

4 CLUB
NEWS
2012

märklin INSIDER



Exclusive reports

Summary: the most popular
Insider loco models
Locomotives: miracles
of engineering



Pure fascination: September 14 & 15
Open Days in Göppingen
Works visits, fun with layouts and "get-together"



Precision work: Märklin designers developing a locomotive discuss tolerances of the order of hundredths of a millimeter – fitting in the drive and all the electronics is what design team leader Thomas Mann (right) calls “the daily battle for every tenth of a millimeter”.

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märklin INSIDER



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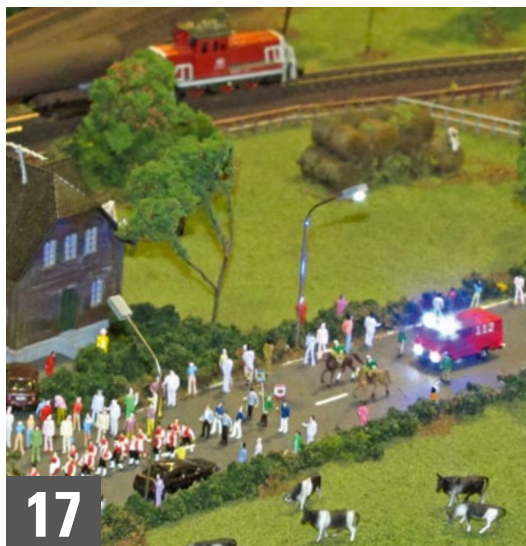


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The Club mailing 04/2012 has the following enclosures: Märklin Insider News 04/2012, Märklin Magazin 04/2012, brochure Tim and Struppi, registration form Märklin-Minis, painting poster Märklin Minis.



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Mission Z: with layout ideas and a museum car, **Untereschbach Z-gauge round table** attracts new members.



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Favorite locos of the Insiders: Club members tell us about their favorites and encounters with the prototype, while Märklin product management lets on just what is involved in the high-tech products.

Your service numbers

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Moving?

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

Thank you for your cooperation!

Dear Insiders,

Hardly have we got the turmoil of the Märklin summer party behind us, the Märklin Open Days knock at the door: we look forward to welcoming the whole community of Märklin enthusiasts to Göppingen to visit this great event on September 14 & 15. And naturally on these party days, the exclusive exchange of ideas between Märklin management and Insiders will be continued – the public discussion of model policies, technological trends and market development. Arrangements for participation are all explained in the current issue, and it also has an article devoted to the Insiders and their favorite Club models. What a miracle of technology a Märklinist holds in his hands with one of these locos is revealed by a look behind the scenes: Märklin designers tell of the breathtaking accuracy miniaturization demands of them in developing a model. It is a particular pleasure for us to introduce the active Insiders from the tradition-laden Z-Club Untereschbach Round Table on this 40th anniversary of the Z gauge. Development work is progressing just as satisfactorily at the recently-established H0 round table MIST42 at Wuppertal, being unselfishly supported by two other Märklin Clubs. Finally, our service section gives you details of round table contacts, dates for the digital info days and further additions to the cooperation partners – more and more attractions are offering worthwhile special discounts to Club members. Enjoy your reading!

Your Insider Club team

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Z-gauge festival

On September 14 and 15, Märklin invites everyone to the Open Days in Göppingen – and naturally, the 40th anniversary of Z-gauge will be playing a leading role. Visitors will experience an

original Z-scale special exhibition, and on this very special occasion there will be very special model: a container car (item 86173) finished in birthday style “40 Jahre Mini-Club”. The model will only be on sale at the Open Days. It will therefore be worth arriving early, since special cars are always extremely popular and sell out very fast.



Grandeur of a small scale: in 1972, the Z gauge success story started and it is now one of the model railroaders' favorite gauges.



Highly desirable: the special model “40 Jahre Mini-Club” will only be on sale at the Open Days.

The winners have been chosen

Several thousand Club members took part in the spring competition and gave the correct answer to the competition question. The right answer to the question asking where the musical Starlight Express is running was: Bochum.

First prize of two tickets to the musical spectacular Starlight Express in Bochum goes to: Ralf Müller (96515 Sonneberg). **Two entrance tickets for the Porsche Museum in Stuttgart go to:** Reiner Holzwarth (74229 Oedheim), Ernst-Jürgen Volzer (70734 Fellbach), Christian Wettstein (8932 Mettmenstetten, Switzerland), Werner Stein (57078 Siegen) and Marc Krüger (72766 Reutlingen). **Two entrance tickets for the Miniature Wonderland in Hamburg were won by:** Michael Busemeier (49536 Lienen), Winfried Kell (52152 Simmerath), Matthias Pottkamp (33613 Bielefeld), Reiner Wegner (23556 Lübeck), Bernd Lösche (12439 Berlin), Helmut Basse (31319 Sehnde) and Henry Wunderlich (04155 Leipzig). We congratulate all winners and wish them lots of fun!



märklin minis



Announced: the new comic figures of the Märklin Minis.

Märklin Minis – the Club for the youngest

Märklin now has a Club specially designed to suit the smallest railroad fans: the Märklin Minis. Four times a year, a reading book will appear free of charge with pages of painting and do-it-yourself items suitable for children between three and six years – a fantastic idea for the youngsters who can thus get involved with the model railroad in a manner to suit their age. To start the Märklin Minis, there is an attractive painting poster, included with the current mailing. The funny comic figures in the Märklin Minis are Marc, Lina and their smart dog Benny. There are 16 pages of exciting stories to read, pages to paint and super do-it-yourself ideas. The new Club is a marvelous complement for the prizewinning battery segment Märklin my world for children over three. Insiders can register their own or another child between three and six years old without difficulty: use the application form included with this mailing and when completed, send it to Märklin. The first book for the Märklin Minis will appear in November 2012.

Exclusive factory tour for Club members

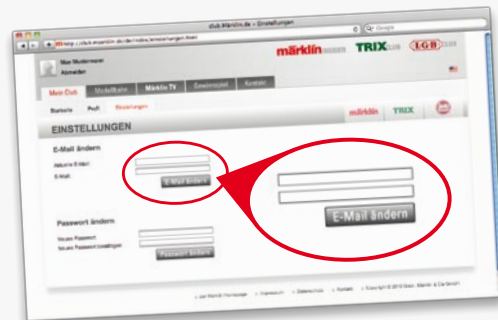


During the Märklin summer festival in July, 60 Club members were able to take a guided tour of the Production department in Göppingen.

To experience model railroad production close to – for 60 Club members this wish was fulfilled at the end of July at the Märklin summer festival. In an exclusive tour of the main factory in Göppingen they were rewarded with deep insights into the entire production process from die-casting and finishing through cleaning and coating in the electroplating department to pre-assembly, painting and final assembly. The guests were fascinated by the high-tech equipment and the craftsmanship skills displayed.

A worthwhile click

Always up to date: let us know your e-mail address and you will receive even quicker the hottest information and news about Märklin and the Club by e-mail. This is most easily done on line under <http://club.maerklin.de> under "Settings" (Einstellungen). Just log in to the Club page with your membership number and the password and enter your current e-mail address. This way, you'll not suffer a moment's delay in the Märklin world in future.



Tim and Struppi at full speed

For decades now they have been heroes of the playroom and adults too are amongst the fans of comic duo Tim and Struppi: a world record price of 1.3 million euro was paid for an original title illustration. For the premiere of the latest Tim and Struppi cinema film "The Adventures of Tim and Struppi – the Unicorn's Secret", a special version of the "Thalys" (see photo) recently ran from Paris to Brussels and it's this very ten-car high-speed train Märklin is launching as a model (item 37795) in H0. Model railroaders can look forward to pictures of the film characters on each of the cars, to mfx decoders with full sound, multi-lingual station announcements and interior lighting as standard. The limited-edition model with special packaging and certificate of authenticity has both end cars powered. The smart model is scheduled for release in spring 2013, and a descriptive brochure with further information on the Tim and Struppi Thalys is included with this issue.



