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CLUB  
NEWS  
2011

# märklin INSIDER

## Comprehensive Overview

All about the Club year 2011 –  
Seminar calendar – dates



**Exclusive model parade 2011**  
Insider locos class 50.40 and class  
216 – Imposing Annual Cars





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Gala appearance of Insider models 2011 in H0: freight steam locomotive 50 4005 complete with authentic train – the finely-worked freight and dumper cars are an ideal companion to the impressive Franco-Crosti loco to make up a stylish ensemble in the ever-popular era III.

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The following enclosures accompany the Club publication 01/2011: Märklin Insider News 01/2011, Märklin Magazin 01/2011, Märklin new releases for 2011, order form for Club models (H0 + Z) and Annual Cars, DVD Video new releases 2011



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Overview of Club services: all services for the Club year 2011 for Insiders at a glance.



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Well-managed layout culture: enthusiastic Märklinists from Schlüsselfeld bring their local line back to life – in 1:87 scale and complete with authentic rolling stock.

## Your service numbers

### Customer Service

#### Club Hotline:

Telephone Monday–Friday  
from 10 a.m.–6:30 p.m.

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

E-mail: [insider-club@maerklin.com](mailto:insider-club@maerklin.com)

#### Questions about technology, repairs and spare parts / complaints:

Telephone Monday–Friday  
from 10 a.m.–6:30 p.m.

Telephone: +49 (0) 71 61/6 08-2 22 • Fax: -2 25

E-mail: [service@maerklin.de](mailto:service@maerklin.de)

### Internet

[www.maerklin.com](http://www.maerklin.com)

[www.maerklin.de/de/service/erlebnis/clubs](http://www.maerklin.de/de/service/erlebnis/clubs)

### Moving?

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

Thank you for your cooperation!

## Dear Insiders,

The International Model Railway Exhibition in Cologne was for Märklin a complete success. Especially gratifying was the fact that Märklinists gave such an enthusiastic welcome to our 2011 Club model. Above all, the Insider loco in H0 caused a minor sensation with the visitors – and that's why we pick up the thread straight away in this issue: the designer of the class 50.40, Jochen Hoffmann, gives away some of the tricks used during development of the spectacular Franco-Crosti loco. Naturally enough, the spotlight also picks out the class 216 diesel loco in Z gauge and the exclusive Annual Cars for you. Another highlight of the current Club News is the portrait of the Märklin Club in Schlüsselfeld – these passionate module builders deserve every respect for their painstaking work. As a service we offer you, punctually at the start of the year, a comprehensive overview of the Club year for 2011. Apart from that, we present the seminar calendar for the first half of the year as well as further dates for your diary. Enjoy reading your Club News!



**Silvia Römpf,**  
Customer Club manager

**Silvia Römpf**

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Quality attracts: crowds of model railroad fans throng round the Märklin stands with the new releases and their demonstration layouts at the Cologne IMA (large picture) – the youngsters too are enthralled.

Märklin in the focus of the visitors – whether it's at the Cologne exhibition (above) or in Friedrichshafen (right).



Photo: Sulmtal Model Railroad Club e.V.

## Events in Cologne and Friedrichshafen

### Top products show off

The market leader sets the trends – with their numerous new releases and the exquisite demonstration layouts, Märklin made a great impression on the visitors to the International Model Railway Exhibition (IMA). The stand wasn't just a target for the many Club members – altogether the sponsors, Messe Sinsheim GmbH, counted 65,000 visitors over the four days of the exhibition. There was a positive

response too for Märklin at the Faszination Modellbau in Friedrichshafen, which pulled in 45,000 interested spectators – the model railroad hobby is coming back into fashion. The Insiders are looking forward to the 2011 highlight: the international event IMA coincides with the Märklin Days from September 16 to 18 in Göppingen.

## Survey of members

### Top marks for the Club

Assessment of the comprehensive survey of Club members is going ahead with all speed. Two things are already clearly in demand: exclusive knowledge and models.

The almost overwhelming number of participants in the survey bears witness to the emotional regard in which the Märklin Insider, Trix and LGB Clubs are held: some 10,000 members made their views known in the survey. A particularly high value is attached to exclusive information and products – the most popular of the Club benefits in order of ranking are Märklin Magazin, Car of the Car of the Year, Club models and Club news. Results of the survey will be used to optimize Club benefits. As a thank you for the enthusiastic participation, a draw was organized with eleven attractive prizes. First prize was presented by Lars Schilling, Manager of Distribution and Marketing at Märklin, to Alexander Weber:



Luck of the draw: first prize among the 10,000 survey participants goes to Alexander Weber (left). Lars Schilling, Manager Distribution and Marketing at Märklin, presents the impressive freight locomotive of SBB series Ce 6/8 II in gauge 1.

a heavy Gotthard freight locomotive of SBB series Ce 6/8 II in gauge 1. Reward for the ten following prizewinners is the luxurious four-car class VT 08.5 diesel railcar of the DB in H0.

## Insider Club year 2011

# A summary of Club benefits

## Märklin Magazin and Club News

Six times a year, the Märklin Magazin is included in the Insider mailings, as well as the Club News with reports on models and production, and stories from the railroad community.



## Exclusive products

Every member receives as part of the Club's yearly benefits an **Annual Car** in H0 or Z from his dealer. The Annual Cars are manufactured for Club members only. All members also receive order forms with our mailings for the exclusive **Club models**; one piece can be ordered by each Insider for each offer. Additionally, there are exclusive **special models** offered for anniversary members.



## DVD chronicles

Twice a year, every Insider receives a DVD free of charge containing a chronicle of the most important events concerning Märklin. Whether it's the Märklin days, new products or exhibition attendances – Club members are always well-informed. Märklin TV also brings current information.



## Catalog

With the June mailing, Insiders receive a coupon, which they can exchange at their dealer's for the lavishly-illustrated catalog.



## Schedule 2011 \*

No.	Publication date	Enclosures
1	Start of February	Order forms • Club models (H0 + Z) • Insider Annual Car DVD video new releases 2011
2	Start of April	Order form Club model "Replica"
3	Start of June	DVD "A year with Märklin" I Order forms • 1st FC Insider Car of the Year • Anniversary models (5, 10 and 15 years) • Current catalog
4	Start of August	
5	Start of October	
6	Start of December	DVD "A year with Märklin" II

\*Subject to alteration. Please refer to the precise dates given in the respective latest issue.

## Club card

The Club card is sent to members together with their confirmation for the new Club year. The password for logging in to the Club area in the Märklin home page is printed on the covering letter for all new members. Members from previous years do not have to change their password. With the Club card you receive concessions at exhibitions and other events or from the many cooperation partners the Club has – there is a summary of these appearing in Insider 02/2011.

### And you obtain the benefits like this:

Our "Insider Post" is sent to you regularly at the beginning of February, April, June, August, October and December. It is always dispatched to all members simultaneously, so that no-one is treated better – or worse – than anyone else. The exact date of dispatch will be found in the Insider area on the Märklin homepage. Please note that the post requires from two to five working days from the date of dispatch to arrive (within Germany). Claims for non-receipt or for missing items can only be entertained up to the middle of the following month. Should you move house, please notify us in good time. Mailings are sent as news material, so an order to the post office to forward your mail will not be enough.

