

# märklin

## INSIDER CLUB news

THE MAGAZINE FOR CLUB MEMBERS

01.2019

# H0-Club Model V 320 001: Most powerful of all DB diesel locos

### EXCLUSIVE MODELS

Focus on: Highlights of the Club models in H0 and Z  
In detail: All about the Club Annual Cars 2019

### CLUB INTERNAL

Transfer of knowledge: Seminar dates first  
half-year 2019

Exclusive: Lanz Fast Bulldog convertible made of  
die-cast metal





# 6

**Powerful:** The model of the crimson V 320 001 as H0 Club model 2019 will be equipped with two speakers and two pairs of movable radiator fans. The most powerful DB diesel loco will be supplemented by two exclusive express passenger car sets.



# 10

**Phenomenal:** The new design 03 1001 as an exclusive Club model for 2019 in Z-gauge fills a gap in the Märklin Z-range.

# 14

**Fabulous:** Curtain up for the Annual Car 2019 – a sliding roof wagon type Tms 851 as Fissler privately-owned car for the H0 operator, and a boxcar advertising Miele for the Z operator.



Photos: Kötzle, Märklin

# 16

**Extravagant:** The Lanz Fast Bulldog classic with convertible top is a rarity – Märklin casts a metal model exclusively for club members who love collecting.



Photo: Auto & Traktor Museum Bodensee

# Contents

## Detail



- 4 News & facts**  
Märklin at exhibitions/  
Club schedule 2019/Club  
cooperation partner RhB/  
Dispatcher seminar/  
Certificates 2018/Club trip
- 6 H0 Club models 2019**  
All about the models of die-  
sel loco V 320 001 and the  
express passenger car sets  
of the eight-car D96
- 10 Z Club model 2019**  
The most important model  
details of the express steam  
loco 03 1001

## Scene



- 12 Great Club photo competition**  
The winners of the com-  
petition "My favorite Club  
model" have been chosen
- 14 Annual Car 2019**  
Info on the H0 sliding  
roof car and the Z-gauge  
high-capacity Gl 11 boxcar
- 16 Collector's piece**  
Lanz tractor convertible in  
metal as a vehicle exclu-  
sively for Club members

## Service



- 18 Seminar program**  
Learning with Märklin:  
Seminars in the first half  
of 2019
- 22 Promotional models**  
Railroad cars as effective  
advertising media
- 23 Digital info days**  
Märklin information  
first-hand on-the-spot
- 24 Model highlight**  
Essential for permanent way  
work: The-multi-function  
Ardelt 57t rotary steam crane





Photos Märklin, Tempus Corporate GmbH

The railroad staff gaze in awe: Arrival of the H0 club model 2019. Such outstanding models as V 320 001, illustrated, or the “switcher crocodile” – Club model 2018 – have made Märklin “Brand of the Century”.

# Dear Märklin Insiders,

I am delighted that we have been awarded the “German Standards Brand Prize” – Märklin thus joins the exclusive circle of about 250 German brands, each of which has achieved a unique standing in their product category. Märklin stands for the model railroad. I appreciate this recognition for two reasons: It confirms publicly what our professional modelers and Club members have known for a long time, and it also acknowledges the outlook of our employees who follow a principle that has been guiding the Märklin registered trade mark for 100 years: Even good things can be improved. A typical example of this drive is the metal-filled plastic housing, the production of which we are currently establishing for our smaller track gauges in a third process in addition to zinc die-casting and plastic injection molding. For more information, see the current Märklin Magazin on page 35.

A good reputation brings obligations, which is why we work with young people – surely unique in the sector – on campaigns to focus attention on the model railroad and which prescribe a high product quality for us – the latter can be exemplified by the exclusive Club models 2019. The following pages are dedicated to their special features, to the awe-inspiring diesel locomotive V 320 001 in H0, the three-cylinder express steam loco 03 1001 in Z, this year’s Annual Cars and the metal collector’s model, the fast Lanz Fast Bulldog convertible.

Closely linked to the story of the now 160-year-old Märklin company is the “Crocodile”. So what is more appropriate than to honor this fascinating rod-driven electric loco on its 100th birthday within the context of a club trip to Switzerland – read on for detailed travel information. Enjoy reading your Club News!



Sincerely,

**FLORIAN SIEBER**

Managing Director, Gebr. Märklin & Cie. GmbH

## YOUR SERVICE NUMBERS

### CUSTOMER SERVICE

#### Club hotline

Telephone Monday - Friday  
from 1 pm to 5 pm  
Tel.: +49 (0) 71 61/6 08-2 13  
Fax: +49 (0) 71 61/6 08-3 08  
E-mail: [insider-club@maerklin.com](mailto:insider-club@maerklin.com)  
Post address: Märklin Insider Club,  
Postfach 960, 73009 Göppingen, Germany

The Club hotline is the central contact point for:

- Technical questions about Märklin products
- Information on current events at Märklin
- Seeking spare parts
- Enquiries on the status of an item sent in for repair

#### Internet

[www.maerklin.de](http://www.maerklin.de)  
[club.maerklin.de](http://club.maerklin.de)

#### Are you moving?

Please inform us in good time of your new address so we will know where we can reach you. A simple application to the post office to forward mail is unfortunately not enough. Thanks for your cooperation!

## MASTHEAD

#### Publisher

Gebr. Märklin & Cie. GmbH  
Stuttgarter Str. 55-57  
73033 Göppingen, Germany

#### Märklin Insider Club

Silvia Römpf (responsible)

#### Editorial

3G Media GmbH: Peter Waldleitner (editor-in-chief),  
Sandra Fuhrmann, Lars Harnisch,  
Rochus Rademacher

#### Design and production

Publishing Group GmbH  
Tel.: +49 (0) 89/45 71 05 00  
[www.publishing-group.de](http://www.publishing-group.de)

#### Photos

Unless otherwise stated: Märklin Insider  
Title: Claus Rudolph

No liability is accepted for dates quoted.

E 331925 – 01 2019 © by Gebr. Märklin

The Club News is an exclusive part of this mailing for Insider Club members. All products mentioned are subject to alteration and availability. All rights reserved. Reproduction, complete or in part, prohibited except with written consent. This also applies to storage in electronic databases and copying onto CD-ROM. The editor is not liable for any unsolicited manuscripts, photographs or illustrations.


In the Club mailing 01/2019 you will find the following enclosures: Märklin Insider News 01/2019, Märklin Magazin 01/2019, Märklin 2019 New Products brochure, order forms for the 2019 Annual Car and the Lanz Fast Bulldog convertible (item 18033).

# Club schedule 2019

**A**fter the exhibition Faszination Modellbahn in Mannheim (March 15-17, 2019, information at [www.faszination-modellbahn.com](http://www.faszination-modellbahn.com)), Intermodellbau Dortmund in April (for information see below) is the next opportunity to get into conversation with Märklin. Then follows with the 36th IMA in Göppingen and 12th Märklin Days (September 13-15, 2019)

the only major event that brings together models, accessories and originals.

As usual, there will again be six Club mailings in the Club Year 2019 (see table). They contain the respective Märklin Magazin and the Club News, as well as new product brochures and the annual DVDs. The order form for the general catalog 2019/2020 will

be sent out with the mailing at the beginning of June. If you should have mislaid an order form for one of the exclusive models, do ask the Club team to forward a replacement – or ask your Märklin's MHI retailer to order one through your Club card. Either method is recommended – for newly-enrolled Club members as well. 

## Shipments 2019\*

\* Subject to alteration. Please note the precise dates in the respective current issue. Order forms for the Club models 2019 were included in the Club mailing 06/2018.

Issue	Publication date	Märklin Magazin/Club News plus the following enclosures:
1	End of January	New products brochure 2019** Order form for: - Annual Cars 2019 in H0 and Z - Model Lanz Eilbulldog Convertible (item 18033)
2	Start of April	Order form for anniversary models
3	Start of June	DVD "A Year with Märklin" part I Order form for: - General Catalog 2019/2020 - Club model II 2019 - Annual Car Märklin Start up club (H0) - Summer new products brochure**


Issue	Publication date	Märklin Magazin/Club News plus the following enclosures:
4	Start of August	Special pages "The Club at the 36th IMA Göppingen and 12th Märklin Days"
5	Start of October	Fall new products brochure**
6	Start of December	DVD "A Year with Märklin" part II Order form for: - Club models 2020 in H0 and Z

\*\* Enter e-mail address in the Club section: The brochure will be sent by e-mail on the day it is published.



