

ZClub 92



Z-Info
2/2004 US



The writing of these lines is sometimes something like a recapitulation and a conclusion of each issue. A last view at this issue demonstrated that the cover-picture is nearly a cheat package. You will not find anything about North American railroads. It would be better to show the Swiss flag there. Particularly, as it is the only flag which fits perfectly at our common title-page layout. But we did not plan a special Swiss issue. It was a result of chance caused by the many activities of Z Scalers around the world, not the least of which, are in the US. But the connection between the cover and the content of the issue is given by the article about the exhibition at Sinsheim.

Let us talk a little bit about the Swiss Confederation. Every railroad friend knows the slogan of "railroad paradise Switzerland." It describes the facts perfectly. But who hasn't seen it with his own eyes, is really unable to understand the term fully. Here we don't want to name the spectacular and famous lines. But we point to the small town at "kilometer zero" of the Swiss railroad network: Olten. All trains to the Lötschberg- and Gotthard-



line has to pass it, just like the most of the traffic between the big cities Basel, Bern and Zürich. Additionally located here is a main-workshop of SBB (founded 1855, one year before the station). And Olten will make sure you don't go hungry with a well-known chocolate-factory. If you search suggestions about the prototype beside the common beaten paths of railfans, you will be comfortable here. And you will get more ideas in one day, than in other regions into one week.

Some examples are on this page. Above the loco of BLS with road-no. 177, or the tunnel fire brigade tank car of SBB--maybe for dreaming of future Z models or as suggestions for very skilled kit-bashers. Below is an idea for train-operations. Every day a train to Basel has the loco into the middle of the consist, at the ends are coaches, each with an engineer's cab. On 19th of April 2004 loco BLS 465 001 drove the train. This situation could be modelled with the Märklin items 87456, 88464 and 87457 in this exact order.

AvH



UNDELIVERABLE

The "fashion" to search for missing persons on German television-shows is gone. So we named this column more rationally. The subject is still the same: Here will be published the members for whom shipments came back as undeliverable. We ask other members to help us in contacting these missing members again.

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COVER PICTURE

Karl Scharf is an untiring propagandist for Z gauge. Every year he participates into the layout competition at the Sinsheim exhibition. Because of his specific modeling style, he still has fans in Canada. Here is a scene of his layout "100 years of railroads in Alaska", which was shown this year in Sinsheim.

AvH



MIKKELSEN NEW ITEMS

Since we made the first report about Mikkelsen a half year ago (see ZI 3/2003), there have been many changes with the friendly Dane. First, we have to again tell about the nearly sensational earlier announcement about the Danish series MY. The model of the sample is nearly done. As we met this time Claes Mikkelsen, he was distressed about the model not yet being in production. He wanted to have the model to the z-scalers around Christmas. The reason for that were problems with one of the outside suppliers. But we were able to look at the new model, but

he asked us not to take any pictures of the sample. We saw a very nice model, and we think it will close another gap in the z-scale range. But the small series manufacturer has not been inactive. But we do not have enough space to tell about everything we saw. Let us start our tour through the Mikkelsen model railroad world in their south. He introduced 9 new engines and 17 new cars at the third Swiss z meeting. Among them were 5 variations, the SBB Re 460, the SBB Re 481 (like DB BR 145), the SBB Re 482 (like DB BR 185), the Diesel loc ES 64 F4 094 from



Above: Di5 of NSB

Middle: "Railshop" of Coop registered into SBB-roster

Below: Passenger-coach of BLS with advertisement for UNESCO

Right above: SBB class Re 482

Right below: Class SR2 of the Finish state-railways is a broad-gauge variant of class Re 460 by SBB





Siemens with adhesive foil "SBB Cargo" and the BLS Re 485 (again like DB BR 185). The last four engines are often used on the Rhine route in Germany. On that route the SBB cooperates with the HGK and the BLS works together with the DBAG. Some of the engines SBB Re 482 are even rented out to the German TX-Logistik and the RAG. Containercars, Rils and Hb-billns from the SBB and different truck-trailer transportation cars from the HUPAC complete the extensive Swiss line. And last, but not least, we have to tell about the "Railshop" car from Coop and the passen-

ger car from BLS with the special UNESCO paint job. Going further north we come to the "Lokpool" from Siemens. And there we meet a well know engine. The "Eurosprinter" prototype (Märklin 8837), today it is has the number ES 64 P 001. The fans of that engine will probably be happy about the model in the actual colours.

Now comes a big jump to Norway. The Norwegian railroads bought 16 used V60s from the DB in the eighties, and they changed it to a Di 5 in their engine pool. Meanwhile these engines, where taken out of





service, but in Z-Scale, Mikkelsen is doing it in the other direction.

The last few engines SBB BR Re 460 were built by Transtech in Finland under license from SLM and put into service in 2003. SLM is the company which developed that engine and SLM was closed several years ago. Finland is going to broad-gauge (1524mm), although Mikkelsen kept the z-scale 6,5mm for the first Finnish z-scale-model.

AvH translation JM

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On top: Siemens Dispolok ES 64 F4 094 lend by SBB

Above: with interchangeable truck-platform by SBB

Below: Container-car with Swiss postal container

On bottom: Class Re 485 of BLS



Above: Truck-trailer car of HUPAC with trailer by "F. Murpf"

Below: Sliding wall box-car type Hbbillns of SBB "Tela"

Right above: Siemens Dispolok ES 64 P 001

Right middle: SBB class Re 460 „100 Jahre Bewegung"





ZETTZEIT NEW ITEMS



Jens saw the lack of a conspicuous SBB car. He started to construct a car, and he produced it together with Mikkelsen. If you are interested in that car, you may obtain one for your own model railroad. Below you can see the first version of that car which

was shown in April. Above you can see the second version which was presented in the summer. The second version is usable for push-pull operations, which is indicated with the yellow diamond-shaped signs at the wagon corners. www.zettzeit.ch **AvH**





One of the smallest states in the world is the Principality of Liechtenstein. It is found between the upper Rhine and the mountains of the Rätikon. It is most fitting that a fine layout in the smallest scale has found a home.

Since 1986 Elmar Moscher has been building his layout (dimensions of 2,2 by 1,4 m). If you look close, you will notice many interesting details and good ideas. Tennis doubles under floodlights, a weekly

market in medieval town, an accident at the railroad crossing, and a wedding in front of the village-church - every event of the approximately 220 inhabitants is carefully modelled. The daily grind of workers repairing the roof of the platform or the unusual occurrences like a burning farm appear natural. These impressions are supported by smoke and flashing lights.





Based on a massive frame with different levels these sights are embedded into a landscape of the character of the Alps. The background 'Oberstdorf' with a view of the Alps panorama gives the needed perspective. A track-plan from the classical book "Märklin Spaß mit Miniclub" (fun with mini-club) by Bernd Schmidt gave the basic ideas for the track layout. It was modified for the measurements of the layout and as result it required approximately 30m





of track. Three different electrical-circuits with a transformer for each guarantee varying operations. The addition of catenary will further widen such opportunities in the future.

The concept is a classical main- and branch-line one. So the complete roster could be used. All 23



switches and the signals are controlled by the traditional Märklin control-boxes. Elmar avoided automated controls to get a maximum of "operational-stress"...

