

5 CLUB
NEWS
2010

TRIX CLUB

Mainz and Mühlacker
Portrait of Trix experts



Fall highlights 2010:
Smart anniversary loco class 120.1
Model Railway Exhibition in Cologne



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Construction: Production to deliver the Club model is running at top speed – the wealth of details in the elegant class 03.10 calls for fine-feel ability and high-quality work.

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Magnet pulling in the crowds: Many exciting models and lots of information make Europe's largest model railroading fair in Cologne very worthwhile.



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Art nouveau: Full of ideas and engagement, the younger section of the Mühlacker model railroading club has put together a Minitrix layout packed with fantasy.

Your service numbers

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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 Club members,

Model railroaders have paid tribute to Märklin in style – the enthusiasm shown and the large numbers of visitors to the Open Day at Plant 1 are both confirmation and stimulus for Märklin. And thus we are able to report in this issue on the once-only series of a model in a very dignified Black-Red-Gold look for the anniversary locomotive "175 Years of Railroads in Germany" that is now in production. The final steps in assembly prior to shipping the Club model – the impressive class 03.10 – are also outlined here. And it is indeed a great pleasure for us to introduce you to the Trix group from the round table in Mainz – where tenth anniversary celebrations will be held next year. Also, we explain the investments that Märklin is making to improve Club services and inform you about new cooperation partners. The last word is reserved for Porsche – the museum of this premium-sector manufacturer in Stuttgart has now become a Trix participating partner. We hope you enjoy reading your Club News.



Dietmar Kötzle,
Head of Customer Clubs

Dietmar Kötzle

Imprint

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Shop-window for top models: colorful running pleasure on the large layout on the Märklin stand at the model railroad in Cologne.

Mega-event at the model railroading exhibition in Cologne

Main station for Trix enthusiasts

Trix is presenting its top attractions of the year 2010 at the 27th international model railroading fair, the IMA, being held in Cologne November 18 – 21. Yet not only to be admired here are such locomotives as the Club Model class 03.10, the panorama train and the high-speed train, the TGV POS: Also very impressive at the booth of this model railroad market leader is the layout realized with much perception for details. Very important for Club members: Trix is displaying the Club models of 2011 in Cologne for the first time. A further H0 model will be creating interest with visitors to Europe's most important model railroad exhibition: There is a special car for the IMA – a class X05 (item no. 48310) from the German Federal Railroads – carrying an attractive Deutz tractor D40L. The low side car is suitable for Trix layouts once the sets of wheels have been changed. The model railroad at the Cologne exhibition grounds

is open daily from 9 a.m. to 6 p.m. and on Sunday until 5 p.m. The model railroad exhibition is in Hall 4.1, the Cologne real-steam get-together is in Hall 4.2 and Hall 5 is devoted to accessories. Further information about the IMA can be found at www.modellbahn-koeln.de



Professional support
Trix experts give practical advice.



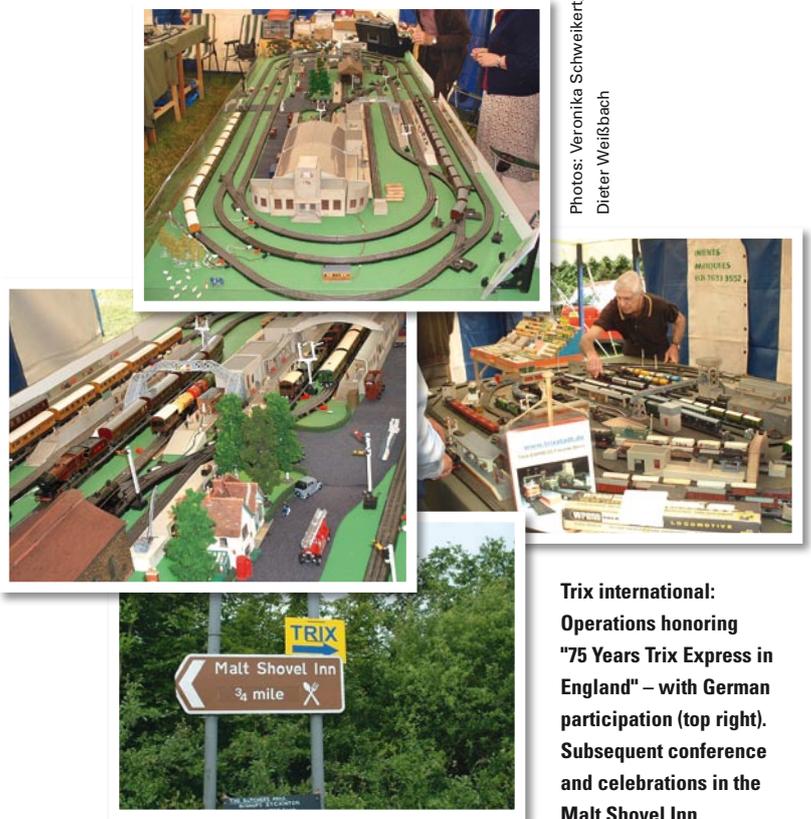
Eye-catcher: Trix products and the Club models 2011 attract the visitors to the IMA.



Special car for the model railroad in Cologne: Low side car of class X05 from the German Federal Railroads carrying the Deutz tractor D40L.

Trix Express celebrations in England

The Trix anniversary is putting its fans around the world in the mood for celebrating: Shortly after the big occasion at the German Museum of Technology in Berlin, English Trix enthusiasts from the Trix Twin Collectors' Association (TTRCA; www.ttrca.co.uk) staged their own event "75 Years Trix Express": David O'Brian, who runs a privately-owned Trix museum in Bishop's Itchington in county of Warwickshire, sent out the call – and the fans flocked for weekend with Trix and Minitrix layouts or with rarities like the motorless "Sliding door" Minitrix models, locomotives with tenders in the colors of the Great Western Railway or a three-axle baggage car from the London, Midland and Scottish Railway, with steering axles. The friendly revenge for the English Trix fans coming to Berlin was that there were Trixers from Germany who joined in: They were allowed to control the running operations with locos and cars on the layout of the TTRCA overseas contact person David Holmes. When the model railroading had finished for the day they all went to the Malt Shovel Inn in Gaydon to enjoy an anniversary dinner and exchange their experience.



