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M A G A Z I N

NEWS

**World Record
with Märklin**

Small trains with big power

MODEL/TECHNOLOGY

**Running Operations
with Central Station**

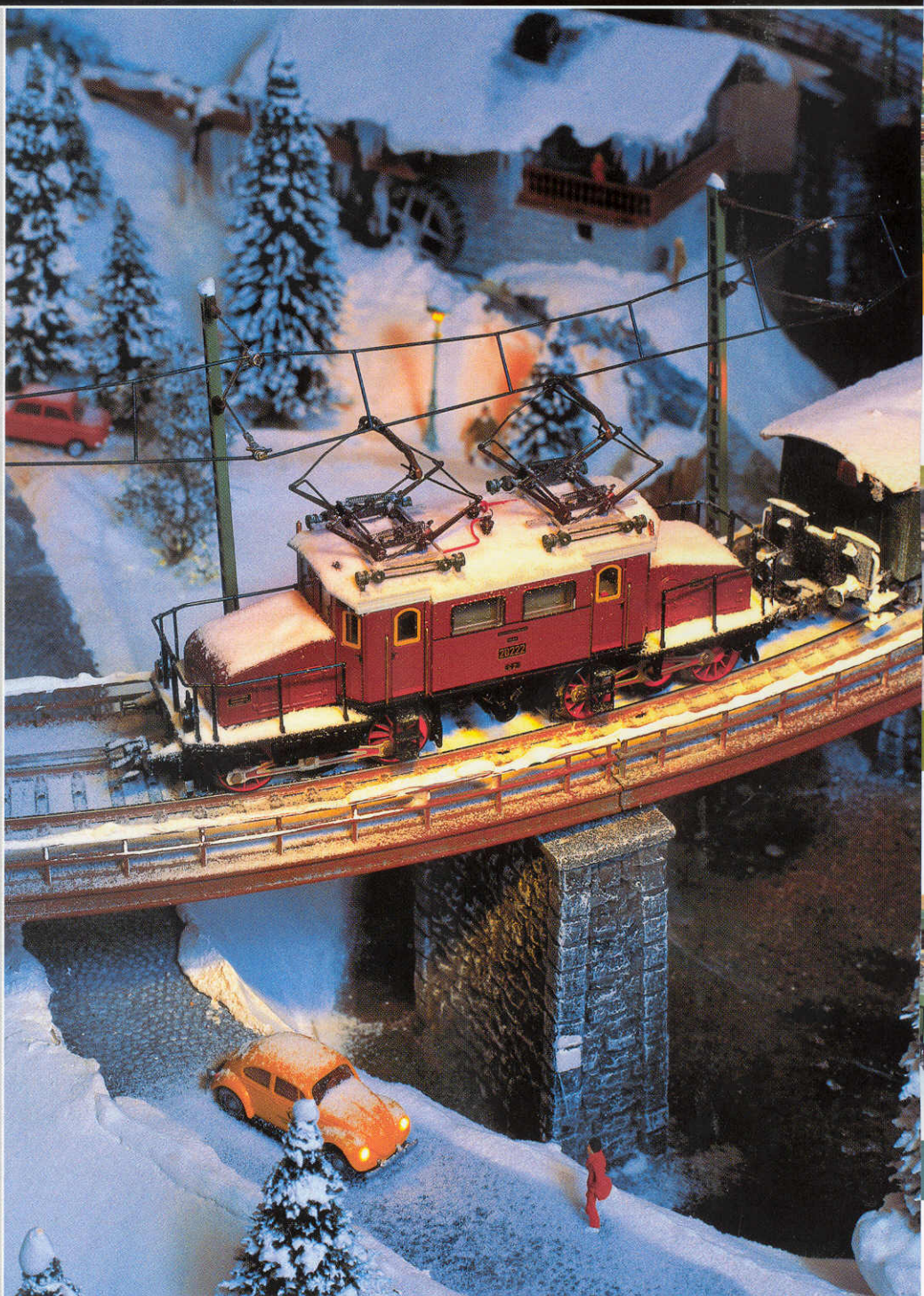
Fun with multi-train operations



COMMUNITY

**“Crocodiles” –
Mythic H0 Gauge Trains**Everything about the
H0 Gauge legends

MODEL/TECHNOLOGY

**Highlight
of Era III**Reliable and robust:
the Prussian T 3 as model

LAYOUT CONSTRUCTION

**The Enchantment
of Winter: Trains in
Snow and Ice**

märklin MAGAZIN

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HEAD OF PUBLISHING: Nina Beranek

PROJECT MANAGER: Dietmar Kötze

EDITORIAL:
3G Media GmbH: Peter Waldleitner, person responsible
according to the German Press Law (editor-in-chief),
Alexandra Becker, Frank Erdle, Lars Harnisch
E-mail: maerklin-magazin@3g-media.de
Tel.: +49-711-4408-0064

AUTHORS:
Dieter Käber, Frank Mayer, M. T. Nickl,
Peter Pernsteiner, Andreas Schumann

PHOTOGRAPHY:
Claus Dick, DB, Dietmar Kötze, Peter Krepela,
Nicola Lazi, M. T. Nickl

ADVERTISING:
Astrid Kentschke (responsible)
E-mail: astrid.kentschke@maerklin.de
Tel.: +49-7161-79-491

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Tel.: +49-40-4144-8467
Fax: +49-40-4144-8499
E-mail: maerklin-magazin@pressup.de

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PETER WALDLEITNER
Editor in Chief
Märklin Magazin

Dear Märklin Enthusiasts,

An eventful year is coming to an end. The great interest in railroading was once again demonstrated impressively by the Model Railroad Meet in Göppingen. Once more, 40,000 visitors came to the Hohenstaufen city to experience the unique mixture of prototypes, models, and activities. However, Märklin also offered an interesting year with its new models. They included the Prussian T3, the class 42.90, and class 44 in 1 Gauge. Among the electric locomotives, it was the US legend GG1 that stood in the limelight in 2005. Of course, the Central Station was one of the year's milestones. With delivery of the digital control unit, Märklin has completed its Systems concept.

The year 2006 also promises extraordinary Märklin models. The Insider Model VT08.5 gives you a taste of what is coming. With this diesel rail car train, Märklin is continuing a long tradition. We at Märklin Magazin also have big plans for 2006. With your help, we want to improve our magazine further. In the reader survey starting on page 98, you can tell us your wishes and win attractive prizes.

We wish you lots of fun reading the current issue, which again awaits you with many highlights. In addition to the products, they include the report on the fascinating trip to the steam locomotive legends in the USA, a report on the Märklin layout of the year, and a look back in history.

Wishing you happy holidays and a good start in the New Year,

PETER WALDLEITNER

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The first Märklin Crocodiles in H0 Gauge are very much in demand among collectors today.

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World Record with Märklin

Little Trains on a Large Scale

The route from Hasselt to Genk measured 12 kilometers/
7.46 miles. For a model railroad, that is a lot – a world record.



■ No Problem

The trains running on the small-gauge track encountered no problems. Altogether four H0 trains made the trip between the two cities. They were pulled by model locomotives, which handled the load using only their own power.

It was a model train run unlike any other. Four Märklin locomotives pulled four trains along the route from Hasselt to Genk and set a world record in the process. The model railroad route in Belgium was 12 kilometers/7.46 miles long, which equates to 1,044 kilometers/648.71 miles of track for a full-scale train.

Märklin and a Belgian model railroad club initiated the hunt for the record. And their faith in their technology paid off. The four trains covered the immense distance, equivalent to 64,000 track sections, without any problem. Actually, not quite so many units of the sturdy C-Track were used. The

record trip was made using a modular trick: each time all the trains had passed a section, the track was removed and then re-installed at the front of the route. The trains were controlled using a Mobile Station with separate power supply.

After all, there aren't any extension cords that reach 12 kilometers/7.46 miles.

The world record attempt attracted numerous spectators. In the end the whole event also served a good purpose. The world record locomotives and the signed cars were auctioned off after the trip. The proceeds went to "The Belgian Kids Foundation."

Festive Cars

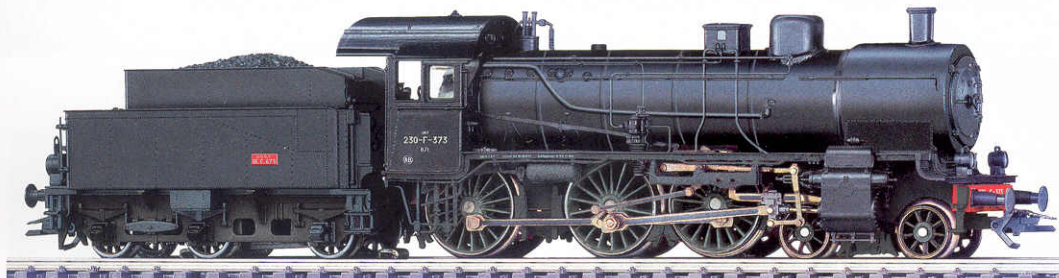
FOR ITS CHRISTMAS CARS this year, Märklin has once again come up with something special. The H0 model (item 48405) comes as a two-axle glass tank car in a Christmas design for transporting mulled wine (Glühwein). The boiler is made of real glass. The Z Gauge model (item 80615) represents an old-style refrigerator car with brakeman's cab and a Christmas decoration. The car is located between the jaws of a crystal-clear plastic nutcracker, so it can be hung on the Christmas tree.



A festive mood: the Märklin Christmas car in the sizes H0 (above) and Z (below) already anticipate the joy of Christmas.

■ A Good Premiere

Märklin rates its premiere appearance at the International Automobile Exhibition (IAA) positively. The model railroad manufacturer had a joint stand with Herpa.



A Prussian for France

In Germany it was called the P8, but France gave it the name Series 230 F. Now the French variant is available as a model.

THE FAMOUS PRUSSIAN P8 passenger train had plenty of admirers, and not just in Germany. Of the approximately 3,500 engines delivered, numerous units made it abroad as a result of two world wars. The French State Railways (SNCF) put the sturdy locomotives into service and added them to their inventory as Series 230 F. The Märklin model (item 37036) is a replica of the P8 of the SNCF with boiler and two domes and without smoke deflectors. The 21-centimeter/8.27-inch locomotive has a digital decoder, controlled high-efficiency propulsion, and three powered axles. The model has two traction tires, and it can be retrofitted with a smoke generator. Brake hoses, prototype couplers, and protective tubes for the piston rods can be applied.



■ Additional New Items

Additional new Märklin items, such as the Series 54 diesel-electric general-purpose locomotive of Belgian National Railways (SNCF/NMBS) in Z Gauge, can be found on page 18.



■ MÄRKLIN TRIP SWITZERLAND

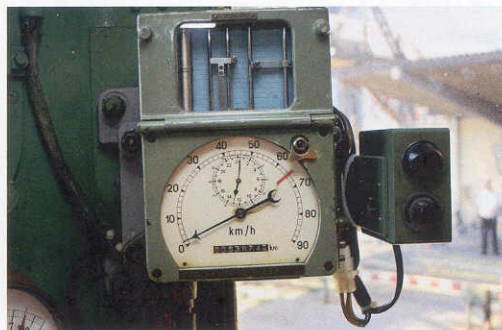
A Gathering of Legends

With four historic locomotives through three countries:
the Märklin trip around Lake Constance offered many highlights.



While on the Train

distance to St. Mar-
the famous Croco-
over at the head
in. It was relieved
ass 1020 of the
Federal Railways
which also received
share of admiration.
the other locomo-
the trip.





The Märklin trip in Switzerland was not for those who like to sleep late. On short notice the railroad assigned the special train its departure track at 6:00 a.m. instead of 7:00 a.m. Participants had to get out of bed early; for which, however, they were richly compensated. Just the sight of the Prussian P8 arriving in Stuttgart was an experience. Supported by a V100, it took the special train through the Black Forest to Lake Constance. In Schaffhausen the participants boarded the Swiss train with two De 4/4 railcars.

Hooking Up the Crocodile

In Kreuzlingen, René Treier of Märklin Switzerland announced the next rail star: The legendary Crocodile Be 4/6" was hooked up amidst a storm of camera flashes. After a stop in Constance, the train headed for St. Margrethen. There, an Austrian took over the lead. A 1020 electric locomotive pulled the train to Lindau and there handed the passengers over to the P8. The return route led through Ulm and the steep-slope route of the "Geislinger Steige." The unpleasantness of the morning was swept away by the many impressions—especially after the Märklin management personnel at the scene promised to compensate the passengers who had been seated in the wrong class. ■

■ Lake Constance Region

The Märklin trip also offered a lot for the eye besides the historic locomotives. In the charming Lake Constance region, there was a lot to discover during the trip, and at two stops there was also enough time for a little stroll through Constance and Lindau (photo).



Beautiful landscapes, beautiful trains, beautiful views.



Steam locomotive crew: the trip to Lake Constance and back was made with a Prussian P 8.

■ Historic Cars

The German participants traveled in a historic train that included two first-class express train passenger cars, a Mitropa dining car, and two "Silberling" coaches.



■ In Operation

Particularly in multi-train operations, the Central Station displays its full potential. This controller offers convenient, clear controls, and shows new operating possibilities.

■ RUNNING OPERATIONS WITH THE CENTRAL STATION

Fun with Multi-Train Operations

In another in our series of articles on the Central Station, we show how to control trains with the digital unit.



Multi-train operation as the pinnacle of railroading control: the Central Station offers immense operational enjoyment.

With any multi-train system, most model railroaders are interested primarily in the running operations. The wide variety of options for controlling the models has opened up new running options. Märklin Systems represents a clearly successful step toward better organized and more convenient operation.

First Step

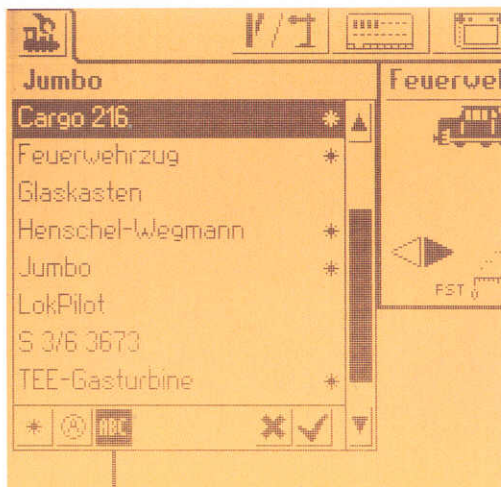
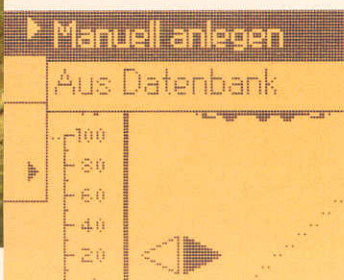
The first step in using the new Central Station is to create the locomotive list. During operations, the locomotives to be controlled are selected from the list. The locomotive list contains all the relevant data for addressing your models. For instance, ▶

■ Important: Batteries

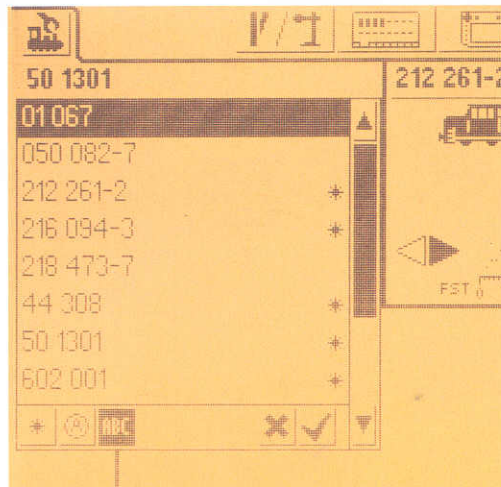
Even before taking the first step – creating the locomotive list – you should insert the batteries in the battery compartment on the underside of the Central Station (4 AAA batteries). Only then will the data entered be stored permanently.

■ Set-Up

Whether you set up the locomotive list by database or manually depends on the model. Using the database is faster, especially with standard models. When there are lots of changes, the manual method is recommended.



The locomotives can be named individually. In the locomotive list they are arranged alphabetically ...



... as soon as the option "ABC" is highlighted. That also applies to naming by car numbers.

this includes the name, the address for digital locomotives, the number and type of functions, as well as parameters such as top speed or acceleration and braking delay, etc.

Considering the number of possible entries, even owners of extensive locomotive collections are not likely to reach the system limits. Therefore – and not just for this user group – it is a good idea to give some thought in advance to a practical naming system.

This is because it is possible to search the locomotive list by class, your own terms, or status of use. The standard is to

list the entries alphabetically. For arrangement by status of use there are two possibilities.

