



IMA 2013: The fascination of technology

Exclusively for Insiders: get-togethers, lectures, guided tours, workshops

- Anniversary competition winners
- Anniversary loco: sound of the class 53.0

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New Club cooperation partner: The field narrow-gauge railroad museum in Lohmen.

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IMA 2013: Railroad and model festival in a class of its own.

Dear Insiders,

Anticipation is the best form of joy, as the German saying goes, and we'll stir that up in this issue with a preview of the spectacular major event of the IMA Göppingen and Märklin Open Days. The unique combination of prototype loco display, model railroad exhibition and demonstration layouts will again attract a national and international public to the Staufer town from September 13 to 15. There will of course be plenty of special items in the program for Club members, as indeed there should be to celebrate the 20th anniversary of the Insider Club. Our special supplement will give you information about exclusive offers for members at the IMA.

From prospect to close-up: we take a look at the mighty 53 0012, the Club's anniversary model, to see how a condensing loco works and what causes its unusual sound. Märklin's Development section also explains at the same time just how much effort is needed to give a model an authentic sound.

We are especially pleased to introduce to you the Hildesheim Märklin round table. The nimble model railroaders and module constructors often join forces with the neighboring MIST 3 from Brunswick – our hobby knows no city boundaries. Finally, in the Service section you will find all the dates and venues for the digital info days and can read up the experiences offered by the Club's two new cooperation partners. Enjoy reading your Club News!

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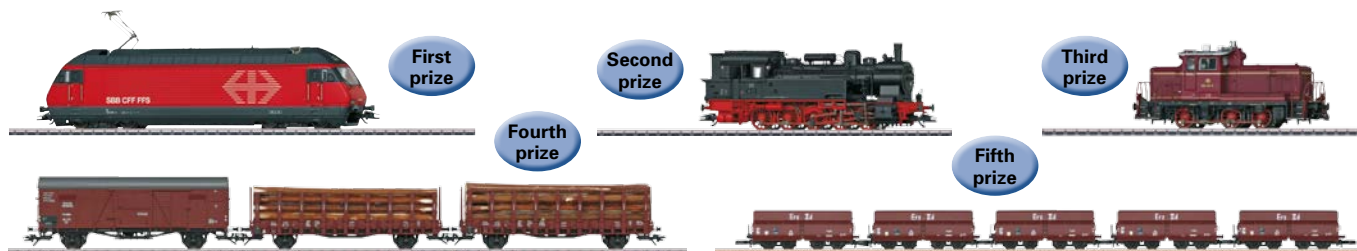
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Moving?

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!



Anniversary competition The winners



Superb prizes: 1. Class Re 460 (item 37462), 2. Class 94.5 (37165), 3. Class 260 (37615), 4. Freight car set (46401), 5. Freight car set ore transport (82800).

The 2003 Annual Car is loaded with three wine barrels of real wood. Three – that was the correct answer to our question in the Club's 20th anniversary competition. Participation in the competition was overwhelming, and the winners have already been advised. In order of the prizes, they were: Dieter Blömacher (41539 Dormagen), Frank Cebulla (81927 Munich), Guido Baumgartner (5610 Wohlen AG, Switzerland), H. Solle (9801 KH Zuidhorn, The Netherlands) and Bernd Knauf (65611 Brechen). Our sincere congratulations to the winners.



Talk shop: Michael Haas of Spiel+Freizeit on the Central Station (left), Märklin trainer Rüdiger Haller (far right) and a my-world fan (center).

New products presentation at Spiel+Freizeit

The young generation just loves Märklin my world

Märklin's new products for 2013 are always on the move: direct from a major exhibition, the models traveled for a major new products presentation to the Augsburg-based toyshop Spiel+Freizeit. "In addition to the presentation, digital demonstrations and consultancy were on the program and the event was a total success", says a delighted Michael Haas, railroad technology section leader at Spiel+Freizeit. "Apart from our loyal regulars, a number of new customers have found their way to us. Everyone was thrilled by the variety offered at the event, as we also showed some trends in landscape design."

Märklin Trainer Rüdiger Haller showed the new Märklin products in action on a table-top model railroad. "An in-depth consultation

session was held by an ambitious team of Spiel+Freizeit engineers such as on the LC display for the doors of the LINT railcar with alighting and boarding scenarios", section manager Haas continues. At Spiel+Freizeit, the complete Märklin range is impressively arranged in display cabinets, and there is a test track on which the models show what they can do.

"It's a great delight to see the children's reaction to the Märklin my world range; above all, the starter sets are especially popular with the kids", says Michael Haas drawing attention to the next generation. "As a company covering the entire toy spectrum, we observe that with the my world approach, Märklin has taken a prime position in a major theme for the future."



Paradise: A clear view of the Märklin range at Spiel+Freizeit.



Model display: The MMM organizers in Lübeck impressed the Märklinists attending with a layout 20-meters (65') in length with 26 modules.

Märklin Mega Meeting 2013

North German railroad festival

Model railroad enthusiasts from all over Germany were attracted to the Märklin Mega Meeting (MMM) 2013 in the Hanse City of Lübeck. They were rewarded by model railroad layouts, train-ferry traffic, rail technology and a large-scale round table. "The highlight of the MMM is naturally the round table itself, at which over 40 model railroaders celebrated a lively party", Rainer Wegner of the MMM organizers MIT Lübeck (Model railroad Insiders Meet, Lübeck) tells us. "Those present included Club members from MIST 1 Berlin, from Mucis in Munich, from Cologne and from MIST 55 in Mainz."

MIT Lübeck, MIT Nord (Kiel) and the Hanseatic Märklinist round table HAMST organized a four-day adventure program around the mega round table. The agenda also included a presentation by Märklin trainer Rüdiger Haller, which covered Märklin digital subjects such as mfx+, shuttle train controls and setting up a track-diagram control board and also explained to the Insiders the finer points of the Central Station.

Along with the walking tour of the UNESCO Cultural Heritage Site of Lübeck Old Town and the guided tour of the historic signal tower in Bad Schwartau by the BSW model railroad section, there were two further highlights in particular which met with an enthusiastic response, as MIT Lübeck spokesman Wegner told us: "In the railroad museum in Schwerin, apart from the prototype locos, there was an H0 layout controlled by historical signaling equipment to be admired". And the guided tour through the port train loading facilities in Puttgarden "led to a trip across the Baltic Sea on the Vogelfluglinie ('Bird flight line') to Rødby in a separate drivers' lounge with panoramic views for a pleasant exchange".

