An exciting summer in Europe, wasn’t it? It wasn’t necessary traveling to the Mediterranean Sea to warm up for the winter. Of course, members who earn their money in a travel agency get our sympathy - they have enough troubles caused by economics and terrorism. But even an outstanding ‘vintage’ for train-spotters and railway fans. Time-tables must not be studied, even the weather report didn’t need attention. You only had to take your camera, going to the next railroad embankment and got good results, memories and ideas.

And then there was the class 103. Originally it should go out of service at the end of 2001. Then if time-table changed on 15th of December 2002. For the 15th of January 2003 comes the feared order. But in April the correspondent met it regularly on his daily way to the Intermodellbau in Dortmund. Class 103 was in service again cause the more modern classes 101 and 120 are not so reliable as expected and necessary and there still wasn’t enough units for all services. Below you’ll see loco 103 217 entering Oberhausen main-station with IC 2334 on 20th of July 2003. It was eight days before this class was taken out of service once more.

Many of the baby-boomers are now in their forties too. For the train-ethusiasts of it was the ‘Intercity-loco’ the star of their childhood and youth. So the dismissal of class 103 is for this hobby-friends another step to become a real modelrailroader. Now they are able to tell of past glorious times of a famous express locomotive, like the ‘old’ hands who reports with glisten eyes from class 01 or 39.

In this sense: Keep your Märklin #8854 and its variations in a good shape. Do it better than the DB did it with the prototype. Keep ‘em rolling! AvH

Here again is a try to get Club shipments, which returned, to the legitimate owner. Help from other members is very welcomed. We are looking for the postal address of the following members:

Bernd Maurer  D-71576  Burgstetten
EDITORIAL

IMPRESSIONS OF THE INTERMODELLBAU IN DORTMUND 2003

DORTMUND GADGETS

FALLER: NEW ITEMS

PREISER: NEW ITEMS

BLAIR LINE: NEW ITEMS

HEKI: NEW ITEMS

MÄRKLINS MRR-MEETING 2003 IN GÖPPINGEN

GÖPPINGEN GADGETS

NOCH: NEW ITEMS

HABERL & PARTNER: NEW ITEMS

ARTITEC: NEW ITEMS

BEIER: NEW ITEMS

ADP MODELLE: NEW ITEMS

SYSTEM JÖRGER: NEW ITEMS

VIESSMANN: NEW ITEMS

KHE: NEW ITEMS

IN SERVICE MINIATUR


CLASSIC SHIP COLLECTION

AMATI MODELLISMO

MICRO-TRAINS LINE

WINNER OF CONTEST 4/2002 "WRITE AN ARTICLE"

REGIONAL Z MEETINGS IN EUROPE

CONTEST

SCHERTLING

Z-SHOP CARS

Z-Info is the magazine of Z-Club 92. It will be published four times per annum. Delivering is part of Club-membership. Z Club 92 tries to publish and send it following this arrangement:

March No. 1

June No. 2

September No. 3

December No. 4 incl. annual Club-car

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

Special train 601 004-5 and 601 016-9 driven by mijnher A. Vandergeten pulled the special charter-train 42003 from Salzburg (A) to Linter (B) with through coaches to Hombeek (B) and St.Truiden (B). Here during an unscheduled stop shortly before Dortmund on 11th of April 2003.
“A picture says more than thousand words”. In this way we can only give you a small insight by the diversity of the exhibition. But still here we try to give you twenty thousand words supplemented by some real ones to prevent misunderstandings and give some explanations. Maybe you know a visitor of the fair and ask him for more detailed informations. Last but not least we have to thank the members which made the presentation of Z Club 92 possible with their efforts: Alexander Graf, Jürgen Kremer, Dieter Nolte, Jürgen Walther and Nicola Malavasi, as well as Thomas Zeeb and Dieter Heckl for organisations. Unfortunately Manfred Wilhelm was unable to count in, but he entrusted us his precious dioramas for completion of our both.

AvH

Even at begining evening if the hall becomes emptier it was difficult to catch a view to the layout “Red Rock Canyon”.

After long and sometimes stressing days the crew of the both creates its Club Zug suggestion as joke.

Some critisised the presentation of a work in progress: But the track workers show its going on and we are on the right way.

A dashing dairymaid nearby a nice quite and shadowed forest... It’s better to stop here.

With class V 100 by Märklin such engine-shop scenes of era III are possible. Small series models was available since longer time, but groups of it are impossible through financial aspects. Here a “Symphony in tradition red” from Belgium.

Caused by the manner of presentation like a picture-frame stage the view and concentration of the visitors are lead to the layout. This one by P.A.J. Modelbouw from Belgium was presented first time in Germany.
Nearly the whole Z Club 92 exhibition team at Intermodellbau in Dortmund and some of them at work.

Funny meetings with members of the mailing list at two different days.

High quality passanger service of era III at the layout of P.A.J. Modelbouw from Belgium.
The MOBA organizes the non-commercial part of MRR-fairs. So Clubs have to thank for this chance for public presentations. Additionally MOBA supports personal contacts inbetween the MRR-scene with the traditionally held MOBA-party - even for personally relationships of producers beside the daily competition.

Thomas did the necessary drudgery for that, without embarrass the booth-crew due asking for...

Why is Z gauge seldom shown in MRR-press? Maybe the question is answered if you see the proportions between used professional light-equipment and the size of the object... However “Red Rock Canyon” wasn’t viewable for a while.

