märklin
INSIDER CLUB news
THE MAGAZINE FOR CLUB MEMBERS 02.2020

H0 Club models and systematics behind steam locos

EXCLUSIVE MODELS

Extensive overview: All special models for anniversarists
Club models: The mystic art of steam locomotive design

CLUB INTERNAL

Even more benefits: Three new Club cooperation partners
Super trips: The Furka line in Switzerland; northern and southern Europe

Contents

Many layers: Loading, track characteristics, permissible axle load – these are all criteria which designers use to decide the running gear of a steam locomotive. Operational speed, the loading gauge and economy in operation also had to be taken into account when designing locomotives.

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Variety: For the Club's anniversary celebrants, Märklin produces exclusive special models in H0 and Z gauge: freight cars, functional models and locomotives. Available for all members are classes 53.0 and 96 as motive power for the annual car trains.

Photo: Gregor Sutter

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An experience: The Club trip to the Bernina Railway is one of four trips you can undertake in 2020 in the company of model railroaders and Club members.

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Restful: Enjoy the mountain world with special conditions at the cooperation partner Zillertalbahn. The experience at two other new club partners is just as relaxed.

Photo: Günter Denoth/Zillertalbahn

Detail

Scene

Service

Photo: Kötzle

Living model railroad Steam whistle, synchronized exhaust, slide-valve-controlled cylinder steam – the prototypical technical functions of the Märklin gauge 1 locomotive 241-A-65 took trade visitors at the International Toy Fair by storm. Such exhilarating realism is generally one reason why acceptance of model railroads has gained traction in society.

Dear Märklin Insiders,

For years, Märklin has been spending a lot of energy and resources on winning new and younger target groups for model railroading. One figure highlights the fact that we are making good progress: The average age of our new customers is currently around 40 years – significantly lower than four years ago. Above all, model and layout technology are driving the image change so gratifying for all of us. First, the model railroad, something you as a model railroad expert have always known, is a valuable toy due to its creativity. Second: digital control. Something enabling you to carry out complex operations as a tabletop, carpet or fixed layout operator fascinates technically-minded young people as well and makes adult beginners marvel at progress. In this issue, the report on the big scheduled running of the north German Märklin Round Tables documents how "normal" people become converted to passionate model railroaders. Thirdly, the models are more lifelike than ever as mechatronic masterpieces – on page 5 you can read the corresponding appraisal of our H0 Club model V 320 001 as "Model of the Year". Fourthly, in the public perception, layout construction is divesting itself of its reputation as a cranky basement occupation. On the first Club trip in 2020, Club members were all on their own during the exclusive evening visit in the Miniatur Wunderland, which during the day is the most popular sight in Hamburg. Fifthly, the image change has also been supported by the general climate situation. The importance of railway transport for environmentally-friendly mobility has led to a reassessment of rail-bound traffic.

Let's stop the enumeration here and simply look forward to the many fascinating aspects of model railways. Enjoy reading your Club News!

Sincerely,

Florian Sieber

FLORIAN SIEBER
Managing Director, Gebr. Märklin & Cie. GmbH

YOUR SERVICE NUMBERS

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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
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

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Design and production

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

Photos

Unless otherwise stated: Märklin Insider
Title: Märklin

No liability is accepted for dates quoted.

E 345127 – 02 2020

In the Club mailing 02/2020 you will find the following enclosures: Märklin Insider News 02/2020, Märklin Magazin 02/2020, order forms for anniversary models (only to members concerned), class 78 poster brochure (item 39785) and "Big Boy" (item 37997).

Exhibition fun with Märklin

The model railroader will find everything his heart desires at Intermodellbau in Dortmund from April 23 to 26, 2020 – models, demonstration layouts and accessories of all kinds. A visit to the Märklin stand in Hall 4 is obligatory (Stand 4.A40), especially since highlights of the 2020 product range will also be on display here. For Club members, their enjoyment costs less: they get a discount on the entrance fee (see box below). In addition, the Club team will present members with a small gift for the exhibition and will also answer any questions about the Club. To ensure that your visit to Intermodellbau 2020 long remains in the memory, Märklin is producing two special cars in H0 and Z for the exhibition. The prototype of the Falns type hopper car, in H0 (item 48630), belongs to the Dortmund Railway and is in service with Veolia, a service provider for waste management, recycling and energy and water supplies. The Z freight car type Eaos (item 80730) bears the logo of the Dortmund Railway and shows patch repainting as on the prototype. Opening hours of Intermodellbau: The halls are open Thursday to Saturday from 9 a.m. to 6 p.m. and on Sunday until 5 p.m.

The great shop window: At Intermodellbau in Dortmund from April 23 to 26, 2020, model railroaders will encounter the most important 2020 new products from Märklin, Trix and LGB and will be able to enjoy intensive running operations on attractive exhibition layouts. The Club team welcomes all members with a little present.

Special cars: Märklin is producing two special freight cars just for Intermodellbau – with local color: According to their lettering, the H0 Falns-type hopper car (top, item 48630) and the Z-gauge Eaos freight car (item 80730) are both owned by the Dortmund Railway.

Club benefit reduced entrance fee

The online day ticket costs Club members 10.50 euros instead of 12.50 euros. In the online Intermodellbau shop (www.intermodellbau.de), simply enter the **code IB2020Maerklin** (case-sensitive) and bring the printed Print@Home ticket to the exhibition. A further advantage is that with the Print@Home ticket, there is no need to queue at the daily box offices at Intermodellbau Dortmund.

Further information on the Intermodellbau exhibition will be found online under www.intermodellbau.de

Exclusive Club discount for the “Big Boy” 4014

70 euros Club discount

The Märklin H0 model of the “Big Boy” 4014 with oil firing (item 37997), which was put back into working order by Union Pacific, is extremely complex – a total of 14 mold modifications had to be made in order to be able to deliver the prototypical model (see also enclosed poster brochure). Club members receive a discount of 70 euros (75 CHF, 77 USD) when purchasing the model from an authorized Märklin retailer. The discount is granted exclusively for purchase of the “Big Boy”. You will find a voucher in the password-protected club area at www.maerklin.de (see Downloads). Please bring it printed and filled out to your retailer, who will then submit it to Märklin together with the proof of purchase. If you do not have Internet access, your dealer can also submit a copy of your Club card as proof of purchase. If you have already ordered a model of the “Big Boy” at the regular price, please contact your retailer, who has more detailed information for you.

Club model V 320 001 has been crowned model of the year

For Club members with a love of H0 it was a foregone conclusion anyway, and Eisenbahn Magazin (eisenbahnmagazin.de) readers confirmed it: the exclusive H0 club model 2019, V 320 001 (item 39320), has been voted "Model of the Year" in their readers' poll. The tribute by the Eisenbahn Magazin: "This locomotive combines fidelity to the original with all that is currently possible using digital technology. This combination has created a model with high play value." Also awarded gold medals were the Märklin gauge 1 steam locomotives of class 78.0-5 (items 55072, 55073, 55074, 55075, 55077), the DB H0 Ardelt steam crane (item 49570) and the H0 semaphore distant signal H0 (item 70381).

Photos: EK-Verlag, Kötzle, Märklin, pw, VGB Verlagsgruppe

Club model with high play value: The V 320 diesel giant has been honored by readers.

Trainini honors Z-Club model E 41

Trainini, the practical magazine for Z gauge, has assessed all the new models of 2019 (www.trainini.de). The Märklin Z-Club model, newly-tooled electric loco 41 012 (Item 88353), was honored in the locomotive category The Mini-Club Aral tank car (Item 82324) also won an award in the rolling stock category.