Photo: pw

## Messe Dortmund

At Intermodellbau Dortmund from April 4 to 7, 2019 the Club team welcomes members at the Märklin stand in hall 4 (stand 4.A40) with a small present. On the Märklin layouts you can see models in action, the new products from the 2019 program and the current club models 2019 are on display (see pages 6 and 10). Closing date for orders for V 320 001 in H0 and 03 1001 in Z-gauge is April 30, 2019. With the special exhibition car in H0 (item 48639) and Z (item 80729) exclusively for Intermodellbau 2019, Märklin honors the Dortmund Railway, which has been handling rail-based factory logistics for the steel industry since 1899. 

### Club benefit

The online day ticket costs Club members 10 euros instead of 12 euros. In the online shop Intermodellbau ([www.intermodellbau.de](http://www.intermodellbau.de)), simply enter the code **IB2019 Maerklin** (case-sensitive) and bring the printed Print@Home ticket to the exhibition.



**Special cars: Only for Intermodellbau, Märklin is producing a four-axle open hopper car type Fal of the Dortmund Railway, era V (above: H0, item 48639, with a load of coal; right: Z, item 80729).**





A two-page PDF download gives you all the details of the exclusive trip to Switzerland.

## Exklusive Club-Schweizreise

The “Crocodile” will be 100 years old this year – a good excuse to visit Switzerland and its famous Ce 6/8 II electric locomotives. On the exclusive Club trip from May 8 until 13, 2019, Club members will travel the Gotthard route by crocodile from Erstfeld to Bodio and back, travel in 1st class cars of the Gotthard Panorama Express from Flüelen to Lugano and back, we are organizing a special train with the huge Ae 8/14 with a number of stops, and an exclusive dinner will be served in the depot at Erstfeld. To round off the trip, there is a ride on the steepest cog railroad in the world, the Pilatusbahn. Tour participants are accompanied and assisted by a courier from Märklin's staff and by Bahnreisen Sutter ([www.bahnen.info](http://www.bahnen.info)). Detailed information can be found as a PDF for download in the Club area at [www.maerklin.de](http://www.maerklin.de) (see Downloads).

## The 2018 certificates are on their way

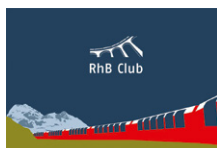
At the end of December 2018 the certificates for the Club models of the year 2018 were sent to the parties ordering them – that is, for items 39567, 39650, 37082, 39052, 37898, 37020, 88353, 88012 and 88294. All of the orders received by December 10, 2018 were taken into account. The certificate for Z-gauge loco item 88353 is expected to follow in quarter 1, 2019. If you have not received a personalized certificate of authenticity, please contact the Club team by phone or e-mail (see masthead, page 3).

## Final sprint in the draw for the dispatcher training



February 17, 2019 marks the deadline for the draw for the three tickets to take part in the course for hobby-dispatchers from May 30 to June 2, 2019 with the Club's cooperation partner Lehrstellwerk Kornwestheim ([www.lehr-stellwerk-kornwestheim.de](http://www.lehr-stellwerk-kornwestheim.de)). Applicants simply need to register online in the Club section under the heading “Gewinnspiel” (competition) under [www.maerklin.de](http://www.maerklin.de) or by postcard (Gebr. Märklin & Cie. GmbH, Märklin Insider-Club, Postfach 960, 73009 Göppingen, Germany; Stichwort “Hobby-Fahrdienstleiter”). The “Förderverein Lehrstellwerk Kornwestheim e. V.” offers free guided tours to all interested groups. The Association also sells a training film on DVD.

# RhB Club as a cooperation partner



For years the Club and the Rhaetian Railway (RhB) have been in close contact – now there is direct cooperation: Märklin Club members can also become members of the RhB Club at special conditions – you have

access to information as well as special offers to do with the RhB and to start with there is a club package, which has the same value as an annual subscription ([www.rhb-club.ch/de](http://www.rhb-club.ch/de), see “Mitgliedschaften” (memberships)). Specifically, members of the Märklin Insider Club receive a 20 percent discount on the annual membership of the RhB Club, valid for subscriptions starting from January 1 to December 31, 2019. Three types of subscription are possible, the required code is entered as follows: Register on [www.rhbclub.ch](http://www.rhbclub.ch) and when you pay, enter the discount code **Mark186173**, which can be redeemed as often as you like.

- Annual membership for individuals aged 16 and over (CHF 71.20 instead of CHF 89).
- Annual membership for family with a maximum of two adults incl. children (CHF 135.20 instead of CHF 169.-).
- Annual membership for children up to 16 years (CHF 39.20 instead of CHF 49.-).

RhB-club members have free access to the RhB staff magazine and benefit from sweepstakes, as well as special offers to do with the RhB – whether it be cab rides, steam trips or guided tours of depots. The Albula and Bernina rail lines form the core zone of the UNESCO World Heritage Site RhB in Grisons. They are a masterpiece of construction, and rides through sharp curves and tunnels as well as over refined structures are an experience.



Trip to the glaciers of the Swiss Alps: The Bernina Express of the Rhaetian railway, at Alp Grüm.

Photos: Rhaetian Railway/Christoph Benz

CLUB MODELS 2019 IN H0: CLASS V 320 / D96-CAR SETS

# V 320 001 – ready for regular service

Chassis and body made largely of metal – this design detail of the H0 Club model 2019 really carries weight: After all, V 320 001 is the largest diesel locomotive of the DB. However, the model offers more than just a stunning appearance.

**T**he singleton looks familiar. No wonder: The original of H0 Club model V 320 001 served as a design study for the fronts of the members of the V 160 family. “With a length of 23,000 mm (75’6”) – 264 mm (10-3/8”) in the model – the Henschel locomotive outshines all other diesel locomotives,” says Märklin H0 Product Manager Karl-Heinz Grässle, stressing the outstanding position of the DB’s most powerful diesel locomotive. “With the complete new tooling, Club members exclusively can now round off the DB diesel-type range of the

1950s with Märklin models.” In addition, the singleton fits into the gallery of superlatives: “We have the ‘Big Boy’ as the largest steam loco in the range, the French 241 A 65, as the largest operational steam locomotive in Europe, the class 45 as the largest German steam locomotive, TGV V 150 as the fastest rail car train and now exclusively, the V 320 001 as a diesel giant.”

The sides of the long body of the purple-red locomotive (RAL 3004) in original design around 1965 featured finely-

An outstanding express train (illustration: hand-finished prototype): The D96 “Isar-Rhône” of the mid-1960s, made up from the H0 Club models of 2019 growls past with sound from two loudspeakers – the original V 320 001, at that time the most powerful DB diesel loco, was queen of the Allgäu Line.





engraved fan grilles, the entrances to the engineer's cabs with the separately-applied handrails as well as the centrally-located engine room window. A stone-grey line (RAL 7030) with sharp edges marks the border of the black-grey frame top surface (RAL 7021) with the flawlessly printed inscriptions. Apart from the roof, the Märklin design team has consistently used metal, as well as for most of the underframe. The modeling of the mouse-grey roof (RAL 7005) gives an idea of the inner works of the original. An oval window provides a view of the respective cab vestibule, then follow the fan grilles, under which the fans rotate, as well as the exhaust openings of the two diesel engines.

Mechanism, light and sound combine to intensify the experience and enjoyment of playing with the model.

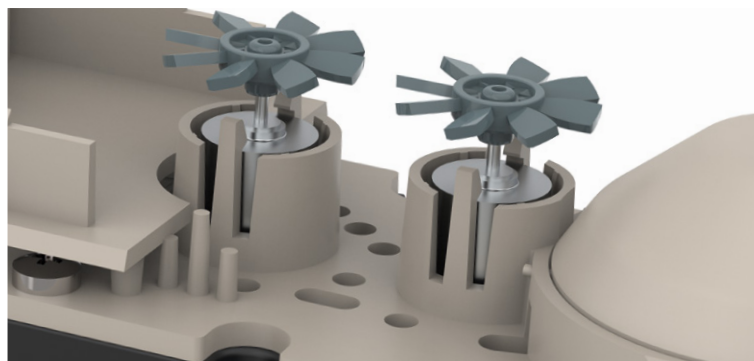
- **A total of six interiors:** The interior fittings of the engine room, engineer's cab and vestibule can be illuminated by the digitally-controlled engine room and cab lighting.
- **Engines:** On the original, the two engines started one after the other, and the V 320 001 was able to run on either one or two engines, as required. On the model, this is indicated via the fan wheels: The drive is practically visualized by the moving fan wheels, which can be switched in pairs – in different power levels.
- **To make the locomotive sound as powerful as it looks,** two speakers are installed. The diesel sound and the operating noise are taken from original recordings.

