

5 CLUB
NEWS
2012

märklin INSIDER

New: Club family membership!



On the track of the myth
Exclusive Club trip through Switzerland
Club members experience class 403 production



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Trip to the railroad paradise: Club members accompanied by Märklin Product manager Karl-Heinz Grässle (6th from left) on a great trip. The adventure trip with the Rhaetian "Crocodile" Ge 6/6 I and the "Allegra" took in large stretches of the Rhaetian Railway.

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märklin INSIDER



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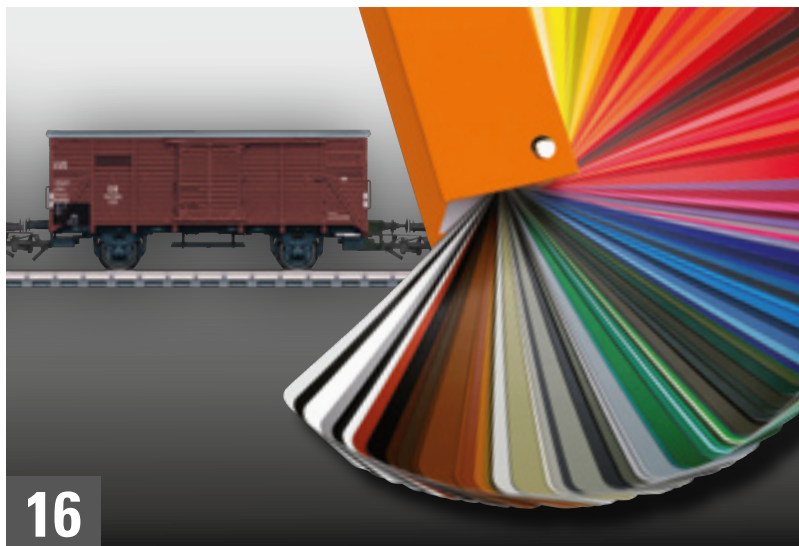


The Club mailing 05/2012 has the following enclosures: Märklin Insider News 05/2012, Märklin Magazin 05/2012, brochure fall new releases 2012, order form for Model of the Year class 232 Märklin Kids Club 2012, Registration form for family membership.



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The start: interview with Z Product manager Jürgen Faulhaber on expansion of the Z-gauge segment.



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Authenticity: freight cars are not merely brown – Documentation at Märklin researches colors, type designations and design details.

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Please inform us in good time of your new
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Post Office unfortunately will not suffice.

Thank you for your cooperation!

Dear Insiders,

Summer festival, Open Days – the thirst for knowledge and the enthusiasm of the model railroaders was once more positively stunning – as was the intensive discussion round of the Club members with Märklin's Management. We will be giving a full report on the discussions in the next issue. How much dynamic the Club has is reflected in the current Club News: on exclusive factory tours for Club members where they first came face-to-face with the elegant class 403 H0 Club model. And the photographic impressions of the Club trip to Switzerland will make every railroad fan's heart beat a little faster. Naturally we also take a close look at exciting models. One of these would have been the class 232 in "Looney Tunes" design. "Ludmilla" as Märklin Kids Club Model of the Year will be triggering off playing fun – and not with the youngsters alone. Something else we'll be looking at is freight car models; Märklin goes to great lengths to research the right colors, lettering and other authentic details. On the 40th anniversary of the Mini Club, Z-gauge Product manager Jürgen Faulhaber gives us a brief glimpse of prospects. We take especial pleasure in introducing to you the Märklin Round Table Ulm, a group which likes to engage in discussions and which has a deep understanding of technology. The Service section has information about dealers' events and details of two new cooperation partners. And as a closing highlight, pictures of the DB promotional loco carrying its "Märklin my world" livery. The class 120.1 is already touring tirelessly throughout Germany. Enjoy your reading!

Your Insider Club team

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**Discount on entrance fees:
don't forget your Club card!**

Märklin at the exhibitions in Cologne, Stuttgart and Leipzig

Model railroad fun in the fall

Fascinating new models, exciting exhibition layouts, model railroad trends – the Märklin concern is raising its flags at all three of the great exhibitions in fall, 2012. Naturally our Club members will receive reductions on the entrance charges at Cologne, Stuttgart and Leipzig on presentation of their Club card. At the "International Model Railway Exhibition" (IMA, 22 to 25 November 2012) in Cologne, we will be welcoming Club members at our stand with a little present. A model gala will also be awaiting them: the Club models for 2013 will be presented. Just for the IMA, Märklin has also produced a special car in H0 (see left). At "Modell Süd", taking place in Stuttgart at the same time, Märklin's smallest gauge – the Mini-Club – is present, as is Trix. Finally, at the "modell-hobby-spiel" exhibition in Leipzig (5 to 7 October), spotlight will be trained on the 'my world' range, Trix and LGB.