Item 88353

Item 82324

Märklin special models at the International Toy Fair 2020

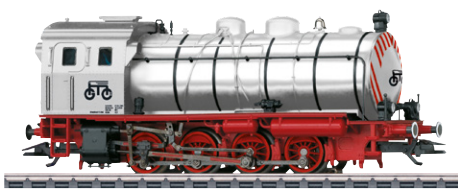
At the International Toy Fair in Nuremberg, retailers were able to order two unusual special trade fair locos from Märklin : The H0 trade fair loco is a rod-driven SBB class Ce 6/8 I electric loco "Köfferli" (little suitcase) (item 39523) in metal. With its digital decoder, the Era II locomotive with the road number 14 2020 has numerous operating, sound and lighting functions. To match it is a 6-part freight car set (item 46050, DC wheel sets available) with boxcars and a low side car with brakeman's cab. As a Z-gauge trade fair loco, Märklin is producing a pre-production series locomotive of the V 160 diesel family: The class V 219 diesel-hydraulic loco (item 88669) of the Württembergische Eisenbahn-Gesellschaft WEG is supplied in a quality wooden case, and as running in around 1990. The "Lollo" fits in nicely with the 175th anniversary of the Wuerttemberg railroads, which is themed on the car that trade visitors to the Märklin stand received as a give-away.

Give-away: at the Märklin stand, visitors received a Z-gauge freight car in a design commemorating 175 years of railroads in Wuerttemberg.

Only at the fair could retailers order the Z-gauge diesel locomotive V 216 (item 88669, left) and the Märklin H0 locomotive of the SBB Ce 6/8 I class (item 39523, right). The digital locomotive "Köfferli" in detailed metal design hauls six SBB freight cars with and without brakeman's cab (set item 46050, below).

Märklin Retailer Initiative: In Steam for 30 Years

Model railway professionals appreciate the special – and this certainly includes the fireless steam locomotive (item 37289) in MHI special colors: The boiler of the works railroad switcher with mfx digital decoder is satin-finish chrome-plated and bears the MHI logo on the front. The prototype works in factory and mining environments and needs no chimney, since the water for fireless locomotives is heated by an external steam generator. The model has numerous sound functions, and the lighting functions including headlight, are of warm white LEDs.



CONSTRUCTION PRINCIPLES

On the art of designing steam locomotives

Every class of steam loco has to fulfill a purpose and boiler, valve gear, drive and running gear are all designed with this in mind. Specialized machines only appeared in the 1920s to 1950s.

The principle of a steam locomotive is simple. Steam is produced in a boiler by fire. In the cylinders, the steam causes piston head and piston rods to move horizontally, a movement which is converted via the crosshead to rotation of the wheels by connecting rods and driving wheel pins. "The demands made of the machines were many and varied and the designs had to take account of this. In designing a locomotive for a specific purpose, designers had to coordinate all the elements of systems involving output power, adhesion weight, weight of the trains, running speed, economy and costs of constructing and maintaining the engines," explains Dr. Andreas Räntzsch, Märklin documentarian, adding the "classic constraint factors of axle loading and loading gauge" to his list – the latter giving the dimensions of the locomotive's inescapable limits. "The power put down on the rails is influenced, for example, by the heating surface, boiler diameter and length, steam pressure, number of cylinders, piston diameter and stroke, number of driving wheels and their diameter." Every specification has – sometimes highly complicated – consequences. A simple example: The driving wheels on 05 001 were enormous, at 2,300 mm (7'6"). That's ideal for fast, lightweight trains. but for getting heavy trains moving, a high adhesion weight is required in addition. That is needed to enable the locomotive to overcome rolling resistance at low speeds when starting. From a speed defined as 'critical' in the power output curve, the power of the locomotive then determines further acceleration. While the six-coupled express locomotives of class 01 can only use their full power at speeds above 54 km/hour (33 mph), passenger locomotives of class 39.0-2 (Prussian P 10) cab do so at speeds above 20.5 km/h (12-1/2 mph).

If a locomotive delivers the expected performance, its design does not necessarily make it suitable for general use. "So it was that the class 10 locomotives, designed for heavy express passenger service on main lines, with their axle loading of 22.4 tonnes, were much too heavy for the permanent way on the great majority of the network. Instead of distributing the weight more evenly by using an eight-coupled design, like other railway

Reaction to accelerated express traffic: The two-cylinder standard locomotives of class 03 lack smoothness of running in higher speed ranges, so the designers conceived the three-cylinder locomotive of class 03.10. The DB designed 03 1001 with a new boiler.

administrations, the DB insisted on sticking to six-coupled drive for express passenger locos. They totally ignored the fact that main lines didn't only run through flat country, but also through hilly regions such as the Eifel or the regions in south Germany regions." This meant that eight-coupled class 39.0-2 locomotives were retained to work heavy high-quality trains until 1967.

Over many decades, the designers had built up a wealth of experience of cause and effect, which they used to design locomotive types for specific purposes and were also able to meet ever-growing requirements such as heavier train weights and faster journey times. In 1923, the German State Railroad was managing 210 different locomotive types and began to create order. The renumbering scheme drawn up in the early 1920s provided for 99 steam locomotive class numbers (see pages 12/13), and the standardization office worked out principles and type classification plans for construction together with the locomotive manufacturers. Loco standardization targeted a large number of identical components and exchange parts and reducing the number of type,. The improved construction principles also had an effect, as the comparison of two machines designed for the same work shows: Whereas the Prussian P 8 (class 38.10-40) achieved an indexed output of 1,180 HP, the class 23 loco designed as its replacement delivered an impressive 1,785 HP.

Technical development was steered by the central offices, and testing locations scientifically tested the technical parameters of pre-production series locomotives for example by carrying out running trials. This objective approach could result in a whole class with an innovative characteristic failing the test despite good measurement results having been achieved. "For example, the Franco-Crosti boiler with flue gas preheater in the class 50.40 demonstrated fuel savings of over 20 percent compared to conventional 50s, but conversion, maintenance and repair proved too expensive," says historian Andreas Räntzsch, providing an example. "So it was immaterial that the oil-fired 50.40 with 15.7 tonnes axle load delivered almost the same power as a class 44 heavy freight locomotive with 19.3 tons axle load."

A certain inflexibility in the construction principles obstructed any further development, such as utilization of the radiant heating surfaces and compound effect, i.e. double utilization of steam expansion in separate cylinders, as envisaged in France. "The Frenchman André Chapelon in the 1920s was the first to make a scientific analysis of the technical criteria which are responsible for the efficiency of steam locomotives. He arrived at new conclusions such as generation of steam in tonnes per hour being more effectively increased by using a greater radiant heating surface than by employing longer tubes. The state railroad, however, followed the boiler values set by chief designer Richard Paul Wagner, who envisaged boilers with long tubes for higher efficiencies. When the smokebox was shortened a meter (3'3") on the 01 class from locomotive 01 077 onwards and the boiler tubes were lengthened from 5,800 mm (19') to 6,800 mm (22'4"), the large boiler overtaxed the firebox. This modification was paid back with leaking tubes and fractured stays." From 1950, the DB equipped several 01s with a new high-performance boiler and altered the heating surface proportions in the spirit of André Chapelon: Now a large combustion chamber protruded into the boiler.

Incidentally, in the mid-1940s Chapelon carried out an experimental conversion of a class 241 A SNCF "Mountain" class with a 4-8-2 wheel arrangement to a three-cylinder compound locomotive with a 4-8-4 wheel arrangement. The result was 242 A 1 of the Société Nationale des Chemins de Fer Français, with an indicated output of 5,300 HP the most powerful steam locomotive ever built in Europe.

Text: rr; photos: Märklin

Worth a try:
One of the three class 05 locomotives set a world speed record on a test run. Experiments were carried out with streamlined fairings and a front engineer's cab (far right).

Ideal freight train locomotive: The oil-fired class 44 (Item 39882) is a ten-coupled loco with leading pony truck and high axle load. The "Jumbo" for central highlands routes and steep climbs was also used by DB in charge of heavy ore trains on the Emsland line into the Ruhr.

Technology in detail

In the early 1920s, the German State Railroad reclassified all their steam locomotives into 99 main class numbers. The German federal and state (GDR) railroads took over the system.