- **Signaling:** The triple headlights and the two red marker lights change ends with the direction of travel. The top light can be switched digitally separately and there is a double-A-light function – so the white headlights light up on both ends of the locomotive front when working as a pusher.

“Because the model is really heavy, we have installed a powerful central motor with cardan shafts to transmit its power to the two outer wheel sets of the three-axle trucks,” explains Karl-Heinz Grässle, who also points out the tidy space of the chassis: “There are no loose runs of cable – the current goes from the trucks to the main board with the mfx+ digital decoder and from there to the circuit boards for operating the fan wheels, the driver's cab lighting and the top light.” For the first time – and this, of course, in a Club model – Märklin has installed rotating fan wheels, although it was not the usual solution chosen with gear arrangements that produce ambient noise: At Märklin, each fan wheel is driven by its own low-noise motor, so that no operating noise is superimposed.

#### Exclusive car sets with 70 figures

“Our principal theme for the club models 2019 is the technically-demanding Allgäu Line. This was where V 320 001, based at ➔



**Low noise:** Each fan wheel is driven by a motor. This excludes the noise common with geared drives.





**1**

**2**

**3**

- 1 Signaling:** Headlight, marker lights, double-A light – V 320 001 is equipped ready for running with lighting technology. The entire front is modeled in detail from the separately-attached handrail under the window to the radiator grille.
- 2 Sound:** With two loudspeakers under acoustic capsules, the model does full justice to the two powerful motors of the original. All in all, the model has over 20 digitally controllable sound functions.
- 3 Optics:** A total of six interiors are installed in the body, including the engineer's cab, the vestibule under the oval skylight and the engine compartment.

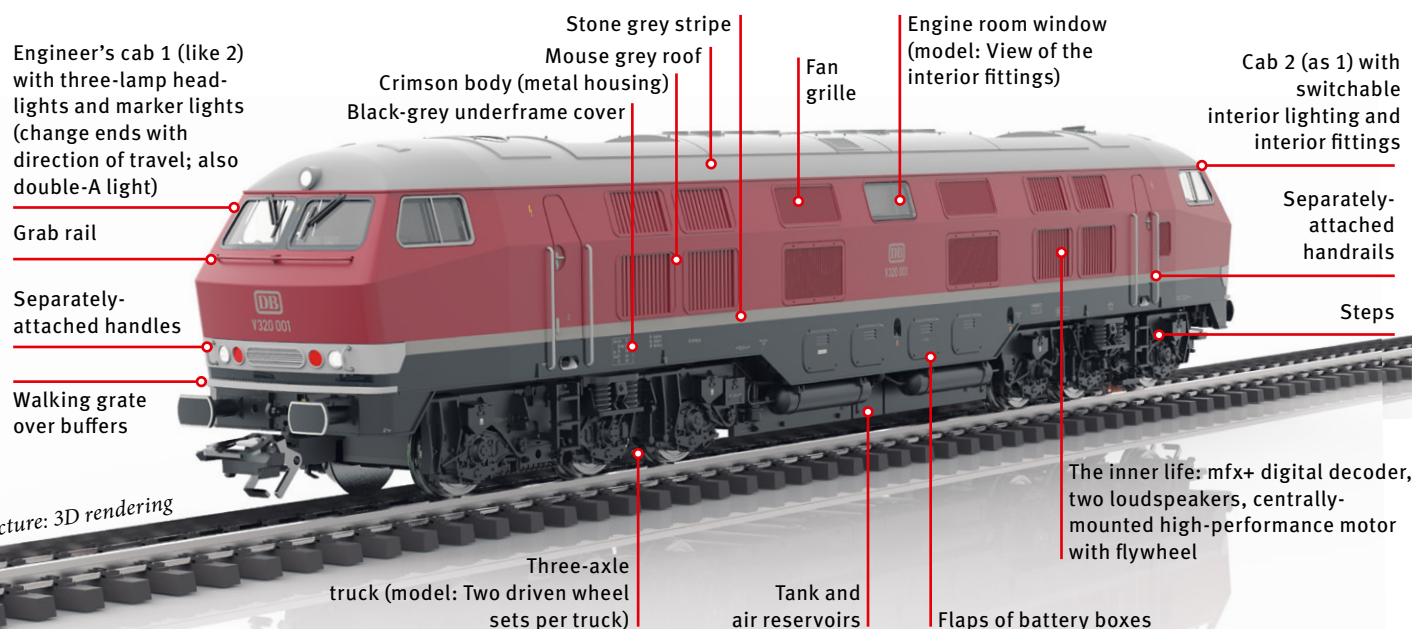
→ Kempten depot, was used as a powerful traction unit in 1965 for heavy express passenger trains and later also for freight trains”, explains product manager Karl-Heinz Grässle. “On the Munich–Lindau route, for example, she powered the D96 express train, which is why we have also included it with exclusive models.” Two car sets of the D96 Isar-Rhône with the Munich–Kempten–Lindau–Zurich–Bern–Geneva train routing are being produced. The five chrome green DB cars, including a half dining car, were at that time some of the most modern express train passenger cars of the DB. The three fir-green Swiss lightweight steel cars of the SBB – two seating cars and a baggage car – were also recorded as having been used for the service: “They carry the country code CH for Switzerland and the lettering ‘Schweiz–München’

(Switzerland–Munich) on the underframe. So they were specially allocated to this route.” Through the train, Märklin has seated 70 passengers and the Preiser figures give the cars, whose interiors are all illuminated as standard, an additional sparkle. Now all that express train D96 is waiting for is for the V 320 001 diesel engines to start up. 

*Text: Rochus Rademacher;  
Photos: Kötze, Märklin, Claus Rudolph*



**Information on the exclusive Club models item 39320 (V 320 001), item 43935 (D96 car set 1) and item 43385 (D96 car set 2) can also be found at [www.maerklin.de](http://www.maerklin.de)**



Picture: 3D rendering





## 39320 Class V 320 Diesel Locomotive



German Federal Railroad (DB) class V 320 heavy diesel locomotive, for use in high-value passenger service on the Allgäu Line. Based in Kempten. Original version in crimson basic paint scheme. Road number V 320 001. The locomotive looks as it did around 1965.

### Model highlights

- Completely new tooling.
- German Federal Railroad's largest and most powerful diesel locomotive.
- Locomotive frame and body constructed mostly of metal.
- Spinning ventilation fans controlled digitally in pairs.
- Cab and engine room lighting controlled digitally.
- "World of Operation" mfx+ decoder and extensive light and sound functions included (function table see Club News 06/2018, page 11 and under [www.maerklin.de](http://www.maerklin.de)).

Price\*: 429.99 euros (459.95 CHF / 499.99 USD)



**Closing date for orders is April 30, 2019**

## Notes on ordering

The H0 diesel locomotive V 320 001 (item 39320), the matching five-express-car set (item 43935) and the Swiss car set (item 43385) will be produced by Märklin in 2019 as a once-only series exclusively for Club members. The order form was sent out with issue 06/2018. If it has been mislaid, or if you only just joined the Club, you are welcome to ask our Club team to send you a replacement or you can also order the models directly through your specialist Märklin MHI retailer using your Club card. We expressly remind you that order forms are not transferable.

**Closing date for orders for the 2019 Club models is April 30, 2019. Scheduled delivery date: Loco: From quarter 2, 2019, car sets quarter 3, 2019.**

At the end of 2019, it is planned to send a personalized Certificate of Authenticity direct to all who have ordered the diesel locomotive V 320 001 of the German Federal Railroad.

