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CLUB
NEWS
2013

märklin INSIDER



years
INSIDER



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Harmonious: the loco of class 58.10-21 in charge of seven high-side gondolas – the exclusive 2013 Club models in H0 complement each other brilliantly to form a fantastic block train.



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Unique: the Lanz Eilbulldog with its wings is a legend: there is an exclusive model waiting for Club members.

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märklin INSIDER



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The Club mailing 01/2013 includes the following enclosures: Märklin Insider News 01/2013, Märklin Magazin 01/2013, 2 order forms (1 for Club models "20 years of the Insider Club" items 37020 and 88294, 1 for the Lanz Eilbulldog item 18030), Märklin New products brochure 2013, DVD Märklin TV "Best of 2012".



Special series to mark 20 years of the Märklin Insider Club: Märklin celebrates the Club with two powerful steam locos. The point is, the H0 class 53.0 loco (below) and the Z-gauge class 96 loco (above) are ideal matches for all Annual Cars to have appeared so far in their respective gauges.

Your service numbers

Customer Service

Club hotline:

Telephone Monday–Friday
from 10 a.m. – 6.30 p.m.

Telephone: +49 (0) 71 61/6 08-2 13 • Fax: -3 08

E-mail: insider-club@maerklin.com

Queries about technology, repairs and spare parts / complaints:

Telephone Monday–Friday
from 10 a.m. – 6.30 p.m.

Telephone **inland**: 0 90 01/6 08-2 22 (0.49 euro
per minute from the German fixed phone
network, mobile tariffs may differ)

Telephone **from abroad**: +49 (0) 71 61/6 08-2 22

Fax: +49 (0) 71 61/6 08-2 25

E-mail: service@maerklin.de

Internet

www.maerklin.de
club.maerklin.de

Moving?

Please inform us in good time of your new
address so we will know where we can
reach you. A forwarding address at the
Post Office unfortunately will not suffice.

Thank you for your cooperation!

Dear Insiders,

The new year 2013 marks
the year of our proud
anniversary: 20 years of
the Märklin Insider Club –
20 years' quality-conscious
loyalty to the brand and
commitment to the product. Naturally, the Club anniversary is the major
topic in this issue – and the special series produced to mark the occa-
sion, namely the unusual class 53.0 steam loco in H0 with its five-axle
condensing tender and the class 96 articulated Mallet loco in Z. A
further highlight underlines the Club's exclusivity: the series of replica
vehicles in metal is being extended by the model of a blue Lanz
Eilbulldog, a classic among agricultural tractors. We also turn the spot-
light on the Insider models for 2013, which our Club members wel-
comed on their premiere at the IMA with great enthusiasm. Finally, a
look behind the scenes at Märklin gives away exactly how models
are tested in the Audit room before delivery. And the closing Service
section lists upcoming dates for training and exchange of information:
Märklin and the Märklinists meet at the Digital info-days set up by the
retailers, and at the seminars, model railroader knowledge is the item
on the agenda. Have fun and enjoy reading your Club News!



Your Insider Club team

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Celebration train: The exclusive H0 class 53.0 anniversary loco does the rounds with Insider Cars of the Year.

High spirits in the Club's
20th anniversary year

20 years of Insiders

Märklin is celebrating the anniversary of its Club – and the applause comes from the heart: in 20 years, the Insiders have shown themselves to be strong supporters of the brand. On the 20th anniversary of the Club, Märklin is producing special series in H0 and Z for all Club members.



20 years of the Club

- Part 1: Overview
20 years of the Club
(Insider 01/2013)
- Part 2: Overview of
Cars of the Year in H0
(Insider 02/2013)
- Part 3: Overview of Cars
of the Year in Z gauge
(Insider 03/2013)

"As a tradition-conscious company, we take great pride in the 20 years of the Märklin Insider Club, and above all we are proud of our loyal premium customers", says Uwe Müller, Business Unit Manager, tipping his figurative hat. "Our Club members are solid support for the Märklin brand, and we share characteristics with them such as quality thinking, brand consciousness and reliability". It is no coincidence

that dialog has developed between Club members and the Märklin management team. "Their valuable suggestions and constructive comments are a great help to us in positioning Märklin to respond to the market's requirements. To put it in a nutshell, the Insiders are important to us". So that the 20th anniversary can be properly celebrated both on layouts and in collections, Märklin is producing two special series:



the mighty class 53.0 steam loco for H0 enthusiasts and the class 96 Mallet articulated locomotive for Z-gauge fans.

The Club is highly regarded by Insiders too. "The Insider Club as a common platform for all Märklinists was and still is a good idea; today it brings together Märklin enthusiasts of all gauges far more effectively than anyone could have imagined 20 years ago", confirms Club member Holger Späing. As evidence, the editor-in-chief of 'trainini', the Z online magazine, quotes the "enormous number of round tables, which also have good contacts with each other". Volker Scharf values the Club, "Because this is where you can get informed information on the Märklin company, outside various forums". The Märklinist is spokesman of the Model railroaders' Insider Treff (MIT) Lübeck, which from 9 to 12 May 2013 will be hosting the Märklin Mega Meeting. For Alexander Fasslrunner, Spokesman of MIST 97 from Königsberg, the cohesion of the Club members is based on a common way of thinking of the model railroaders: "For us, what counts is to get projects off the ground and follow them through, the exchange of information, the interplay between original and model, using the latest technology and encouragement of the younger generation" And Dietmar Stäbler, a Club member for 20 years and now chair of the Z Round Table Untereschbach, finds it great that with all the common features "Everyone has a different specialty to contribute to the overall scene – and that as far as possible without arguments".

"Basically, what brings all the Insiders together is without doubt the Märklin brand", says Martin Meese, summarizing the opinions. A Club member right from the start, he has been a Märklin enthusiast since 1959. The Spokesman of the round table DoIT from Dortmund enumerates three "very different" reasons for the strong bond: "First, the large number of those who swear by the three-rail system, those who are collectors of the brand and thirdly, the phenomenon that in central Europe, Märklin is regarded as the synonym for model railroads". Another Insider in support of the company: "That is evidenced by the fact that as a rule Club models are ordered blind, that events are arranged jointly and that people meet up



"The Insiders are a major support for the brand", says Uwe Müller, Business Unit Manager Märklin (left), stressing the importance of the Club members. This is also expressed in discussion rounds of the Insiders with the Märklin management team (top) or exclusive factory visits, to which Event Marketing Manager Eric-Michael Peschel also devotes his time.

all over the country at these events. Without the Club – and without Internet – it couldn't be done".

And how did it all start? In November 1992, Märklin took the model railroad industry by surprise at the International Model Railway Exhibition in Cologne with the idea of the Märklin Insider Club. The Märklinists immediately declared support for their brand in a big way, and as a result, the Club is now globally established. In the first Club year 1993, the tradition of exclusively-produced models began. Gauge 1 followers could order a boxcar bearing the lettering "4711 Echt Kölnisch Wasser" ("Genuine Eau-de-Cologne"). First of the Cars of the Year were the barrel car "Einbeker Urbock" in H0, and the boxcar "Säuglings-

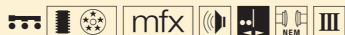
Anniversary train: the class 53.0, produced as an H0 special series only for Insiders, is suitable traction for all the Club's Cars of the Year since 1993.

Insider train in Z (pictured left): the class 96 anniversary model in charge of favorite Cars of the Year.