Photos: Veronika Schweikert/
Dieter Weißbach

Trix international:
Operations honoring
"75 Years Trix Express in
England" – with German
participation (top right).
Subsequent conference
and celebrations in the
Malt Shovel Inn.

Fascinating new items for the fall

As the fall begins, Trix is setting off some product crackers well worth seeing: For the H0 sector there is the starter set 21516 with a class 85 and four "Thunder boxes" for an atmosphere of Höllental & Schwarzwald Railroads. The top-of-the-line set to put on the rails is the diesel locomotive class V 200.0 (22373) from the German Federal Railroads together with the "Blue Enzian" express train passenger car (23373): The five captivating aerodynamic cars in blue represent the legend from the days of Germany's economic miracle. Also to be mentioned here are the fast electric loco in blue, class E 19 (22645), and the anniversary model class 120.1 "175 Years of Railroads in Germany" (22199). The anniversary locomotive is being produced for Minitrix as well (12345), and there is also a one-off production run for 2010 for the diesel loco series CC 72000 (12328) from the French state railroads. Trix has resumed production of the elegant saloon carriage "Rheingold" from the German Reichsbahn for N-gauge. This is for making up luxury trains with 1st and 2nd class carriages (15780, 15781, 15782, 15783) with baggage car (15784).



A classic amongst the new Trix models for 2010: Powerful diesel general-purpose locomotive ML 3000 C'C' (item no. 12466) in N-gauge.



Dressed for the occasion: The electric loco for the 175th anniversary of railroads in Germany is now available as Trix models.

Chic class 120.1: Exclusive model in H0 and N

Dignified power pack

The model railroad scene is following the route taken by the anniversary locomotive "175 Years of Railroads in Germany" with much enthusiasm. This gem can soon be seen in motion on Trix layouts as well: Märklin is now producing a one-off series of this dashing class 120.1 as a MHI model.

The "logbook" of the elaborately styled class 120.1 in the services of the German Railroads is witness of the enormous workload this universal locomotive was able to manage: Not only have the main stations of Bonn, Stuttgart and Wolfsburg celebrated the arrival of this classy anniversary locomotive – model railroaders have also seen it in Dresden with the EC 174 Budapest-Hamburg and in Zürich with an Intercity.

That this a.c. locomotive that can reach speeds up to 200 km/h (124 mph) on open stretches is very often the eye-catcher at a railroad station is not only because of the elegance but also because of the significance of the decorations: At the ICE depot in Munich Märklin had this 84-tonner of a locomotive covered over its entire length of 19 meters (62 feet) with 100 square meters (1076 square feet) of adhesive film – and in honor of the very first journey by the Eagle in Nuremberg by showing "175 Jahre Eisenbahn in Deutschland" (175 Years of Railroads in Germany) in large letters on the sides of the locomotive against a background of Germany's national colors. Much consideration for the design: The racy silhouettes of the three ICEs offset in black, red and gold spread over

half the locomotive's flank carry the message for the future "175 Jahre Zukunft" ("Another 175 years of Motion") (refer also to the article in Club News 04/2010). Reminiscent of an ICE, Märklin has skillfully put the class 120.1 on a pedestal to show the way that has led to the high-class railroad traffic of today. This all-rounder is the first of the a.c. locos from series production for service on Germany railroads. In 1984 it broke the world record by managing a speed of 265 km/h (165 mph) and also provided much practical experience to support the engineering know-how for the ICE power cars.

The attractive general-purpose Era VI locomotive is now going into service on Trix layouts as gauge H0 and gauge N models. The class 120.1 in the anniversary look is a one-off production – and of course both the undercarriage and the bodywork of this stylish H0 model are of diecast metal to guarantee extremely good running properties and accentuate the perceived value. This select anniversary locomotive has regulated high-performance actuation acting at both axles. The roof has been detailed as an exact reproduction of the original.

The model measures 22.1 centimeters (8.7") in length and is

175 Years of German Railroads

22199 Electric Locomotive class 120.1



Prototype: German Railroad, Inc. (DB AG) class 120.1 electric locomotive. In a promotional paint scheme "175 Years of Railroads in Germany".

Model: Era VI. The locomotive has a DCC decoder and factory-installed, controllable sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The headlights are warm white LEDs. They will work in conventional operation and can be controlled digitally. The cab lighting for the engineer's cabs can also be controlled digitally. The locomotive has separately applied grab irons. Length over the buffers 22.1 cm / 8-11/16".

■ Model highlights 22199

- Promotional locomotive for the important anniversary "175 Years of Railroads in Germany".
- Warm white LEDs for headlights.
- Digital sound: horn and station announcements.

One-time series.

Digital functions	Sx	DCC
Headlights		●
Engineer's cab lighting		●
Station announcement		●
Signal horn		●
Direct control		●



Show-piece passing by: Control of the headlights on the anniversary locomotive is digital; the same applies for the lighting in the engineer's cab.

fitted with a DCC decoder. Various noise functions can be coupled in series here – station announcements and the signal horn are outputted as digital sound. The lighting for this elegantly designed model has been realized using light-emitting diodes, whereby there is additional illumination for the engineer's cab that is controlled digitally. Operation of the headlights is conventional and control is digital as well. The class 120.1 can only be ordered from authorized Märklin retailers in the Märklin-Händler-Initiative (MHI). With the Trix model in H0 and N there is now a cute electric locomotive for your layout operations available in the fall – not only for freight trains but also and above all for pulling interregio, Intercity and Eurocity passenger trains. As a mobile memorial, this anniversary electric locomotive does not just stand for innovation. It also represents the potential of railroad engineering for motion in the future even after 175 years.

