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märklin

THE MAGAZINE FOR
CLUB MEMBERS

insider news



Superlative: class 18.5 as a H0 Club model

Z-GAUGE HIGHLIGHT

“Doppeltes Lottchen”: Two class 236 locomotives equipped with a new high-efficiency motor as a Z gauge Club model 2015

CLUB EXCLUSIVE

Club members meet with Märklin management
Large overview: Club partners in Europe



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Worth seeing:
The Pacific Steam Locomotive 18 537 is undoubtedly an impressive sight. The H0 Club model 2015 is equivalent to the original in every respect – apart from size. A comparison.

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Terrific: The class 236 in Z gauge makes its debut at Märklin. As an exclusive Club model 2015, it is of course reserved for Club members. The highlight: The double loco is powered by two new high-efficiency motors.



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Wanderlust: Many Club members are drawn to Switzerland by the breathtaking route network operated by the Rhaetian Railroad. The model railroad layouts, collections and miniature railroads of the Club's cooperation partners are the perfect addition to this adventure.

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Unique: The class 18.5 with a long tender makes its first appearance in the Märklin H0 range – naturally as an exclusive Club model in 2015. Including mfx+ decoder, smoke generator and figures.

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Club discussions: Märklin Managing Director Florian Sieber (standing) also invited product managers and board members of the Märklin Händler Initiative (MHI) to the meeting to exchange views with Club members.

Dear Märklin Insiders,

"I was very impressed with the round of talks" was a comment heard repeatedly. The exchange of ideas between Club members and the extended management team at Märklin was widely praised. Naturally, we revisit the get-together held on the Open Day in this issue. We also feature impressions that recall once more from a Club perspective the wonderful atmosphere at the model railroad festival in Göppingen.

This issue focuses on the Club models for 2015. The tender locomotive 18537 in H0 gauge, produced exclusively for Insiders, is one of the most beautiful steam locomotive designs of all time. Fully equipped with the mfx+ decoder, the model opens up the Märklin world of play. And since Märklin thinks in terms of trains, a wonderful set of period passenger cars is also available. Our poster page "Technology in Detail" shows just how much detail is being incorporated into the class 18.5 model as it takes shape. The Club model 2015 in Z gauge is also a tour de force: For the first time, the Märklin Z range features the class 236 diesel locomotive – exclusively for Insiders and as a double locomotive. The two "little black 'uns" are guaranteed to attract attention thanks to the new high-efficiency motors fitted to this delightful "Doppeltes Lottchen" (Double Switchers) configuration. The current promotional models round out this model report.

In the Service section, you can read the final international installment of our popular series on the Club cooperation partners: The journeys take us through Austria, Switzerland and the other European countries, where Club members can avail of discounts at the various places of railroad interest. Those who feel inspired to visit Switzerland in 2015 should mark the planned trip with the Club in 2015 on the calendar right away – read more on our News pages. We hope you enjoy reading your Club News!

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Thanks for your cooperation!

MASTHEAD

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The Club mailing 06/2014 includes the following enclosures: Märklin Insider News 06/2014, Märklin Magazin 06/2014, order form for Club models 2015, Annual DVD (part 2), poster of express steam locomotive S2/6.



Märklin exhibition layouts on a grand scale: Once again, the fall trade fairs such as IMA Cologne or modell-hobby-spiel in Leipzig offered worlds of railroads to be savored.

REVIEW OF TRADE FAIRS

A colorful fall of trade fairs

The eagerly awaited H0 Club model 2015 was unveiled for the first time at IMA Cologne – the H0 steam locomotive 18 537 was very well received by Club members. Visitors to the stand were equally enthusiastic about the bavarian type S 2/6 steam locomotive (item 37015), which celebrated its debut in Cologne. The sliding tarp car featuring the “Früh Kölsch” design as a H0 special trade fair model was in hot demand at the Märklin stand, where the Club team also greeted Club members with a welcome gift – an office post-it pad bearing

motifs taken from the S 2/6. Naturally, a large number of current models were to be seen in action: The Märklin exhibition layouts offered fantastic value for money to all layout enthusiasts.

On presentation of the Club card, Club members received an admission discount at IMA Cologne – and at the other two November trade fairs: Modell Süd in Stuttgart and Faszination Modellbau in Friedrichshafen. The model railroad trade fair at Lake Constance scored highly with numerous layouts featuring not only H0 and Z gauges, but other gauges as well.

In October, Märklin models were on display at Suisse Toy in Bern and at modell-hobby-spiel in Leipzig, where Club members could also avail of discounted online tickets. Märklin, Trix and LGB put on an impressive display for the more than 100,000 visitors to Leipzig, as Product Manager Claus Ballsieper reports: “The modell-hobby-spiel trade fair was also extremely successful this year, yet again meeting all of our expectations. We always meet a wonderful and interested public here. Lots of families – and above all lots of children – visited us. In this way, we can reach a very broad target group.”



Photo: Furka Cogwheel Steam Railway

Club destination 2015: In the height of summer, the Club will set off for Switzerland to the Furka railway (shown above) and to stalk the “Crocodiles” at the Gotthard.

“Croco” Club trip 2015

In response to numerous requests, we will also be continuing our Club trips in 2015 – “To the Crocodiles at the Gotthard”, in other words, to the kingdom of the class Ce 6/8 II “Croco”. The Club tour, organized in collaboration with Bahnreisen Sutter, will take in what is probably the most daring Alpine railroad crossing and to the Furka Cogwheel Steam Railway – a travel experience involving historic steam railroad engineering that leads through breath-taking natural landscapes. Details of the trip will follow at a later date – but you can save the travel dates in your 2015 calendar now: June 27, 2015 to July 02, 2015.

Club hotline answers all calls

As of January 01, 2015, the services offered to Club members will be enhanced. Whereas the Club hotline was previously only responsible for the administration of members, from now on it will act as the central point of contact for all questions from Club members. Members can now also benefit from convenient access to a single point of contact that handles the following issues:

- technical queries about Märklin products,
- information about current Märklin events,
- searching for spare parts,
- inquiries regarding the current status of an item sent for repair.

Contact details:

- Mail address: Märklin Insider Club, Postfach 960, 73033 Göppingen, Germany
- Tel.: +49 (0) 71 61 / 6 08-213
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- E-Mail: insider-club@maerklin.com

Important: Please remember to have your membership number to hand when making inquiries by telephone and to include it in any written correspondence. The membership number allows us to prioritize your request and to deal with it more quickly.

And another tip: Experience shows that the majority of telephone inquiries are made immediately after the lines open. Those who avoid calling during the first hour will generally have shorter waiting times before getting through to an available employee.

Railroad pictures that move in every sense



Exclusive to Club members, the Annual DVD 2014 part 2 features a series of exciting films. For example, the Club model E 93 is depicted using driving scenes on the layout and impressions

of the assembly process at the main Märklin factory in Göppingen. The feature on the well-loved VT 95 rail bus focuses on both the model and the prototype. Viewers can also look forward to pictures of a beautiful Z-gauge layout and a 1-gauge garden layout. The camera also documents a father-and-son project to construct a K-track layout. The mixture of topics is rounded out with films about Lübeck during the provincial railroad era and about the NOHAB meeting in Denmark along with the railroad museum in Odense – which certainly fans the flames of desire for the extensive Märklin range of these powerful diesel locomotives. The cover for the DVD is available for downloading in the Club area at club.maerklin.de.



Worth seeing: Imaginative layout scenes turn a visit to the "Bajuwarium" into an unforgettable experience.