Special series in H0 for all Club members on the 20th anniversary

37020 Freight Steam Locomotive with a Condensation Tender



Prototype: Heavy freight locomotive with tender, based on a design from Borsig. Planned as the German Federal Railroad (DB) class 53.0. Never finished due to the war, largest German steam locomotive design. Fictitious appearance from the beginning of the Fifties.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion mounted in the boiler and a mechanism for cooling fans in the tender. 4 axles powered. Traction tires. 2 Märklin 7226 smoke generators can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The spacing between the locomotive and tender can be adjusted. Length over the buffers 35.5 cm / 13".

Model highlights 37020

- Exclusive special model only for Insider members.
- This is the right freight steam locomotive for all of the previous Insider annual cars that have been issued.
- The mechanism for the cooling fans in the condensation tender can be controlled digitally.

Digital functions	Control Unit 6021	Mobile Station 60652	Mobile Station 2 60653	Central Station 60212
Headlights	●	●	●	●
Smoke set contact	●	●	●	●
Steam loco running sound	●	●	●	●
Loco whistle	●	●	●	●
Direct control	●	●	●	●
Brakes squealing off		●	●	●
Fan drive		●	●	●
Switcher whistle		●	●	●
Air pump / compressor		●	●	●
Let off steam / compressed air			●	●
Shoveling coal			●	●
Shake up the grate			●	●
Injector			●	●

Notes on ordering

Every Insider Club member can order one example of the Insider anniversary model by submitting the enclosed order form to his Märklin-MHI retailer. We expressly state that the order forms are not transferable. The models will be produced for the first time in 2013 exclusively for Insider members, but they will be retained in the range for following years for Insider orders. If required, you are welcome to contact our Club team either by e-mail or by

telephone and ask them to send you an order form. At the end of the year, a personalized Certificate of Authenticity for the anniversary model will be sent direct to all who have ordered the model.

Important: Please take particular note of the closing date for orders of the model premiere which is **March 31, 2013**. Deliveries are scheduled for the beginning of quarter 2, 2013 (item 88294: quarter 4, 2013).

Fürsorgewagen of the City of Berlin" in Z. A replica of the traveling postal van appeared – a red tinplate van in 1:12 scale. The following year, the first Club models below royal class appeared to inspire Insiders: the Amtrak X995 electric loco (H0) and the express electric loco 110 155-9 in Z. The list of Club models is long (see Insider News 04/2012, Pp. 9/11), and of course the 20th anniversary is being celebrated with exclusive special models for members:

- H0: the steam freight locomotive item 37020 in H0 with five-axle condensing tender is designed from a draft prepared by the Borsig loco factory. She was to be allocated class 53.0 by the DB, but was never built. The Mallet design was for a locomotive 27.35 meters long (90') with a 2-6-8-0 wheel arrangement and an output of almost 3,000 HP, which would have been the largest German steam, loco ever.
- Z: the heavy class 96 steam freight locomotive (item 88294) of the German Federal Railroad is a Mallet-type articulated locomotive. The loco factory Maffei constructed the Bavarian Gt 2x4/4, which was designed with one set of high-pressure valve gear and one set of low-pressure, for service on heavy gradients. In the DRG numbering scheme, the eight-axle machines appeared with road numbers 96 001 to 96 025. According to Horst Obermayer's steam locomotive handbook, the pusher loco had an output of up to 1,630 HP and could haul an 800 tonne train up a 2 % grade at 20 km/h (12 mph). This meant that one Gt 2x4/4 could replace up to three of the pusher locomotives in use up to that time. Both of the anniversary locos are suitable traction for all Cars of the Year so far produced in the respective gauges.

Special series in Z for all Club members on the 20th anniversary

88294 Tank Locomotive



Prototype: German Federal Railroad (DB) class 96 heavy freight locomotive. Mallet design articulated locomotive with compound running gear consisting of high and low pressure cylinders. Use: pulling and pushing heavy freight trains on steep grades.

Model: This is a finely painted and imprinted unit with an articulated frame to enable it to negotiate sharp curves. All of the driving axles are powered. The dual headlights change over with the direction of travel and are warm white LEDs. The locomotive has finely detailed valve gear. It also has an imitation of brake shoes and rail clearance equipment. The minimum radius for operation is 145 mm / 5-3/4". Length over the buffers 81 mm / 3-3/16".

Text: Rochus Rademacher

Photos: P. Daum, C. Dick, Kötze, Märklin, RR



How it all started: the very first H0 Club model appeared in 1994: the silver Amtrak X 995 electric loco (prototype ASEA) as item 83341.

Club trips: With Märklin, Club members also experience the full-size railroad. Last year, the trip was to Switzerland, with H0 Product Manager Karl-Heinz Grässle (far right).





Audit room: Maria Remy subjects random samples of H0 models ready for sale to a thorough functional test. In the background, Thomas Schork, QA manager, is also testing.

Auditing finished goods: checking random samples for complete functionality

The last examination of all

Audit in the house of Märklin knows no mercy. Models ready for delivery are sampled, taken to bits and in functional testing they are pushed to their limits. This is how spot checks clear the way for a complete batch.

It is directly after the Final Assembly, the Audit room, and it has the atmosphere of a laboratory. Models of different gauges run here on several layouts and track systems and with complicated routes and switch layouts. In a relaxed style, two experienced audit staff retests models ready for delivery for soundness in wind and limb – the last quality assurance measure before they are dispatched. “Final Assembly has already checked every item 100 % using laid-down computer-controlled test programs; here in the Audit, we see to functionality and the visual aspects”, explains Thomas Schork, Manager of Quality Assurance (QA) at Märklin. “The model rail-

roader has a right to be supplied with exactly the goods Product Management has specified and which we offer on the market”. Audit tester Maria Remy has just come in from Final Assembly. “Several times a day, we take audit samples at random unannounced, of both packed and unpacked goods, so that we have a representative sample of any batch”, the tester explains, who also has to archive a package of each item. Audit results will thus be reproducible if required at a later date. Then functional testing of the models begins, as laid down in Quality standards. For packaged locos, checks are extended to the accompanying instructions for use as well.



Stumbling blocks: locos and passenger and freight cars have to negotiate complex arrangements of turnouts – on K-, C- and M-tracks.

While the final post-assembly checks are carried out on standard test rigs, the Audit setup is impressive with its variety of configurations and above all its large dimensions. “We simulate the typical play operation of the model railroader, including extremely slow running, fast running, running backwards and forwards”, explains audit tester Ursula Schäfer. On these layouts, there are many more turnouts in a short space than usual – it’s probably best compared with a complex configuration of switchers at the approach to a station. “That’s really the only way we can properly test their running behavior over turnouts”. Testing is carried out to its limits to find malfunctions in the turnout and maneuverability testing: a responsible model railroader would long since have reduced speed to avoid the risk of derailments. But Maria Remy is unmoved and holds the speed. “All items tested are operated both analog and digital, on metal, C- and K-tracks, as well as on transition track pieces”. Central Station, Central Station 2, and the Mobile Station are all connected – even the Märklin App on smart cell phone and tablet PC are used. And naturally the analog transformer by Märklin controls everything. “We test specific to each loco whether the dataset



On the safe side: Quality Assurance archives a second example of every batch of goods tested at the same time. The functional tests are exactly reproducible if necessary.