### Contents of the mailings.

As soon as you receive our mailings, please first of all check the contents. On page 2 in the Insider News you will find a list of all the items which should be enclosed. Do not throw the envelope away before you have checked, as enclosures may be caught in it. If anything should be missing, please report it without delay. When claims are not received until sometimes months later, the enclosure stocks have often run out or else important dates (product ordering deadlines etc.) have already passed.

Important: If you want to order back issues of the Märklin Magazin or would like magazine binders, please apply direct to:

Märklin Magazin  
Press Up GmbH  
Postfach 701311  
22013 Hamburg  
Germany

Telephone: +49 (0) 40/4 14 48-467  
Fax: +49 (0) 40/4 14 48-499  
E-mail: maerklin-magazin@pressup.de





**Phenomenal: two boilers, smoke-stack to the side, tender with moveable coal bunker covers – as the 2011 Club model, the Franco-Crosti class 50.40 loco impresses you with its unmistakable profile. Apart from that, the imposing era III steam locomotive stands for technical refinement.**

Photo: Hartmut Seehuber

Class 50.40: Highlights in the development of the 2011 Insider loco in H0 gauge

## New design full of character

**Tall and slim-built, the Franco-Crosti loco 50 4005, developed exclusively for club members, gives the impression of elegance and power. The 2011 Insider model, as a new prototypical construction is oriented towards the Märklin principles of quality and value.**

### Sensational freight train

A perfect match for the 2011 Insider loco in its condition as it looked in 1962, Märklin is releasing two completely newly-tooled sets of dumper cars – exclusively for Club members. The finely-finished dumper cars with their delicate cast frames and ballast loads are a real eye-catcher.

Freight cars of various types complete the ensembles. Freight train fans who order both sets for a long train – as pictured in the prototype photograph on page 10 – will receive an exclusive car gratis: the freight train baggage car type Pwgs 41.

"What impresses me is the striking appearance of the 50.40 – the Deutsche Bundesbahn steam freight locomotive is instantly recognizable due to its two boilers, the smoke-stack to the side and the huge feed-water heater on top at the front", says a fascinated Jochen Hoffmann, who designed the 2011 Insider loco. The 31 rebuilt locos of the 50.40 class, placed in service in 1954 and from 1958, thank the Franco-Crosti principle (FC) for their unmistakable features: under the normal boiler, there was a second in which feed-water was heated up by the exhaust gasses. This so-called exhaust gas feed-water heater increased efficiency enormously. "Between February 1955 and April 1956, 50 1412 – later with the

number 50 4001 – ran 129,557 kilometers (80,520 miles) and used 1,757.47 tonnes of coal", as the FC expert Jürgen-Ulrich Ebel reports in his standard work "Franco-Crosti – the classes 42.90 and 50.40". This was up to 20 percent less than the consumption figures of the comparative loco".

The optical singularity of the 50.40 class spurred on the model designer. Loco and tender are both completely new tooling – and very demanding too, as Hoffmann stresses: "Two major challenges were the tender hatch covers and the main boiler, made of high-quality die-cast zinc – it is not cylindrical throughout in shape, in the middle it is conical". Naturally enough, the many finely-cast and functional pipes on the model are notable.

An outstanding example of detailing and prototype accuracy is the deck: the fine checkering meets the eye at first glance – at second glance, we notice the finely-formed pipes, and the fact that this component is also part of the engineer's cab floor. The frame is of high-quality die-cast zinc. "And it's not an articulated frame either, it's made in one casting", Hoffmann points out. "That means we can design more side-play in the axles and the Insider loco can even negotiate very sharp curves down to 360 mm (14-3/16") radius".

An enormous contribution to this design success was made by Märklin's newly-introduced CAD-system Catia: "Side-play has an immediate adverse effect on the side-rods. A simulated curve negotiation in Catia shows how much side-play is available for the wheels". Because of the separately-designed boilers, finding the optimum location for the high-efficiency motor and the gearbox was extremely important. "Due to the simulation, I was able to fit the gearing exactly into the space available", as Hoffmann explains. The mfx decoder and the sound electronics and loudspeaker are located in the tender. A PCB in the loco is responsible for smoke generator and lighting.

#### Artful dodge conceals wiring

"With an artful dodge we designed the lighting without any outwardly-visible cable", the designer says, attracting our attention to the tricks used. "The lighting is located on the deck in which a PCB is integrated – a special material makes sure that the deck isn't illuminated together with the lamp". Naturally the deck is also undercoated black, and the coloring is not unimportant because the color pattern makes sure the deck is colored black on top and red below. "By the way, we do color the wheel centers and the edge right up to the tread, as in the prototype – otherwise the tread would look much too deep". After all the components were designed, a physical 3-D model was created from the data by stereo lithography using laser, to clarify technical design details of the running gear. "The running prototype checked over in wind and limb by the Technical Quality Assurance after all has to negotiate all turnouts and



Photo: Dietmar Kötzle

**Designer Jochen Hoffmann:**  
"The main boiler of high-quality die-cast zinc was a real challenge for us – its shape is not cylindrical throughout; in the middle, it has a conical shape".

dead sections", as Hoffmann refers to the careful checks the 2011 Insider loco has to undergo before it can start its operating career.

For the Club members such an exceptional talent of era III is now here on the rails – and for the model with its road number of 50 4005, this assessment of the prototype by FC-expert Ebel also applies: "The slim, high-mounted boiler with its Caledonian smoke-stack, the flush-sided tender with coal bunker hatch-covers and the exhaust gas pre-heater make this loco possibly the DB's best-looking new-boiler locomotive".

**Text: Rochus Rademacher**



Photo: Rainer Schnell

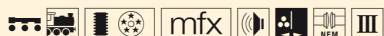
**Efficiency highlight:** Due to its exhaust gas pre-heater underneath the main boiler, the class 50.40 achieved up to 20 percent savings in coal, which was very expensive in those post-war years.



# The Märklin Insider models 2011

## 37040 Freight Train Steam Locomotive with a Tender

**Closing date for orders:  
March 31, 2011**



**Prototype:** German Federal Railroad (DB) class 50.40 freight train steam locomotive. Converted version with a new design high performance boiler and a Franco-Crosti exhaust gas pre-heater, Witte smoke deflectors, DB reflex glass lamps, sand boxes located on the running boards, a smoke stack located on the side of the locomotive, and a rebuilt type 2'2'T 26 tender with coal bunker hatches. Road number 50 4005. The locomotive looks as it did around 1962.

**Model:** The locomotive has an mfx digital decoder and extensive sound functions. It has a controlled high efficiency propulsion motor with a bell-shaped armature and a flywheel, located in the boiler. 5 axles powered. Traction tires. The locomotive and the tender are constructed mostly of metal. A 7226 smoke generator can be installed in the normal smoke stack. When the locomotive is running, the smoke stack can be closed with a hatch. The triple headlights that change over with the direction of travel and the smoke generator that can be installed in the locomotive will work in conventional operation and can 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. The front of the locomotive and the back of the tender has a close coupler in an NEM pocket with a guide mechanism. The coal bunker hatches can be opened and closed by hand. Minimum radius for operation is 360 mm / 14-3/16". Piston rod protectors are included. Length over the buffers 26.4 cm / 10-3/8".