## 43935 "D96 Isar-Rhône" Express Train Passenger Car Set 1



AB4üm-63 compartment car (15 236 Augsburg, 1st/2nd class)



B4üm-63 compartment car (19 375 Augsburg, 2nd class)



B4üm-63 compartment car (19 472 Munich, 2nd class)

### Model highlights

- Express train D96 "Isar-Rhône", with the routing Munich – Kempten – Lindau – Zürich – Bern – Geneva.
- All of the cars include factory-installed LED interior lighting.
- Each express train passenger car has 10 miniature figures as passengers.
- Current-conducting couplers between the individual cars.

Price\*: 419.99 euros (449.95 CHF / 489.99 USD)



B4üm-63 compartment car (19377 Augsburg, 2nd class)



BRbu4üm-61 half dining car (10 733 Munich, 2nd class/DSG buffet)

## 43385 "D96 Isar-Rhône" Express Train Passenger Car Set 2



Lightweight steel car B 5821 (2nd class, non-smoking)



Lightweight steel car B 5828 (2nd class, smoking / non-smoking)

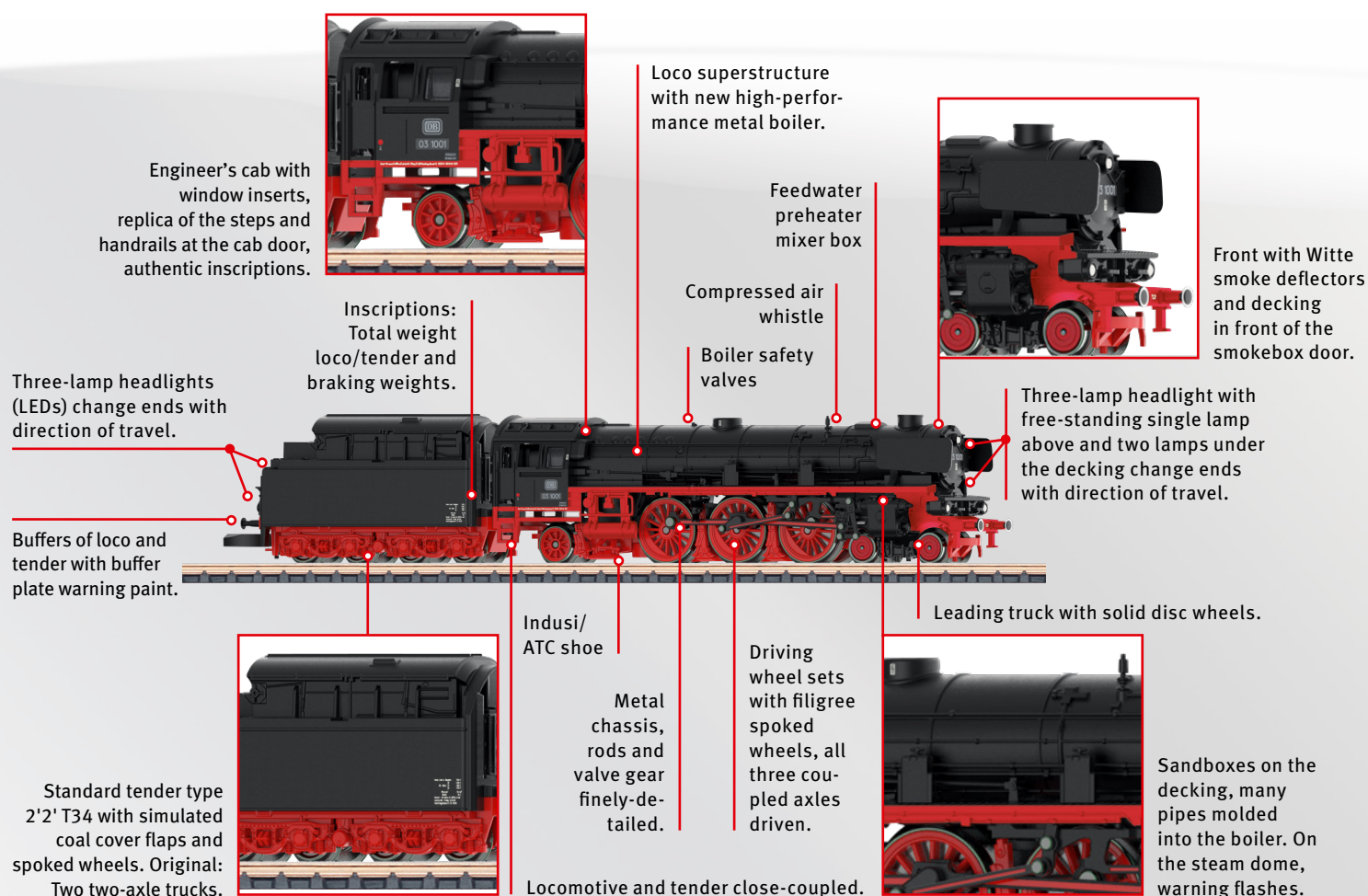
### Model highlights

- All of the cars include factory-installed LED interior lighting.
- Each of the two lightweight steel coaches has 10 miniature figures as passengers.
- Current-conducting couplers between the individual cars.

Price\*: 249.99 euros (269.95 CHF / 299.99 USD)



Lightweight steel baggage car D 18852



## Z-CLUB MODEL 2019: CLASS 03.10 EXPRESS STEAM LOCOMOTIVE

# All about the Pacific loco 03 1001

Window inserts, tender flaps, rodding – express steam locomotive 03 1001 welcomes close examination. The Z-gauge Club model 2019 embodies state-of-the-art Z-technology as a new design.

**T**he reboilered class 03.10 express steam locos with three-cylinders and Witte smoke deflectors in era III once again did all credit to steam traction. “This impressive class was missing from the Märklin Z-range. And we are closing this gap with 03 1001 as a new design, which is to be produced only for Club members as Club model 2019”, says Jürgen Faulhaber, emphasizing the exclusivity of the model. In appearance and details, implementation of the unstreamlined rebuild loco is closely allied to the original as running around 1963.

### Superstructure: Lots of metal and lots of details

The high-performance new boiler is, like the entire loco superstructure, made of metal. On top of the boiler at the front, the stack crowns it all, then follows the feedwater heater mixer box (on the original, a water-economy type) and, behind the steam whistle, the steam dome with warning flashes and the boiler safety valves. On the enclosed engineer's cab, the front side windows are glazed. The sand for improving adhesion is fed on the original of 03 1001 from sand boxes sited on the decking, as they are on the model. The authentic character of the






boiler is underlined by further details such as washout plugs, grab handles and pipework. In front of the smokebox there is a wide walkway over the central piston rod end, which the railroad staff reached by steps on each side at the end of the buffer beam.

### Chassis and drive: Designed for traction power

The chassis is also made of metal, the functional side rods and crosshead guide are nickel-plated in black, the grooves in the side rods are picked out in red. The bell armature motor drives the three coupled wheel sets which are spoked, the wheels of the leading truck are discs, as on the original. Details such as imitation brakes – on leading and trailing trucks too –, Indusi shoe, sand fall pipes and rail guards round off the impression. The cylinder block shows the valve and cylinder casing. The coal space of the four-axle standard type 2'2'T 34 tender is enclosed by modeled flaps. The walls are inset, unlike the outer walls of the water tank – so the driver had a clear view of the track when running backwards.

### Light functions: Signaling for running operations

In the model, the three-lamp headlight changes ends with the direction of travel – LED lamps are also fitted to the tender. Typical for the rebuilt locomotive compared to the class 03 are the two lamps mounted under the front decking (see info box in Club News 06/2018, page 19).

“The paintwork follows the color scheme of the DB,” explains Jürgen Faulhaber. “From the top edge of the decking, everything in black, insensitive to dirt, everything under it, such as the chassis and running gear, as well as the modeled tender trucks, in red, which made it easier to detect any damage in the original.” The inscriptions are all readable – except for the road number on the smokebox door and on either side of the cab, you will admittedly need a magnifying glass to decipher them. This applies to details such as the managing region and the home depot, as well as the data on the tender on total weight, braking weights and operating materials capacities – ten tonnes of coal and 34 cubic meters (8980 US galls.) of water. All the Club model 2019 needs to operate is electricity. 