Photos of the event (www.mmm2013.de) can be found in the Internet in the MIST 1 picture archive (<http://mist1.de>) among other places. MIST 1 organized the first MMM in 2009, as well as the Model Railroader Meet in the federal capital 2012 (www.mmm2012.de).



Photos: A. Geske, S. Zimmerling



Railroad enthusiasts: First MMM port of call in Lübeck was the fire station with its model railroad layout. Enjoyable excursions took parties to the ferry port (below), to the railroad museum in Schwerin or to the Bad Schwartau signal tower.



Baltic meeting: On the crossing to Rødby the Märklinists met up in the lounge with its 270 ° panoramic view under the captain's bridge.



Experts in conversation: At the IMA there is the chance of a chat with the loco engineer at the station (large picture) or to talk over trends at the Stauer Park with the model makers – perhaps with Märklin Product Manager Karl-Heinz Grässle.

IMA Göppingen
September 13 – 15, 2013

Top 2013: 30th International Model Railway Exhibition /
Märklin Open Days

Specialist meet in a class of its own

An exciting and relaxed railroad treat is promised by IMA with Märklin Open Days 2013 in Göppingen from September 13 to 15: a station full of prototypes, model building trends on show in the exhibition and many exclusive highlights for Club members.

Three days of festivities for all who love their railroad hobby, whether in 1:1 scale or in Z-gauge: from September 13 to 15, the 30th International Model Railway Exhibition (IMA) and the Märklin Open Days will again be attracting railroad fans from all over the globe to Göppingen. Naturally, the Insider Club will be showing its flag with pride in its 20th birthday year. For the members, special events will be laid on such as presentations in the Club's VIP lounge, or on Saturday, September 14th,

there'll be an exclusive autograph session with the renowned "Railroad Romanticist" Hagen von Ortloff. It will in any event be worth while to make the trip to the Märklin and the Staufer town of Göppingen.

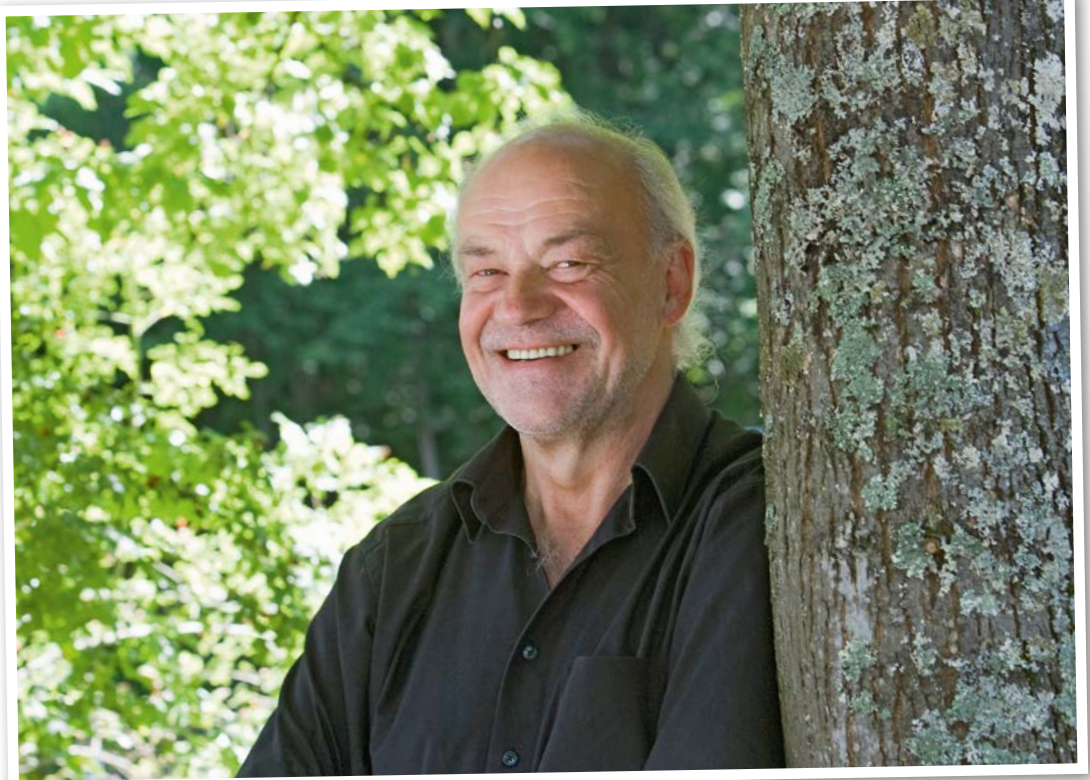
For all model railroad enthusiasts, the railroad show takes place over four venues, which are connected by a bus shuttle service:

- Göppingen station: a big prototype display including various steam, diesel and electric locomotives,
- Track building and maintenance engineers Leonard Weiss: railroad technology of all types, for instance, a 50-tonne track tamping machine,
- Märklin Museum: demonstration layouts and a special sales marquee,
- Staufer Park: great exhibition of model railroads, with models, accessories and landscape design.



Model railroader festivities: What is better than having a chat with like-minded people about your common hobby.

Celebrity visits the Club:
On Saturday the Club's VIP lounge will be honored with a visit by Hagen von Ortloff, when members will have a chance to meet the popular presenter of "Eisenbahn-Romantik".



For the Club there are of course other venues reserved, such as on the Friday, the main factory for two exclusive guided tours. Participants will be selected by drawing lots; Club members can register for the draw either online via the Club homepage or by post (see page 10). For members registered for the factory tours, a bus transfer is laid on between Staufer Park and Factory 1 in Stuttgarter Strasse. For logistical

reasons, the main factory is only opening its doors for this exclusive circle. It all starts at the VIP pay-booths, where members pay reduced entrance fees on presentation of their Club cards. First port of call then is the VIP marquee, which is exclusively for Club members and is in front of the Werfthalle in the Staufer Park (map page 11); it has an area of 800 m² (8600 ft²). In the lounge, the Club team will

Club VIP lounge: Meeting point, presentations and catering

Access is restricted to Club members: entrance to the Club's VIP marquee in Staufer Park is strictly limited to members. So don't **forget your Club card**. The lounge is a good place for Club members to meet, a place for catching your breath and also a good starting point for a tour around the four venues where the IMA and Märklin Open Days are being held. There is also catering provided to care for the inner man – sitting together to eat and drink is all part of the enjoyment. But there's food for the brain too. Exclusively for the members, the Club has organized a series of presentations covering a wide range of subjects. Märklin specialists

will be giving an insight into the work they do and discussing trends such as the refinements incorporated in the mfx digital systems and the new mfx+ standard, which introduces a whole new world of play with its functions. There is a very special event in the Club lounge on the agenda on Saturday, September 14th: "Eisenbahn-Romantik"-presenter Hagen von Ortloff is visiting the Club for an exclusive autograph session.