IMA (Cologne): 22.–25.11.2012, opening hours: 09:00–18:00, Sunday to 17:00, www.faszination-modellbau.de

Modell Süd (Stuttgart): 22.–25.11.2012, opening hours: 10:00–18:00, www.messestuttgart.de

modell-hobby-spiel (Leipzig): 5.–7.10.2012, opening hours: 10:00–18:00, www.modell-hobby-spiel.de

Special car for the IMA 2012

For the IMA 2012 in Cologne, Märklin is producing an attractive special car in H0: the type G 10 boxcar with brakeman's cabin (item 48312) carries the advertising lettering "Farina"; it is being produced in a once-only series and will only be available from retailers at the exhibition and in the region around Cologne.



Club meets with Märklin management - exclusive

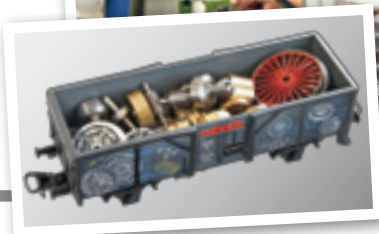
Model railroad fans from all over the world were there to help celebrate Märklin's Open Days – knowledgeable on the factory tour, eager for information in the World of Adventure and relaxed when chatting with like-minded colleagues. The outstanding importance of the Club was underlined by Märklin management, who held an open forum for exchange of views exclusively with Club members. Märklin Managing Director Stefan Löbich gave premium customers a no-frills view of future prospects: the successful path taken in 2011 will continue to be followed with product innovations and the children's models in the 'my world' range, and in the medium term, the aim is to serve new markets outside Europe. Dynamics are also promised by the multi-brand strategy: the three brands Märklin, Trix and LGB are now divided up into three business sectors to permit successful further development. A full report on the meet between Club and Management at the exclusive get-together will follow in the next Club News.



Open word:
Märklin Managing Director
Stefan Löbich.



Experience model railroad: whether hand painting (above), assembly (left) or cozy exchanges with others of like mind – the Open Day was a complete success. Memories of the day will be kept alive by a special car devoted to the turning shop (below).





Authenticity: a certificate guarantees the Insider named on it the genuineness of his new Club model.

Personal certificate enhances the exclusive Club models

Starting with the second H0 Club model 2012 – the class 56.2-8 freight train steam locomotive – we shall recommence sending our Club members personalized certificates of authenticity for their Club models. The mechanism is now in place for direct dispatch to the Club members once again. Dispatch of the certificates will be the same for all models, regardless of the date they were delivered, at the end of the year, direct to the party ordering them. The certificate confirms the respective Club model is genuine and that it has been legally acquired by the Club member. As from the new Club year, there will be a personalized certificate for all Club locos in all gauges.

New for Club members: family membership

At the request of our Club members, we now have another interesting facility to offer you: family membership. Let your family and friends take part in your model railroad hobby and apply for a second membership for them. This can be taken up for any of the brands – Märklin, Trix and LGB.

We offer the following benefits for an annual subscription of just 39.95 euro:

- Order form for the Club models,
- Annual Car,
- Club card.

Early birds who decide to take up a second membership by **15 November 2012** are



offered a special price on a once-only basis of 29.95 euro for a year's subscription. So it's worth joining right away!

The family membership application form is enclosed with this mailing. The application form is also available to download in PDF under club.maerklin.de.



With the family membership, a full member can register family members or friends in the Club at improved rates and conditions, regardless of the brand: Märklin, Trix or LGB.



Premiere guests at the summer festival: Märklin boss Stefan Löbich (1st row, 3rd from r.) has introduced the 2012 Club highlight – the class 403 express electric rail car – to Club members on the occasion of the exclusive factory guided tour.

Summer festival exclusive: Club members meet with the 2012 Insider model

Class 403 ready to leave

The class 403 electric powered rail car (ET) captures the spirit of the times – caught in the model by the Märklin Design section as a result of the care taken when measuring up the prototype. Now the class 403 is awaiting the signal be distributed to the Club members.