Super Club partner

One of Southern Germany's most impressive miniature worlds is a new Club cooperation partner: The "Bajuwarium" (www.bajuwarium.de) in Straubing will surprise model railroaders with a huge Märklin H0 layout showing the lovely Bavarian landscape and a total of 80 trains in the timetable. The "Bajuwarium" is also being further extended and we will be reporting on this in early 2015. Club members receive an admission discount of 1.50 euro per Club card holder – Adults pay just 8 euro instead of 9.50 euro, and children 3.50 euro instead of 5 euro.

Metal railroad dreams



A true Märklin gem – on display in Senftenberg.

The Museum Schloss und Festung Senftenberg will host a wonderful special exhibition from December 13, 2014 to March 01, 2015: "Blechbahnträume – Modelleisenbahnen von 1900 bis 1970" will include beautiful models by manufacturers such as Carl Bub from Nuremberg and, of course, by Märklin. Special service for Club members: On presentation of the Club card, they will be charged just 3.50 euro instead of 5 euro for a regular admission ticket. The ticket is also valid for the permanent exhibition at the castle, the visitors' mine and the art collection (www.museums-entdecker.de).



The Insider News already published will be found as a PDF file in the Club area under club.maerklin.de

The flagship

The elegant Pacific locos of the 18.5 class were the pride of their time – and will soon be the pride of Club members: 18 537, fully equipped, is to be the 2015 H0 Club model.



The 18.5 class has never yet appeared in the Märklin H0 range, is Karl-Heinz Grässle's matter-of-fact explanation of choice of the Club model 2015 – then the Märklin H0 Product Manager's enthusiasm breaks through. "As a member of the S3/6 family, the class represents one of the most successful steam loco designs ever. The 18 537 with mfx+ digital decoder will be an elegant and attractive model, equipped with the best we can produce today in model railroad engineering". And as Märklin thinks in complete trains, to match the finely-detailed steam loco, a varied selection of five German Federal Railroad passenger cars will be exclusively produced in a set for the Club members. →



**Closing date for
orders:
April 30, 2015**

39030 Steam Locomotive with a Tender



Prototype: German Federal Railroad (DB) class 18.5 express steam locomotive 18.5, with tender 2'2' T31,7. With short Wagner smoke deflectors, straight engineer's cab, German State Railroad lamps below, DB reflex glass lamps above and buffer plate warning stripes. Road number 18 537. Locomotive looks as it did around 1958/59.

Model: With new mfx+ digital decoder and extensive sound functions. Controlled high efficiency propulsion motor with a bell-shaped armature and a flywheel, located in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The locomotive has a factory-installed 72270 smoke generator. The triple headlights that change over with the direction of travel and the built-in smoke generator will work in conventional operation and can be controlled digitally. The engineer's cab lighting and the firebox glow can also be controlled digitally. The headlights are maintenance-free, warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and tender. A close coupler with a guide mechanism and an NEM pocket is mounted on the rear of the tender. The minimum radius for operation is 360 mm (14-3/16"). Piston rod protectors, brake hoses as well as figures of a locomotive engineer and a fireman are included. Length over the buffers 26.5 cm (3-1/8").

Model highlights

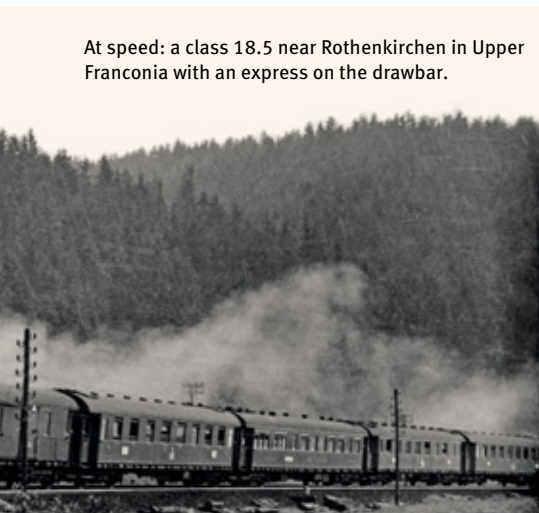
- Completely new tooling
- Very finely detailed metal construction
- Partially open bar frame and numerous separately applied details
- Engineer's cab lighting and firebox glow can also be controlled digitally
- Factory-installed smoke generator
- Figures of a locomotive engineer and a fireman are included
- Fitted with Spielwelt mfx+ decoder and extensive operating and sound functions
- For even greater enjoyment of the Märklin world

Digital functions	Control Unit 6021	Mobile Station 60652	Mobile Station 2 60653	Central Station 60212
Headlight(s)	●	●	●	●
Smoke generator	●	●	●	●
Steam locomotive op. sounds	●	●	●	●
Locomotive whistle	●	●	●	●
Direct control	●	●	●	●
Sound of squealing brakes off	-	●	●	●
Engineer's cab lighting	-	●	●	●
Whistle for switching maneuver	-	●	●	●
Flickering Light in Fire Box	-	●	●	●
Letting off Steam	-	-	●	●
Sound of coal being shoveled	-	-	●	●
Sanding	-	-	●	●
Air Pump	-	-	●	●
Water Pump	-	-	●	●
Injectors	-	-	●	●

Imposing "steamship": 18 537, with its clean superstructure, its massive firebox and its distinctive valve-gear fires the desire for the 2015 Club model, and it steams well too, with a built-in smoke generator.



At speed: a class 18.5 near Rothenkirchen in Upper Franconia with an express on the drawbar.



→ The ravages of time have also conspired to make the class 18.5 a favorite. After over 40 years, the molds Märklin has used to produce the class 18.4, also an S 3/6, are worn out. The Product Manager wanted to keep the universally popular S 3/6 class in the range at all costs. “For a complete redesign of loco and tender, we naturally opted to model another version with distinct differences of design – so now we have the class 18.5. And the completely new tooling will first of all be used to produce the exclusive model of 18 537 for the Club”.

**“The 18.5 class
was the pride of
the line”**

The model will be heading for the Insiders as a DB era III loco as it was running in about 1958/1959. “Typical characteristics of the lot constructed as 18 531 to 18 548 are for example the straight engineer’s cab or the four-axle tender of type 2’2’ T31,7 with a water capacity of 31.7 m³ (8375 US gallons)”, says Karl-Heinz Grässle (see also “Technology in Detail”, on pages 12/13). The loco and tender of the model both have authentic three-position lights: “Until the mid-1950s, steam locos had two lights front and rear. Then the locos were modified to have three-position headlamps”.

The class 18.5 fulfills the criteria for an outstanding Club model historically speaking as well. In the 1950s there was a great demand for powerful express locos for passenger traffic. “That’s why the four cylinder locos of class 18.5 were so welcome. The machine was popular with the crews as well – she simply was the flagship“, explains the H0 Product Manager. “On the regional allocation plate of our Club model is Augsburg, which in fact was also her home depot – she was the pride of the Bavarian railroad scene”. Carl

Classic: In German State Railroad days, the 18.5 also used to work luxury trains such as the Rheingold (pictured) and the Orient Express.



Asmus, Technical Director of the Munich Steam Loco Association, knows the biography of 18 537 exactly: "The four-cylinder compound express loco was delivered in 1930 from the Henschel loco factory in Kassel with the works number 21 737, taken into service in July 1930 and stationed in Osnabrück, Mainz, Bingerbrück, Darmstadt, Lindau and finally in Augsburg. Her maximum permitted speed was 120 km/h (74 mph)".