Best light to take photographs... Unfortunately the layout was occupied. So we could “only” took the man at work: Markus Tiedtke a famous German MRR-reporter at Clubs booth.

Home made signals with three different orders. More detailed informations should come in a future report.
Exhibitions are in every case occasions for collectors to find memory-articles about the event. On the other hand it is for producers the chance to well-disposed to the revered customers. The company Müt offered in Dortmund right handed advertisement car to get attention for their digital-system especially developed for Z. A standard advertisement item by Märklin was stick-

kers which shows last years mini-club Insider model. Members of Märklin Insider Club got a give-away for relaxing circles: A skat. For collector who doesn’t open the inner cellophane to conservate the shape “never used, like new”: Diamonds Jack shows this years mini-club Insider model the Franco-Crosti. Club King is represented by the respectively model from 1997, a class 52 in war-times grey. All other thirty cards don’t show mini-club.

In general it was regretted that Märklin didn’t continue the series of GBAG-cars. Instead of local dealers sold #80713, a bulk freight car of Dortmunder Eisenbahn (DE). As a inhabitant of the Ruhr-area it was surprisingly - even if a GBAG-wagon would be welcomed too. It seems there is no chance for a GBAG-locomotive, but maybe Märklin could decide for one of the DE. The mold could be used for a large number of colour-variations. And this loco is produced by Märklin in the past for gauges of the challenged by motoric activity...

AvH
NEW ITEMS FROM FALLER

Even this year Faller presented in the Toy Fair of Nurnberg some new items:
First of all 3 different houses, which are typical for era III. They consist of different kinds of walls made from bricks, half-timbered, covered by wood or plastered and are finished in different colors. These buildings fits nice into a small village. To complete the village Faller produce also an Epoche II church. Like as in grater scales since decades the Z-kit contains three different roofs for the bell-tower. So it is possible to adapt it to the modeled region.
Faller present a flexible tunnel-tube that fits well for one or two tracks to cover layouts-substructure. It shows a rock-structure like it is common in older tunnels. Portals are not included but several portals are available on the market, last but not least by this company itself.

NEW ITEMS FROM PREISER

Thanks to new figures which Preiser presents nearly every year in Nurnberg, we Z scale modelers have the possibility to complete our dioramas and layouts step-by-step and make them more looking like the prototype. Several items are available on the companies catalogue and this choice was made more rich this year with three different new sets made of six figures each.
One shows Passengers on station-platforms or around stations. The other two sets contains pedestrians dressed like in the spring or summer season.
Again the Company Heki presented this year some new items to perform our layout's landscape in an easier and better way. Even if all the news items are dedicated to the bigger scales - Heki doesn’t really know of scale 1:220 - some of these items are usable for the Z scale landscape too. For example the nice system to reproduce water including effects for waves, vortices and so on. It will be made by two different items:

3550 Bonding agent and hardener
3555 Filling compound for Heki-aqua

In HO Heki has made a special boot too, however the z-modeller can use the ones available on the market. Even that one available in the Z Shop (see ZI 1/2003 S. 26). Another interesting new are the special grass-piles in small size, It fits well to small areas. It is available in 2 version:

30800 Grass-pile light-green
30801 Grass-pile meadow-green
To avoid that the same persons writes the self-adulation about participation of the Club at exhibitions in every case I was asked to do it. The story behind it is this: It was my first visit to Göppingen. Caused by the diorama contest for Insider Club members by Märklin. Last round was part of the ‘Modellbahntreff 2003’. So the long way promised to be worthwhile for me too. I had offered four objects of which two was selected. Transport becomes easier through that. The ‘flight’ into the city was chaotic, cause it is under construction now. But ways are short in the little town, so the car was parked all days. I feared to become the lonely Z cowboy so I made a button to outing me as Z-head. But it wasn’t really necessary. During the set-up on Friday afternoon some crowds of the press flit around into the Old Power-Station - as I thought. But they wasn’t muckrakers they were the scouts of the Club. So the contact was made and the time after closing of the exhibition was managed.

The diorama contest was placed into the Old Power-Station. The building isn’t large but the place for the contest was definitely too small. Only few visitors at the same time could enter the first flor where the dioramas was exhibited. It was impossible to look closely to many of them. Over one hundred competitors wanted to present their work. Märklin didn’t expected so much interest cause at a former exhibition this concept failed and it was the last try-out. Thirty-four of the candidates was selected and got an invitation to Göppingen. They got many prices. Finally there were twenty-two winners in seven categories. So most participants were happy.

Even the tenth anniversary of Märklin Insider Club
Driving-controllers for suitcase-layouts (l.) and Fun-Sets (r.) distributed by Jörger. About the last one Jeremy Brandon - designer of it - correctly said: "It puts the fun into the Fun-Set!". With both driving-characteristics becomes very convincing.

Placement at the gallery of the municipal hall of Göppingen wasn’t really perfect, but we got many new and good contacts: In the foreground the booth of Interessengemeinschaft Spur Z, behind it the Z Club 92.

was celebrated in the Old Power-Station. There was exhibited every Insider article of every gauge since 1993. Sometimes a small band plays birthday-songs. Insider members got here a thermos-coffeepot as gift.