“The class 403 will get an outstanding position in my private collection” says an enthusiastic Norbert Schmidt. He has ordered an elegant express electric rail car for himself as a “double Insider”. The Club member is in charge of Märklin’s Molding department. His team has put in some outstanding work on the class 403. “We pooled our experience from the first molding batches with Design and Tool making departments to optimize the molds themselves, and in later molding batches we have

been able to improve both quantity and quality”. Such stage successes delight Gottfried Stock, who is involved as designer of the class 403 and Project coordinator in many of the work steps preceding production readiness: “We create a high level of reliability in the early phases of a project by holding discussions with all those involved, otherwise we would never achieve our flow-chart schedules”. That is a system which pays for itself in the home straight when the pre-pro-



From eye-contact to ready for production: designer Andreas Kobbe (pictured) and Project coordinator Gottfried Stock track the Insider model class 403 through the entire quality control process – they measured up the prototype, they know every little bit of Donald Duck’s 118 centimeters (46”) and have replicated the character of the express electric rail car perfectly.



duction model is thoroughly tested by Quality assurance. The playing quality of the model has a high priority in this respect. The 360-mm (14-3/16”) radius is laid down and this affects the final appearance of the models. “For negotiating curves, I reduced the scale length slightly to 1:93.5 on the class 403”, says designer Stock as he explains the sole departure from the scale of 1:87. Thus the 118 cm (46”) long express railcar doesn’t catch on catenary masts and tunnel portals, or cause collisions with train it passes. Despite the slight shortening, the angles are all still the same and the impression is good: “If you have the model and look at the prototype, you are supposed to say ‘That’s it.’”

Design department spent ten weary hours photographing, measuring and going through the prototype, now vandalized and stored at Neustrelitz. “We carefully measure potential trouble spots using coordinates such as top of rail, edge of buffer and body work, and these



Quality guarantees: the die-cast zinc body shell comes out of the mold in perfect shape – Norbert Schmidt (left) and the Molding department set the tone for the model superstructure.



Perfect impression: Thanks to a scale length reduction to 1:93.5, the class 403 can take curves down to 360 mm (14-3/16") – apart from that, the standard scale 1:87 applies.

Summer festival with Donald Duck

In the exclusive Club factory tour during the Märklin summer festival, 60 members were introduced to the 2012 Insider model: the express electric rail car class 403 was just going through electroplating, painting and lettering; the rail car was to be seen in its silver zinc die cast form, with its zinc phosphate protective layer and in its full coloring. "It was absolutely fascinating to see "Donald Duck" in all these stages" said an enthusiastic Walter Loderer, a Club member from Mödling, near



Thomas Höfel, Insider Round Table Siegburg is delighted with the exclusive factory tour.

Vienna. But the entire tour of the factory was "a dream". The Production section presented an extremely tidy impression, everywhere processes functioning without a hitch, everyone knowing what

he or she was supposed to be doing – "the machines too!" added Walter Loderer with a smile. He was also most impressed by the personal welcome from Märklin CEO Stefan Löbich: "It was very informal and friendly – in addition, Herr Löbich gave us a full briefing on the Märklin strategy". Thomas Höfel, contact man for the Insider round table "Fröhliche Eisenbahner" from Siegburg enjoyed the factory tour as well: "You can see so much more when you are part of an exclusive group on a tour like this".



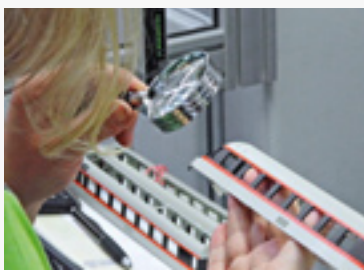
Class 403: powered end car in color ...



... and intermediate car still "naked".



Inspired by encountering the class 403: Club member Walter Loderer (top) takes a good look at the painting process.



can then be worked into relationships with the end of the train", explains designer Andreas Kobbe, also involved in the project. Realigned photographs are then used for proportional calculation of the measurements. "The point is, the actual construction doesn't always match the drawings – which in any case usually relates to assemblies or their components", as designer Kobbe explains. In the CAD solution Catia, the data are then transformed into three dimensions.

The research work done on the prototype was well worth while. That's when Donald Duck's "bill" was measured and the roof minutely examined; in the dining car, there was even one of the bottom-lit glass prisms which were let into the table tops. The design took the Electronic department's eye, and now the dining cars are appearing in a very special light: a random switch simulates the coming and going of hungry passengers – naturally, the light can digitally be set for continuous too. "Märklin always leaves us a little leeway for playfulness", says Gottfried Stock appreciatively of such creative teamwork. There's heart and soul there, and that's one reason for model and functions being so realistic.