Digital worlds: One subject in the exclusive series of presentations in the Club lounge is the new play experience with the mfx+ digital system.

welcome Club members with a present. And then off we go: only for the Club, presentations will be given in the lounge on current technology and what's new. On Saturday, we will be waiting for Hagen von Ortloff, the popular presenter of the SWR series "Eisenbahn-Romantik" (Romance of the railroad) to sign autographs in the VIP lounge. And apart from that, Club members can avoid the crowds outside while they enjoy a quiet drink and a bite to eat. Märklin partners too will be offering the premium clientele special presentations. On Friday and Saturday, Heki will be laying on one-day seminars on landscape design in exhibitors' marquee 1. Participation in each seminar has to be limited to ten places, so these will be drawn from among those Club members who register interest online or by post (see page 10). The workshop is free of charge to the winners. The Heki seminar will be presented by layout constructor Klaus Zurawski, who has for years now been passing on his expertise in the Märklin Magazin. In this Club anniversary year, the founder members are singled out for special attention. Insiders who have been Club members since 1993 have the chance to take part in one of the four "Get-togethers". The luck of the draw will be needed here too, as the meets with the Märklin management team including product managers and heads of department to discuss models and model railroad trends are limited to 60 of our 20-year Club members.

Text: R. Rademacher / photos: C. Dick, Heki, Kötzle, Märklin, PW, RR, SWR Fernsehen



Get-together: Altogether, 60 Club members will take part in the four exclusive meets with Märklin management (photo right: Managing Director Stefan Löblich). Conditions for taking part: Club membership since 1993 and the luck of the draw when participants' names are drawn.



Get-together: Highlight for "20-year members"

For 60 Club members altogether, a special opportunity awaits: they will be taking part in one of four exclusive Get-togethers with the Executive Board and Product Managers of the Märklin group. Selection of the participants in the discussions in this anniversary year of the Club has to be restricted to amongst those who have been members for 20 years.

Each of the four "Get-togethers" will take place in the Staufer Park with 15 Club members.

- **Friday, September 13th: 10 a.m. and 2 p.m.**
- **Saturday, September 14th: 10 a.m. and 2 p.m.**
- **Duration: 60 to 90 minutes**

Those who have been members of the Club since 1993 can register their interest online in the Club area under club.maerklin.de (section "competition") or by postcard (Gebr. Märklin & Cie. GmbH, Märklin-Insider-Club, Postfach 960, 73009 Göppingen, Germany; codeword "Get-together"). **Closing date is August 25th, 2013.**

If applying in writing, please give your name, address, your Club membership number and the desired date and time. The winners will be notified in writing and at the same time will also receive all necessary information on the exclusive Club event.





Two exclusive factory tours for the Club

For 100 of its members, the Club is organizing two exclusive factory guided tours. They will be running as follows:

- **Friday, September 13th: 10:30 a.m. – 12:30 a.m.**
- **Friday, September 13th: 1 p.m. – 3 p.m.**

Lots will be drawn for the 50 to take part in each tour. You can register your interest online in the Club area under club.maerklin.de (section "competition") or by postcard (Gebr. Märklin & Cie. GmbH, Märklin-Insider-Club, Postfach 960, 73009 Göppingen, Germany, codeword "Werkführung"). **Closing date is August 25th, 2013.** If applying in writing, please give your name, address, your Club membership number and the desired date and time. The winners will be notified in writing and at the same time will again receive all necessary information on the factory visit in writing. For the 100 winners, a bus transfer is of course laid on free of charge to the main factory in Stuttgarter Strasse in Göppingen.

For all other visitors, the factory is not open on the Friday, and it will not be served by the busses.

A factory visit, but without guide, is possible for 2500 of the IMA visitors on Saturday, **September 14th, from 9 a.m. to 5 p.m.** Registration is required under www.maerklin.de

Gates open: In the exclusive factory tours on Friday, the members drawn will be among equals, as only Club members will be on these tours.

Heki



Exclusive workshop: Club members with the luck of the draw can win a place on one of the Heki workshops on landscape design, where each participant will build his own diorama.

Heki workshop "Landscape design"

Only for Club members, Heki (www.heki-kittler.de) is putting on two super workshops at the IMA. They will be presented by Klaus Zurawski, well known for his construction projects in the Märklin Magazin, for seminars and for Heki exhibition pieces. He will pass on tips and tricks from his wealth of experience in designing realistic landscapes. Under his guidance, the participants will become model landscape architects: each will build his own diorama on a ready-made polystyrene base 40 x 35 centimeters (15-3/4" x 13-3/4"), and learn at the same time about the lie of the land, electrostatic grass-sowing, ballasting and much more besides. Materials and tools will be provided, and the finished diorama will belong to its proud builder.

The workshop "Landscape design" takes place on

- **Friday, September 13th: 10 a.m. to 5 p.m.**
- **Saturday, September 14th: 10 a.m. to 5 p.m.**
- **Venue: Heki stand in exhibitors' marquee 1, Stand A07.**

Participant numbers are limited to 10 Club members each day, and to give all interested members the same chance, lots will be drawn. Register online in the Club area under club.maerklin.de (section "competition") or by postcard (Gebr. Märklin & Cie. GmbH, Märklin-Insider-Club, Postfach 960, 73009 Göppingen, Germany; codeword "Heki-Workshop"). **Closing date is August 25th, 2013.** If applying in writing, please give your name, address, your Club membership number and the desired date and time. The winners will be notified in writing and at the same time will also receive all necessary information on the workshop. We wish everyone the luck of the draw.

Waiting exclusively for Club members at the IMA

1 VIP pay-booth

The IMA Göppingen is a magnet for visitors, but Club members will be saved the wait at the pay-booths with the: Two VIP pay-booths are waiting for them at the Staufer Park.

2 Entrance fee reduced

On presenting their Club card, **Club members** pay only 8.00 euro admission to the IMA Göppingen including the Märklin Open Days (Märklin Kids Club: 3.00 euro).