Text: Rochus Rademacher

175 Years of German Railroads

12345 Electric Locomotive class 120.1



Prototype: German Railroad, Inc. (DB AG) class 120 fast general-purpose locomotive. B-B wheel arrangement. Built starting in 1987. Use: passenger trains.

■ Model highlights 12345

- Current Märklin promotional locomotive.
- New road number.

The class 120 with this Märklin promotional paint scheme is being produced in a one-time series.

Model: Era V. The locomotive has a 5-pole motor with a flywheel. A digital decoder can be installed with a small amount of soldering work. 4 axles powered. The headlights and marker lights are LEDs, and they change over with the direction of travel. The close couplers have a guide mechanism. Length over the buffers 120 mm / 4-3/4".



Club Model class 03.10: The highlight of the year is being shipped.

Assembly of a real beauty

The Insider model is considered to be the "Coronation" in the model railroading year in terms of engineering, value and detailing. The class 03.10 is now being assembled – and it's not only Quality taking a closer look here.



Highest quality and the finest of detailing: Both locomotive body and tender of the class 03.10 are made largely of metal.

Although the squad of new products from Märklin is impressing every year, there is always special attention paid to one particular locomotive: The Club model shines over everything. The store sign for the year's production from Trix is traditionally to show the art of model railroading in terms of engineering, value and the degree of detailing. This is the reason why the workforce at this Göppingen-based company is again all heart and soul for this year's Club Model and will be very inquisitive in following the making of this outstanding model – after all it will have become the limelight of the entire model railroading world within just a few days of shipping. And it is then to be seen exclusively on Club members' layouts or in their display cabinets. Tension grips the staff in the Stuttgarter Straße in Göppingen. "We give the production and assembly of the class 03.10 our very special attention", explains Karl-Heinz Gräßle.



The cognizant H0 product manager has a particularly good feeling for this year's Club model. "Not only the characteristic sandboxes on the outside and the conical high-performance boiler are the features of the class 03.10 but also and especially the high degree of detail to be seen on the model", Gräßle continues. The diameter for the pipework when attached is 0.5 millimeter (0.020 in.) on the 1:87 scale – between 0.6 and 0.7 millimeter (0.024 to 0.028 in.) is usual.

Justice is easily done to the label "Highlight" by the express train steam locomotive with the diecast zinc boiler – alone the number of lube lines that have been included is impressive, the open-worked sectional underframe testifies the artistic workmanship, and the entirety of the noise options leaves nothing still to be desired. "We have for the first time realized a tender with two moving cover flaps just like the original", says Gräßle in mentioning yet another extraordinary feature of this year's Club model. "And for the first time as well, we are delivering a locomotive with our new analog-control system for running operations." Accordingly demanding are the steps to assemble the class 03.10 from the components meeting the defined quality criteria. "The overall assembly process is made up of more than 20 single steps for lower section, locomotive bodywork, tender as well as programming



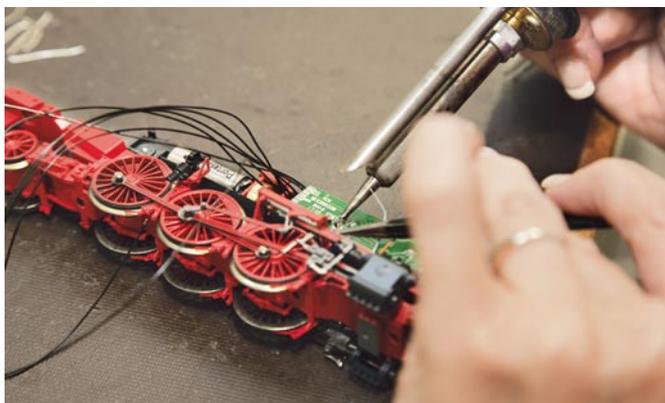
The circuit board with the electronics is carefully fitted to the lower section.



The bell-armature motor is then underneath the diecast boiler.

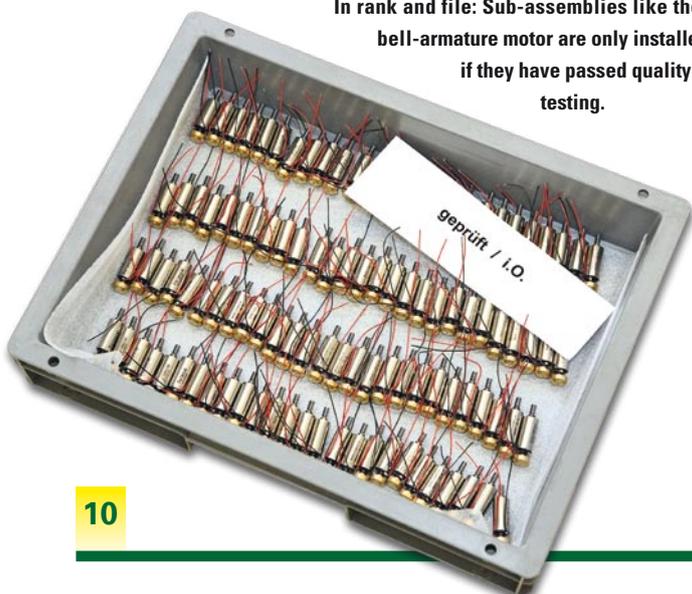


Gyro just before the ceremonious moment: The assembly department calls the connection between the lower and uppers sections of the locomotive the "marriage". To be seen in the tender is the circuit board with the electronics for all the noise functions.



Making contact: The motor connections are soldered on with care.

In rank and file: Sub-assemblies like the bell-armature motor are only installed if they have passed quality testing.