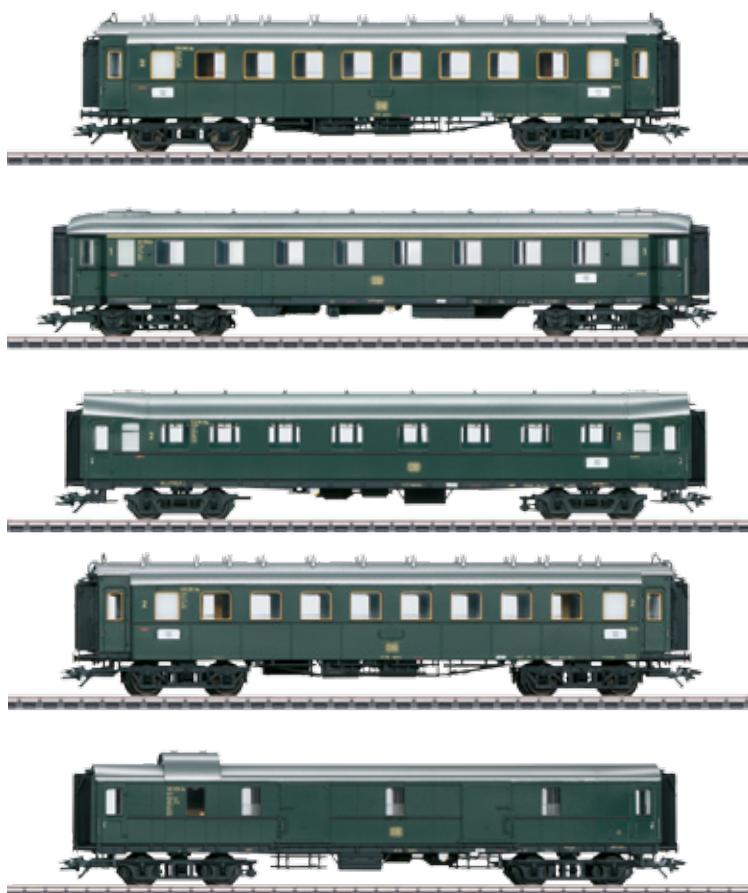
Most prominent feature of the well-proportioned Pacific loco is the striking firebox. "It widens noticeably downwards, and so it overhangs the frame on either side by about 50 cm (20")", says Märklin Documentarist describing the superstructure. "The inner firebox too widens downwards too – outer and inner fireboxes are naturally shaped to match the size of the grate". The grate is approximately 2.1 m (6'10") square, and it slopes forward steeply. "The aim was to make the fireman's work easier, and that's why the class has a wide and not very deep firebox", explains railroad historian Dr. Röntzsch. To produce a high output, a locomotive needs an adequately-dimensioned grate. "The grate area of the class 18.5 is 4.53 m² (48-3/4 ft²). On the

standard class 01, it's only 4.41 m² (almost 47-1/2 m²) – even the large class 45 standard class had a grate area of 'only' 4.47 m² (48 ft²). So basically, 18 537 was a loco of impressive dimensions". She had an indicated output of 1,830 HP and much-appreciated running qualities, as the documentarist explains: "As a four-cylinder machine, she was superior to the two-cylinder loco in smoothness of running, as the weight equalization is much better with four sets of valve gear opposed".

Fully equipped with engineer and fireman figures

That also reflects the Club model, with high-performance motor, boiler cast in metal, pierced bar-frames and the separately-fitted plastic engineer's cab. H0 Product Manager Karl-Heinz Grässle also draws attention to the large number of separately-applied parts such as ladders and pipes, the spoked wheels, the delicate valve gear and the inside valve-gear which although modeled is not functional. "The 72270 smoke generator is installed, and we have also supplied brake hoses, piston-tail protector tubes and a model of each of the engineer and fireman". Many sound and lighting functions are digitally controllable using the mfx+ digital decoder (see overview table on page 7). →

42259 Express Train Passenger Car Set



Prototype: 5 different German Federal Railroad (DB) express train passenger cars. Original version for the Augsburg–Buchloe–Kempten–Lindau route. 1 type Pw4ü "Hechtwagen" / "Pike Car" express train baggage car with a roof cupola. 1 type B4üe express train passenger car, 2nd class, Bavarian design. 1 type B4üwe "Hechtwagen" / "Pike Car" express train passenger car, 2nd class. 1 type A4yse express train passenger car, 1st class, standard corridor car. 1 type B4üe express train passenger cars, 2nd class, Bavarian design. The cars look as they did around 1958.

Model: The cars are detailed and full length for the scale. They have underbodies and trucks specific to the car types. The cars have train destination signs. Interior lighting kits 73400/73401, 7335, 66672 can be installed in all of the cars. Total length over the buffers 115.0 cm (45-1/4"). DC wheel sets: "Hechtwagen" / "Pike Car" and standard corridor car 4 x 700580 each. Bavarian designs 4 x 32376004 each.

Closing date for orders:
April 30, 2015

It's this easy to obtain your Club models

The H0 class 18.5 steam tender loco (item 39030) and the matching set of passenger cars (item 42259) will be produced in 2015 in a once-only series exclusively for Club members. Every Insider member can order one example of the exclusive models using the enclosed order form by submitting it to his Märklin MHI retailer. We expressly state that the order forms are not transferable.

Closing date for orders is April 30, 2015. Deliveries are scheduled from the 2nd quarter of 2015. At the end of 2015, it is planned to send out personalized Certificates of Authenticity directly to those who have ordered loco 18 537.



Powerful in profile: Engineer and fireman proudly lean out of the cab of 18 537. Märklin has provided an engineer and a fireman figure with the model.

Appeal of the car set is its variety

Passenger car set brings several types together

An attractive car set will also be offered to Club members as well, to match up with 18 537. “On the German Federal Railroad of the 1950s, every available car had to be used, which often resulted in trains consisting of a mixture of cars from the provincial railroad era and standard cars of the DB” as Märklin Documentarist Thomas Landwehr relates. “So the set includes five types of passenger as running on the DB in about 1958/1959 for a semi-fast train routed Augsburg–Buchloe–Kempten–Lindau, where 18 537 definitely used to run”. Cars in the set include 1st and

2nd class ‘pike’ cars, Bavarian express car designs and a baggage car (see Product information, on page 9). For rolling stock expert Thomas Landwehr this all results in a colorful picture on the layout: “In particular the varied assembly is the special attraction of this passenger train set”.

Text: Rochus Rademacher

Photos: Kötzle, Märklin, Asmus/Carl Bellingrodt collections



Information on the exclusive Club models 39030 (18 537) and 42259 (the car set) can also be found on line in the Club area under club.maerklin.de

“A loco with great play value”

The mfx+ decoder has become standard for Club models in H0. “Club models must have the best equipment we can provide and enable the members to tap into the Märklin Spielwelt with the virtual locomotive engineer’s cab”, explains Product Manager Karl-Heinz Grässle. As Club model 2015, 18 537 covers the whole range of lighting functions: “Headlights front and rear are digitally controllable, engineer’s cab lighting and the firebox flickering too”. In addition, there is the complete spectrum of sounds for a class 18.5 loco, with running sounds, shoveling coal, shaking up the grate, air and water pumps, steam injector, loco whistle and switcher whistle. “With all this, 18 537 is an outstanding example not just of quality, equipment and its level of detailing; it also has exceptional play value”.