### Model highlights 37040

- Completely new development.
- Especially delicate metal design.
- High-efficiency drive with bell armature in the boiler.
- With Franco-Crosti pre-heating boiler under the normal boiler.
- A wide range of operating and sound functions digitally controllable.
- Tender in rebuilt version with coal bunker hatch-covers.
- Matching freight car additions with items 46350, 46351 and 46982.

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





# The Märklin Insider models 2011

## 46350 Dump Car Set 1



**Prototype:** 6 different German Federal Railroad (DB) freight cars of different types. 2 type F-v-51 (later Omni 51) dump cars with hand brakes and brakeman's platforms. 2 type F-z-51 (later Omni 51) dump cars without hand brakes and without brakeman's platforms. 1 type Gms 30 boxcar, welded design (former type Gs "Oppeln"), with a short frame, without hand brakes and without brakeman's platforms. 1 acid transport car with a hand brake and a brakeman's platform. One privately owned car painted and lettered for VTG, Vereinigte Tanklager und Transportmittel GmbH, Hamburg / United Tank Farm and Transport Service, Inc, Hamburg, Germany. The cars look as they did around 1962.

**Model:** The dump cars are finely detailed with partially open frames, separately applied track tongs, and separately applied dump hoppers. The cars have either a separately applied brakeman's platform or no brakeman's platform. All of the dump cars have different car numbers. The hoppers are loaded with real scale sized ballast. The "Oppeln" design boxcar has a short frame. The acid transport car has finely detailed frame pieces for holding the acid containers in place. Total length over the buffers 63.5 cm / 25". DC wheel set for each freight car 2 x 700580.

**Closing date for orders: March 31, 2011**

■ **Model highlights 46350**

- Completely new design of the dumper cars.
- Very delicate design.
- With separately-applied track clamps on the running gear.
- All cars with different road numbers.
- Ideal cars for the steam freight loco class 50.40 (2011 Insider model).
- Can be suitably augmented with dumper car set 2 – item number 46351.



Photo: Hartmut Seehuber

**Splendid ensemble:** The 2011 Club models harmonize as a prototypical train and illustrate the mood of economic revival in era III.

### Notes on ordering

Every Insider member can order one example each from their MHI dealer of the Insider models, using the enclosed order form. Märklin draws explicit attention to the fact that order forms are not transferable. The models will be produced in 2011 in a once-only series exclusively for Insider members. A certificate of authenticity accompanies the locomotive model.

**Important:** Please note the closing date for orders, given on the order form: March 31, 2011. Deliveries are scheduled to start in the 3rd quarter of 2011.





**Real beauties for Club members: A class 50.40 steam loco is in charge of a freight train made up of dumper cars and other stock as it threads Hamm station. The models based on this train consist are restricted to Insiders exclusively.**



## "Spectacular steam loco only for Insiders"

"With the class 50.40 steam freight loco as the Insider model for 2011, we are offering our premium customers exactly what they expect: something very special above and beyond the standard classes", as Karl-Heinz Grässle, Product Manager H0 at Märklin explains. In 2010, Märklin shone with the production of the class 03.10 express passenger loco with high-performance boiler and moveable coal-bunker hatch-covers. "And in 2011, the Insiders will exclusively be offered a spectacular German steam loco based on the Franco-Crosti principle, of which the DB put 31 examples into service", says Grässle by way of countering the claim that the single series was a rarity even in the popular era III.

A lucky chance led to the matching cars: a prototype photograph of a Franco-Crosti loco with dumper cars fell into



Photo: Dietmar Kötzie

**Märklin H0 Product Manager  
Karl-Heinz Grässle on the class 50.40:  
"a machine in high-end design".**

the hands of Märklin's designers (see above). For Grässle, the 2011 Insider loco fulfils Märklin's quality requirements for value: "It is a machine in high-end design which impresses with detailing of an extremely high order". The product manager doesn't stop at mentioning the pierced bar-frames, the second boiler as a pre-heater and the side-mounted smoke-stack, but goes on with the many separately-fitted parts as on the prototype. "Naturally, the 50.40 is made of metal and as is usual for Märklin, the drive is in the boiler and not in the tender, as is the case with competitors. We don't build pusher locomotives", stresses Grässle.

"By contrast, the electronics have their place in the tender to handle the wide range of sound functions".





Photo: Carl Bellingrodt, Jürgen-Ulrich Ebel collection

## 46351 Dump Car Set 2



**Closing date for orders:  
March 31, 2011**

**Prototype:** 6 different German Federal Railroad (DB) freight cars of different types. 2 type F-v-51 (later Omni 51) dump cars with hand brakes and brakeman's platforms. 2 type F-z-51 (later Omni 51) dump cars without hand brakes and without brakeman's platforms. 1 type G 10 boxcar with a built-on brakeman's cab. 1 tank car with a brakeman's platform. One privately owned car painted and lettered for VTG, Vereinigte Tanklager und Transportmittel GmbH, Hamburg / United Tank Farm and Transport Service, Inc, Hamburg, Germany. The cars look as they did around 1962.



## 46982 Freight Train Baggage Car



HO



**Prototype:** German Federal Railroad (DB) type Pwgs 41. Version without a roof cupola. The car looks as it did around 1962.

**Model:** The underbody has separately applied brake rigging. Length over the buffers 11.9 cm / 4-11/16". DC wheel set 2 x 700580.

**Closing date for orders:  
March 31, 2011**

If and only if you buy both the 46350 and 46351 dump car sets, the freight train can be completed with the 46982 freight train baggage car available free for this purpose.

**Model:** The dump cars are finely detailed with partially open frames, separately applied track tongs, and separately applied dump hoppers. The cars have either a separately applied brakeman's platform or no brakeman's platform. All of the dump cars have different car numbers. The hoppers are loaded with real scale sized ballast. The type G 10 boxcar has sliding doors that can be opened. The tank car has a separately applied brakeman's platform and a ladder going up to the filling platform. It has a reproduction of a partially open car body. Total length over the buffers 63 cm / 24-13/16". DC wheel set for each dump car 2 x 700580, for the boxcar 2 x 700270, for the tank car 2 x 32376004.

### ■ Model highlights 46351

- Completely new design of the dumper cars.
- Very delicate design.
- With separately-applied track clamps on the running gear.
- All cars with different road numbers.
- Ideal cars for the steam freight loco class 50.40 (2011 Insider model).
- Can be suitably augmented with dumper car set 1 (46350).





Respectable: in era IV the class 216 was very much in action in passenger service – the initially relatively thinly-spread electrification made the diesel locomotives quite indispensable with increasing passenger figures. To be produced as Z-gauge Club model for 2011 is 216 199-0, here caught in Balduinstein on the Lahr.

Class 216: Insider model 2011 in Z gauge

## Energetic main-line diesel loco

**The classic antique red color scheme suits the new model of the German Federal Railroad (DB) class 216 extremely well: the prototype is regarded as one of the most successful post-war main-line diesel locomotives. And that's why it has been selected as the exclusive Z gauge Insider model for 2011.**

### Ordering

Every Insider Club member can order one example of the 2011 Insider Club model from their MHI dealer with the attached order form. We draw your explicit attention to the fact that Insider order forms are not transferable. The model of the class 216 in Z gauge will be manufactured in a once-only series exclusively for Insider Club members. A certificate accompanies each model. Closing date for orders is March 31, 2011, and deliveries are scheduled to start in quarter 4, 2011.