This would be guaranteed by the switching yard at the industrial area, the transfer table at the electric locomotive workshop and the steam- and diesel-servicing areas. The operations on the branch-line with its steep grades and tight curves are not rushed. Here service is with small trains to give a connection from the village to the station in the big town.

Very impressive is the layout when it became evening. Around 80 street lamps and each of the more than 50 houses provide lighting to the scene. And the passengers into the trains (really!) do not sit in darkness, if the trains stop in stations. Lighting - here is provided by the Trix EMS system. Even some street-vehicles are lighted. With this information there is no doubt that 1000 meters of cable are used in the layout.





The layout has proven successful at some exhibitions in the past. Very popular to the visitors were the many different effects completed by special op-

erations. Here is a Z layout, which needs more than a half hour of attention to notice all of the details. It required approximately 2,000 hours of work. **JW**





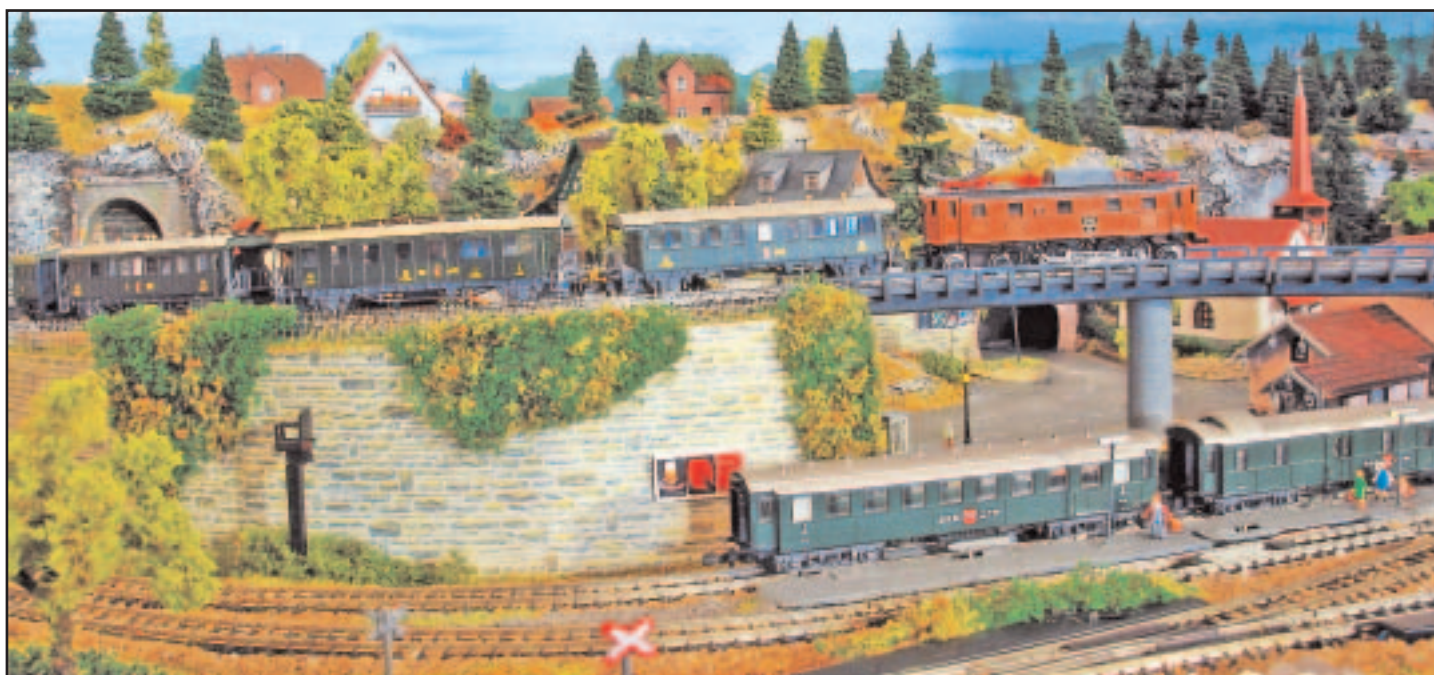
Sargenti Modellbahnen has recently entered the Z market as another producer of rolling-stock. The manufacturer is located at the canton Tessin in Switzerland. Its first items are historic two- axled SBB passenger cars with platforms on each end. The model is very well detailed with the car bodies made of etched brass and the roof from nickel silver. The ventilation ducts are made from cast parts that are mounted separately. Even the platform girders and the roof-piles are separate parts. Lettering is done with decals. Each car body of the four types has its own prototypical shape. Even each side of the car bodies differ. If you want to prove this to yourself, the other side of the cars shown here can be seen in the article about Sargenti in Guido Kruschke's on-line-magazine 220dasjournal (<http://www.220dasjournal.de>, issue 6/04).

The line consists of one car 3rd class (type C2), one 2nd and 3rd class car (BC2), one pure 2nd class car

(B2) and one with 2nd and 1st class (AB2). The price is expected to be around 50,00 Euro each. Because of the full metal construction, the cars are relatively heavy. That's the reason for their good riding characteristics. But, the weight could be a problem on steep grades on small layouts. Unmodified locomotives may be unable to pull a whole consist up the grade. This was noted during a photo session on the layout of Urs Netzer in the lower picture. We don't think this is a real problem, because the diligent Z scaler would upgrade his locos with additional weight or traction tires in such cases.

AvH

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There were slightly less than 100000 visitors to the fair this year, a small decrease compared with last year. But it really doesn't matter. More important than the number of not really interested onlookers is the meeting of active modellers of all kinds and the interchange of ideas. MOBA (the German counterpart to the NMRA) sponsored many interesting and alternating presentations of our hobby, which model railroaders were able to enjoy. While sponsoring this exhibition, MOBA again supported the efforts of many MRR clubs and associations. Z scale was represented by IG Spur Z and our club. Our colleagues from Waiblingen arranged a layout



out of their unfathomable pile of modules which shows both well known and interesting new scenes. Maybe, it is caused by the fact that the reporter still doesn't know all of the "historic" modules of IG Spur Z. But there some are really upgraded ones, too. Last seen in Göppingen 2003 these modules got many new accessories and that gave a completely new perspective.

A premier was the presentation of Kurt Lücks' "Lonesome Dove" at our booth.

An article about it will appear in the next issue. Many thanks to Alexander Bückle, Mathias Fetcher and Klaus-Peter Franke, who supported Kurt and the Z Club 92 exemplarily.

AvH



Kurt's hint to crossing of heavy and long trains was obvious at the both of Z Club 92.

One of the daily meetings of the mailing-list with members of four different Federal States of Germany.



Again a good advertisement for our common hobby was the neighbouring booth of IG Spur Z.

Another day, another meeting. At a minimum, three different nations are represented here.