Photo: M. Morkowsky

A colorful conversion: the Thalys is coming in 2013 as a Märklin model with motifs from the cinema film Tim and Struppi.

Railroad boss Dr. Grube meets Märklinists

"Railroad staff are all members of an enormous family"



Model railroad fan since childhood: Deutsche Bahn boss Dr. Rüdiger Grube went in to bat for the railroad in all forms at the Märklin Mega Meeting 2012 in Berlin.

"I have already built satellites, cars and airplanes – but the railroad is more complex than all of them", announced Dr. Rüdiger Grube, Chairman of the Board of Deutsche Bahn Inc. at the Märklin Mega Meeting (MMM) as a mark of respect for the performance of his workforce. "We are enthusiastic about the railroad and are all members of one big family", said the self-confessed model railroader ("I got my first model railroad when I was five"). The DB AG moves as many passengers every day as Lufthansa does in a year, it has an annual freight traffic performance of 120 billion tonne-kilometers and maintains the most extensive rail network in Europe. A large proportion of the infrastructure however dates back to the 19th century, and this is why Dr. Grube has four prime targets: "To run with average speeds of 200 km/h (124 mph) in long-distance traffic; to disentangle fast and slow traffic types; to open out hubs like Hanover or Frankfurt; and to connect all modes of transport with one another". MMM: see P. 13; complexity of the railroad: see P. 14.



Colorful party days:
hear what the Märklin management plans, see in the factory how models are created and have a chat – a relaxed celebration for the finest hobby in the world.

Highlight of the year: Open Days and "Get-together" at Märklin

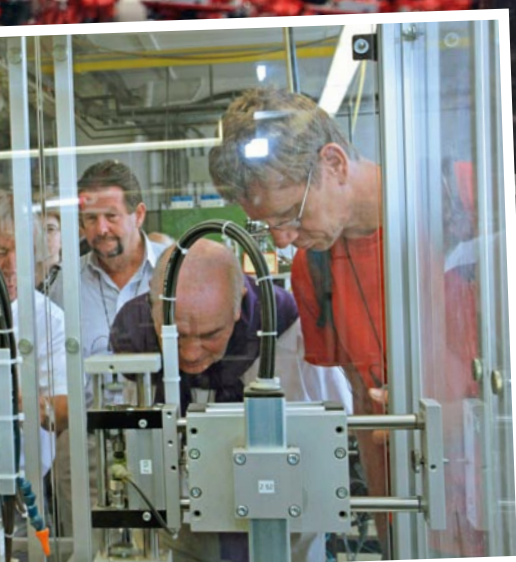
Exclusively for Club members

A warm welcome: at Märklin's Open Day, the Club team welcomes members in the inner courtyard of factory 1 in Stuttgarter Strasse 55–57 in Göppingen. And those on whom Lady Luck smiled in the competition draw will be taking part in one of three exclusive rounds of talks with Märklin's top management.

Opens doors:
show your Club card at the Club stand and you will be welcomed.



For many Club members from all around the world, the atmospheric Open Days on September 14 and 15, 2012 in Göppingen are a crowning event: of the model railroader's year, as a popular meeting place with other like-minded people or perhaps a destination for a pleasurable family excursion. The first meeting point is one of the striking blown-up



freight elements of the Märklin Road show train in the inner courtyard: here the Club team will offer Insiders not only a welcome drink but a wait-and-see surprise too. Factory tours, special exhibitions, play and fun – there is a huge range of entertainments on offer. With the luck of the draw, Insiders can also take part in one of the three exclusive meetings with the Märklin management team and Product management. The number of participants is restricted to 45 in total; how you can have a chance to take part is shown in the box alongside. The aim of the “Get-together” is to get the premium customers of Märklin closely involved through an exchange of ideas.

Important tip: information on the 2012 Open Days is also available on the Internet under www.maerklin.de

Exclusive “Get-together”



The draw will be made for 45 lucky Club members to be invited to an exclusive meeting with Märklin management, one of whom will of course be Märklin Managing Director Stefan Löbich.

At the 2012 Open Days, Märklin’s management team door is open too. **45 Club members** have the chance to take part in one of the three exclusive meetings with the management team. Dates for the **Club meetings** in factory 1 are:

- Friday, September 14, 13:00–14:00
- Friday, September 14, 15:00–16:00
- Saturday, September 15, 13:00–14:00

The “Get-togethers” are being organized specially and exclusively for our Club members who let us know they would like to take part either on line or in writing. Simply log on to the Internet site <http://club.maerklin.de> under “Gewinnspiel” (Competition) – or send us a postcard with the **codeword “Clubtreff”** (address: Gebr. Märklin & Cie. GmbH, Postfach 960, 73009 Göppingen, Germany). **Closing date for applications is August 31, 2012.** If applying in writing to take part, please give full **contact details**, and also state at which of the three sessions (see above) you would like to meet the management team.

Winners of the draw will be notified with a **letter of confirmation** either by post or e-mail. This should be brought to the event without fail, as it is the “entrance ticket” to the “Get-together”.



Club members are in demand: an open exchange between Club members and Märklin management about model policies and trends.



Whether the latest (class 120.1: "175 years of German Railroads") or engineering legends (class 03.10, VT 08.5): Club models are absolute eye catchers.

Always something special: the favorite locos of the Insiders

The Club model icon

Formative encounter:

Ulrich Albers (right) meets the ET 403 in Munich main station: for him, the 2012 Club model is one of the champions.

For almost 20 years now, Märklin has been producing exclusive Club models for Insiders – high quality locomotives and trains with prestige und scarcity value. Many Insiders connect them with episodes in their own lives, and they all have their favorites.



"My favorite model is the ET 403". The choice for Holger Schmidt from Märklin Insider Round Table MIST67 is pretty easy, for he had – just like Ulrich Albers (photo left) – as a small boy a defining encounter with the rail car train: "In the holidays, I often used to go from Frankfurt to Bremen to visit my grandparents and that's where I met Donald Duck – fascinating, elegant and simply different from the usual TEE". His second choice is the class 103.1: "With a piezoelectric motor and pantographs, the 2003 Insider model had a great innovation advantage over standard production models". A typical choice: its value, exclusivity and engineering fascination which unite the Club members with Insider models – and above all episodes in their lives as well. For Stefan Wirth, Märklinist at the Hamburg round table HAMST, the appearance on the layout counts

as well: "The VT 08.5 is a super model, it has wonderful interior lighting, and it used to run in the north of the country. It's a feast for the eyes on any layout and it has just the right length even for smaller layouts". What he likes about the class 52 with the steam snow-plow is its entertainment value: "On automated layouts such special trains are a most welcome diversion in the schedule". And which loco has a special place in the Wirth collection? "The 03.10 is one of the locomotives once allocated to the former Hamburg depot, but she came in 2010 at a time when I was financially distressed, so I had to pass up the chance to buy". However, partner Antje made off with the order form, handed it over to Wirth's dealer, and thus presented him with a wonderful surprise.

Märklin product manager Karl-Heinz Grässle knows all about the expectations connected with the prestigious Club models, both with the Insiders as well as in the model railroader scene and in the sector generally. "From the selection of a prototype loco as an Insider model to its actual production, it's easy to see two years pass", says the man responsible for the finished product, who relies on his depth of



Insider Stefan Wirth: mad about the locos which ran in the north of Germany, such as the VT 08.5 and the class 03.10.

knowledge of the market and model range, not forgetting customer and market analyses. He compares the facts with what customers want: "We carry out surveys of the membership and I talk to the Insiders at our exhibition stands or at various model railroad meets; in addition, at Märklin we also get lots of letters and e-mails with photos as suggestions". A skilful limitation guarantees a broad acceptance of Insider models: most Club members prefer era III with

a slight leaning toward era IV, and the company combs through these eras of class and traction variety systematically to find out which prototypes are suitable for a special production. The Märklin manager quotes the class 03.10 as an example: "There only existed 26 non-streamlined steam locomotives rebuilt with the newly-constructed high-performance boiler on the German Federal Railroad, so she is technically and terms of railroad history unusual, but on the other hand not too



Attracts attention: the elegant ET 403 is regarded as a striking exotic, its profile unmistakable.