Karl-Heinz Grässle, Märklin Product Manager H0: sets great store by the fullest equipment technically possible for H0 Club models.

Promotional models

October/November 2014

4415.591 "La Chouffe"

HO

4415.593 "Britt"

HO

4415.592 "SCHAEFFLER"

HO

Available from various retailers in Switzerland, France and Italy.

bahnshop.de, K-M Service GmbH,
Georg-Kerschensteiner-Str. 8,
63179 Obertshausen, Germany,
Tel. +49 (0) 61 04/40 01 90,
bahnshop.de@K-M-Werbemittel.de,
www.bahnshop.de



4415.594 "Komba"*

HO

94435/98121 "J. A. Maffei"

HO / Z

Komba Gewerkschaft Rheinland Pfalz,
56068 Koblenz, Germany

Märklin Flagship Store Munich, Bahnhofplatz 7, 80335 Munich, Germany,
Tel. +49 (0) 89/24 20 66 36, epost@maerklin-store-muenchen.com,
www.maerklin-store-muenchen.com



4415.595/4441.094 "Das Original gibt's bei Märklin"

HO The cars have different lettering on either side (German/Dutch).

98122 "Jansen"

Z

As part of the celebrations in Amersfoort, Netherlands from October 16 to 22, 2014 to mark the 175th anniversary of railways in the Netherlands, these models were sold as a limited edition.

This car was produced on the occasion of the MHI general meeting on September 19, 2014.



4441.093 "Gute Besserung!"

HO

4870.010 "Jansen"

HO

98123 "Grafried"*

Z

LAV-SOFO-Markt, 70174 Stuttgart, Germany
Available from the online shop
www.lav-sofo-markt.de

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Denmark, Tel. +45 (0) 98 12/04 11,
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Bernd K. Goldenbaum, 79241 Ihringen am
Kaiserstuhl, Germany



94437 "125 Jahre Speicherstadt"

HO

Miniatur Wunderland Hamburg GmbH,
Kehrwieder 2-4, Block D, 20457 Hamburg,
Germany, Tel. +49 (0) 40/30 06 80-0,
info@miniatur-wunderland.de,
www.miniatur-wunderland.de



Please note that 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.

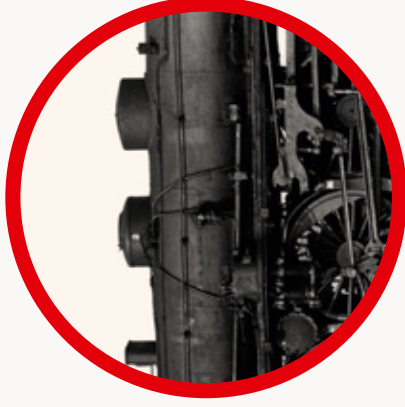
Technology in detail

Pacific loco 18 537 (Art. 39030) stands out as Club model 2015 in H0 with a very high degree of detailing and exquisite technical equipment such as the mfx+ digital decoder. Partial comparison with the prototype demonstrates the strengths of the model's design.



Prototype comparison: 18 537 has a straight engineer's cab constructed open with two side windows (no back wall) and ventilators in the roof.

Prototype comparison: on the model, boiler with domes (pictured), pipework and smoke-box door are all faithfully copied.



Prototype comparison: Typical for the production of class 18.5 (series o) is the tender with a capacity of 31.7 m³ (8375 US gallons) of water.



Prototype comparison: on the model, pipework and regulator rod along the boiler are delicately realized.

Lettering such as road number, ownership (DB biscuit), and other railway identification markings

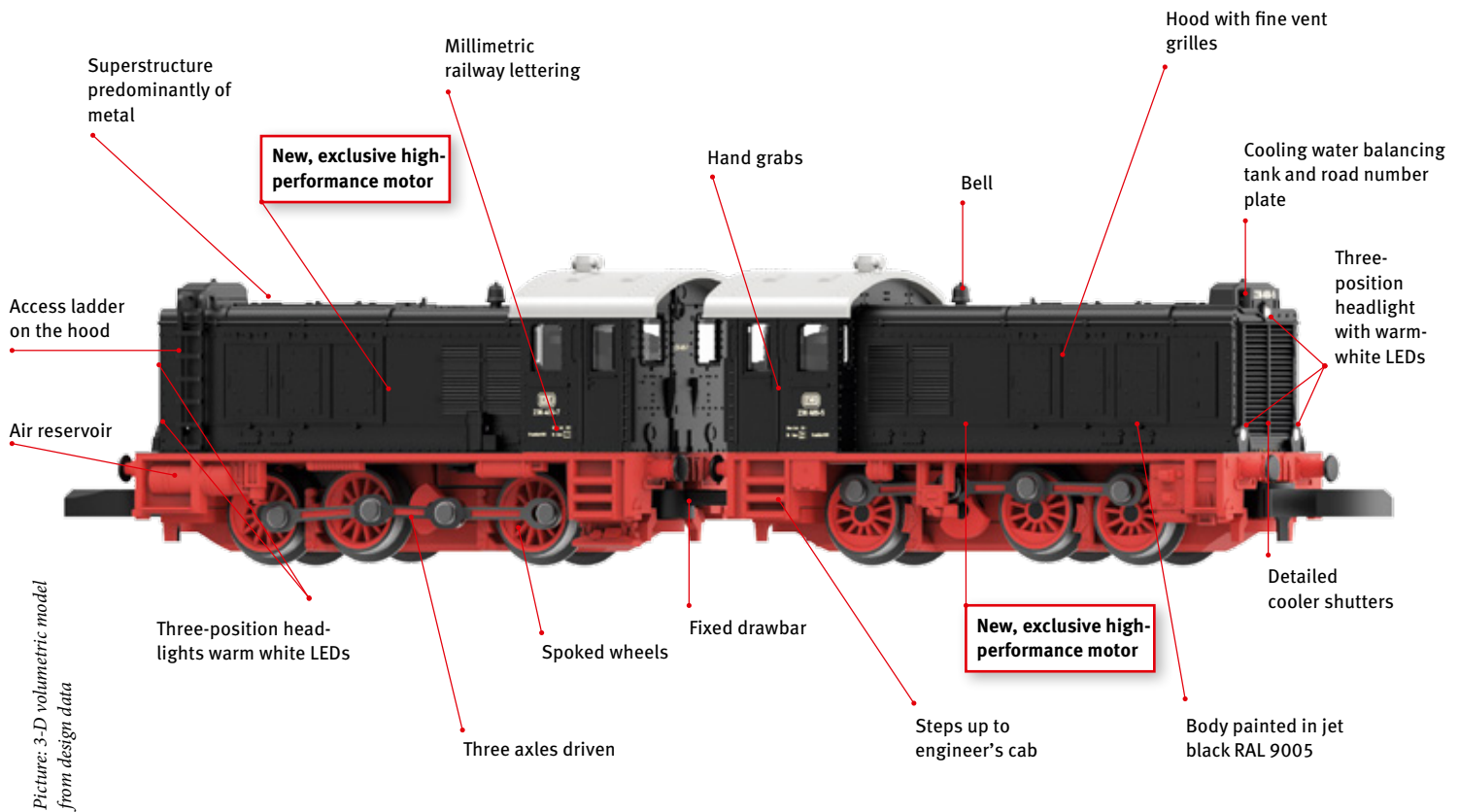
Many separately-applied parts such as the steam whistle

Steam dome

Crowned smoke-stack

“Doppeltes Lottchen”

The class 236 diesel loco is celebrating its premiere in Märklin Z, as an exclusive Club model for Insiders in 2015, in the form of a twin loco, each one with a high-performance motor.