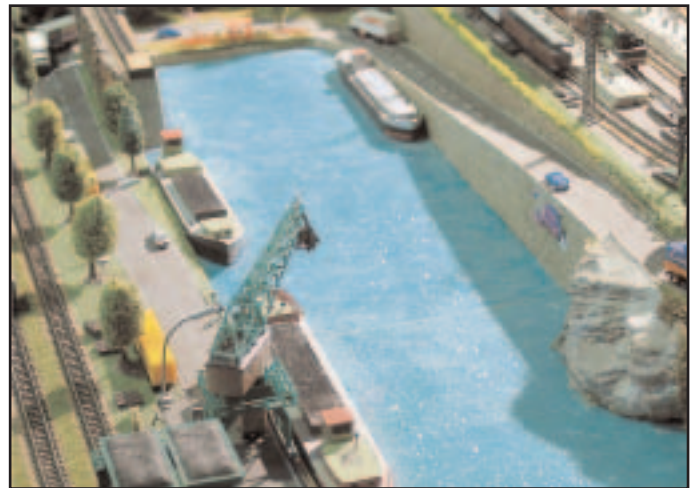




Traditionally this exhibition is the first public one after the toy fair in Nürnberg, this year from the 4th to the 7th of March. In the past the Faszination Modellbau was a popular showcase for small producers for whom a presentation in Nürnberg was too expensive or time-consuming. Some of them had



displays again this year, but it wasn't such a variety as in past years. It could not be determined if the reason was the economy or the increased costs for booths. But still some interesting items could be found and the most important bits and pieces was presented to you in the last issue.



All pictures at this page shows different views of the layout which was presented by the Club in Sinsheim. We don't know anything about its history. Jürgen Walter and Thomas Zeeb restored it and put it into an operating state.

The cover picture should be a hint of the annual layout contest in Sinsheim. Unfortunately this participant with Z gauge didn't place.

The well-tried exhibition team of Z Club 92 presented an older layout, which hadn't been seen for a



At 1:00 PM at the booth of Z Club 92 there is a meeting of mailing-list members at each fair.

long time by the public. This layout is not of a modular concept, so the small space at the booth caused some additional stress on the team. A very special thanks to the crew which still managed a good and satisfying presentation. **AvH**

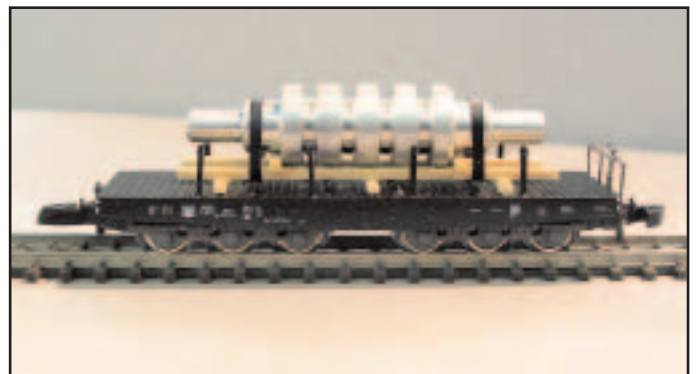


"Retaliation". "Booth-boss" Thomas Zeeb during hospitality: at least four different cameras must be operated...

KÜPPER NOVELTIES



Inhabitants of the Rhineland are known as very cheerful. The Küppers from Aachen are Rhinelanders. Because of the 10th anniversary of their Z scale activities, they have many reasons to be cheerful. How could this event be better celebrated than with a special car? Of course, it has two different sides, as shown below.



But the treat is no reason to refrain from presenting "common" new items. On the right, is a cylinder for rolling profiled steel, and on the left are profiled steel in a weathered shape. Last, but not least, are our good wishes to the couple Küpper for the next ten years, connected with our curiosity about their surprises for Z scalers in the future. **AvH**



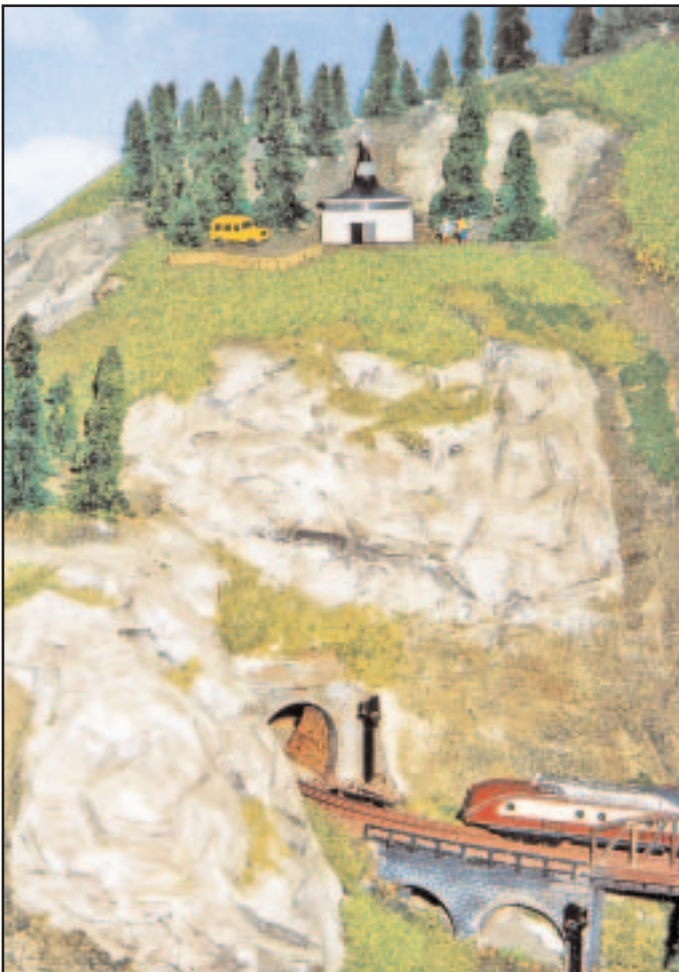


Here you will see the winner-article. Märklin exclusively built it for the Z Club 92 in a limited series of 100 pieces. The Club gives it to winners of contests.



Winner: Karl-Josef Schaaff (D)

In our rules for the contest we wrote that contestants should enter an architectural or building model in Z. We are astonished at how literally this was done by Mr. Schaaff. His solution was quite unique. First, he planned and constructed a "try-out" version of his model in scale 1:1. He modelled a building in the village of St. Vigli in the Southern Tyrol. This step in the modelling process "still" can be seen by the interested modeller: About 2000 meters above sea-level, the chapel is near the Lavarella-Hütte (mountains shelter) in an Fanes-Alm (alpine pasture) in Italy. The simple, circular basic form works quite simply at first viewing, and seems to present no problems during its conversion to a model. The ingenious design is only noticeable in a second glance. The bell tower is off centre on the roof, and has an interesting relationship to the rest of structure. But of course, it does not disturb the purpose of the building, providing visitors with a place for meditation. The conversion of the characteristics of the building to the model represented an unexpected challenge. By creative handling this hurdle was overcome and the model is around the scale of 1:200. Nevertheless, it is smaller than a tea warmer candle.