3 VIP lounge with presentations

Club members meet up in the Staufer Park in a VIP lounge. In the Club marquee with its area of 800 m² (8,600 ft²) refreshments will be available and exclusive presentations will be held for Club members only.

4 Present to welcome members

The Club team will welcome members in the VIP lounge at Staufer Park with a little memento. Here you can also get tips and orientation assistance for the exclusive Club events program.

5 Factory guided tour

Two factory visits are organized for a total of 100 members on Friday, September 13th (10:30 a.m. to 12:30 a.m. and 1 p.m. to 3 p.m.). Names of participants will be drawn by lot. Registration online or by post.

6 Get-together

In this anniversary year, those who have been Club members for 20 years can register interest either online or by post in joining one the exclusive round tables with the Märklin group's management team.

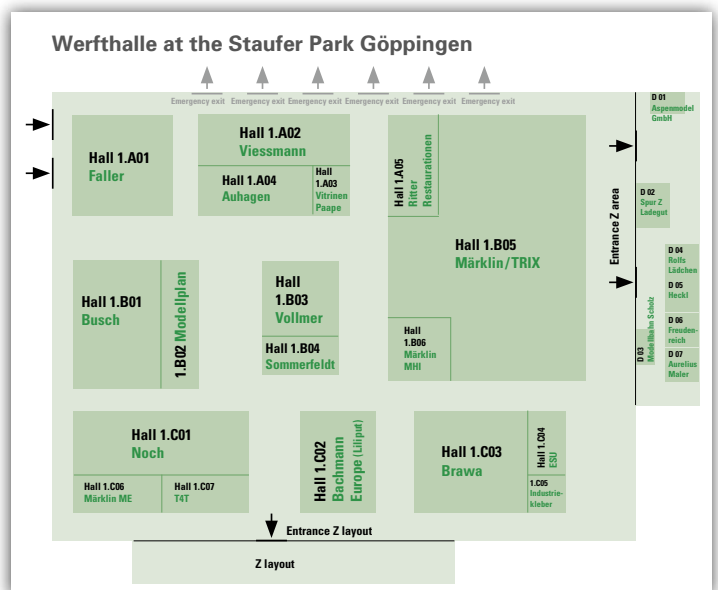
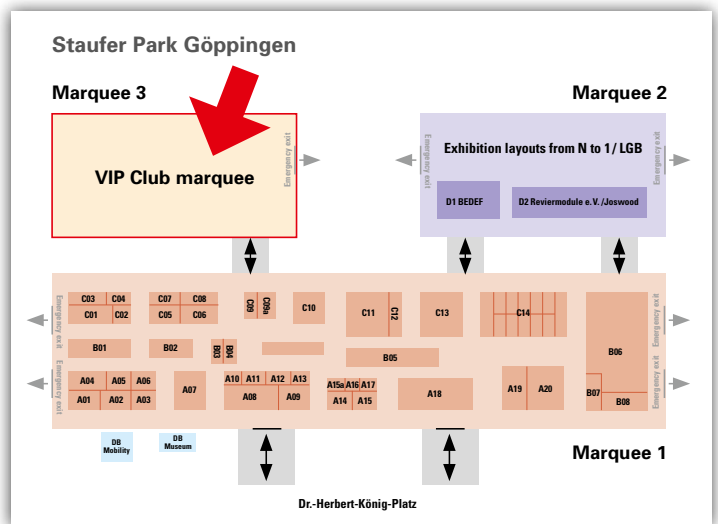
7 Heki seminar "Landscape design"

On Friday and Saturday, Heki is running an exclusive Club workshop from 10 a.m. to 5 p.m. each day on landscape design. Names of participants will be drawn by lot. Registration online or by post.

Don't forget it: the Club card



All reductions, concessions and exclusive Club offers at the IMA are subject to presentation of your Club card. So don't forget to bring your Club card with you.



Current info on the IMA under www.maerklin.de



Class 53.0: sound of a condensing locomotive

Rumbling giant

The appearance of the class 53.0 with its condensing tender takes the breath away. But as far as sound goes, the model produced for the Club's 20th anniversary is an elegant 'whispering giant': the typical exhaust beats are missing – and for a good reason.



“In a locomotive with condensing tender, the exhaust steam from the cylinders is carried through the exhaust steam pipe to the tender and cooled by a stream of air in the condensing unit. The condensate is then fed back into the boiler”, Märklin Documentarist Dr. Andreas Röntzsch says, as he explains the “less than spectacular” principle. But condensing the exhaust steam has three valuable advantages:

- It reduces water consumption: due to the closed-circuit system of water recovery, the condenser technology is suitable for use in regions where water is scarce.
- Economy in fuel consumption: the condensate is fed into the boiler at a temperature of about 90 °C, meaning the temperature difference for renewed evaporation is less than that with feedwater from a preheater.
- Preservation of the boiler: the use of almost pure condensate minimizes problems with scale and boiler deposits.

The drawbacks to be considered are the high initial costs and extremely complicated servicing. Modification of a steam loco is also an operation not to be underestimated.

“In 1863, condensing apparatus was used on locomotives on the London underground to cut the steam pollution in tunnels which caused reduced visibility and dampness”, says railway historian Dr. Röntzsch recalling the pioneers. The design engineers simply led the exhaust steam into the water tanks, but even this primitive system produced very good results. “Then for the first time with the aim of recovering water, in 1897 a condensing system was introduced on a military railroad in the Sudan”.

The next milestone was achieved by the Henschel loco factory, which by 1930 developed a system for large-scale application.

“The condensing system was tested on an Argentinian narrow-gauge loco in 1931 under extreme conditions. The result: at an outdoor temperature of 54 °C, the loco hauled trains of 1,100 to 1,400 tonnes over a distance of 750 kilometers (466 miles) without having to take water”. The system thus proved it was serviceable and highly efficient: “In extreme heat hauling heavy trains, the machine used no more than eight liters of water per kilometer – some 6.85 US pints per mile – or about 95 % less than usual”.

The Henschel system was applied in great style to 178 class 52 steam locos, with four- and five-axle tenders (types 2'2'T13,5 KON, 3'2'T16 KON). It is thought that a condensing tender was also planned for the class 53.0, but the largest German steam locomotive design was never built. However, the Club anniversary model (item 37020) parades the special features of the condensing technology for you to look at – and to listen to. “The class 53.0 is indeed a fictional steam loco, which is why we couldn't use original prototype sounds for the model, as we normally would”, says Joachim Hauelsen from Märklin's Development section, speaking of the sound generation (see also the article “Sounds great” on page 14). “The fact is that there is no exhaust puff to hear on a condensing loco but just running sounds – the basic sounds the loco makes when running and the noises made by the ventilation mechanism and the air stream”.