A trained eye is used by Design to check the model prototype's material selection and color separation. "Die cast zinc is our material of choice, but there are times when plastics have the edge, to the benefit of the model", explains Andreas Kobbe. "In the color separation we see if the design can make use of the dark gray apron color line on the side, which continues as a thin band of color over the wheel cutouts at the truck: We don't actually print the color line, but produce the parts in the respective colors". The encounter with the prototype is also used to determine the vehicle's character. "The ET 403 is said to resemble the ICE or the VT 08 – but we really haven't made any model like this before", stresses Project coordinator Stock. There is the contour with an upward taper, and the many curves – and the ET 403 also carries the spirit of the time. "It is no longer a passenger train, nor is it a modern rail car train – the railroad parted company with dogma", states designer Stock and recalls the more-or-less contemporary construction of the aerodynamic NSU Ro 80 with a Wankel motor. Thus the model carries the character of the prototype, and at the end of the day, model railroaders and collectors will all say: "That fits".

Text: Herbert Straub/photos: Archive, D. Kötzle, RR

Advertising models August & September 2012

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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.

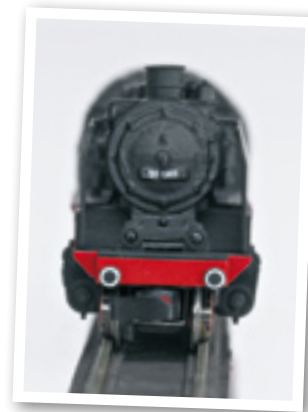


Jürgen Faulhaber, Product manager Z at Märklin: "In our models we are always striving for authentic appearance – as you can see from the new model of the DB AG class 120 electric loco, which Märklin has clad in the colors of our 'my world' range".

Interview: Z Product manager Jürgen Faulhaber

Z scores with even better detailing

In Jubilee year 2012 Z gauge is flexing its muscles: Jürgen Faulhaber, Product manager Z at Märklin, is now zealously following the target of improving product quality and value. Now the course is set!



Harmony in detail: with the warning paint on the buffer heads, the Z gauge model of the class 50 gets even closer to its prototype.

Club News: When you look at the Z-gauge new releases for 2012, is the class 01 (item 88010) the defining piece?

Faulhaber: The 2012 Insider model as a new tooling is of course technically a masterpiece, but first and foremost it is exclusive. From a quality aspect for example, our class 03 (item 88855) moves in exactly the same circles as the class 01: this DB loco scores for feel with its metal body, and it score visually with the finely-constructed valve-gear, the imitation brake rigging, the spoked tender wheels and its prototypical lettering. And the five-pole motor ensures it runs well, assisted by the close coupling between engine and tender and the driven coupled axles. We are aiming in general terms for improved detailing,

finer color reproduction or indeed an overall improvement in prototypical realization.

Club News: Does this offensive in respect of value then apply to the complete range?

Faulhaber: Yes. I already mentioned the fine details of the class 001 – these include the representation of the Indusi train control shoe, the rail guards, free-standing lamps and warm white LED headlights. On our class 50 (item 88843) and 44 (item 88973) steam locomotives, for ing buffer head warning painting, and if you pick up the class 243 (item 88436) and look at it you will see that we are pushing ahead with authentic representation with

Perfect coloring: the mouse show train is fascinating on any layout – figures from "Die Sendung mit der Maus" ("The mouse program") are even emblazoned on the roofs. Naturally the cute show train after the DB model stands out in any collection.



electric locos too: the changeover screw for the catenary is now concealed. And we have plenty more ideas for even finer models, so Z-gauge followers have plenty to look forward to.

Club News: How do you make sure that the better value can be replicated in functional manufacture?

Faulhaber: We are putting a lot of effort into making sure that the product quality level is in harmony with our requirements. In the past, there have unfortunately been times when things have not been as we wanted them to be – indeed as customers have a right to expect.

Club News: What measures has Märklin adopted?

Faulhaber: The development processes have been optimized, we have set up additional testing points, testing frequency has been increased and feedback goes directly to production locations to improve quality assurance. The background is that due to the complexity of the partial production move to our factory in Győr, we have been held up a little. However, the two factories are now working closely together and that will soon be showing results. A little patience is still needed, and for the time being, the message to all our loyal customers is: if you do find faults in any models, send them straight back to us and we will put them right in any event.

Club News: Z-gaugers main interest is running fun. How do you awaken emotions with a model?

