members some fine items in scale Z. At a tent a meeting point was available for interested people and members. There our team had an "open ear" for questions, suggestions and critics. There was also the possibility to sit down at a table and to discuss more difficult matters. Next to it, the large layout of Jürgen Walther was placed as the central element of the area. Further to the right, several layouts in suit-cases, TV sets etc were presented. They were loaned by members for the show. Next to it, Manfred Wilhelm presented three layouts. At the end of the area, a cabinet was located. It contained a collection of street- and water-vehicles. In the middle, in front of the large layout, a further two cabinets were located. One contained articles available in the Z-Shop. It was possible to buy them at the booth of Dieter Heckl. We, as "ideal" exhibitors, and this status we had as guests of MOBA, were not allowed to sell items. In the second cabinet, we indicated where scale Z layouts may be placed.

Layouts

We start with the largest layout. At an estimated length of five meters, the layout had various stages of completion. It started with tracks on plywood, and moved on to completed scenery. It was very interesting for the beginners to see directly the various stages, in reality, not only in books on paper. The experienced model railroader may have learned some tricks. There were several trains transporting freight and passengers, through the hilly scenery of an area in Southern Germany. Some of the trains were equipped with the fine Kadee-couplings of Micro trains Line, instead of the somewhat clumsy Märklin couplings. So, the overall appearance is very improved without any compromise in the functionality. The great variety of layouts of Manfred Wilhelm are known to some Z fans. In Dortmund he presented a diorama from Berlin. It is discussed beginning on page 26. The main theme of the second layout was a fun-fair ground. There were many activities going on and a "Glaws Train" built by Manfred Wilhelm, was running around the scene. The third layout sent shivers down the back of the visitors. A winter scene was presented in such a natural look, so that one was not realizing anymore the sticky hot air of the hall. We also had our own TV program running continuously. Many visitors were asking the question, "Where will the train appear next?" The suit-case with the handle was described some pages earlier. It just needs one socket and four trains were running at the same time. In the case of a violin, not always is a submachine gun hidden. Some discussion occurred because of this "noodle" layout. The reporter has the following opinion, "In principle I am not a fan of Z layouts in a pan. But the noodle layout convinced me, because of the details presented. I have never seen before a cat on a fence in a conventional Z-layout".

Meeting of the Z mailing list

As always ahead of important fairs, there are discussions on the mailing list to have a meeting to meet those you have previously known only from the web. A daily meeting time was fixed. On the first day there was only a very low response. There was some misunderstanding as to the time. After a reminder via the list on Saturday, an interesting meeting took place on Sunday. The highlight was the presentation of Michael Bahl of his new products (see page 18).

People

The successful presentation of Z Club 92 on the 24th Intermodellbau in Dortmund was only achieved with the help of the following nice and friendly people, first we have to mention the operating team. They had to operate the trains, and were not able to see all the displays at the exhibition—Jürgen Kremer, Frank Rieflé and Jürgen Walther. They also helped to assemble and dismantle the exhibition items. Manfred Wilhelm, whose pipe never ceased producing smoke, was the center of calmness, and his companion, Gisela Kirchner, was a fine "mother" of the crew. Thomas Zeeb used his vast knowledge to get together the fine exhibition items. He also did a fine job coordinating the assembling and disassembling of the booth, and also he organized the transportation. Last, but not least, Dieter Heckl fulfilled fully his responsibility that the planned program went through without problems. **AvH**

Page 22: Detail views and an overall picture of the suit-case layout which was presented at our booth. With a crank the scenery may be lowered. So, it is not damaged when closing the lid.

Page 23: The cut-away model of the circus is part of a large Z-layout. However it has a conventional design. This shows the primary interest of the builder: He likes to present a genuine circus in all scales, not a railway. All his other layouts up to scale HO had a circus as central theme. The circus "Roncalli" is a very detailed diorama. It demonstrates the precision the builder tries to achieve. It is surely the yard stick for the final status of the layout, which appeared somewhat incomplete.