In my opinion a good idea is to divide up the different gauges to the different exhibition places. The Staufenhalle was dedicated for HO. There at the booth of Märklin Magazin subscribers got textile-bag as gift. A maintenance booth by Märklin where repairs only must paid if parts was needed was nearly unreachable. In the municipal hall (gauges N and Z) at the Märklin booth was an impressive modul-layout presented, until this day unknown to me. It was the famous layout by Manfred Jörger. It was my first contact to him and he was very kind. Of course I took a track cleaning car and ... yes, he presented his new uncoupling system. Absolutely convincingly. Everyone is able to set up the system and it is very reliable. Into the hall of the new Anhalter station (even a personal high-light to see it in reality) was three tracks. A train comes in, the loco uncouples and another come to pick up the coaches and pull it away. The whole procedure could be observed with help of a video-system. Like the uncoupling-system itself was this way of demonstration full with many.

Train-roster in Zm and an American passenger diesel loco F40PH are new items from Sanitz in Mecklenburg (Germany).
Additionally to their modul-layout the IG Spur Z presented this layout around a working Z aerial cableway.

good ideas. Even in this way it could be observed that inside the new station all details are modelled too - it gives a very realistic impression. And last but not least, the model is very big - but in scale - compared to common structures of our gauge.

On Saturday around noon were so many visitors into the halls that movement was nearly impossible. At 1:00 pm less space was at the booth of Z Club 92 where the participants of the mailing-list meets together - in a never seen large number (as it was told to me). After 4:00 pm space-availability becomes slightly better and some carefull movements becomes possible. On Sunday luckily it wasn’t so stampede-like. So I done my explorations and walked from booth to both.

All Z producers known by me are presented. Here I couldn’t name it all but only that which shows newly facts to me. Here my pesonaly high-lights:

- Jörger as described above.
- Freudenreich Feinwerktechnik with very nice Zm-layout (Zm: Narrow gauge for Z, wideness 4,5 mm be equivalent to 1 m gauge of prototype).
- Heckl with the new accumulator traction vehicles and the kits of German phone boxes.
- Railex presented a track building train of era I. Rolling without motor and with very fine details at all cars (car for impregnation purposes, transport-car for gas used for light, flat-car with supporting-bars and a flat car with mounted circular saw).

All other interesting things of the small series producers are reported in previous exhibition-reports by me and could be found in the internet (sorry, only German): http://people.freenet.de/ottinger.

Remarkable was the two layouts in suitcases by two Z-heads. All structures were built from paper. No, they don’t used available kits. But pictured post-cards gave the patterns. Result is a paper-town with many very famous buildings of Germany, mostly from its eastern part. Not all could placed at the layouts, so there was more examples around it. The patterns was used as base. In this way you have the chance to compare prototype and model. The layouts are a little bit too colourfull in my taste, but no discussion here, it is a very impressive creative matter of modeling.

Traffic between the different places of the exhibition was organized with a shuttle-system by bus. Even the busses were mostly overloaded it was a good idea and a sensfull service.

As a single exhibitor with guard-service by Märklin and without commitments at the booth I was able to observe the model railroad in scale 220:1 in depth. The signal box at Göppingen main-station looks really like the model!

At the tracks was exhibited the Rheingold with the
famous class 18, the ICE 3 unit "Köln", a class 38 in Prussian colours, an express-steamer class 01, a German crocodile class E 94, the class 101 with "Idee + Spiel" advertisement, a class 103 and a diesel-loco of type MaK G 1206. Steamers 50 3545 and 75 1118 serviced short trips with historic passenger-cars. Best moments for me was an interesting small-talk with the loco-engineer of class E 03 into the cab and a ride along the grade Geislinger Steige, pulled by the class 50 without helper-loco!

My conclusion about the journey from northern Germany to Göppingen in the south is very positive. In particular it was very nice to met so many Z-friends. Some names was known from the mailing-list or ebay. The large number of them wasn't expected by me. We have had a good time in Göppingen and met together every evening into a pizza house, respectively on Saturday in the "Paradise" (the dishes were really heavenly). Thomas Zeeb did the organizations for the Z dinner very well. All in all over forty Z scalers counted in. We had a good evening with many helpfull discussions and much fun.

Even in Göppingen the collector could find some special items. Beside the free sticker with the loco Franco-Crosti the car “Birnenschaumwein” could be purchased at local hobby-shops. Märklin itself sold at the exhibition another car with graphics from old catalogues in a metal-box (#80913). The special car by Z Club 92 for the meeting in 2001 was sold out fast, so another one was made for this years event. A few of it are still available through the Z Shop.

Participants of diorama contest and other exhibitors got a container car as thank from Märklin.

Tenth anniversary of Märklins Insider Club. Members got a little larger gift. A coffee-pot to hold the temperature, completed with a coin of chocolate. If it fall over there is no danger of an accident caused by the lid.

The small button had the function as press-legitimation. Unfortunately there are less available than muckrakers want to report of this festival of modelrailroading.
NEW ITEMS FROM NOCH

Fertiggelände "Blumenau und Tannheim"
On a size of 50 x 37 x 12 of height, Noch has realized and presented this year in Nurnberg a ready layout that is available in 2 seasons scenarios: summer (Blumenau) and winter Tannheim).
All versions are provided with a speed controller and

are powered with a 9V Battery, however an external power supply is also available optional with the code Nr. 88170.
Noch also made a version of these layouts included into a case. The corrispondant numbers are 88100 for the Blumenau and 88110 for the Tannheim.

Sound Station
Do you like to add sounds and noise to make your layout or diorama even more realistic?
Noch has made a new excellent Sound System that is usable on any layout as it included 18 different kind of sounds as 10 Bahngeräusche, 2 Bahnhofsgeräusche, 4 Stadtgeräusche and 2 Naturgeräusche.
With a special controller you can regulate the volume and start the sound corresspondant to the number you push.