Winner: Siegfried Hujer (D)

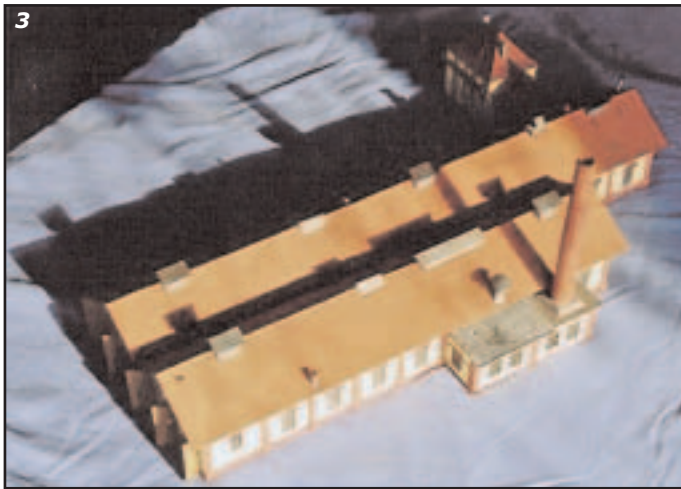
The contribution by Mr. Hujer demonstrated that it is helpful for a modeller if he has another relationship to the scene than just modelling. He is member of the volunteer fire brigade in his municipality. Of course, he wasn't satisfied with the respective offerings of Z market. So he modelled the building in which he worked for many days and nights for the security of his community.

He was unable to get architect's plans for the fire station. The relevant information was taken from photos and dimensions and comparison to other Z buildings and street-vehicles. The walls were made from plastic sheets. The windows and the gates for the fire-engine hall were made of foil for printers. The wooden parts of the walls at the left side of the building were carved from matches. The simple form of the hose-tower allowed the use of a piece of square timber. It only needs a careful painting. Only for the roofs were used sheets from a hobby-shop.



The model was completed with an extensive fleet of vehicles. Only a few of them are unmodified models from the Z-market. Many were painted following reality and some are results of toilsome kit bashing. It is good to know that at a minimum one fire station in Z world is sufficient for the needs and the security from fire is not just a task for outdated, romantic stations of the 19th century.





Winner: Werner Ochsner.

Werner Ochsner sent us a full report of his many kit-bashing projects. We hope that we have selected a representative number of items.

Mr. Ochsner started with the well-known kits from major producers. Not always new ones. To reduce the costs he bought assembled ones at swap meets and disassembled them. The results are urban ensembles, which are adapted to the topography of his layout and are a demonstration of his many ideas.

For example the tracks are 3,5 cm above street level. The railway station (picture 1) received an additional floor to fill the level-difference in a normal manner.

At the picture with the postal-station (4) you will see this principle. The post office is placed beside the railway station. The engine-workshop (3) with fourteen stalls speaks for itself, and the same applies to the modern urban apartment and business house (2). The street-lines of the medieval centre consist of combinations of many of the well-known kits (5, 6). The addition of arcades and annexes as well as changes of gables and plaster resulted in many "new" buildings. Important here was the idea of a whole area, and not the modification of single houses. Gaps were closed from walls made from plastic sheets. The common residential houses received additional floors (8) and some changes to fit the needs of the inhabitants. The garden shop (7) was built from parts of the common apartment house (Märklin #8963 or #89690). Mrs. Ochsner painted the accompanying automobiles.



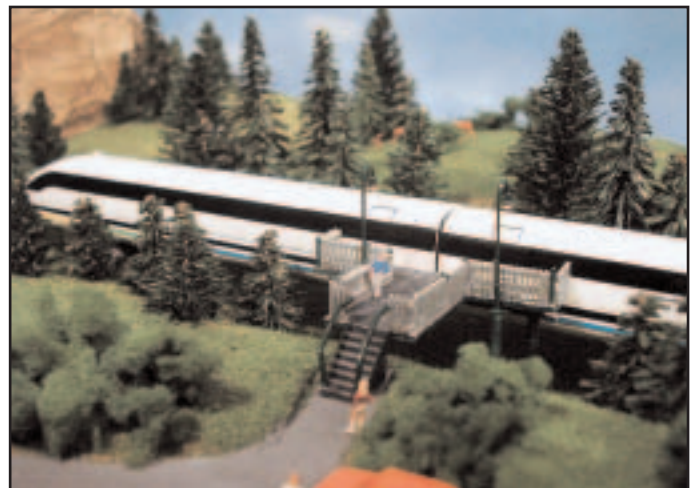


Participant: Spur Z Freunde Saar - Pfalz (D)

Mr. Huwig sent us some pictures of kit-bashing projects by the Z Scale Friends from Saar - Pfalz. Here is a selection of those projects. The mountain shelter is one example that was kit-bashed from the Kibri kit of an Alpine village. The basement of the town hall Alsfeld by the same producer became a medieval ruin.



The Maglev in "Z" Southwest Germany is different from the prototype in the Northwest in actual service. The necessary stations are not yet available on the market. Not intended for inclusion in the contest, but still a good idea are the skiers. The skis were cut from Märklin catenary parts.



LÜTKE NEW ITEMS



For coping with the speed of the expanding line of Lütke, this medium is too slow. If you will read this issue, the illustrated signpost will surely be old hat. Similarly, this applies to the garages, the row houses and construction sites, which could not be presented here. In addition to the new items included in the last issue, the apartment houses have received new windows in the roofs as was suggested by the early customers. To be current with this product-line, it would be best to download the catalogue for free. It has been announced that the third edition will also be available in English. Information: www.luetke-modellbahn.de



SWISS Z LINE

It seems that the breakthrough of Z scale is becoming true on to the model railroad market. For a long time you never saw the presentation of two new producers for rolling stock in one issue. To be precise one producer themselves are not really new. But that it got a new client who takes the economic risk is the good message. Swiss Z Line (SZL) is the name of that new client. Models of this company will

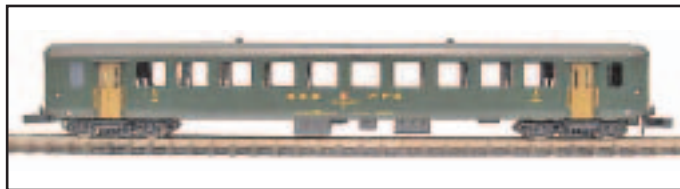
be produced by Ajin in South-Korea, a factory which does the same for AZL and some other well known small producers. Those who turn their nose up about this should remember that "half of the (MRR-) world" use this factory. Because of the good quality of its products, even the market leader thought about Z production here. This was demonstrated indirectly through the agreement between the board

Re 4/4^{II} 11204 with its Intercity-train during stop over in Olten on 19th of April 2004. In the past it was unthinkable that a train didn't stop in this small city with its 16,000 inhabitants. Five main-lines start here. Today, some trains do it - shocking!





All of the pictures of the models on this double-page show cars from set #4001. The 2nd class car is contained twice. With the set it is possible to present a classical green Swiss train true to prototype. But operations of SBB are done according to its needs. Its more important to satisfy passenger needs than to have perfectly coloured consists.



and the works council for the factories in Göppingen in spring of this year. Anyway, the Americans, both SZL and AZL, play with open cards at this point. The high-end models by SZL will be distributed mainly by the American ZTrack magazine. There is a hint on the web-page to ask the local dealer for SZL. With very few exceptions it is improbable that this would be successful here in Europe. So we suggest to use <http://www.swisszlines.com> for getting in contact with SZL. The site is available in English or in German. But now to the primary question, what does SZL offer to the "Swiss" Z scalers, who are already served by Märklin with a broad line?