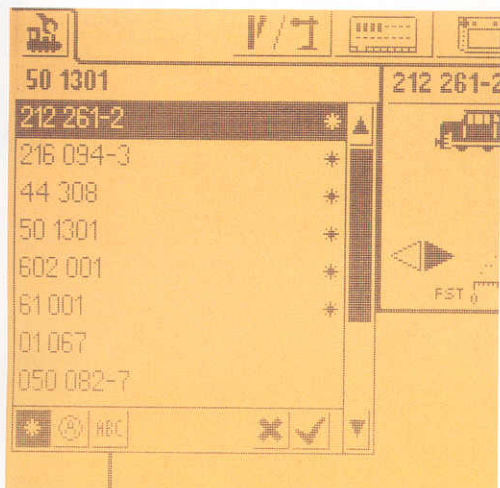
For frequently used locomotives, a favorites list is provided. Such entries appear first and thus give fast access to the favorite locomotives. Any locomotive can be added to or removed from the list.

Running Operations

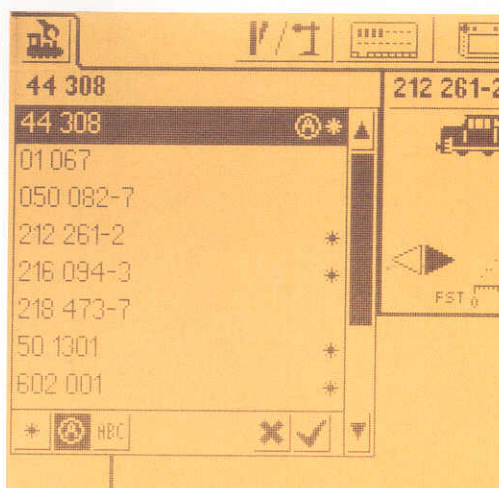
Running operations are another sorting criterion. If certain running information or functional orders are assigned to a locomotive, this is indicated in the locomotive entry when the list is displayed. Therefore,



A double or multiple unit is no problem for the Central Station.



The favorites can be displayed at the top of the locomotive list by hitting the asterisk button.



An "A" in a circle indicates the run command. These locomotives can also be placed at the top of the list.

when locomotives are to be removed from the layout, always make sure that the running level is set to "0" and that the functions are switched off. Otherwise these models will still be displayed later in the mode "running operation."

Considering this variety of options, it is therefore recommended that, before using the Central Station, you create a list of your own models and determine whether you will use the designations from the database or your own terms. In the list, you should also include the address you set and the functions assigned. Since the Central Station gives you complete freedom to se-

lect the symbols for the switching functions, it is possible to make individualized settings there. Even models which are remodeled later thus have an appropriate user interface.

Continuous Function

When changing the icons for the function keys, it is also possible to distinguish between a continuous and a momentary function. A continuous function is switched on by pushing a button and then switched off by pushing it again.

In contrast, a momentary function is activated only as long as the corresponding ▶

■ Naming

The length of these entries should not exceed 16 characters. The exact number depends on the type of letters. For instance, the letter "I" takes up less space than the letter "O". However, if you stick to 16 letters, there is normally no problem displaying the complete name in the menu.



It controls not only coupled locomotives but also attached supplementary cars with functions.

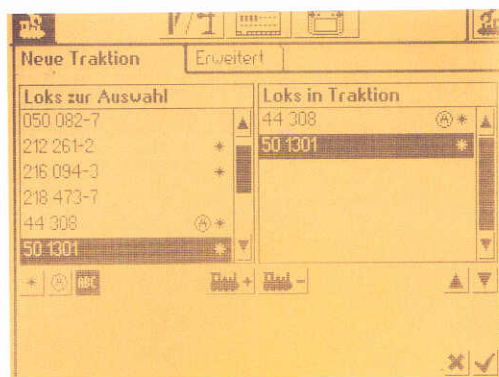


Speed

The matrix interval of the speed control knob is the same for mfx and digital locomotives. mfx locomotives therefore need more revolutions to reach maximum speed.

However, if the control knob is turned fast, the Central Station reacts. Then the final speed is reached with fewer revolutions.

button is held down. Headlights and smoke generator make sense only as continuous functions; however, it is better to set up the noise of a locomotive whistle as a momentary function. For a Telex coupler there are arguments for both variants.



A multiple unit can be set up quite simply using the appropriate command.

Often there are multiple operating options for controlling a locomotive. For instance, running direction can be changed by pressing the arrow in the display. It is just as easy to switch the function by turning the speed control knob. In both cases the speed is set to "0". The actual speed is always changed only at the speed control knob. The number of speed levels depends on the decoder.

With Delta or Digital decoders, there are 15 speed levels to choose from (0–14).

Speed Levels

In contrast, the 128 speed levels of the mfx locomotives offer a much finer differentiation. Therefore, mfx locomotives need more regulator revolutions to attain maximum speed. The speed controller itself easily slips into the next level as it turns. This gives you a secure feeling when con-

trolling the locomotive.

The sensitivity of the speed control will be appreciated above all by model railroaders who value realistic operations. Particularly in switching operations, it is possible to carry out delicate running maneuvers.

Of course, double and multiple units are also supported by the Central Station. However, this function is interesting not only for locomotives that are connected together. Other functional models, such as supplementary cars with a built-in steam or diesel sound effects module (49962, 49964) can be connected to a locomotive in this way.

Since both elements in the multiple unit receive the same running information, sound effects and operational status correspond to those of the locomotive. Even cars with functional elements can be linked together to form a single control object.

Special Features

When a multiple unit is set up, it can be given its own name. However, models in multiple units can no longer be addressed individually. That is only possible after the

locomotive has been removed.

The upper entry in the multiple unit list is responsible for the switching functions displayed. One of the models always provides the function assignment; the remaining locomotives are switched-in in parallel. Digital, Delta, and mfx locomotives can be combined with each other without any problem. When creating a multiple unit, make sure that the running characteristics of the locomotives go together.

The speeds in the individual speed levels should be more or less identical, otherwise this will naturally lead to increased wear on the faster-running locomotive. The assigned functions should also match.

In actual practice, there are also other uses for the multiple unit function. For instance, multiple locomotives that always run behind one another in block operation can be integrated and thus addressed simultaneously.

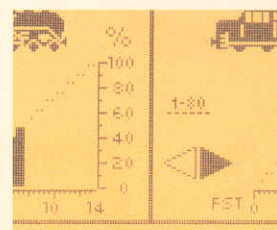
In this way the user can, for example, decrease the speed simultaneously for all the locomotives in the block.

TEXT: FRANK MAYER

PHOTOS: CLAUD DICK

Two Addresses

In the locomotive list of the Central Station – unlike the list for the Mobile Station – it is possible to have locomotive entries with the same address. However, if you try to control two locomotives with the same address at the same time, the running commands to the second locomotive will not be executed. A symbol in the display – the 1-80 – calls attention to this situation.



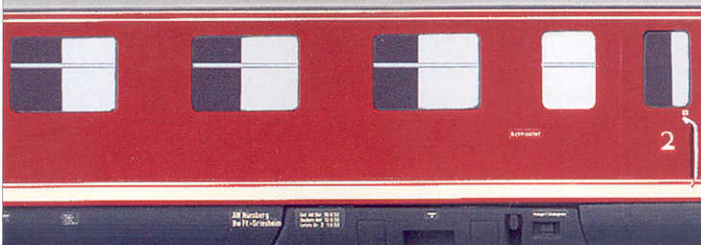
ALMOST REAL!




www.busch-model.com

NEW! Cornfield. HO 1202.

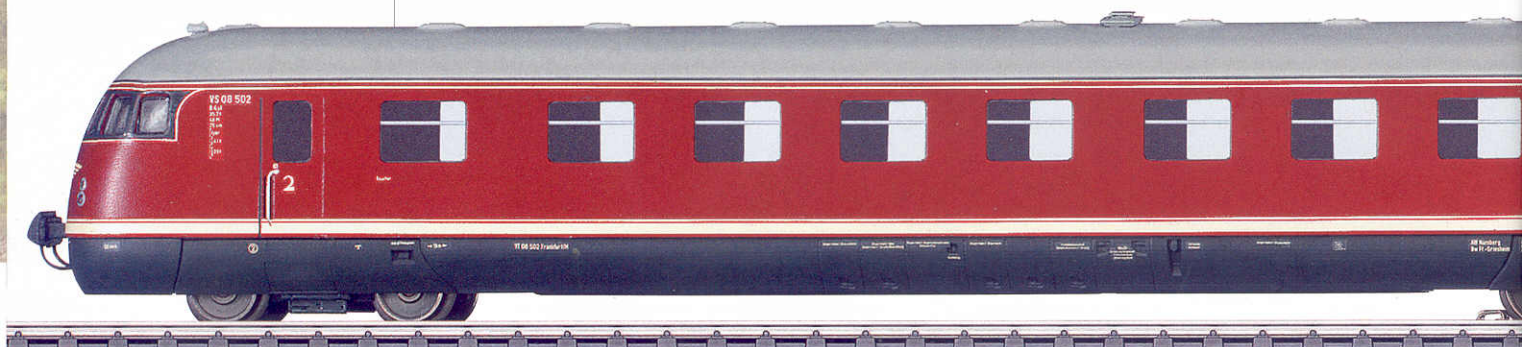

Sunflower field. HO 6003.

■ MÄRKLIN INSIDER MODEL 2006

A Train with Two Faces

The secret is out: The diesel rail car train VT 08.5 is the Insider Model 2006 in H0 and Z Gauge.



■ Insider Model

The VT 08.5 is available as a three-part unit with high-speed rail car, intermediate car, and control car in H0 (item 39080) and Z Gauge (item 88720). In addition, an intermediate car with the banner "Fußball-Weltmeister 1954" is also offered in H0 (Art. 42080) and Z Gauge (item 87720).

Märklin has gone all out with this three-part diesel rail car train. The Insider Model appears as a completely new design from the car bodies to the engineer's cabs. The 85.6-centimeter/33.7-inch unit (H0 model) consists of motorized rail car (VT), intermediate car (VM), and control car (VS). The cars have a metal body with integrated roof and are connected together by special close couplers. Of course, the designers put state-of-the-art technology "under the hood."

But the new Insider Model is one thing above all others: breathtakingly beautiful. The elongated, streamlined body runs into two elegant engineer's cabs which provide a free field of view. The old winged wheel symbol of the German Federal Railroad (DB) glitters above two pairs of lights at each end

of the car, and the Bordeaux-colored paint shines in 1950s chic.

That conjures up memories of the early days of the German Federal Railroad (DB), and the rail cars made a big contribution to



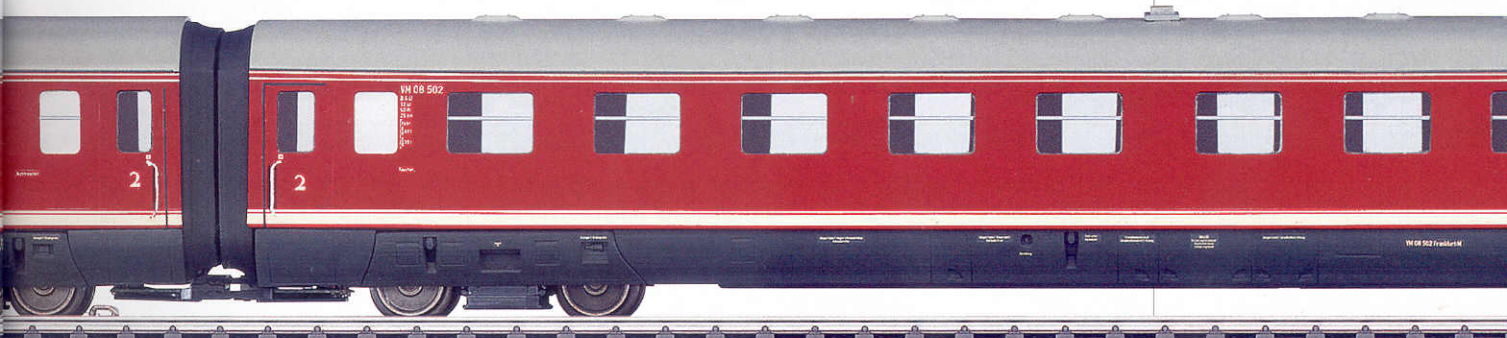
The old winged wheel symbol of the young German Federal Railroad (DB) adorns the rounded face of the VT 08.5.



AVT 08.5 has been preserved as a museum train and even played the role of the world champions' train in a movie.

■ Märklin Insider

The Märklin Insider Club offers model railroaders a rich selection of additional benefits: exclusive models, club news, access to the club's online area, Annual Chronicle, club card, etc.



its success in the days of the German Economic Miracle.

For the VT 08.5 was the showpiece of the young German Federal Railroad (DB). Its development began with the start of the DB era; by the summer of 1952, the first train consists of this type were already traveling the long-distance routes.

Popular and Fast

The twelve-cylinder motors of the VT 08.5 produced 1000 hp and accelerated the three-part train to initially 120 kilometers per hour/75 miles per hour; later to 140 kmh/87 mph. But it was not just its speed but also its furnishings that enabled the train to climb so quickly to the top of public favor.

It had only second-class (starting in 1956,

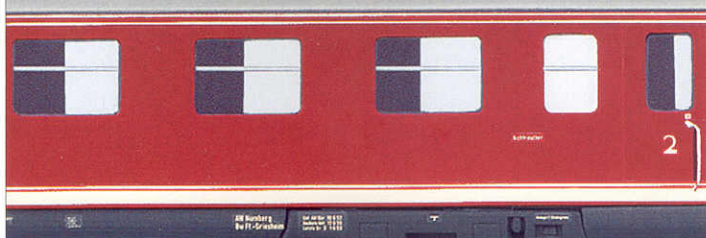
first class) compartments and had facilities such as galley and dining compartment as well as a postal and writing compartment. Starting in 1953 the VT 08.5 served all important long-distance routes and traveled courses such as the "Rheinblitz" (Rhine Flash) from Cologne to Basel, Munich, and Nuremberg or the "Helvetia" from Hamburg to Zurich.

As early as 1953, the comfortable long-distance express train was joined by an urban rapid transit variant, the VT 12.5, and even the US Army ordered six of the comfortable trains as two-part units.

Back then, the VT 08.5 was considered state-of-the-art at the German Federal Railroad (DB). Today the model also meets this high standard. The VT 08.5 in H0 Gauge has ▶

■ How Can I Become an Insider?

Still not a member of the Märklin Insider Club? Just log on at www.maerklin.de, or request a form to register by post at: Märklin-Insider, Postfach 960, 73009 Göppingen, Germany.



an mfx decoder and a C-sine motor in a new, compact design. In the powered rail car, both axles of the front truck are powered, and the model has two traction tires. The standard interior lighting uses maintenance-free LEDs.

This diesel rail car train has a dual headlight and rear end lights that change realistically according to direction of travel. Acceleration and braking delay can be controlled digitally with a 6021 control unit and Märklin Systems. With Märklin Systems the train offers an impressive range of sound effects,

which bring to life among other things diesel motor, station announcement, closing doors, and departure whistle.

In addition, a supplementary car is also offered. It can be used in place of the intermediate car to give the Insider Model a different look.

World Champions' Train

It transforms the normal VT 08.5 into a unique world champions' train – and thus recalls the spectacular use of one VT 08.5. It was just such a rail car that was given the



This car with the banner of the soccer world champions transforms the VT 08.5 into the world champions' train.

■ The Original VT 08.5

Here you can see the comfort of the VT 08.5 (photo right). A VT 08.5 museum train of the German Federal Railroad (DB AG) is stationed in Braunschweig and is taken care of by a group of the "Bahnsozialwerk" (a social services foundation for railroaders) (information at: www.vto8.de). A related rail car, the VT 12.5, has its home in Stuttgart.



honor of bringing home the soccer world champions' team from Switzerland in 1954. In the soft cushions of this modern train, Fritz Walter, Horst Eckel, Toni Turek, and their teammates on Germany's national team enjoyed their triumphal journey from Bern to Munich.

On the trip through southern Germany, approximately a million people cheered the "heroes of Bern." Especially for the occasion, the rail car train bore the banner "Fußball-Weltmeister 1954" (=Soccer World Champions 1954).

The 28.3-centimeter/11.1-inch intermediate car (item 42080) also bears these thick letters. When it replaces the regular intermediate car of the Insider Model, it replicates the authentic three-part world champions' train of 1954 and thus recalls the unique atmosphere of the "Miracle of Bern" in your living room.

But even the normal VT 08.5 train consist breathes a bit of soccer spirit. Deliveries are planned to begin in June 2006 – simultaneously with the soccer world championship in Germany. ■



The motorcar contains the heart of the VT 08.5: the motor. Its engineer's cab offers unobstructed visibility.



■ Old and New

Two stars of German railroad technology: the VT 08.5 got the long-distance service of the German Federal Railroad (DB) moving in the 1950s. The trains ran on all the important long-distance routes, some even abroad. Today, long-distance express travel is handled by its modern successor, the ICE (photo shows an ICE 1).

NEW
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Retailer

■ 1 GAUGE, H0 GAUGE, Z GAUGE

NEW FROM YOUR MÄRKLIN DEALER

Christmastime is coming and with it lots of new items from Märklin.
We present them on the following pages.