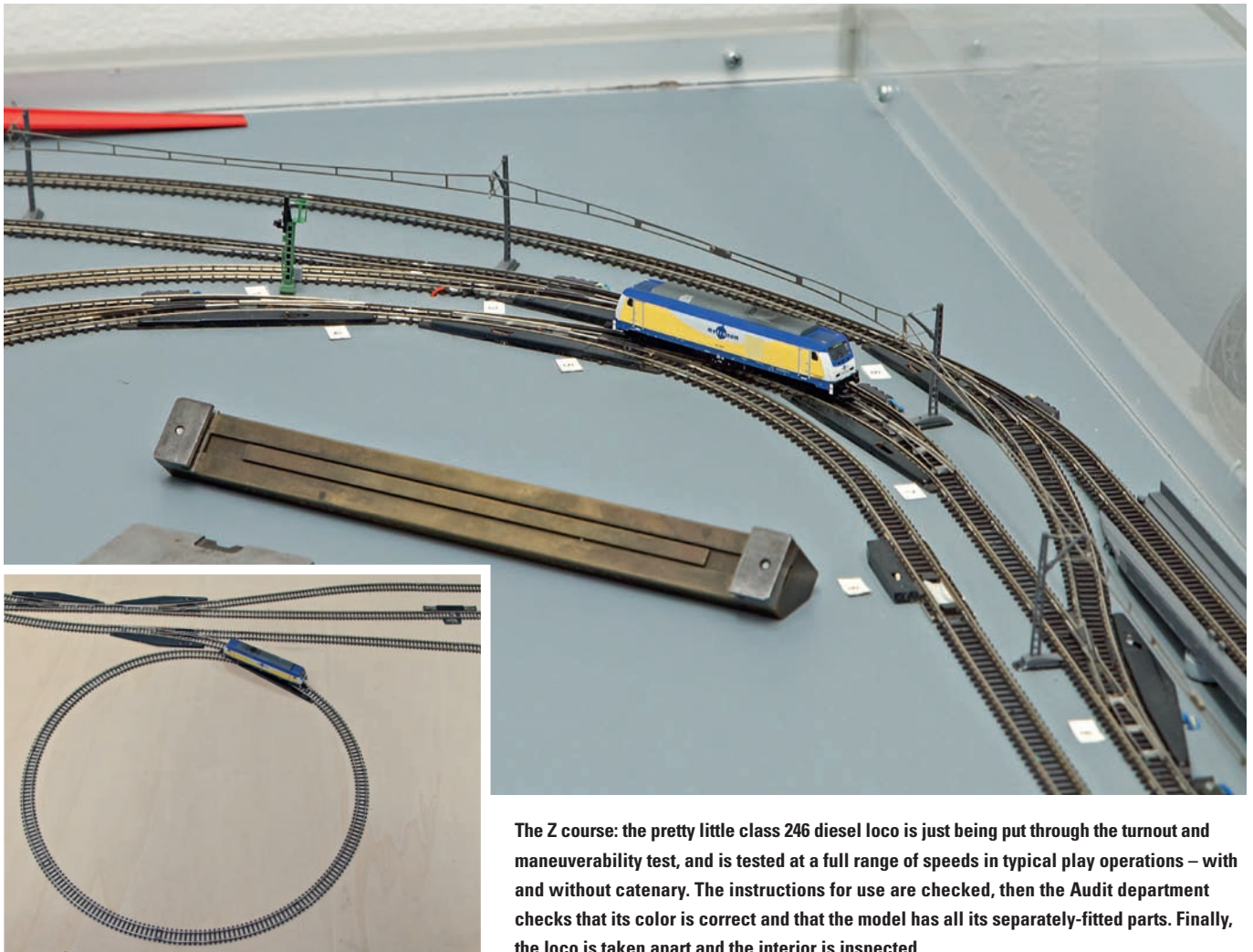
The learning concern: feedback from Customer Services into Production



Customer orientation: every month the managers of Design (left: Thomas Mann), Service (center: Roland Mayer) and Quality Assurance [QA] (Thomas Schork) analyze current cases received by Customer Services. The sessions lead to improvements.

“At Märklin models of all gauges and brands are subjected to the audit, carried out by the same personnel on suitable layouts using the same procedures”, as Thomas Schork, Manager Quality assurance (QA) says, stressing the standard character of the functional testing in the Göppingen-Győr factory association. All deliveries from Hungary have already been checked by a QA team there; further random samples are taken in Göppingen and audited. The results are passed on every day to those responsible for the cost centers. In summary form, these audit data are also incorporated in the quality report submitted once a month to the executive board.

Once a week, a notice is displayed in the factories to inform all staff of the work quality in the previous week. Where quality is concerned, the customers also have their say. Thomas Schork says: “In a monthly meeting, the managers from Service, Design and QA examine current cases from our Customer Services. Each meeting is minuted with notes for resubmission, schedules and a list of action items – a concern which is learning will take every opportunity for improvement”.



The Z course: the pretty little class 246 diesel loco is just being put through the turnout and maneuverability test, and is tested at a full range of speeds in typical play operations – with and without catenary. The instructions for use are checked, then the Audit department checks that its color is correct and that the model has all its separately-fitted parts. Finally, the loco is taken apart and the interior is inspected.

with all its functions, from whistle to headlights, has been correctly installed and can be called up in accordance with the instructions for use”.

There’s no such thing as routine, as the check-list varies with model type. “I have to make sure that the loco runs just as fast as it should, that all separately-applied parts like grab-rails, whistle or pantograph are complete and that the windows are fitted correctly”, says Ursula Schäfer giving us an idea of the range of checks needed. Paintwork is also subject to the strictest scrutiny; surface inclusions and incomplete lettering never go unnoticed. And as if that were not enough, the loco is unscrewed and the interior is inspected. The audit experts recognize a badly-laid wire at a glance.

And if a loco should fail one of these tests in a breakneck turnout configuration? Then the audit staff repeats the maneuver with a second

identical loco in exactly the same place a number of times, slowly, fast, backwards, forwards. If they do succeed in reproducing the malfunction, there is an immediate report to Production, to enable the working procedure to be optimized and the fault to be remedied. The audit leads each day to documentation at product level analyzed in detail according to samples. The data are then prepared for various target groups – for the executive board, for the supervisors and for the staff. The main aim is the concern’s learning curve, as Thomas Schork makes clear: “The audit results become integrated into our quality regulation process as an active feedback to the organization and a starting point for avoiding mistakes in future”.

Text: R. Rademacher/Photos: Kötze



Insider Club year 2013

It's worth being an Insider

Knowing more than the others – for Club members no problem: the Club package includes the **Märklin Magazin** and the **Club news**, both of them six times a year contained in the Insider Club mailings. Only Club members have access to the **Märklin TV archive** – and for a look back, every Insider receives a **DVD** twice a year with a chronicle of the most important events to do with Märklin and the world of the railroad. Another part of the Club package allows each member to order an exclusive Car of the **Year annually** in H0 or Z from his retailer. And all Insiders receive with their mailings order forms for the exclusive **Club models**, of which one example can be ordered per Insider and offer, and the same applies to the models for the Club's 20th anniversary. There's a reward for loyalty too. The offer of **special models for membership anniversaries** is of course also exclusively for Club members. With the June mailing, Insiders receive a voucher with which they can order the **catalog** from their retailer. The **Club card** is sent to all members with confirmation of membership for the Club year just starting. For all new members, the password for logging into the Club area under <http://club.maerklin.de> is printed on the covering letter. Members continuing from the previous year need not alter their password. You receive **concessions** on presentation of the Club card at events or to Club cooperation partners; a summary of these will appear in the Club News 02/2013.