Year	Insider gauge H0 models	Item No.
1994	X995 Amtrak (ASEA prototype)	83341
1994	BB 22200 (SNCF)	83320
1995	Diesel compressed air loco class V 32 (DRG)	3420/3720
1996	Ce 6/8 III "Crocodile" (SBB)	30159
1997	Freight loco class 52 with condensing tender	34171/37171
1998	Train set "steam snow-plow"	26830/28830
1999	Steam locomotive class 10 (DB)	34080/37080
1999	Rail car train ICE-S (DB)	39710
2000	Class 101 (DB AG)	39370
2000	Historic passenger train "Adler"	26350
2001	Heavy freight loco "Big Boy" (UP)	34990/37990
2001	Class 42.90 Franco-Crosti (DB)	39160
2002	Heavy freight loco class 45 (DB)	34450/37450
2003	Class 103.1 high-speed loco (DB)	39579
2004	Class 05 of the German State Railroad (DRG)	37050
2004	Heavy freight loco series 4000 "Big Boy" (UP)	37991
2005	Train set "Henschel-Wegmann" class 61 (DRG)	26610
2006	Diesel railcar unit VT 08.5 (DB)	39080
2007	Express locomotive class 05 (DB)	39050
2008	Express train steam loco 01 150 (DB AG)	39013
2008	Daytime articulated train VT 10.5 (DB)	39100
2009	Passenger tender loco class 39.0-2 (DB)	39390
2009	Class 120.1 electric locomotive (DB AG)	37530
2010	Class 03.10 express tender locomotive (DB)	37915
2010	Class 120.1 "175 Years of German Railroads"	37542
2011	Freight train steam locomotive class 50.40 (DB)	37040
2011	E 17 electric locomotive (DB)	37061
2012	Electric high-speed multiple unit class 403 (DB)	37778
2012	Freight train steam locomotive class 56.2-8 (DB)	37563

Class 56.2-8: you'll recognize her by the pony truck – she is owned by an Insider.





Talking to customers:
Märklin product manager Karl-Heinz Grässle listens very carefully – his ideas for Club models must after all be able to attract a consensus.

extravagant". So that the locomotive catches the eye both in collections and on the layout and provides running enjoyment with history behind it, Karl-Heinz Grässle thinks up a subject such as here, a matching set of express train passenger cars as express train D 265, which used to run over the line between Cologne and Hagen.

The Franco-Crosti loco class 50.40 too with its dump car sets and train-end car is following up the success of the complete Insider packages with its stylish 13-car freight train. For Munich round table (Mucis) member Ulrich Albers the new development of this class is "a marvelous model – what I like particularly is all the separately-fitted parts, the delicate new valve gear and the tender hatches". Ulrich Albers' second favorite model: the ET 403. "I have a special affinity with Donald Duck, because I saw it in its original form when I was a kid, and I later encountered the units in Cologne and Bonn when they were running as the Lufthansa-Airport-Express". While they were stored out of service in Putlitz und Meyenburg the Münchener was always looking

out for the express units. But why did Märklin product manager Grässle opt for these exotics? "For two reasons: first of all, Donald Duck was one of the leaders in our Club surveys, and then the class 403 is so striking that almost everyone knows it, even though there were so few built". And then the self-confessed fan of steam locomotives and freight trains grins and adds: "Apart from that, when I was a kid the ET 403 was on a deck of cards I used to play with".

Albers' absolute favorite is the VT 10.5. "As the second successor to the Kruckenberg rail Zeppelin and forerunner of the VT 11.5, the 'Senator' always fascinated me". In this brilliant metal construction, the "Senator" was an exquisite model; it was joy merely to hold it in your hand and the digital equipment with sound and lighting was "super". And what goes through the mind of a Märklinist with critical understanding of the subject who is carefully weighing up the decision whether to buy? When the "Senator" was presented, Martin Meese from the Dortmund round table DoIT asked himself: "Do I really want this

Club model plus subject:
the class 50.40 and an authentic freight train catch the eye – both in collections and on layouts.



Personal top model choice in Z

His favorite among the Z-gauge Club models? Z-gauge expert Holger Späing (www.trainini.de) uses the conditional: "My favorite loco would probably be the V 200.0 – harmonious shape, virtually exact reproduction of scale dimensions and convincing running characteristics". Would? Späing grins: "I am a steam loco fan – my top Club model will very likely be the class 001 express train tender loco. I like that one enormously, and the delicacy of the valve gear puts everything else in the shade".



Holger Späing: the Z-expert likes the V 200.0 – but his heart belongs to the class 001.



exotic? Well, order it and wait and see". The VT 10.5 turned out to be a splendid model: "It runs well and doesn't look as strange as the prototype photos suggested. So don't sell it; keep it". Not an isolated opinion, as Karl-Heinz Grässle hears in Club circles: as a guinea-pig, the VT 10.5 was an absolute individual, but the quality of its rendering in model form, its sinus-drive, metal construction and sound were convincing. "And when the 'Senator' as a seven-part train winds its way around the unit like a snake, it really gladdens the heart". Even that of a freight train fan.

Martin Meese's favorite is X995, the ASEA Amtrak prototype – the first Insider loco of all: "A model for service on the east coast – an electric loco for North America, which also goes with the old streamliners". US models don't appear often as Club models, and maybe that's why number two on this particular DoIT member's personal ranking is a locomotive legend whose fascination nobody can deny: the "Big Boy". The US steam locomotive was once available on the market as an over scale plastic monster, and that's why this Insider never wanted it. "But the Big Boy by Märklin by contrast is a truly filigree and nevertheless robust piece of work with excellent running qualities, as befits the biggest steam loco in the world: that's the one it had to be".

Text: Rochus Rademacher

Photographs: Albers, Bauer, Hirmer, Märklin, PW, Späing, Wirth

Year	Loco model Z gauge	Item No.
1994	Express locomotive class 110 155-9	8834
1995	General purpose locomotive class 120 002-1	8835
1996	Express locomotive class 18.1 "Olympia"	88183
1997	Class 52 freight train loco (DRG) with bathtub tender	88832
1998	Type G 8.1 freight loco with tender	88981
1999	Class 52 freight loco with condensing tender	88835
2000	Diesel-pneumatic compressed air loco V 3201	88065
2001	Train set "steam snow-plow"	81360
2002	Diesel express railcar unit SVT 04	88870
2003	Franco-Crosti class 42.90 freight train loco	88040
2003	Type P10 passenger train loco	88091
2004	Type Gt 2x4/4 freight train tank loco	88290
2005	Train set "Henschel-Wegmann" class 61	81436
2006	Diesel rail car train VT 08.5	88720
2007	Class 53 freight loco	88053
2008	Daytime articulated train VT 10.5	88100
2009	Main line diesel loco V 300	88300
2009	Class 120.1 electric locomotive (DB AG)	88530
2010	Train set "Express train" with class V 200.0	81175
2010	Class 120.1 "175 Years of German Railroads"	88480
2011	Class 216 diesel locomotive	88783
2012	Class 01 express train tender locomotive	88010

Class 216: its purple-red signals the Z-diesel loco belongs to the Club.



the class 001: its delicate valve gear wins Z-gaugers over.



Advertising models June & July 2012

HO



4415.550 "Kläänes Pilsener"
Heinrich Grimm, Grabengasse 7, 69469 Weinheim, Germany, www.grimmtrain.de, Tel. +49 (0) 62 01/1 27 75



4415.551 "Bière du Demon"
Available from various retailers in Switzerland, France and Italy



4415.552 "La Goudale"
Available from various retailers in Switzerland, France and Italy



4415.553 "150 Jahre Fa. Grimm"
Heinrich Grimm, Grabengasse 7, 69469 Weinheim, Germany, www.grimmtrain.de, Tel. +49 (0) 62 01/1 27 75



4415.554 "Wetzlar"
Uli's Modellbahnshop, Karl-Kellner-Ring 12, 35576 Wetzlar, Germany, tel. +49 (0) 64 41/4 55 06, e-mail: mail@ulis-modellbahnshop.de



4415.558 "Fielser Musek"
www.fielsermusek.lu

Please note:

Promotional models are only manufactured for Märklin dealers or industrial companies etc. (the latter are marked with a *). Normally models marked with a * are not offered for sale and for this reason, no addresses are given. Only models already delivered to the respective customer may be publicized, and only when the customer has given explicit permission for this.