The life story of the class V 36 diesel locos began in 1938. Some 450 of the 360 HP ‘Little black uns’ were built, as Thomas Estler tells us in ‘Das Grosse Loktypenbuch (‘The big book of loco types’). A final series, the V 36.4, appeared in 1950. “Since operational experience with the V 36 had been very good, a further lot of 18 locos was delivered by MaK”, explains Klaus Mühleisen, a retired senior federal railroad officer and technical specialist of the “Historische Eisenbahn Frankfurt” association (HE). “The machines with their six-cylinder Motorenwerke Mannheim engines, Voith gearboxes and hydraulic transmission could be used with mechanical double control”. The DB used the locos, which were designated class 236 from 1968, primarily in switching service and on lightweight freight trains, but also on the main line on light passenger services. The last series, with new gearboxes and larger fuel tanks and air reservoirs, had slightly modified dimensions: locos 236 401 to 236 418 were 9.24 m (30'4") instead of 9.2 m (30'2") long and had a wheelbase of 4.4 m (14'5") instead

of 3.95 m (13'). The successful V 36 class could still be found all over Germany – and indeed Europe – well into the 1970s.

“The class 236 has never before been in the Märklin Z range; now the diesel loco is being produced exclusively for Insiders as Club model for 2015, indeed as a ‘Doppeltes Lottchen’ (‘double switchers’), says Jürgen Faulhaber, Märklin Z gauge Product manager, stressing its exclusivity. “The cute double-diesel loco made up of 236 405-7 and 236 406-5 in the black and red era IV paint scheme is highly detailed and has two motors which drive all six axles between them”. The versatility of the class 236 on the layout is also ideal, whether it’s just pottering about in the station precincts or hauling trains on a branch line.

Z-Club model receives new high-performance motor

The drive is also highly exclusive: a new motor is being used in Märklin Z which, according to Jürgen Faulhaber, is going to make its name in Z gauge. The motor has been modified to meet Mini-Club and Märklin requirements for pulling power and continuous running. “To achieve good pulling power, each loco



Double loco control:
two locos of class
V 36.4 coupled
cab-to-cab.

is fitted with a motor. They are controlled from a circuit board which ensures that the two drives run smoothly and together.”

The circuit board also has the lighting control; each loco front shows the three-position headlight signal, which changes ends according to direction of travel. “Installing the light system was quite a challenge, in view of the lack of space in the high-quality metal body”, relates Märklin designer Tibos Dózsai, who also points out some of the tiny details realized such as the separately-applied signal horn on the rounded roof or the access ladder on the hood. Product Manager Faulhaber draws attention to the shutter slats of the cooler air intake and the motor covers on the sides of the hood.

Remote control of the double loco from one cab

On the V 36.4, a mechanical type of multiple control was planned for the double loco, and according to Klaus Mühleisen it worked well, causing no problems. The cabs, now back-to-back, were accessible via connecting doors. The remote control from one cab only applied to the motor and the gearbox; all other settings in double traction had to be on the individual locomotive.

The ‘Doppeltes Lottchen’ of the Club members has two prototypes: V 36 405 and V 36 406 are looked after by the HE preservation association. That’s why HE technology expert Klaus Mühleisen knows what the striking components on the hood are for: “Under the casing on top of the front at either end is the cooling water expansion tank. In the center on the top there is also a filler closed with a cap for replenishing the cooling water if needed. The older machines of this type didn’t have one of these casings”. The retired federal railroad director knows the life history of the prototypes too. “Both locos started work on May 27, 1950 allocated to the depot Bw 01 in Frankfurt am Main. V 36 406 has been in HE’s possession since 1979, having covered a total of 1.14 million km (over 708,000 miles) before withdrawal from DB stock”. A detailed list of the loco’s home depots is shown on the home page www.frankfurt-historischeisenbahn.de.

Text: Rochus Rademacher

Photos: Märklin, Asmus collection

88770 Double Diesel Locomotive



Prototype: German Federal Railroad (DB) class 236 double diesel locomotive in black/red paint scheme for era IV.

Model: The two newly-designed locomotives with road numbers 236 405-7 and 236 406-5 are permanently coupled with a drawbar between them. Each locomotive is fitted with a high-performance motor and they are coordinated and controlled through a circuit board. This enables the twin locomotive to develop its power for passenger and freight trains. Length over buffers of the model is about 83 mm (3-1/4").

Model highlights

- Completely new tooling
- Chassis and superstructure of metal
- Locos permanently coupled by means of a drawbar
- New, exclusive high-performance motor
- Both locos motorized, all axles driven
- Warm white LED headlights
- Three-position headlights change ends with direction of travel
- High level of detailing with separately-applied parts

**Closing date for
orders:
April 30, 2015**

It’s this easy to obtain your Club model

The Club model item 88770 in Z gauge will be produced as a once-only series in 2015 exclusively for Club members. Every Insider member can order one example of the exclusive 2015 model by handing in the order form to his Märklin MHI retailer. Order forms are not transferable. At the end of 2015, it is planned to send out personalized Certificates of Authenticity directly to those who have ordered the ‘Doppeltes Lottchen’. Important: **Closing date for orders is April 30, 2015.** Deliveries are scheduled for the 3rd quarter of 2015.



You will also find information on the ‘Doppeltes Lottchen’ as Club model 2015 in Z gauge on line in the Club area under club.maerklin.de

Exchange of ideas and opinions:
To ensure that none of the Club
members questions were left
unanswered, Managing
Director Florian Sieber
(standing) invited Märklin
product managers and dealers
to the three get-togethers.



OPEN DAYS 2014: CLUB MEMBERS IN DISCUSSIONS WITH MÄRKLIN MANAGEMENT

Märklin's round table

Product policy, digital technology, and encouraging emerging talent – three exclusive meetings between Märklin management and Club members addressed all the issues of interest to model railroaders. In summary, it was a wonderful exchange of ideas.

The get-together was really fascinating, says long-standing Club member Holger Lind from Bonn, Germany, enthusiastically of his attendance at the Open Day in Göppingen. "The management provided clear answers to our questions."

Christoph Funke from Velen in North-Rhine Westphalia, who has returned to the hobby, is also delighted: "I thought the meeting was fantastic." This is based on the concept of mutual interest, emphasizes Märklin Managing Director Florian Sieber: "It's always of benefit to discuss ideas with the Club members – we have a strong interest in exchanging views." To ensure that no issues were left unresolved during the three rounds of talks, even members of the extended management team at Märklin were in

attendance – including product managers from the three brands Märklin, Trix and LGB, the development, distribution and marketing managers as well as board members from the Märklin Händler Initiative (MHI). The spectrum of topics discussed was also equally broad. It ranged from model strategies all the way to

technical issues such as the new semaphore signals, making the change from analog to digital, or the area of tooling and design.

"Over the last few years, our focus was on ensuring the quality of our standard production output. We have since reached a good standard and are making longer-term investments to enhance our innovative edge", says Florian Sieber of the status quo. "For three brands covering six gauges, we currently produce over 400 new



Märklin Managing Director Florian Sieber (center):
"We will enhance our innovative edge."

products with more than 1,000 individual products per year. We are also incorporating innovations such as the door displays or the coal tender that can be lowered in conjunction with mfx+ world.” He also cites intensive research being conducted into functions that will create a perfect recreational experience, “but we are not simply following every gimmick, as we want our products to remain affordable.” Plastic shells would reduce costs. “But it is the intricacy and precision of our metal products that Märklin fans value so much. And we take great pride in the fact that all metal parts are produced at the main Märklin factory in Göppingen.”