Faulhaber: Have you ever watched for example the class 212 diesel loco (item 81400) with its local train



Looking is rewarded: the Insider class 01 model is a knockout with its authentic representation of the valve gear and brake rigging.

shuttling through a townscape? Or how the mouse show train (item 81442) with the “Sendung mit der Maus” lettering makes everyone smile – even the decoration on the roof is true to the prototype. And when a class 50 steam loco is in charge of a freight train with our slag cars (items 86211/86212) and the hopper cars from the ore transport set (item 82800), then every “heavy metal” fan nods in approval.

Club News: What was your thinking when you produced the anniversary set “40 years mini-club” (item 81972)?

Faulhaber: From the viewpoint of innovative engineering, the Z scale is in a dimension of its own. Thus the anniversary set is manifestly a tribute to the launching of Z gauge: in 1972 the new Z-gauge dealers were made a present of a golden model of the class 89 – that’s what the golden display model in the set represents. A booklet is also included which tells the story of the Mini-Club and with three of the first four products in Z gauge, we acknowledge our total commitment to running fun with the smallest commercially-produced model railroad in the world.

Text: RR/Photos: Archive, Kötzle



Running fun with long trains: the smart “metronom” with its bi-level cars gets passenger traffic on the move in Z gauge too.



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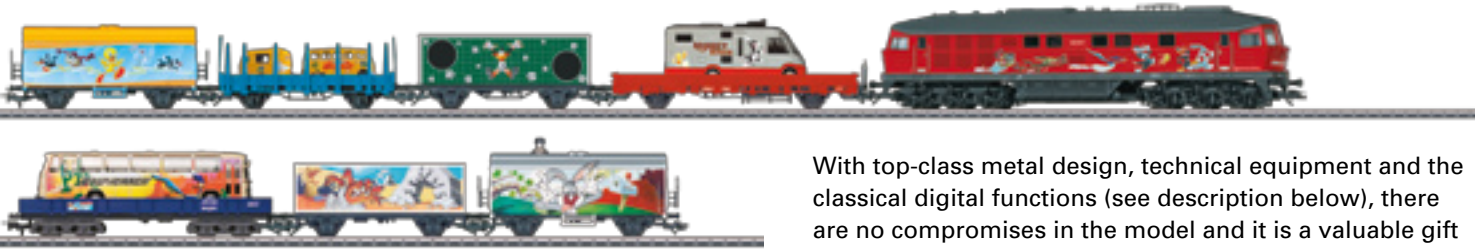


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2012 Model of the Year for the Märklin Kids Club

Class 232 in "Looney Tunes" design

The Märklin Kids Club Model of the Year has three outstanding features: children love the "Looney Tunes" comic figures, the class 232 represents a powerful piece of railroad and the robust model gives running fun. The model is offered to all members of the Märklin Kids Club and traditionally also to Insiders.



Bugs Bunny, the Tasmanian devil, Sylvester – the children are crazy about the heroes of the cartoon series "Looney Tunes" by Warner Bros. That's why the Model of the Year 2012 is being produced in a once-only series exclusively for members of the Märklin Kids Club in the design of the comic figures. Under its comical exterior there is a real prototype: the DB's diesel-electric class 232 ("Ludmilla") is almost 21 meters long (68') and with six traction motors, according to type, achieves a power output of up to 2,940 kW and a top speed of 140 km/h (87 mph).

With top-class metal design, technical equipment and the classical digital functions (see description below), there are no compromises in the model and it is a valuable gift for the younger generation, who can then assemble a comic freight train with cars all having "Looney Tunes" motifs and add some extra color to running operations on layouts. Klaus Schwichtenberg, expert on printing and pre-printing stages at Märklin, describes the year's model in printing technology terms as 'quite demanding': "The figures are printed in the EURO color system CMYK: white is printed in the first step as the background color". The motifs are printed on opposite sides, but offset: "That means that for these elements alone we need twice as many printed films and printing blocks".

Closing date for orders: 30 November 2012

Model description

36427 main-line diesel locomotive "Looney Tunes"



Model highlights 36427

- Locomotive in all-metal design.
- mfx decoder with controlled sound functions.
- Version with squared buffer-heads.

Prototype: Class 232 "Ludmilla" of the Deutsche Bahn AG (DB AG).