After World War II comes the era of the "Wirtschaftswunder" and the demand for transportation increases dramatically. Compared with the diesel locomotives running on cheap fuel, the ageing steam locomotives are economically exposed as a dying race, despite all the engineering ingenuity and technical genius devoted to improving their efficiency. The DB reacts in passenger traffic with a clear-cut concept: from 1960, they introduced to back up the twin-engine, 140 km/h (87 mph) machines of the V 200 class the lighter, single engine machines of the V 160 family. In 1968, the V 160s were renumbered as class 216. Including the prototype series, these

locomotives finally numbered 224, working on the main line and in local traffic. 16 meters long (52' 6") over buffers, the loco had a top speed of 120 km/h (74 mph) with its 1,900 HP diesel motor, or 80 km/h (50 mph) in low gear. How desperately the main line needed diesel locomotives is demonstrated by the V200's successor. Whereas this had two 1,100 HP motors, the V 200.1, introduced in 1962, had two 1,350 HP motors – a reaction to the turbulent developments in traffic. The enthusiastic class 216 main-line diesel loco now celebrates its invitation to the layout as the Insider Club model 2011 in Z gauge: the DB diesel locomotive with the road number 216 199-0 is approximately 75 mm (3") long over buffers and appears in the classic antique red, which color scheme also graced the pre-production series. The





### The Märklin Insider model

## 88783 Class 216 diesel locomotive

Closing date for orders:  
March 31, 2011



**Prototype:** German Federal Railroad (DB) class 216 diesel locomotive in the "old red" paint scheme.

**Model:** Both trucks are powered. The headlights and red marker lights change over with the direction of travel. They are maintenance-free warm white and red LEDs. Length over the buffers approximately 75 mm / 2-15/16".

#### ■ Model highlights 88783

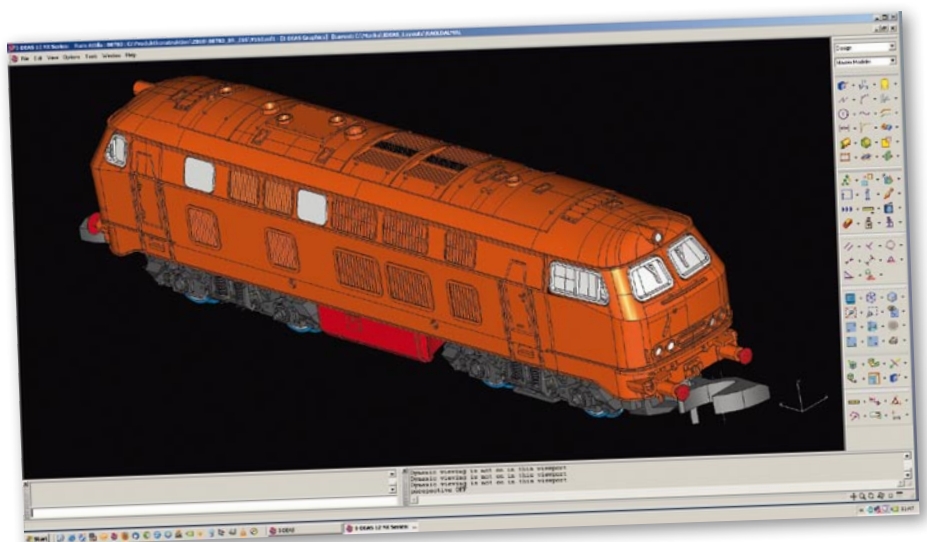
- New design.
- Warm white LEDs for the headlights.

grand nuance of red distinguishes it from the repaintings undertaken from 1975 onwards – and indeed our prototype, the push-pull fitted 216 199-0, carried its antique red color scheme until its withdrawal in 1993. Both axles are driven in the model, and realistically, the three-lamp headlights and red tail lights change ends with direction of running.

Originally, the DB used the class 216 on passenger traffic, as there was steam-heating fitted to insure cozy passenger cars. According to Dr. Andreas Röntzsch, a member of Märklin's documentation staff, 216 199-0 may also be used on the Z gauge layout in charge of freight trains: "Because electric heating came to be fitted in more and more passenger cars, the class 216 with its steam heating was no longer able to do the job, and was

more and more often pressed into freight service".

**Text: Rochus Rademacher**  
**Photographs: Andreas Tscharn**



**New design: the CAD model of 216 199-0 displays the precision of the surface detailing of the Insider Z gauge model.**

# Advertising models December 2010 & January 2011

H0



**4415.533 "ASUE"**  
Association for the economical and environmentally-friendly use of energy e. V., 10785 Berlin, Germany, [www.asue.de](http://www.asue.de), [info@asue.de](mailto:info@asue.de)



**4424.034 "Licher Bier"**  
Bastler Zentrale Lonthoff-Gießen, Neustadt 28, 35390 Gießen, Germany, Tel.: +49 (0)6 41/7 27 55, [www.bastlerzentrale-giessen.de](http://www.bastlerzentrale-giessen.de)



**00778.001, 00778.002, 00778.003, 00778.004** Heavy-duty freight cars loaded with coils (four different road numbers)  
Der Lokschuppen Dortmund GmbH, Märkische Straße 227, 44141 Dortmund, Germany, Tel.: +49 (0)2 31/41 29 20 and 41 28 99, [www.lokschuppen.com](http://www.lokschuppen.com)



**94359 "Open Day 2010"**  
This special car was released by Märklin exclusively for the Märklin Open Days (September 17 and 18, 2010). The model, with its die-cast zinc ingot, can either be assembled yourself or be purchased already completely packaged.

Z



**8600.153 "Vienna Z-gauge round table"**  
Äskulapkreuz – Austrian Association for First-Aid Training and Health Care, A-1020 Vienna, Austria, contact through: [franz.vetter@aon.at](mailto:franz.vetter@aon.at)

**Please note:**

Advertising models are only produced for Märklin dealers or for companies in industry (the latter identified by \* ). Normally the models identified by a \* are not offered for sale. Therefore we do not provide any addresses for these models. Models can only be made known to the public on these pages that have already been shipped to the customer or where the customer has given explicit permission for this.





The germ of an Insider mega-project: Schlüsseldorf station is the starting point on a Märklin layout currently 19.5 meters (64 ft.) long which realistically represents the local railroad line via Frensdorf to Bamberg in the 1960s.



Märklin Round Table Reicher Ebrachgrund

# Railroad historians at work

**Highly motivated Franconian Insiders reconstruct "their" local railway line – the connection Bamberg-Frensdorf-Schlüsselfeld. The ambitious project of the Model Railroad Friends Ebrachgrund is well advanced – and is resplendent in the public view.**

Running pleasure: every two years, the growing modular layout is on operational display to an enthusiastic public.