Gems: 0 gauge (left) and H0 (top), big wheel and industrial complex (top right) – admiration allowed.



Questions and answer: Märklin's Electronics Developer Andreas Kielkopf (top) gave an introduction to the digital world of Märklin.



Switching fun: whether it's rail boss Dr. Rüdiger Grube (top) or one of the boys, the model railroad virus affects everyone.

Colorful activity: MMM 2012 in Berlin

Märklinists everywhere

Enormous round table, layouts, lectures by Märklin and the DB AG – the meet of Insiders and other Märklinists in Berlin got over professional hobby enjoyment.

Chatting, learning, looking – at the Märklin Mega Meeting organized by MIST1 (www.mmm2012.de) every Märklinist was free to do his own thing. Thus Andreas Kielkopf from Electronics Development at Märklin gave a talk on the history of digital controls, rail boss Dr. Rüdiger Grube gave a talk on the background to the railroad reform and MIST1 member Thomas Rietig gave a guided tour through the virtual cult town Etwashausen (www.etwashausen.de).

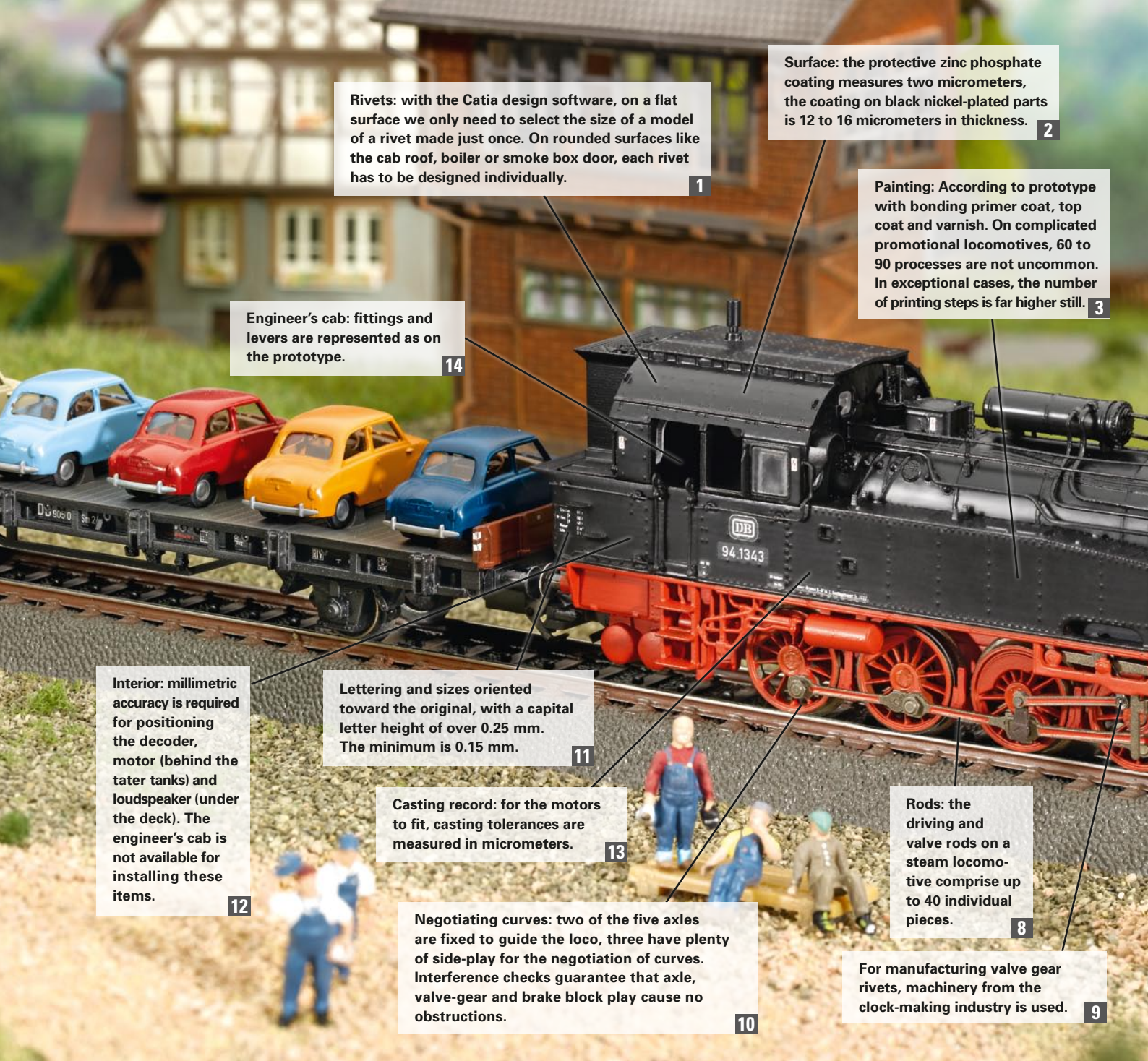
The layout exhibition in the German Museum of Technology offered a full range of gems such as two historical Märklin demonstration layouts, the famous Z-gauge railroad depot Hamburg-Altona, tin plate models in 0 gauge, a "Train-ing" training case set with transparent models or the half digital, half analog Märklin retailer layout (nicknamed "Snow White's coffin"). For the great round table party the Märklinists stormed the regular MIST1 venue Max & Moritz. The MMM in 2013 will take place in Lübeck.

Display: layouts were on show in the Technical Museum, in the LOXX and in the Spielzeugmuseum in the Havelland.



Circular traffic: whether it's a Z-gauge loco (extreme right) or the class 52, which MIST1 spokesman Sven Richter (right) has under control, they both have to use the turntable.





Rivets: with the Catia design software, on a flat surface we only need to select the size of a model of a rivet made just once. On rounded surfaces like the cab roof, boiler or smoke box door, each rivet has to be designed individually. **1**

Surface: the protective zinc phosphate coating measures two micrometers, the coating on black nickel-plated parts is 12 to 16 micrometers in thickness. **2**

Painting: According to prototype with bonding primer coat, top coat and varnish. On complicated promotional locomotives, 60 to 90 processes are not uncommon. In exceptional cases, the number of printing steps is far higher still. **3**

Engineer's cab: fittings and levers are represented as on the prototype. **14**

Interior: millimetric accuracy is required for positioning the decoder, motor (behind the tater tanks) and loudspeaker (under the deck). The engineer's cab is not available for installing these items. **12**

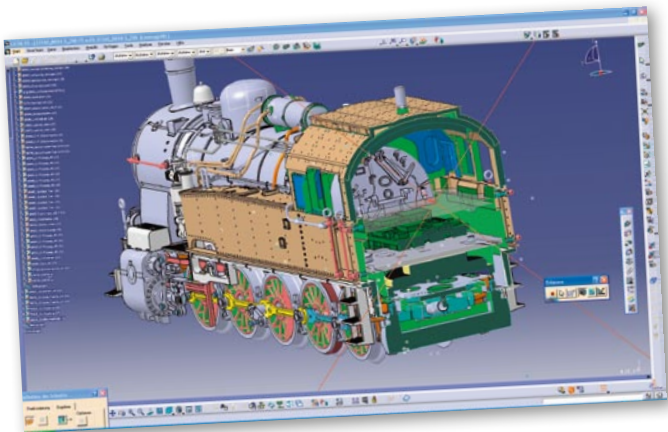
Lettering and sizes oriented toward the original, with a capital letter height of over 0.25 mm. The minimum is 0.15 mm. **11**

Casting record: for the motors to fit, casting tolerances are measured in micrometers. **13**

Rods: the driving and valve rods on a steam locomotive comprise up to 40 individual pieces. **8**

Negotiating curves: two of the five axles are fixed to guide the loco, three have plenty of side-play for the negotiation of curves. Interference checks guarantee that axle, valve-gear and brake block play cause no obstructions. **10**

For manufacturing valve gear rivets, machinery from the clock-making industry is used. **9**



Insight: fittings and levers in the engineer's cab are also painstakingly executed. And the decoder is placed under the cab floor.