■ 48025 H0 Freight Car

Sliding wall box car of the Swiss Federal Railways (SBB), standard type high-capacity car with high sliding walls with metallic paint, Era V.



MÄRKLIN H0 37746 Diesel Locomotive

General-purpose locomotive from Serfer Servizi Ferroviari, a company of the Italian State Railways (FS Cargo). The former German Class 216 is used there in front of maintenance trains and construction trains, as well as for transport.

MÄRKLIN H0 47440 Deep Well Flat Car

Sdgkms 707 flat car of the German Federal Railroad, Inc. (DB AG), loaded with a semi-trailer.



MÄRKLIN H0 42721 Express Train Passenger Car

Z 1 Eurofima car of the Austrian Federal Railways (ÖBB), 2nd class compartment car, also available as open seating car (item 42722).





MÄRKLIN H0

44900 Freight Car Set in Display

Four classic freight cars of the French State Railways (SNCF) from box car to tank car. The display contains three identical copies of each of the four cars.

MÄRKLIN H0

46906 Freight Car

Two Eaos high side gondolas from Danish State Railways (DSB) loaded with ship scrap.



■ PRODUCT HIGHLIGHT H0



MÄRKLIN H0

36854 Electric Locomotive

185-CL 009 general purpose locomotive No. 222 of Ruhrkohle AG Bahn und Hafen (RAG/BuH); in metal with plenty of details. The model has a digital decoder, special motor, and two traction tires.

With the 185-CL 009 general purpose locomotive of the corporate subsidiary "Bahn und Hafen" of Ruhrkohle AG (RAG), Märklin presents another variation on the class 185 dual system locomotive



Prototype in action.

Photo: Funcke

from the so-called Traxx family from Bombardier. The general purpose locomotives have power ratings of 4,200 and 5,600 kWh. The prototype locomotive 185-CL009 belongs to the rail vehicle leasing company Angel Trains Cargo (ATC), formerly Locomotion Capital, and was delivered in August 2002. RAG/BuH leased the 185-CL009 and its sister locomotive 185-CL008 for freight transport. The RAG railroad company is known as Germany's largest coal transporter. However, RAG has now sold its logistics subsidiary to Railion.

MÄRKLIN H0

45096 Stake Car

Type R 02 freight car of the German Federal Railroad, Inc. (DB AG), for transport of agricultural equipment. The model has removable stakes and is loaded with combine crop harvesters.




NEW
from Your
Retailer
**MÄRKLIN H0****47198 High Side Gondola Set**

Two Eanos open freight cars from Belgian State Railways (SNCB/NMBS) in different colors and with different car numbers.

**MÄRKLIN H0****46556 Tank Car**

General purpose car from the Swiss company Wascosa for combustible fluids, in service at the German Federal Railroad, Inc. (DB AG).

■ **74730 Lattice Mast**

High-voltage mast with two truss-style metal cross spans, six dual suspended insulators with eyelets for insertion of a thread as overhead line.

**MÄRKLIN H0****46314 Freight Car**

Two Fcs dump cars of the Luxembourg State Railways (CFL) with load insert.

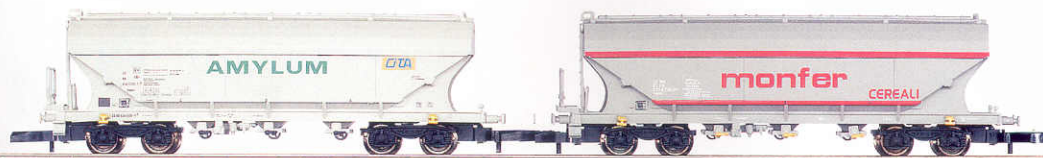
**MÄRKLIN H0****46340 Set of Gondolas with Hinged Roof Hatches**

Three dump cars of the Dutch State Railways (NS) with closeable load area, separately applied hinged roof hatch.

**MÄRKLIN H0****46203 Beer Car Set**

Three beer cars with horizontal wall planks as private cars of the Munich breweries Paulaner, Thomasbräu, Pschorr, and Hacker-Bräu, in service with the German Federal Railroad, Inc. (DB AG).





MÄRKLIN Z GAUGE

82622 Silo Container Car Set

High-capacity car for grain transport; private cars of various companies, in service with the Belgian (SNCF/NMBS), French (SNCF), and Italian (FS) State Railways.

MÄRKLIN Z GAUGE

88782 Diesel Locomotive

Class 216 locomotive in the prototype design "Lollo" for Era IV; both trucks are powered, dark wheel tires.



MÄRKLIN Z GAUGE

87458 Passenger Car Set

Two 4ü express train passenger cars of the Swiss Federal Railways (SBB); older design AB4 car with first and second class plus a C4 car with third class.



■ PRODUCT HIGHLIGHT Z GAUGE



MÄRKLIN Z GAUGE

81437 Passenger Train

Local passenger train for rapid transit in the Ruhr-Schnellverkehr division of the German State Railroad (DRG) with class 38 steam locomotive and three Prussian style compartment cars with special paint scheme. Second and third class cars with brakeman's cab and a band of turquoise around the windows of the second class compartments; third class cars with and without brakeman's cab.



■ Rapid Intervals

The trains of Ruhr-Schnellverkehr sometimes ran at half-hour intervals and, because the stations were close together, were pulled by powerful locomotives of the classes 38 and 78.0 through 78.5. The locomotives had a special sign in front.

■ PRODUCT HIGHLIGHT Z GAUGE

MÄRKLIN Z GAUGE

88092 Steam Locomotive

Class 39 express passenger train locomotive of the German Federal Railroad (DB), with Witte smoke deflectors and standard tender.



It was the last steam passenger train locomotive developed by the Royal Prussian Railroad Administration (KPEV) and at 1,600 hp was also the most powerful ever developed by the provincial railroads: the Prussian P 10. However, the 2-8-2 engines were not delivered until the time of the German State Railroad (DRG). From 1922 to 1927, 260

units were manufactured and designated class 39 by the DRG. They were first used in express train service in Germany's low-elevation central mountain ranges, the "Mittelgebirge," for instance in the Thuringian Forest; later they were also used with fast passenger trains and normal passenger trains. 248 engines survived World War II. They were in

service with the German Federal Railroad (DB) until 1967. Most of the 94 locomotives of the German State Railroad of East Germany (DR) were modernized and then ran as class 22. In the EDP numbering system introduced in 1969 it got back the name BR 39. In 1971 the last of the former P 10's was taken out of service.

MÄRKLIN Z GAUGE

87581 Baggage Car

Type Pw4pro4a baggage car for passenger trains of the German Federal Railroad, Inc. (DB AG), Prussian style design with conductor's cupola.



■ 78111 Test Meter

Device for the 78100 and 78101 roll test stands; to measure length of operation, distance traveled, and speed. Model scale, units, and measurement range can be selected freely.

MÄRKLIN 1 GAUGE

58497 Stake Car

Type R 10 freight car of the German Federal Railroad (DB), used for transport of dual walled oil tanks. Design includes brakeman's platform and brake handle that can be turned, loaded with three oil tank models, minimum radius for operation 1,020 millimeters/40.16 inches.



NEW
from Your
Retailer



MÄRKLIN Z GAUGE

87561 – 87563 Passenger Cars

Prussian type compartment cars of the German Federal Railroad (DB): type AB4pro4 first and second class (item 87561) and type B4pro4 second class (item 87562), each with brakeman's platform; as well as type B4pro4 second class without brakeman's platform (item 87563).



MÄRKLIN Z GAUGE

88630 Diesel Locomotive

Class 54 diesel-electric general purpose locomotive of the Belgian State Railways (SNCB/NMBS); both trucks powered.

■ 60125 Terminal

To connect additional devices from the Systems program to the Central Station; 9-pin connecting cable, 9-pin jack for an additional terminal or other devices, four 7-pin jacks for the Mobile Station or other peripheral devices.





■ MÄRKLIN TRIP USA

Giant on the Rails

The USA trip took railroading enthusiasts into a world of enormous wheels, gigantic boilers, and legendary power – in short: the world of the Big Boy.

For many of the participants it was literally a trip to a new world. For the first time they glimpsed the stupendous trains of the US railroad companies. However, this trip was dedicated to the railroad of the past. The route covered nearly 9,000 kilometers/5,592 miles right across the country, from New York via Chicago to St. Louis, from Dallas to Los Angeles, and back via the Grand Canyon, Santa Fe, the mountains of Colorado to Denver, Cheyenne, and Omaha. Always on the tracks of a single locomotive: the Big Boy.

And it was worth the trip. After all, the Big Boy is the largest locomotive ever created by human hands. 35 railroading enthusiasts visited the sites at which the last of these giants have been preserved for posterity. Along the 9,000 kilometers/5,592 miles, they encountered eight of these locomotive dinosaurs and a lot of interesting stories as well.

How It Got Its Name

Actually the legend starts right with the name. Originally this locomotive class, built by ALCO starting in 1941, was to be called "Wasatch" – after the mountain range east of Ogden, Utah, which is crossed by the main line of the Union Pacific Railroad. However, during construction, an unknown worker wrote the words "Big Boy" in chalk on the door of the smoke box of the first locomotive. That is how the name was born – and with it, the mythology that surrounds this prodigious locomotive. Of course, the attitude of the railroad company was much more prosaic. To the 25 locomotives constructed it

assigned the numbers 4000 to 4024. But even in numbers, the steam locomotive giant makes a powerful impression: its total weight is about 600 metric tons, which corresponds to an entire Intercity train of The German Federal Railroad. With a length of 50.5 meters/166 feet, the Big Boy outdistances even the largest German steam locomotive, the class 45, by about 15 meters/50 feet. And at a height of about five meters/16.4 feet, it is a good meter/3.3 feet taller than is usual in Germany.

Its tender holds about 100,000 liters/26,417 gallons of water and 30 metric tons of coal. In comparison, the tender of the class 01 holds only about 34,000 liters/8,982 gallons of water and eight metric tons of coal. Naturally, no human being could shovel enough coal onto the huge 15-square-meter/161-square-foot grate. That job was handled by a mechanical system for transferring the coal, a stoker.

The 16 drive wheels are also impressive with a diameter of 1,730 millimeters/68.1 ▶



■ New Dimensions

Individual parts gave the trip participants an opportunity to get used to the gigantic dimensions à la USA. Here a museum guide in Scranton, Pennsylvania, explains the damage that required the replacement of this part.



■ The Face of the Big Boy

From the switching perspective, the Big Boy is even more impressive. This locomotive with the number 4012 can be admired in the museum in Scranton.



Locomotive 4004 stands in Cheyenne, Wyoming. The maintenance facility there was once the home of the Big Boys.

Märklin Trip USA



In the Age of Steam Museum in Dallas, there were interesting stories to hear. The visitors listened, enthralled.

■ Legends of Steel

Another legend stands in the Chicago Museum of Science and Industry: the prototype of the California Zephyr, a three-part stainless steel railcar. These trains were a great success in the 1930s.



inches. The engine frame alone had the dimensions of the complete frame of a class 41. In the face of these dimensions, the participants in the trip gazed in astonishment at the last examples of these gigantic machines and were duly impressed by the presentations of the museum personnel.

Of course they pointed out that the Big Boys were built primarily for the fast freight service on the route from Cheyenne, Wyoming to Ogden, Utah and on their way had to overcome mountainous stretches like Sherman Hill or the Wasatch Mountains. And these locomotives mastered this challenge with bravura – from the time of their delivery between 1941 and 1944 to their removal from service at the end of the 1950s.

Towed Weight: Doesn't Matter

Trains of 100 or more freight cars were no problem for this locomotive. When the train weight did sometimes go higher, a helper engine was hooked up at the front or rear of the train. A retired engineer who used to run the Big Boys once said: "You opened up the throttle, and the engine just took off – no matter what kind of train was hooked up." At the end of the 1950s, the Big Boys were

replaced. New diesel locomotives and the big gas turbine locomotives of the Union Pacific, the Big Blows, took their place.

However, eight of them with the numbers 4004, 4005, 4006, 4012, 4014, 4017, 4018, and 4023 – were saved from the blowtorch and for 45 years now have been serving as witnesses of a great past in museums across the USA, even outside their former area of operation. The participants in the trip got to experience all eight of these Big Boys. They saw the gigantic boilers, stood atop the great



Steam operation is still the most beautiful sight: that also goes for the Durango and Silverton Railway.



Steaming through the Rocky Mountains: the group in the observation car of the Georgetown Loop Railway.

wheels, and walked around the enormous tenders. The guests viewed the myriad levers in the engineer's cab and observed with curiosity the engine of the largest steam locomotive in the world.

Lots to See

Of course, on the long trip there were also other locomotives and miles of freight trains to see. After all, this journey to the railroad of the past was a trip on the railroad of today. It covered thousands of miles through the

country in modern trains as well as in museum trains pulled by steam locomotives along narrow-gauge tracks through the Rocky Mountains.

The journey wound through cities with populations in the millions and small towns in the middle of nowhere; through green forests and desert sands, from the Rio Grande to the Grand Canyon, from the Atlantic to the Pacific – but more about that later.

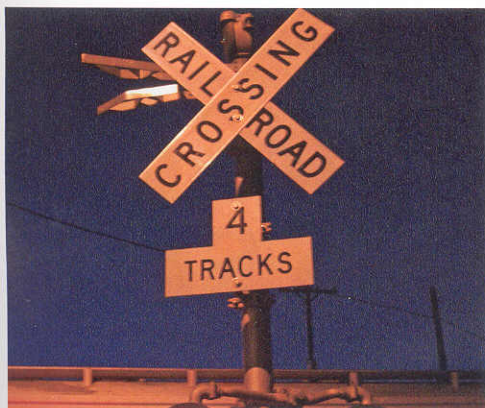
TEXT: ANDREAS SCHUMANN

PHOTOS: DIETMAR KÖTZLE

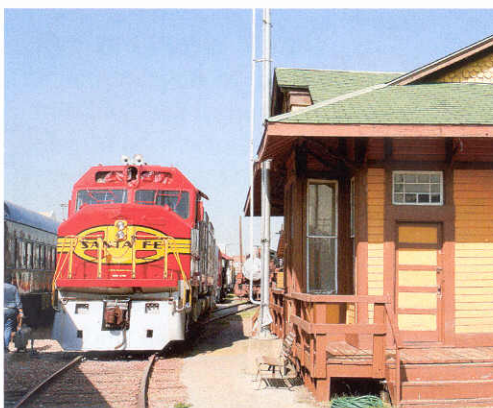


■ Santa Fe

For years it was the symbol of the Santa Fe Railroad: the stylized Indian head was seen on the vehicles of the railroad company and, like the red-and-silver war bonnet paint scheme of the locomotives, became a trademark of the line.



Even the railroad crossings awaken nostalgic feelings: here in Cheyenne in the late evening.



Actually, this locomotive is called the SDP 40, but that name does not even come close to expressing its beauty.



■ 1 GAUGE DIGITAL

Fascination on a Large Scale

Märklin has expanded its inventory of 1 Gauge rolling stock. The new digitally upgraded items show all they can do with the Central Station.



Era III version of the 18478; other variants followed, including a live steam version. The new 18470 of the German State Railroad (DRG) (item 54564) weighs barely four kilos/8.8 pounds and is made primarily of sheet steel with a matt paint finish. The separately applied pipelines, cylinders, and metal smoke deflectors give the model an impressive appearance. The motor is located behind the third drive axle and is connected to that axle by means of toothed gearing.

To increase pulling power, the wheels of this axle have traction tires. The tender is coupled to the trailing wheel; the interval between tender and locomotive can be changed between three positions. The shortest is intended for presentation in the showcase or on a roller test stand; door and tender are then separated by only two millimeters/0.08 inches. The locomotive has a length over buffers of 67.7 centimeters/26.7 inches.

The middle position is suitable for radii greater than three meters/9.8 feet. At the longest setting, the interval between door and tender grows to 17 millimeters; enabling the 18470 to handle the standard 1 Gauge radius of 1,020 millimeters/40.2 inches without any problem.

Just in time for your Christmas wish list, Märklin has delivered five new locomotives of the royal class to retailers. The new items include the E 44 and class 18.4 for Era II; the class 44 "Jumbo" and the 89.70-75 tank locomotive for Era III, and the V 60 as the representative of Era IV.

All five models offer impressive, realistic sound. Four of the new items were already available in other variants but have now undergone a comprehensive makeover with digital electronics.

The legendary S3/6 was first delivered by Märklin in 1 Gauge at the start of 2002 as an

Revised Power Supply

The power supply of the express train locomotive has been revised and is now provided via two tender wheelsets and one wheelset of the locomotive. The on-board electronics of the S3/6 underwent very extensive additional development.

All the important operating parameters can now be reprogrammed in seconds via the Mobile Station or Central Station. Acceleration time and braking delay time can be set independently of one another in steps of one-quarter of a second for up to 15.75 seconds. ▶

■ Steam Locomotive Show

The imposing 1 Gauge locomotives can also display their impressive acoustic capabilities even outside the layout – on a roller test stand (item 59931). The roller test stand for 1 Gauge is 86 centimeters/33.9 inches long and can thus handle even the large locomotives with tender.