On January 28, 1954 a steer rams the steam engine in charge of a passenger train on the Bamberg-Frensdorf-Schlüsselfeld line. "The farmer didn't have the magnificent ox under control any longer – the 50 tonne steam locomotive 98 1101 and a passenger car were promptly derailed", as Peter Fischer, a cornerstone of the Modell- und Lokalbahnfreunde

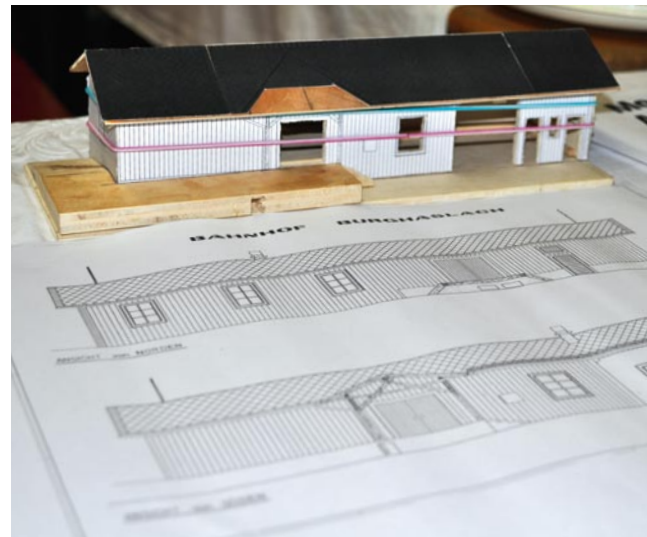
Reicher Ebrachgrund, reports. It stands to reason the round tablers have illustrated this scene in their representation of the Bamberg-Frensdorf-Schlüsselfeld local line. "Fortunately, no one was injured in this comical railroad accident", Fischer reassures us and grins: "except for the steer". The accident is still recalled all

these years later: today the climbing section of line is still known as "Ox hill". Remembrance, that is the motto. "With this model of the local railroad in H0 in its 1960s form, we bring the 24 km/15-mile line back to life – it should not be forgotten", suggests Manfred Bayer. Much of the railroad infrastructure was wantonly torn down – and now the model railroaders are in demand as railroad archeologists, architectural researchers and railroad historians. The H0 layout with Märklin K-tracks has already grown to 19.5 meters (64 ft.) in length. Since 2000, this masterpiece is no longer a quiet and private matter. "On the line's centenary, we started to display the progress our work has made in an exhibition held every two years", reports Bernd Deinlein. And the response is fantastic – the attraction draws between 750 and 1000 visitors each time. Every Friday the Märklinists meet at Peter Fischer's and push forward in a relaxed manner with the layout construction, while exchanging news and views from the model railroad





**Home made: in the warehouse (photo above, rear right) with its more than 60 windows, took a good 550 hours' work to finish. A building like the freight shed (photo right) is constructed in 1:87 scale from the original building plans.**



scene. In the props basket, the Märklinists also find suitable contemporary rolling stock which ran on the line. "These include local line steam locomotives like the class 98.3 or 98.11, the tank locomotives of classes 64 and 86 and diesel-hauled trains with the V 60, V 80 and V 100 – not forgetting the rail bus VT 98 and electric rail cars", as Bernd Deinlein enumerates. The Franconians stand by the Märklin range. "it is simply reliable material – whatever they put on the market from Göppingen, it works", opines Fischer and emphasizes: "We are used to putting plenty of cars behind the locos". Colleague Deinlein runs with the Central Station, which is easy and good to

operate. "Apart from that, the Central Station is robust – we once had it in operation for two days non-stop". The modern technology makes sense. On the analog-controlled single-track layout, they run up to ten trains, while a small staging yard looks after the marshaling. The Insiders have long since perfected their layout construction. "After all, the visitors' expectations are continually increasing – no common-or-garden landscaping is going to satisfy them", Fischer claims. The members get tips from specialist publications like the Märklin Magazin and when they go on trips to trade fairs, exhibitions or to the Märklin Open Days and so on.



**Committed troop: Its their H0 line Bamberg-Frensdorf-Schlusselfeld which motivates the Insiders every week at Peter Fischer's place (standing, third from the left).**





"Our buildings are scratch-built without exception" says Hans Werner with pride. In the large warehouse by the station alone, with its 62 windows, there were 550 hours' work. Werner has browsed through archives for construction and track plans and he has even called in the DB archives in Munich for assistance. He is currently working on a freight shed: "I convert copies of the original plans to H0 scale and then cut the wood to size according to the plans". The material selection is well-considered too: the walnut used matches perfectly for color. With each presentation, the layout grows – and the knowledge too. Contemporary witnesses

and indeed sometimes engineers come to us with valuable insights. Give and take: the retired station supervisor of 1954 was more than deeply moved by the sight of "his" station. In this networking, a teacher who had built a model of a station on the line also contacted us. "It is Frensdorf – our terminus, because the railroad has a junction there", says Fischer delightedly. That means we have a starting point and a finishing point – and between them, much to the delight of the 1:87 railroad constructors, many a yard of exciting modular work ahead.

Story of the line: in 1954, a passenger train collides with an enormous steer – train engine 98 1101 tips over (photo left), the stupid ox is beyond help (right).

The focus for the Reicher Ebrachgrund model railroaders is the local railroad line Bamberg-Frensdorf-Schlüsselfeld.

Text: CN

Photos: Reicher Ebrachgrund



## Description of the Modell- und Lokalbahnfreunde Reicher Ebrachgrund

### The Märklinist venue

The Model and Local Railroad Friends Reicher Ebrachgrund meet regularly on a Friday at their chairman Peter Fischer's place. The main interest of the Märklinists is a model reconstruction of the local railroad line Bamberg-Frensdorf-Schlüsselfeld in modules, but of course only striking features are being modeled. The club members have expertise in layout planning, modeling and landscaping, the construction of buildings and in trackwork and model railroad techniques. The larger part of the membership are craftsmen by occupation – the expert knowledge of an electrician or a cabinet-maker makes the mammoth task so much easier!

### The layout

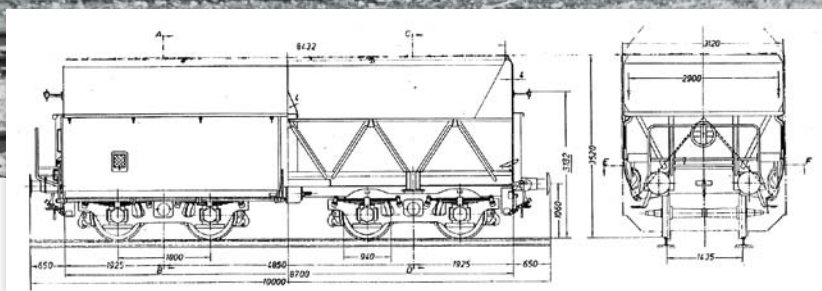
At the exhibition at the end of November 2010 the layout had reached a length of 19.5 meter (64 ft.). At the moment, it consists of ten modules. The average width of the modules is about 60 cm (24"), and in the station area – because of the staging yard as well – about 1 meter (39").

### The history

- Summer 1996: Two club members put on a small exhibition of the trains which used to ply the Bamberg-Frensdorf-Schlüsselfeld line in era III.
- To 2000: planning and constructing a model of the Schlüsselfeld station area in H0.
- Rebuilding the old relay room in Schlüsselfeld station to become exhibition accommodation for the layout. The commitment acted as a magnet, and other interested parties joined in – now it has developed a dynamic all of its own.
- In 2000, the 4-meter (13 ft.) long layout went on public display to celebrate the centenary of the line in Schlüsselfeld station.
- Regular exhibitions of the layout every year at model railroad clubs such as the Mittelschmalkalden Model Railroad Club or the Mellrichstadt Railroad Enthusiasts.
- The Märklinists present the expanding modular layout in the Schlüsselfeld Civic Center in a model railroad exhibition of their own.