"Schedule" 2013*

Issue	Publication date	Enclosures
1	Start of February	DVD Märklin TV "Best of 2012"; New releases brochure 2013 Order forms for: • Club models "20 Years Insider Club" (H0: class 53.0, Z: class 96) • model Lanz Eilbulldog
2	Start of April	
3	Start of June	DVD "A year with Märklin" I order forms for: • Car of the Year Märklin Kids Club • anniversary models • Current catalog
4	Start of August	
5	Start of October	
6	Start of December	DVD "A year with Märklin" II

* Subject to alteration. Please note the precise dates in the respective current issue. The order forms for Club models and Car of the Year 2013 were included with the Club mailing 06/2012.



Exclusive: Club model "Blauer Enzian" in Z (top) and class 58 in H0.



Club card now with added value

As of now you can use the Club card not only to obtain reduced rate entrance tickets from our cooperation partners and to exhibitions, but also to order

Club models, catalog and Cars of the Year. For some time now, our retailers have been able to submit your orders on line. This now applies to orders for Club models too, effective forthwith. Your benefit: presenting the Club card is all you need to do to order current products offered for Club members. In practical terms, this means that the order form is no longer essential. Thus, even if you have already handed in your order form, you can still subsequently order items you have not ordered previously. And another thing: shortly, you will even be able check conveniently at home in the Club area (club.maerklin.de) which items were ordered when, and what items can still be ordered.

Club members with umbrella



The Club team prepared a hearty welcome for Club members at the IMA 2012 in Cologne. Insiders were greeted with a welcome drink and a present: at the Club stand, Insiders were presented with an umbrella bearing the Märklin Insider logo. At the same time, members were also able to cast their eyes over the exclusive Club models for 2013 – such as the class 58.10-21 and the matching set of high-sided gondola cars (see page 14).

Closing date for
orders:
March 31, 2013

18030 Lanz Eilbulldog

N   II III



Prototype: Lanz Eilbulldog.

Model: Largely new tooling of a Lanz Eilbulldog. Vehicle mostly of metal. Complete with driver and exhaust. Metal wheels with rubber tires fitted. Vehicle length approx. 7.5 cm (3").

■ Model highlight 18030

- Belated realization of a vehicle earlier planned, but not produced until now.
- Superstructure largely of metal.
- This is a perfect addition to the five-part series of replica vehicles (18023, 18032, 18031, 18034 und 18029) and the fire department equipment truck 18038.
- Certificate of authenticity.
- Cardboard packaging in historical design.

Every Insider Club member can order one example of this replica by submitting the enclosed order form to their Märklin MHI specialist retailer. We draw your explicit attention to the fact that Insider order forms are not transferable. Model 18030 will be produced in 2013 in a once-only series, only for Insider Club members. A certificate accompanies each model.

Please note the closing date for orders as given on the order form: 31 March 2013. Deliveries are scheduled to commence in quarter 3, 2013.



Blue treasure: a highly-polished Lanz Eilbulldog – for the collector, a tractor with charisma, regardless of whether it's a prototype or a model.

Exclusively for Insiders: Eilbulldog as a model

The omnivore

The Lanz Eilbulldog has a special status amongst agricultural tractors: it was roadworthy and its motor was able to use any fuel. The Eilbulldog is now being produced as a model in a once-only series exclusively for Insiders.

The Lanz Eilbulldog had car wings, fast gear and a windshield with electric screen wiper – and on top of that, it could be ordered with a driver's cab. The Lanz brochure also emphasized its roadworthiness with "...its powerful, elegant appearance, its graceful lines and the comfort suspension". Lanz described the single-cylinder motor used as "omnivorous" – "it will burn all liquid, gas and solid fuels. The type of fuel doesn't matter to the Bulldog". The model for the Club members consists mainly of metal and is sold in a cardboard package to a historical design, as the Insider collectors of the series of exclusive replica vehicles (see "Model highlights", right) are already accustomed to.

Text: RR/Photos: Märklin, K. Nahr

Advertising models December 2012 & January 2013

H0



4415.802 "McDonald's"
Modellbahn West, Märklin stores in Metzingen, Herrenberg, Stuttgart, CentrO Oberhausen



4415.803 "Ramazzotti"



4415.566 "Dinkelsbühler Knabenkapelle"
Schachner, Nördlinger Strasse 57, 91550 Dinkelsbühl, www.elektroschachner.de, Tel. +49 (0) 98 51/70 72



4415.567 "Die Wilde 13"
Dörfler/Böhlein, Färberstrasse 34–36, 90402 Nuremberg, Tel. +49 (0)9 11/22 78 39; Hünerbein, Markt 9–15, 52062 Aachen, Tel. +49 (0)2 41/3 39 21; Janus, Peterstrasse 12, 23701 Eutin, Tel. +49 (0) 45 21/38 83; Kramm, Hofstrasse 12, 40723 Hilden, Tel. +49 (0) 21 03/5 10 33; Kremers, Oststrasse 56, 59065 Hamm, Tel. +49 (0) 23 81/2 50 68; Lindenberg, Blaubach 6–8, 50676 Cologne, Tel. +49 (0)2 21/23 00 90; Wagner, Mergenthalerstrasse 1, 24223 Schwentinental, Tel. +49 (0) 43 07/ 8 23 50; Weiss, Peiner Landstrasse 213, 31135 Hildesheim, Tel. +49 (0) 51 21/2 89 94-0; Werst, Schillerstrasse 3, 67071 Ludwigshafen, Tel. +49 (0)6 21/68 46 15



4415.804 "Nivea"
Modellbahn West, Märklin Stores at Limbecker Platz 1, 45127 Essen, and in CentrO, Centroallee 1, 46042 Oberhausen, www.modellbahn-west.de



4482.145 "25 Jahre Standort Göppingen" *
Hochschule Esslingen, 73728 Esslingen



4415.805 "Früh"



4415.806 "Köln und 4711"
Modellbahn West, Märklin Stores at Limbecker Platz in Essen and in CentrO Oberhausen; Märklin Shop Cologne



94399 "Stuttgarter Hofbräu"
Spielwaren Kurtz, Marktplatz 10, 70173 Stuttgart, www.spielwaren-kurtz.de, Tel. +49 (0)7 11/23 85 20, info@spielwaren-kurtz.de



94382 "Post"
Bahn Shop 1435, www.bahnshop.de, Tel. +49 (0) 61 04/40 01 90, bahnshop.de@k-m-werbemittel.de

Please note:

Promotional models are produced only for Märklin retailers or industrial undertakings. The latter cars are marked with an asterisk and models so marked are generally not produced for sale, and therefore no addresses are given. Only models already delivered to the respective customer may be publicized, and only when the customer has given explicit permission for this.

Z



8610.009 "Coletta Tiek" *
C. Tiek GmbH, 49733 Haren/Lindloh



Exclusive 2013 Club model in H0: loco of class 58.10-21 and high side gondola cars

Fine block train for freight transport

Unique in railroad history, technically to a high standard: with 58 1836, the Märklin locomotive factory is producing an unusual steam locomotive in 2013 exclusively and in a one-off series for the Club members. An additional pack with a set of weathered freight cars sets the epochal H0 loco perfectly in the scene.



Karl-Heinz Grässle: the H0 Product Manager has assembled an exquisite train from era III exclusively for Insiders.