It can cost up to one million euros to develop new tooling for a H0 model. “The Club models in particular play a special role in these types of developments”, says H0 Product Manager Karl-Heinz Grässle. “For instance, the class 50.40 marked the beginning of the new tooling for the class 50.” The implementation of a platform strategy is inevitable. “Despite the exclusivity of the models, we still have to weigh up the exorbitant costs for the tools and molds in commercial terms”, explains Märklin boss Florian Sieber.

The expansion of track geometry also involves an enormous investment. Consequently, the cost of developing the narrow H0-gauge curved turnout is similar to that of the tooling for a new locomotive. “The crunch point is not the product whose design has long since been finalized”, explains H0 Product Manager Karl-Heinz Grässle. “It’s the special machinery required for series production and tolerances in the range of hundredths of millimeters that must be met.” The next project is already in the planning stage: the double slip switch. Making the switch to digital model railroad control is an issue of interest to many people at the moment. →



Karl-Heinz Grässle, Product Manager H0: “mfx+ is regarded as a fantastic feature.”

Era III is without doubt the most popular era of railroad history. “However, we are seeing a growing preference for era IV”, reports H0 Product Manager Karl-Heinz Grässle, who also sees potential in the modern era: “With regard to the prototypes, the era of uniformity is just coming to an end – locomotives are becoming more colorful as a result of private railroad companies and they also look more appealing.”



Jürgen Faulhaber, Product Manager Z-gauge: “Fine Art hand-made brass models are a great success.”

Jürgen Faulhaber, Product Manager Z-gauge also has an eye on the subtle shift in the profile of eras: “It’s a good opportunity to target new customers.” Märklin Managing Director Florian Sieber outlines the company’s future strategy: “We will gradually move forwards through the eras, but without completely neglecting the earlier eras.”



A fantastic gesture: As a special treat for Club members, the Märklin product management scheduled the Open Day to coincide with the start of production of the 2014 Club locomotive 05 003.

“At the get-together, I felt as if I was at ‘the ultimate’ model railroad.”

Karl Silly from Innsbruck, Austria: “I was very impressed with the round of talks – they were also a good opportunity for networking. I felt as if I was at ‘the ultimate’ model railroad.”



Wolfgang Baumann from Reichenbach in Germany: “I was really impressed at the level of openness at the get-together. It’s important to maintain contacts between the company and the end customer.”



Bernd-Jost Bolle of the Mucis round table in Munich, Germany: “As a customer, you can really see that Märklin is back on a sound footing again – the company is taking a long-term approach to its designs.”



Thomas Winter from Berghaun, Germany: “The discussions were positive and informative; the answers honest. This confirms my dealer’s opinion that it’s fun to work with Märklin.”



“The discussions were informative; the answers honest.”



Uwe Müller, Head of Product Management: “We make beautiful models – and have made further significant progress in the area of detailing over the past few years.”

→ “I want operate my layout electronically with the grandchildren and I have to digitize 300 vehicles and upgrade the layout”, says Wolfgang Gerk, a long-standing insider, describing a typical project. The digital world is exciting – not least due to the playing fun it offers thanks to the mfx+ decoder and Central Station. “An updated issue of the Märklin book ‘Getting Started in Märklin Digital’ is due in spring 2015, but we will also make practical information available on-line to simplify the digitization process”, announces Florian Sieber. A three-part series taken from the Märklin Magazine and aimed at modelers returning to the hobby is available as a PDF and, according to Märklin Magazine editor-in-chief Peter Waldleitner, “2015 will see the start of a new six-part series that will provide a step-by-step explanation of the new possibilities offered by Central Station.”

More action to inspire young model railroaders

Club members like Rolf-Peter Jost from Kirchen, Germany, are also concerned about encouraging younger entrants to the hobby. “We have achieved a clear target group segmentation in the H0 segment”, says Märklin Managing Director Florian Sieber, with reference to the strategy. “For six to twelve-year-olds, Märklin Start up provides a range of technically straightforward models that offer good value. In the future, we must find a way to upgrade the series with attractive sound and lighting functions without abandoning the attractive price levels. This will be difficult challenge.” The battery-powered Märklin my world product line for three to six-year-olds represents a separate category. Models in this line are distributed purely as toys rather than true-to-scale replicas through traditional toy retailers or major outlets. The support provided by Märklin for groups in German schools as part of the “Spielen macht Schule”/“Werkstatt Modelleisenbahn” (Learning by Playing/Workshop Model Railroad) attracts high levels of participation each year, according to Sieber. Every year, a total of 60 schools selected from numerous applications receive a set of products by Märklin and accessory manufacturers free of charge. “Our hobby has great educational value and can be integrated in classroom teaching”, explains Florian Sieber – with Club member Stefan Dietz from Bad Urach in Germany nodding in agreement. “Magnetism, for example, can be demonstrated using the Märklin my world magnetic coupling”, adds the IT, physics and technology teacher. “Pupils would much rather look at a colorful locomotive than at these terrible physics teaching-aid contraptions.”

Text: Rochus Rademacher; Photos: Kötzle



Hello and welcome! The Club team prepared a welcoming reception for Club members at the Open Days, with a little present and a refreshing drink.

THE CLUB AT THE OPEN DAYS

Impressions

Perfect timing was enjoyed by the Club members who visited the 2014 Open Days, attended by 14,000 railroad enthusiasts who traveled to Göppingen to the main Märklin factory: the H0 Club model 05 003 was just going through the entire production process, so that the whole procedure of creating this impressive locomotive with its engineer's cab at the front end could be observed in all its stages, starting from the die-casting and printing departments to painting and assembly to final inspection of the cab-forward loco.

In the technology forum, the Electronics developments team and the designers were demonstrating their skills: the class 05 appeared on 'Spielewelt' demonstration layouts for locos fitted with mfx+ decoders and could be admired in all its

detail in the CAD program; alongside the screen, design drawings and historical photographs (see below) from the Documentation section were to be seen.

The Club members had a first-class start to their day: at the friendly reception by the Club team they all received a little present and a cold drink – a welcome refreshment in view of the marvelous sunshine. And along with the Märklin demonstration layouts, the members came face-to-face with the Märklin layout which saw the first photo-call for the class 53.0 steam loco which Märklin produced as an exclusive special series in 2013 to mark the 20th anniversary of the Club.