After the final renumbering plan of 1925, the two-digit class numbers were introduced to indicate the main use and the wheel arrangement of all steam locomotives. "A wheel arrangement is assigned to each number," says Dr. Andreas Räntzsch, documentarian at Märklin, as he explains the principle using the main types of express steam tender locos: "Thus for example, provincial railroad express locos with a 4-6-2 wheel arrangement all belong to the main class 18, no matter whether they were locos from Saxony, Bavaria or Wuerttemberg." In addition, an incremental series indicates how many leading, coupled and trailing axles a locomotive has: Class 13 had a 4-4-0 wheel arrangement, class 14 was a 4-4-2, class 15 was a 4-4-4 and the class 16 was a 2-6-2. Within the main number type blocks, the first block of ten is reserved for modern locomotives and the second for former provincial types, with certain exceptions. In the system, the main number is followed by three or four-digit serial (road) numbers, depending on the number of locomotives. The class is derived from the main number and road number shortened by the last two digits. Thus, 78 1001 belongs to class 78.10. The locos are also inscribed with a type designation giving details of the main type designation, number of coupled and total axles and the average adhesion weight in tonnes. Hence 18 478, belonging to our Club cooperation partner the Bavarian Railway Museum, formerly a Bavarian S 3/6, bears the type designation S 36.17, indicating an express locomotive (S) with three coupled axles (3) and six axles in total (6); the figure 17 for the axle loading is derived by dividing the adhesion weight in tonnes by the number of coupled axles.

Main types of steam locomotives on the German State Railroad		Main numbers
S	Express passenger tender locomotives	01-19
P	Passenger tender locomotives	20-39
G	Freight tender locomotives	40-59
St/Pt	Express and local passenger tank locomotives	60-79
Gt	Freight tank locomotives	80-96
Z	Cogwheel locomotives	97
L	Local railroad locomotives	98
K	Narrow-gauge locomotives	99

Classes 10-19

Express passenger tender locomotives: The standard locomotives in the first group of ten were designed for high speed running. Locomotives in classes 01, 02 and 03 were "Pacifics", with three coupled axles and leading and trailing trucks. A large wheel diameter of 2 m (6'6-3/8") enabled these classes to run at high speeds. The class 05 experimental locos, which had driving wheels of 2.300 millimeters (7'6") diameter, were permitted to run at up to 175 km/h (107 mph). Because of the often relatively low adhesion weight of the Pacifics, engineers had to take care to avoid their slipping on starting: The tractive effort of the machines was usually greater than the static friction between wheels and rail. The class 01 is a perfect example of a standard locomotive. For instance, 01 150 has the typical 4-6-2 wheel arrangement, and a large tender carries adequate operating supplies for the two-cylinder loco when it is assigned to long diagrams.

01 150 (Club model 2008, item 39013)

Classes 20-39

Passenger tender locomotives: Typical representatives are the class 24 machines for light and the newer class 23 for heavier passenger trains. Worth mentioning is the class 38.10-40 (Prussian P 8), of which more than 3,500 were built until 1923. As passenger trains became heavier, the class 39.0-2 followed, the former Prussian P 10: 39.048 was one of these eight-coupled locos; it had high adhesion weight and was powerful. Their performance profile permitted double-heading of heavy trains with less-powerful locomotives to be eliminated.

39 048 (Club model 2009, item 39390)

Classes 40-59

Freight tender locomotives: This group of classes covers four-, six-, eight- and ten-coupled locos, according to their use on light or heavy freight trains. In the standard locomotive classes of this main type, the principle of the main numbers can be easily understood: the incremental coupled wheel ratio. Thus all class 54s are six-, class 55s eight- and class 57s ten-coupled. In general, freight train locomotives are characterized by a high adhesion weight, as this was essential to get their trains moving. The class 45 represents the most powerful German steam locomotive ever built, with an indicated output of 3,000 HP; 45 010, a mighty 25,645 mm (84'1-3/4") long over buffers is one of these ten-coupled locos, for heavy freight. The DB made repeated efforts to improve the economics of operating steam freight locomotives. Thus at the end of the 1950s, 31 class 50 locos were rebuilt with Franco-Crosti exhaust gas feedwater pre-heaters in an attempt to reduce fuel consumption. These were reclassified 50.40. The model of the rebuilt 50 4005 shows main and pre-heater boiler and the laterally-mounted smoke stack.

45 010 (Club model 2013, item 37455)

50 4005 (Club model 2011, item 37040)

Classes 60-79

Passenger tank locomotives They operated in light passenger train service on main lines also hauling heavy trains on branch lines in fast, express and passenger traffic and in suburban traffic involving much starting and stopping and many reversals. Even express freight trains were sometimes hauled by passenger tank locos of certain classes. Typical representatives of the main types are the standard locomotives of classes 64 ("Bubikopf") and 65.0. The latter are eight-coupled locos with high starting tractive effort and adhesion weight and good acceleration. Some of these locomotives, among them 65 012, were fitted by the DB with push-pull equipment for operation in the strenuous passenger traffic in suburban service. DB was always endeavoring to speed up urban traffic. An example of this was the experimental class 78.10. Loco number 38 2919 was attached to a short tender to enable it to cover longer distances; renumbered 78 1001, the locomotive was intended to reach a speed of 100 km/h (62 mph) in either direction, but ultimately this didn't work when running tender-first. Later on, the need came about to introduce express passenger tank locomotives (St). Classes 60 and 61 extend the main classification of Pt. The fact that tank locos could run passenger trains very fast was demonstrated by the famous Henschel-Wegmann train, powered by a class 61 streamlined tank locomotive. The locomotive, 18,475 mm (60'7") long over buffers, was approved to run at the enormous speed of 175 km/h (107 mph).

65 012 (Club model 2018, item 39650)

78 1001 (Club model 2019, item 39781)

Henschel-Wegmann train (Club model 2005, item 26610) with class 61

Classes 80-96

Freight tank locomotives: This main classification includes locomotives for light and heavy freight trains on branch lines and in local traffic, on short main lines, steep inclines and hilly routes. Other fields of service are as switchers and as pusher locomotives. The machines of classes 85 and 95.0 are typical locos designed for steep gradients and have a high tractive effort. The ten-coupled two-cylinder tank locomotives of class 95.0, formerly the Prussian T 20, made full use of their indicated power of 1,620 HP and their high adhesion weight as motive power and pusher locomotives on steep routes; in addition, they were inexpensive to maintain and with their top speed also suitable for main line service. The "Bergkönigin" 95 006, for example, slaved away on the Spessart incline and in the port of Aschaffenburg. Cogwheel operation on the Black Forest's Höllentalbahn was replaced by adhesion operation with the standard locomotives of class 85: the heavy tank locomotives were able to cope with gradients as steep as 5.7 per cent.

95 006 (Club model 2016, item 39095)

Sources: Märklin, Dokumentation; Das grosse Loktypenbuch

Foto: Kötzle

The German "Big Boy": The condensing tender freight locomotive 53 0012 (Item 37020) is available as an exclusive special model for all club members to use as motive power for the long train of H0 annual cars (see pages 12/13). The locomotive was produced for the 20th anniversary of the club, as was the class 96 Mallet locomotive for Z-gauge operators among Club members (see page 13).

EXCLUSIVE CLUB SPECIAL MODELS

Anniversary models reward long-standing Club membership

Märklin produces exclusive special models for all Insiders who have been members of the Märklin Insider Club for five, ten, 15, 20 or 25 years. The anniversary models are available in H0 and Z.

Exclusively for Insider Club anniversarists, Märklin produces freight and passenger cars and also an H0 locomotive: the class 05 express steam loco (item 39052) for "20-year-olds" is expected to be available again from May 2020. All Club members can also order two special loco models in H0 (class 53.0: item 37020) or Z gauge (class 96: item 88294) (see page 13). This issue is accompanied by the order form, which allows entitled Insiders to purchase their anniversary models for five, ten, 15, 20 or 25 years of Club membership via their MHI retailer. Anyone who missed the date to order the special model in the respective anniversary year can still order the model later: simply produce your Club card to the MHI retailer, who will then place your order online without using an order form. A practical overview of Club models you can order can be found in the Club section at www.maerklin.de (see "Mein Club" (my Club), "Profil" (profile)).

25 YEARS

Year of joining the Club: 1995

44534 Glass Tank Car

N | NEM | V | 15+

H0

Available while stocks last.

(Limited stocks are still available).

Prototype: 4-axle glass tank car with a brakeman's cab. Privately owned car for the firm Gebr. Märklin & Cie. GmbH, Göppingen, used on the German Federal Railroad (DB). The car looks as it did in 1993.