The models

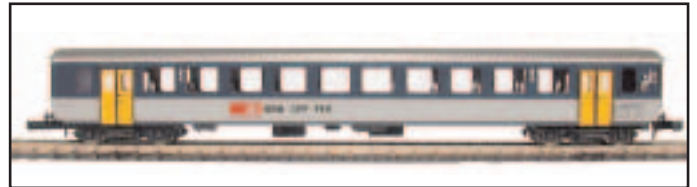
The main working-horse, SBB class Re 4/4^{II}, has been offered by Märklin for many years in HO scale, but not in Z scale. This wide gap is now closed by the offerings of SZL. This locomotive is now offered in two liveries, and with six different road numbers: 11254, 11364 and 11347 in green and 11263, 11388 and 11220 in red. Each of the last numbers are contained in train sets. The locomotives are made of brass and equipped with motors by Faulhaber, double flywheels and interchanging lights with LEDs. The sets fill another gap in the Z range, coaches of the type EW-I. Noteworthy, is the interior of the cars and especially the baggage-cars which

Exactly the prototype of the model from set #4001, the SBB Re 4/4^{II} 11347 on 19th of April 2004 with its freight-train at the SBB workshop in the Swiss town Olten.





This four pictures show the models of the commuter train set (#4002). Even this set contains the 2nd class coach twice, each with different road numbers.



are still in use in different liveries on nearly all kinds of trains. This could be observed by the correspondent in prototype. For the visitor from Germany, it was like a trip into history. Accumulator vehicles traffic and interchanging of postal sacks and parcels after the arrival of a train have not been seen here for many years. Only those with grey beards remember such activities. In this context the highlight was an Intercity train in the night. It consists of double deck InterCity coaches, including such one with drivers cab, similar to Märklin set 87456. But behind (!) it was a green baggage car (like in SZL 4001) for postal service.

Prototype

Even the visitor of Switzerland will not pay attention

to the 50th passing of an Re 4/4^{II}, so common is this class. 400 engines were built in two series. It is senseless to write a history here in this small space. There should be available enough sources with information about this important loco. With a look to the Z future only two points should be picked up. The models of SZL have two pantographs, so the represent the second series. The first series has only one and a different roof shape. Additionally, there are different shapes of headlamps, for example, so it is not advisable to kit-bash a first-series engine from a SZL model. The same is true for the different liveries which were or are in service in prototype. Their number is "unlikely less" than the total number of the presently available SZL engines with their six road numbers, 90 pieces.

AvH



Commuter train with Re 4/4^{II} 11137, an example of the first series, leaving the station Olten on 19th of April 2004.

Because of our astonishment at the small motor-bikes, we forgot to present you with the other items produced by this company. Please excuse our omission. Below you will see an example from the range of lighting. Of course, they are functioning, and there are solutions to illuminate passenger-cars, too. Also, automobiles with lights are available.

Most recently added are the hand-powered trolley at the right and the windmill below it. These items are not era specific and are made of etched brass.

AvH, factory pictures



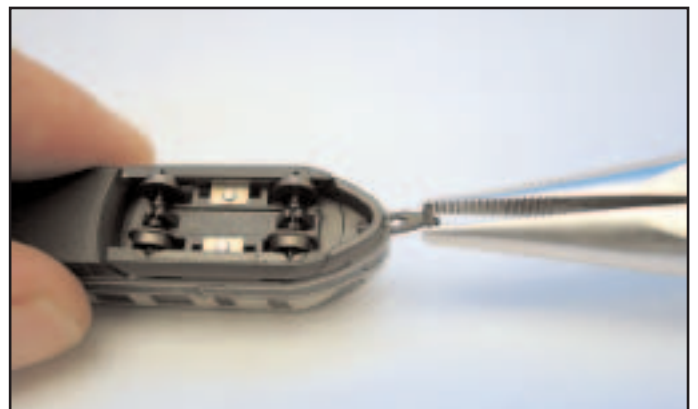
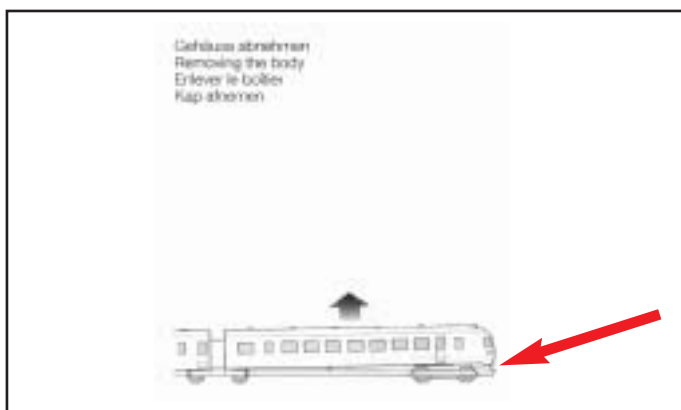
TIP FOR DISMANTLING THE HIGH-SPEED RAIL-CAR TYPE HAMBURG

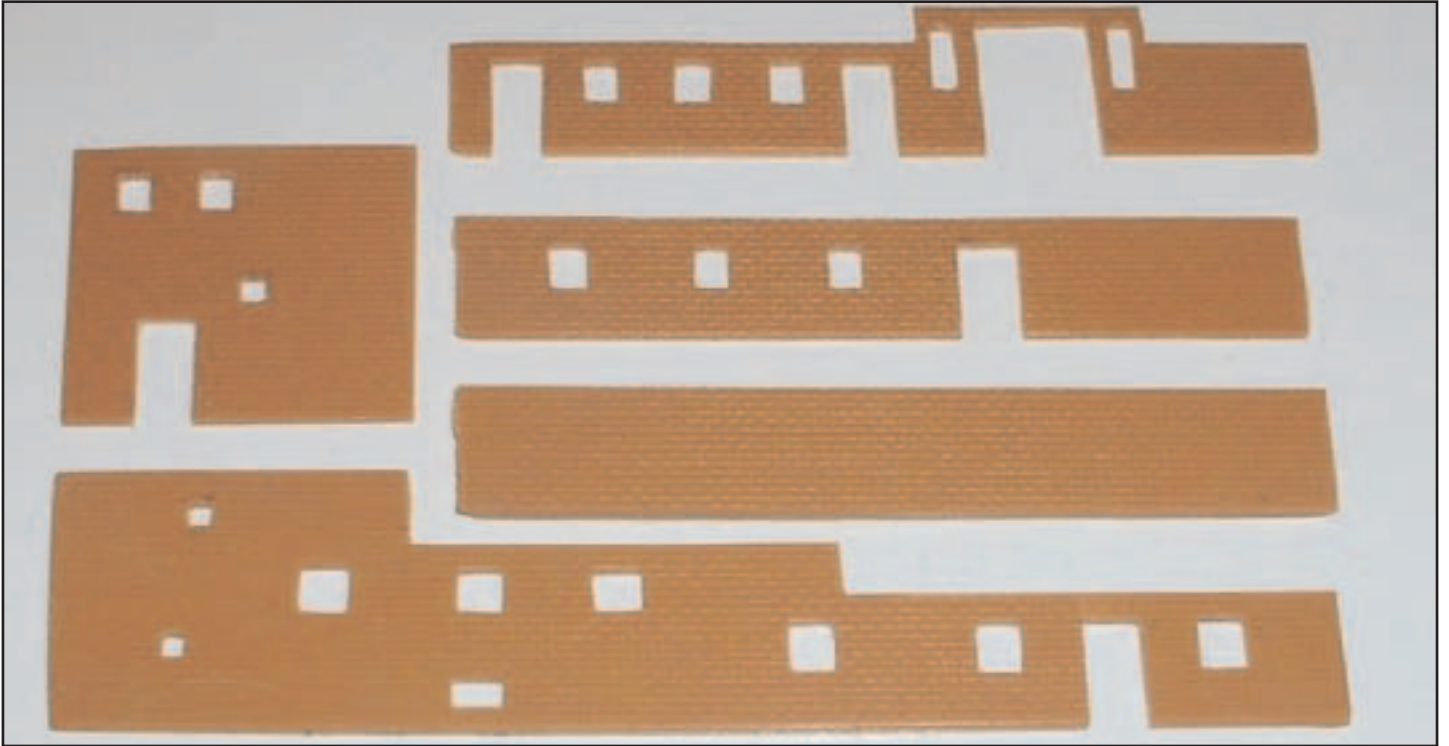
Skilled model railroaders have probably already discovered this themselves. But all other proud owners of the Hamburg type railcars (Märklin items 88870 and 88871) should be protected from possible damage, also.