Felsen und Felswände
There are several system on the market to make the mountains and also a lot of other self making that are really well known from every modeller.
But now the company Noch has made a new system which make it very easy the creation of rocky mountains, and simulate very well the top of the Alps.
It consists of a 4 differents sets of rocks which are ready to be glued and combined together in a layout creating a wonderful scenery.

Included in the package there is also an exaustive set of instruction on the way to use with success the items. At the time the available items are:

58448 Felsen Arlberg  58450 Felsen Tirol
58454 Widderstein    58455 Mittagspitze
In Nürnberg Haberl & Partner the company which is known for its fine detailed fences presented buildings for a German coal-mine from 1916 including the trestle for the elevator. The “Zeche Niedernberg” usable for all areas. Cause during the change of industrial structures into the Rhur-area many old factories and mines are changed to industrial museums. For example the Zeche Zollern in Dortmund, shown below. By the way, the coal-mine with same name but modern buildings in Neukirchen-Vluyn was closed in the late nineties.

Of course in era IIa and III-V the model should get a democratic flag. Not the shown colours of the crowds which played with and lost Germany’s richness, future and honour.  

AvH

NEW ITEMS FROM ARTITEC

The Dutch producer find and fill the gaps in the Z market with careful observations. So it wasn’t surprisingly that a representative of the company reported a positive development of the Z range and promised its further growth during background talks with ZI. It was enjoyable to hear not the common complaints of some other manufacturers. This year Artitec presented the signal box “Rathmannsorf”. At first view it looks simple. But a second one shows the complexity of the building.

AvH
Caused by carbon dioxide emissions is using of coal for power production polluting and nuclear-power is dangerous by the rays. So ADP Modell company offers to the Z scale Modelers a solution to power their cities with wind: A wind power plant!

If your layout is reproducing some hills you will find interesting to fit them with many of these mills, like it could be seen in reality. Maybe some modelers are able to complete the model with lights for air safety purposes (it should be placed above the generator).

Beier presented three different sets with different carts. They are made in a fine detailed manner as we are familiar with Beier-products. With that accessories is it possible to complete freight-sheds, engine-shops, factories, workshops, marketplaces and storages. But even allotment gardens or the walk by “family Meier” with “Benjamin” into the wooden-cart will be nice scenes.

Known as producer of HO automobiles adp widened its product range to Z containers. It fits to the Märklin wagons and truck-trailers. Available in different sizes the containers has different built walls: With traditionally profiles, built from flat sheets and also ver smooth. The refrigerator-container shows a climate-unit at the front. Would in the future the company present some articles similar to their HO-range in scale 1:220 too?
Most Z scalers knows the problem: If you want uncoupling a wagon at a place which is unreachable for your hand you have to use the uncoupling-device #8587 by Märklin. But it isn’t a secret too that it doesn’t perform well and reliable. Often the light-wighted cars will be derailed by it. Manfred Jörger was absolutely not prepared to accept this common failure. So he thought about a solution and after a short time he developed an electromagnetically uncoupling-device and built the first testing-unit. Some month with tests showed that this way is the right one and a reliable solution becomes true.

The system contains two magnets which are mounted below the tracks. And the common Märklin couplers needs some slightly modifications. Below a straigth track there must be saw out a rectangular gap. There must be put in two angle irons for fixing the magnets. After adjusting the construction the magnets will be connected to a pushbutton and furthermore to the light-output of a common transformator. Modification of couplers has to be done as follows. Märklin couplers has a pin at the undersipe which will be used for the uncoupler #8587. It must be cut off. Than it must be abraded at level and the grease must be removed, e. g. with isopropylalcohol (CH(CH3)2OH). On the delivered etched sheet - which was developed by another friendly small series producer - are small metal lamellas, which has to be seperated and glued directly at the underside.
of the coupler. It will be done during some minutes and has the advantage that locomotives and cars don’t need a disassembling. Now first tests could be done. The train would be driven on the uncoupling track. It should be stopped if the coupler which should be divided are directly above the magnet. Now after a short push at the button the couplers swing to the outside and are separated. Now train could be driven away without the uncoupled cars.

The system demonstrates its reliability not only during test but even at some common layout operations too. It is not only suitable for Z wizards. Every Z modeler is able to built it in and operate it. After successful tests the uncoupling magnet could be hidden due ballasting the track. As demonstrated at exhibitions the system is very appropriate for the new station Anhalter Bahnhof. In this dead-end station changing of locomotives is needed in many cases. Here it must be sure that uncoupling doesn’t cause derailments. To show that this is true, Manfred Jörger installed a video system into the station at the modelrailroad fair in Göppingen. No one heard of any accidents. Manfred Jörger delivers the uncoupling magnet and the etched sheet. You only have to install both as described above.

Guido Kruschke

NEW ITEMS FROM VIESSMANN

Trees from natural materials: Yew tree
The scientific name is Taxus Baccata. This trees grow preferably at places which are shady, damp stony and has chalky soil. This are indicators for its natural area: Inclinations in mountain regions and valleys. It grows very slowly, after 10 - 15 years it is only 2 - 3 meters tall and for maximum high around 20 meters (9 cm in Z) it needs more than 100 years. The alcaloid Taxin is into the whole plant and lethal mainly for horses. But it can be dangerous for humans too. It should not be planted near playgrounds. But same for horse meadows too, even at the layouts (who models horses up-side down?)