Express train locomotive with character: The Bavarian S3/6 in the design of the German State Railroad (DRG) (item 54564) offers an impressive range of sound effects.



The minimum speed for acceleration and the maximum speed are also adjustable. The volume of the sound effects circuit can be programmed for 64 different levels. In addition to the steam locomotive sound and the striking whistle, the 18 470 also offers a variety of other sound effects, which can be activated via a random control system. In addition the sounds for compressed air and coal shoveling can be activated separately by pushing a button.

Activating the Smoke Generator

As with its predecessors, the headlight and integrated smoke generator can be activated and the acceleration/braking delay deactivated remotely. All functions can be activated

directly from the Mobile Station or from the new Central Station.

And even if you want to operate the 18 470 with a 6021 control unit, you will be pleased to find some new functions.

The V 60, which has been available since 2001, is returning in an Era IV version as 261-834-6 (item 54323) with a finely detailed die-cast zinc locomotive body weighing 2.9 kilos/6.4 pounds, bringing a hefty amount of pulling power to the track. With a length over buffers of 32.5 centimeters/12.8 inches, this switch engine easily negotiates even small track radii of 600 millimeters/23.6 inches. All three axles are powered.

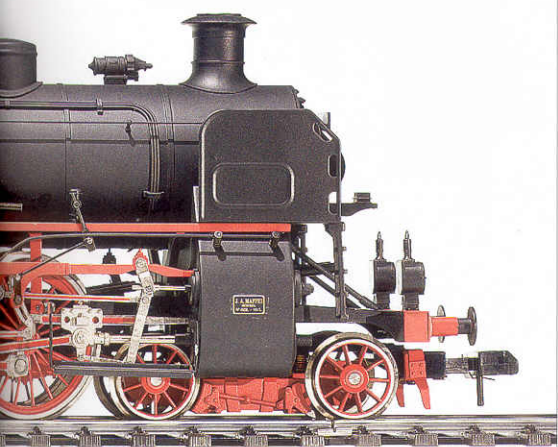
Like the new S 3/6, the 261 834-6 also has an externally programmable realistic sound



Digital Rolling Stock

Märklin offers three other locomotives with a sound decoder that can be programmed with the Central Station: a Köf II (item 55742), the 80 005 in the 55034 starter set, and the V 100 2022 in the mega-starter set (item 55033).





decoder with expanded functions. Additional functions can be activated for a low-speed switching range and for compressed air sound effects during coupling.

The E 44 098 was first delivered in 2003 as an Era III locomotive and from the very start had a high-efficiency motor and a realistic sound decoder. The locomotive superstructure and frame of the new E 44 044 of the German State Railroad (DRG) correspond to the previous model. The finely detailed locomotive superstructure is made of 3-millimeter/0.12-inch die-cast zinc, and the likewise nicely detailed silver grey roof is made of plastic. The axles located toward the center of the locomotive are each driv-



New era – new functions: The V 60 comes as the class 261 (item 54323) with programmable realistic sound decoder.

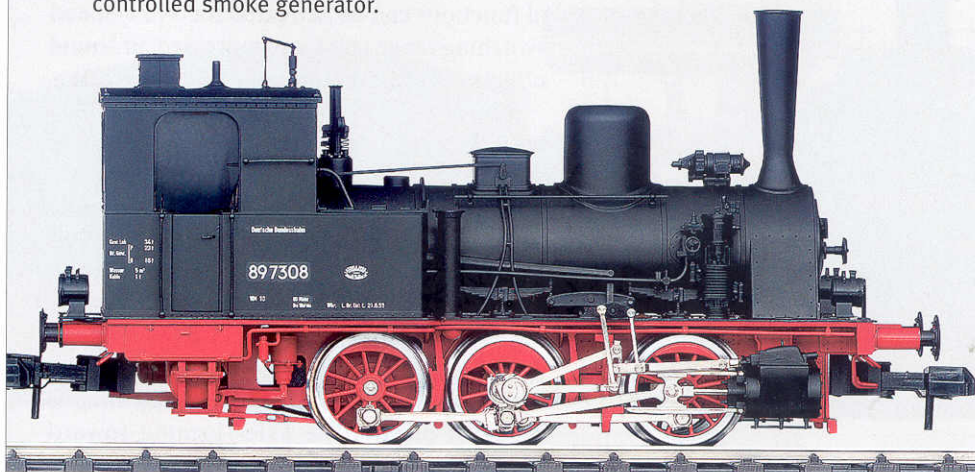
The new E 44 (item 54292) in the design of the German State Railroad (DRG) offers snappy pulling power and convincing auxiliary sounds.



en by a motor; the two other axles have a self-aligning suspension. In this way the realistic locomotive, which has a length over buffers of 47.8 centimeters/18.8 inches, passes through even the small 600-millimeter/23.6-inch radii without any problem. With a weight of 4.1 kilos/9 pounds, it can easily pull even long trains along behind it. In addition to the previous functions, with the new E 44 also offers separate activation of sound effects for compressed air, the main switch, and switching crackle.

Märklin already offered this wonderfully detailed class 89.70-75 tank locomotive back in the 1990s. The 1.9-kilo/4.2-pound, 26.2 centimeter/10.3-inch-short die-cast zinc model was built then in four color variants as the ▶

Farewell, soundless age: The Prussian T 3 comes to life with a realistic sound effects circuit and a digitally controlled smoke generator.



■ Number 5

In the 1990s, Märklin delivered the popular T 3 in four variants. Now it is available as a locomotive of the German Federal Railroad (DB).

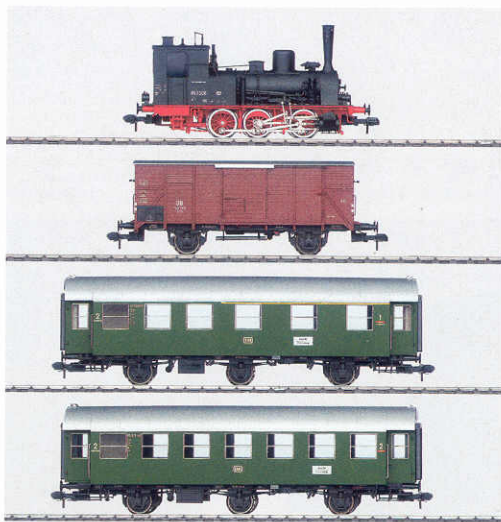
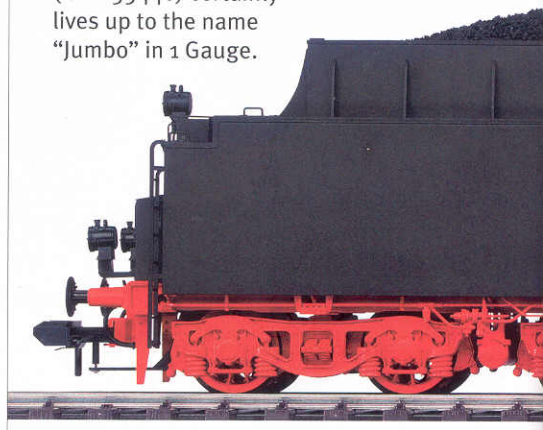
89 7325 of the German Federal Railroad (DB), as the Prussian T 3 with road number 6127, as the “Chanderli” museum train locomotive of the European Association for the Preservation of Steam Locomotives (Eurovapor), and as a silver Märklin museum locomotive. Initially, the locomotives had no digital decoder; even the retrofit decoders that became available later did not have a sound circuit.

Thanks to massive advances in miniaturization, these times are now over. The T 3 now comes to life with a realistic sound effects circuit and a smoke generator that can be activated digitally. The acoustic qualities of the 89 7308 are in no way inferior to those of the other steam locomotives – except for the lower volume due to the type of design. In addition to the locomotive whistle, it is also possible to activate sounds for the air pump and the shoveling of coal. In addition, the acceleration/braking delay can be deactivated. The small tank locomotive is delivered as part of a complete branch line train with a pair of three-axle rebuilt cars and a G 10 boxcar (item 55026).

Fantastic Model for Insiders

The model of the class 44 in Era III design (item 55440) made exclusively for Märklin Insiders is a completely new development. The locomotive, which is made primarily of die-cast zinc, is an imposing 71.3 centimeters/28.1 inches long and weighs nearly 6.5 kilos/14.3 pounds. In this model of the “Jum-

Insider model: The BR 44 (item 55440) certainly lives up to the name “Jumbo” in 1 Gauge.



The T 3 comes in a branch line train set with two passenger cars and one freight car (item 55026).

bo,” the engine of the internal third cylinder is also replicated. The coupler located between locomotive and tender can be closed in two positions: the short position is for running operations on track radii of 3,000 millimeters/118 inches or more; whereas the locomotive can easily negotiate the narrow radii of 1,020 millimeters/40.2 inches with the longer coupling – in which the length is increased slightly by six millimeters/0.24 inches.

As an absolute innovation for 1 Gauge, Märklin has for the first time integrated an mfx decoder in this locomotive. In digital operations with the Mobile Station or the new Central Station, this new decoder regis-

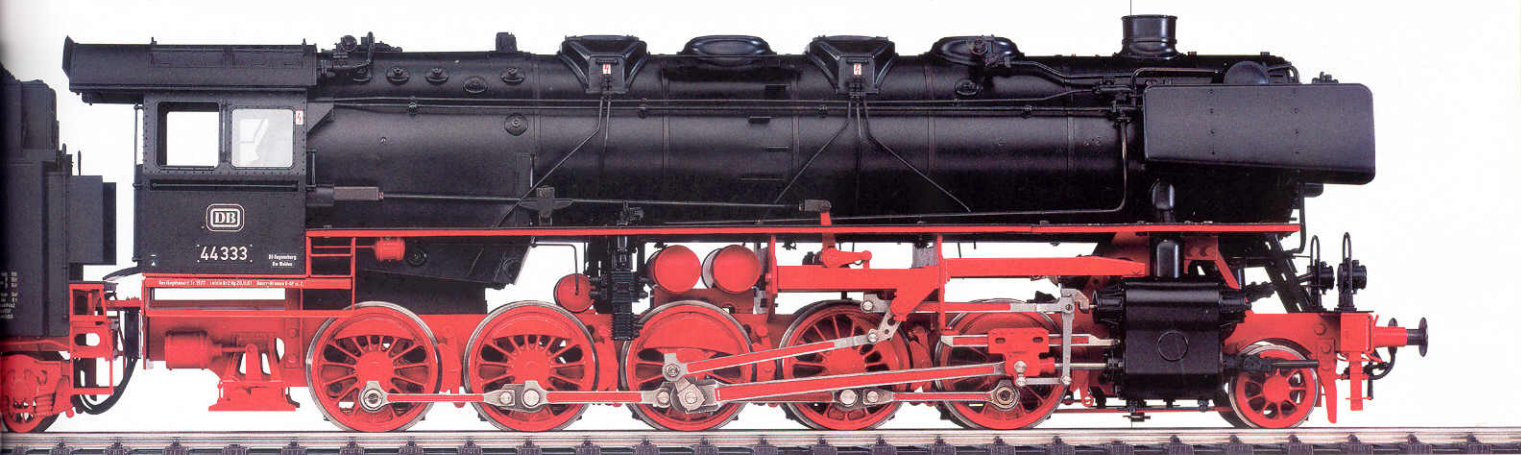
ters itself automatically. The display of the control unit then automatically shows the locomotive name “Class 44” and various symbols for the functions available for the locomotive.

Digital Functions

When the 44 333 is operated with the previous 6021 digital controller, it offers five auxiliary functions: headlights that change over with the direction of travel, a smoke generator, operating noises that are synchronized with the wheels along with many randomly controlled auxiliary sound effects, running gear lights and locomotive cab illu-

■ Mfx Premiere

With the class 44, the mfx decoder celebrates its premiere in the large gauge. The “Jumbo” is the first locomotive in 1 Gauge with this high-performance control unit.



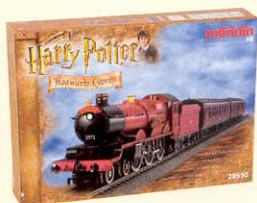
Even from the front view, the Jumbo does full justice to its name.

mination, and the Telex coupler in the tender. When the Mobile Station is used, a low-speed switching range and the sounds of the locomotive whistle and air pump are also available. In addition, the sound of squeaking brakes can be deactivated at the push of a button.

With the Central Station, additional sound effects can be activated, including the switching whistle, blowing off steam, shoveling coal, and grate shaking. This splendid model of the class 44 thus offers a total of 13 auxiliary digital functions. And finally, the new mfx decoder in combination with the Central Station permits speed control at 128 speed levels instead of the 14 levels previously available with a control unit.

TEXT: PETER PERNSTEINER
PHOTOS: NICOLA LAZI

■ You Could Win:



1st to 5th Prize:
A train set
Harry Potter in H0 Gauge



6th Prize
A locomotive
Class 85 in Z Gauge



7th to 9th Prize:
A Märklin solar watch
from Junghans



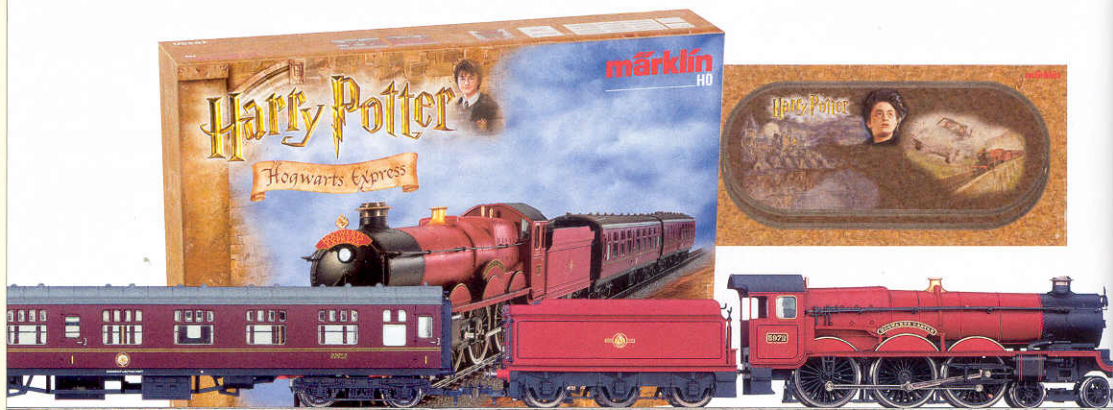
10th to 111th Prize:
A Märklin Magazin truck

■ MM DRAWING FOR 111 PRIZES

Participate and Win

Dear readers, a nice – and important – task awaits you on the following pages. Our reader survey is designed to determine your desires and ideas, in order to make our Märklin Magazin even better. However, by participating, you can not only influence the future design of MM; you can

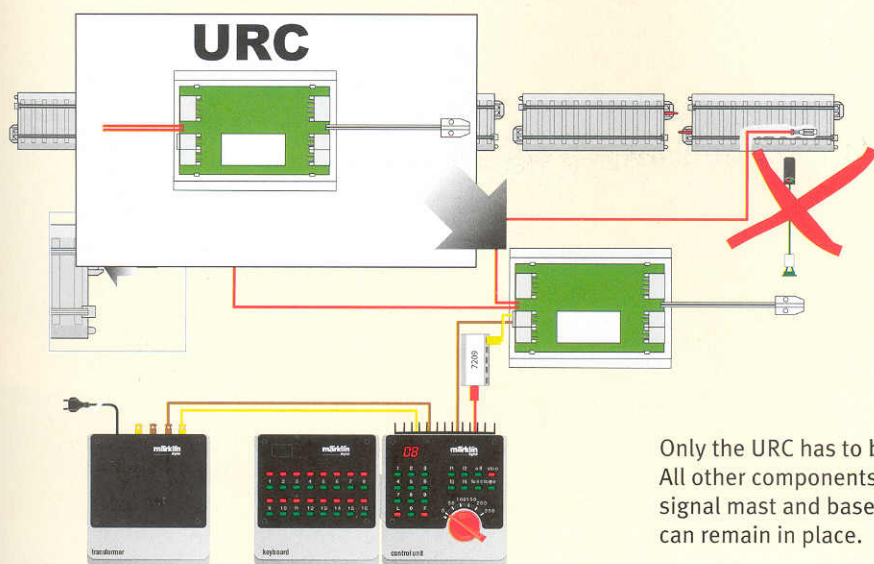
also win something. Participating pays off. When you participate in the survey, you can win one of five Harry Potter train sets, or other attractive prizes. Märklin Magazin will draw a total of 111 prizewinners from among all participants.



■ READER SURVEY

YOUR OPINION IS IMPORTANT TO US. This reader survey is designed to involve our readers actively in the design of Märklin Magazin. Tell us which topics you would like to see more of in the magazine and how you rate the scope of the individual segments. Your answers will give us valuable insights for shaping the future direction of Märklin Magazin.