Märklin Product Manager Karl-Heinz Grässle will not entertain compromises in the Club model: "Naturally, our freight train steam locomotive model of the class 58.10-21 is a completely new tooling, and it's well worth a very close look. At the delicate metal construction, the prominent Belpaire firebox and the pierced bar-frames". Club members who want to get even closer to the real thing will fit the brake hoses and piston-rod protector tubes supplied – on the original, the piston-rods run in these, protected from dirt and damage. The Märklin design team has arranged the high-efficiency drive in the boiler of the era III locomotive, complete with fly-wheel. The five coupled axles are driven, and the leading pony truck helps the loco to negotiate curves. If the H0 Insider model is running on the layout, it can demonstrate some more technical char-

acteristics. "With the smoke generator provided, the loco with its road number of 58 1836 looks impressive as if it is in steam – the smoke generator only has to be pushed into place in the smoke stack. And energy-saving LEDs light up the Reichsbahn lamps with a warm white light", says Product Manager Karl-Heinz Grässle, speaking of the two-position headlamps, which change ends with direction of travel. Märklinists who operate digitally can, according to the control unit they use, operate up to 16 operating and sound functions. The loco is produced in the condition in which it was running in 1952 (see service history on page 15) – just like the freight car set with seven high side gondola cars also exclusively produced for Club members, which together with 58 1836 makes an attractive block train consist. "The era III freight cars are all different



Fascinating ensemble: steam loco 58 1836 with three-axe tender in charge of seven DB high-side gondolas of various designs. The two H0 Club Models of the Year 2013 are portrayed as they were running early in era III.

types, and have different road numbers", says H0 man Karl-Heinz Grässle. "In addition, the freight cars are weathered and loaded with real coal – of course the grains are in scale size".

As a locomotive produced at the change of eras from provincial railroads to state railroad, the Club model has a special role. The class 58.10-21 was conceived as a Prussian G 12. Several of the provincial railroads cooperated in drafting performance specifications for the machine. "Derived from the design of a 2-10-0 superheated tender loco for the Ottoman State Railway, Henschel designed the G 12 with a 16-tonne axle-load and ten coupled wheels", explains Dr. Andreas Röntzsch. The Märklin Documentarist emphatically rejects the expression "standard locomotive" often applied to the type. "It is no more than joint procurement of a single type, but that doesn't mean that spares were precisely standardised or designed to be freely interchangeable from a tolerances point of view". It was precisely this quality of standardization – even for small parts – which was achieved in the 1920s, pushed forward in leaps and bounds by the progress in engineering machinery design. Admittedly the G 12 (and thus the class 58.10-21) broke

Heritage and service history of 58 1838

In the years 1917 to 1924, 1,479 machines of the type G 12 were constructed – all the provincial railroads except the Bavarian State Railways took a share of their production. The Deutsche Reichsbahn-Gesellschaft took delivery of 1,345 locos of this type, and gave the Prussian-originating G 12's the road numbers 58 1002 – 58 2143. Although the freight train steam loco 58 1836 was withdrawn from service 60 years ago, it was still possible to track down precise details of her service history.

Manufacturer:	Locomotive factory Henschel, Kassel
Works number:	17107
Built:	1920
Original road number:	Frankfurt 5670, Prussian State Railroad
Depot allocations:	
1. April 1937:	Villingen
1. January 1942:	Gera
May 1945:	Remained on the DB
November 1945:	Offenburg
March 1946:	Freiburg
July 1950:	Singen
January 1952:	Villingen
1. June 1953:	Singen – withdrawal from service

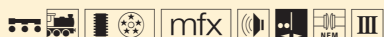
Text: Carl Asmus



Proud engineer and stoker: noticeable features of the class 58.10-21 locomotives are the three-axle tender, the Belpaire firebox, the high-pitched boiler and the valve gear.

37589 Freight train steam locomotive

Closing date for
orders:
March 31, 2013



H0



Prototype: DB (German Federal Railroad) class 58.10-21 freight train steam locomotive (former Prussian G 12). With state railroad lamps and Prussian tender pr. 3T 20. Road number 58 1836. As running around 1952.

■ Model highlights 37589

- Completely new development.
- Especially delicate metal design.
- Partially open bar frames.
- mfx decoder and extensive operation and sound functions.
- Lighting with warm white LEDs.
- Smoke generator kit supplied as standard.

46026 Freight car set



Closing date for
orders:
March 31, 2013

■ Model highlights 46026

- New design: the interchange type open freight car Om 21 "Om Königsberg".
- All cars with different road numbers.
- All cars with real coal loads and authentic signs of weathering.
- Ideal cars to go with the class 58 freight train steam locomotive (Insider model 2013).

H0



Om 12

Om 21

Omm 37

Om 21

away from original Prussian construction principles. This is evidenced by the pierced bar-frames, the high pitch of the boiler at 3,000 mm (9'10") above rail level and the Bel-paire firebox – on the class 58.10-21, a wide fire-grate was incorporated and fitted above the axles. "On the Prussian P 8, the long, narrow firebox was fitted between the two rear axles. The G 12 had to fulfil greater power requirements and this would have demanded such a long firebox that a stoker would scarcely have been able to fuel the fire", explains Dr. Röntzsch.

"But the most significant breakaway in tradition from the classic Prussian freight locomotive types like the G 8.1 and the G 10 was the three-cylinder valve gear", railroad historian Dr. Röntzsch tells us. In Prussia, extreme store was always set by simplicity in construction of the machines. "The only exceptions to this rule were special locos such as the S 10 types, the G 8.3 loco (2-8-0), and this one, the G 12 loco (2-10-0). The reasons for this were the power specifications and the smooth running qualities of the three-cylinder valve gear".

With their performance, the G 12 were at the peak of the development of freight train steam loco types in the provincial railroad era. "Into the 1940s, the almost 1,500 machines of the G 12 type were the most important and most powerful freight train locos – the 35 standard locos of class 43 don't really count as competition", is the tribute Documentarist Dr. Andreas Röntzsch pays to the Club model 2013. Her contemporary modernity, even then, is

demonstrated by the class 58.10-21, when the demand was suddenly made to speed up freight trains. "The G 12 would ride smoothly at a continuous 65 km/h (40 mph), thanks to her leading pony-truck".

Text: Rochus Rademacher

Photos: C. Asmus collection, Märklin, H. Seehuber

Om Königsberg: with reinforced frames

In the exclusive seven-piece freight car set for Insiders (item 46026) there are, for the first time in the Märklin range – four open freight cars of the interchange type Om 21 (Om Königsberg). "Between 1927 and 1941, 19,579 Om cars with 20 tonnes capacity were built. The last of them were only withdrawn by the DB at the end of the 1960s", says Thomas Landwehr, Documentarist at Märklin, as he outlines the type's history. "The Om 21 is one of the first of the interchange-type cars, and is different in design from its predecessor, the 'Freight car association' type", explains the railway historian. He points out two details: "Next to the doors, there are short diagonal strips each in a single field; in the 'association' type, they extend over three fields, and underneath the doors and their adjoining fields there are prominent strengtheners". The freight cars for the Club members are being produced as they were running in about 1952 and they all have different road numbers. Naturally, Thomas Landwehr has chosen interesting examples of the Om Königsberg: with brakeman's cab (thus with manual and compressed air brake), with brakeman's platform and short underframe without hand-brake (without brakeman's cab or platform). The high-side gondola set is completed by three more classics: the Om 12 (Om Breslau), Omm 37 (Ommu Duisburg) and O 11 (O Nürnberg) open freight cars.