Prototype for the 2011 Annual Car in H0: the boxcar is resplendent with the logo of Kuba-Imperial, the audio-furnishing manufacturer.



Annual Car for 2011 in Z-gauge: EZA Minden sketch of the OOtz hopper car – it mainly transported ore.

Annual Car 2011: Classic of freight transportation

# Audio furniture on the move

This year, Insiders can look forward to two special Annual Cars: Märklin is producing for its Club members outstanding freight vehicles dating from era III – the boxcar type GI Dresden in H0 and the open hopper car OOtz 43 in Z-gauge.

## Notes on ordering

This issue of Insider-Club News includes the order form for your Insider Annual Car 2011. **Please note that an order for a gratis model is placed at the same time as for the exclusive Club models offered for sale and it is therefore included on the same order form.** The gauge you selected, H0 or Z, is printed on the voucher together with the corresponding item number. Should this be incorrect, or should it have been altered, please strike out the entry shown and enter the other gauge, in which you will in future receive your Annual Car.

The exclusive nature of this car does not permit the supply of more than one car, or an extra car in another gauge, even for an additional payment. The order form may be handed in to your Märklin MHI dealer up to and including **March 31, 2011** at the latest. Delivery is scheduled for **quarter 3, 2011**.

In the 1950s and 1960s, Italian names like "Capri", "Lido" or "Adria" awakened the yearning for the south, the sun and the sea. An enterprising Wolfenbüttel company played with this association and borrowed these ringing names for its products: Gerhard Kubetschek founded the Kuba audio furnishings company in 1948. In the economic boom of the Wirtschaftswunder, his company grew steadily and his music cabinets took over not only in German households. To transport these bulky pieces of furniture, Kuba relied on freight cars supplied by the German Federal Railways. One car typical of the times is the GI boxcar, which Märklin is producing as Annual Car in H0 this year exclusively for Insider Club members – accurate down to the advertising lettering as it appeared on the original "Kuba-Imperial Radio-Fernsehen millionenfach bewährt" ("Kuba-Imperial radios and televisions – sold in millions"). "This is a high-capacity boxcar of the interchange design" as Thomas Landwehr, one of Märklin's documentation experts, explains. "The road number suggests that the car was actually leased. Kuba-Imperial did after all produce



Closing date for orders: March 31, 2011

voluminous audio furnishings, and the loading space with its 15-tonne capacity will certainly have been well-filled". The interchange designs of freight car were introduced in the early 1920s. Through the progress achieved in industrial manufacture and measuring technology, individual components were now manufactured to close tolerances which made it far easier to design solid and reliable freight cars where the state railroad's workshops were able to replace parts without having the problem of reworking them to fit. Admittedly, not so many of the interchange design cars were built as were built of their predecessors, the "Association" design – the great depression around the corner put the brakes on freight transportation and the demand for freight cars fell substantially. "Cars like the GI typified the appearance of freight trains well into the post-war years", explains Märklin documentary expert Landwehr. "Into the early years of era III, freight trains were still mainly composed of boxcars and gondolas – in those days, beer cars, reefers and tank cars were still relatively rare".

The Insider Annual Car 2011 for Z-gauge fans is an era III DB freight car: the open hopper car OOtz 43. "OO stands for four axle, open car, t for dumping mechanism – the t is derived from the former designation "Trichter" (funnel). And z stands for ore-carrier", is how rail-historian Landwehr decodes the series designation for us. So the OOtz 43 was designed for carrying ore, but it could also carry coal and coke. To be unloaded, the cars were placed over a special pit. "When the side flaps were now unlocked, they swung upward due to the weight of the load and there was an instantaneous, non-controllable discharge of the load", as Landwehr goes on to say. "and because the car floors were shaped like a saddle, the car was emptied completely". Then the flaps fell back into the closed position, to be locked by hand.

**Text:** Lorelei Wiegand/**Photos:** EZA Minden, Kuba Museum, Fritz Willke/Märklin collection

**The Insider Annual Cars 2011**

**48161 H0 Insider Annual Car for 2011**



**Prototype:** Interchange type GI Dresden boxcar as a type GI 20 without doors on the ends of the car. Short version with a length of 12,100 mm / 39 feet 8-3/8 inches, without a hand brake and a brakeman's platform. Privately owned car painted and lettered for the firm Kuba-Imperial, Wolfenbüttel, Germany, German Federal Railroad (DB). The car has the advertising »Kuba-Imperial Radio-Fernsehen millionenfach bewährt« / »Kuba-Imperial Radio-Television proven over a million times«. The car looks as it did around 1965. **Model:** The car has truss rods and additional step boards. Length over the buffers 13.9 cm / 5-1/2«. DC wheel set 2 x 700580.

**80321 Z Gauge Insider Annual Car for 2011**



**Prototype:** German Federal Railroad (DB) type OOtz 43 hopper car. **Model:** This car is new tooling for the type OOtz hopper car. The car body is made of plastic and is lettered prototypically. Length over the buffers approximately 47 mm / 18-1/2«.



In the 1950s and 1960s, they were the focal point of living rooms and the pride and joy of their owners: music boxes and music cabinets by the company Kuba-Imperial. Memories of the days of the musical furniture are now brought back to life by the 2011 Insiders H0 Annual Car.



## Insider Round Tables

We support your »Insider Round Tables« by providing the appropriate platform. We can however only accept addresses for non-commercial meetings of Märklin Insider Club members. We do not publish any advertising or offers from commercial model railroading clubs. Neither do we accept any liability for the correctness of any information, contents or composition and continued existence of a round table. The addresses that are published are those of round tables in existence, or of persons interested in setting up such a round table. We do not differentiate here and ask the reader to contact the person concerned for further details. Please understand that no address can be disclosed over the phone, by fax or by e-mail.

### A Big Favor please:

Please notify us of any changes (moved, closed down, etc.) for the addresses given here.