Please send the completed questionnaire with the reply card to: Modellbahnen-Welt Verlags-GmbH, Stichwort: Leserumfrage, Postfach 1 21, 73001 Göppingen, Germany. Please write your name, address, et cetera, legibly! Deadline for returning the survey is **January 31, 2006**. All those responding will automatically participate in the prize draw. Resort to courts of law is excluded.



Only the URC has to be exchanged. All other components, such as signal mast and base, et cetera, can remain in place.

Updated Digital Signals

A new "V 2.0" sticker on the digital signals has caused some irritation. The changes are small, but important.

Since their debut, the digital signals with item numbers from the 763xx series (for example item 76371, 76391, et cetera) have been very popular.

A new "V 2.0" sticker on the package has caused irritation among some customers. Just what has changed with these signals?

In developing mfx technology, it has been found that in a very unfavorable constellation of operating conditions, the signals no longer react to control commands.

Only a restart can eliminate the problem. Therefore the software in the so-called URC, the electronic control circuit of the signal under the track, has been changed. Now this rare but impossible-to-exclude operating state can no longer occur in the upgraded signal version.

Otherwise, nothing has changed. If you have the Central Station and digital signals you can, of course, upgrade them. For this purpose, Märklin has replacement units

Please note: At the end of the year, we again expect the usual seasonal high volume in the area of Märklin service. Therefore, we cannot rule out the possibility of long processing times.

available that are equipped with the upgraded software version. To get the upgrade, all you have to do is remove the electronic component – it is located under the track or in its casing – without the plugged-in connecting wires. Please leave the soldered

connections attached to the component. We recommend that you contact your Märklin dealer in advance to clarify the modalities of the exchange, so we can make sure that enough replacement units are available.

For model railroaders that use their signals in conventional or digital operations, there is no change. Therefore, this user group does not have to go to the trouble of making the exchange. If they switch to the Central Station later, then Märklin will still replace the URC components.

There is no charge for exchanging the URC components. If the components to be exchanged are sent directly to Märklin, however, we cannot pay for the postage. Therefore, we recommend that you take the route via your dealer.



■ Nuremberg Calls

A great event is already visible on the horizon. From February 2 to 7, 2006, the industry will meet in Nuremberg for the Toy Fair.

■ TRACK LAYOUT PLANNING FOR INTERMEDIATE USERS/PART 23

Compact and Elegant

Long trains do not necessarily need a lot of space. The right planning can fit these snakelike trains into even small rooms.

Anyone toying with the idea of implementing today's suggested layout will not actually need all that much space. A nice basement or attic room with about three by four meters/9.84 by 13.12 feet would be enough to turn this railroading dream and its long routes into reality.

By fudging a little bit with the radii, shrinking the station tracks a little, and one or two other tricks, you can shave off another half to three-fourths of a meter/1.64 to 2.46 feet.

But when things are so tight, it is best to use a different plan in the first place. After all, at 3.60 x 1.20 meters/11.81 x 3.94

feet, this layout is already the ideal size for your purpose.

That applies to both track systems equally. Besides, our readers are used to having very little re-planning effort to convert from C to K-Track systems and vice versa. Both systems have their advantages.

However, the trend is definitely in the direction of the more modern C-Track.

Basis for the Design

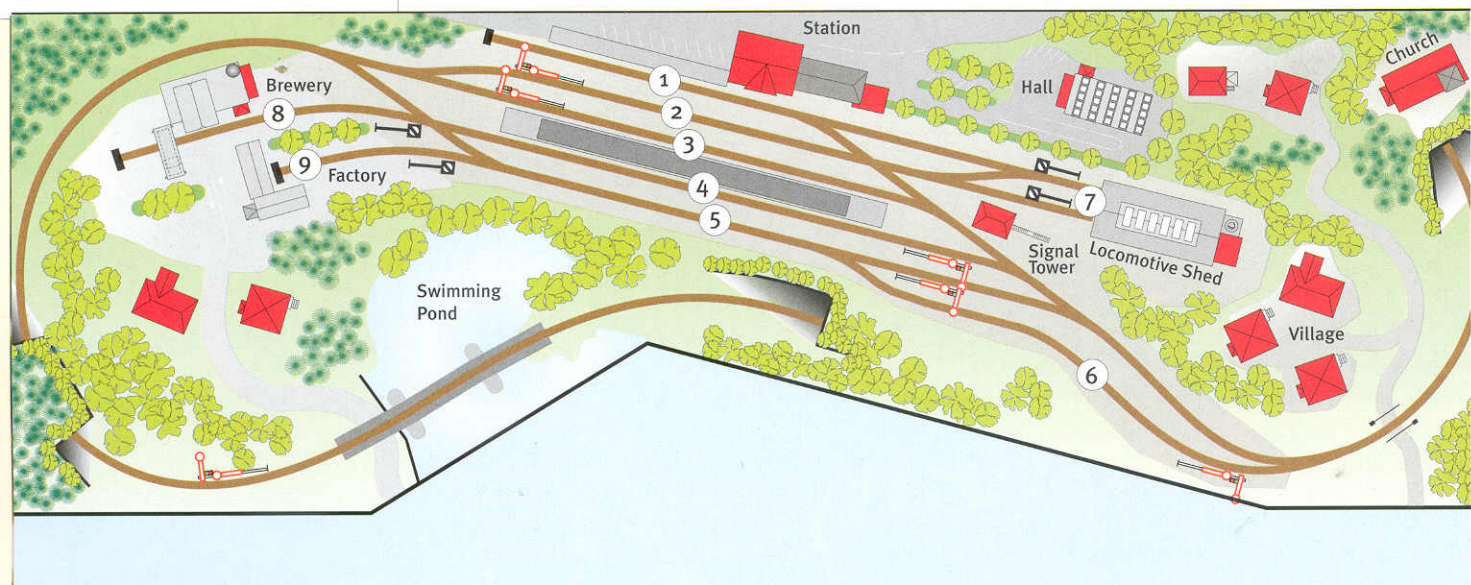
The basis for our design is once again provided by a mid-sized railroad station, its corresponding environs, and a switching

■ Layout Dossier

The layout is 3.60 meters long and 1.20 meters wide/11.81 feet long and 3.94 feet wide. The basic concept encompasses a through station on a single-track main line with passenger traffic, freight traffic, and corresponding switching areas. The layout has a small maintenance facility and a staging yard accessible from both directions.



Large trains in a small space: the proposed layout offers long routes and a variety of running operations.



■ Description of Layout and Tracks

- 1 Push/pull train service track
- 2 Through track direction A
- 3 Through track direction A
- 4 Through track direction B
- 5 Through track direction B
- 6 "Runaround" track for switching and to protect the main line
- 7 Track to locomotive shed
- 8 Feeder track to brewery
- 9 Feeder track to factory

area. This through station on a single-track main line fulfills its purposes in the area of passenger transport and freight handling.

For these extensive tasks, it has a total of nine tracks. Track 1 is used for push/pull train service; the track pairs 2 and 3 as well as 3, 4, and 5 each constitute a through track for one direction. Track 6 is used for switching and to protect the main line and is also known as a "runaround;" track 7 leads to the locomotive shed. There are also two feeder tracks for businesses: track 8 runs to the brewery; track 9 to the factory.

Staging Yard

This time, because of a lack of space, it was not possible to configure the staging yard as a dog bone; trains can therefore run through it in both directions. For this reason, there is always just one vehicle change in one direction.

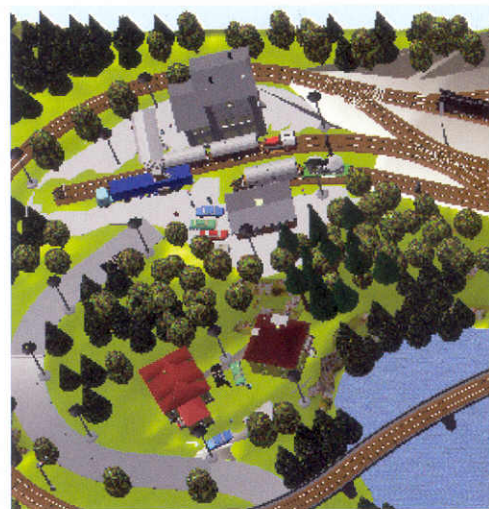
It is recommended that no trains run to the staging yard automatically; instead, a track diagram control board should be used with track occupation feedback signal and a track current switch. This solution is ingeniously simple and does not cost much, either. The respective entry turnouts are automatically switched to the free track by the exiting train.

With Märklin's track planning software it is very easy to plan the base using "open frame construction." The company Mo-

dellplan in Göppingen offers a modular system for this type of base.

The individual elements are available in various sizes, which can be used for most layouts. The icon FRAME ELEMENTS in the track selection window lists the individual components. If open frame construction is used, the various track right-of-way sections and station plates are cut to size and built up to the right height using boards.

Of course it is much more professional to use an open frame construction with profiled risers. The planning software also supports this variant and even draws the



A little industry, like a brewery or factory, makes the layout a little more exciting.

risers or “ribs” with all the dimensions in various scales. The ribs can even be displayed in the 3D view.

Elevations

Even in the planning phase, it is possible to create a good impression of the elevations of the future model railroad layout. The screen display provides a cross section of the layout. Of course, this works only if it is preceded by precise 3D planning.

Due to the small layout size and correspondingly small number of turnouts, signals, et cetera, conventional control with a train control transformer and normal

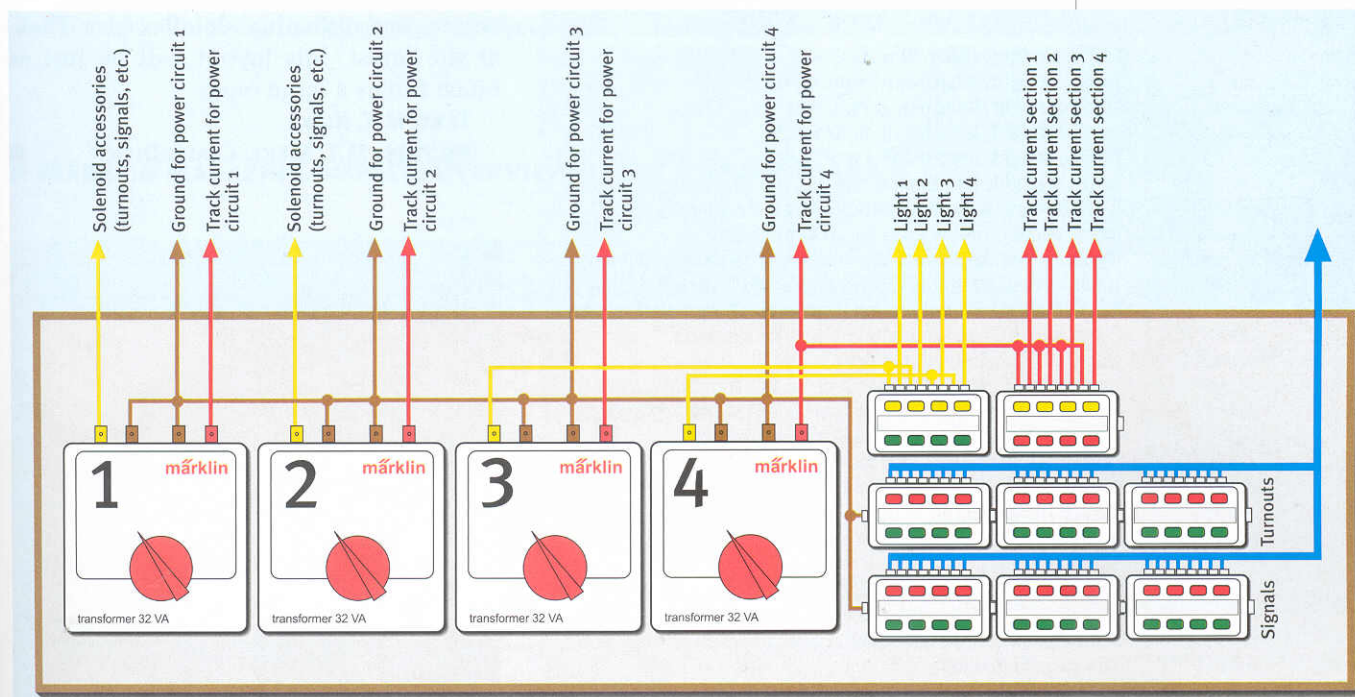
There will be arguments about whether setting up the circuitry is really economical. But what is economical about a hobby? After all, the main thing is to have fun!

The two track diagram control boards for station and staging yard were planned using WINTRACK and parts of the Heki signaling system program. We have already used this practical track diagram control board a few times in presenting our MM layouts.

The cost of one of these control devices is manageable and is more than compensated for by its advantages. Operations and operational reliability with a track diagram control board are still the non

■ Digital Circuitry

Digital circuitry promises more fun than a conventional system. It can be set up as a digital switching center using a Heki track diagram control board. In this case, the Uhlenbrock Loconet with switch control provides the connection to the track diagram control board.



wiring is perfectly adequate.

However, in regard to everything that comes later, we would still give preference to the digital Märklin world for this layout.

If locomotives with new decoders are used, then digital operations are so breathtakingly realistic that you will want to convert the shaking and quaking dinosaurs of past times to digital operations without losing another day.

plus ultra – switch it on and away you go.

Summary

If you don't have a lot of room to spare within your four walls and still want to see long, elegant trains run, you can be quite satisfied with this concept. After all, the design provides exactly that.

It is even quite conceivable to electrify this layout using the new catenary system from Märklin. In this way, the electric

A conventional controller is completely adequate for a layout of this size – except for the fascination of digital operations.

■ TRACK PARTS LIST FOR THE ELEGANT COMPACT LAYOUT

■ TRACK PARTS LIST FOR MÄRKLIN K-TRACK SYSTEM

5 x	2200	Track, straight, 1/1 length 180 mm/7.09"
ca. 25 x	2205	FlexTrack, length 900 mm/35.43"
1 x	2209	Track, straight, length 217.9 mm/8.58"
3 x	2207	Track, straight, length 156 mm/6.14"
2 x	2201	Track, straight, 1/2 length 90 mm/3.54"
1 x	7391	Track bumper
2 x	7389	Track bumper with illuminated yard signal
1 x	2251	Track, curved, 1/1 radius 618.5 mm/24.35" large radius curve II
3 x	2241	Track, curved, 1/1 radius 553.9 mm/21.81" large radius curve I
7 x	2231	Track, curved, 1/1 radius 424.6 mm/16.72" standard curve II
4 x	2232	Track, curved, radius 424.6 mm/16.72" complementary curve
12 x	2221	Track, curved, 1/1 radius 360 mm/14.17" standard curve I
8 x	2262	Turnout left, r = 424.6 mm/16.72" (2261L)
8 x	2263	Turnout right, r = 424.6 mm/16.72" (2261R)
1 x	2269	Curved turnout, right, standard curve I (2267R)
2 x	2260	Double slip turnout standard curve II

■ TRACK PARTS LIST FOR MÄRKLIN C-TRACK SYSTEM

16 x	24188	Track, straight, 188.3 mm/7.41"
12 x	24172	Track, straight, length 171.7 mm/6.76"
2 x	24094	Track, straight, length 94.2 mm/3.71"
2 x	24077	Track, straight, length 77.5 mm/3.05"
36 x	24236	Track, straight, length 236.1 mm/9.30"
2 x	24064	Track, straight, length 64.3 mm/2.53"
3 x	24978	Track bumper with illumination, length 77.5 mm/3.05"
1 x	24530	Track, curved, radius R5 = 643.6 mm/25.34"
11 x	24330	Track, curved, 1/1 radius 515 mm/20.28" – parallel curve
8 x	24230	Track, curved, 1/1 radius 437.5 mm/17.22" – parallel curve
1 x	24207	Track, curved, 1/4 radius 437.5 mm/17.22" – parallel curve
5 x	24224	Track, curved, complementary curve for turnouts
1 x	24206	Track, curved, extension piece
16 x	24130	Track, curved, 1/1 radius 360 mm/14.17" standard curve
1 x	24107	Track, curved, 1/4 radius 360 mm/14.17" standard curve
8 x	24912	Complementary curve for wide-radius turnouts
8 x	24611	Turnout links radius 437.5 mm/17.22" – parallel curve
8 x	24612	Turnout right, radius 437.5 mm/17.22" – parallel curve
1 x	24672	Curved turnout right
2 x	24620	Double slip turnout (through '99)

■ PARTS LIST FOR HEKI TRACK DIAGRAM CONTROL BOARD – MAIN AREA

26 x	9010	GBS-9010 line signal, straight
13 x	9011	GBS-9011 line signal, 45°
4 x	9023	GBS-9023 turnout left, with pushbutton
11 x	9024	GBS-9024 turnout right, with pushbutton
6 x	9030	GBS-9030 signal component right, green/red
4 x	9031	GBS-9031 signal component right, yellow/red
4 x	9042	GBS-9042 blank part with toggle switch
36 x	9009	GBS-9009 blank part

■ PARTS LIST FOR HEKI TRACK DIAGRAM CONTROL BOARD – STAGING YARD

12 x	9010	GBS-9010 line signal, straight
10 x	9011	GBS-9011 line signal, 45°
8 x	9070	GBS-9070 track occupation feedback signal with 2 red LEDs
4 x	9014	GBS-9014 left branch without function
2 x	9083	GBS-9083 track occupation feedback signal, left turnout
4 x	9021	GBS-9021 track occupation feedback component
65 x	9009	GBS-9009 blank part

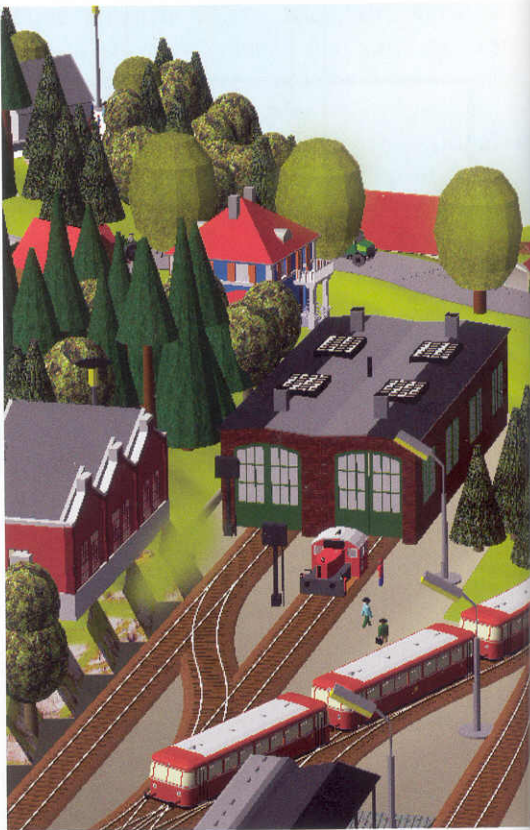
locomotives can make their rounds in a realistic environment. Despite the relatively small measurements, the design proves to be surprisingly versatile. That applies not only to the station with its switching operations and to the operations of trains on the through tracks and commercial feeder tracks, but also to the landscape.