Model: This car has a four-axle freight car frame with trucks and a brakeman's cab. The model is finely constructed with a partially open car floor, metal sills, and close couplers. The tank is made of real glass in a special holder constructed of metal. It can be filled with liquids and sealed with a cork. Length over the buffers 14.3 cm / 5-5/8". DC wheel set E700580.

Model highlight

- **A real glass tank and a cork seal included.**

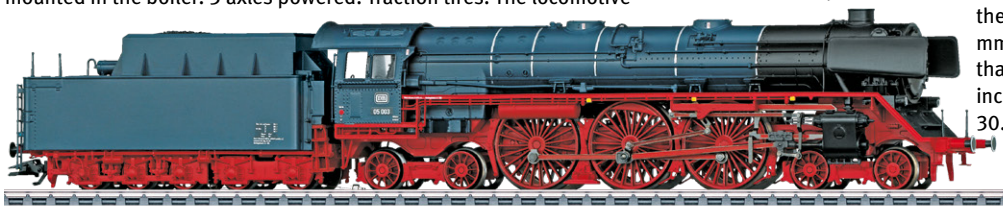
20 YEARS
Year of joining the Club: 2000

39052 Express Steam Locomotive with a Tender

H0

Prototype : German Federal Railroad (DB) class 05 express locomotive. Fictitious steel blue F-Zug express paint scheme with a black smoke box. Witte smoke deflectors and an inductive magnet. Bright metal boiler bands. The locomotive looks as it might have around 1961.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 7226 smoke can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The headlights and other lighting are maintenance-free, warm white LED's. There is a permanent close coupling between the locomotive and the tender. There is also an NEM pocket with a close coupler and guide mechanism on the end of the tender. Minimum radius for operation 360 mm / 14-3/16". Piston rod protection tubes that can be installed on the locomotive are included. Length over the buffers 30.7 cm / 12-1/16".



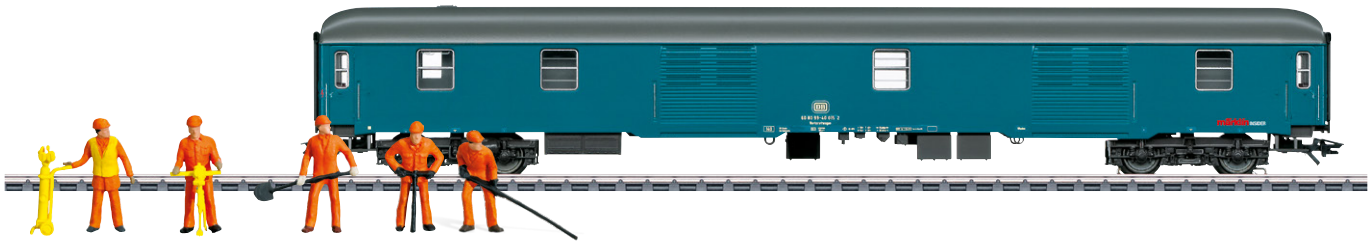
Scheduled for delivery from May.

49965 Railroad Maintenance Car

H0

Prototype: German Federal Railroad (DB) railroad maintenance car as a workshop car, based on type Dm 902. Ocean blue basic paint scheme as the car looked at the beginning of the Eighties.

Model: The car has an mfx digital decoder. It also has a complete series of different sound functions such as electro-welding with a flickering light and electro-grinding, metal being sawn, hammering, abrasive cutting, bench grinder, horn, and compressor sounds that can be controlled digitally with the 6021 Control Unit (the first 4 sounds) as well as with a Mobile Station or a Central Station. There is also a red marker light on the right and the left ends of the car; they can be turned on and off separately in digital operation. A set of 5 track worker figures is also included with the workshop car. Length over the buffers 28.2 cm / 11-1/8".



15 YEARS
Year of joining the Club: 2005

94339 Flat Car for Containers

H0

Prototype: German Railroad, Inc. (DB AG) type Lgns 570 flat car for transporting convertible truck transport units.

Model: The car has a prototypical partially open load surface. The axle mounts for the car are separately applied. The side walls for the convertible transport units are printed on both sides with different images of all of the H0 gauge Insider annual cars from the past. There is additional imprinting on the top of the transport units. Length over the buffers 19.1 cm / 7-1/2". DC wheel set 2 x 700580.

Side 1

Side 2

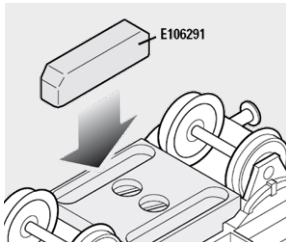
10 YEARS
Year of joining the Club: 2010

46010 Track Cleaning Car

HO

Prototype: Two type KK 15 gondolas, permanently coupled, used as a railroad maintenance car. Era III design.

Model: Both cars come with a built-in track cleaning device. Each one consists of a metal block that moves vertically with parallel polishing felt cleaning pads. The cleaning pads can be replaced and washed. Retractable opening roofs. Close couplers guide mechanism. Both cars permanently coupled. Length over buffers 15.3 cm/6-1/32". The gentle cleaning process is also suitable for nickel or brass rail. DC Wheel Set E700580.



Operating reliability of a model layout depends among other things on clean rail profiles. The pair of cars item 46010 is designed to remove the dirt on the top surfaces of the rails. A clean felt pad achieves an optimal cleaning effect. Dirty felts, which are washable and reusable, are removed. Worn cleaning felts can be replaced (E106291). Before using the car, heavy oily soiling should be removed with a dry cleaning cloth. Rough cleaning in the spaces between the tracks with a fine vacuum cleaner nozzle is also recommended.

86002 Birthday Car

Z

Model: The reworked loyalty car for Insiders with 10-year membership is presented in a new design. The birthday car is ideal to make yourself a gift, but also has the charm of an exceptional and exclusive gift for friends and acquaintances. “Happy Birthday” music chip is built into the original packaging. The melody plays when the package is opened.

5 YEARS
Year of joining the Club: 2015

46005 Type X-05 low-sided car

HO

available once again

Prototype: Low-sided car type X-05 of the German Federal Railroad (DB). Gray base color. Operating condition of the 1960s.

Model: Loaded with the model of a VW Samba-bus by Schuco. DC wheel set E700580.

82319 Kesselwagen

Z

Prototype: 2-axle tank car with a brakeman’s platform.

Model: This is an exclusive tank car. The car has black nickel-plated solid wheels. Total length over the buffers 40 mm / 1-9/16".

Special series in H0 and Z for all Club members

For all Club members, two special series of heavy freight steam loco, which Märklin launched on the occasion of the 20-year Club anniversary in 2013 can be ordered at any time. These are the powerful H0 class 53.0 condensing tender loco 53.0 (item 37020) and a Z-gauge class 96 Mallet loco (item 88294). The two freight locomotives are the ideal motive power for the annual cars of the respective gauges – above you see 53 0012 with a freight train of some of the H0 annual cars, and below the Mallet 96 019 with the long train of Z-gauge annual cars. Detailed product information on the exclusive locomotive models can also be found at www.maerklin.de in the Club area (see Club models). Each member can order one example of the two Insider anniversary models once only through the Märklin MHI retailer. You simply produce your Club card to the retailer, who will then place the order for you online via the retailer's order portal.
This is why this issue does not include a separate order form for 53 0012 or 96 019.

All product information on Club models since 2000 can also be found online in the Club area under www.maerklin.de (see „Clubs").

37020 Freight Steam Locomotive with a Condensation Tender

H0

Prototype: Heavy freight locomotive with tender, based on a design from Borsig. Planned as the German Federal Railroad (DB) class 53.0. Never finished due to the war, largest German steam locomotive design. Fictitious appearance from the beginning of the Fifties.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion mounted in the boiler and a mechanism for cooling fans in the tender. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. 2 Märklin 7226 smoke generators can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The spacing between the locomotive and tender can be adjusted. Length over the buffers 35.5 cm / 13".