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- **13409** Berlin, Sven Richter, Tel.: +49 (0) 177/3 30 65 65, www.mist1.de, sven@mist1.de
- **21365** Adendorf/Lüneburg, Wolfgang Merhof, Tel.: +49 (0) 41 31/18 80 69, huw-merhof@t-online.de
- **22419** Hamburg, Heinz Luebke, Tel.: +49 (0) 171/604 27 24, www.hamst.de, info@hamst.de
- **23552** Lübeck + 24103 Kiel, Peter Wulf, Tel.: +49 (0) 43 81/74 17, www.mit-nord.de, insidertreff-nord@gmx.de
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- **24114** Kiel, Winterbeker Weg 49, Haus des Sports, Hans-Ulrich Druske, Tel.: +49 (0) 45 21/7 00 70, hans-ulrich-druske@t-online.de und Rainer Schlempe, Tel.: +49 (0) 172/5 43 23 02, rainer.schlempe@gmx.de, http://modulbauimteam.de
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- **31582** Nienburg, Carsten Heling, Tel.: +49 (0) 50 21/6 00 29 49
- **31832** Springe, K.-Kollwitz-Str. 21, Holger Kehrstädt, Tel.: +49 (0) 50 41/97 14 15, Deister-Ice@gmx.de
- **32257** Bünde, Nelkenstr. 4, Hans Bechinka, Tel./Fax: +49 (0) 52 23/4 34 16
- **33378** Rheda-Wiedenbrück, Torsten Piorr-Marx, Tel.: +49 (0) 170/8 96 15 58, anmeldung@mist-owl.de or torsten.piorr-marx@mist-owl.de, www.mist-owl.de
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- **34560** Fritzlar-Geismar, Eichgarten 12, Alexander Hebel, Tel.: +49 (0) 172/68 7 69 43, www.insiderstammtisch-geismar.piczo.com, alexander\_hebel@freenet.de
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- **47475** Kamp-Lintfort, Heinz-Dieter Papenberg, Tel.: +49 (0) 28 41/5 11 32, www.mist47.de.vu, HPapenberg@aol.com
- **48076** Münster, Postfach 470243, Christian Schmidt, Tel.: +49 (0) 25 82/66 96 99, mist.ms@t-online.de
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- **53619** Rheinbreitbach, Eifelblick 28, Jens Arenberg, Tel.: +49 (0) 170/2 07 77 22, mist-mittelrhein@web.de
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- **70806** Kornwestheim, Guido Wettemann, gwettemann@mist7.de
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- **80805** München, Helmut Kern, Tel.: +49 (0) 174/3 02 44 14, www.mucis.de, HFKern@gmx.de
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- **97486** Königsberg, Alexander Faßlrunner, Tel.: +49 (0) 95 24/57 45, Africanrex@aol.com
- **97794** Rieneck, Brunnenweg 2, Michael Hermann, Tel.: +49 (0) 171/2 132 809, www.mist-im-msp.de, stammtisch@mist-im-msp.de
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- **CH-8320** Fehraltorf, Ueli Schwizer, u.schwizer@greenmail.ch and Rainer Lüssi, rainer@luessi.ch, www.stayathome.ch/helis.htm
- **CH-6037** Root, Postfach 123, Märklin-Freunde-Zentralschweiz (MFZ)



# Digital Info Days

Märklin Dealer for the Event	Date	Time
<b>Germany:</b>		
01069 Dresden, Friedrich-List-Platz 2, Lokpavillon Dresden	24.02.2011	10 a.m. – 6 p.m.
01904 Neukirch, Hauptstraße 44b, Klein-Technik-Laden	22.02.2011	10 a.m. – 6 p.m.
12105 Berlin, Prühßstraße 34, Modellbahn-Pietsch	23.02.2011	10 a.m. – 6 p.m.
22393 Hamburg, Stadtbahnstraße 40, Modellbahn-Center Hamburg	16.02.2011	10 a.m. – 6 p.m.
23556 Lübeck, Zieglstraße 232, Die Rappelkiste	17.02.2011	10 a.m. – 6 p.m.
32756 Detmold, Emiliensstraße 33, Casisoft	15.02.2011	10 a.m. – 6 p.m.
41460 Neuss, Neustraße 10, Modell und Hobby	08.03.2011	10 a.m. – 6 p.m.
44787 Bochum, Dr.-Ruer-Platz 6, Spielzeug-Paradies	10.03.2011	10 a.m. – 6 p.m.
45145 Essen, Kölner Straße 48–50, Modellbahn-Ecke	09.03.2011	10 a.m. – 6 p.m.
53940 Hellenthal, Prümer Straße 55, Euro Tecnica	01.03.2011	10 a.m. – 6 p.m.
54290 Trier, Metzelsstraße 19–20, Friedrich Theisen	02.03.2011	10 a.m. – 6 p.m.
56288 Kastellaun, Allee 1, Loksuppen Forster	03.03.2011	10 a.m. – 6 p.m.
64293 Darmstadt, Europaplatz 1, Modellbahngalerie	16.03.2011	10 a.m. – 6 p.m.
64720 Michelstadt, Braunstraße 14, Michelstädter Modellbahntreff	17.03.2011	10 a.m. – 6 p.m.
71032 Böblingen, Poststraße 44, Bruno Köngeter Eisenbahn	10.02.2011	10 a.m. – 6 p.m.
71083 Herrenberg, Bahnhofstraße 15, Modellbahn Süd-West	15.03.2011	10 a.m. – 6 p.m.
72764 Reutlingen, Metzgerstraße 13, Eisenbahn-Treffpunkt Schweickhardt	11.03.2011	10 a.m. – 6 p.m.
73630 Remshalden, Wilhelm-Enssle-Straße 40, E und E	10.03.2011	10 a.m. – 6 p.m.
80335 Munich, Bayerstraße 16b, Gleis11	16.03.2011	10 a.m. – 6 p.m.
83352 Altenmarkt, Traunsteiner Straße 4, Maier Modelleisenbahnen	24.02.2011	10 a.m. – 6 p.m.
84028 Landshut, Schirmgasse 265, Slot-and-Cars	23.02.2011	10 a.m. – 6 p.m.
84307 Eggenfelden, Landshuter Straße 16, Modellbahnen von A - Z	22.02.2011	10 a.m. – 6 p.m.
87616 Marktoberdorf, Kaufbeurener Straße 1, Spielwaren Härtle	17.03.2011	10 a.m. – 6 p.m.
90762 Fürth, Hallstraße 6, Der Loksuppen	16.02.2011	10 a.m. – 6 p.m.
92421 Schwandorf, Dachelhofer Straße 88, M.S.S. Aumiller	15.02.2011	10 a.m. – 6 p.m.
96317 Kronach, Andreas-Limmer-Straße 11, Eisenbahn Dörfler	17.02.2011	10 a.m. – 6 p.m.
Ask your Märklin dealer about the break for lunch!		

## Switzerland:

3600 Thun, Bälliz 26, Schaufelberger	03.03.2011	Please contact your dealer direct to ask him for the times of the event
4500 Solothurn, Hauptgasse, CMS	02.03.2011	
5032 Rohr, Hauptstraße 14, Eurobahn	05.03.2011	
5430 Wettingen, Staffelstraße 61, Playland	04.03.2011	
6030 Ebikon, Dorfstraße 23, Bieri Modelleisenbahnland	01.03.2011	



**Info-days car 2011:** all Märklin dealers who run Info days can order the Info-days car (in H0) for the day of their own event. The offer is valid during the Info day, for as long as stocks last.

# Märklin-Seminar program

First half of 2011

Märklin is offering interesting seminars this year as well. This time, we shall be concentrating on layout construction, decoder installation and controlling using the new Central Station. In our seminars, you will learn everything of interest on the subject you have chosen. Only a limited number of places are on offer for each course as each participant receives intensive personal tuition.

**All seminars are held in German!**

**Registration for all seminars:**

Gebr. Märklin & Cie. GmbH, Stuttgarter Strasse 55–57, 73033 Göppingen, Germany  
Telephone: +49 (0) 7161/608-257 or -222, Fax: +49 (0) 7161/608-143  
training@maerklin.de or instantly online under [www.maerklin.de](http://www.maerklin.de)  
Our conditions of registration and participation are laid out below.  
No separate seminar brochure is available.