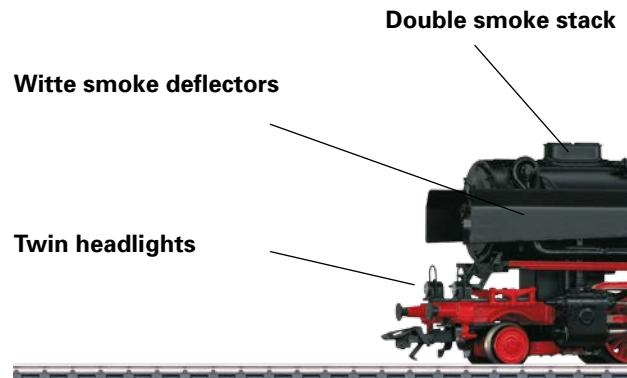
Innovative: The condensing tender reduced water consumption, and that of coal as well. The tender of type 3'2'T16 by Henschel was fitted with five axles.

Notes on ordering

The order form for the Club anniversary model (item 37020) was sent out with the mailing 01/2013. If it has gone astray or you have only recently joined the Märklin Insider Club and have not received the order form, you can obtain a replacement from the Club team: tel.: +49 (0) 71 61/6 08-2 13, e-mail: insider-club@maerklin.com. Or simply take your Club card to your specialist retailer.

Sounds great – how the loco gets its sound

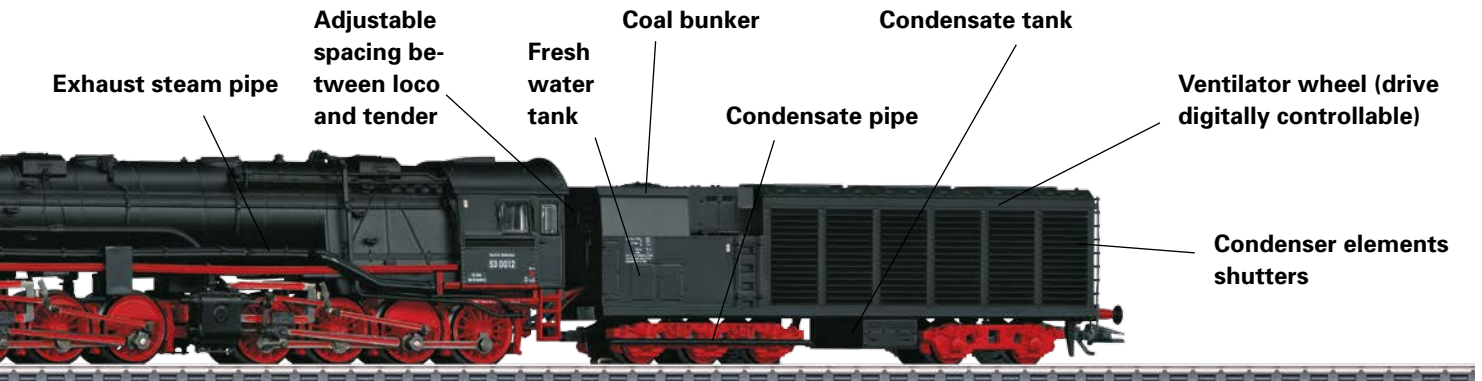
“We research the sounds of steam, diesel and electric locos the very best we can”, Joachim Haueisen, member of the Märklin development team, assures us. “The model is given the sound of the original, or we get as close to it as possible”. Generally, the locos are divided into basic types, each of which has its own particular type of sound. For a special model, the Development section finds out what motors were used in the prototype. If possible, the sounds of the original machine are recorded. “Some of the sounds are indeed to be found in our archives – there are even four-track tape recordings from the 1990s there”, electronics expert Haueisen tells us. Naturally, we also question ear-witnesses such as former loco engineers. Just how complicated this research can be, illustrates Joachim Haueisen on the example of the class 218. “This is only one of many members of the V 160 family. These classes were equipped with up to nine different types of engine, and exhaust systems with and without exhaust pipe hoods, and this can make a great difference to the sound the machines make. The engine with which a loco was scheduled to be delivered is known. Even so, due to modifications, it is almost impossible to be definitive about the equipment of a specific 218 – often the loco log books were destroyed when the machines were taken out of service.” The same applies to digital functions such as horns: “They are frequently replaced and private railroads just use what happens to be available. Thus we never assume that all locos in a class were fitted with the same type of horn”. At the end of the day, processing recordings for the sound effects in a loco can take up plenty of resources: “Cutting work for a model can take up to four weeks”.



The rumbling of the condenser loco making it sound like an electric is caused by a suction blower instead of the normal blast pipe. “On a normal type of steam locomotive, the suction blower draws at the fire by causing a partial vacuum in the smokebox. Steam exhausted from the cylinders draws flue gasses from the firebox and is responsible for the rhythmic exhaust beat”, explains Andreas Röntzsch. And the more exhaust steam is produced, the stronger the draft on the fire. “On the condenser loco, the exhaust steam passes directly into the tender, which is why the Henschel designers installed a suction turbine in the smokebox. It is driven by the exhaust gas and thus guarantees that output matches requirements”. For the sound of the Club anniversary model 53 0012, Joachim Haueisen used the basic sounds of the class 52 and the sounds of the suction blower and the ventilator turbine. “As the class 53.0 was conceived as a standard loco, you also hear the standard whistle”.

Naturally, you won't see the suction turbine on the model – it is perched as it were under the double smoke stack. “The large exhaust steam pipes are very noticeable alongside the boiler; they housed oil separators in the original. The steam is carried backwards to the tender where it drives the ventilation turbine with its kinetic energy. So the locomotive's output is not affected”, continues rail historian Röntzsch. In the tender, the steam is distributed across the condenser pipes. “These are cooled by outside air drawn in by the ventilator fans. The steam condenses out when it is cooled down and the future boiler feedwater

Sound detective: The precise equipment in a particular class 218 loco is almost impossible to determine. Of hundreds of loco log books in the DB Museum in Nuremberg, only a bare handful have survived.



collects in the condensate tank". Compensating for the minimal water losses, a little fresh water was added. That was also evaporated, so that the whole cycle functioned with condensate.