Locomotive design:
precision to match that of a watch

Miracles of engineering

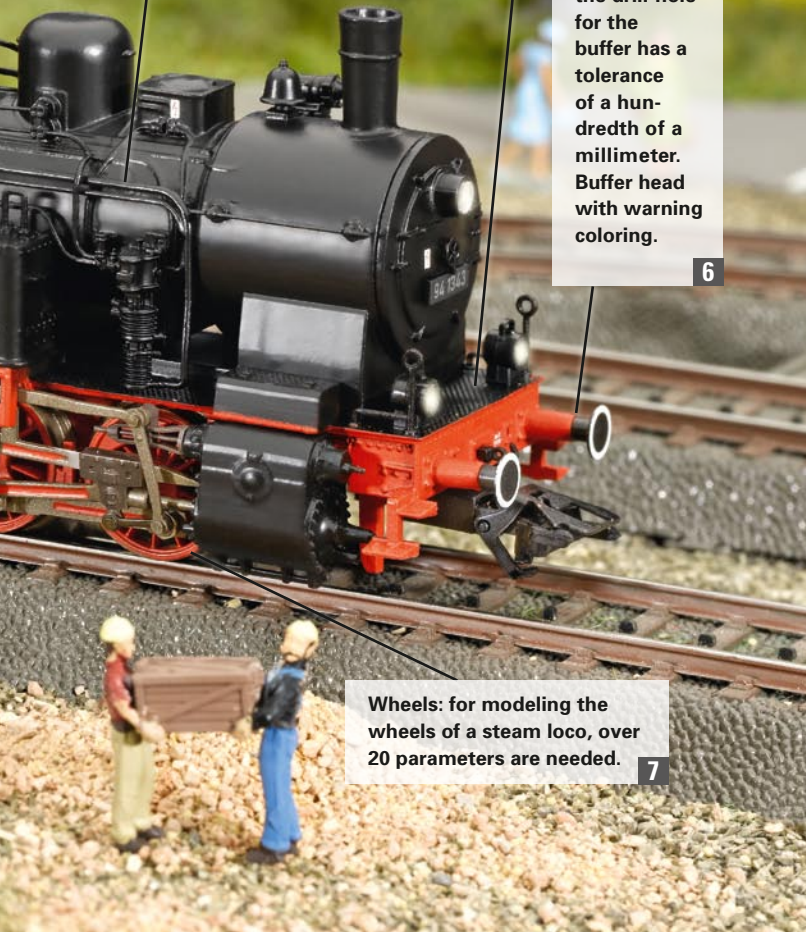
Prototype accuracy, running characteristics and quality of the material decide the worth of a model. Seldom is any thought given to the fact that the design of a loco is measured in hundredths of a millimeter – the engineers work with the utmost precision.

Pipes: standard diameter is 0.5 millimeters. curves are positioned in the mold. If a pipe runs from one side of the boiler to the other, it is bent while being fitted. **4**

Contours: the diamond checker-plate of the deck can have contours of two-tenths of a millimeter. **5**

Precision: the drill-hole for the buffer has a tolerance of a hundredth of a millimeter. Buffer head with warning coloring. **6**

Wheels: for modeling the wheels of a steam loco, over 20 parameters are needed. **7**



Wheel-flanges stand for compatibility

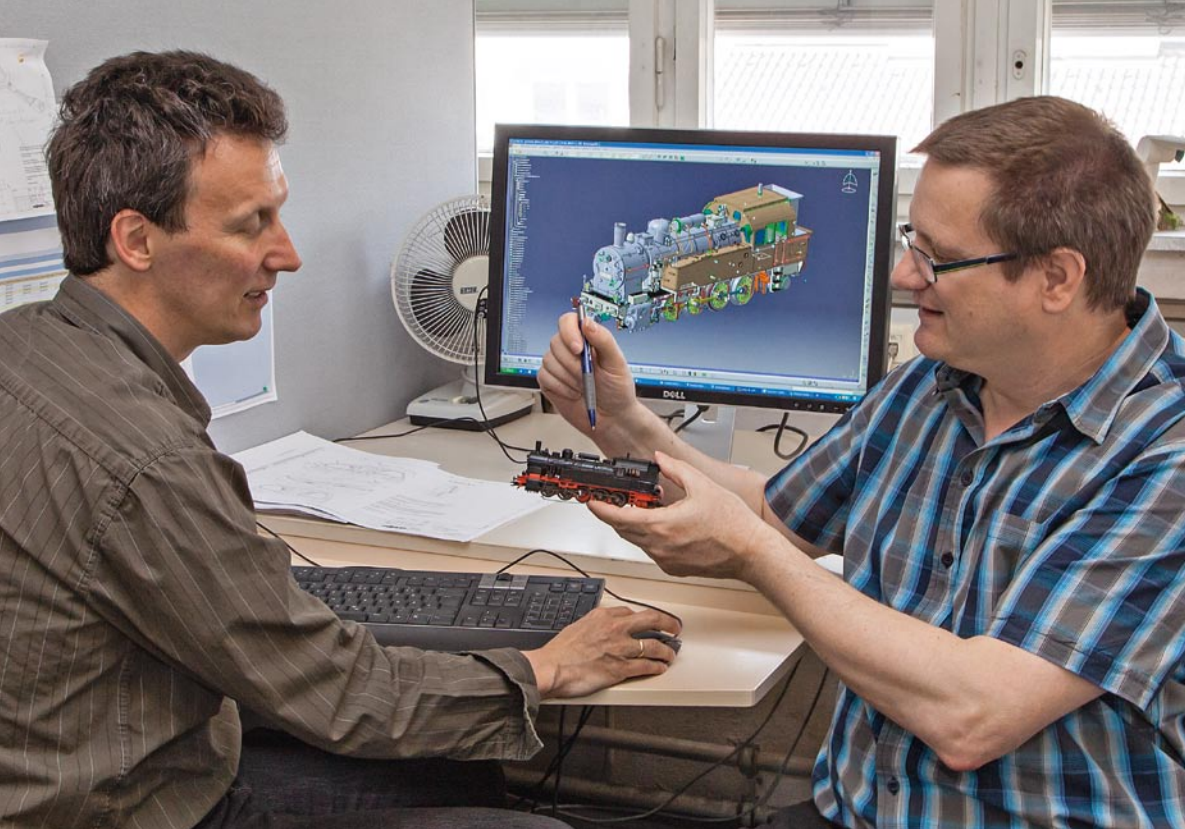


“Our flange standard is a depth of 1.35 mm”, explains Thomas Mann, Engineering Design Manager at Märklin. The flange of the class 94.5 however is shallower, at 1.2 millimeters. One reason for this is the delicate balance in the running gear design: wheel and flange depth are minutely smaller to avoid the axle-spacing being too wide. Naturally development can master the design of even smaller flanges, but the standard serves primarily to ensure running reliability, as Thomas Mann explains: “We have an obligation of compatibility. So many Märklinists running historical stock still use our M-track system, and we need these deeper flanges”.

“A Märklin locomotive in H0 gauge is made up of up to 300 parts – it is an extremely complex piece of kit made of many components”, says Thomas Mann, Design team leader at Märklin. For comparison, a power drill is made of about 200 individual pieces, a car engine of about 3,000. The figures come from the CAD software manufacturer Dassault Systèmes, whose Catia software is now the industry standard in the field of transport, which includes car and truck, railroad and airplane manufacturers. And Märklin. “It’s not at all the number of parts which is decisive; the extraordinary challenge at Märklin is working to measures of hundredths of a millimeter”, emphasizes Dr. Ralf Seidler. The Managing Director of Schwindt CAD/CAM-Technologie GmbH, which supported Märklin when Catia was first introduced, draws a customer comparison:

“The degree of miniaturization at Märklin corresponds to that of a watch manufacturer”. Indeed, in the manufacture of valve-gear rivets for example, watch-making machinery is used.