Guido Kruschke

5250 Decoder for Selectrix Micro DHL-050
This year Viesmann offers products for use with the Selectrix system first time. It is said that this will be the smallest decoder on this planet. The output to the motor is able to handle 500mA. The decoder contains the proofed automated Selectrix speed-control. It has two outputs for light-bulbs which switch depend on travel direction. There is a second decoder with same features like #5250 but the light-connections are made for LEDs.

Dimensions: 6,8 x 13,6 x 2,0 mm (0,2677 x 0,5354 x 0,0787 inches)

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Guido Kruschke
There a new company specialized in microlamps and LEDs facing on the Market. There are several products that fits very well for the Z scale, beginning with some microlamps of Ø 1,2 mm working at 1,5 or 3V (a 1kΩ resistor is needed) and colored blue red and yellow and an SMD-LED Lichtband that can be used to light coaches or buildings. KHE Speziallampen Vertrieb GmbH Perfallstr. 1C, D-83727 Schliersee Tel 08026-949099, Fax 08026-949097 http://www.khelamps.de, khelamps@gmx.net

In the product range of Schreiber Modellbaubogen you will find everytime something special building kits. It prevents the Z world against same look at every layout. Caused by offers of other producers the Neuschwanstein-castle isn’t really that unique. But the great demand caused that Schreiber reworked its kit completely. Result will be a model which has the correct dimensions and many details. It could be up-graded with additionally parts.

If we “Americans” meet together we first interchage our informations about newly discovered products. Carsten Leuters gave me the tip about this truck. So I got the honour to present exeptionally a model with European prototype. But of course, it is produced at the other side of the pond. This Mercedes from the sixties and seventies could be best used to replace the many not prototypically trailing trucks which crawled around into the Z world.
Winner: Morten Bohr (Norway)

Here comes a small story of the z-anlage to one of my z-friends: Mr. Bjørn R. Ness, living app. 20 km outside Oslo. He is app. 50 years old and had Z-scale as hobby since the start in 1972. He has had several z-anlage, and the present one he has been working on the last 10 years. It is 3,8 m long and 2 meter at one side and 1,5 meter at the other side. It is not helical coils to reach the mountain, but a long double track climbing section.

Mr. Ness is very fond of scratch building several articles, like cranes, bridges, houses and so on, by wood, carton or styrene. He is a fireman as profession, and making these things is a good relaxing from work. This is the first story in the magazine from Norway.

Total view of the layout buildt and owned by Bjørn R. Ness. It is presented to us from his friend Morten Bohr.

Here you will see the winner-article. It was exclusivly built by Märklin for the Z Club 92 in a limited series of 100 pieces. It is given to winners of contests by the Club.

Mr. Ness with ditchaudbruche made from scratch by styrene

The yellow crane scratch-build of styrene

The river and the bridges in iron
Winner: Hans Reif (D)

We met Theo Knüppel for the first time at an exhibition. His layout is the result of a passion that he has had for over a quarter of a century. As a pioneer of our scale Mr. Knüppel developed many solutions to problems himself. These problems were caused by a lack of producers for Z Scale accessories. Today, he owns such many experiences that he doesn’t need it: Light-signals with three signals still are not offered on the market. Another interesting solution are banisters of a coal-loading station for support of steam-locos, which are made of tooth-picks rather than the more
commonly used etched brass technique - no difference with commercially available solutions is noticeable. Or the model of a building plot, which shows Mr. Knüppel, is very observant. The concrete doesn’t flow through a tube directly from the truck, like it is shown wrong on many layouts (for that you’ll need a seldom used special mixture). No, Mr. Knüppel modeled a crane with a special concrete transportation tool for firm up and another tool to thicken the concrete at its place. I could list many more similar examples, but space here is too small.

The set-up procedure of the layout is already an event. The main part of the layout (town, main-station, branch-line, mountains, helix and shadow-station) is mounted as rails on the wall, so it is placed family-friendly under the ceiling if not used. What looks like sideboards (with castors) on the picture contains the left (big freight-yard) and right (maintenance-shop) parts of the U-shaped layout. The set-up itself, gliding down from the ceiling of the main-part, the docking the three extensions, and the plugging in of the power supports, takes no longer than booting a modern oversized computer. The layout is controlled in an analogous way, but with all thinkable features. Many parts for it were cheaply bought as second hand items from the former German Federal Postal Service. Today’s German Telekom can not deliver such goodies.

Murphy’s law rules every time. Another secret of the layout, which normally works without problem came to light. After a short search grasping a tree in the forest, and it was lifted out. It covers a hole into which a mountain-raiser tool is plugged. The derailed train, of course in the tunnel, was set-up properly again in a few seconds. Finally a quiz by me: What is the second hobby of our master-modeler? Of course it has a prominent place in the layout, and you will note it in one of the pictures.
Winner: Joachim Ritter (D)
It seems more a rule than an expection of it to stumble on model-railroad layouts at unexpected places. In this way it was with the layout of Helmut Lauble for me too. We meet us at a model-railway auction - of course, after all a little relationship is needed for such discoveries. During the small-talk about our hobby he mentioned he owns a Z gauge layout. No question, I want to see it. I visited him - and was surprised!
I expected a simple board with some tracks on it or something like that. But there was a room in the basement with an U-shaped layout along three walls. I heared me asking: "There are surely some dozen meters of tracks?". "Maybe", he answered with a fine smile, "but to say it exactly, I first have to measure it too."