Model highlight 37020

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

88294 Tank Locomotive

Z

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

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

Model highlight 88294

- **The right motive power for the Insider annual cars that have come out in the past.**
- **Finely detailed valve gear and imitation brakes.**

Make a real run: A good 30 model railroaders laid out a track network of H0 modules in a sports hall in Altenholz. Many others brought models with them or simply their desire to see running operations. This year, the scheduled running also attracted members of the insider round tables MIST 4 "Ruhrpott", Dortmund and Cologne – and many visitors on the public running days.

GREAT RUNNING DAYS FOR THE NORTHERN ROUND TABLES

Intensive running

Model railroaders from Kiel, Lübeck and Hamburg traditionally celebrate their turn of the year with a model railroad spectacular. They put H0 modules together to form a 230-meter (755') long layout and run to a schedule. And the visitors? Become enthusiastic engineers.

The express train with the V 200 is late. "Why are you letting the freight train away in front of me?", the engineer grumbles to the dispatcher. He just smiles: "I'm an engineer in real life and I know all the excuses made by the dispatchers. In this case you can choose between 'I saw you too late' and 'The freight train was too long for my siding'. Patience, you have to hook up a through car here first anyway." The model railroad dispatcher starts up a V 90 and starts shunting. The hobby locomotive engineer looks at his schedule in bewilderment, relaxes – and is amazed at how closely the model railroad approaches the operation of the big railroad.

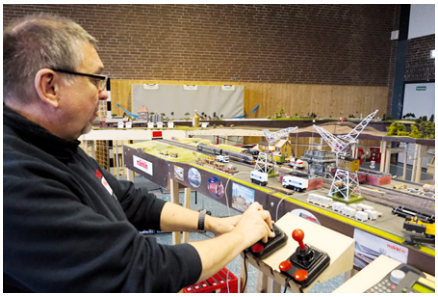
For nine days, the model railroad clubs MIT Kiel, MIT Lübeck, the Lübeck Model Railroad fans and the Hamburgers have rented a sports hall in Altenholz. "We have organized these turn of the year running days since 2008 and often had up to 1,000 visitors – running to a schedule fascinates young and old alike," says Rainer Schlempke, spokesman of MIT Kiel. "This time, three days were public, the rest of the time belonged to us. Most modules were provided by MIT Kiel and MIT Lübeck, and everyone brought rolling stock."

That everything works like clockwork is thanks to planner Frank Gerken from MIT Kiel, who launched the call for entries via the joint forum of the North German Märklin Treffs (www.modellbahnforum-nord.de) in the middle of the year. "The participants get in touch, I save the module profiles in a database and from a certain date I define the layout, create the network plan and the schedules," says Frank Gerken. "Unlike DB, which starts by timing its long-distance trains, I start with local trains that run at regular intervals. The journey from terminal station to terminal station via eight operating stations would take one hour in reality. Our model train time, which we project onto the wall, runs five times as fast – so the longest distance is to be covered in a good twelve minutes." Delays can still occur when trains have to be divided or joined up or when changing locos and transferring through cars. At the starting stations the trains, each identified by a card, are standing

Running per schedule: While the operations team (right) studies the list of trains in service, the engineers check the schedule to see when their train has to be where.

The planner: Frank Gerken from MIT Kiel is the author of the layout and the network plan.

Familiar engineers (from left): Hans Ulrich Druske from MIT Kiel, Reiner Wegner from MIT Lübeck and Bernd Michaelsen from HAMST Hamburg.



High play value: Loading coal with Rainer Schlempke's steerable cranes.

Has a fitting trip out: the "Big Boy".

The young engineer Sonja from the Hanseatic Märklinist Round Table (right) powers her Christmas cars in the proper style with the Märklin art locomotive.

Diesel giant 320 001: the Club model 2019 runs round its train.

Block train: Double-headed traction for 34 container cars.

H0 Club model 2019: 78 1001 with short tender and passenger train.

on a grid of tracks. The locomotive engineer – and on public running days this includes visitors – takes a schedule from a stack with information such as train number, train type such as express or local passenger train, block through freight train, train service start and finish, stops with exact time, train length and maximum speed. A mobile controller is used to control, and, when the dispatcher gives the green light after setting the points, off you go. Each operating location is manned by a dispatcher and a switchman. The engineer stops at the prescribed stations as punctually as possible according to the schedule, where the staff keep an eye on the times according to the station timetable and regulate forwarding on the main line or to the numerous branch lines. "Anyone who can look at the tracks from a height of 1.30 meters (4'3") is allowed to drive," is how Rainer Schlempke describes the minimum "age" for engineers. "For the smaller ones we have built toy trains with Märklin my world and Start up."

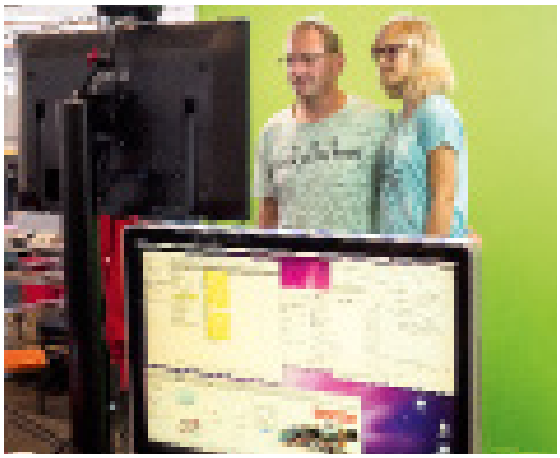
Text: rr; photos: rr, Rainer Schlempke

Only scenery: some of the modules are outstandingly designed.

Just lazing around: only 1:87 scale people had time for that!

Once again it was great: see you again in 2020/21.

Car design: As you could see in the Märklin Magazine 06/2019, Markus and Tamara Dlugosch had their portrait photo digitally printed on a wagon at the IMA/Märklin Open Days 2019 (picture above and below left). Just for fun and a laugh? We chased after them and learned that there is nothing but pure model railroad enjoyment behind it.



Model railroader's fortune: for his 50th birthday, the family gives Markus Dlugosch a TGV – "I was speechless with delight."

Hobby according to your own taste: This is what a typical fleet looks like of a model railroader who "runs what I like"..

PASSION FOR MODEL RAILROADS

The fascination of filigree

Delight in technology is the emotion that Märklin models evoke in Markus Dlugosch. "It is the filigree implementation, the technical precision and the increased realism through digital functions such as sound and the smoke in steam locos – models come closer the whole time to the original in detail, acoustically and mechanically." There is only one type of traction for him: "For me, steam locos are the ultimate." But he finds diesel and electric locos interesting too, and laughs: "On second thoughts, I'll run whatever I like." His social environment has long since registered this, as he was to experience on his 50th birthday: "The family gave me a TGV. I was totally speechless and over the moon." Naturally, he bought the add-on cars for the train set right away: "Whether it's a rail car or a locomotive-hauled train, it should look prototypical. A freight train with three cars doesn't work." His ICE is also augmented as per prototype.

But the silent enjoyment of the model is only one side of the coin. "As a boy, I visited model railroad exhibitions with my father, where layouts were displayed – the fascination for realistic or imaginatively designed miniature worlds has never left me." When moving into a new house, Markus Dlugosch did the thing properly: "I set one room aside just for the model railroad. And this is where my nine-square-meter (97 sq.ft.) U-shaped layout now stands. Unfortunately, it's still incomplete, because everyday life and work shorten the time for the hobby. On the other hand, it is a project with creative potential, stimulates the imagination and provides relaxation and entertainment." However, the separate model railway room does not mean isolation for the family man. "My daughter not only enjoys models and operates the control panel, she also helps me construct the layout and comes with me to exhibitions." This is what happened at the IMA/Märklin Open Days 2019, where the two of them had Märklin make a car with their digitally printed portrait photos as a memento (see pictures above). Markus Dlugosch can also share his passion in the extended family: "An uncle of my wife's and a neighbor were Märklin employees – so I was practically sitting right at the source."