Attention to Detail

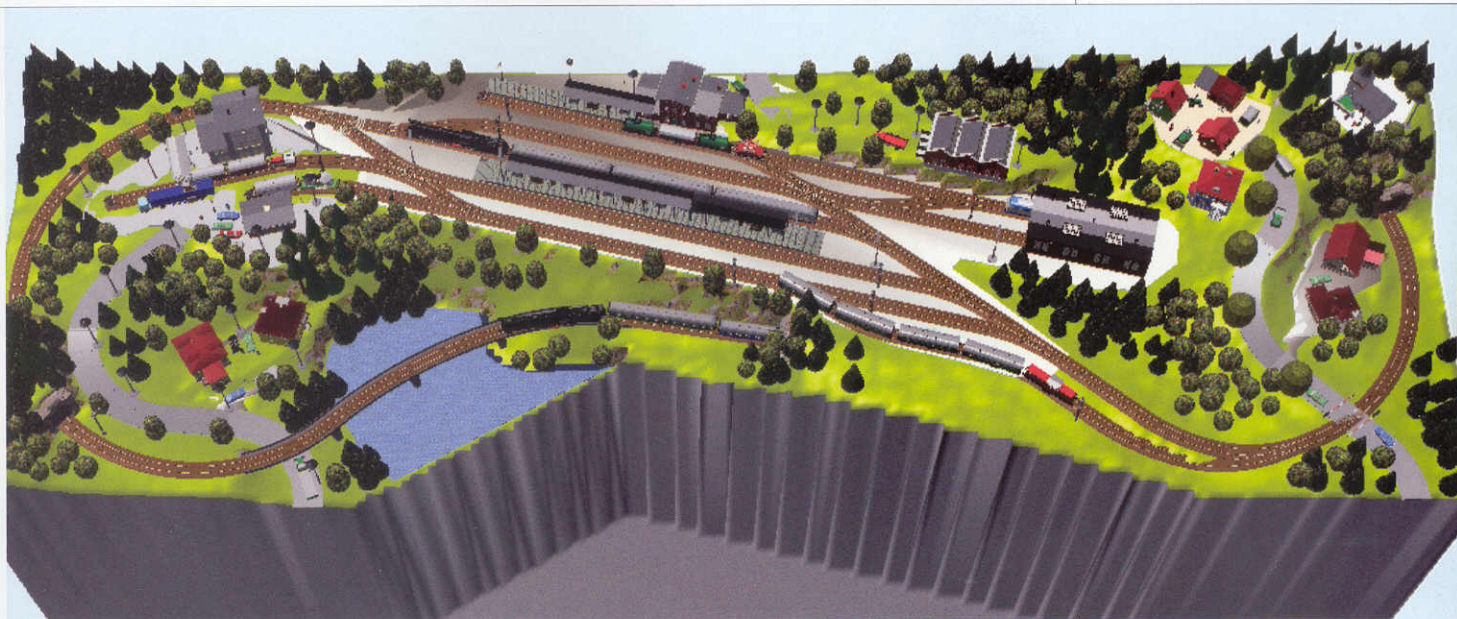
The charming juxtaposition of industrial structures, such as brewery and factory on the one hand, and village, farm, and church on the other, give the layout a lot of excitement and life. For this reason, you should devote plenty of attention to filling in the design with houses, bridges, streets, and individual detail scenes. Then, at the latest, this layout will be just as much fun as a large one.

TEXT: M.T. NICKL

PHOTOS: M.T. NICKL, CLAUS DICK

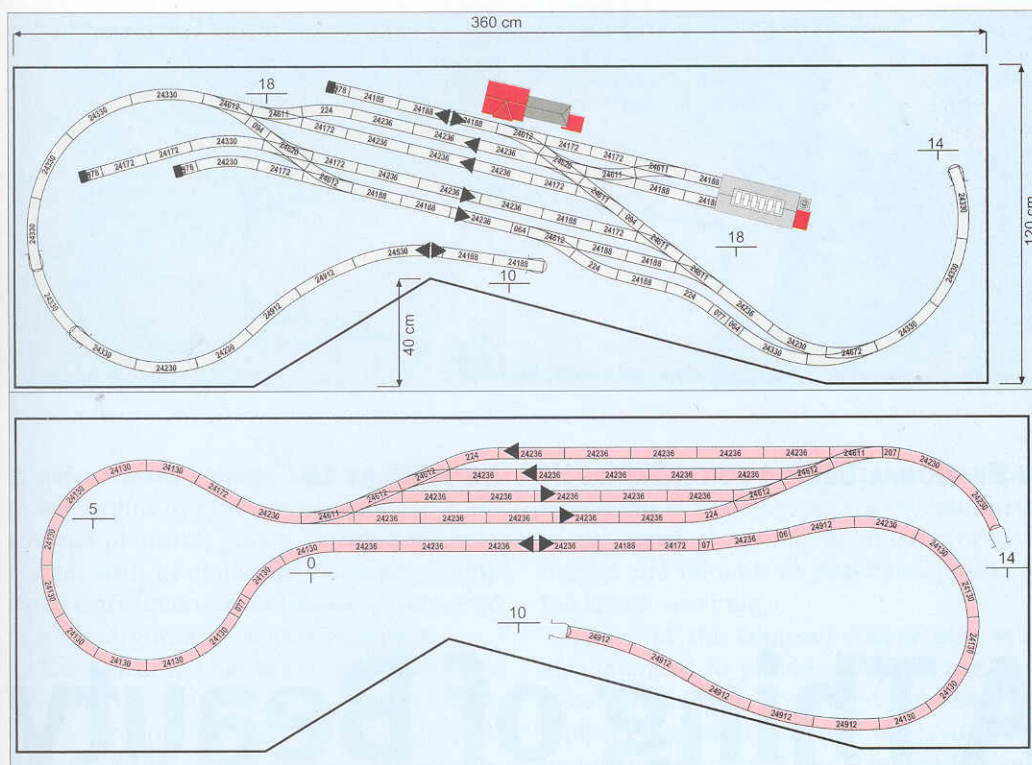


As soon as you see the small maintenance facility in the graphic view, you'll want to build one yourself.



Bird's eye view of a design with plenty of variety: bustling running operations and a juxtaposition of residential and industrial buildings bring the layout to life.

MÄRKLIN MAGAZIN COMPACT: OVERVIEW OF THE C-TRACK PLANS



The track plans for the C-Track of the H0 layout for the various levels. The station includes not only the through tracks but also two feeder tracks for industrial use. The staging yard (below) could not be set up as a dog bone this time because of the lack of space and is therefore open to traffic from both directions. **All track plans (including K-Track) can be called up as PDF files at www.maerklin-magazin.de.**



- **Track Plans on the Internet**

At www.maerklin-magazin.de, you can call up all the track plans as PDF files, both for C and K-Track. The advantage: you can simply print out the plans on your printer at home and store them in an organized archive.



■ SEASONAL DESIGN FOR A SMALL H0 LAYOUT/PART 10

A Thing of Beauty

Our layout inspired many readers to try building it themselves.
This compact documentation provides a look back at its construction



A quiet whistle sounds, and the little train slowly begins to move. It departs the snow-covered platform, passes by the Christmas market with its stalls and the large, illuminated Christmas tree and is finally immersed in a broad, glittering winter landscape.

This landscape has been created step-by-step over the last nine installments. Märklin Magazin reported on the growth and development of this winter world as the seasons changed. The result is not only an exceptionally beautiful but also a very special layout. After all, a winter world has its own particular type of charm.

This look back is designed to combine both the charm of building and the enchantment of the finished layout. It offers evocative images and reminds us step-by-step of how the layout was built.

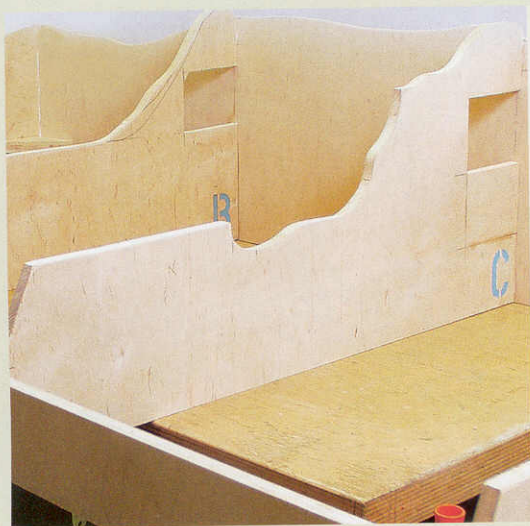
However, this compact documentation is also intended to provide simple, clear, and systematic instructions that can be used to replicate the construction of the layout. We hope it will encourage model railroaders and those who want to become model railroaders to undertake the construction of a new layout or to remodel an existing one.

TEXT AND PHOTOS: M. T. NICKL

■ Important Details

Figures bring a lot of life to a layout. But almost all the other elements come first.





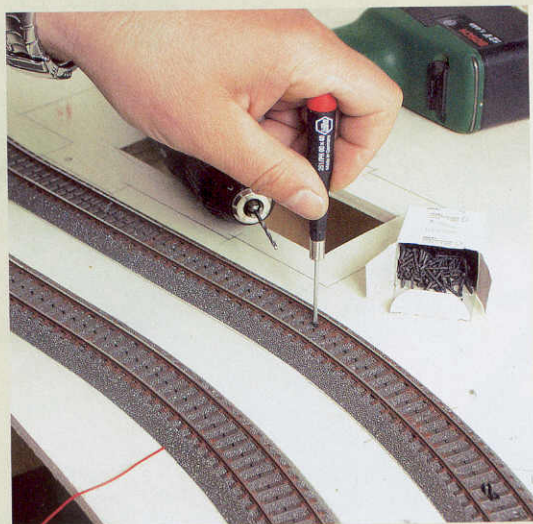
■ A DREAM IN WHITE ON SCREEN

STEP 1: PLANNING

The first step for the winter layout – the track plan – was done with Märklin Track Planning Software 2D/3D.

Thanks to the button “WINTER,” the 3D representation gave us a preview of the model railroad world in white. For each drawing, the program provided a list of all the parts covered by the

plan – making it much easier to buy them. For our material, we selected 16-mm/0.63-inch wood core plywood, which is available from a home supply market. The outlines of the profiled risers or “ribs” were transferred as specified in the drawings and were then cut out. Then the base was put together.



■ PUTTING THE TRACK TO BED

STEP 2: LAYING THE TRACK RIGHTS OF WAY

The track plan is also the most important document for setting up the track right of way. The station plate and track rights of way were made of 10-mm/0.39-inch plywood. After laying the tracks in place and making the drawings on the plate, the individual cut-outs were made for the turnout actuators, circuit tracks, and current

feeds. Track rights of way and the station plate were fastened to the riser substructure using wood screws. Then the tracks were laid and fastened to the rights of way using Märklin track screws.

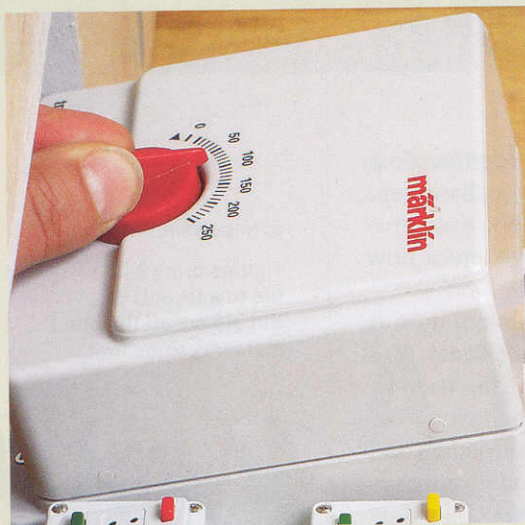
This phase also included putting the bridge construction and its pillars in place.

■ TEST RUN FOR THE FIRST LOCOMOTIVE

STEP 3: WIRING

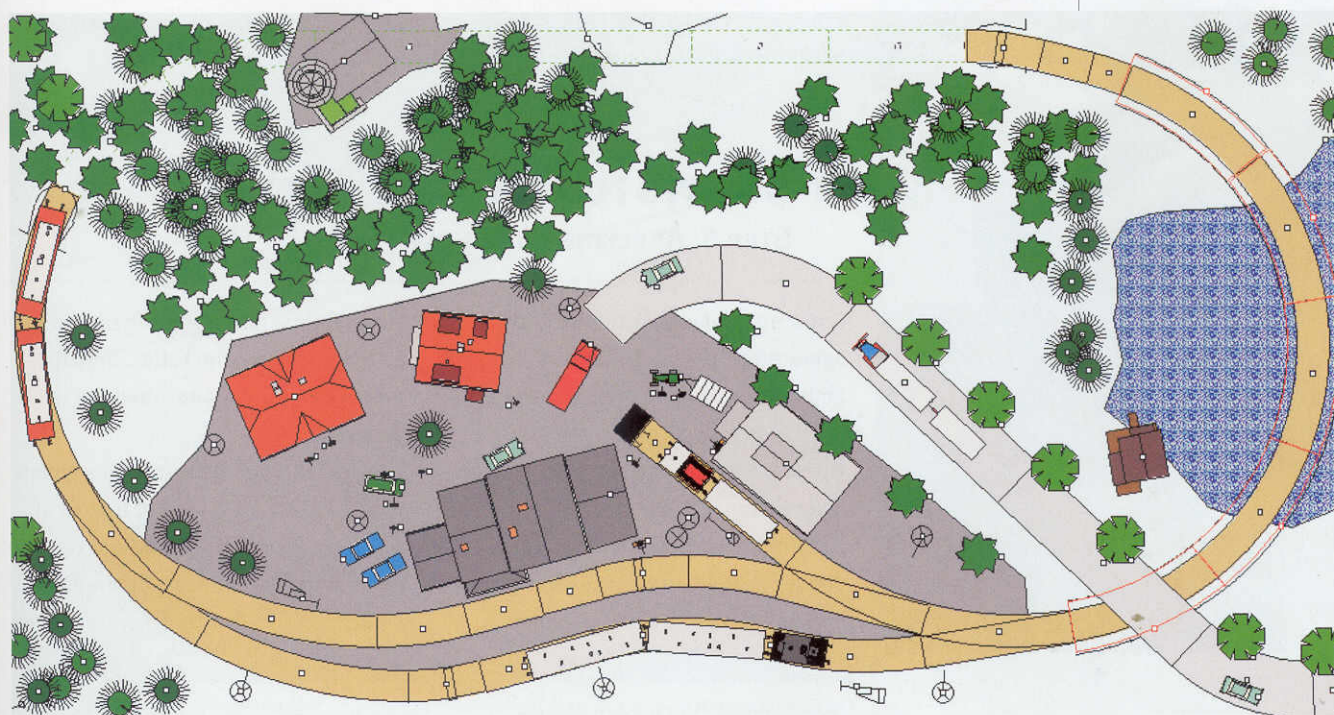
The electrical work is one of the most exciting tasks of all in layout construction. In this part, we wired the complete track system to the small control panel. We saw how to connect signals and how the dual timer from Uhlenbrock does its work underneath the layout via the circuit track controller. After all the wires had been

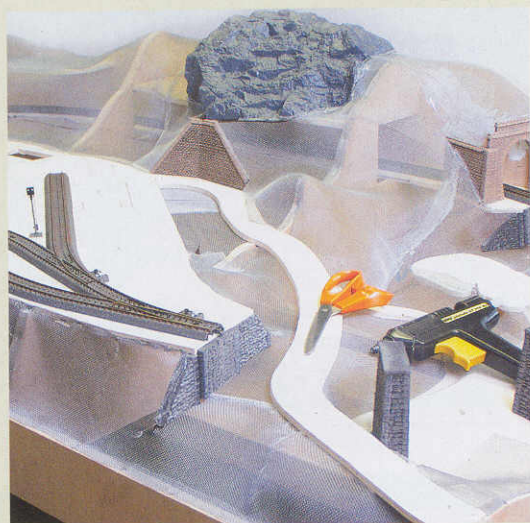
installed, the time had come: the first locomotive entered the track. There was a reason for extensive test operations in meager surroundings: to make sure everything went smoothly later during demonstrations. Once the houses and trees are in place, it is difficult to correct wiring errors.