Than he told me of his ideas which was developed with the track-planing puzzle (Märklin #0232) and with the respective template (Märklin #0212) drawed to paper. In this way a big dead-end station becomes reality on the left side of the layout. With his growing train-roster the number of parking-tracks and sidings has to grow too. Caused by the dead-end locos at trains has to be changed in every case in the station (pictures 1 and 2). But there are sitting around enough locomotives waiting at the engine-shed (3) for their next missions. Leaving that area to the right (4), trains comes to the first "representation-line" [In Germany many modelers build a longer section of track on their layouts like a "stage" to have the possibility for presentation their train-sets in motion. Added by the translator.]. It is slightly curved, approximately 2 meters long and fits perfectly into the landscape (7 & 10). After that the train reaches the right part of the layout (6). But only for a short distance, it turns back to the middle part over a bridge which crosses over the town and the sta-
tation and enters the second "representation-line" (5). This one passes a reservoir with dam (9) and enters the mountain-region with some tunnels (8). First there was a long tunnel to hide the grades. But after many actions - motto "where stalled my train today?" - and difficulties with track-cleaning and grades this "subway" was reduced to a minimum and the line was altered. Now the train reaches the third "representation-line" (13) which leads finally to the right part of the layout. After passing an industrial facility the train arrives at the main-station. Until this point it makes a long way, it passes different tunnels, some daring bridges and through stations. It is much fun to observe whole full-sized trains on a beautyfull line with a fitting (Faller-) background in different operation-modes: Running in the valley, crawling up the hill and meandering through the mountains (11, 12, 14).

Luckily I haven’t to do the track-cleaning before our operation-sessions. But the cleaning-tools by Mr. Jörger does a very good job here too. The layout shows many detailed scenes with carefully painted Preisers. It was done by Helmuts wife. Self built streetlamps (following instructions of an old Club magazine) illuminates the layout. It is controlled in a traditional way with control-sections. Complicated circuits are not necessary cause the lines are long enough and it gives the time for commands to drive the trains in a relaxed manner.

You want to hear something about the future of the layout? It should be changed again a lot! Recently Helmut thought even about a demolition of the layout. But some parts of the ‘old’ - todays actually - one should be used at the new one too. Plans are ready in the head of Helmut... I am curious about it cause the layout gives me some positive surprises in the past. To say it last in my opinion model-railroading makes most fun in building a layout.
This is a new manufacturer for high-quality ships in Z-scale. All models are metal models and available as full hull and as water line model. Seven different sea rescue boats are available at the moment. The „Georg Breusing“ nowadays a museum, from the 44m-class. „Wilhelm Kaisen“ and „John T. Essenberger“ before their face lift in 1999-2000 and from the modern 23m-class „Theo Fischer“, „Bernhard Gruben“, „Hans Harmack“ and „Hermann Rudolf Meyer“. You can see the differences in the shape of the model. The new big SK29-class sea rescue boat has already been announced.

They have also a full hull model made of resin of the harbour tuck „Fairplay 25“ from Hamburg.

Future possibilities

At the moment they are looking at the z-scale modellers market. If we take a look at their models, which use the scale, 1:400 and 1:700 we can see a very high standard and many interesting ships which could became real in Z if Z scalers shows their interest. Questions and suggestions to the company are surely welcome.

AvH

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The italian company Amati (on the market since 1879) has shown on the Nuremberg toy fair 2003 a wood model of the most famous transatlantic in the world, the RMS Titanic of the 1912, in scale 1:250. The model, available as kit, is -in reality- a well known product (at least in Italy) as the company Amati sold it as partworks in a cooperation with the company Hachette over 3 years ago. This offering is now available through the kiosk in Germany too and the number 1, as shown in the picture here on the left, was dated January 2003.

There are several interesting internet sites that may helps you to build this fantastic model, even if a step by step instruction is enclosed in the partwork. You will also find an intresting magazine that guides you through the mystery of the ship and rebuild for you all the historic moments typical of the late Victorian age. To start to give a look at the project you may find it interesting to navigate into these web sites:

http://www.baue-die-titanic.de
http://www.titanicmodell.de/hachette.htm
http://www.buildthetitanic.co.uk
MTL: #13107 Lehigh Valley
This 50’ gondola with fishbelly sides and drop ends is painted green with white lettering and the Lehigh Valley black and white “Black Diamond”. It was built in November 1950 and reconditioned and repainted for Lehigh Valley in February 1970. It runs on black Roller Bearing trucks. This group of 110 gondolas was by sold by Lehigh Valley to the United States Railway Manufacturing Company of Washington, Indiana. As an arrangement between USRM and Lehigh Valley, the gondolas were reconditioned and leased back to LV.

MTL: #14406 Baltimore & Ohio
This 39’ single dome tank car was built by the B&O at Mt. Clare, Maryland in October 1946. It is painted black with white lettering and logo. The 100,000 gal capacity tank was used in non-revenue service, hauling diesel fuel exclusively for the road-note side stencil “B&O Use Only”. It rolls on Bettendorf trucks. On June 15, 1973 the Baltimore, Maryland based B&O became a subsidiary of the newly formed Chessie System. On April 30, 1987, C&O merged B&O, and four months after that CSX Transportation merged C&O.

MTL: #14147 Atchison, Topeka & Santa Fe
Rebuilt May 1969 from cars in the BX-53 class built early 1950 to 1951, this 40’ standard box car with single door had its roofwalk removed, but the ladders were left full length. It became class BX-136 and was painted box car red with lettering in white on the sides and ends. The door is painted white. Assigned to food loading only, this car was serviced April 1977 at the road’s Topeka Shop. By the mid-1970s, all roofwalks were to be removed and cars with and without running boards were seen together into the 80s.