The last locomotives of the class 52 KON were withdrawn from service in the early 1950s, as there was no longer any economic case to be made for them. However, that didn't apply in other regions around the world, as Dr. Andreas Rantzsch notes: "The South African Railways operated class 25 condensing locos with the Henschel system for long runs through the Karoo Desert in regular services from 1953;

not until 1978 were the SAR locos rebuilt and supplanted from main lines by diesel and electric locos".

A condensing tender is on open-air display at the Deutsches Dampflokmuseum in Neuenmarkt-Wirsberg (www.dampflokmuseum.de). Pictures of condenser locos can also be found under www.kondensloek.de.

Class 53.0: The controlled high-efficiency drive is in the boiler of 53 0012, the ventilation drive in the five-axle 3'2'T16 condensing tender.

Text: Rochus Rademacher

Photos: Archive, C. Bellingrodt/C. Asmus collection, Kötze



Overview: Here 52 1953 is caught shunting in Osnabrück depot in 1949. Clearly visible on the condensing tender are the ventilation fans and the shutters.

H0



4415.813 "Brandt"



4415.814 "Vaihinger"

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Portrait: Märklin Hildesheim Round Table (MIST HI)

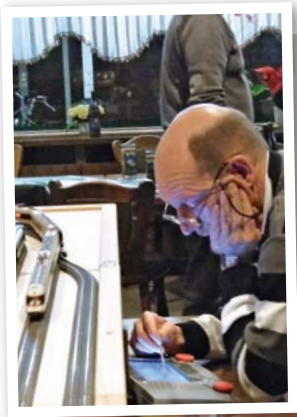
Collective intelligence

There's plenty to smile about at Märklin's Hildesheim round table. The two dozen or so from Lower Saxony have discussions of questions on all aspects of the model railroad hobby as full of ideas as their motto suggests: "All of us know something; all together we know everything".

"The model railroad is addictive. It all starts harmlessly enough with a Märklin starter set and a simple oval of track, and suddenly, it always has to be the optimum", says a grinning Michael Ptok, describing the collective complaint of MIST HI. "We are in fact a sort of self-help group". The master carpenter has done his bit to ensure that the group remains dynamic. Rüdiger Stock, the round table spokesman, says: "Michael put forward the idea of constructing H0 modules, and now, two years

on, we already have 22 modules", paying tribute to the eleven module builders. They also take part in the general meetings. "They all come to the round table – our main interest is being together. A bite to eat, talking shop and giving the rolling stock a run – simply having fun". There's never a shortage of things to talk about – the models running on the mobile layout 'Michi's patent wooden workshop' on their own take care of that: ET 403, VT 08, LINT 41, the 'Lollo' and a TEE, powered by a

Running, building, playing: The Hildesheim Märklin round table discovered modular building two years ago. Typical for MIST HI, exhibitions are already being planned. Here there is support provided by their colleagues from MIST 3, Brunswick.



Stars of the tracks:
The green analog SEW 800 'bulls-eye' loco is a much-sought-after rarity, and the digital ET 403 Club model does its high-speed rounds of the table.

class 103.1 locomotive. There are rarer models too which make their bow, like the TEE RUBENS, the 'bulls-eye' SEW 800 loco of the SNCF, dating back to 1951, which cost 52 deutschmarks in those days, or steam locos like the gray 52 3604. "Here you can run anything", is the comment of Guido Voslamber on the colorful assortment.

"We're no rivet-counters; we have no time for dogmatism – all we want to do is to enjoy our hobby as much as possible". What this actually means is anyone who enjoys counting rivets can do so, as long as he doesn't get on people's nerves. And indeed there is plenty of expert knowledge of prototypes, models and technology, and it's all shared in accordance with the motto "All of us know something; all together we know everything". Tolerance is not just a principle – one MIST Hildesheim member is indeed a two-railer, who it is said suffers in silence. Markus Stampe, the member in question, promptly responds to the leg-pull: "I can't afford to buy a third rail". "Normally I'm not allowed to sit at table with them", he says. However, it only needs a few minutes at the round table to see that the strengths of MIST HI are open-mindedness, an ability to integrate, pleasure in the common cause, humor and a liking for conversation. "Occasionally we arrange to go to toy fairs and exhibitions", spokesman Rüdiger Stock tells us. "A party of us went to the IMA Göppingen and we met up with other round tables there". That's how informal links were set up with MIST 7 and MIST 1. There is close contact with the Brunswick round tablers of MIST 3: "We coordinate our meeting dates, as there are some who like to attend both round tables". The connection between the two is even symbolized: "Our heraldic symbol is the class 515 battery rail car – and after all the 'plug-in Inter-



Heavyweights: Whether it's the US F7 diesel loco (above) or the weathered class 41 loco – at MIST HI, anything you like can run on the round table layout.

City' was always in service in the Hanover – Hildesheim – Brunswick – Hamlin areas". The easy-going attitude of the Märklinists is also seen in the module group, which regularly meets in Goslar for running days and working meets. The spokesman continues: "For the modules technical and optical standards were laid down as well as chronologically specifying eras IV to VI". However, since museum operation is always possible, there is nothing to stop the running of vehicles from earlier eras. Another thing: the theme of the module is in any case determined by the builder.

Jens Warnecke stresses the pragmatism which lies behind the use of C-track: "It's inexpensive and it's quick and easy to lay". "A single unfinished module with rails costs 75 euro from our regular carpenter; with basic electrics, it costs 100 euro". The H0 modules also score by needing little space, making working on them at home much easier. And a single module, according to Warnecke, is "a manageable project, you can let your hair down, pull it all to bits again, optimize it and add frivolous bits and pieces". Naturally there are members like Karl Heinz Müller who have large H0 layouts of their own at home.

There is already a talk of holding an exhibition with the Märklin modules, which Markus Stampe sees as an encouragement: "We won't make ourselves look silly – we've still got room to improve. All of us started at the bottom". Their first presentation at the home exhibition of the Modellzentrum Hildesheim was highly encouraging, with the modules and their colorful operations besieged the whole time. "And there was hardly any landscape there then either".