Om 21 Königsberg: under the doors and the respective adjoining fields, there is strengthening seen, and short diagonal strips run through these fields.

Comprehensive product information on the Club models (loco: item 37589, freight car set: item 46026) will be found in Club News 06/2012 and online under club.maerklin.de
Important: closing date for orders is 31 March 2013.

Deliveries are scheduled for quarter 3, 2013.
The order form for the Club model was sent out with the mailing 06/2012. If you have mislaid your copy, you are welcome to ask the Club team to send you a replacement.



O 11

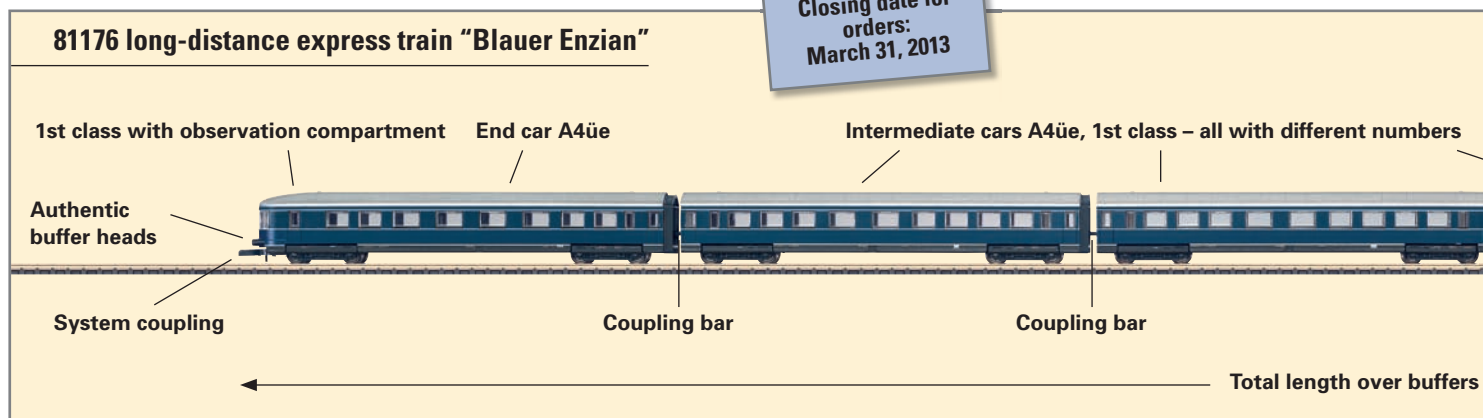
Om 21

Omm 37

Insider model 2013 in Z-gauge
through the eyes of the designer

Z

Delightful luxury



A magnificent chapter in rail history comes to life with the 2013 Z-gauge Club model: the "Blauer Enzian", produced by Märklin exclusively for Club members on a once-only basis, with the V 200.0 at its head will attract all eyes. The new design follows the same route that the Wegmann design engineers once trod.

Five rebuilt cars from the Henschel-Wegmann express train and the V 200.0 class diesel loco: the "Blauer Enzian" is without doubt a fantastic ensemble. The prototype of the F train connected the Alps with the North Sea, serving the route between Munich and Hamburg Altona via Augsburg – Würzburg – Bebra and Hanover. The long-distance express is presented for the Club model as it was running in 1958. With the new design of the elegant F train cars, the Märklin design team has taken up the tracks first trodden

by their colleagues at the Wegmann construction shops in Kassel in the 1950s. "The starting point for us too was the Henschel-Wegmann train – we also had to take into account all the alterations made to the original train when it was rebuilt", Märklin designer Andreas Schumann tells us. "At the same time, we have to consider the question of tools for our production, so the costs can be kept within bounds". Thanks to the modern Catia design software, it was possible for 3-D

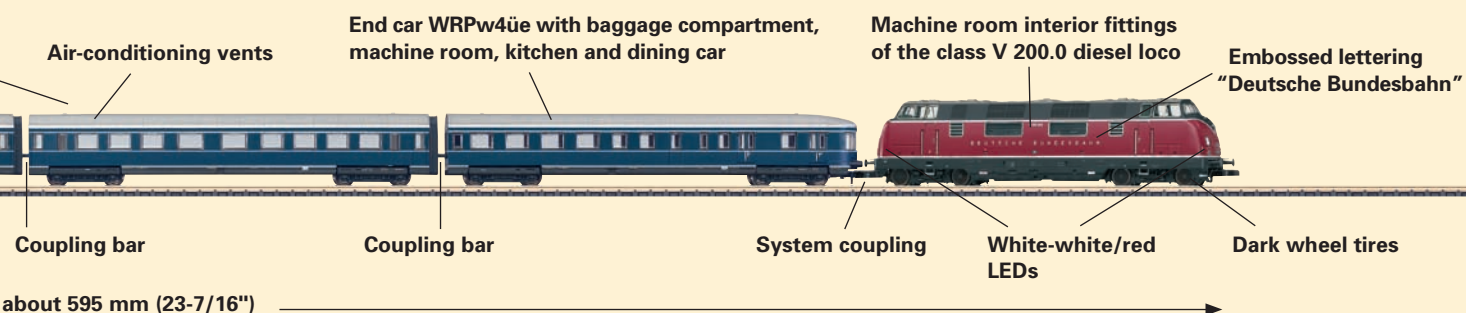


A legend: in the observation coach (above: 360-degree pan shot of the Henschel-Wegmann counterpart) 1st class is displayed to great effect; the V 200 diesel loco can just be seen in the far background in the large picture. Märklin designer Andreas Schumann: "Our Z-gauge model does full justice to the prototype".

fitted. And the second example is the carefully-designed interior fittings in the machine room of the V 200 general-purpose loco".

Additionally, the buffer heads on the end car – that's the legendary 1st class observation car – are also designed as per prototype. "The Henschel-Wegmann train had an automatic coupling and shrouded buffers, as we know from the class 61", says Andreas Schumann. "That was altered in the course of rebuilding to the 'Blauer Enzian' to normal buffers, as the F train would of course have been hauled by conventional locos, such as the class 01, the E 18 and the V 200". The general-purpose class V 200.0 diesel-hydraulic locomotive which in the model is prototypically matched with the famous express is along the

lines of the loco in the set item 81175. "One striking difference is the embossed lettering 'Deutsche Bundesbahn' on the new locomotive", explains the designer. To realize a complete train in model form is not merely work and a challenge. "Especially in a product which conveys so much emotion, it really is essential that a designer identifies with the task in hand and the work-piece, so that it comes over just right to the customer", is something of which design manager Andreas Schumann tells us he is well aware; it's clear he enjoys his work. In the automotive industry it can happen that a designer has to



data from a Märklin H0 version of the "Blauer Enzian" to be adapted – only a minor help, it's true, as the Z-gauge models have their own very special requirements.

"The era III train is composed of five express train passenger cars which are all different", says Andreas Schumann, describing the model of the "Blauer Enzian". The two end cars have a different layout of windows and doors, while the three intermediate cars are of similar design, but are all differently numbered and lettered. To the question where an Insider should look carefully to assess the quality of the train, the Märklin design manager promptly names two details: "First, the new ventilation grilles on the roofs – here on the original, there was an air-conditioning unit

work at a single component for as much as two years – for instance at a door-lock, so that it makes the right noise when it shuts. "Here, it is so much more satisfying when we Märklin designers are entrusted with the responsibility for a complete product". In this way, it isn't just the Insiders who are full of pride in the "Blauer Enzian".