Dismantling isn't as easy as is suggested in the instruction drawing. A suggestion regarding the removal of the Scharfenberg-coupling is omitted.

The correct procedure is shown in the photograph at the right. Of course, Märklin's drawing isn't really erroneous, because the coupler is not shown. The entertainment factor of the model will be surely increased with a little riddle and some puzzlement. But we wonder if this is really necessary in the instructions leaflet.

AvH





In the last part, we showed you some basic techniques.

Today, we will build from scratch a farm so that it is ready for use when finished.

The Barn

A little challenge for our modeling skills is the barn. Not only is the covering going down to a different height, but the wall is only a few bricks wide around the gate. The most difficult section to build is the transition between the barn and the house. We will build the connection between the buildings together with the barn. The wall has no transition. So it is very diffi-



cult to build it, especially at the roof. The more than 30 cut outs for windows and doors will put our

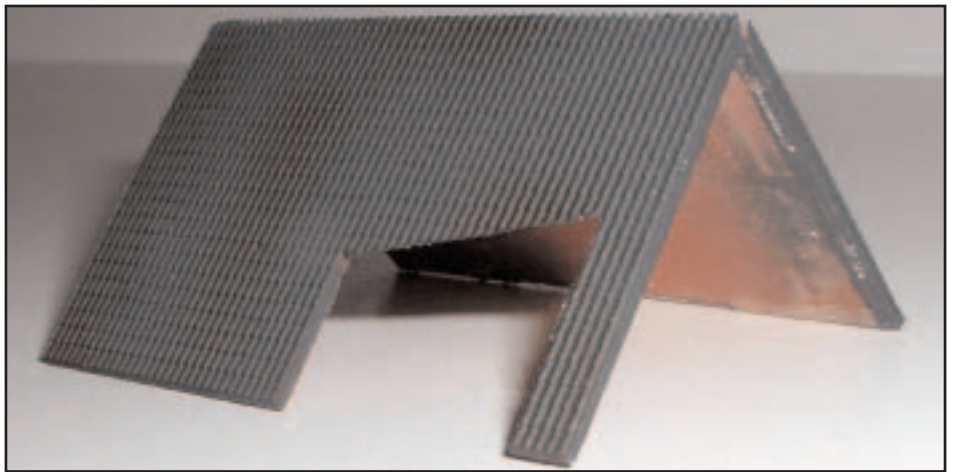
patience to the test, because we have to file them into the wall. At a minimum, we will need around 5 to 10 minutes for every cut out. Also the metal tin covering has some windows.

There are some differences between the plastic from "Kibri" and "Evergreen". The plastic from "Kibri" is very hard and not flexible. That from "Evergreen" is soft and flexible. Evergreen plastics are easier to work with. The walls are

complete when they are painted and have windows and doors. Then we glue them together, and glue the completed unit to its foundation. When that is done, we build the residential building the same way. For the transition between the two buildings, we have to make a cut out in the wall of the barn.

The Roof construction

We build the roof with cardboard first, before we use the expensive wall plates, to see any constructional flaws beforehand. Also it is very helpful to have 1:1 models of the parts for properly setting up the circular saw. We work best with cardboard, pencil and a pair of scissors. We use the pencil to mark the cut outs on the roof and then we take the scissors to make the cut outs. It is the best we cut to the real form bit by bit until we have it finished just right.



It is difficult to build the transition without completing the walls beforehand. Also it is difficult to build the cut out for the barn in the roof of the house without making a cardboard model before. The roof of each building is made of different materials. The roof of the residential building is build of roofing tiles, the roof of the barn with roofing felt and the barns roof with corrugated "ETERNIT"(concrete embedded with asbestos, no longer used). We build

the roof of the house with a wall plate from Kibri. We cut the both roof parts on a mini circular saw. For the ridge we put the circular saw at an angle of 45°. Then we put the circular saw to an angle like that we have not that much to file even if the roof is steeper. We do not show the ridge roofing tiles. The roofing felt is made of 800 sandpaper. We glue it on the

plate. To be sure that the glue is spread completely over the area, the sandpaper and the plate are held together with clamps. We build the corrugated "ETERNIT" from thin corrugated iron.

KW translation by JM



The first two meetings were held in the eastern part of Switzerland. This year the Swiss organisers wanted to do it more centrally in Olten. (The ignorant German asks himself if it is possible to do anything off the road in Switzerland. It is central in Europe, relatively small and has outstanding traffic connections.) Patrick Zimmerli did a very good job in organization despite really unforeseeable difficulties (the meeting point suddenly ceased business). In Olten's oldest tavern "Zum Löwen" was presented the whole range of our scale. Some small series manufacturers showed up personally (MeMoTec, Mikkelsen, rail4you, Railex, Sargenti), or were represented through their products (Lütke sent a selection, many products from the USA were actually seen for the

first time, unfortunately the package by SZL did not arrive on time). Skilled Z scalers showed their works. First, co-organiser Jens Wimmel gave a visit to his nearby workshop. Next, Kurt Weiss amazed us with his self-built camera-car and gave us a further look into the development of Z scale. There were also self-built vehicles by Stefan Vetterli and young people from Olten. And Elmar Moscher reported his experiences and presented his gems. Even collectors were served by Claude Zimmerli (no relation to Patrick) from Vision Z. He took the place of the obviously disinterested Swiss dealers and did quite well. And last but not least were ready built items. Besides some dioramas and SKAs (Schminkoffieranlage = beauty case layout), there



Above: Small series manufacturers, skilled Z scalers, known and unknown hobby-colleagues interchanged their experiences in Olten.



Below: Another look to the layout by Urs Netzer (please compare page 12)





were two full sized layouts. The bigger ones were the layout of Urs Netzer, which is shown here, with a completed (construction), but not yet finished engine-shop. The second layout was a portable one by Joachim Schlenker. It is very finely detailed, and we will show photographs later.

It should be noted that the meeting had a familiar atmosphere in despite of the long travels by some participants, in the extreme from Italy and North Germany. Between 50 and 60 persons had displays and there was so much in these presentations that it was impossible to see everything in one day. So we must ask other visitors for their reports. Finally, my opinion was that this was the most important Z event in the first half of 2004 in Europe. **AvH**



Above left: Like a lucky charm was the little switcher Ta 251 standing at the station Olten.

Above: Overview of the layout by Urs Netzer.