Model: Locomotive in all metal design, with mfx digital decoder, special motor with flywheel and controllable sound functions. 4 axles driven, traction tires. The triple

headlights change ends with direction of travel, will operate conventionally and can be controlled digitally. Headlights are maintenance-free LEDs. Locomotive decorated with motifs from the world of "Looney Tunes". Length over buffers 23.9 cm (9-7/16").

| Digital functions | Control Unit 6021 | Mobile Station 60652 | Mobile Station 2 60653 | Central Station 60212 |
|---------------------------|-------------------|----------------------|------------------------|-----------------------|
| Headlights | ● | ● | ● | ● |
| Diesel loco sound effects | ● | ● | ● | ● |
| Signal horn | ● | ● | ● | ● |
| Direct control | ● | ● | ● | ● |

Due to legal licensing regulations this model is available in the following countries only: Germany, Austria, Switzerland, France, the Netherlands, Belgium and Luxembourg.

Deliveries are scheduled to start in quarter 2, 2013.



Portrait: Ulm Märklin Round Table (Ulm MIST)

The point of contact unites

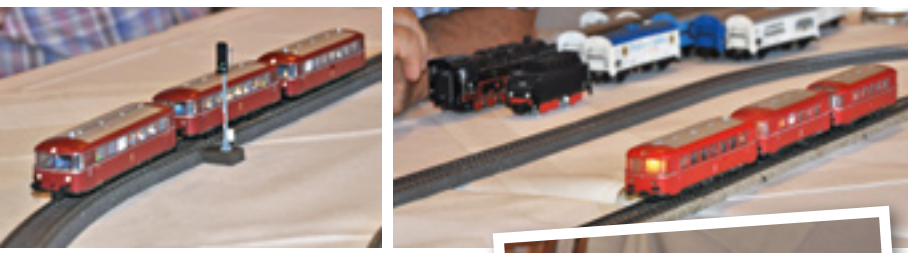
Models and technology – the eyes sparkle at the Ulm MIST. At the monthly evening meetings of the round table, all model railroad disciplines are run through.

Discussions in a circle symbolize equality in status – as it did at the mythical King Arthur’s round table. Or at the Ulm MIST, meeting every second Wednesday of the month. On the agenda: nothing. “When we met for the first time over ten years ago, we just talked about model railroads – and with the sheer impossibility of exhausting the subject, that’s how it stayed”, spokesman Falk Dehnert tells us. “It’s all about model railroad technology, Märklin policies and models, the full-size railroad, layout construction, excursions and events”. Additional conversational material is delivered by two circles of track laid out on the tables in front of the round tablers; on the line with analog controls, Markus Mössle

is just running his 1960s-vintage VT 95, while a VT 98 with passengers is just running around him on the digital outer circle. And promptly the discussion restarts on the pros and cons of analog and digital, lighting, sound decoders and realism.

“Our common denominator is the track with the center conductor studs” asserts member Dr. Siegfried Grob. “The electronics specialists amongst us know all about digital control centers, loco decoders and braking modules; collectors relate how prices are developing at auctions, others contribute their skills in layout constructions or in skillful super-detailing of models”. As if on cue, class 52 1911 passes us with its condensing tender, which Dietmar

Round table: Entertainment and running – at Ulm MIST everything lands on the table. Markus Mössle (lower right and centre, standing alongside Siegfried Grob) has even captured his son’s ‘my world’ ICE for everyone to look at. Mist contact man is Falk Dehnert (top right).



Outsider: compared with the VT 98 rail bus (top left, alongside it the good old VT 95) and the steam loco gem the SK 800 (top) the 'my world' ICE (left) merely a children's toy. But Ulm MIST wants to know what it is which is motivating the younger generation.



Kings of the Road: V 200 diesel loco (above), class 103 (top) or class 23 (right) – the classics are all present.



The odd one: the Ulm MIST electronics experts like rebuilding, so the class 52 (left) with the condensing tender is controlled by two sound decoders.



Aumann has fitted with two sound decoders. "One controls the loco and the loco sound, the other controls the fan in the tender and the fan noise", says its owner, who has also used a second decoder on the compressed air class V 32 diesel loco to obtain a compressed air sound synchronized with the wheels. These are precisely the specializations which telecommunications engineer Siegfried Grob appreciates: "On one hand, we share the same hobby; on the other, each has his own special talents, and combining these two facets contributes hugely to enriching the round".

The organizational work which has to be put into Ulm MIST with its catchment area stretching to Heidenheim in the north and to Memmingen in the south is almost nil. "We set the dates for the entire year and publish them on the home page set up for the purpose – whoever wants, can come along, and anyone with questions will get answers", MIST spokesman Dehnert assures us; after all, occupations of every type are represented from electrical engineers to doctors. Now and again there is a presentation instead of talking shop: "Then the photographic series of a prototype trip or an introduction to decoder programming claims the attention".