Text: RR/Photos: Archive, W. Kaemena, Kötze

Important: closing date for orders is 31 March 2013. Deliveries are scheduled for the fourth quarter of 2013.

The order form for the "Blauer Enzian" (item 81176) was sent out with the mailing 06/2012. If you have mislaid your copy, you are welcome to ask the Club team to send you a replacement.

Digital Info Days

Märklin Dealer for the Event

Date

Time

Germany:

10589 Berlin, Mierendorffplatz 16, Modellbahnen on Mierendorffplatz	20.03.2013	10.00 – 18:00
22083 Hamburg, Beethovenstrasse 64, MMC Meises Modellbahncenter	06.03.2013	10.00 – 18:00
28307 Bremen, Thalenhorst Strasse 15, Modellbahn-shop Casisoft	07.03.2013	10.00 – 18:00
30159 Hanover, Breitestrasse 7, Train & Play	05.03.2013	10.00 – 18:00
31135 Hildesheim, Peiner Landstrasse 213, Modellzentrum Hildesheim	13.03.2013	10.00 – 18:00
37081 Göttingen, Maschmühlenweg 40, Hobby-Center Göttingen	14.03.2013	10.00 – 18:00
38124 Braunschweig, Jenastieg 12, Modellbahnen Broders	19.03.2013	10.00 – 18:00
44627 Herne, Mont-Cenis-Strasse 298, La Casa	26.02.2013	10.00 – 18:00
49078 Osnabrück, Lotter Strasse 37, Modellbahnservice	12.03.2013	10.00 – 18:00
50931 Cologne, Aachener Strasse 222, Modellparadies Köln	27.02.2013	10.00 – 18:00
56068 Koblenz, Altöhrtor 9–11, Modellbahn Rössler	28.02.2013	10.00 – 18:00
56288 Kastellaun, Allee 1, Loksuppen Kastellaun	13.03.2013	10.00 – 18:00
69214 Eppelheim, Schützen-Ecke R. Wagner Strasse, Modellbahnen Alexander Schuhmann	14.03.2013	10.00 – 18:00
71032 Böblingen, Poststrasse 44, Eisenbahn and Modellbau Köngeter	19.02.2013	10.00 – 18:00
72555 Metzingen, Stuttgarter Strasse 5, Märklin Store & Outlet Metzingen	19.02.2013	10.00 – 18:00
73630 Remshalden, Wilhelm-Enssle Strasse 40, E + E Spielwaren GmbH	26.02.2013	10.00 – 18:00
76227 Karlsruhe-Durlach, Ottostrasse 2a, Spielpunkt	07.02.2013	10.00 – 18:00
80333 Munich, Pacellistrasse 5, Märklin Store Munich	15.02.2013	10.00 – 18:00
83646 Bad Tölz, Bahnhofsplatz 8, Tölzer Modellbahn-Stüberl	13.02.2013	10.00 – 18:00
86199 Augsburg, Gögginger Strasse 110, Augsburger Loksuppen	14.02.2013	10.00 – 18:00
90402 Nuremberg, Färberstrasse 34–36, Eisenbahn Dörfler	21.02.2013	10.00 – 18:00
91788 Pappenheim, Deisingerstrasse 31, Modellbahn Dengler	22.02.2013	10.00 – 18:00

Ask your Märklin dealer directly whether they break for lunch.

Digital seminars: Automatic controls using the Central Station

The Netherlands:

3512 GS Utrecht, Minrebroederstraat 25, Märklin Store Utrecht	15.03.2013	19.00 – 21:00
5612 CN Eindhoven, Kruisstraat 15a, WillieS Modelbouw Centrum	22.03.2013	19.00 – 21:00
8011 VC Zwolle, Korte Smeden 3, De Wit Hobby & Techniek	08.02.2013	19.00 – 21:00
8441 GM Heerenveen, Heideburen 49, Trains and Cars	05.04.2013	19.00 – 21:00

Please register for your chosen seminar with the retailer sponsoring the event at least a week in advance.

82319 tank car (Z)



Z

Prototype: two-axle tank car with brakeman's platform.

Model: Exclusive tank car, only available to those with five-year Insider membership. Black disc wheels. Length over buffers 40 mm (1-9/16").



New Z-gauge anniversary model

Insiders who have been Club members for five years can look forward to a new anniversary model: a tank car (item 82319) is replacing the grade measurement car (item 86191). Members who in 2013 have completed five years' membership – that is, those who joined in 2008 – will receive their order form for the tank car automatically with the mailing 03/2013. Those who joined the Club in 2007 or earlier can request an order form for the tank car from the Club team, even if they have ordered the previous special anniversary model for five-year membership.



Young peoples' and youth work: in the MIST 97 Workshop, children can show off their skills.



Tip: youth work by round table MIST 97

Workshop for children

As a rule, children are skilful hobbyists, and MIST 97 Königsberg has taken this on board in setting up its workshop for the young. With great success: at the end, the proud layout builders show off their finished mini-dioramas.

"Children need support, but they must not have their decisions made for them. They are quick enough to notice when they're not being taken seriously" says MIST 97 chairman Alexander Fasslrunner, quoting simple pedagogic rules which have helped the success of the workshop. At the instigation of the Märklinists, the course is being run at the Königsberg adults education center.

"We have had children taking part between seven and ten years old – two of them members of the Märklin Kids Club", Alfred Bayer, Secretary of the round table, tells us. "The MIST 97 chairman personally distributed to each of the children a house building kit and material for a diorama". The young people then glued their finished houses to a sheet of polystyrene, which was then landscaped. "To start with, children are naturally shy", says Alexander Fasslrunner describing the

atmosphere. But soon, creativity, fun and a thirst for knowledge gain the upper hand. "We heard how great it would be if only the time at school were to go by so fast".

To honor the abilities and formally strengthen the children's self-confidence, the builders were all given feedback on the results of their work by the professionals. Each diorama was evaluated, given marks, and improvements were suggested to the children. What was very much appreciated, according to Alfred Bayer, was the documentation received at the close of the course: "A group photograph was taken; then each of the children was photographed with their own diorama". The simple concept of the workshop has been well accepted. Consequently, MIST 97 is now planning follow-up events. Enquiries to info@mist97-koenigsberg.de

Do-it-yourself in a team: with the help of round table members, children build their own dioramas. 'No making up their minds for them' is the rule; MIST 97 chairman himself Alex Fasslrunner (pictured center, black shirt) stays modestly in the background.

Text: RR/Photos: MIST 97

Märklin-Seminar program

1st half year 2013

Märklin is offering interesting seminars this year as well. This time it's all about layout construction, decoder fitting and switching and controlling with the new Central Station. In our seminars, you will learn everything of interest on the subject you have chosen. Only a limited number of places are on offer for each course as each participant receives intensive personal tuition.

All seminars are held in German!

Registration for all seminars:

Gebr. Märklin & Cie. GmbH, Stuttgarter Strasse 55–57, 73033 Göppingen, Germany

Tel.: +49 (0) 7161/6 08-2 57 or -2 22, fax: +49 (0) 7161/6 08-1 43

training@maerklin.de or instantly online under www.maerklin.de

Our conditions of registration and participation are laid out below.