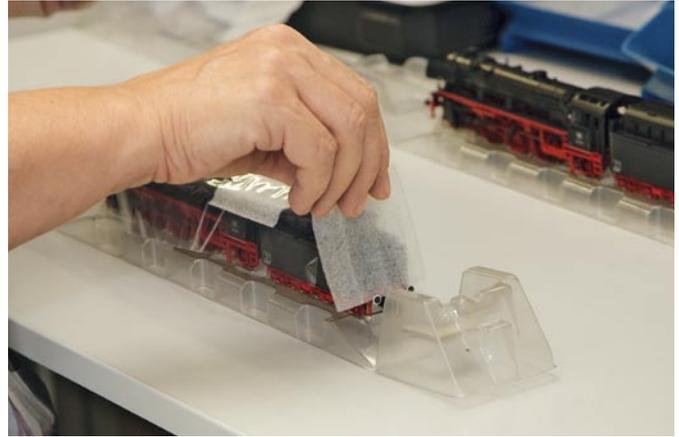


the software for the electronics", adds Thomas Schork, head of assembly operations. Each operation has been matched to the requirements of the next step and as is the case with all models, assembly work is executed with the greatest of care. The precious piecemeal of the Trix Club model does however call for a special feeling and this has been demonstrated beforehand: The purpose of a pilot series of some 50 locomotives was not just to find out the improvements possible from the long-term running trials we conduct – we were also able to optimize our assembly processes".

The time for final testing has arrived once the locomotive's lower and upper sections have been "married", the bell-armature motor is firmly in position in the boiler and all the handlebars and controller rods have been fitted. "The fully assembled locomotives are first of all subjected to the entire test procedure, whereby all the electrical functions are verified" reports Schork. Not only perfect running both forwards and in reverse is expected, the headlights, the locomotive and switching whistles and all the noises possible during travel have to be correct. The warm-white light-emitting diodes, the smoke unit's contacts and the direct control system are of course all on the checklist. Finally, the running behavior over all possible track configurations is critically assessed. Yet this is not all. Even though Quality has already inspected the components, this department then reviews the results from testing. "Once the class 03.10 has been thoroughly tested and packed, Quality will then pull samples at



Elaborate details: Many of the add-on parts are attached by hand.



The final manual operation: The class 03.10 is placed in shock-proof packaging.

random on a daily basis", explains Schork. In the audits the locomotives are subjected to more testing – this time of a nature more specific to the Club model: From the basic idea to the final product, the quality engineers monitor the results of each and every work step – even the software like the latest in analog control engineering (refer to the interview on page 10) is looked at closely to detect any

weaknesses. H0 Product Manager Gräßle considers the loop included at the end of this quality assurance process to be indispensable: "Whether development, die-casting, electroplating, painting or assembly – everyone has given their best. It's important here that the final product as well will meet our quality standards."

Text: Rochus Rademacher / Photographs: Dietmar Kötze

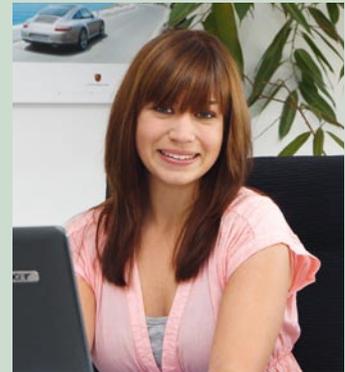
Survey on Club models

Large response from Club members

The resonance was fantastic: More than 10,000 Club members took part in the survey that Märklin conducted in June and July of this for the Club models exclusively in the Club area. At this point we want to express our sincere gratitude for this. We asked about the various classes besides the gauges, eras and types of traction like steam locomotive, electric locomotive and diesel locomotive being requested.

It has taken several weeks alone just to analyze the results from this extensive survey. Responsible for the meticulous evaluation of the results is Ramona Winkler (picture on the right). She is currently studying at the college for cooperative education in Heidenheim.

As part of her project work she assumed the task of analyzing the results of the survey from Club members on a scientific basis. "A very exciting assignment" according to Winkler, "because this directly concerns the wishes of the Trix core target group:



The Club members." The results from this survey will now flow directly into product planning in the coming years. The biggest wish of all participants: Optimum satisfaction for all Club members where possible.



Club model for 2010: the class 03.10.



Always available for our exclusive clientele: The staff in our Club Service department look after Club members at all the major exhibitions with great commitment. A special counter has been set up for this at the booth of the model railroad market leader.

Oriented on service: Märklin is investing in a more efficient Club administration

A sign of appreciation

Club members are premium clientele and can enjoy special treatment at Märklin. There is hotline that has been set up just for Club members – and they can now access a database that is always kept up-to-date with new products and services.

Trix Club members are Märklin's premium clientele. That's why the unanimous decision was taken to invest more in Club administration and provide a hotline for support directly from the company: And now all Club members can enjoy the exclusive services from this completely re-organized service center.

"Most of the staff in customer service are always attending either directly or indirectly to the wishes and proposals of our Club members", reports Frank Mayer, head of customer service at Märklin. At peak times there can be as many as twelve people in Göppingen alone who are in contact with model railroaders. About a third of service personnel is employed for executing purely administration tasks for the Club. "Then there is technical support. Our experience shows that this welcomed and used often by

our Club members". The hotline team can access the database when answering phone calls and e-mails: All information of relevance is stored here – from the address to the date of entry, from bookings made through to the preferred gauge. If a Club member moves, the mail is lost or a shipment is no longer correct – the database has the status quo. The complexity of the database is very high





Exclusive for Trix Club members: The Club Model this year is the class 03.10.

because the product portfolio is huge. New services and offers call for ongoing adaptation. Club members' data are in safe hands: The company observes the legal requirements to the letter for the protection of personal data - compliance with requirements is monitored by the company's data security officer. The spectrum of what is offered by the Club presupposes specialized knowledge by the staff of the Club administration. "Ongoing further training is necessary such that qualified assistance is always available in giving a response and solving a problem", explains Mayer. "Company-internal training on new items and other products is thus part of the basic program here."