25 - MOBA: AWARD FOR SALLER

We would like to congratulate the company SALLER at this time. The members and the jury of MOBA have elected the Lanz Bulldog of this company as one of the "models of the year". This model is available, also through our Z shop, in various models. It is for the first time that a Z scale model has received this award. This is a further mile stone of Z scale on its way to a full fledged model railroad system. **NM**

25 - NEW VARIANT OF US-BOXCAR 8641?

Mr. Stefan Metzenauer, a club member with special interest in exceptional models and variations thereof, sent us the pictures opposite and wrote (excerpts):

Question

"In Club-Revue 4/98 on page 23, there were presented several variations in colour of the Union Pacific boxcars of Märklin (Art.-Nr. 8641). At an e-bay auction, I discovered by chance an additional variation of this car type. In contrast to the normal type (picture above), on this variation, the footboards on the car roof are visibly narrower and the ladders at the front and side are added as separate pieces (picture below). The bodies of the car are identical and cast in one piece (no special type). Colour and inscription are also identical. It would be interesting to know if, beside this, Union Pacific box cars with separate added ladders or other US boxcars of this type are known".

Answer

We have done a very thorough investigation. But we have to state that such a variation was never produced by Märklin. Among us, such a variation is very unrealistic, because such production would require a new mold. And such new molds are very expensive. Märklin would stay away from such an exercise. We have the following remarks to your model: if one looks very carefully at the model, it can be seen that the originally casted ladders have been cut off very carefully, the traces of the upper and lower ends can still be seen. They are replaced with a to-scale add on or super detail part from a small scale manufacturer or from the model ship building sector. In our view it is a very fine super detailing which normally belongs to the high art of modeling in other scales. This art in Z scale is already common in the USA. It now has more and more fans in Europe. **NM**

26 - FALLER CAR SYSTEM? WILHELM CAR SYSTEM!

Just at the time when in the mailing list questions were discussed of moving street vehicles Manfred Wilhelm presented in Dortmund his solution. Under the street he fixed tracks on which trains from the scratch box were running. On the roofs of the cars magnets were fixed. Similar magnets were fixed at the bottom of street vehicles. The cover of the "street" has to be smooth like a mirror, oth-

erwise the vehicles may sputter. Both lines, the street and the track, have to be placed exactly on top of each other. When the train moves it pulls the car above with it by the magnetic force. The effect of this system was surprising. In Dortmund a tank truck was driving quite fast around the city followed by a police car which had some difficulties to follow even using a power slide technique. Was it planned or just result of the technique? Well, we are not so sure knowing our friend Manfred Wilhelm. **NM**

28 - KÄPT'N BLAUBÄRS SECRET

Käpt'n Blaubär is the greatest old salt of all times. For some time he has not roamed across the seven seas. He now lives in his "aufgepalten" ship at the bluffs of Blaubartiniien. He does spin the best "Seemannsgarn" ever heard since Baron von Münchhausen. This "Seemannsgarn" he spins every Sunday Morning at the end of the TV series "Sendung mit der Maus" and his three grandsons are listening.

Hidden observations unveiled disastrous news of Käpt'ns love of truth.

Here is the report of an undercover agent: Boatswine Hein Blöd disturbs Käpt'n Blaubär at his breakfast by saying "Käääpt'n". Blaubär just grunts. So Hein Blöd continues "Within two weeks the vacations begin." - "And?" Blaubär feels now really disturbed. "Your grandsons are coming for vacation. And you know what this means, Käpt'n!" Blaubär jumps up. He does not feel disturbed anymore. He shouts: "Oh, so I have to do something. Hein, you 'klarst' the 'Kombüse' and I are on our way to Kaistedt.". There is just enough time for Hein Blöd to answer "Aye, aye, Käpt'n" and Blaubär is already leaving the "Fallreep". Arrived in Kaistedt, Blaubär enters a telephone booth and makes a call. Just some parts of the conversation are heard: "Yes, as always....three weeks vacation are 21 days, I have to have a stock. Lets say forty pieces....Delivery by railroad as usual.". Blaubär finishes the call and walks "backboard" to the next pub. With a "Moin, Moin", he salutes the guests and orders for once an "Eisbrecher". After the second glass he asks the innkeeper: "Tell me, Petersen, did I told you already, how the crazy Oktoputz cleaned my ship, after I had hauled a cargo of 'Schmadder-Schlick' from the North Sea to New York?...." How this story goes on, fans of Blaubär can imagine.