Below: The Switzer's took the "sacrilege" with humor: Knut Weis cut a crocodile to built a class E 69.

Bottom left: Self constructed Swiss track maintenance machine.

Bottom right: Self-constructed Re 4/4II with single pantograph.





Above left: Safety first: Fix the fretsaw.

Left: "Half-time" to demonstrate the principle

Above: The ready quay wall would be inserted at the basis.



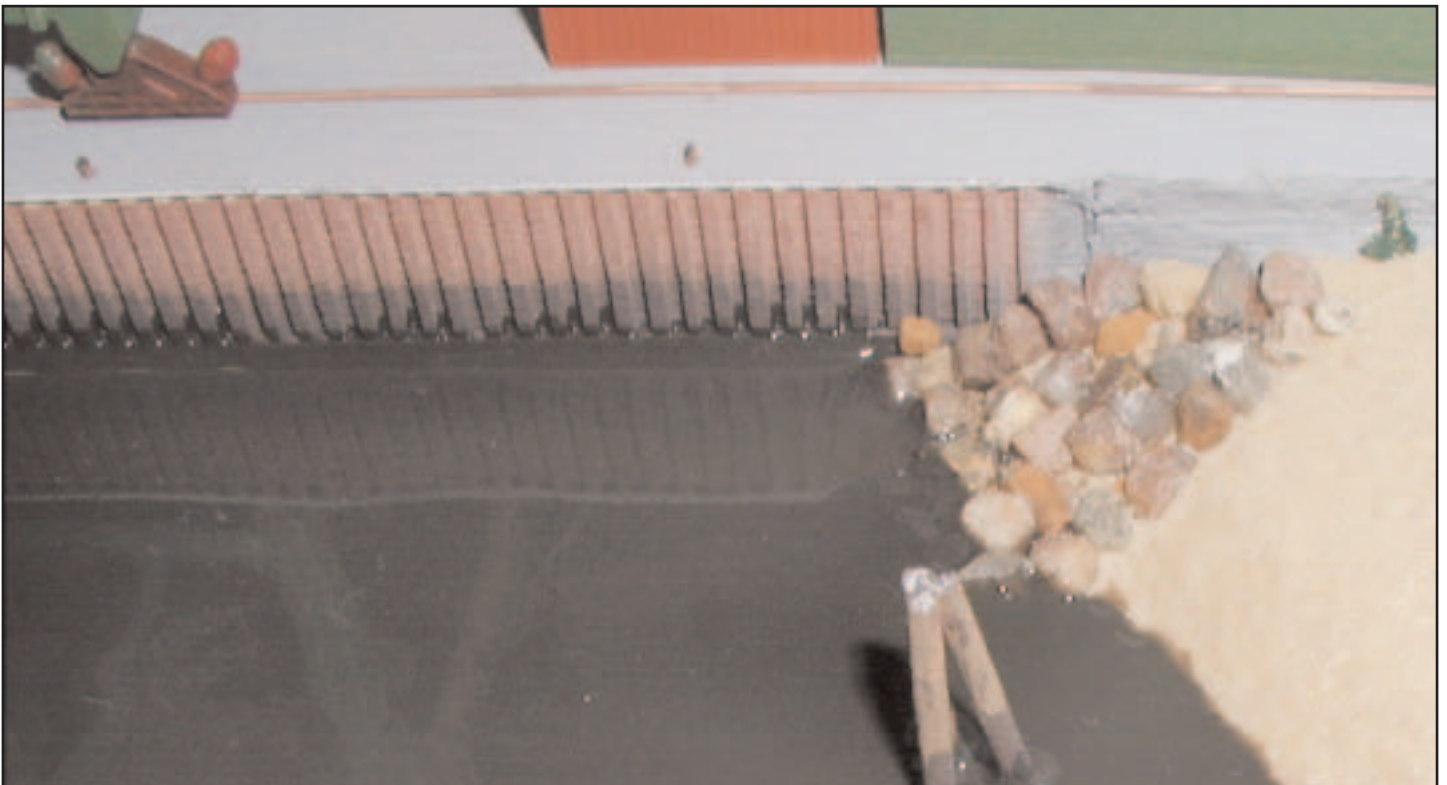
Quay walls

For modelling quay walls, there is a kit by Artitec available. For me it is more interesting to find solutions besides the market offerings. In this case the idea was simple, but its execution needed some effort. With a fret saw I could cut grooves in a wooden strip. To get equal distances of the grooves I drew a stencil at the computer and printed it. In fact it was not really more than a interrupted line. So I was se-

cured that every cut was placed correctly. Finally it was painted to get a rusty impression. The concrete looking walls are modelled of plaster and have a grey livery. The bollards on top of the quay are made of short pieces of wire.

Traffic areas

Streets and places are made of cork-sheets. On that was applied a thin layer of plaster. It was sanded and this process was repeated twice. For painting common wall-colours were used.



Quay walls of metal and concrete, bollards and traffic area at the finished diorama.



Small pieces should be fixed for air-brushing.

Scrap yard

This part needed many efforts. The walls were cut from grey coloured plastic sheets to give an impression of concrete walls. The basis of the scrap heap is of aluminium, which first got a coating of rusty-colour. Next followed a layer of sawdust and again paint. Now all bits and pieces was applied which represents the smaller scrap parts. Every single piece was placed with tweezers and fastened with a drop of glue. This work needed a whole day. Finally the scrap heap got a layer with mat varnish.

On the other side of the track are piled parts of scrap. Even in reality not the whole scrap yard is higgly-piggly: tubes, trucks, profiles and bigger sheets are sorted and placed in a way to provide for worker safety. Again, the scrap yard could not be modelled in the correct dimensions. **HJO**



Sawdust could be useful.



Like ballasting: Syringe with white glue.



Painting every single part is arduous.