Text: rr;
photos: Kötzle, DTP Märklin, Markus Dlugosch

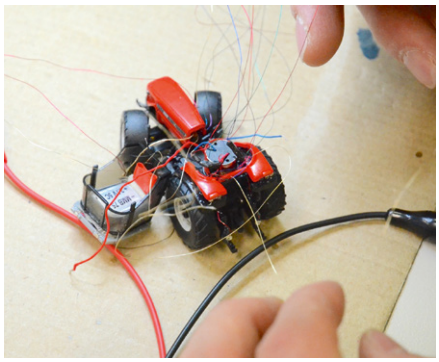
CS2 and 3 with road traffic

Control from a single point: due to the DCC format, DC-Cars can be operated on a model railway layout with a Central Station 2 or 3. The CS3 controls the vehicle, servo and function decoders. The CS3 can also be used to set the CV values of the DC-Cars.

Märklin Insider Round Table MIST 72 Reutlingen-Tübingen (www.mist72.de) regularly holds workshops for the DC Car system. "Almost every layout has a road network as well as a rail network. The challenge here is to depict prototypical road traffic, which is made possible by the DC-Car system," explains MIST 72 member Horst Bossler, explaining why the topic has quickly established itself in the club. Special contact wire from Faller, servo decoder, function and traffic light modules are installed in the road. The vehicles are equipped with LED lighting, rechargeable batteries and a DC car decoder, which works in a similar manner to a digital locomotive decoder.

"The modified cars, trucks and commercial vehicles now drive behind one another thanks to the integrated distance control of the DC-Car decoder. This also ensures that the brake light is controlled accordingly." Thanks to digital intelligence, sophisticated actions can be staged – for example at the road-rail interface: "For car loading on double units of DB types Laaeks 553, 554 or 555, the cars drive onto a ramp, at a slow speed onto car 1 and further on to car 2. Other vehicles follow and are lined up by the distance control system – just like on the real 'rollende Landstrasse' (rolling highway)." The DC-Car system is documented (www.wiki.dc-car.de) and helpful instructions and literature are available. However, enjoyment of hand-crafting and confidence in your own abilities are essential. "First of all, soldering skills and a workplace with an illuminated magnifying glass are required. Starter sets with complete wiring make it easier to start," advises Horst Bossler. If a vehicle is digitized by decoder, the CVs (Configuration Variables) have to be set. "The good thing is that the CS3 used for controlling the layout can also be used to control components such as the vehicle and servo decoders. The CS3 and the DC-Car system have a language in common: DCC. A traffic light module behaves like a turnout decoder and can for example be switched from red to green. If you operate your model railroad layout and the DC-Car vehicles at the same time, you must of course make sure that you don't assign the same digital address twice when combining locomotives and road vehicles. Experienced H0 and N car operators help to avoid beginner's mistakes. You can meet them either in the DC-Car forum at www.wiki.dc-car.de or at MIST72 DC-Car workshops, which are subject to a participant charge (www.mist72.de, e-mail: horst.bossler@mist72.de). Here non-members of the round table can also register.

Text: rr;
photos: Horst Bossler



Wiring: Decoder, rechargeable battery and LEDs are fitted in the tractor.

Realistic: The vehicle with many light functions keeps its distance via infrared.

December 05 / 06, 2020: 28th DC-Car workshop at MIST72 in 72800 Eningen.

Promotional models February/March 2020

4415.674 „Galleria Baumgartner“

HO

Galleria Baumgartner, Via Stefano Franscini 24, 6850 Mendrisio, Schweiz, info@galleriabaumgartner.ch

4415.675 „Vestfyen“

HO

IM Hobby ApS, Egevangen 10, 8900 Randers, Denmark, www.imhobby.dk

94526 „Miniatur Wunderland 2020“

HO

Miniatur Wunderland Hamburg GmbH, Kehrwieder 2, Block D, 20457 Hamburg, Tel. +49 (0) 40/3 00 68 00, info@miniatur-wunderland.de, www.miniatur-wunderland.de

Please note: Promotional models are only manufactured for Märklin retailers or for commercial or industrial companies. Only models already delivered may be publicized, and only when the customer has given explicit permission for this.

Are you interested in an individual promotional model? Then simply order our latest brochure by sending an email to vertrieb@maerklin.de

8617.142 „8. Internationales Spur-Z-Weekend in Altenbeken“

Z

www.1zu220-shop.de

Side 1

Side 2

98176 „Miniatur Wunderland 2020“

98177 „Miniatur Wunderland 2020“

Z

Miniatur Wunderland Hamburg GmbH, Kehrwieder 2, Block D, 20457 Hamburg, Tel. +49 (0) 40/3 00 68 00, info@miniatur-wunderland.de, www.miniatur-wunderland.de

Digital info days

Germany

Town	Retailer	Address	Time*	Date
14057 Berlin	Breyer Modellbahn GmbH	Kaiserdamm 99	10 am – 6 pm	**May 20, 2020**
24601 Wankendorf	De Isenboner Inh. Sandro Schoppe	Bahnhofstrasse 12	10 am – 6 pm	**May 12, 2020**
38448 Wolfsburg	Karl Hohls KG	Lange Strasse 22–24	10 am – 6 pm	**May 13, 2020**
40723 Hilden	Modellbahn-Kramm	Hofstrasse 12	10 am – 6 pm	**April 8, 2020**
49078 Osnabrück	J.B. Modellbahn-Service GmbH	Lotter Strasse 37	10 am – 6 pm	**April 7, 2020**
54290 Trier	Spielwaren Theisen	Metzelstrasse 19–20	10 am – 6 pm	**May 22, 2020**
70597 Stuttgart	Jim Knopf Modelleisenbahnen	Löffelstrasse 22	10 am – 6 pm	**April 9, 2020**
70794 Filderstadt	Eisenbahn-Modellbau Stoll	Bernhäuser Hauptstrasse 32	10 am – 6 pm	**April 16, 2020**
72636 Frickenhausen	Joes Modellbahnlädle	Haupstrasse 50	10 am – 6 pm	**April 15, 2020**
73033 Göppingen	Märklineum Store	Reuschstrasse 6	10 am – 6 pm	**May 8, 2020**
74072 Heilbronn	Hobby-Eberhardt GmbH	Allerheiligenstrasse 8	10 am – 6 pm	**April 8, 2020**
76229 Karlsruhe	Lokshop GmbH Grötzingen	Schultheiss-Kiefer Strasse 10	10 am – 6 pm	**May 19, 2020**
76726 Germersheim	Modellbahnecke Germersheim	Fischerstrasse 29	10 am – 6 pm	**May 7, 2020**
77855 Achern	Vosy's Lok-Shop	Sasbacher Strasse 1	10 am – 6 pm	**June 4, 2020**
91788 Pappenheim	Modellbahn Dengler GmbH & Co. KG	Beckstrasse 3	10 am – 6 pm	**May 7, 2020**

Austria

Town	Retailer	Address	Time*	Date
1020 Vienna	Modellbahndiskont Wr. Neustadt	Novaragasse 47	10 am – 6 pm	**May 27, 2020**
2325 Himberg bei Wien	Günter Ctortnik e. U. CAMO	Industriestrasse 20–22	10 am – 6 pm	**May 26, 2020**
6020 Innsbruck	Rainer Modellbahnen	Rudolf-Greinz-Strasse 1	10 am – 6 pm	**May 28, 2020**
6322 Kirchbichl	Modellbahnwerkstatt Anna Taxer	Pfarrgasse 8	10 am – 6 pm	**May 29, 2020**

The Netherlands

Town	Retailer	Address	Time*	Date
3361 BJ Sliedrecht	Oude Station	Kerkbuurt 28	10:30 am – 4:30 pm	**April 18, 2020**
6155 KM Puth	Trein Select	Kerkweg 147 a	10:30 am – 4:30 pm	**May 16, 2020**

Switzerland

Town	Retailer	Address	Time*	Date
3600 Thun	Schaufelberger AG	Bälliz 26	Apply to the retailer	**May 14, 2020**
6205 Eich	c-gleis-plus ag	Spillgässli 27 b	Apply to the retailer	**May 13, 2020**
8162 Steinmaur	Modelleisenbahnen H.R. Gehri	Wehntalerstrasse 4	Apply to the retailer	**May 12, 2020**
8424 Embrach	Simatrain AG	Hardhofstrasse 15	Apply to the retailer	**May 15, 2020**

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

Model world builders wanted for project in Dubai

Entrepreneur Sven Gade has developed a model railroad world of experience for Dubai, now technical implementation of the large-scale H0 project is planned in the metropolis of the Emirate of Dubai on the Arabian Gulf. "We are looking for four to six enthusiastic and experienced model world builders – both diorama and layout specialists and digital train and car system technicians and experts with model world IT experience": the project manager addresses individuals and professional service providers. Interested parties would have to have the time and desire to take a kind of sabbatical in Dubai for three to four months to help with implementation. "We provide flight, hotel apartment accommodation and salary. For professionals, this offers the opportunity of a 'paid holiday' plus the chance to get to know Dubai and the United Arab Emirates in their free time." According to Sven Gade, this is a long-term project: "If you really settle in here and fit into the team, you may also have the chance of a full-time position." The construction phase for the first section is scheduled for the period mid-July to October 2020. It is planned for the first section of the H0 adventure world Dubai to be opened in October.