Some days later....

"Hein!" shouts Blaubär through the ship. "Aye, Käpt'n", answers Hein Blöd. "Hein, we have to go. At 11.31 a.m. the G 162 arrives at the station." - "Aye, aye, Käpt'n. I just get the handcart from the forecastle.". At the station they watch loco 2 of the KWE switching a baggage car to the ramp. Five minutes later Hein Blöd loads a brown box on the handcart and both leave for the bluffs. Arrived Hein pulls the box up the "Bordwand" and carries it to the quarter-deck. Here he is a little bit too "tossig". The box falls on the deck and opens. 40 spools of the finest "Seemannsgarn" lay on the deck. They are marked with titles like "The Island of the Poguine" or "The Nuisance". **Kai Wüstermann**

Dictionary for landlubbers

aufpallen	to prop up a ship on shore. "Pallhölzer" (logs) keep it upright.
Seemannsgarn	yarn i.e. a long story sailors are telling, but the truth of it you are not able to check.
aufklaren	tidy up (a room)
Kombüse	kitchen of a ship
Fallreep	rope-ladder hanging down at the ship's side
backboard	left side of a ship
Eisbrecher	special Grog (hot mixture of water, rum and sugar)
Schmadder-Schlick	special slimy mud from the sea bed
Bordwand	ship's side
tossig	very clumsy

28 - CONTRIBUTIONS TO THE COMPETITION 4/2001

The proposals for the "2nd Winner Article" of the Z Club 92 represent the whole range of our hobby. Some of these may be difficult to realize from today's point of view. However, we include them in our list and hope, if they are chosen, that the readers having proposed and also you, our members, help us to produce these items. Several proposals need further clarification - all but one had no picture, or other optical description attached. So this article contains mostly text, unusual for our regular articles. We have not tried to add pictures. There is not enough space left. And it would have influenced your voting if we had attached pictures only for some nominations. This we tried to avoid by all means. We ask you to send us by 30th September 2002 (date of post mark) by mail or e-mail the name of an item from the list you choose as winner article. The three proposals with the most votes are honored with the new winner article. Naturally this may need some time because before the production starts we have to find out more on the prototype, producer, etc. In addition the production requires also some time. Very important and - in connection with the discussions of this competition during the previous weeks - indispensable is the instruction that we reserve the right that at certain circumstances we do not have to accept the proposal with the most votes. This may happen if we do not find a producer to produce the chosen item. Intentionally, we have not added the names (with one justified exception) of the participants to enable an uninfluenced vote. Some proposals were explained in length. Other proposals were just a keyword. To achieve a clearer listing, we tried to condense the essence of the matter from the proposals. This we had to do again, because we would not have enough space in this issue to present all of the proposals, in full. We have in addition sorted the items in the two categories "Rolling Stock" and "Accessories". Now we just have to wish you much enjoyment when you choose your favorite. **NM**

1. G 10 of "Riegeler Bier" as shown on the prototype photos attached (Remark: This was the only proposal with pictures added, see article opposite).
2. Heavy-Duty Flat Car (SSym 46) in a DR or DB version loaded with a wooden box as included in the Set "Geislinger-Steige" on which an imprint Z Club 92 is added.
3. Tank Car (the new form like 82070) with prototype imprints.
4. Lowside gondola with stakes and brakeman's cab 8658 (not more produced by Märklin) including freight.
5. 8658 in a more modern form without brakeman's cab.
6. G 10 without brakeman's cab in a prototype version, i.e., without advertisement.
7. Depressed-Center Flat Car with trucks from the heavy duty flat car.
8. The classic 8605 but at last with the prototype zinc grey colored roof.
9. Six axle heavy duty flat car era III.
10. O10 (88322) of eras II or III loaded with mine-timber.
11. Auto transport car (Laae 540) of era III (based on 86221 loaded with Citroens 11 CV from Michael Bahls.
12. So called Bavarian Baggage car useable in eras II to IV.
13. Bi-level passenger car of Waggonbau Görlitz with green colour of RB of DDR.
14. Express train car of era III with the grey colour of FS. Only Z Club 92 hint allowed non prototype train plate "Modena - Bochum".
15. The air conditioned passenger car of DB (21-73 001 Bvmz) is based on the car types available.
16. In a half-train of the Berlin S-Bahn a track cleaning device is built in. The relevant model has to include a working track cleaning device, also.
17. "Culemeyer" - Set with G 10 similar to 86615. The G 10 has a white colour, in line with the Club colour. Attached, you will