For all that, locos are not constructed quite as precisely as a watch: the second hurdle is the internal workings – all the electronic pieces have to be fitted in the locos. Thomas Mann has never yet tracked a loco development with ran to Plan A throughout: “After all, we do aim to produce locomotives with the best possible prototype characteristics. But that’s what is so appealing about it”. The external geometry is determined by the prototype; the room inside is where the daily battle for every tenth of a millimeter starts. On the class 94.5 for example, designer Jochen Hoffmann selected a flat and very powerful motor from the standard



Council of experts:
Thomas Mann (right), team leader, Design at Märklin, discusses implementation detail questions with class 94.5 designer Jochen Hoffmann. The team also harmonizes with the experts on a daily basis on mold and tool manufacturing.

types – the side tanks offered the space needed. He now has to use all his experience to fit in the gears, gear-wheels, electronics, decoder and loudspeaker.

The trickiest parts you can't even see. Tolerances in the micrometer range are cast in the motors; holes drilled for the buffer shanks maintain tolerances of a hundredth of a millimeter. The axle-spacings in the running gear also demand high-precision work. "In fitting the gear wheels, we work to ISO fitting standards", Thomas Mann continues. "That means our 1.5 mm drilled hole for a gear-wheel must be accurate to within a hundredth of a millimeter". These are not an engineer's flight of fancy; these figures mean functionality, a long service life and prototype realism – any inaccuracies very soon manifest themselves in irritating noises.

Negotiation of curves requires an engineering masterpiece. On the model, curve radii are much sharper than in real life. "On the five-axle class 94.5, I kept two of the axles for guiding the loco, so that it stands well on the track and runs in a straight line", says Hoffmann, its designer. The other three axles he has designed with the most delicate touch with side play. There must be no interference or collisions between the 40 pieces of the valve gear, nor must the brake-shoes project unrealistically beyond the wheel. Helpful here is their own home-developed software tool with which the design engineers can push the loco along the virtual track.

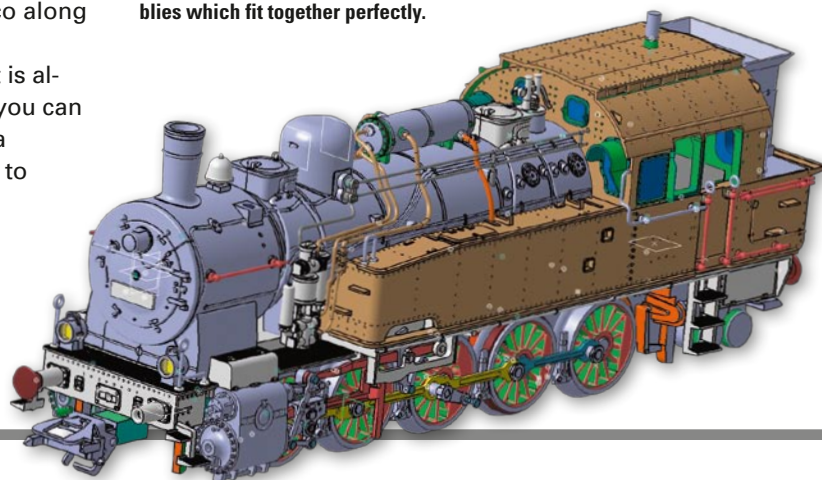
To approach the prototype, the design department is always pushing out the boundaries. "Theoretically, you can design anything, but you must be able to make a part too", says Design team leader Mann. It's easy to make a lubrication pipe on the boiler thicker, but to make it thinner, the mold has to be closed up by welding, which is very difficult to do. How delicate a part can be designed and how

smooth its surface will depend on the flow channels in the original mold material – and how it is removed from the mold. These are some of the details discussed every day with the tool design department. They also include the basic design of a mold. In simple cases, it is opened on a single level and the workpiece shows a parting line. In more complicated parts, pistons are used and there are more separations tending to cause casting flash and thus they need to be finished.

"In development, we have five factors in mind: prototype accuracy, running reliability, functionality, manufacturability and costs", explains team leader Thomas Mann. The design data created are used in production throughout, right to the CNC machines – any mistakes would just be passed on. That's why there are three defining moments for Design department: "When the product approval prototype first runs in the development workshop, when Quality Assurance approves the product – and when the first loco from series production is put on the rails".

Text: Rochus Rademacher/Illustrations: Kötzle, Märklin

Class 94.5 tank loco: the design software identifies the variety of parts and assemblies which fit together perfectly.





Portrait: Z-round table Untereschbach

Getting down to it in Z

40 years Z-gauge – 20 years Z-round table Untereschbach. But even these proud anniversaries don't have the North-Rhine-Westphalia Club indulging in nostalgia. The lively Z-gaugers prefer to look ahead – standstill is not on their agenda.

The hand-bell wielded by Dietmar Stäbler clearly sounds its call above the enthusiastic vocal buzz at the Z-gauge round table. The 30-plus ladies and gents present fall silent. The chairman – as he has been since the club was founded 20 years ago – bids everyone a warm welcome. Naturally he starts with the agenda item "Railroad Museum Dieringhausen", where the club maintains an attraction. "We have restored a 12.7-meter (41'-8") boxcar and decked it out as an exhibition car with around 2,000 exhibits and running operation, explains Stäbler. The club's project "Erlebniswelt Z" gives away how the members of the round table think: joint activities, distribution of information – and Z-gauge as their mission. "When I put a Z-gauge loco in the hands of children in the museum, they are disconcerted

to start with, and I have to help: "Don't worry, it won't hurt you – it won't break", says the club leader as he tells of typical encounters. "And most adults just stare in amazement: 'That's not possible'."

Dietmar Stäbler conducts the round table evening in a practiced manner: he asks for a brief report on the recent opening day of the exhibition car and all take note: the visiting public is fascinated. Then Stäbler turns to a new project: in front of the boxcar, there is an area of greenery to be cleared: "We want to set up an LGB layout there for the children". Rüdiger Adolf, another member of the Railroad museum association, gives a brief run-down of its current loco stock. And so the program continues: members report on their trip to the Harz Narrow-Gauge Railroad



Sunshine activists: some of the Untereschbach Z-Club members in Meiningen with chairman Dietmar Stäbler (front row, 3rd from left). He also took a hand in the 22,500-part stadium.

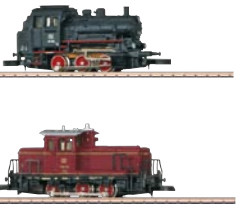
Mission Z: in Dieringhausen Railroad Museum (right) the Untereschbach club displays some 2,000 Z-gauge exhibits in a boxcar (below).



Project kids: the area of green in front of the exhibition car is planned to give way to an LGB layout, as a play feature for children.

helpers or for working parties: at these so-called workshops which take place on a Saturday once a month, the sleeves are well and truly rolled up. Barely 30 minutes have gone, when Dietmar Stähler again reaches for the hand-bell and thanks everyone for attending, and wishes them well. People need rituals, and here, the sound of the bell embraces both beginning and end of the evening's official business.

Now it's time for dinner, and the heads get together for talking shop – goodness, there's even a Z-gauger from Dortmund here tonight. "For our shop talk we've got all the relevant occupations to cover the needs of a model railroad – but we don't only talk about the hobby", we are assured by Rüdiger Adolf, who has obtained a 1960s case in which he intends to construct an endless loop. The friendly companionship, the exhibition car and the verve displayed by the chairman are



Fun running: the club runs whatever it likes, from the V 60 (above), to the class 89 (above that), the EMD F 7 (above right) or the class 94 tank loco (P. 19).