Text: Rochus Rademacher

Lots of benefits

Trix Club members know more: Besides the six issues of Märklin Magazin every year, Märklin provides its premium clientele with in-depth knowledge from the six free-house issues of Club News – increase the transparency, report on Club activities, include Insider tips and give an insight into the company. Also included the subscription for membership are the catalog with a wealth of images and the chronicle for the year on DVD appearing in two installments, the first in May and the second in December. No only this, Club members are entitled to acquire a Car of the Year as well as the Club and anniversary models – not to forget the some 80 museums and permanent exhibitions where members are given a discount on the entrance fee or special rates on showing their Club card. There are three things that help the hotline to attend more efficiently to queries from members by e-mail (club@trix.de) or phone on +49 (0) 71 61/608 - 213:

- Have your membership number ready or include this in your e-mail,
- Have a pen or pencil at hand to jot down a password if necessary,
- Anomalies can be resolved sooner if the statement for the date and amount booked is at hand.



No suggestion from Club members is overlooked.

"Ever since our customer clubs were set up we have always been in close and intensive contact with these indeed most loyal and engaged fans of Märklin, a surprising large number of whom were in favor of this new service right from the beginning", reports service manager Frank Mayer. Whether registering individual opinions or questionnaires across the board – "all of the information is important for us in determining the future product and company philosophy. This is why



Frank Mayer is head of Märklin's customer service organization.

the information is recorded by us internally and then analyzed." And even the many ideas and suggestions from the innumerable discussions at fairs and exhibitions are processed for the different cognizant departments. "Such interesting and stimulating dialogs are a positive secondary effect for our staff" praises Mayer. "The large majority of the discussions held are a pleasure and these often reveal what our customers are really looking for".



One of the goals of Trix round tables is to create a gem of a layout, like this one is.

MIST 55 in Mainz is open for innovation

With many ideas on a long journey

A hobby is much more fun in a community. That's why there are round tables. Today we present the round table called Mainzer Insider Stammtisch 55. The Trix section plays a major role here as well.



Even many of the long-standing model railroaders gasp when they see these model highlights.

A look at the Internet homepage of MIST 55 is enough to see: A lot is being offered here. The round table has been in existence since 2001 and no longer is just for the Märklin gauges H0 and Z. "The M in MIST stands for Mainz and not for Märklin", explains Stefan Claus who besides Stephan Türk is one of the founders of this round table. Except in summer, they call members together every second Friday in the month to a meet from 6 pm at the Weingut "Rebenhof", Heuerstraße 4, in the Mainz suburb of Hechtsheim. Some 40 enthusiasts from all systems and model railroad gauges get together in the function room of the inn to exchange ideas and experience and discuss their common passion. How did it come about that a purely Insider round table of Märklin is now open to Trix enthusiasts as well? "We were also receptive for new impulses", says Stefan Claus. His grin does however indicate the reasons were not general as he says they were. "There are indeed Märklinists who care for Trix as well.



The two-conductor system is also of interest to many model railroaders. It's purely a matter of taste", he thinks. There are no commitments in MIST 55. Of the some 40 members of the round table almost 20 percent are from the Trix segment. Up to now there have however been only model railroaders who prefer the H0 gauge. "N gauge is being developed and I'm working on that area at the moment", Claus continues. And so that everyone gets his share, he has designed an eight-piece module layout that is compatible with every system. He has even modified the control unit for use with both analog and digital vehicles. His basic interests in model railroading originate in his childhood and these grew during his time as a student.

"I helped out in a toy shop in those days and hence I was surrounded the whole day by railways". At some point the flash hit him and from then onwards he devoted the whole of his leisure time model railroads. Things were brewing in Stefan Claus in the fall of 2000. He no longer wanted to be alone or discuss, build and enjoy his model railroad feelings in just a small group. Yet it took until the spring of 2001 for things to change. Together with Stephan Türk he set up MIST 55. This success project will be ten next year. And like any major anniversary, "10 Years MIST 55" has be celebrated in an appropriate and worthy manner. Neither knows quite how at the moment. "There are a lot of suggestions that we have still to formulate", continues Claus. Two of the ideas are however right at the top of the list of priorities. One is a module operations day that will be open to the public. The other idea on the agenda is an excursion for the whole group with an historic locomotive. "We did this once and it was really great", he recalls with passion. Yet it remains to be seen whether this can be realized. Claus has also put together a plan and this shall function without any time pressures. "I would like to finally welcome the very first Trix-only member to our round table." If there would still be any gauge-N enthusiasts around, he



Almost any power system is possible on this large layout from the round table.



The model-group from the round table really knuckled down to it with these true-to-life buildings.



Curiosity is the prime pre-requisite for the round table. Each loco can be inspected.



Fine-feel is called for when Stefan Claus (center photo) starts his work to get the most out of the Trix Express layout.

would go to his workshop straight away and build a separate layout for Minitrix as well. When it comes to the MIST 55 members having fun, he doesn't shy any effort to ensure they get their fill.

Text: Tobias Bumm / Photographs: MIST 55

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 tuerk@mpip-mainz.mpg.de
 Internet: www.mist55.de



The collector's heart beats a little faster: A Märklin 0-gauge layout with nostalgia factor.

How we support the round tables:

- 1) **Write to us** per e-mail (club@trix.de) or by mail if you have already set up such a round table, or plan to do so in the near future. Please send us your contact information, including postal address.
- 2) **We will publish** your contact data in the next issue of Trix Club News so that others who are interested on participating in your round table can get in contact with you. Märklin is only a mediator here providing a platform for these round tables.

For 10 complete years' membership in the Trix Club

Exclusive special models for anniversaries

This year, the Trix Club is celebrating its tenth anniversary. Exclusive anniversary models are to be manufactured for members who have been with the Club since its founding in 2000. They can choose between track cleaning cars in H0 and N, which they will be able to obtain as thanks for their loyalty.