Snow hangs in thick sheets from buildings, the locomotive, and cars. However, the warm light gives the cold winter world a homey feel.





■ ROCKY HILLS AND FLATLANDS

STEP 4: LANDSCAPE CONSTRUCTION

In this section, the hearts of most model railroaders begin to beat faster – we’re finally getting down to it. The layout starts to take on contours; mountains, valleys, and plains come into being. The first striking point in our little layout is a prefabricated rocky hillside from Au-hagen. All open spaces were covered by the landscape skin. First, however, the

so-called artificial structures – viaducts, tunnels, and walls had to be done. For the tunnel structures with abutments and supporting walls, we used the ingenious rigid expanded structural polyurethane parts from Noch. The landscape skin itself was created using the time-tested method with wire screening and plaster bandages.



■ THE WINDER RAILROAD LAYOUT AS CONSTRUCTION SITE

STEP 5: BUILDINGS

After rocks and plains came the build-ings – one of the author’s favorite top-ics. This installment was dedicated to a thorough treatment of the buildings. In addition to assembly, that primarily meant paint treatment and alterations for the buildings in the layout. After all, the plastic sheen of buildings fresh from the factory should only be notice-

able when you take them out of the package. In the layout the buildings should “shine” in another way. In addition, buildings of the same kind should not all look alike. Once every-thing fits – paint job, construction, and the right light – the buildings make a great contribution to the overall charm of the layout.



■ SNOWSTORM IN THE VALLEY

STEP 6: APPLYING THE SNOW

Snow on the model railroad is still something special; the wintry ambience exerts an almost magical attraction for visitors.

Our snow was made of a soft, rounded layer of spackle. We decided upon a lasting snow cover after a thawing phase. That means a lot of work: snow had to be applied to all buildings,

street lights, masts, etc. The buildings also got icicles from Faller. Only the running waterways escaped the white glory.

This installment also showed a simple way to create long-lasting bodies of water for a model. For the first time we applied the easy-to-use Heki-aqua resin.



What's the best part of winter? Christmas. There just has to be a Christmas market!



■ THE RAILROAD PUTS ON ITS WINTER COAT

PART 7: WINTRY VEGETATION

First of all, completely apart from the wintry design touches, the bridge construction was done over the little arm of the lake. Then spackle (e.g. Moltofill brand) was used to apply the winter coat to all areas where snow would fall. A job that took more hours than it looked like in the end.

However, the snowy landscape still

needed trees. Plenty of snow-covered evergreens from Busch and broadleaf trees that we treated ourselves to grew into a winter forest for the layout. In this phase vehicles from Busch and Viessmann (with illumination) were glued precisely in place. Streets, squares, and buildings were illuminated.



■ THE FINAL ASSEMBLY

STEP 8: CONSTRUCTION OF THE CATENARY SYSTEM

The last big installation effort for our little winter layout was the new Märklin catenary system. Not only that it was now possible to run electric locomotives in a realistic ambience, the layout now also offered additional railroading romanticism. Compared to the old products, the new catenary system with its filigree masts of brass

and delicate catenary wires represents a real milestone in model catenary systems. This installment showed the proper installation of the new catenary system step-by-step. All available masts, catenary wires, installation aids, and even custom-made specialty masts were shown and explained.



■ ADVERTISING AT THE CHRISTMAS MARKET

STEP 9: FINAL TOUCHES

The last touches are also the most beautiful. The Christmas market, a complete set from Busch, was set up. But it was still without the life of figures and animals. The assortments from Preiser and Merten provided people in heavy winter clothing. Finely cast telegraph

masts from Haberl & Partner were put into place. Advertising posters, traffic and other signs – some homemade, some from Faller – were also attached. As the crowning glory, white paint and glass diamantine were applied to all snow surfaces. The glittering snow “dotted the i” for this layout.

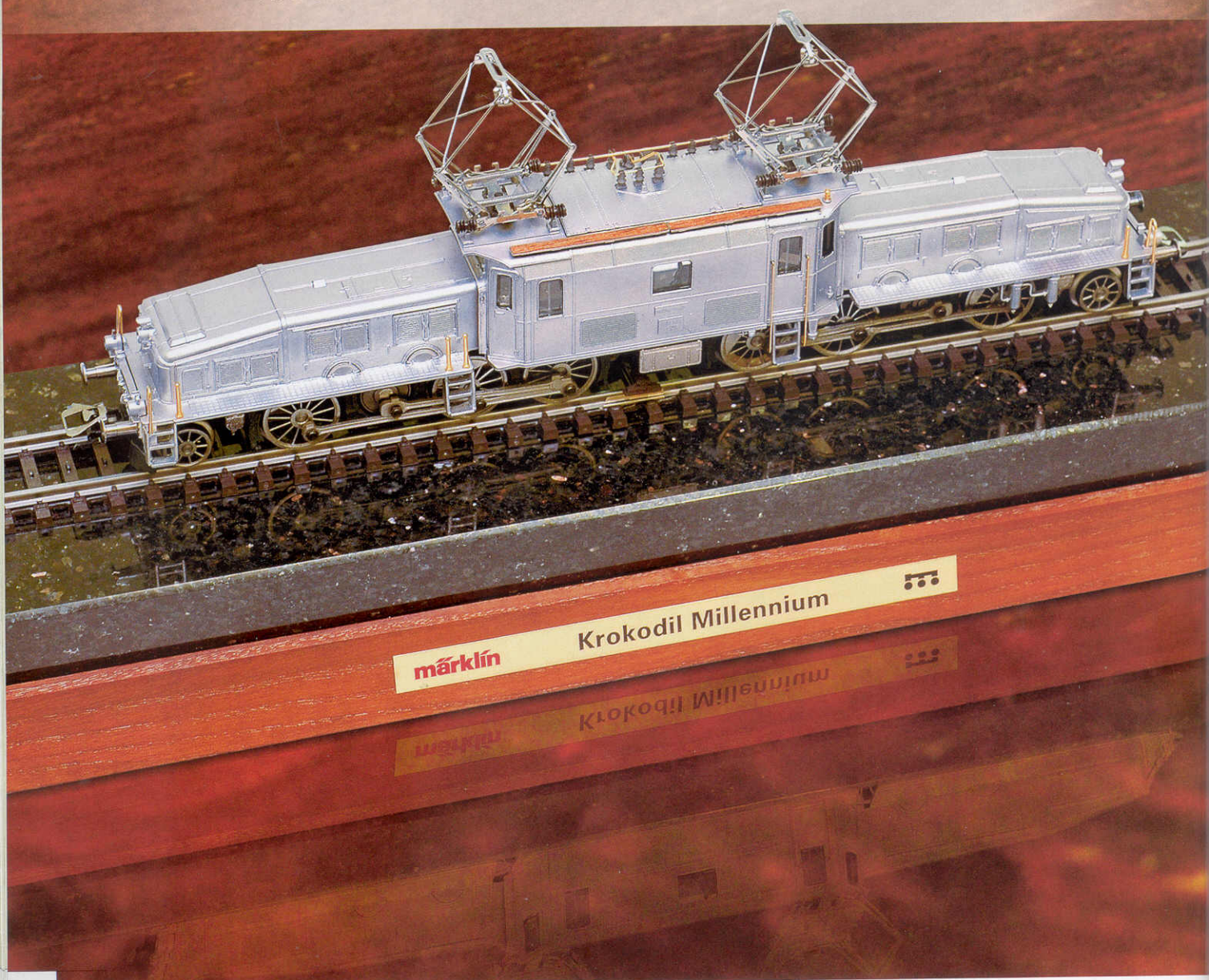


Everything shines and glitters: the landscape is coated in white; the train is no exception.

■ MÄRKLIN CROCODILES/PART 2

On Track for Success

After the Second World War, Märklin devoted itself fully to 00/H0 Gauge.
The Crocodile became a trademark – from the very beginning.



The history of the Märklin tinplate Crocodile in 0 and 1 Gauge ended with the Second World War. After 1945 these Crocodiles were still repaired, and some of the original replacement parts could also still be obtained; however, mass production was not resumed. Collectors tell the story that a fan succeeded in 1950 in purchasing from the factory a 0 Gauge Crocodile made especially for him from replacement parts. There is no proof for this story, but it shows that other gauges had become more important.

After 1945 Märklin dedicated itself completely to the new and successful 00 Gauge. The D47 catalog from 1947 already contained a 00 model Crocodile under item number CCS 800. However, the development began much earlier, in the mid-1930s. One of the earliest witnesses is the hand sample of the CCS 700 in the Märklin Museum. The model with a reduced length of only 21.5 centimeters/8.46 inches is made of iron and is reminiscent of its brothers in the large gauges. The hand sample made in 1936/37 was never mass-produced.

Also located in the Märklin Museum is the hand sample of the CCS 800 from 1946/47. This brass hand sample already has all the important features of the later mass-produced models. The Crocodile frame of the hand sample is also impressive. It shows how the immense pulling power is transferred to the rails. No wonder the instructions for the CCS 800.3 of 1948 read: "The extraordinary pulling power and oth-

er outstanding features of this locomotive mean that it has greater power requirements and therefore needs a 270A or 271A transformer for itself alone." And it continues: "Because of the more powerful motor, the locomotive has somewhat greater power requirements than normal engines. Therefore the larger brushes of the 0 Gauge locomotives are to be used."

Prototype Model

Although it is on display in the Märklin Museum in Göppingen, the prototype model of the CCS 800 of 1947 is relatively unknown. This null series model classified as CCS 800.0 differs from the later mass-produced model in a few details. In contrast to the mass-produced model, the couplers run under the locomotive and not through the front skirting; thus there is no slit in the buffer beams. The prototype has small snow plows at the right and left, which are no longer found in the mass-produced model. Also, there are no sand boxes on the front of the frame.

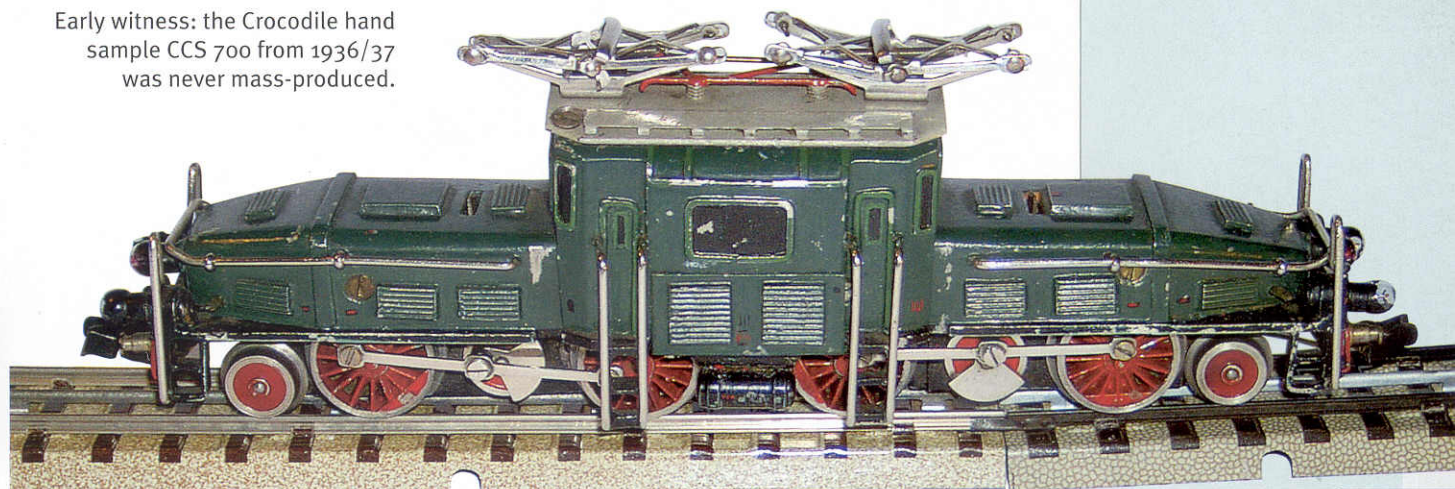
Interestingly, although it was never mass-produced, this locomotive is shown in the first instructions for the CCS 800 from the year 1947. Only about 100 of these prototype models were manufactured for the Märklin sales representatives. In 1947, the field reps took these models along when they visited businesses. In addition, there was also a ready reference catalog, which still contained original ▶



■ First Series

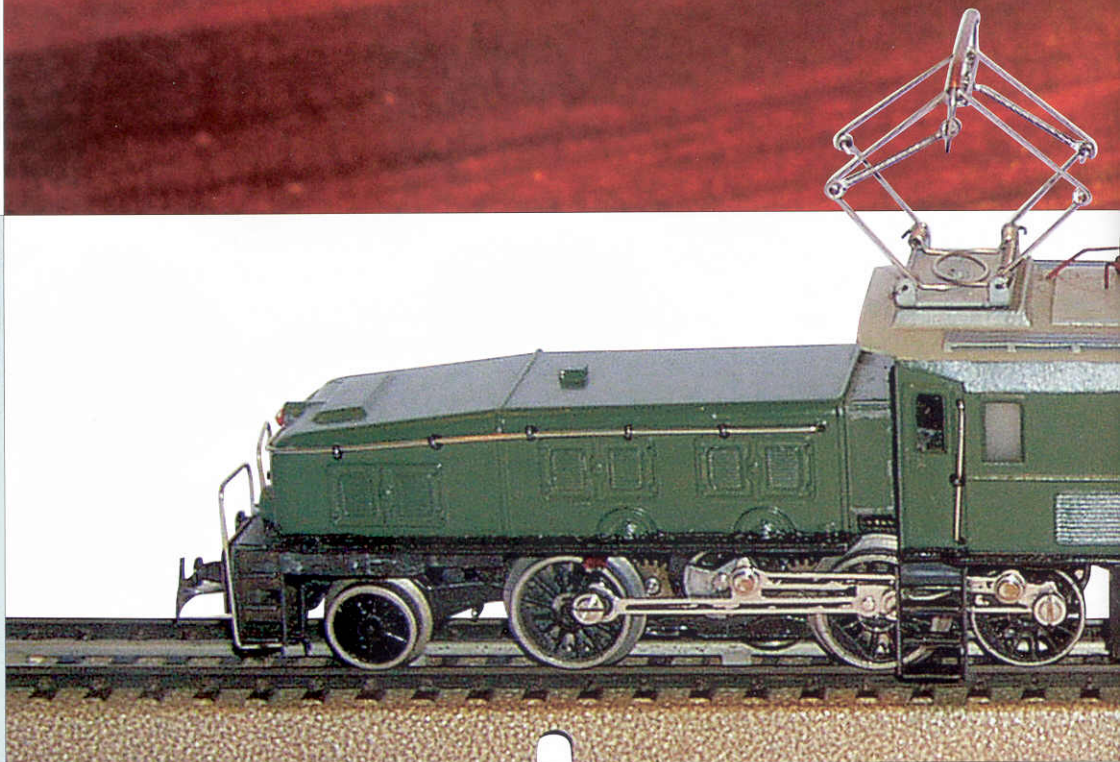
The Crocodiles of the first series can be identified by typical features, such as square headlight guard wires and the pantographs. In addition, the headlights were attached from the inside.

Early witness: the Crocodile hand sample CCS 700 from 1936/37 was never mass-produced.



■ A New Exterior

The later production series can be recognized by the round lamp guard wires. From the null series on (photo right) all the Crocodiles were marked by their pulling power. This is clear in the cut-away model in the museum (photo extreme bottom).



black-and-white photos of the models.