**Venue for all seminars led by**

**Rüdiger Haller:**

Göppingen  
Märklin Erlebniswelt  
Reutlinger Straße 2  
73037 Göppingen, Germany

**Accommodation may be reserved at:**

Hotel Restaurant Hohenstaufen  
Freihofstraße 64–66  
73033 Göppingen, Germany  
Tel.: +49 (0) 7161/670-0

## H0: Layout planning and construction preparation (2 days)

### Seminar content

- Track geometry for K- and C-track, track planning, for example arrangement of tracks in a station (also useful for staging yards)
- Providing grades on model railroad layouts, theoretical design of a track spiral and the accompanying conditions (grade, minimum radius)
- Use and purpose of an electrical ring circuit, accessories for the electrical wiring (a selection)
- The different properties of switching contacts (circuit track, reed contact, contact track), correct placement of switching contacts
- Testing solenoid articles (signals and turnout motors) in unladen condition (some practical testing)
- A short soldering course with realistic practice (soldering on various tracks)
- Installation hints and function of the braking module 72441 for the controlled deceleration and stopping of digital high-efficiency drives
- Being able to estimate the electrical demand of a layout and determine the number of transformers / boosters which will be required – examples of calculations will be prepared for this purpose
- Joint consideration of outline conditions for how a model railroad layout can best be fitted into a given room. Joint planning of a model railroad layout of maximum area in a previously-designated room plan.

### Dates

Date	No.	Seminar leader
Th./Fr., February 24/25, 2011	711 a	Rüdiger Haller
Th./Fr., March 31/April 01, 2011	711 b	Rüdiger Haller

**Aim of the seminar:**

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

**Miscellaneous:**

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

**Duration and cost of the training courses:**

2 days: Each day 8.45 am–approx. 4.30 pm, 259 euro for Insider members, others 289 euro



## H0: Decoder installation seminar (2 days)

### Seminar content

- The training will suit participants who want to convert analog and digital H0 locomotives to the latest state-of-the-art of systems technology with mfx decoders.
- Refresher course on soldering with little practice pieces
  - All you need know about the latest generation of decoders
  - Two Märklin locomotives will be retrofitted
- Conditions:**
- Soldering ability is essential
  - The Märklin locomotives you bring with you must be in very good condition! (other makes will not be entertained)
  - When registering for the seminar be sure to give details of the

### Dates

Date	No.	Seminar leader
Th./Fr., April 07/08, 2011	713 a	Rüdiger Haller
Th./Fr., May 26/27, 2011	713 b	Rüdiger Haller

locomotives to be retrofitted (please give a choice of several, and bring these all to the seminar)

**Aim of the seminar:**

- To learn how to modify the Märklin locomotives

**Duration and cost of the training courses:**

2 days: Each day 8.45 am–approx. 4.30 pm, 499 euro for Insider members, others 529 euro



## Controlling and Switching with the New Central Station (1 day and 2 days)

### Seminar content

- Basics of the Central Station (60214):  
Connections and operating the user interface
- Running and programming the locomotives (mfx, DCC and Motorola)
- Setting up the control system with contact tracks for push/pull trains
- Setting up and switching turnouts and signals
- Setting up track diagrams using the new layout
- Creating routes
- Control of turnouts and locomotives from the Control Unit and Keyboard connected to the Central Station
- Linking up other devices to the Central Station (e.g. Mobile Station)



#### Aim of the seminar:

- Acquire knowledge on how to set up a model railroad system with a Central Station or to convert an existing model railroad layout.

#### Miscellaneous:

- Each participant receives a special seminar car (H0)

#### Cost and duration of the training:

2 days: Each day from 8.45 a.m. – about 4.30 p.m. 259,- Euro for Insiders, otherwise 289,- Euro / 1 day: 8.45 a.m. – about 4.30 p.m. 159,- Euro for Insiders, otherwise 189,- Euro

### Dates for 2-day seminars

Date	No.	Seminar leader
Th./Fr., March 10/11, 2011	712 a	Rüdiger Haller
Th./Fr., March 17/18, 2011	712 b	Rüdiger Haller
Th./Fr., June 09/10, 2011	712 c	Rüdiger Haller

### Dates for 1-day seminars

Date	Venue	No.	Seminar leader
Wednesday April 27, 2011	Senats Hotel Unter Goldschmied 9–17 <b>50667 Köln, Germany</b>	800 a	Gunther Schneider
Tuesday May 17, 2011	Hotel Kastens Luisenhof Luisenstr. 1–3 <b>30032 Hannover, Germany</b>	800 b	Gunther Schneider
Tuesday May 10, 2011	Märklin-Vertriebs AG Mönchmattweg 3 <b>CH-5035 Unterentfelden</b>	800 c	Dieter Lorenz

## H0: Service and inspection (2 days)

### Seminar content

- Basics of soldering technique with soldering practice
- Functions of the Märklin drum and flat collector motors
- Adjusting a mechanical reversing switch
- How to oil an H0 loco correctly
- Carrying out servicing and inspection work on a class 218
- Dismantling a class 218, explaining the assemblies and finally reassembling the loco
- Carrying out servicing and inspection work on a class 74
- Dismantling a class 74, explaining the assemblies and finally reassembling the loco
- Rebuilding the Märklin locomotive for digital running with high-efficiency motors and current generation decoder (theory, will NOT be carried out in practice)
- Fault-finding made easy with doctored locomotives using the knowledge gained on this course

#### Aim of the seminar:

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

### Dates

Date	No.	Seminar leader
Th./Fr., February 17/18, 2011	710 a	Rüdiger Haller
Th./Fr., March 03/04, 2011	710 b	Rüdiger Haller
We./Th., April 20/21, 2011	710 c	Rüdiger Haller

#### Miscellaneous:

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

#### Duration and cost of the training courses:

2 days: Each day 8.45 am – approx. 4.30 pm, 259 euro for Insider members, others 289 euro



## Z: Service and inspection (2 days)

### Seminar contents

- Fundamentals of Soldering, with Soldering Practice
- Dismantling locomotives and discussion of the modules
- Gauge Z locomotive lubricated correctly
- Cleaning the locomotives correctly
- Performing maintenance and inspection work on various locomotives
- Assembly of these locomotives and the maintenance points explained
- Localizing faults made easy, using specially prepared locomotives and the training given in this course

#### Aim of the seminar:

- This seminar is ideal for better care and maintenance of your older locomotives and to learn how to perform minor repairs by yourself.

### Dates

Date	No.	Seminar leader
Th./Fr., May 19/20, 2011	714 a	Rüdiger Haller

#### Miscellaneous:

- Each participant receives an exclusive special car on the seminar topic of maintenance and inspection for gauge Z.

#### Duration and cost of the training courses:

2 days: Each day 8.45 a.m. – about 4.30 p.m., 259,- Euro for Insiders, otherwise 289,- Euro





## Product highlights 2011: Classes 042 and 216 (V 160)



### Power and speed meet the red beauty

Märklin kicks off into 2011 with two very special models: the class 042 steam freight loco and the diesel loco "Lollo" of class 216 (V 160). The new class 042 (item 37925) is modeled on the version with new design of boiler and oil firing. Chassis, boiler and tender body of the model are die-cast. The general purpose locomotive is moreover fitted with a high-efficiency drive,

digital decoder and full range of sound effects. The cult status pre-production series loco of class 216 is released as a true-scale model with all-metal body. The elegant locomotive (item 37740) has a high-efficiency drive and a sound decoder. Headlights change ends according to direction of travel, and lighting is by means of white and red LEDs.