*Text: rr; photos: Märklin*



Information on Club model 03 1001 (item 88850) in Z-gauge can also be found under [www.maerklin.de](http://www.maerklin.de)



**Accuracy in detail: The front truck of 03 1001 is modeled with solid disc wheels. In the middle of the cylinder block, the closed round inspection hole is shown in the cylinder cladding.**

### Brief profile of the Z-club model item 88850: Class 03.10 Express Locomotive with a Tender



Märklin is producing the 03.10 class express steam loco (item 88850) as running in around 1963 with the DB's newly-designed high performance boiler as an era III loco unstreamlined. With its type 2'2'T 34 tender, the Z-gauge Club model 03 1001 measures about 110 mm (4-5/16") over buffers. It is a new tooling with many details, such as the engineer's cab window inserts, a free-standing headlamp and functional side rods.

### Model highlights

- Locomotive running gear and body constructed of metal.
- Finely detailed valve gear and drive/side rods.
- Modeling of the braking system, inductive magnet, track clearance devices, etc.
- Motor with a bell-shaped armature.
- Inset cab windows.
- Bunker flaps simulated.
- Warm white LEDs for the headlights on the locomotive and the tender, and they change over with the direction of travel

**Price\*: 259.99 euros (279.95 CHF / 309.99 USD)**

**\*Recommended selling price**

**Closing date for orders is April 30, 2019**

## This is how to get your Club model

The club model 2019 (item 88850) in Z-gauge will be produced in a once-only series exclusively for Insider members in 2019. The order form for 03 1001 express steam loco was sent out with issue 06/2018. If it has been mislaid, or if you only just joined the Club, you are welcome to ask our Club team to send you a replacement or you can also order the models directly through your specialist Märklin MHI retailer using your Club card. We expressly remind you that order forms are not transferable.

**Important: Closing date for orders is April 30, 2019. Scheduled delivery date for locomotive item 88850 is quarter 3, 2019.**

At the end of 2019, it is planned to send a personalized Certificate of Authenticity directly to all customers ordering the model.

# Black and white is the winner



1st prize: Helmut Sohre has captured the three-cylinder steam locomotive 03.10, of 2010, in a magical night scene: The most popular photo of the club competition will be rewarded by Märklin with the US giant steamer "Challenger" (item 39912).



Almost 2,000 model railroad fans voted in the Club photo competition – half of the votes went to our three winning pictures. But there was praise for each of the participants.

**T**he Club model in a realistic operating situation – the model railroaders liked this best. So, a quarter of all the votes cast in the Club photo competition "My favorite Club model" at the Open Days in Göppingen and at the IMA Cologne were cast for the night-time scenario depicting the three-cylinder class 03.10. The predominantly artistic pictures were less popular with the voters, although the two Z-gauge layouts and the detailed picture of the 50 garnered impressive numbers of votes. Accordingly, Märklin has thanked all photographers taking part in the exhibition with a gift in acknowledgment of their efforts.

the efforts have paid off. The prizes were presented to the winners on December 18 at the presentation of the museum car at the Märkliseum or sent by post. Among all voting participants of the photo competition for the 25th anniversary of the Insider Club, Märklin operated a prize draw for a class 232 diesel locomotive (item 36432), and the winner of the crimson "Ludmilla" is: S. Straub from Rietberg, Germany.

*Text: CN*

After many Club members had suggested that the ten pictures should not immediately be "mothballed", Märklin again exhibited the competition pictures for a period in the Märkliseum in Göppingen – honor to whom honor is due,



A photo gallery with the best photo in the competition can also be found online in the Club area (see "Galerie" (Gallery)) at [www.maerklin.de](http://www.maerklin.de) – and under "Club-Modelle" (Club Models) is information on all Club models from 2000 onwards in chronological order.





2nd prize: Jörg Porsche photographed his railbus VT 95.9 with a single axle trailer VB 141.2 of 2016 shortly before departure; for his second place, the photographer receives the “Bavarian freight train” (item no. 26603).



3rd prize: K.-M. Gib confidently reached the top three with the model of the world's largest steam loco, a 4000-class “Big Boy” from 2001. The Märklin turntable photo is honored with a model of the largest German freight train steam locomotive, a class 45 (item 37454).



## Places four to ten

All Club model photos won votes in the competition – the selection of the motifs by the jury was therefore well justified. So it is nice to see that even though everyone has their own idea of the model railroad, all individual preferences are shared.



4th prize: Rolf Alber with the station platform shot of Club models class 103.1 (left), of 2017, and E 93 07, of 2014.



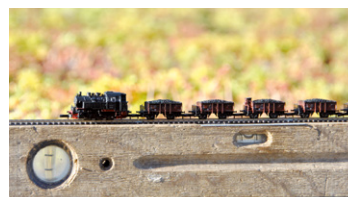
5th prize: D. v. Schilling with the class 75.4 of 2017, atmospherically staged taking water at the water crane.



6th prize: Andrew Brincat with the seemingly unending class 403/404 high-speed railcar of 2015.



7th prize: Helmut Hasselbacher with the ceremonially-decorated passenger train “Adler” from 2000.



8th prize: Jochen Pfuderer with the Z-Installation of freight train-coal transport with class 80 from 2016.



9th prize: Jean-Rémy Chardonnet with the “Tiny twins” – the class 236 of 2015 in Z on an original rail.



10th prize: Dirk Leimann with a close-up of the Club anniversary model of the class 50 of 2018.



2019 ANNUAL CARS: SLIDING ROOF CAR IN H0/HIGH-CAPACITY BOXCAR IN Z

# Transport vehicles for long-established companies

Miele and Fissler are well established household appliance and metal goods brands. The exclusive Insider 2019 Annual Cars take advantage of this: The H0 sliding roof car is privately owned by Fissler, the Z-gauge high-capacity boxcar bears the Miele logo.



**Convenient for all types of general cargo:** The original of the H0 Annual Car of type Tms 851 has two-leaf side doors for side loading, the lifting-sliding roof is used to load larger cargo and the bulkiest cargo is loaded via the end doors. The Fissler private car is registered with the DB and has its paint retouched as you would expect over time.

**T**he H0 2019 Annual Car, according to the letter P behind the road number and the inscription, is privately owned by Fissler ([www.fissler.com](http://www.fissler.com)) and registered with the DB. The original of the two-axle Tms 851 car type has a lifting-sliding roof – the operative was able to climb the ladders at the ends onto the operating platform and to open either half of the roof over the other. Thus, the car proved itself a highly versatile transport vehicle: The two double-leaf side doors allow pallets to be loaded with the forklift, and the roof opening allows bulky items to be stowed away and even larger parts would be loaded via the end doors. The car with the number 075 8 096-6 is realized in its operating state of 1990 with color improvements;



**Fissler-Metallverarbeitung** was founded in 1845: First a plumber, then goulash cannons, today high-quality cookware.



### 48169 H0 Gauge Insider Annual Car for 2019: Sliding roof car Tms 851



**Prototype:** Type Tms 851 two-axle sliding roof gondola. Privately owned car for the firm Fissler GmbH, Idar-Oberstein, Germany, used on the German Federal Railroad (DB). Without a brakeman's cab and without a brakeman's platform. The car looks as it did around 1990.

**Model:** This car is a short version. It has ladders at the ends and service platforms. The underframe does not have truss rods. Length over the buffers 11.5 cm / 4-1/2". DC wheelset E700580.

### 80329 Z Gauge Insider Annual Car for 2019: High-capacity boxcar Gl 11



**Prototype:** German Federal Railroad (DB) type Gl 11 2-axle high-capacity boxcar with advertising for the firm Miele.

**Model:** The car body is made of finely detailed imprinted plastic and is prototypically lettered. The car has black nickel-plated solid wheels. Length over the buffers approximately 53 mm / 2-1/8".

the great days of the two-axle boxcar were just coming to an end. These cars were introduced as Kmmks 51 in 1949. At the end of 1993, the "freight cars" manual ("Güterwagen", Volume 6; Stefan Carstens, Paul Scheller, Harald Westermann) lists 444 Tms 851 cars in service; in 1999, the DB stock had been reduced to two. As a long-established company, the car's owner Fissler fits well with Märklin: In 1845, Carl Philipp Fissler founded a plumbing and installation business and almost 50 years later, a "goulash cannon" opens up a new business area: In 1892, Fissler developed a patented mobile field kitchen – the ongoing production of pots and pans for the worldwide market has begun.