("three days are not enough to travel over the whole system") and then accessory manufacturer Michael Klinghöfer gives a talk on new figures and building kits in Z – the finest laser-cut half-timbered buildings and hand-finished figures go the rounds singly and are also shown off in a diorama. Final item on the agenda: participation in a Z-gauge exhibition at the paper museum's winter party, announcement of a grill party and reminder of the guided walking-tour to the abandoned ore workings in Untereschbach. Later, lists will be circulated in which members can register for trips or volunteer as exhibition



Light and traffic: the marching band (left) is followed up by a fire department vehicle with lighting effect, while a euro coin causes traffic havoc in the bus station.

Brilliant: even a Ferrari in 1:18 scale serves the tiny Z-gauge as a showpiece.



Precision work: whether crowds of millimetric visitors gather at the entrance to the zoo or there is a container to transship, the viewer has to look very carefully to see all the well-detailed scenes of these Z-gauge showpieces.



for co-founder Heinz Boine the forces which keep the round table together. It often needs no more than the smallest impulse to set the creativity of the members off. "Just think of something"; that was the task for the tenth anniversary of the association in 2002. So Hans Josef Pilgram brings along to the anniversary exhibition a 1:18 scale F40 Ferrari with a Z-gauge loco snaking through it with Märklin cars. In the exhibit next to that, an express loco is running on the spot with an open controller: the wheels are driving the turntable of a record player, and the village mounted on it slowly passes by the locomotive. Alfred Gessmann finally represents the round table: loco and freight cars are circling on a tree-stump, and in the sawn-out seat-back, there are highlights of the Mini-Club model range presented.

"The beauty of Z-gauge is that superb showpieces are created, and we have to keep thinking up new ideas for further development", is how round table leader Stäbler puts into words the fascination radiated by the smallest railroad in the world. Not until late in the evening does the party break up. The Z-gaugers will be seeing each other on excursions, exhibition visits or at the workshop again before the next meet, and the online club news-sheet will keep them all fully informed. And if all else fails, the chairman can always be reached!

Text: Rochus Rademacher
Photos: Josef Pilgram, Dietmar Stäbler

Description

The round table

The 32 members of the Z-Club Untereschbach Round Table meet once a month for an exchange of information and to plan exhibition and leisure activities. Chairman Dietmar Stäbler views articles and rules as a necessary evil: "We are primarily a round table, rather than an association". The Märklinists run the "Erlebniswelt Z" at the Gummersbach-Dieringhausen railroad museum as a museum in a federal railroad boxcar. Times of opening depend on the running schedule of the Wiehltal Railroad (www.loewendampf.de). Information on the Z Club and access to the club's online news-sheet "Die Weiche" is available under www.stammtisch-untereschbach.de. Contact: Dietmar Stäbler (e-mail: info@stammtisch-untereschbach.de).



Car with pride of place: the club's founding in 1992 was sealed by a passenger car with silver body.

Outside activities

On April 8, 1992 a number of enterprising Z-gaugers meet in Untereschbach to establish a round table. One of them was the "chairman with the bell", as Dietmar Stäbler is known. Displays at the Cologne exhibition quickly attract new members to the Z club. That's why participation in exhibitions is to this day one of the permanent items in the fixture list, whether it's in Dieringhausen Museum, the Z-gauge weekend in Altenbeken or Troisdorf. Cohesion in the club is strengthened by such trips as to the Miniature Wonderland in Hamburg, Meiningen works, to Göppingen to visit Märklin or to any suitable exhibitions and collectors' fairs.



Off we go: the railroad hobby – to be experienced in company: the Z club is happy to be on the move.



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.

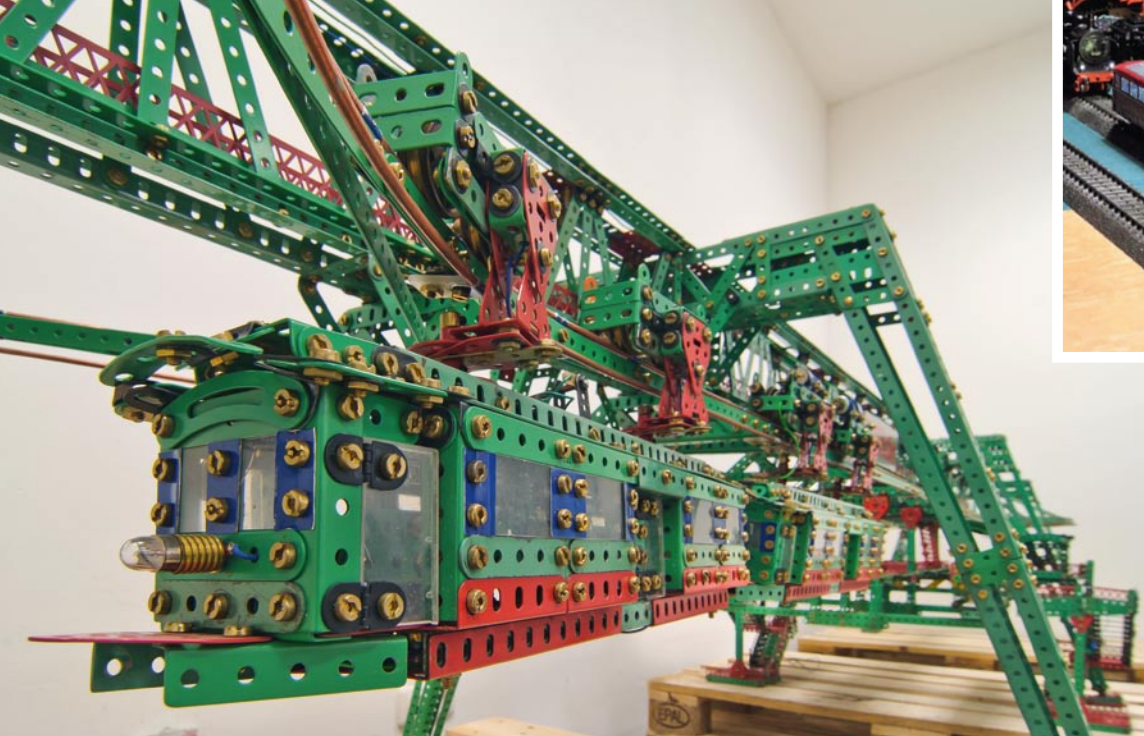
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NEW

NEW



Running fascination: the classic rail bus runs on the "round" table itself at MIST42.

MIST in the suspension railway city: a tribute to the symbol of Wuppertal out of the Märklin construction set – now the model railroaders are showing their colors here too.

Brief portrait of MIST42: new round table in Wuppertal

Insiders help Insiders

Thanks to Torsten Jahnke, Märklinists now also meet in Wuppertal. The brand-new round table MIST42 is just establishing itself in the home of the world-famous suspension railway – thanks too to the support of other round tables.

"At the first meeting there were five model railroaders, at the next, there were already eight", as MIST42 founder Torsten Jahnke tells us. "And when MIST42 appeared in the round table list in the Club News, we had 15 Märklin fans contact us to say they would be at the next meet". In Wuppertal there are several model railroad clubs, but no round table for Märklinists and those who operate DC, as the model railroader explained, and this is why he took the initiative. It has been worth while: "I am surprised and delighted by the positive response from all sides".

The round table meets at 6 pm every Friday in the Gaststätte Landhaus Schönebeck in Wuppertal. "We bring along track, digital transformers, locos and rolling stock and run on the tables, using sound – often to the great wonderment of the other guests", laughs Torsten Jahnke. Naturally, the Märklinists also show off their own model treasures, so there's no shortage of conversation points during the evening. The cozy



MIST42 founder Torsten Jahnke: delight at the start-up help received from MIST4 and MIST47.

MIST42 evening winds down around 22:30. Sometimes there are subjects agreed for the next meeting, such as the main-line German Federal Railroad diesel locos of classes 216 and 218. Favorite locos of most MIST42 members are however steam locos. "Typically, the favorites tend to be the locos of one's childhood", says the founder, justifying his preference for electric locos: "I grew up with the electrification of the Wupper route, and that's why my favorites are the E 41, E 40 and E 18".