No separate seminar brochure is available.

Note: when booking hotels please only use the telephone numbers given here.

The layout construction seminars are scheduled for July 2013. The seminars on locomotive assembly will be held at the end of the year

Venue for all seminars led by Rüdiger Haller:

Göppingen
Märklin Erlebniswelt
Reutlinger Strasse 2
73037 Göppingen, Germany

Accommodation may be reserved at:

Hotel Restaurant Hohenstaufen
Freihofstrasse 64–66
73033 Göppingen, Germany
Telephone: +49 (0) 7161/6 70-0

H0: Service and inspection (2 days)

Seminar content

- Basics of soldering technique with soldering practice
- Function of the Märklin drum and disc collector motors
- Adjusting a mechanical reversing switch
- How to oil an H0 loco correctly
- Carrying out servicing and inspection work on a class 218
- Dismantling a class 218, explaining the assemblies and finally reassembling the loco
- Carrying out servicing and inspection work on a class 74
- Dismantling a class 74, explaining the assemblies and finally reassembling the loco
- Converting a Märklin locomotive to digital operation with high-efficiency motors and the latest decoder generation (theoretical, will not be put into practice)
- Fault-finding made easy with doctored locomotives using the knowledge gained on this course

Aim of the seminar:

- This seminar is ideal to enable you to look after and service your old locomotive better and to be able to undertake minor repairs yourself

Dates

Date	No.	Seminar leader
Th./Fri., 07./08.02.2013	250 a	Rüdiger Haller
Th./Fri., 28.02./01.03.2013	250 b	Rüdiger Haller
Th./Fri., 13./14.06.2013	250 c	Rüdiger Haller

Miscellaneous:

- Each participant will receive an exclusive seminar special car on the theme of service and inspection

Duration and cost of the training courses:

2 days: each day 8.45 am – approx. 4.30 pm, 269 euro for Insider members, others 299 euro



Z: Service and inspection (2 days)

Seminar content

- Basics of soldering technique with soldering practice
- Dismantling locomotives and talking through the components
- How to oil a Z-gauge locomotive correctly
- How to clean locomotives correctly
- Carrying out maintenance and inspection work on various locomotives
- Assembly of these locomotives and showing the corresponding maintenance points
- Fault-finding made easy with doctored locomotives using the knowledge gained on this course

Aim of the seminar:

- This seminar is ideal to enable you to look after and service your old locomotive better and to be able to undertake minor repairs yourself

Date

Date	No.	Seminar leader
Th./Fri., 07./08.03.2013	270 a	Rüdiger Haller

Miscellaneous:

- Each participant will receive an exclusive seminar special car on the theme of maintenance and inspection in Z-gauge

Duration and cost of the training courses:

2 days: each day 8.45 am – approx.

4.30 pm, 269 euro for Insider members, others 299 euro



H0: Layout planning and construction preparation (2 days)

Seminar content

- Track geometry for K- and C-track, track planning, e.g., arrangement of station tracks (also applicable for staging yards)
- Providing grades in model railroad layouts, theoretical construction of a track helix including relevant parameters (steepness, minimum radius)
- Use and purpose of an electrical ring circuit, accessories for the electrical wiring (a selection)
- The different properties of switching contacts (circuit track, reed contact, contact track), correct placement of switching contacts
- Testing solenoid articles (signals and turnout motors) in unladen condition (some practical testing)
- A short soldering course with realistic practice (soldering on various tracks)
- Installation hints and function of the braking module 72441 for the controlled deceleration and stopping of digital high-efficiency drives
- Assessing the electric current requirement for a layout and determining the number of transformers/boosters required, for which sample calculations will be made
- Jointly working out the conditions in which a layout can best be fitted into a room. Jointly planning a layout of maximum dimensions for a previously-defined room plan

Dates

Date	No.	Seminar leader
Th./Fri., 14./15.02.2013	260 a	Rüdiger Haller
We./Th., 22./23.05.2013	260 b	Rüdiger Haller
Th./Fri., 20./21.06.2013	260 c	Rüdiger Haller

Aim of the seminar:

- Theoretical principles governing the proper design with the necessary components (analog and digital) of a model railroad layout

Miscellaneous:

- Each participant will receive an exclusive seminar special car on the theme of layout planning and construction preparation

Duration and cost of the training courses:

2 days: each day 8.45 am – approx. 4.30 pm, 269 euro for Insider members, others 299 euro



H0: Decoder-installation seminar (2 days)

Seminar content

Training is suitable for participants who want to upgrade analog and digital H0 locomotives to the latest state-of-the-art system technology with mfx decoders.

- Refresher course on soldering with little practice pieces
- All you need know about the latest generation of decoders
- Two Märklin locomotives will be retrofitted

Conditions:

- Soldering ability is essential
- The Märklin locomotives you bring with you must be in very good condition (other makes will not be entertained!).
- When registering for the seminar, it is essential to give the locomotives which are to be retrofitted (please give a selection of locos,

Dates

Date	No.	Seminar leader
Th./Fri., 25./26.04.2013	290 a	Rüdiger Haller
Th./Fri., 16./17.05.2013	290 b	Rüdiger Haller
Th./Fri., 27./28.06.2013	290 c	Rüdiger Haller

and bring them all to the seminar)

Aim of the seminar:

- To learn how to modify the Märklin locomotives

Duration and cost of the training courses:

2 days: each day 8.45 a.m. – approx. 4.30 p.m., 509 euro for Insiders, others 539 euro

Control and switching with the Central Station (2-days)

Seminar content

- Principles of the Central Station:
Connections and using the control panel
- Running and programming locomotives (mfx and Motorola)
- Setting up a shuttle train control using contact tracks
- Setting up and switching turnouts and signals
- Creating circuit diagrams of the layout
- Setting up pathways
- Incorporating the Central Station in existing layouts
- Connecting further units to the Central Station (e.g. Mobile Station)
- Mobile running and control possibilities using the iPhone and iPad App



Aim of the seminar:

- Acquiring knowledge of designing a layout with the Central Station or converting an already existing layout

Dates

Date	No.	Seminar leader
Th./Fri., 21./22.03.2013	280 a	Rüdiger Haller
Th./Fri., 04./05.04.2013	280 b	Rüdiger Haller
Th./Fri., 18./19.04.2013	280 c	Rüdiger Haller

Miscellaneous:

- Each participant will receive an exclusive seminar special car in H0 on the theme of Märklin digital

Duration and cost of the training courses:

2 days: each day 8.45 am – approx. 4.30 pm, 269 euro for Insider members, others 299 euro/1 day: each day 8.45 a.m. – approx. 4.30 p.m., 169 euro for Insiders, others 199 euro



Freight train steam loco in a class of its own

The typical Reichsbahn headlamps, Prussian tender, high-pitched boiler: the H0 model of 58 1836 (item 37589) is naturally a perfect replica of the former Prussian G 12. The loco of the change in era (the 2013 Club model is produced as it was running in about 1952) gives a doubly attractive impression on the layout when in charge of the coal wagons from the exclusive freight car set (item 46026). Provided the train is not immured in the collection, then its visual

appearance is enhanced by the twin headlamps, which change ends with direction of travel, the engineer's cab lighting and the smoke generator set. The loco gives greater running pleasure acoustically too with its many sound functions. Apart from sounds of running, the loco and shunter's whistle, the Club member can activate the sounds of letting off steam, shoveling coal, or the noises of air and water pump.