On the two circles of track there are currently two highlights of their respective eras running. On the analog track a class 01 thunders by with a rake of passenger cars, and the ICE is speeding by on the digital track. Markus Mössle has brought his son's 'my world' ICE along, but first he had to convince the three-year-old that he was still a little young for the round table. "A brilliant move by Märklin" was Dr. Udo Oswald's comment on the 'my world' range. "Technically talented children can be introduced to the world of model railroading by technical features". "Hand control by smartphone – that's what catches the young ones", says digital specialist Grob in support – and he laughs: "They are used to there being one app or another on their iPhone for everything". And Dietmar Aumann emphasizes the interplay: "My son goes mad with excitement when he's allowed to run his train on my layout".

That admittedly would apply to anyone; Aumann's layout is impressive and no wonder, since he and Dr. Oswald together are two of the "absolute layout and landscape building freaks" – they attend seminars and have also visited many of grand master Josef Brandl's layouts. Although layout construction is not



Construction is fun: Dietmar Aumann even fits out the car-shed (above left) with super detail and to the delight of everyone puts out LED-fitted cars on the diorama (above). Hartmut Angermann tends towards daring bridge constructions (left).

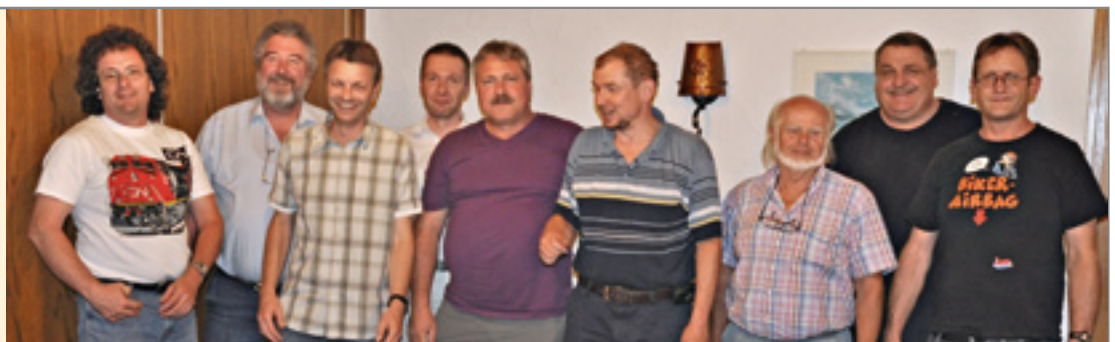
one of the major subjects at the round table, many go along for the ride such as on a trip to the Black Forest model railroad in Hausach or the Miniature World of Fallers in Gütenbach: "The round table is the medium, activities are discussed here and those that are interested speak up", says Siegfried Grob. In this way, trips have been set up to exhibitions, to seminars in the Göppingen World of Adventure, a visit to a major collector or trips on one of the numerous local railroads; the Ulm MIST was also destined to have the last guided tour of the now-abandoned mechanical signal tower at Langenau station. In the meantime, Rolf Wesselak has his "Spanisch-Brötli-Bahn"

on track with the steam loco D1/3 "Limmat": with passengers in contemporary dress seated in open cars, she steals the show from a freight train hauled by double-headed class 23s. Conversation picks up again and once more reflects the thoughts in the round: running gear, lighting, sound and lettering are critically examined, the whole being an exchange of views and opinions not being forced on one another. As Ulm-MIST spokesman Falk Dehnert stresses, "We are a tolerant and respectful group, so we stay what we are: a relaxed meet".

Text: RR / Photos: D. Aumann, H. Angermann, R. Rademacher

Description

A large part of Ulm MIST (from the left):
D. Aumann, Dr. U. Oswald, T. Kilb, Dr. S. Grob, S. Enderle, M. Mössle, F. Dehnert, H. Angermann and R. Wesselak.