The early mass-produced models of the CCS 800 – variants 1 to 4, manufactured between 1947 and 1950 – can be distinguished from later series by a few details. The most striking features are pantographs, the headlight guard wires, and the way the headlights are installed. The first variants have broad, square headlight guard wires as well as type 4 or 4.1 pantographs. The headlights were mounted from the inside; thus there are no lamp holders on the front end. In addition to these “superficial” differences, there are also differences in the “inner values.”

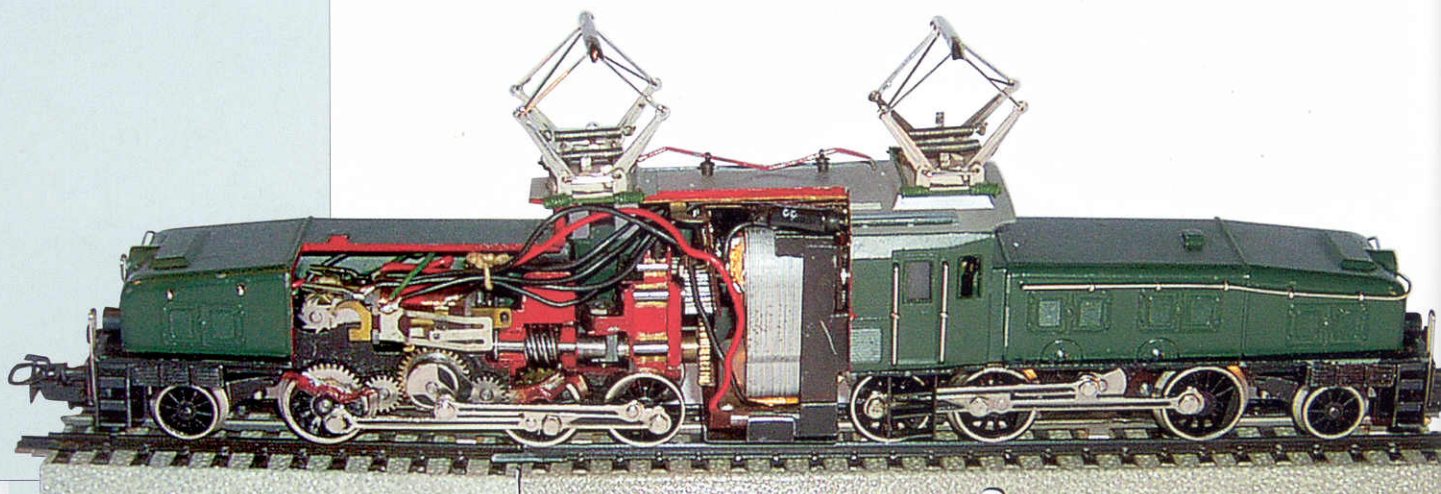
Probably in order to lower power requirements and make it possible to change the light bulbs from outside, the motor, mechanics, and housing were revised later.

In 1950 the shop price of the CCS 800 was a proud DM 90.

Starting in 1951 the CCS 800 got round headlight guard wires. To facilitate the changing of the light bulbs, the headlights were now held in place by a black lamp holder, which could be unscrewed from the outside. Until 1953 (CCS 800.5) the side lettering “CCS 800” was golden; thereafter it was silver or unpainted.

New Item Number

When the new four-digit item numbers were introduced in 1957, the CCS 800 became number 3015. Nevertheless, the model shown on page 15 of the 1957 catalog still bears item number CCS 800 on the engineer’s cab. In the anniversary catalog for the 100th anniversary of Märklin, the pho-





to shows the "Märklin" lettering on the side with the company logo underneath.

With slight changes in the paint scheme, the 3015 Crocodile remained in the assortment until 1975. As a parts set, the Crocodile was apparently still available under order number 3915 until 1978. I myself tried unsuccessfully to get a parts set back then. By 1976 there was a new successor model of the Be 6/8 III Swiss freight train locomotive known as the "Crocodile:" item number 3056. The 3056 was a completely new design with a plastic housing. Starting in 1982, instead of the conventional electromechanical reverse unit, it got an electronic reverse unit module. As a result, the item number changed to 3356. The "new" Crocodile remained in the catalog under that number until 1988.

In 1985, the 50th anniversary of 00/H0 at Märklin, the Crocodile special package No. 3300 was released. In addition to a model of the "German Crocodile" E94, it contained a Swiss Crocodile 3356 with a slightly different color scheme. However, the Swiss Crocodile in the 3300 train package had a cast metal housing.

Representative of the Crocodile variants offered after 1988, the special model of the Märklin Insider Club deserves special mention. This model was produced only on order – a maximum of one

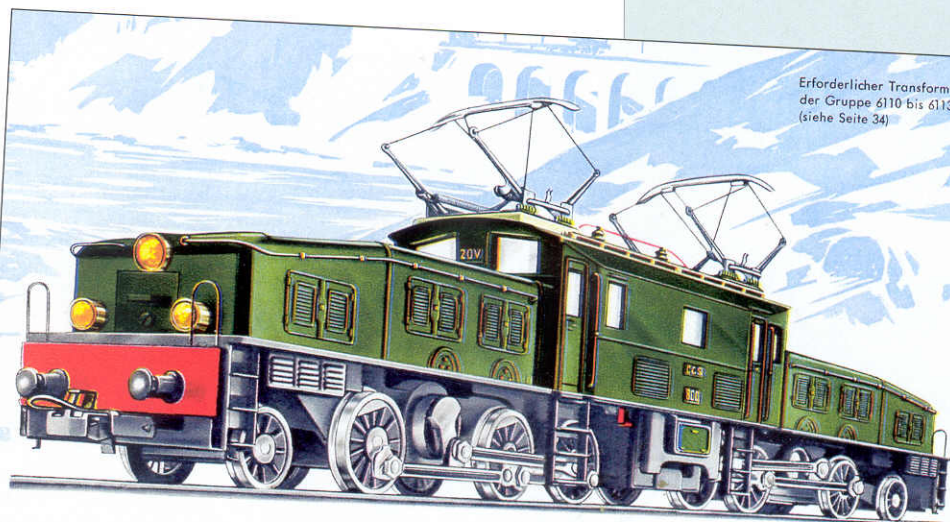
to a member. The orderers could choose between the analog version 30159 and the digital model 36159. The brown color replicates the paint scheme of the first real Crocodiles. A beautiful model, of which it can be assumed, that its collector's value will continue to rise in the future.

Millennium Crocodile

A special place among all Crocodile models is held by the "Millennium Crocodile" offered in the year 2000, which was manufactured from platinum in a strictly limited edition. The collector's value of the individual variants differs greatly. The prototype model of the CCS 800.0 is offered so rarely that it is not possible to even name a ▶

■ Catalog Star

The Crocodile graced the cover page of the 1952 Märklin catalog. In 1957 it was given the item number 3015, which remained valid until 1975. Page 15 of the D57 catalog (photo below) does list the Crocodile with this item number, but the engineer's cab still shows the old number CCS 800.



Erforderlicher Transformator der Gruppe 6110 bis 6113 (siehe Seite 34)

3015 100.—

Elektrische Güterzuglokomotive — das «Krokodile» — 8-achsige · Achsfolge (1' C) (C1') · Auf Grund der gelenkigen Bauart durchfährt sie mühelos Kurven mit normalem Krümmungshalbmesser · Fernsteuerung für Vor- und Rückwärtsfahrt · Zusätzlicher Handschalthebel · Die Laufäder sind entgleisungssicher, da sie federnd auf die Schienen gedrückt werden · Besonders starker Motor und hoch untersetztes Getriebe · Je 3 elektrische Stirnlampen vorn und hinten mit automatischem Lichtwechsel · Umschalthebel zum wahlweisen Betrieb für Ober- und Unterleitung · 2 federnde Dachüber Puffer 26 cm · Gewicht 960 g



The noblest of its kind: the Millennium Crocodile from the year 2000 is made of platinum.

■ Crocodiles on Parade

The Crocodiles of the first series CCS 800.1 to CCS 800.4 fetch high prices nowadays, which can even reach 10,000 euros for items in good condition and with the original box. Even the models from the second series go for prices in the four-digit range.

price. It can be assumed that the collector's value is in the five-figure range. The early variants of the CCS 800.1 to 4 are very rare. In good condition the price is well over 5,000 euros; in individual cases, such as with original box, it can approach 10,000 euros.

The CCS 800.5 to 9 can reach collector's values between 1,000 and 3,000 euros. The 3015 Crocodile currently fetches about 500 euros. But what are model value and collector's value: after all, what counts is the fascination of the Märklin Crocodile.

And collectors and model railroaders from 1 Gauge to Z Gauge have been suc-

cumbing equally to its charm – since 1933.

REFERENCES:

- Koll's price catalogs
- mikado "Handbuch für Modellbahn-Sammler", Märklin Edition (Handbook for Model Railroad Collectors)
- Various Märklin catalogs and operating instructions

I wish to thank Bodo Schenck of Eckernförde for supporting me in my research and for providing documentation.

TEXT: DIETER KÄSSER

PHOTOS: DIETER KÄSSER, CLAUS DICK ■



MM Special model for the Model Railroad Meet 2005



Limited special model in impressively printed collector's display case, Märklin Magazin H0 special model for the 5th Model Railroad Meet in Göppingen.

Herpa model MB Vario with printed tarpaulin and two Preiser figures. Black base with special silver lettering. Attractively painted cover showing the "Hohenstaufen City Göppingen."

MB Vario truck with tarpaulin
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■ **Contact**

Toytrains – Marklin Store
di Luca Micheli
Via A. Locatelli 45
24121 Bergamo
ITALY

Tel.: +39-03-5225-415
Internet: www.toytrains.it

Customers at Toytrains
have reason to smile:
Owner Luca Micheli
(center) now offers his
services in the Märklin
Shop-in-Shop.



■ **MÄRKLIN SHOP-IN-SHOP**

Good Prospects

An idea for all of Europe: Märklin Shop-in-Shops open
in the Netherlands, Italy, and Spain.

It's a situation very familiar to Luca Micheli. Father and child enter the shop hand in hand, have a good look around, and then make the decision for the first train set – which is often a decision for life. In Micheli's shop in Bergamo, the decision is not made easy because the locomotives, cars, and trains now sparkle enticingly in the showcases of the Märklin Shop-in-Shop.

Brand new locomotives, such as the 185-CL 009 from RAG Bahn und Hafen or highlights such as the GG-1 pose there or make their rounds on the test layout. Micheli has about 1,500 products in stock; that doesn't make the decision easy for customers, especially since the Märklin brand enjoys such an excellent reputation in Italy. And not just there: even English tourists are among the customers at this shop in the heart of Bergamo.

Such comprehensive service is a given. The offering includes an online shop, an assortment of accessories, and a repair service. Toytrains works together with Märklin Service Milan. However, the owner also does small repairs himself; for collector's items, for instance. Collectors make up a large proportion of Toytrains customers anyway. The boss is no exception: Luca Micheli is also a collector. A good three and a half years ago, the now 44-year-old founded Toytrains. You could call it the crowning glory of a lifelong passion. He got his first Märklin railroad from his father – when he was three.

A Nice Home

Another 1,000 kilometers/621 miles to the north, in the Netherlands, the passion for model railroading also has a good home. In Nijmegen it is Interhobby. There Lambert Berenbroek recently opened his Märklin Shop-in-Shop – a high point in the 20-year history of the business. Many Interhobby customers were on hand for the celebration.

In the completely newly renovated department, the high-quality Märklin products are presented in a well-organized, contemporary display. Thoroughbred steam locomotives, beefy diesel locomotives, and elegant railcar trains sparkle in the glass display cases. A demonstration layout makes

it possible for customers to try out the new Märklin systems themselves; in addition, Lambert Berenbroek also gives demonstrations of the latest Märklin products. After all, the point is for customers to learn about all the things the models and equipment can do. That fits the philosophy of the owner.

"Trains are my passion. I would like to pass that on to my customers. The joy of this fantastic hobby is the main thing; that is why I consider good consulting and comprehensive support very important," says Berenbroek.

Contact

Interhobby
St. Jacobslaan 13
6533 BN Nijmegen
THE NETHERLANDS

Tel.: +31-24-3556-810
Internet:
www.interhobby.nl



Frans Jeltjes of Märklin NL (left) congratulates Lambert Berenbroek on his new shop.

■ Occasion for a Toast

The premiere of the Märklin Shop-in-Shop in Rocafort in Barcelona even included its own brand of sparkling wine. Owner Juan Carlos Casas Caldes and daughter Cristina (photo below) are very happy about the ambience of the shop – and have already received a lot of praise.



1,500 kilometers/932 miles farther south in Barcelona, the mood was bubbly in the truest sense of the word at the opening of the Märklin Shop-in-Shop. The premier of the new concept in Spain even included a Märklin Shop-in-Shop sparkling wine and plenty of praise from customers. In other ways, too, the model railroad shop of Juan Carlos Casas Caldes proves to be a stylish

residence for the noble Märklin trains. The “Rocafort Modelismo” occupies the ground floor of a distinguished townhouse at a central location on one of the city’s loveliest “avenidas.”

The promise of the large display windows is kept by the showcases inside. Rocafort offers the entire Märklin assortment, but has specialized in collectors. They make up the main part of his customer base. Like the collectors, the model railroad builders also find a broad product range and comprehensive consulting in the shop. The focus is on models of Spain’s own RENFE, but customers also like to purchase German and Swiss railroad items.

“Marklinista”

Rocafort handles all repairs itself and has an extensive stock of spare parts. In addition, seminars are held regularly.

Juan Carlos Casas Caldes has been managing the business for ten years. However, his passion for Märklin was aroused much earlier – 47 years ago. That is when he got his first model railroad, starting him on his way to becoming a “marklinista.” At that time, today’s Rocafort was still a bookstore. With the passage of time, it was transformed into a model railroad shop. However, the tradition of the bookstore is still noticeable – in the wide selection of railroading literature. ■

■ Contact

Rocafort Modelismo
Gran Via Corts Catalanes 436
08015 Barcelona
SPAIN

Tel.: +34-93-4252-550
Internet: www.rocafort.com



NEWS

NUREMBERG CALLS

The industry's number one rendezvous, the International Toy Fair in Nuremberg, is once again calling. From February 2 to 7, 2006, the toy industry will meet in the city famous for its "lebkuchen" or gingerbread cookies. Of course, numerous new items from the areas of model railroading, accessories, and landscape construction will again be presented in Nuremberg. In the next issue, we will take an advance look at the year's most important trade fair.

MODEL/TECHNOLOGY

CENTRAL STATION

The New Year is off to a good start with the Central Station. In another installment on the central element of Märklin Systems, author Frank Mayer once again takes up a topic that is close to the hearts of many digital operators: individual programming of the rolling stock. In this regard the Central Station has a lot to offer. Setting the individual locomotive parameters, from speed to acceleration and braking delay, is a central topic of the article.

MODEL/TECHNOLOGY



The Insider Model represents the premiere of one of the top new items for 2006. In MM 01/2006 we will show other model highlights and provide an up-to-date overview of the new items available from your Märklin dealer.

LAYOUT CONSTRUCTION

NEW LAYOUT

IN MM 01/2006, we again present an interesting layout proposal. Author M.T. Nickl explains the concept of the layout, presents



the most important components, and shows how to build them. Of course, in this installment, M.T. Nickl once again reveals some tricks for building and controlling the model railroad layout.

HISTORY

SKIRTED CARS

In the 1930s, the so-called skirted cars revolutionized railroad transportation. At almost the same time as the prototype appeared, Märklin also introduced the first models of the highly modern passenger cars. Now Märklin offers three generations of skirted cars.



Issue
01/2006
of Märklin Magazin
will appear on
February 1, 2006!

In Addition

■ Dates and Tips

What are the important dates for the New Year? What is happening with full-scale railroads? What tricks are layout builders using? MM 01/2006 has the answers.



New Motor Locomotives
Introducing the First Models



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SK 800 – the Collector's Item

The Most Important Versions

MODEL/TECHNOLOGY

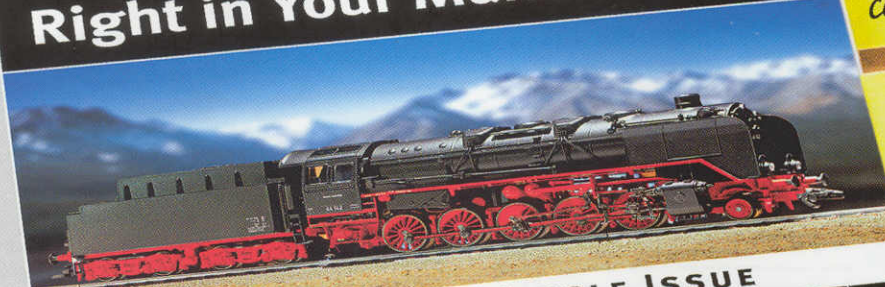
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Big Overview of the Latest Products



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out the basement

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Märklin shop!

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order the
Central Station!

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wish list

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