#### Z-gauge Annual Car with characteristic brand lettering

Not less traditional the company, which is associated with the Z-gauge Annual Car 2019. The history of Miele & Cie begins on July 1, 1899 – as a milk centrifuge factory. The DB two-axle high-capacity boxcar Gl 11 with the number 192 563 from era IV carries the lettering advertising "Miele". The original Gl Dresden of the German State Railroad is redesignated as a Gl by the DB, with a type number 11 – the "10"-series number

indicates an "association" design freight car. According to the DB renumbering plan of 1962, the Gl cars are operated in a G-car group in the number series 190 000 to 192 999. On the model, the owning administration (DB), a field for chalk markings and railway specifications such as the load limit grid and the length over buffers can be found. The letters RIV (Regolamento Internazionale Veicoli) indicate that the freight car can be operated in international traffic.

In addition to the prototypical inscriptions, the Z-gauge Annual Car also reproduces the most important design elements of the Gl 11 – such as the barrel roof, the vertical U-profiles, the loading and ventilation hatches and the load compartment sliding doors. On the corner struts, the grab-handle for the shunter is simulated and the two white corner stripes are markings to signify the freight train compressed air brake. The most striking, however, is certainly the brand lettering of the advertising company Miele ([www.miele.de](http://www.miele.de)) with the distinctive "M" and the inclined dot over the "i".

*Text: rr;*

*photos: Fissler GmbH, Kötzle, Märklin*

**Closing date for  
orders is  
April 30, 2019**

## Notes on ordering

**The two Annual Cars are only available to Club members and are free of charge as part of Club membership.**

This issue of Insider Club News is accompanied by the order form for the Insider 2019 Annual Car. On the form is printed the gauge of your choice, H0 or Z, together with the corresponding item number. Should this be incorrect, or should it have been altered, please strike out the details printed and enter the other gauge together with the item number. Basically, you can alter the scale of your Annual Car online

in the club area (see: Mein Club – Einstellungen (My Club – Settings)) under [www.maerklin.de](http://www.maerklin.de).

The exclusive nature of these cars does not permit more than one example or more than one gauge to be supplied, even at an appropriate extra cost.

The order form can be handed in to your Märklin MHI retailer up to **April 30, 2019. The scheduled delivery of the Annual Car is from quarter 3, 2019.**

# Great Fast Bulldog with convertible top

The famous tractor manufacturer Lanz called his high-speed runner Fast Bulldog, which makes an elegant picture with its curved fenders. Märklin produces the convertible version in 2019 as an exclusive metal vehicle for the Club.

If you stroll through the exciting Auto & Traktor Museum Bodensee (Car & Tractor Museum) in Uhldingen-Mühlhofen, so exciting because it pictures the respective eras, you will suddenly find yourself in front of a gleaming beam of daylight from a skylight – like a nimbus, daytime brightness swirls around the selected and large collection of Lanz tractors. This stylized presentation as a highlight is no accident, as museum owner Dr. Gerhard Schumacher explains: “Lanz enjoys an outstanding position – among collectors, in industrial history and among tractor manufacturers.” Technical specialist Schumacher, who once even put-putted to school with his own tractor, mentions four reasons for the brand’s significance: “Lanz, a German tractor manufacturer who also produced threshing machines and traction engines, was a pioneer of the tractor; the Lanz crude oil engine, with its special technology, mechanics and the starting process is something very special – and, finally, the history is most interesting, because from the huge factory in Mannheim the Heinrich

Lanz AG supplied Europe and the whole world. All that is left of the factory today is the water tower.”

Among the many iron and pneumatic-tired agricultural Bulldogs in the museum, there are also road-going and Fast Bulldogs. Striking: An HR9 with a canopy – a Bulldog to take for a spin? Gerhard Schumacher shakes his head: “Two versions of Lanz Fast Bulldog were built – a more expensive version with enclosed cab and a cheaper one with a soft-top cab. The sales figures were 1:10. The Fast Bulldog was usually driven open in the 1930s / 40s, because the gearbox and the engine were very loud due to the coarse tolerances – in an enclosed cab, the noise affected the driver much more than driving with the open top.” A second convertible exhibit is an HR8, a thoroughbred tractor painted red for rides and circus, which lacks one of the Lanz trademarks: The bulbous exhaust. “The classic is the Fast Bulldog with the exhaust and silencer pointing vertically upwards – in the case of road vehicles,



**Unmistakable:** The enormous exhaust with silencer is a trademark of the Lanz tractors, as well as the “glow nose” in the projecting cylinder head. In 2019, Märklin produces a 7.5 cm (3”) long model of a Fast Bulldog with convertible top – mostly made of metal, exclusively for Club members.



## 18033 Lanz Fast Bulldog Convertible

**Prototype:** Lanz Fast Bulldog Convertible as it can still be seen at times today.

**Model:** This is mostly new tooling for a Lanz Fast Bulldog with a convertible top. The vehicle is constructed mostly of metal. This is a version with a figure of a driver and an exhaust pipe. The metal wheels have rubber tires. Vehicle length approximately 7.5 cm / 2-15/16".

### Model highlights

- Superstructures constructed mostly of metal.
- The perfect addition to the popular series of replica vehicles such as 18023, 18032, 18031, 18034, 18029 or 18030.
- Certificate of authenticity.
- Historic design for the box packaging.

Price\*: 49.99 euros (53.95 CHF, 54.99 USD)

\*recommended retail price

**Closing date for orders is April 30, 2019**

## Notes on ordering


The Lanz Fast Bulldog convertible (item 18033) will be produced in a once-only series in 2019 exclusively for Insider members. Each member can order one copy of the Lanz Fast Bulldog convertible with the order form that accompanies this mailing via his Märklin MHI dealer. We expressly remind you that order forms are not transferable.

**Please note the closing date for orders as given on the order form: April 30, 2019. The scheduled start of delivery is quarter 3, 2019.**

however, the exhaust gases were deflected downwards by an exhaust."

This Lanz Fast Bulldog with convertible top is, so Märklin Product Manager Jürgen Faulhaber thought, "for 2019 an ideal addition to the replica vehicles manufactured exclusively for Club members." For example, the tractor is now largely made of metal and painted crimson. "As is usual with the replicas, the implementation of the Lanz Bulldog convertible does not go into the last detail – but the abstraction of the contours meets the appearance of the original, which underscores the central components of the tractor," explains Jürgen Faulhaber, who explicitly points out the large flywheel, exhaust with silencer and the filler neck for fuel, oil and cooling water on the engine hood. "Rubber tires are mounted on the metal rims so that the driver, who is supplied as a figure, can sit comfortably." The model is delivered with the nostalgic box packaging, which is so popular among collectors, together with a Certificate of Authenticity. If you

want to take a look at the original, the best way is to visit the Auto & Traktor Museum Bodensee – here around 200 tractors are woven into a collection of tools, technical equipment, household appliances and various workshops – the exhibition makes the tractor history tangible. In addition to the commercial vehicles, there are also 150 cars and motorcycles on display, surrounded by things that bring the spirit of the time to the respective car.

**What makes a visit to the Auto & Traktor Museum even more attractive for Club members is that as a new club cooperation partner, the museum offers a discount of 0.50 euros on the admission price on presentation of the Club card.** 

*Text: rr; photos: Märklin, rr*



You can find information about the Auto & Traktor Museum Bodensee, which is interesting for technical enthusiasts and the general public alike, at [www.autoundtraktor.museum](http://www.autoundtraktor.museum)



**Unique collection of Lanz tractors: Different designs of Fast Bulldogs are on display at the captivatingly-laid-out Auto & Traktor Museum in Uhldingen-Mühlhofen on Lake Constance – two examples are the HR9 (left) with 55 HP and the crimson HR8 with 38 HP as thoroughbred tractors. The museum, a Club cooperation partner, also houses the well-known car collection of Fritz B. Busch.**


# Learning with Märklin

All courses in new classrooms



Modern training rooms in the Märklin headquarters: Rüdiger Haller explains decoder installation.

Whatever knowledge the model railway hobby needs, you will find support in the Märklin seminar program for the first half of 2019. Experienced Märklin coaches cover topics such as layout construction, maintenance and inspection of models,

decoder installation, as well as switching and control with the Central Station 2 and 3. Märklin attaches great importance to intensive and individual help for each seminar participant, which is why the places per course are limited. 

## 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.
- Checking and maintaining a class 218 loco.
- Stripping down a class 218 loco, explanation of its components, reassembly of the loco.
- Checking and maintaining a class 74 loco.
- Stripping down a class 74 loco, explanation of its components, reassembly of the loco.
- Conversion of the Märklin locomotive to digital operation with high-performance motors and current-generation decoder (theory, not practically implemented).
- Fault-finding made easy with doctored locomotives using the knowledge gained on this course.