MTL: #14916 British Columbia Railway
Built in November 1961, this 40’ Standard Box Car with Plug Door is dark green with a dogwood flower herald and originally wore an earlier Pacific Great Eastern paint scheme. The road’s name was changed to BC Rail in 1972 and in February of 1979 was repainted into the traditional BC Rail livery at the North Vancouver shops (NV). It is Insulated and Heater Equipped, which makes it useful foe a variety of commodities. It is using a stencil box configuration that was introduced in 1975 and used through 1982.
Here you will see the winner-article. It was exclusively built by Märklin for the Z Club 92 in a limited series of 100 pieces. It is given to winners of contests by the Club.

Winner: **Carsten Leuters (D)**

In one of the last issued of the ZClub 92 magazines I showed you the latest items I found on the US market belonging to Z scale. Now it is time doing it again.

**Father Nature**

A new release of four 40’ reefers is called "Father Nature Z-Scale Wooden reefers". With this company the number of producers of Z scale rolling stock grow up again. All four cars are only sold in a set for approx. $70 and were released in January 2003. These Billboard cars have excellent prints, Micro-trains couplers and were built by Bowser Trains.

**Zthek: Street vehicles**

An also relative new supplier on the market is Zthek from California. The owner Lajos Thek produces accesories from trees, cars up to small dioramas. He started his own production when he searched for items for his display, but was not successful in getting the required stuff. One of the most interesting items I found is the Volkswagen VW Bus Type 1 and its Pick-Up version. Ready built and unicolored busses and pick ups are available at $15. Two-tone vans and the Hippie bus are available for approximately $18. All these vans mentioned so far are manual painted. In addition a kit of three grey busses is available. You can build an ADAC, Red Cross and Hippie bus for $20. Each model has aluminium wheels and rubber tires.

If you want to show an accident you can choose a Police bus (Polizei) with flashing blue light. Also available are DRK (German Red Cross), Feuerwehr (fire brigade) and ADAC (Allgemeiner Deutscher Automobil Club, it is the biggest car-club here in Germany). Each of these busses comes together with electronic circuit and an individual transparent plastic box. The electronics creating a spinning-like effect like the prototype. Retail price is approx. $40.
In addition to the cars and vans Lajos also produces bushes, trees and small dioramas. Today I only give hints to the plants. They are fine detailed and made from synthetic and natural materials. Items are available as trees in buckets, as flowering bushes and plain street-trees. You can choose e.g. round or square boxes for the trees. The price ranges from $10 for the trees in the boxes up to $18 for six tall trees.

Arrowhead

The last new supplier I want to introduce today is Arrowhead. They started with two different US prototype trailers in Z scale. First one is a so called 25' semi trailer which you often see in US for delivery services. Second one is a common parcel trailers used e.g. by UPS or Federal Express for delivery and pick up. Remarkable for us Europeans is the practice of US-truckers to drive with two trailers behind a motor-unit. But why to tell you - you have better chances to observe it. This is a solid cast, undecorated resin kit with separate wheels and landing gear. The kit is easy to build, but does require some flash removal, washing and painting before installing. Comes with two trailers per set. Sales price is at ca. $10 each.

More informations
If you have further questions about Z products from the other side of the pond (of course, in the English version of this text maybe your side of the pond is meant) I will be pleased to help you. Don’t hesitate to contact me:
e-mail: carsten.leuters@epost.de
Fax: +498382/274652

Winner: Andreas Ruckert (D)

You don’t need working lights in every case. The good LED lamps by Märklin gave me the idea to make low-cost dummies. Fortunately pictures of the LED-lights are in scale at the catalogue, so I was able to use it as template.
First I made a dummy of #601226. I took a cable made by Trix and stripped the plastics. I smothened the wire straight. I made a template of wood sawing it into the rounded shape like the picture in the catalogue. Now I bent the wire along the wooden template and shorten the wire to the length of the street-lamp with two mm more. I cut off two pieces of the isolation plastic. A longer one which becomes the really light and a shorter as stand. Both was slipped over the wire. Below the stand the wire should be look out approx. 1 - 2 mm. I painted the pylon in grey, the light
Here you see the results of doing small handicrafts during long and dark winter evenings. Along a brook I collected some small pebbles shaped flat and oblong. It would be arranged on my layout like shown at the pics. So I modeled Stone Aged graves, so called dolmen (this word comes from Breton and means ‘stone-table’). They were built around three thousand years before Jesus birth. This pre-historic witness could be found all over North-Western Europe, mainly in the Bretagne (France) and Great Britain, but even in Northern Germany. The oblong pebbles becomes menhirs which could be up to 20 m high (in Z scale approx. 9 cm) and could be found near Carnac in more than three thousand examples.

For the perron-light I used a needle of approx. 3cm length. Its head was grinded at level. As stand was used again a short cut off from the isolation plastic. A short oval cut off from a molding-tree of a common house-kit was abraded into the right shape and becomes the lamp. It was glued on the top of the needle. Pain-job like above: Pylon in grey, top of lamp in light-grey and lamp-glas in white. The tip of the needle was used to put it into the hole at the layout. Again with a small amount of glue.

A picture says more than thousand words: On the outer sides of both pictures you’ll see an unpainted dummy to demonstrate the principle.