Text: RR; photos: Kötze, RR



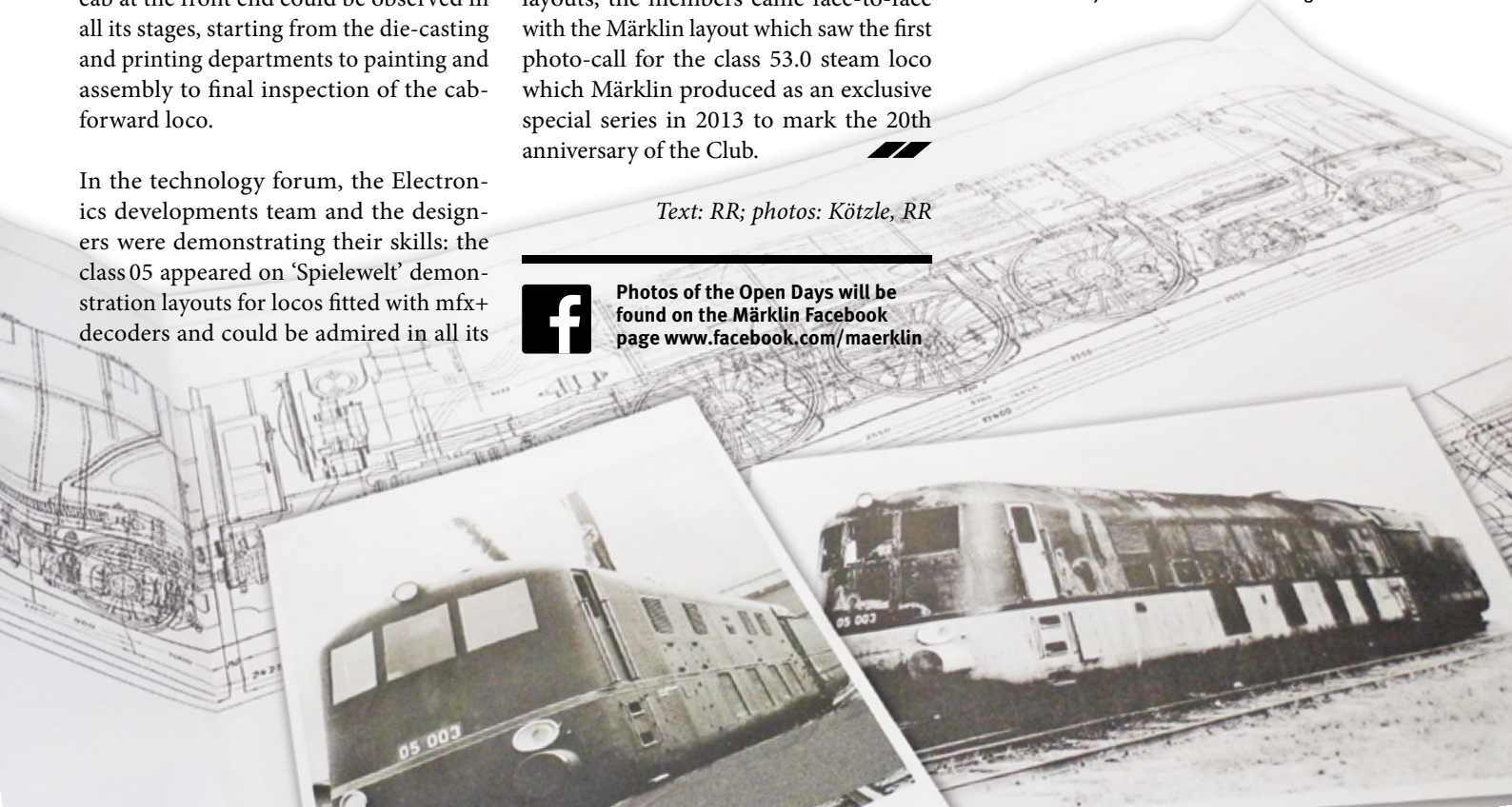
Photos of the Open Days will be found on the Märklin Facebook page www.facebook.com/maerklin



Club model in action: In the technology forum, 05 003 was demonstrating the abilities of the mfx+ digital decoder.



Final inspection: Before 05 003 is packaged, every model is subjected to functional testing.





Experience railroads

It pays to bring your Club card along when traveling around Austria as there are also numerous cooperation partners here that will offer reductions on admission fees on presentation of the Club card. And there are definitely some sights worth seeing – for example in the Eisenbahnmuseum Strasshof (www.eisenbahnmuseum-heizhaus.com) near Vienna, whose premises of 150,000 square meters (about 37 acres) is home to a large part of the museum vehicles of the Austrian Republic: more than 380 exhibits. The season in Strasshof begins in April and includes steam locomotive and diesel locomotive days and tours – the museum also operates model railroads and LGB layouts. The “Lange Nacht der Museen” (Long night of the museums) also attracts an enthusiastic attendance. The Eisenbahnmuseum (Railroad museum) in Schwechat opens its doors in May each year (www.eisenbahnmuseum.at). Also located just outside Vienna, it houses an

extensive collection of local and industrial railroad vehicles on display – with steam locomotives and passenger cars used for local transport as well as diesel locomotives from industrial and factory railroads. Two small steam locomotives also do their circuits in the museum grounds.

Club members can experience steam and nostalgia aplenty from May onwards at Lokpark Ampflwang, at the Oberösterreichisches Eisenbahn- und Bergbaumuseum (Austrian railroad and mining museum, www.oeg.at). Among the exhibits at the roundhouse is the 12.14 steam locomotive with a total output of 2,940 HP and a top speed of 120 kilometers per hour (75 mph). Tours of the museum offer a wealth of information about railroads and mining – and both themes are featured in the adventure playground for children. After a trip on the museum railroad on the Ampflwang-Timelkam line, you can visit the museum café for some light refreshments.


Younger visitors in particular will enjoy a visit to the Spielzeug Museum (Toy museum) Salzburg (www.salzburgmuseum.at). In the world of playing, the focus is on experiencing and experimenting – here, children have the opportunity to discover the purpose of toys for themselves. Many of the exhibits are displayed at children's eye level. A comprehensive program of creative and workshop activities is also on offer.

In Innsbruck, the Localbahnmuseum of the Tiroler Museumsbahnen (www.tmb.at) displays an attractive range of technically and historically unique rolling stock, such as powered rail cars and trailer car series from all over Austria and neighboring countries. The museum is housed in the waiting room and control rooms at the former station building of the Stubaitalbahn (Stubai valley railway). Its three showrooms document using text and illustrations all the local railroads and streetcar networks in the regions of North Tyrol, South Tyrol and Trentino. And naturally, the Verein Tiroler Museumsbahnen



(Tirolean museum railroad society) also operates its very own museum line through the town of Innsbruck.

“Nikolausfahrt” on the “Wälderbähnle”

The Bregenz forest railroad or “Wälderbähnle” (www.waelderbaehnle.at) promises a train journey in the “rhythm of times past” along its five-kilometer (three-mile) route. From the town of Bezau, it follows the picturesque valley of the Bregenzerach river, over bridges and past traditional settlements on its way to Schwarzenberg station. The rolling stock used includes narrow gauge U and Uh class steam locomotives as well as diesel locomotives. The universally popular “Nikolausfahrten” on the Bregenzerwaldbahn take place in December. In the summer months, a trip on the railroad can be combined with cable-car, mountain railroad and hiking routes to create an unforgettable round trip offering stunning views. 

Text: Rochus Rademacher

Photos: Ignis/CC 3.0, Leif Jørgensen/CC2.5, Miniaturworld Rotterdam, Eisenbahnwelt Rabland, Hanspeter Reschinger



The complete current list of cooperation partners will be found in the Club area under club.maerklin.de

Elegant locomotives: The Eisenbahnmuseum Strasshof near Vienna with its many exhibits and railroad excursion days is a real spectator attraction.



Club cooperation partners throughout Europe

SCANDINAVIA'S LARGEST RAILROAD MUSEUM



5000 Odense, Denmark
The Danish Railway Museum



Dannebrogsgade 24
Tel.: +45 (0) 66 13 66 30
jbmuseum@dsb.dk
www.eisenbahnmuseum.dk

Club benefit: Club members plus a maximum of 2 adults and 3 children receive a discount of 25 percent on the respective admission fees.