Most of the round tablers grew up with Märklin. "Some of the connections go back to the 1950s – Märklin is after all a legend", says MIST HI spokesman Rüdiger Stock. All of them consider the future of their hobby is extremely important, and the Märklin 'my world' range has had a very good reception. "It's the right way to go, to attract the younger generation with simplified models" – words of praise from Guido Voslamber – and there's another subject for discussing around the table. To follow up will be loco-to-tender spacing, spare parts and LED policies and multiple-traction capability. And of course some fun too: perhaps Märklin could put a configurator for individual locomotives in the Internet?

Text: RR/photos: MIST HI, RR, R. Stock

Description MIST HI



Served up at table: The lively MIST HI with spokesman Rüdiger Stock (2nd fr. left) around the patent folding mobile layout of carpenter Michael Ptok (4th fr. left, rear).

The round table

Since early 2007, Märklinists have been discussing their hobby at the Hildesheim Round Table (MIST HI), initially at irregular intervals. "Then from the end of 2008 we started meeting every month" says spokesman Rüdiger Stock. "Thanks to our close connections with the Modellzentrum Hildesheim/Braunschweig, more and more people found their way to us". Today, there are 24 names in the address file. Meetings take place every four weeks on a Friday at 18:30 in the "Südklausur" in Hildesheim, Marienburger Platz 8. "We are not a formal association – anyone who wants is welcome to look in", says Stock. On the mobile layout at the round table, most of the running is Märklin digital, "but older analog gems are always most welcome". The H0 module group takes up additional dates. Contact: Rüdiger Stock, telephone +49 (0) 1 71/6 43 80 69, e-mail: info@mist-hi.de, homepage: www.mist-hi.de.

The region

In the MIST HI catchment area are several excursion destinations. "For a start, there is the tramway museum at Wehmingen; they have already had model railroad exhibitions with LGB and H0 layouts", as round tabler Henning Theune tells us. Secondly, in the VBV Lokpark in Brunswick there are some attractive exhibits to be seen like the NOHAB V 170 from Sweden or the VT 08.5. "And thirdly, it's not far to the Harz narrow-gauge railroad", is another recommendation by Henning Theune. And if you have connections, the doors of the Alstom works museum in Salzgitter, not open to the public, may open for you: There you will find the royal saloon S290 299, built in 1911 as royal saloon 2a for Empress Auguste Victoria. Or the end car of the "Cologne" express rail car with road number 137 277". And then there is the steam loco 41 096 preservation society (www.dg41096.de), which operates special trains with the oil-fired loco 042 096-8, modeled by Märklin (item 37925).



A common purpose: MIST HI and MIST 3.





Insider round tables



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A big 'please':

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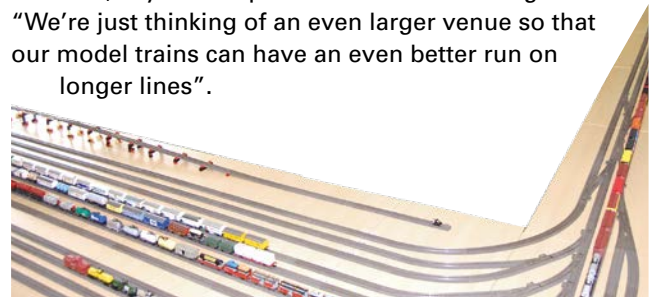
**School project with 600 m (1,970') of track:
The visitors were bowled over.**



Superlative table railroading

In a Dortmund school, members of Insider round tables DoIT and Mist 4 have shown just what model railroad technology a team can put together. "In five hours, more than 120 desks were assembled from eight classrooms to set up a C-track layout according to a track layout", DoIT spokesman Martin Meese tells us. "There was a circle over 170 meters (557') in length and enormous stations, so that more than 600 meters (1,970') of track were laid". A large terminus made marshaling possible, for the making up of trains. There was a branch line as well for loading and discharging games, using venerable Märklin 7051 cranes. The majority of the turnouts were controlled by PC, and running was controlled with hand controllers programmed with the CS2". There were rarities sent out to run, like an ICE 1 with 14 intermediate cars and container, steel, ore and coal trains. Martin Meese also railed a US freight train, which must have been close to a record: "The authentic train consist included an example of every tinplate US car ever built by Märklin". The three-part Santa Fe F7 of the ATSF had to lift more than 100 cars up a slope". That the F7 handled without any signs of overloading, as did the single-motor Burlington Northern.

"The school event of the DoIT and MIST 4 was such fun for all those who took part and the visitors too that we are already making plans for another table railroading in 2014", says DoIT spokesman Meese looking ahead. "We're just thinking of an even larger venue so that our model trains can have an even better run on longer lines".



Märklin dealer for the event

Date

Time



Germany:

21502 Geesthacht, Pankower Strasse 21, Meises Modellbahncenter	05.09.2013	10:00–18:00
40723 Hilden, Hofstrasse 12, Modellbahn Kramm	18.09.2013	10:00–18:00
41460 Neuss, Neustrasse 10, Modell und Hobby	25.09.2013	10:00–18:00
44137 Dortmund, Westenhellweg 132, ToyNedo-Raschka	24.09.2013	10:00–18:00
44787 Bochum, Doktor-Ruer-Platz 6, Spielzeug-Paradies Wagner & Raschka	19.09.2013	10:00–18:00
45145 Essen, Kölner Strasse 48, Modellbahn-Ecke	03.09.2013	10:00–18:00
48145 Münster, Waredorfer Strasse 21, Wie-Mo Modellspielwaren	04.09.2013	10:00–18:00
57072 Siegen, Kornmarkt 14–16, Emil Weber GmbH	26.09.2013	10:00–18:00
71546 Kleinasbach, Kirchberger Strasse 6, Modellbahn Seitz	06.09.2013	10:00–18:00
71638 Ludwigsburg, Solitudestrasse 40, Spiel und Freizeit Zinthäfner	05.09.2013	10:00–18:00
78713 Schramberg, Schillerstrasse 55, Eisen-Storz Der Spielzeugladen	02.10.2013	10:00–18:00
90765 Fürth, Erlanger Strasse 23, Der Lokschuppen Fürth	29.08.2013	10:00–18:00
97070 Würzburg, Textorstrasse 9, Modell & Technik Ziegler	28.08.2013	10:00–18:00

Ask your Märklin dealer directly whether they break for lunch.