Final ordering date:
October 30, 2010

10 years joined 2000

H0

24220 Track cleaning car "10 years a Club member" (H0)

Original: Hinged-hatched pair of KK 15 cars with hinged roof-hatches, in service as railroad maintenance cars. Design as in era III.

Model: Both cars with built-in track-cleaning unit, consisting of a metal block which can move vertically with parallel polishing felt cleaning pads. The cleaning pads are replaceable and can be washed. Hatches can be opened. Short

couplings with close coupler guide. Both cars connected with plug-in couplers. Length over buffers 15.3 cm (3-7/16".) DC wheel set 70 0150. The gentle cleaning process is also suitable for nickel or brass rail.



N

15220 Track cleaning car "10 years a Club member" Minitrix (N)

Prototype: Track cleaning car 925. Condition around 1980.
Model: Era IV. Underneath the vehicle there is a frame with track-cleaning felt blocks on the Jörger system mounted. The felt blocks are washable at 30°. Two spare felt blocks are supplied. Length over buffers 88 mm (3-7/16".) The gentle cleaning process is also suitable for nickel or brass rail.



How to receive the special model:

TRIXCLUB

For 10-year membership in the Trix-Club, we are keeping special models ready for the "celebrants". Eligible members will automatically receive the form to order one model. This is being sent out with the shipment in front of you to all who have been members from the beginning – in other words, since 2000 – of the Trix Club, and thus can demonstrate ten complete years' membership. The special model will be produced in Trix H0 and Minitrix (N) gauges. On the order form, only the gauge you marked on your original registration form is printed. If our database

contains no specific gauge preference, the item number for the Minitrix gauge will have been printed automatically. If this is not in compliance with your wishes, please delete the printed column on all three sections and enter the required gauge by hand. Only one model per member is possible. Then take the order form to your Trix dealer. Closing date for orders is October 30, 2010. Prices for the anniversary models are entered on the order form.



Trains running on the N-gauge layout at the model railroading club in Mühlacker: The E 44 has just about finished its approach while the E 93 is going down the spiral section to the fiddleyard.

Model Railroading Club Mühlacker

Next generation of railroaders full of creativity and impetus

The Minitrix layout at the model railroading club in Mühlacker led a shadowy existence – at least until the youth group became active: With their wealth of ideas and energy, the younger model railroaders are now slowly but surely putting the layout back on the scene.

Six years ago the Minitrix layout was simply kept out of the way in the lumber-room. A shame really, was the opinion of the chairman at the time and now honorary board member, Karl Pritzl. To give the N-gauge layout another chance he asked the club's youth group if they would be interested in restoring the old Minitrix layout to former glory. They – some ten youngsters including

Witness to the fine elegance of N-gauge: The class 98 306 is the smallest locomotive running on the Minitrix layout.

Heiko Waiß and Tobias Böhringer, son of today's first chairman, Martin Böhringer – did not hesitate for a moment. Immediately an idea with pretense was born that Waiß defined with the following motto: "We wanted to create a layout that is both as fantastic as possible and as realistic as is necessary." The concept foresees two track helices set up in parallel so as to realize as much moving traffic as possible. Also, 14 locomotives and cars were bought to show just what the youngsters were doing all the work for. The objective of the idea can already be seen from the skeleton structure: The trains are in motion all the time – and this is exactly what Waiß is wanting the team to understand.

The class 98 306 soon became the favorite locomotive for many in the youth group. This tank locomotive represents the filigree nature of the Minitrix layout and is a reminder



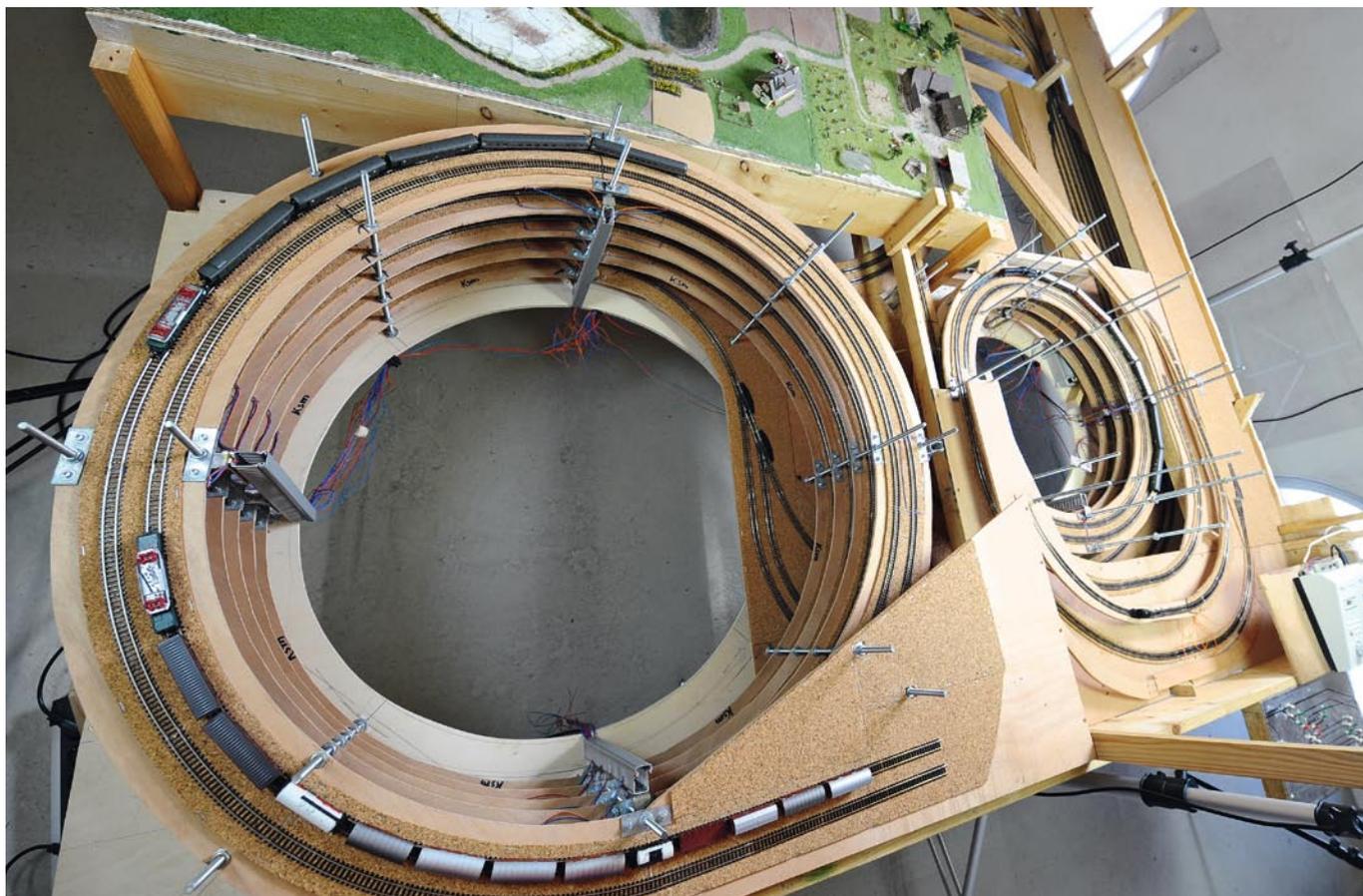
to exercise care when approaching the set-up – both on the technical side and for the landscaping already finished. The latter is the work of Antje Walz, now no longer a next-generation model railroader. "She has a great sense for scenarios with a preference for youth themes for those sections of the layout as these neared completion", relates Waiß. The troublesome detailed work by this arrangement artist provided excellent ground work for the others who were working on the areas for the railroad cars. Like for instance a campground with campers relaxing outside their tents or enjoying the romance and adventure by sitting around the campfire with a guitar. Very appropriate the hut where boats can be hired, with anglers sitting on the planks of the walkway and casting their fishing rods. The layout designers more used to dealing with Märklin H0 dimensions are no longer used to looking at the details of their own layout so closely. The proportions are different here and are more an encouragement than rather a discouragement: To arrange the often very small figures in the dioramas with lively motifs from rural areas or from nature calls for a little more ambitiousness. And the younger members have lots of this. They built the outbuildings for the farm themselves rather than to purchase these ready-made. And with the beds next to