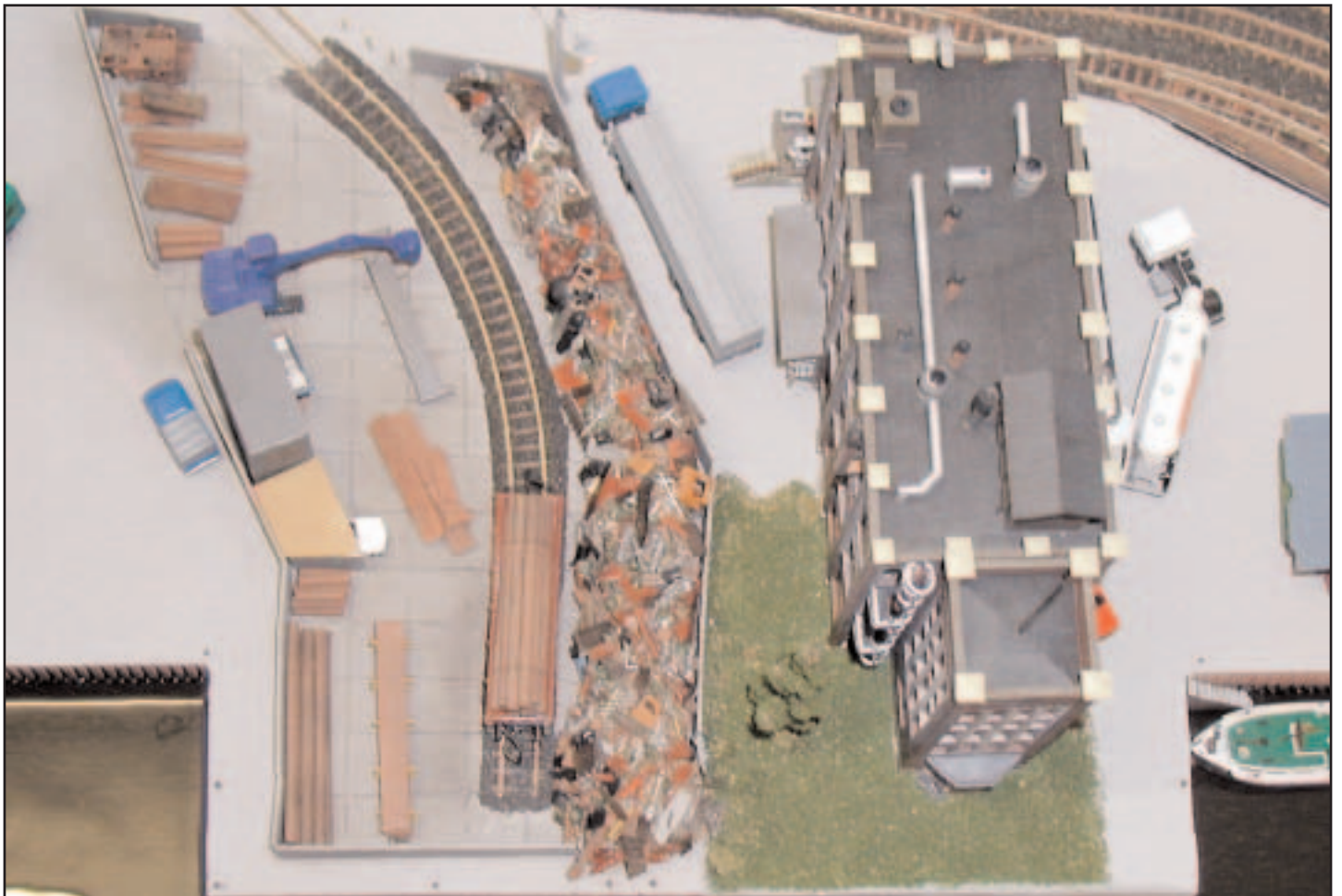
The box with odds and ends became very empty.



But the result is convincing even in details.



Because of the large traffic areas modern commercial districts look easily tedious in models. Recycling companies gives a contrary impression due its inevitable disorder.





What is „ZIST“?

Since start of the regular model railroaders meeting "MIST 55" (Märklin Insider Stammtisch = MI regular meeting of region with postal code 55) in Mainz in 2001 participate the Z scalers Stephan Türk, Reiner Weihrich and Manfred Forst. This Z circle grew and in 2003 the founder of MIST 55 Stephan Türk visited with his family the indoor pool at Zell (Mosel), the hometown of Z scaler Jörg Neidhöfer. "Z and Zell that fits and if we will held a Z meeting here the family could be entertained at the indoor pool" he thought. On 17 October 2003 the first Z meeting was held in Zell. We wanted to name "the child" and called it "ZIST" following the name of the "parents" MIST: Z Insider Stammtisch.

We make an agreement that places of the meetings will change. Alternating every ZIST-member has to organize a meeting in his hometown, and for that he earns a short commute. Of course ZIST-members still participate at MIST-meetings. ZIST- and MIST-meetings alternate in time. Dates are announced at the homepage and with circular e-mails. It isn't necessary being member of Märklin Insider to become such a one at the illustrious circle of ZIST. Every Z scaler is a member of the elite of model railroaders. Meanwhile ZIST-members comes from an area between the regions Rhine-Main, Nahe-



Hunsrück, Mosel, Westerwald and Taunus. (With other words, from the heart-region of the former US occupation zone in Germany.) Starting with three members at MIST three years ago the ZIST now consists of ten members, who are active in module building, too.

Meeting of 15th of May 2004 in Bingen.

First Z scalers arrived at 5pm at Sopra the Michael Frey company, where we could set up our modules. Hans-Georg fitted together his four modules showing the Mosel river mouth; Jürgen did the same with his passing side. After arrival from Reiner, Manfred, Wolfgang and Jörg, we consulted on how to arrange the different parts. We agreed in set up an U-shaped layout with Hans-Georg's part as the beginning. On the left side Wolfgang's Germania monument module and his end module were connected. On the right side Reiner's sheep pasture, then Jürgen's passing module and Manfred's half-timbered village were added. Jörg's end module gave the possibility to turn the trains around. After some tests some adjustments had to be done at the connection points. No problem with a little bit of soldering and the help of a stencil. As guests we were able to welcome Paddy from Switzerland and Arnim from Duisburg.



Operations

The start of operations caused some stress especially for the undersigned, because I had to watch four tracks. This passing side had the function of a "train silo". If all tracks were occupied, the next train comes from behind and no block in front was free to clear a track...pew. But all difficulties could be managed. Around 7pm Michael (CrazyCroco) arrived with his brand new forest module. It was inserted between Manfred's and Jörg's modules. Now we had riding tracks of 26,4 m length. Still missing were the modules of Rolf, Bernd and Gerhard who were unable to participate for different reasons.

Paddy put in action a Swiss express train with a SBB class 460 and seven coaches. One of them was the "family-car" by Jens Wimmel, a real gem. Arnim wants to operate an ore-train with 26 hoppers. But this action failed even with double traction power. Sudden braking caused derailments again and again. But a feast for the eyes was the DMU with ten parts as InterCity "Max Liebermann" by DR. Even the transformers were chal-



lenged by this train.

Shown up at Saturday: Michael Etz and wife, Manfred Forst, Wolfgang Fuchs, Peter Haag with son, Arnim v. Herff, Hans-Georg Kunz, Jörg Neidhöfer, Stefan Türk, Reiner Weihrich und Patrick Zimmerli from Switzerland, who had the longest journey and of course the undersigned.

Invitation and information

Guests are heartily welcomed at every MIST- and ZIST-meeting. Dates (next will be on 25th of September 2004 in Mainz) and route descriptions could be found at: <http://www.mist55.de/zist/index.htm>.

Or send a mail to: ZIST@gmx.de.

Jürgen Tuschick



CONTEST

You will find at every issue of Z-Info a contest for members. Three of the cars "Riegeler Bier," which are exclusively produced for Z Club 92 as prizes. The jury is the board of the Club. The judges' decision is final. Winners get their prize following the annual shipping schedule. Even if someone won another participation is still possible. For participation please send the documents or material to the Club address below. Please name the number of contest.

Z Club 92, "Contest no. X", via Morgagni 15/2, I-41100 Modena

Please insert instead of "X" the number of the respective contest (same as Z-Info issue)

Contest 2/2004: "How does it really work?"

Closing date: 30th of October 2004 (date of postmark)

The concrete from the Z mixer truck should flow into the last corner of the basement. Sorry, in reality it isn't possible. Even not with very expensive special concrete, which is commonly not used for normal residential buildings. For such assignments someone needs many workers or some accessories like bins, cranes and shaking devices.

The membership of Z Club is active in many jobs. And everyone knows examples of things, which are often modelled incorrectly layouts. Please send us a report how to model a process correctly, so that our Z world works properly.