### Aim of the seminar:

This seminar is ideal for getting to know how best to care for and maintain your older locos, and how to carry out minor repairs yourself.



Date	Seminar No.	Seminar leader
Th./Fr. March 07/08, 2019	619100 a	Rüdiger Haller
Th./Fr. March 21/22, 2019	619100 b	Rüdiger Haller

### Miscellaneous:

Each participant receives an exclusive special seminar car on the subject of maintenance and inspection.

### Duration and cost of the training courses:

2 days: 8.45 am to approx. 4.30 pm,  
269,- euros for Insiders, otherwise 299,- euro



### Registration for all seminars in writing only please:

- by post: Gebr. Märklin & Cie. GmbH,  
Stuttgarter Strasse 55 – 57, 73033  
Göppingen, Germany
- by fax: +49 (0) 71 61/6 08 - 1 43
- by e-mail: [training@maerklin.de](mailto:training@maerklin.de) – or  
directly online under [www.maerklin.de](http://www.maerklin.de)  
(see under Service/Seminare  
(Service/Seminars))

Telephone inquiries please to  
+49 (0) 71 61/6 08 - 2 22. You will find our  
conditions of registration and participation  
on the Märklin homepage; no separate  
seminar brochure is available.

Note: Please only book hotels using the  
telephone numbers given here.

The layout construction seminars are sched-  
uled to take place in July 2019. Seminars on  
locomotive assembly are scheduled for the  
end of the year.

All seminars are held in German.



You cannot miss it: Märklin red stairs to the new seminar rooms.

## H0: LAYOUT PLANNING AND BUILDING PREPARATION (2 DAYS)



### Seminar content:

- Track geometry for K and C track, track planning, for example arrangement of station tracks (also suitable 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-operated accessories (signals and turnout motors) before installation – some practical exercises.
- A short soldering course with realistic practice (soldering on various tracks).
- Installation notes and function of the signal module 72441 for controlled stopping of high-performance digital motors.
- 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; joint planning of a model railroad layout to occupy the maximum area in a previously-defined room plan.

### Aim of the seminar:

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

Date	Seminar No.	Seminar leader
Th./Fr May 02/03, 2019	619120 a	Rüdiger Haller
Th./Fr. May 16/17, 2019	619120 b	Rüdiger Haller

### 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: 8.45 am to approx. 4.30 pm,  
269,- euros for Insiders, otherwise 299,- euro

## Z: SERVICE AND INSPECTION (2 DAYS)

### Seminar content:

- Basics of soldering technique with soldering practice.
- Dismantling locomotives and explaining the assemblies.
- How to oil a Z-gauge locomotive correctly.
- Cleaning locomotives correctly.
- Carrying out servicing and inspection work on various locomotives.
- Assembly of these locomotives and noting 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 for getting to know how best to care for and maintain your older locos, and how to carry out minor repairs yourself.



Date	Seminar No.	Seminar leader
Th./Fr. June 27/28, 2019	619130 a	Rüdiger Haller

### Miscellaneous:

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

### Duration and cost of the training courses:

2 days: 8.45 am to approx. 4.30 pm,  
269,- euros for Insiders, otherwise 299,- euro

## H0: DECODER-INSTALLATION SEMINAR (2 DAYS)

### Seminar content:

- The 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 to know about the new decoder generation, two Märklin locomotives are retrofitted.

### Conditions:

- Soldering ability is essential.
- The Märklin locomotives you bring must be in very good condition (other makes will not be considered).
- When registering for the seminar, be sure to give the locomotives which are to be retrofitted (please give several locos for a choice, and bring these all to the seminar).

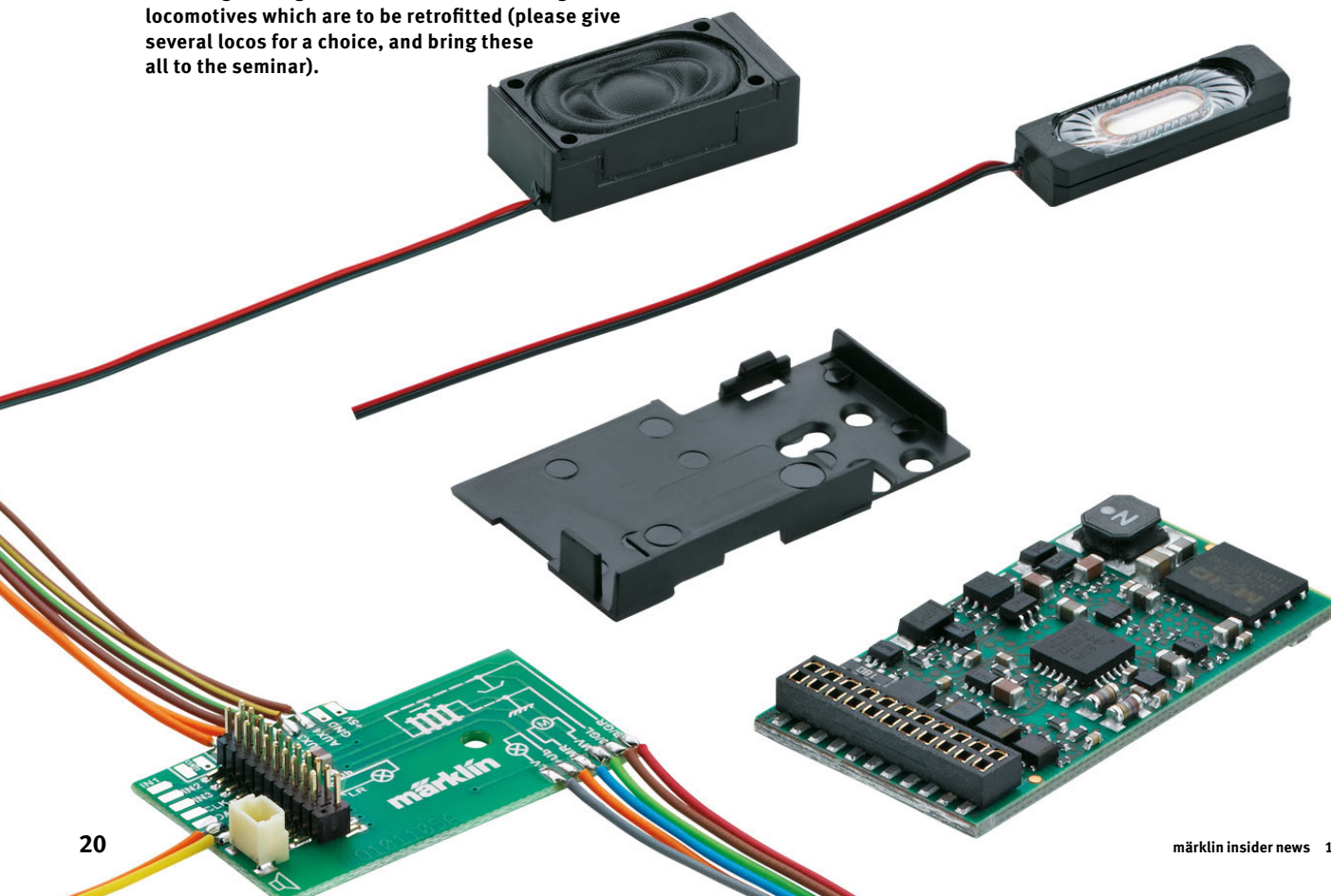
Date	Seminar No.	Seminar leader
Th./Fr. March 28/29, 2019	619110 a	Rüdiger Haller
Th./Fr. April 11/12, 2019	619110 b	Rüdiger Haller

### Aim of the seminar:

To acquire knowledge on how to convert Märklin locomotives

### Duration and cost of the training courses:

2 days: 8.45 am to approx. 4.30 pm,  
509,- euros for Insiders, otherwise, 539,- euro







Photos: Kötze, Märklin

Not witchcraft, but complex: If you want to exploit the full potential of your Central Station 3, you should have the full range of functions of the control unit explained – the best way is practice-oriented in a group seminar, where you all learn together.