- find a decal with the Z Club 92 logo which may be added to the truck if requested.
18. A meaningful addition to one of the existing train sets of Märklin.
 19. Bus with the imprint "Wir fahren ab" and below, but in a smaller print, "auf Z Club 92".
 20. Photo-etch sheet with parts for the super-detailing of locos.
 21. Photo-etch sheet with parts to build a car "Rollende Landstraße" including a complete truck and trailer to be loaded on the car.
 22. Photo-etch sheet with parts to build a scaffold.
 23. Kit to build a sanding device.
 24. Kit to build a cinder pit.
 25. Kit to build a gantry crane.
 26. To prevent misunderstanding this proposal includes the name of its sponsor. Karl-Josef Schaaf has asked us to consider the option of giving the winner a coupon for a certain amount in Euro to be used in the Z shop. So it would be possible to give the winner a present he likes best, regardless of whether he is a collector or an operator of a certain era.

Mailing address:

Z Club 92 "Abstimmung", Postfach 13 01 01, D-44 750 Bochum, e-mail: service@zclub92.com

32 - Z-MARKET

We publish free of charge advertisements of our members to buy, sell or swap material, books, photos etc. related to scale Z. Commercial ads or ads not related to the subject of this magazine are refused. Only ads of a length 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 Germany**

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

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

Please send your offers to the Z Club 92.

Sell Märklin:	Dealer model Nürnberg fair 2000 SBB460	320.-
	Dealer model Nürnberg Fair 2002 DB BR120	320.-
	Both models	600.-
	Nürnberg Fair Car 2001 and 2002	each 35.-
	Xmas cars 1999, 2000, 2001	each 35.-
	Acrylball with xmas car as deco 2001	35.-
	All six models	180.-
	3-pole motors, scarcely run for various E-locos	7.-
	20 motors	100.-
	Insider loco 88065 DRG V 32	190.-

Further locos, train-sets, car-sets and single cars are offered due to "cleaning up" my collection. List of articles by return envelope or FAX.

Wanted Märklin: Insider car 1995
8839 DB BR110 blue
8877 Orient-Express car

Andreas Ruckert Schwabenstraße 15, D-86807 Buchloe, Tel.: 08214/5659 after 19 hours.

Sell: Display Cases Scale Z (Cases with 15 shelves), Dimensions: 75 x 55 cm.
Each shelf carries 11 freight cars (165 cars total display) or 5 - 6 passenger cars/locos (90 cars/locos total).
Display cases Scale Z (Cases with 6 shelves), Dimensions: 102 x 22 cm.
Each shelf carries 17 freight cars (102 cars total display) or 9 passenger cars/locos (54 cars/locos in total).

The displays are solid spruce, the removable shelves are plexiglass. The shelves have notches for Z scale cars.

Please contact: dfricke@freenet.de

32 - COMPETITION

Some of the most interesting initiatives of the Z Club 92 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. The jury is formed by the direction committee and the president of the club. The decision is final. As award one of the hundred articles exclusively produced for the Z Club 92 is given. And this is the theme of a competition underway. The winners receive the "2. Gewinner Artikel" according to our annual shipping plan. Previous winners are allowed to enter subsequent competitions. To participate at the competition please send your entries in an envelope or parcel marked with the relevant number of the competition to the Z Club 92 at the following address:

Z Club 92, "Wettbewerb Nr. X", Postfach 13 01 01, 44750 Bochum
(At the place of "X", the number of the relevant competition has to be placed).

Competition 2/2002 "Fotowettbewerb"

Closing date: September 30th, 2002 (date of post mark).

With the competition 2/2002 we like to reward those members who sent us an extraordinary photo or slides of an interesting prototype loco. The materials received are treated in line with the rules and regulations as printed on page 3 of this issue.