Fabulous: Spread over an area of 10,000 square meters (2.5 acres), the Danmarks Jernbanemuseum displays locomotives such as the A 159 (shown above) or the diesel locomotive MY 1112.

THE BIGGEST MINIATURE WORLD IN THE BENELUX COUNTRIES



3013 AL Rotterdam, the Netherlands
Miniworld Rotterdam



Weena 745
Tel.: +31 (0) 10 2 40 05 01
info@miniworldrotterdam.com
www.miniworldrotterdam.com

Club benefit: Club members receive a 20 percent discount on the normal admission fee.

An experience: Miniworld Rotterdam presents a scale model of life around Europe's largest miniature harbor with trains and 27,000 “inhabitants”.

FRANCE'S MOST BEAUTIFUL RAILROAD MUSEUM



68200 Mulhouse, France
Cit  du Train



2, rue Alfred Glehn
Tel.: +33 (0)3 89 42 83 33
message@collection-schlumpf.com
www.citedutrain.com

Club benefit: Club members receive discounts on the admission fee.

Outstanding: The “Cit  du Train” exhibition is regarded as Europe's most beautiful railroad museum – locomotives and cars are staged using scenic backdrops equipped with media technology.

ITALY'S LARGEST DIGITAL MODEL RAILROAD LAYOUT



39020 Partschins/
Rabland, Italy
Eisenbahnwelt Rabland



Geroldspatz 3
Tel.: +39 (0)4 73/52 14 60
info@eisenbahnwelt.it
www.eisenbahnwelt.it

Club benefit: Club members receive a 10 percent reduction on the admission fee.

Impressive: Eisenbahnwelt Rabland is the biggest panoramic railroad layout in the Italian province of South Tyrol and one of the largest private collections of model trains in Europe.

High Spirits



A railroad wonderland: Switzerland's biggest railroad attraction is without doubt the Rhaetian Railway (above). However, Club partners such as the Swiss Vapeur Parc (circular image below) or model layouts in Mendrisio, Uster and Aeugstertal are also well worth a visit.

The Rhaetian Railway is naturally the first port of call for railroad aficionados on a trip to Switzerland – ideally in combination with visits to the Club cooperation partners, whose extensive model railroad collections, layouts and miniature railroads demonstrate the appeal of the small railroad. At the Swiss Vapeur Parc (www.swissvapeur.ch), which extends over 17,000 square meters (20,331 square yards) at Lake Geneva, miniature trains powered by steam, diesel and electricity wind their way through the replicated landscape of Switzerland – taking passengers on a journey that takes in models of historical structures such as Aigle Castle or the extraordinary bridges and viaducts of the railroad paradise that is Switzerland. The season begins in March. In addition to its regular operations, special events such as night-time trips or the international festival of steam transform the park in the Swiss town of Le Bouveret into a joyful meeting of railroad enthusiasts. The festival attracts around 100 locomotive drivers from all over Europe – who then drive up to 60 locomotives around the park.

The Galleria Baumgartner (www.galleriabaumgartner.ch) has a treat in store for all model railroad fans. The Club cooperation partner from Mendrisio in the Canton of Ticino preserves private collections of model railroads with the aim of promoting the hobby “as an intelligent pastime for young and old”. Layouts featuring the smaller gauges such as N and Z can also be found here. The exhibition houses toy railroads from the period 1900 to 1950 as well as tin toys, including Märklin models, model cars, sailing and steam ships. In addition to the permanent exhibits, new products from the model railroad and accessory

sector are also on display. High-quality railroad models in the large gauges are on display at the “Eisenbahn-Sammlung Uster” (Uster railroad collection, www.eisenbahnsammlung.ch) in the historical locomotive shed in Uster in the Canton of Zürich. Its centerpiece is a huge 0 gauge exhibition layout based on Swiss prototypes. In addition, there are dioramas of typical landscape and operating scenes, H0 steam and electric locomotives up to 1970 along with a collection of “Crocodiles” in all standard gauges. Since the focus is on the model railroad experience, the display cabinets are placed around the sides of the layouts. The Uster collection opens on the first Saturday of every month.



Situated in the nature reserve and recreational area on the Türlensee near Zürich, Pegasus Small World (www.spielzeug-museum.ch) is creating quite a stir. The museum in Aeugstertal is home to valuable toys dating from the period 1890 to 1980. Model railroads, tin cars as well as cuddly toys by Steiff awaken childhood memories and provide a fascinating record of contemporary history. At Christmas time, the toy museum stages the Pegasus Christmas-world with gift ideas such as tin toys, Christmas balls or teddy bears. Summertime offers the perfect opportunity to combine a visit to the museum with a hike or a dip in the lake.

Text: RR, photos: Swiss Vapeur Parc, Rhaetian Railway/Marco Hoffmann



An up-to-date overview including the Club cooperation partners in Switzerland with contact addresses is available for downloading as a PDF in the Club area at club.maerklin.de

Digital info days



Digital info days Germany

Date	Retailers	Address	Time*
December 17, 2014	Modellbau Sester	Friederichstraße 7, 33102 Paderborn, Germany	10:00 a.m. – 6:00 p.m.
December 18, 2014	Modellzentrum Braunschweig	Kreuzstraße 16, 38118 Braunschweig, Germany	10:00 a.m. – 6:00 p.m.
December 04, 2014	Modellbahn Kramm	Hofstraße 12, 40723 Hilden, Germany	10:00 a.m. – 6:00 p.m.
December 02, 2014	Modellbahn Apitz	Heckinghauser Straße 218, 42289 Wuppertal, Germany	10:00 a.m. – 6:00 p.m.
December 03, 2014	Spielzeug-Paradies-Bochum	Dr.-Ruer-Platz 6, 44787 Bochum, Germany	10:00 a.m. – 6:00 p.m.
December 12, 2014	Märklin Store Munich	Bahnhofplatz 7, 80335 Munich, Germany	10:00 a.m. – 6:00 p.m.
December 11, 2014	Modellbahnen von A–Z	Landshuter Straße 16, 84307 Eggenfelden, Germany	10:00 a.m. – 6:00 p.m.

* 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.



Digital seminar: Automatic control using the Central Station Netherlands

Date	Retailers	Address	Time
January 09, 2015	Bentink Modelspoor	Loseweg 39, 7315 BB Apeldoorn, Netherlands	7:00 p.m. – 9:00 p.m.

Please register for the seminar directly with the retailer mentioned above at least one week in advance.



Perfect service for Insiders in Belgium

The “Insider Club Meeting Belgium”, which was first held in April 2014, has since developed into a popular fixture. “From 2015 on, the Club member meet will take place on the last Friday of every month,” announced the event’s initiator Hans Van Den Berge. The technical consultant for Märklin fans in Belgium/Luxembourg is also ramping up the customer service: “Up to now, model railroad fans could contact me by telephone every Sunday from 10:00 a.m. – 12:00 a.m. and on Mondays from 8:00 p.m. – 10:00 p.m. As of January 01, 2015,

customers can also visit me in person on the first Wednesday in the month from 7:00 p.m. – 9:00 p.m. – if there are problems that cannot be solved over the telephone or by e-mail.” The only requirement is that appointments must be arranged in advance.



Contact: Hans Van Den Berge; customerservice@marklin.be; Tel.: +32 (0)9/245 47 56; Insider Meeting see www.marklin.be (under “Info België”)



The Märklin Insider Club team would like to wish all club members ...



... a joyous festive season and a happy New Year!