Since conversations often concentrate on layout construction, Torsten Jahnke is considering joint activities: "Ideas are heading in the direction of modular building; there are already some superb examples at other round tables". This round table has already benefited from their help: "We have had wonderful support from members of MIST4 and MIST47, and we are particularly indebted to Kalle Weczerek and Michael Knop for material and good ideas".

Text: RR / photos: C. Wojtyczka, Märklin



Class 218: conversation piece at MIST42.

Digital Info Days

Märklin Dealer for the Event	Date	Time
Germany:		
35390 Giessen, Galerie Neustadter Tor-Neustadt 28, Bastler-Zentrale Dirk Lohnhof	31.10.2012	10:00 – 18:00
40723 Hilden, Hofstraße 12, Modellbahnladen Hilden	25.10.2012	10:00 – 18:00
42281 Wuppertal, Schützenstraße 90, Modellbahn Matschke	24.10.2012	10:00 – 18:00
44787 Bochum, Dr. Rür Platz 6, Spielzeug-Paradies	19.09.2012	10:00 – 18:00
50676 Cologne, Blaubach 6–8, Modellbahn-Center Lindenberg	30.10.2012	10:00 – 18:00
53842 Troisdorf, Hauptstraße 176, Rocky's RC & Train Shop	20.09.2012	10:00 – 18:00
55130 Mainz, Wormser Straße 19 und 59, Theis Modellbahn Weisenau GmbH	12.10.2012	10:00 – 18:00
64293 Darmstadt Hbf, Europaplatz 1, Modellbahn Galerie GmbH	11.10.2012	10:00 – 18:00
68309 Mannheim, Dürkheimer Straße 20, Modellbahntreff	21.09.2012	10:00 – 18:00
79780 Stühlingen, Hauptstraße 18, Euromodellbahn International S.L.	06.09.2012	10:00 – 18:00
84307 Eggenfelden, Landshuter Straße 16, Modellbahnen von A–Z	05.10.2012	10:00 – 18:00
84503 Altötting, Neuöttinger Straße 9, Moba	04.10.2012	10:00 – 18:00
87435 Kempten, Ellharter Straße 6, Jahn+Heinrich Modellbahnen	07.09.2012	10:00 – 18:00
Ask your Märklin dealer about the break for lunch!		
Liechtenstein:		
9494 Schaan, Landstraße 92, H0-Modellbau	16.10.2012	*
Switzerland:		
1204 Geneva, Bd. Georges Favon 11, Jouets Boller (French-speaking)	11.10.2012	* Please ask the respective retailers for the times of demonstrations!
1227 Carouge, Rue Roi Victor Amé 8, Rêve de Gosse (French-speaking)	10.10.2012	
1260 Nyon, Rue de la Colombière 14, Joutec Pierre Lauber (French-speaking)	09.10.2012	
1630 Bulle, Rue Louis Bornet 8, Le Train Jouet (French-speaking)	12.10.2012	
3072 Ostermündingen, Mittelsdorferstraße 45a, Bruderer Bahnen	17.10.2012	
3930 Visp, Kleegartenstraße 24A, Furger Anton GmbH	13.10.2012	
6004 Luzern, Karlstraße 6, Lok Gallery H.P. Walser	19.10.2012	
8001 Zürich, Stampfenbachstraße 14, Züri-Tech GmbH	18.10.2012	
Denmark:		
2400 Copenhagen NV, Blamunkevej 1, Togcenter	06.09.2012	*
2900 Hellerup, Strandvejen 213, Kystbahnen	05.09.2012	
6000 Kolding, Vejlevej 349, Felderbahnen	07.09.2012	
9400 Nørresundby, Vestergade 2, Hobbykåden	08.09.2012	
Sweden:		
41459 Göteborg, Karl Johansgatan 7, Hobbycenter	10.09.2012	*
57177 Forserum, Nässjövågen 7, FV Elektro	11.09.2012	



Latest information on new Märklin products from first hand: At the digital info days, experts give you tips, help solve problems to do with the model railroad and explain the functions of the mobile station and Märklin apps.

Photos: Robert Schäfer, RR

New cooperation partners

Insider Club members receive very special concessions from our cooperation partner. Here we introduce to you our partners.



Porsche Museum

Porsche Museum
 Porscheplatz 1, 70435 Stuttgart-Zuffenhausen, Germany
 Tel.: +49 (0) 7 11/91 12 09 11
 E-mail: info.museum@porsche.de
 Homepage: www.porsche.de/museum

Special exhibition

Times of opening:

Tuesday to Sunday 09:00 to 18:00, closed on Mondays; special opening days throughout the year, guided tours possible by prior arrangement

Around 80 vehicles and numerous small exhibits are displayed to the enquiring gaze in the Porsche Museum. Apart from famous and iconic cars such as the 911 or 917, there are also exhibits displaying high-lights of early 20th century engineering. Several times a year there are varied and interesting and special exhibitions enriching the halls of this futuristic building. From May 26 to August 26, 2012, exciting club activities dating back almost six decades will be presented. In the special exhibition "Much more than a mere car – 60 years of the Porsche Club" special cars owned by club members will be on show and their specific histories told and illustrated by photographs, documents and small exhibits. Museum visitors can also help select the most attractive exhibit in this special exhibition in a "Concours d'Elegance", and there will be some super prizes drawn amongst all participants. Then from September 14 to October 28, 2012 an exhibition entitled "Art, graphics and design – Hanns Lohrer & Porsche" will show posters, brochures and other advertising material created by the Stuttgart painter and graphic artist.



Photos: Porsche Museum

» **Club benefit:** Club members receive a 50 % discount on the regular museum price, paying only 4 instead of 8 euro admission fee for a museum visit.



Deutscher Eisenbahn-Verein e. V.

Deutscher Eisenbahn-Verein e. V. (DEV) Bruchhausen-Vilsen
 Bahnhof 1, 27305 Bruchhausen-Vilsen, Germany
 Tel.: +49 (0) 42 52/93 00 -0
 E-mail: info@museumseisenbahn.de
 Homepage: www.museumseisenbahn.de

Times of opening:

Running days are every Saturday, Sunday and public holiday, from May to October

Time hasn't stood still in Bruchhausen-Vilsen; it is merely regularly turned back. Whether steam or diesel locomotives and rail cars as well as passenger and freight cars, possibly the oldest open-air museum of them all has a unique collection of narrow-gauge vehicles. The historic rail vehicles run on the meter-gauge (3'3-3/8") line between Bruchhausen-Vilsen and Asendorf in Lower Saxony. Its visitors experience the authentic operation of a narrow-gauge railway as running between the start of the 20th century until the 1950s in many regions of Germany. Popular special events such as the historical weekend and the "Asparagus Express" or the "Music Express" supplement the program. The DEV (Deutsche Eisenbahn-Verein) was founded in 1966. The health resort of Bruchhausen-Vilsen lies 35 km (about 22 miles) south of Bremen surrounded by green hills, so is ideally sited for idyllic railroad trips. The museum shop in the station's freight depot, with some 200 books on railroads, postcards and souvenirs, can be seen apart from the old-timers of the rails.



Photos: Deutscher Eisenbahn-Verein e. V.

» **Club benefit:** On presentation of their Club card and the out-and-back ticket on the trip from Bruchhausen-Vilsen to Asendorf and back in the buffet car, members will receive choice of a coffee or a cold drink and a cake (subject to availability). Conversion into cash is not possible.

In production: the class 56.2-8 as Club model in H0

**Closing date
for orders:
July 31**



Power-pack on five axles

The class 56.2-8 is traced back to an illustrious forebear: the Prussian G 8.1. This powerful and reliable loco family was the master of freight traffic. Following rebuilding and fitted with an additional front pony-truck, 691 examples of the type, now designated class 56.2-8, were even able to operate on branch lines and in passenger traffic. The success story of this universal locomotive, still indispensable to the German

Federal Railroad, now continues: production of the exclusive Club model in H0 with road number 56 362 is starting. Anyone wishing to call one of these legendary steam locos (item 37563) their own should act quickly. Club members who hand in their order form to their MHI dealer can lay claim to the model rarity and experience it on their own model railroad layout in a short time.