Youngsters' themes: A small tent camp has been set up on the section of the layout that is already finished.



Nature pure: Holidaymakers enjoy the peaceful countryside on the planks in front of the log cabin where boots can be hired.



The two differently dimensioned track helices look very impressive in the bare state as well. The larger helix (left) manages a difference in height of 35 centimeters (13.8 in.) – and one time around is equivalent to a distance of three meters (9.8 feet).



It can be seen by looking at the whole layout, which sections have been finished and where work is still in progress.



The heart of the Minitrix layout is the Selectrix digital switching center. All the trains are controlled from here.

the light-flooded glasshouses they have met their own main requirements: Anything that is arranged on the layout has to look realistic. Yet the detailed scenes do not conceal the otherwise unfinished state of the layout with main station and the two stopping points – the two track helices are still bare and show just how much work has still to be done by these builders. With a height of 35 centimeters (13.8 in.), the larger of the two helices looks very impressive – the distance for the locomotives and the wagons to travel



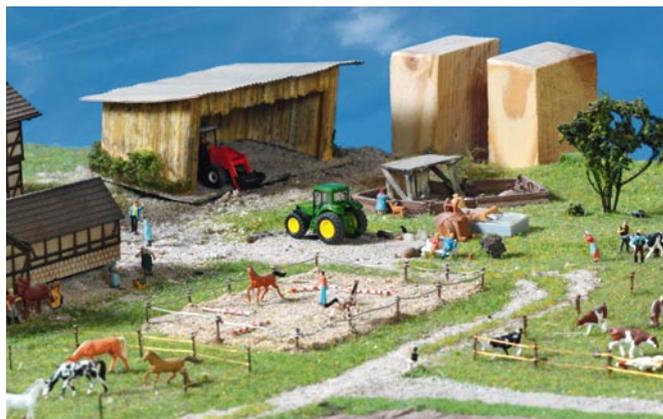
The view from the top reveals all: The detail of the whole structure is one of the main areas of work to make the diorama look attractive.

here is a good three meters (9.8 feet). The dimensions planned for the traffic on the Minitrix layout can be seen from the size of the fiddleyard: There is enough space here for seven parallel-running tracks over a length of 2.50 meters (8.2 feet). This group of sidings will then be concealed in two or three years time. It planned to have the layout finished by then.

Five of the locomotives are analog, nine are digital. And so that there are no problems in running, the enthusiasts from Mühlacker use a Central Control 2000, the digital control center from Selectrix. This includes a speed controller for the loco addresses 1 to 9 and a module for programming the locomotive decoders. For the team helping Waiß and Böhrunger, these control electronics means a change coming from the H0 world: "You have to get used to it" reveals Waiß. "And it's just this that makes it so exciting." Their Minitrix layout is like final exams for these youngsters that they can easily take, as is shown by the rhetorical question from Waiß: "If others can do it why shouldn't we?" Another incentive is to show their skills in this way to the older members.

More information about this Minitrix layout can be found on the Internet: www.modellbahnclub-muehlacker.de

Text: Rochus Rademacher/TB
Photos: Claus Dick



The fun from details: Mixed everyday life at the farm - the youngsters built the outbuildings themselves.



Very realistic: Although tiny and very delicate, the hothouses still look light-flooded.



Below ground level: The fiddleyard is 2.50 meters long (8.2 feet) with enough space for seven tracks. The view of the sidings is hidden once the layout has been finished.

New cooperation partners

As a Trix Club member, you are entitled to reductions from cooperation partners. On this page we introduce new partners to you.