Switzerland:

1204 Genève, Bd Georges-Favon 11, Jouets Boller Modelles	15.10.2013	
1227 Carouge, Rue Roi Victor Amé, Reve de Gosse	16.10.2013	
1630 Bulle, Rue Louis Bornet 8, Le train juet Sarl	18.10.2013	
3072 Ostermündingen, Mitteldorfstrasse 45, Bruderer Bahnen	17.10.2013	
3930 Visp, Kleegartenstrasse 24A, Furger Anton GmbH	19.10.2013	
6004 Luzern, St. Karlstrasse 6, Lok-Gallery H.P. Walser	08.10.2013	
8400 Winterthur, Unterer Graben 1, Barb-Tech GmbH	09.10.2013	

Please ask the respective retailers for the times of demonstrations.



Italy:

10123 Torino, Corso Giulio Cesare 82, Artuffo G. Di Giovanni Lampitelli	11.10.2013	
24121 Bergamo, Via A. Locatelli 45, Toytrains-Märklin Store	12.10.2013	

Please ask the respective retailers for the times of demonstrations.

Digital seminars: Automatic controls using the Central Station



The Netherlands:

3512 GS Utrecht, Minrebroederstraat 25, Märklin Store Utrecht	04.10.2013	19:00–21:00
5211 GL Den Bosch, Vughtsterstraat 92, Märklin Center	25.10.2013	19:00–21:00
6041 EZ Roermond, Schoenmakerstraat 14, Modeltreincenter Spoor 14	10.10.2013	19:00–21:00

Please register for your chosen seminar with the retailer sponsoring the event at least a week in advance.



This K 15 car with hinged roof-hatches as a track-cleaning car is only available at the Märklin retailers during the info day.

Information meet Märklin retailers

Visiting a digital info day at your Märklin dealer is always worth while: here top models are on show and the very latest information and news about Märklin is also available first-hand. But there are valuable tips on digital controls as well: the functions of the Mobile and Central Stations and the Märklin app are explained in detail and understandably. Questions on any aspect of the model railroad are always welcome – the Märklin experts will answer them all.

New cooperation partners

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



Your Club benefit: Club members pay an entrance fee of 2 euro instead of 3 euro. A trip on the train for visitors is included.



Feldbahnmuseum Herrenleite

Feldbahnmuseum Herrenleite
 Herrenleite 10, 01847 Lohmen, Germany
 Tel.: +49 (0)3 51/8 80 40 63 (Mr Sommer, evenings and answerphone)
 E-mail: hfd@mw.htw-dresden.de
 Homepage: www.feldbahnmuseum-herrenleite.de

Times of opening:

At Whitsun and around October 3rd, 2013 the traditional narrow-gauge railroad show is put on with an extensive program. The museum is also open from May to October every Saturday afternoon and on certain additional running days. Please enquire by telephone for the dates of events, or obtain them from the homepage.

Members of the Verein Historische Feldbahn Dresden have made it their objective to preserve the narrow-gauge field railroad. The association has been busy building the Herrenleite narrow-gauge field railroad museum on the edge of the breathtaking Saxon Switzerland since the millennium, and presents the restored trains in authentic surroundings. Visitors can inspect a large number of locos and railroad cars, take a trip on the 600 mm (1'11-1/2")-gauge line through the museum and see genuine field railroad trains at work. Since the 1870s, field railroads have been serving internal transport requirements in all sectors of agriculture and forestry, in industry, the construction industry and in military use. Since, in contrast to the state railroad systems, they were not standardized, they display an incredible variety of technologies, vehicle types and track gauges. The visitor can go deeply into this particular appeal of the field railroads in Herrenleite and can be transported back to a bygone age.

Anniversary: Bahnreisen Sutter

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 Germany
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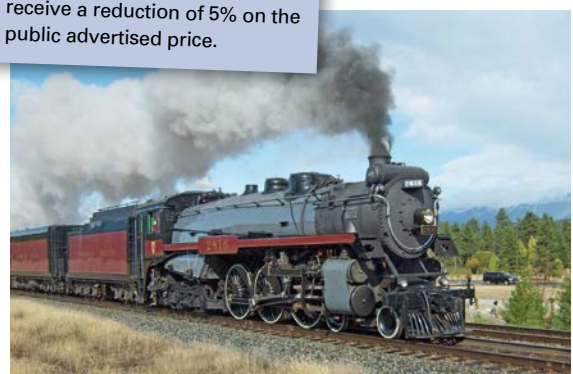
Visit Bahnreisen Sutter at the following exhibitions:

November 1 to 3, 2013: Die Modellbahn – Munich; November 21 to 24, 2013: Modellbau & Bahn Süd Stuttgart; January 11 to 19, 2014: CMT Stuttgart, February 14 to 16, 2014: Basel Holiday Exhibition; March 5 to 9, 2014: ITB Berlin; April 9 to 13, 2014: Intermodellbau Dortmund

Traveling through a foreign country by train or just getting to know your own country better by rail – that will gladden the heart of every railroad enthusiast. On the 15th anniversary of Bahnreisen Sutter, there is once again something to suit every taste. The tour program includes classics like the Glacier Express or the Bernina Express in Switzerland as well as the very special trip on the Trans-Siberian railroad. For those who feel more comfortable in warmer climes, there are rail journeys through Spain, including Moorish cultural treasures and plenty more besides. One of the most exciting railroad journeys in the world is waiting for travelers in April 2014 – the Darjeeling Himalayan Railway. For most of these group tours, special trains with more seats than passengers are booked. This means everyone can sit at a window to enjoy the rail journey. Familiar for many Club members already, as Bahnreisen Sutter has organised several Club trips for Märklin since 2006.



Your Club benefit: Club members receive a reduction of 5% on the public advertised price.



Special models for the "Starlight Express" anniversary



Attractive Märklin models with dynamic Starlight Express motifs

Märklin is honoring the 25th anniversary of the Starlight Express with exclusive models in H0 (item 39372) and Z (item 88675). It is the world's most successful musical. Live only in Bochum. Prototype of the model, dressed as a promotional loco, is 101 025-5, which was unveiled in Hamburg Altona station on June 18. Märklin models have been doing the rounds at the Starlight Express stage spectacular since 1988. The DB loco is now honoring this cooperation on the

DB rail network as well as on Märklinists' H0 and Z-layouts. As a traveling advertisement, the 101 class loco is ideal: according to the DB, each loco covers a yearly average of 380,000 km (some 236,000 miles) in Intercity long-distance traffic. Now the partnership promotional loco of Märklin and Starlight Express will once again be there to excite rail enthusiasts in many stations and out on the main line. Around 100 m² (some 1,076 ft²) of the promotional loco are covered with the PVC foil.



Photos: M. Röer, Märklin