Photos: Ianpudsey/CC3.0, RBekka/CC4.0

Experienced model makers wanted. In Dubai, a company is building a model railroad experience world in Märklin H0. Are you in?

Anyone interested in joining the Dubai project team should contact Sven Gade directly by e-mail at centre@vammholding.com.

CLUB TRIP 1

The marvelous Bernina Railway

June 17 to 21, 2020

Whether in high summer or winter, the Rhaetian Railway (RhB) is always transporting people and freight on the UNESCO World Heritage railroad over the 2,253 m (7,392') Bernina Pass. The club explores this railway wonderland in special trains during the best time for traveling, from June 17 to 21, 2020. The base will be a three-star hotel in St. Moritz. We will have breakfast on the Bernina Pass and snake our way down by special train to Poschiavo, where we will visit the railroad control center, then we will return to Pontresina. We will visit a power station as well as the Bernina Railway depot and with the funicular climb the 2,456-meter (7,693') Muottas Muragl. The Bernina crocodile hauls us up to the Bernina Pass again and keeps us under control through the curves down to Tirano. Even the return journey the following day will be a pleasure when the Albula Railway will take us to Chur. In addition to train tickets for outward and return journeys, services include hotel accommodation, special train rides, sightseeing and information material. The trip will also be escorted by a member of the Märklin staff. The trip is led by a representative from Bahnreisen Sutter. Minimum 30, maximum of 40 participants. The trip costs Club members 1,870 euros in a double room and 2,070 euros in a single room (non-members in a double room 1,970 euros, or single room 2,175 euros). Registration forms are available from Bahnreisen Sutter – see information below.

Photos: Gregor Sutter

From valley floor to glacier world: The famous Bernina Railway has been on the UNESCO World Heritage List since 2008 as a cross-border Swiss-Italian railroad. The Club explores this sight from its base in St. Moritz.

September 12 to 16, 2020

Photo: Gregor Sutter

Narrow-gauge steam experience: A window seat is reserved for each passenger on the special train for viewing and photographing.

CLUB TRIP 2

Furka Railway Experience

Three special trains on this Club trip will take you to the Grimsel and Furka from September 12 to 16, 2020 to discover brilliant Swiss railroads. The tour promises pure railway and landscape enjoyment: The narrow-gauge steam ride from Realp on the Furka railroad line alone takes five hours. The train from Interlaken to Innertkirchen is also steam-powered, and the train from Andermatt to Disentis is hauled by the "balcony" loco HGe 4/4. Further information on the club trip can be obtained from Bahnreisen Sutter (contact details below). But you must hurry: there are only a few seats left.

Information on booking the Bernina and Furka Railway club trips:
Bahnreisen Sutter, Adlerweg 2
79856 Hinterzarten, Germany

Application forms can be obtained from:
Tel.: +49 (0) 76 52/91 75 81, fax: +49 (0) 76 52/91 75 82,
E-mail: info@bahnreisen-sutter.de, Internet: www.bahnen.info

LGBTOURS I

Expedition to the Riviera and Spain

September 5 to 15, 2020

Copyright Train des Pignes

Steaming through Provence: The "Train des Pignes" takes the participants from Nice to Puges-Théniers.

The journey "French Riviera and Spain" from 5 to 15 September, 2020 takes us from Nice to Barcelona. Guided tours open up cities like Nice, Monaco, Avignon and Barcelona for you. Your main experience however is the landscapes the train passes through. The metre-gauge "Pinienzapfenzug" (pine-cone train) and "Le Train Vapeur" steam train take you through the Alpes-Maritimes and Alpes-de-Haute-Provence. Or by steam train Le Mastrou and the Gorges du Doux "Vélorail" (cycle car) through the Ardèche mountains. And the "Ligne de Cerdagne" takes the group from Perpignan to Latour-de-Carol near the French-Spanish border. The terminus of the historic mountain railway is the only station in Europe with three different gauges – this is the opportunity to travel to Barcelona on broad-gauge tracks.

Services include ten overnight stays in four-star hotels, train rides as well as transfers, excursions and sightseeing tours. An LGBTours courier accompanies the trip. There is also an LGB souvenir car per registration. For detailed information about the trip run by LGBTours, please contact LGBTours direct (see below).

The cost of the tour is 2,400 euros per person in a double room, the single room supplement is 650 euros. Club members receive a five percent discount.

LGBTOURSII

By train across the Arctic Circle

July 20 to August 2, 2020

Photo: John Rogers

Not all the way by rail: For four days the group will be sailing on the Hurtigruten ship

We take 14 days for the trip from the Swedish capital of Stockholm to Bergen in Norway. Between July 20 and August 2, 2020 you will get to know sights like the metropolis of Stockholm, the Sami village of Lappstaden and the royal city of Trondheim on the tour "Midnight Sun in Sweden & Norway". You will travel the 1,300 km (800 miles) long Inlandsbanan and cross the Arctic Circle, there is a historic steam train ride up Mount Åreskutan, a bus tour on the Dundret, we traverse the Laponia World Heritage region in Lapland and the regional train takes us to the Kiruna ore mining area. With the Hurtigruten ship, we sail through Norway's fjord world to Bergen. We repeatedly take time out for excursions; for example, from Bergen, the highest railroad in Scandinavia, the Bergenbahn, takes us to Myrdal and the Flåmsbahn thence through unspoiled mountain scenery to the Flåm Railway Museum. For detailed information about the trip run by LGBTours, please contact LGBTours directly (see below).

The cost of the 14-day tour is 3,700 euros per person in a double room, the single room supplement is 900 euros. Club members receive a five percent discount. There is also an LGB souvenir car per registration.

Information on booking the tours southern and northern Europe:
LGBTours, John Rogers, Weiherweg 30
90556 Cadolzburg, Germany

Application forms can be obtained from:
Tel.: +49 (0) 91 03/16 97, fax: +49 (0) 91 03/71 70 06,
E-mail: lgbtours@t-online.de,
Internet: www.lgbtours.de

COOPERATION PARTNER GÖRLITZER OLDTIMER PARKEISENBAHN

Experience the pioneer spirit

Board the first steam locomotive in Germany: In Görlitz, a narrow-gauge replica of the “Adler” (“Eagle”) runs through park and forest.

The Görlitz Oldtimer Park Railway has its origins in a popular institution in the former GDR with great educational value: On the initiative of Hans-Rüdiger Eulitz, this narrow-gauge railroad in Görlitz was built in 1976 as a “pioneer railway”, and operated by children and young people. According to the Gorlitz Oldtimer Parkeisenbahn Verein, the railroad, built to a gauge of 600 mm (1'11-1/2"), forms an approximate oval, which runs in a park and forest area south-east of downtown Gorlitz and includes a branch to the stabling facility. The station “Freizeitpark” is the stopping point for public traffic. “The

COOPERATION PARTNER ZILLERTALBAHN

ZILLERTALBAHN dampf

By steam through the Zillertal

Unwinding and steam train enjoyment: the Zillertalbahn steam train season starts at the beginning of May 2020.

Photo: Günter Denoth/Zillertalbahn

Lots of fun at minimal cost: a ride on the steam train on the Zillertal Railway, the club’s new cooperation partner.