## CONTROL AND SWITCHING WITH THE CENTRAL STATION 3 - BEGINNERS (2 DAYS)

Date	Seminar No.	Seminar leader
Th./Fr. Feb. 14/15, 2019	619143 a	Rüdiger Haller
Th./Fr. Feb. 21/22, 2019	619143 b	Rüdiger Haller

### Miscellaneous:

Each participant receives an exclusive seminar special car (H0) on the subject of Märklin Digital.

### Duration and cost of the training courses:

2 days: 8.45 am to approx. 4.30 pm,  
269,- euros for Insiders, otherwise 299,- euro



### Seminar content:

- Principles of the Central Station system: Connections and operating the control panel.
- Operating and programming locomotives (mfx and Motorola).
- Setting up a shuttle train control using contact tracks.
- Setting up and switching turnouts and signals.
- Setting up track diagrams for the layout.
- Setting up routes.
- Incorporating the Central Station in existing layouts.
- Connecting additional units to the Central Station (e.g. a Mobile Station).
- Mobile running and control possibilities using iPhone and iPad apps.

### Aim of the seminar:

To learn how to design a model railroad layout based on the Central Station or to convert an existing model railroad layout

## CONTROL AND SWITCHING WITH THE CENTRAL STATION 3 - ADVANCED (2 DAYS)

**Advanced course: CS3  
for advanced players**

Date	Seminar No.	Seminar leader
Th./Fr. May 23/24, 2019	619144 a	Rüdiger Haller
Tu./Wed. May 28/29, 2019	619144 b	Rüdiger Haller

**Important:** The participants should already have attended the beginner course, because the advanced course is based on this.

### Seminar content in addition to seminar, CS3 beginners (see above):

- Installing Mfx-switching decoders and programming.
- Installing signals and programming.
- Construction and operation of a shuttle control with events.
- Programming routes with contact requests and solenoid article monitoring.
- Installing a staging yard control with commissioning.

## CONTROL AND SWITCHING WITH CENTRAL STATION 2 (2 DAYS)

Date	Seminar No.	Seminar leader
Th./Fr., Feb. 28/ March 01, 2019	619140 a	Rüdiger Haller

Seminar content/  
organization/condi-  
tions as for seminar,  
CS3 (see above)



# Promotional models

December 2018/January 2019

## 36624.001 „Clariant“\*

H0

Clariant International Ltd., CH-Pratteln, Switzerland



**Please note:** Promotional models are only manufactured for Märklin retailers or for commercial or industrial companies (the latter are marked with an \*). Models marked with an \* are not generally offered for sale and therefore, no addresses are given. Only models already delivered may be publicized, and only when the customer has given explicit permission for this.

## 4415.656 „Die Wilde 13 Weihnachten 2018“

H0

**Available from the following retailers:** SP: Elektronik-Richter (01454 Wachau), Modellzentrum Hildesheim GmbH (31135 Hildesheim), Modellbahnladen und Spielparadies (33332 Guetersloh), Modellbahnladen Hilden (40723 Hilden), Modellbahn Raschka (44809 Bochum), Modelleisenbahn-Center (50676 Cologne), Modellbahn-Center am Markt (52062 Aachen), Wilhelm Schmidt GmbH (57537 Wissen), Modell-Pelzer (58095 Hagen), Spielwaren Kremers e. Kfr. (59065 Hamm), Modellbahn-Hobbycenter-Saar (66589 Merchweiler), Spielwaren Werst (67071 Ludwigshafen), Eisenbahn Dörfler (90402 Nuremberg), „Modeltreinexpress“ V.O.F. (3135 HW Vlaardingen, Netherlands)

Side 1



Side 2



## 94517 „Chemoil Millet“

H0

Available from various specialist dealers in Switzerland, Austria, Italy and France.



## 94518 „Chemoil ATIR“

H0



## 94519 „Appenzeller Bier“

H0

Available from various specialist dealers in Switzerland, Austria, Italy and France.

Side 1



Side 2



## 98163 „Westheimer HOBI“

Z

[www.1zu220-shop.de](http://www.1zu220-shop.de)





# Digital info days



## Germany

Venue	Retailers	Adress	Time*	Date
10589 Berlin	Modellbahnen am Mierendorffplatz	Mierendorffplatz 16	10.00 am – 06.00 pm	March 14, 2019
21502 Geesthacht	Meises Modellbahncenter – MMC GmbH & Co. KG	Spandauer Straße 18 b	10.00 am – 06.00 pm	March 13, 2019
70597 Stuttgart	Jim Knopf Modelleisenbahnen	Löffelstraße 22	10.00 am – 06.00 pm	March 01, 2019
76532 Baden-Baden	Märklin Shop Baden-Baden	Ooser Hauptstraße 12	10.00 am – 06.00 pm	March 22, 2019
80335 Munich	Märklin Store Munich	Bahnhofplatz 7	10.00 am – 06.00 pm	February 22, 2019



## Netherlands

Venue	Retailers	Adress	Time*	Date
6155 KM Puth	Trein Select	Kerkweg 147 a	10.30 am – 04.30 pm	February 16, 2019

\* Ask your Märklin dealer directly whether they break for lunch. Please register for the info days with the retailer sponsoring the event at least a week in advance.



Dejan Krstic is one of the Märklin Digital coaches. Since the digital info days are also meetings for like-minded people, he and the other trainers are always looking forward to lively exchanges during the seminars and many questions from the participants.



# Ardelt steam crane for permanent way work



The **DB equipment car**, an ex-G 10 boxcar with sliding doors and loading and ventilation openings, is allocated to Munich East depot, according to the inscription. Upright columns at the ends and end reinforcements provide stability in the corner struts.

The prototype of the **steam crane** “**München 6664**” has, as the large inscription on the right notes, a carrying capacity of 57 tonnes. The crane sits on a six-axle underframe and the smoke stack can be removed for passing under bridges.

The two-axle **crane tender car** with the guide block for the boom is a new tooling. It is a converted type Rms Stuttgart stake car and, according to the type designation, the original has a load capacity of 20 tonnes.

## Ardelt 57 Metric Ton Steam Crane (item 49570)

H0

**Prototype:** German Federal Railroad (DB) 6-axle railroad rotary crane car with Ardelt system steam propulsion with a lifting capacity of 57 metric tons, with a crane tender car (converted from a type Rms Stuttgart car) and an equipment car. “Bottle Green” paint scheme for the steam crane. Road number “München 6664”. The cars look as they did around 1958.

**Model:** The crane car has an mfx+ digital decoder and sound functions. The crane superstructure with its boom can be rotated 360° on the ring gear. The boom can be raised and lowered by means of a pulley. The main hook made of metal can be raised and lowered by means of a pulley. The crane cab lighting can be controlled digitally. Two floodlights on the boom can be controlled digitally. LEDs are used for the lighting. The crane car has a built-in smoke unit that can be controlled digitally. 4 support arms can be swung out manually and they can be positioned with spindles on the bases included with the crane car. The smoke stack with a smoke hood can be removed or installed. A counterweight made of metal can be partially removed and placed on the buffer attachment. The crane car has a 6-axle car frame and a crane housing constructed of metal. There is a stake car (converted from a type Rms Stuttgart car) with a guide block as a crane tender car. A former Association Design type G car with end area reinforcement and without a hand brake functions

as an equipment car. The minimum radius for operation is 437.5 mm / 17-1/4"! Total length over the buffers approximately 36,6 cm / 14-1/2".

### Model highlights

- Steam crane car completely new tooling constructed chiefly of metal.
- DCC/mfx digital decoder with extensive sound functions included.
- Crane superstructure with its boom can be rotated 360°.
- Boom can be raised and lowered by means of a pulley.
- Main hook can be raised and lowered by means of a pulley.
- Cab lighting.
- Two working floodlights.
- Built-in smoke unit.
- New tooling for the crane tender car.



**Tip for a day out:** The DB's former “6600 Mainz” with a fireless steam locomotive can be visited at the club's cooperation partner Auto & Technik Museum Sinsheim ([www.museum-sinsheim.de](http://www.museum-sinsheim.de)). Club members receive a discount on the admission price on presenting their Club card.

**Railroad rotary crane car number 6664 in H0:** The Ardelt 57-tonne crane superstructure is rotatable, boom and main hook can be raised and lowered. As a further digital function, the standard smoke unit can also be controlled. Prototypically, the tender car for the boom and the DB equipment car both belong to this era III ensemble.