Miniatur Erlebniswelt

Miniatur Erlebniswelt
Langenzenner Straße 10, 90599 Dietenhofen, Germany
Tel.: 0 98 24/92 31 20, E-mail: info@miniatur-erlebniswelt.de
Homepage: www.miniatur-erlebniswelt.de

Days of opening:

Thursday and Friday 12 noon to 6 p.m., Saturday and Sunday 10 a.m. to 6 p.m.

Under the motto "Discover a world full of model railroad dreams" since it was opened in July 2009, the Miniatur Erlebniswelt (miniature world of experience), one of the largest N-gauge layouts in Germany, has been inviting railroad fans large and small to a fascinating journey through the world of the model railroad. Apart from the N-gauge layout, which consists of seven main lines and will reach a size of about 55 m² (66 yr²) when it is finished, visitors can look forward to a varying exhibition of dioramas and an H0 layout. The facilities offered are rounded off by a café-bar and their own children's play-room where after so much amazement and discovery, the little railroad enthusiasts can give free rein to their own imagination in playing, painting or making, or even being an engineer. In addition, the Miniatur Erlebniswelt's own model building service, also operated by Mr Vasold, a model railroad construction expert with decades of experience, offers professional assistance to both private individuals and companies. Mr Vasold and his team offer comprehensive services covering the subjects of layout planning, construction and management and take on manufacturer-independent repairs and digital conversions of the fleet. Entrance charges: adults 6 euro, children up to 14 years 4 euro (under 1 meter free entrance), family (1 kid): 14 euro; family (2 kids) 16 euro.

Thursday: family reduced 12 euro/14 euro respectively.



Photo: Miniatur Erlebniswelt

» **Your Club benefit:** On presentation of their Club card, Club members receive a discount of 1 euro on the regular entrance charge.



Miniwelt Oberstaufen

Miniwelt Oberstaufen
Wengen 15, 87534 Oberstaufen, Germany
Tel.: 0 83 86/96 07 11, E-mail: info@miniwelt-oberstaufen.de
Homepage: www.miniwelt-oberstaufen.de

Times of opening:

From the beginning of April to the end of the first week in November and from December 26 until the end of the Christmas holidays, open daily from 10 am to 6 p.m. Last admission: 5.30 p.m. Monday: closed (except on bank holidays and in school holidays). At other times, please enquire by telephone.

The H0 layout of the Miniwelt in Oberstaufen extends over an impressive 300 m² (359 yr²). It took seven months to build, and was opened in 1999. Those mainly responsible for the diorama are master carpenter Manfred Münster and electrical engineer Heribert Stadtfeld, who is also CEO of the Miniwelt. In developing the layout, prototype attention was paid primarily to the railroad section between Coblenz and Bingen. The beauty of this section even turned UNESCO's head, and it was included in the World Cultural Heritage list from June 27, 2002. To copy this impressive piece of railroad required some effort. This included laying 2,400 meters (1.5 miles) of track, which include altogether 400 turnouts. There are 172 train formations on the layout and 2,430 cars. But its not only the technical part which was given its due respect, the scenery was also painstakingly designed. Thus there are 26,000 trees on the layout, along with 5,000 figures and 600 buildings. The total weight of plaster used to reinforce this jewel was three tonnes. To make sure that visitors have enough space alongside the 300 m² (359 yr²)-layout, a hall was found which measures 800 m² (957 yr²).



» **Your Club benefit:** On presentation of their Club card, Club members receive a discount of 50 cents on the regular entrance charge.



An el Dorado for Porsche fans: in the Porsche Museum there are classics to be seen from the company's history.

A visit to the Porsche Museum is double value

A museum full of horse-power

The Porsche Museum in Stuttgart, at the head office of the traditional manufacturer of sports automobiles, presents the fascination and variety of the Porsche brand. Additional highlight: a set of four RAK autos.

With its spectacular architecture, the Porsche Museum is an absolute sensation: the dynamically shaped, monolithic exhibition hall is supported by just three concrete pillars. Inside, more than 80 exhibits, including Porsche classics like the 356, 917 or 911 from the beginnings to the present day of the Porsche history will carry away the visitors. As a "rolling museum", the vehicles which still find their place all over the world in historic races are maintained by Porsche mechanics in the museum's own glazed workshops. For younger guests, there are special children's tours and also a "Museum rally" through the exhibition. From October 12, 2010 until January 9, 2011 the museum is marking the jubilee "60 Years of Porsche



In the museum shop there is a set of four RAK autos.

in America" with a special exhibition. Another special feature: a set of four high-quality RAK autos from the 1960s have been re-released in cooperation with Märklin. Only 999 of these sets will be made; the set consists of the model 911 Targa, 914 and the race-car prototypes 907 long-back and the 910. The set has been on sale in the Porsche Museum shop since August 1 at a price of 120 euro. It costs nothing to visit the shop; it is not dependent on visiting the museum, although that is worth while: on presenting your

Club card, it only costs 6 instead of 10 euro, and you have an audio guide free of charge as well.

Times of opening: Tu. to Sun. and Public Holidays 9 a.m. to 6 p.m. **Contact:** Tel. +49 (0) 7 11/9 11-2 09 11.

Architecturally visionary: the Porsche Museum.



Fun for children: the museum rally.



Visitors can watch Porsche repairs carried out live.





In focus – delicate work on the TGV POS

Finest brushwork on the French showpiece train TGV POS – with Märklin TV Club members gain a direct insight into current production. One of the highlights is the production of the streamlined TGV, both of whose end cars are motorized, and it is a crowd-puller on any layout. Cameraman Mark Miller and Ilona Eckert of Märklin TV report on the delicate work

done to guarantee high-quality optics: the strictly prototypical shape of the TGV model makes machine printing out of the question with its intricate designs, so for the details, the Märklin production staff have to take up the brush. The latest edition of the Internet TV channel is to be seen as usual in the Club area of the Märklin homepage (www.maerklin.de).