With the Zillertal steam train you can immerse yourself in the atmosphere of a bygone era: The “wood class” and the rattling of the rail joints recall a feeling of the time when the steam train had just replaced the stagecoach. An experience for all the senses: You can feel the fire that brings the impressive steam locomotives to life, the smell of coal is in the air, crystal clear Zillertal mountain water is taken on board and the rhythmic hissing of the cylinders can be heard. Then a whistle – and we’re off! The season at the Club’s new cooperation partner the Zillertalbahn starts on May 3, 2020. If you would like to enjoy the Tyrolean holiday region of the Zillertal in a relaxed manner, board the Zillertal Railway steam train at Jenbach station on the Unterinntalbahn. The 32-km (20 mile) route to Mayrhofen takes you over 35 bridges at a top speed of 35 km/h (22 mph). On the way, the train, with a track gauge of 760 mm (2'6"), calls at the most beautiful places in the Zillertal. The “Zillertaler Alpenstube”, our buffet car, and the open car are also conveyed, where mountain panorama and steam train atmosphere can be equally enjoyed. And the very youngest will meet our mascot Zilli-Bär (Zilli the bear) in the children’s car. In the early season in May 2020, the Zillertal Railway steam train runs as follows: May 3rd, 9/10, 16/17, 23/24 and 30/31. From June 2 to August 29, 2020, the steam train runs every week from Tuesday to Saturday. From September 1 to October 4, 2020, the steam train runs every week from Tuesday to Sunday. Departure from Jenbach is at 10:42 am, departure from Mayrhofen is at 2:33 pm.

Information and special offers for railroad enthusiasts: Zillertaler Verkehrsbetriebe AG, Austrasse 1, A-6200 Jenbach, Austria. Tel.: +43 (0) 52 44/6 06-0, office@zillertalbahn.at, www.zillertalbahn.at

Club benefit: For the Zillertal steam train, on presenting their Club card, instead of paying the individual price Club members pay the group tariff.

Photos: VGörlitzer Oldtimer Parkeisenbah

Engine shed The seven vehicles operated by the society were constructed by the famous Waggonbau Görlitz.

Gorlitz Vintage Park Railway looks after some extraordinary vehicles," says Daniel Schölzel, first chairman of the society responsible for it, pointing out its unique feature: "For this railroad, the rolling stock created was based on that built for the first German railroad, the Ludwigseisenbahn from Nuremberg to Fürth. And we are still using these replicas today."

Information and contact: Görlitzer Oldtimer Parkeisenbahn e.V., An der Landskronbrauerei 118, 02826 Görlitz, Germany. Tel.: +49 (0) 35 81/40 70 90, buero@goerlitzerparkeisenbahn.de, www.goerlitzerparkeisenbahn.de

Club benefit: The normal ticket for the Görlitz Oldtimer Parkeisenbahn for adults costs 2.30 euros, with Club card only 1.70 euros. A child's ticket costs 1.70 euros, 1.20 euros with Club card.

COOPERATION PARTNER HISTORISCHE WESTSÄCHSISCHE EISENBAHNEN

Railroad and nature enjoyment

A trip back into railroad history The Society for the Promotion of Historical West Saxon Railways maintains two beautiful lines.

The Förderverein Historische Westsächsische Eisenbahnen e. V. (FHWE) has committed itself to the preservation of original railroad infrastructure. "Specifically, we have a scenic, standard-gauge branch line through the Upper Vogtland and Western Ore Mountains, as well as some historic stations and a historic signal tower," says Marco Drosdeck, first chairman of the FHWE. "Schönheide Süd station, for example, with its freight car carrier pit, is a superb example of a historic change of gauge station." This is where the standard gauge Chemnitz to Adorf (V) railroad line, or the "CA line", once crossed the narrow-gauge line from Wilkau-Hasslau near Zwickau to Carlsfeld in the Ore Mountains. The popular Wernesgrüner Railroad Express (WEX), an open passenger car based on motorized gang cars, runs over the surviving section between Hammerbrücke and Schönheide Süd, roughly ten kilometer (6 miles) of standard gauge line in the upper Zwickauer Mulde river valley, bringing the charming natural surroundings close up. The renovated Schönheide Süd gauge-change station also invites you to visit, as does another sight directly on the idyllic railroad line: the German Space Exhibition in Morgenröthe-Rautenkranz, the birthplace of Sigmund Jähn, the first German in space. There are other interesting excursion destinations in the vicinity, such as the Bohemian-Vogtland Mineral Center Schneckenstein, the Tannenberg visitor mine and the Schönheide museum railroad, also a cooperation partner of the Märklin Insider Club. The WEX running season opens on the weekend of May 2/3, 2020. Other running days are Ascension Day (May 21), Whit Sunday (May 31), the Hammerbrücke station festival (June 21), the FHWE Oldtimer Day (July 11), the weekends of August 15-16 and September 19-20, and the end of the season (October 3-4).

Photos: Drosdeck/FHWE

Departure: The Wernesgrüner Railroad Express starts its branch line trip from the renovated Schönheide Süd station.

Contact: Förderverein Historische Westsächsische Eisenbahnen e.V., Wilzschhaus Nr. 3, 08304 Schönheide, Germany. Tel.: +49 (0) 3 77 55/65 49 99, fhwe@fhwe.de, www.fhwe.de

Club benefit: On presenting their Märklin Insider Club card, adults receive a discount of 1 euro from the Förderverein Historische Westsächsische Eisenbahnen, children a discount of 0.50 euros and families a discount of 1.50 euros.

175 Jahre Eisenbahnen in Württemberg

175 Years of Railroads in Wuerttemberg

On October 22, 1845 the Kingdom of Wuerttemberg opened its first railway line from Cannstatt to Untertürkheim. To celebrate the 175th anniversary of the railroad in Wuerttemberg 1845 to 2020, Märklin is producing a model of the class G 12 steam locomotive number 1901 of the Wuerttemberg State Railways in olive green along with a varied mixed freight train. The freight locomotive has a Belpaire firebox and bar frames, all of which can be seen on the digital model with mfx+ decoder.

Class G 12 steam freight locomotive (Item 37586)

Prototype: Wuerttembergische Staatseisenbahnen (W.St.E.) G 12 class freight steam locomotive. Olive green state railroad color scheme. Locomotive road number 1901, built in 1919 under factory number 3865 by the Maschinenfabrik Esslingen. Condition as delivered in around 1919.

Model: With an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, in the boiler. 5 axles driven. Traction tires. The locomotive and tender are constructed mostly of metal. Dual headlights change over with the direction of travel, work conventionally, and can be controlled digitally. Cab lights can also be controlled digitally. Lighting with maintenance-free warm white LEDs. Equipped with a factory-installed smoke unit. Permanent close coupling between loco and tender with guide mechanism. Close coupler with guide mechanism and an NEM coupler pocket at the front of the loco. On the tender NEM coupler pocket with guide mechanism and close coupler. Many separately-applied details such as pipes and sanders. Piston rod protection sleeves and brake hoses are included. Length over buffers 21.2 cm / 8-3/8".

Model highlights

- **Loco boiler of metal with many separately-applied details.**
- **“World of Operation” mfx+ decoder and a total of 24 controllable sound and lighting functions.**
- **Smoke generator kit fitted as standard.**
- **In addition, the cab lighting can be digitally controlled.**

Information about the locomotive of class G 12 (Item 37586) and the matching car set (Item 45175) can also be found at www.maerklin.de

Freight car set “175 years of railroading in Wuerttemberg” (item 45175)

Prototype: 5 freight cars of different designs built by the Wuerttembergische Staatsbahnen (Württ.St.B.). 1 boxcar with brakeman’s cab, 1 tank car with brakeman’s cab, 1 stake car, 1 acid transport car with brakeman’s cab and 1 beer car with brakeman’s cab. As operating in around 1919.

Model: All cars have different road numbers. The stake car has a load of hay modeled. All cars are individually packaged, with a master carton. Length over buffers approximately 60 cm (23-5/8"). DC wheel sets E700580, E700630, E32301211.

E 345127

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