Winner: **Bernd Jablonski (D)**

Here you see the results of doing small handicrafts during long and dark winter evenings. Along a brook I collected some small pebbles shaped flat and oblong. It would be arranged on my layout like shown at the pics. So I modeled Stone Aged graves, so called dolmen (this word comes from Breton and means ‘stone-table’). They were built around three thousand years before Jesus birth. This pre-historic witness could be found all over North-Western Europe, mainly in the Bretagne (France) and Great Britain, but even in Northern Germany. The oblong pebbles becomes menhirs which could be up to 20 m high (in Z scale approx. 9 cm) and could be found near Carnac in more than three thousand examples. At a vacation I got there the idea for modeling it.

in middle-gray above and in white below to imitate the light-glas. For painting it is the best to stick the dummies into styrofoam. At the layout was drilled a small hole (Ø 0.7 mm). After drying the dummies was put in with a drip of glue.
During the last year some regional Z meetings was founded caused by contacts through the internet. We gave some hints in former issues. But for friends without access it was useless. So we asked around for possibilities of contact in a traditionally manner. Here are the results. Please notice that this meetings are independent of the Club, so please ask directly for dates and places. If you want to found a regional meeting, please send us the relevant informations. If you are at travels contact the Z friends at the respectively region. Nothing is better than meeting people with same interest all over the world.

**Southern Austria**  
Contact: Reinhard Riedmüller  
Erlenweg 66, A-8530 Deutschlandsberg  
Ph.: +43 (0) 676 341 92 01  
email: r.riedmueller@utanet.at

**Switzerland**  
Contact: Jens Wimmel  
Ph.: 0041 (0)81 284 50 13  
email: jens.wimmel@bluewin.ch

**Region Rhein Main (Frankfurt)**  
Contact: Manfred Forst  
Ph.: +49 6142/65900  
email: ma_forst@freenet.de

**Region Rheinland-Ruhrpott**  
Contact: Arnim v. Herff  
Ph.: +49 203/5007141  
email: arnimvherff@uni-duisburg.de

**Region East-Westfalia (Paderborn)**  
Contact: Hermann F. Becker  
Am Teich 4, D-59590 Geseke  
Ph.: +49 2942 5333 or -4176 Fax: -5308  
email: Hfb@btours.de

**München (Munich)**  
Contact: Joachim Graf  
Wilhelm-Riehlstr.13, D-80687 München  
Ph.: +49 89 578387 0, Fax +49 89 578387 99  
email: Joachim.Graf@hightext.de  
Z-meeting every last Monday in month: 7:00pm,  
Löwenbräukeller am Stiglmayerplatz  

**Region Mosel (Zell)**  
Contact: Jörg Neidhöfer  
Balduinstraße 71, D-56856 Zell (Mosel)  
Ph.: +49 6542/960166, Fax +49 6542/960167  
email: JoergNeidhoefer@mist55.de

**CONTEST**

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 in the world of railroading. The competitions are open to all members. We present awards to three participants of our choice. The jury is formed of the board and the president of the club. The decision is final. Each winner receives one of the hundred G 10 "Riegler Bier" cars exclusively produced for Z Club 92. Prior winners are allowed to enter subsequent competitions. To participate in a 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 place of "X", the number of the relevant competition has to be placed)

**Competition 2/2003:**  
closing date: November 30th, 2003  
(Date as per postmark)

Summer. The railroad-fan stumbles along the railway-lines in the neighbourhood and abroad collecting ideas from the prototype for realization on their model-layouts (some owns a layout only for excuse of train-spotting). Most common tool to do so is the camera. Who reads the editorial in ZI 4/2002 carefully could nearly immagine which theme our traditionally photo-contest will be this year: "Regional RR-companies of the 21st century". So no DBAG, SBB, ÖBB and so on vehicles are asked, but industrial and regional train-rosters. Of course in the Anglo-Saxonian world and Japan too railroads are all in private ownership other than in most European countries, but we hope you get (and solve) the assignment in a fair way.
An interesting part of our hobby is to discover available accessories. There are more than expected only difficulty is to collect the informations. One member of our monthly Z meeting presented a while ago the below shown items. Left one is a rack for destination plates. In the past coaches was fittet with such interchangable plates to give the travelers hints for entering the correct train - of course, such service is cancelled by the formidable DBAG, except for ICEs. Right item is a hut in an older style like it was used at bus-stops or small stops at railroad(-branch)-lines. It is made by a small manufacturer who offers a product range of more than 30 Z articles at competitive prices. Most of them are small items which are neccessary to complete a layout and are not available through other producers. We will try to get more pictures and will present it here. On the other hand you could contact the manufacturer directly:

Wolfgang Schertling
Moltkestraße 13
73734 Esslingen
Germany

As promised in the past Mr. Friedbert Heck released new street-vehicles. As he perspired in his workshop during this hot summer it isn’t really a wonder that the new models becomes such for camping purposes. Our Swabian friends would surely only use the Mercedes based one (WM2). The crowds of Northrhine-Westfalia don’t pay attention too much to this point. But there lives the most people in Germany and so different variants are needed. So beside the version with simple cab (WW2) now one with double cab of the Ford-camper (WM3) is available. The small caravan was intended for small cars first like the original VW-Beetle. But juppies discovered that it is usable for Porsches too, so Mr. fits this model with high-speed tires. (Attention: Speed limit for trailers is still 80 km/h in Germany - around 50 mph. So watch out for the cops.)