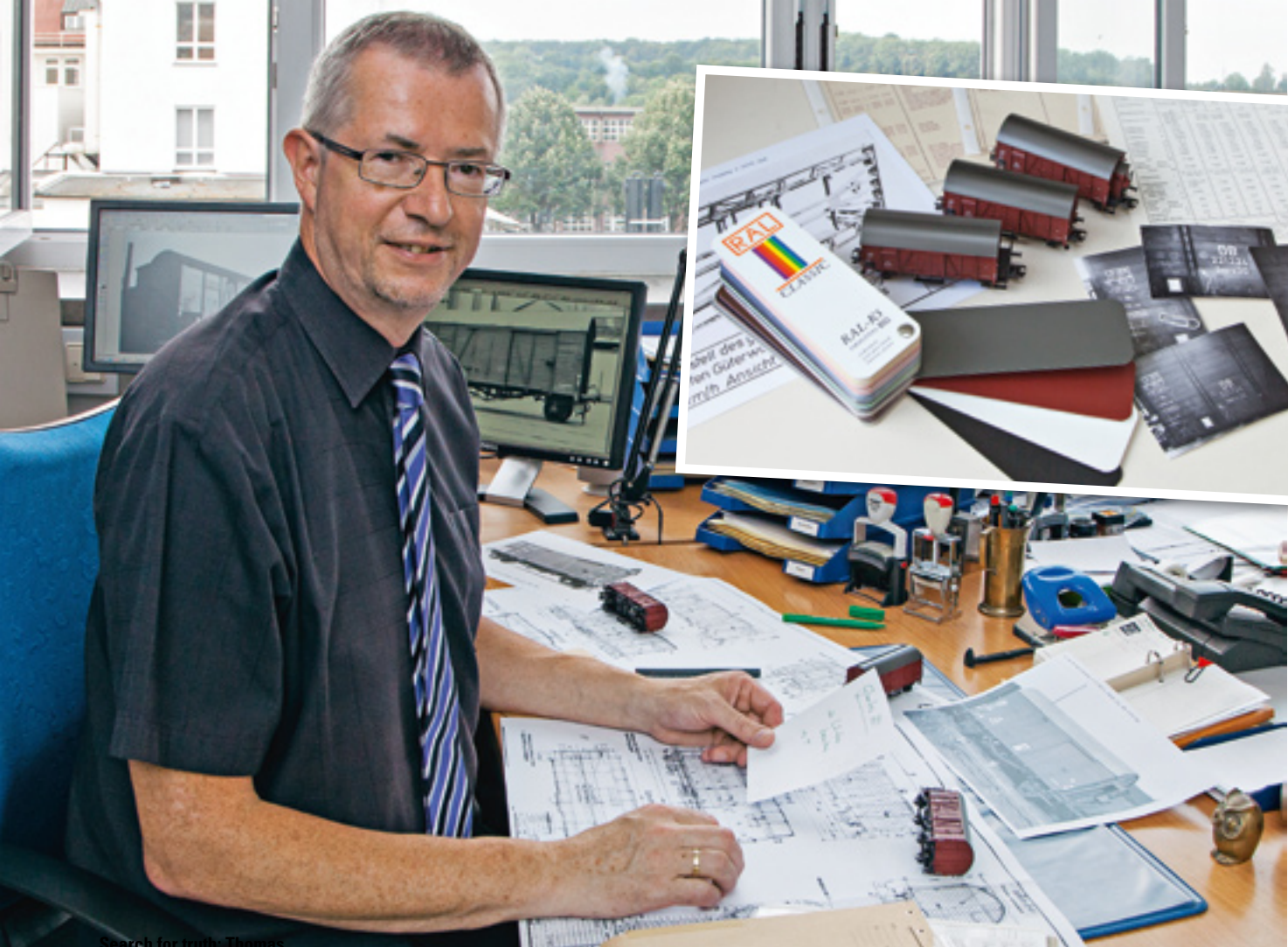


The round table

The Ulm Märklin Round Table has now been meeting for over ten years. "To start with, there were six railroad fans, today we are 20 strong", spokesman Falk Dehnert says. Meetings are held every second Wednesday in the month, and usually about 12 members attend. Casual conversation in the Lixparkrestaurant in Blaustein takes in the whole world of the full-size and the model railroad. One of the focal points covers model railroad technology right from mechanics to digital controls, and tips and tricks are swapped in all possible subject areas. Contact: Falk Dehnert, Tel. +49 (0) 73 48/2 31 30, e-mail: ulm-mist@bogobit.de, Homepage: <http://ulm-mist.de.vu>

Rail pleasure outside

"There are many destinations for days out in and around Ulm", Dr. Siegfried Grob (www.bogobit.de) tells us. The Ulmer Eisenbahnfreunde (www.uef-lokalbahn.de) evoke a feeling of "train travel like in grandpa's day" on local branch lines and the "Ulmer Spatz" (Ulm Sparrow) run by the Ulm Railbus Club (www.albbahn.de) takes excursionists to the Swabian Alb. There are also rail preservation societies in Neuoffingen (www.schwabendampf.de), Ochsenhausen (<http://oechsle-bahn.de>) and Neresheim (www.hmb-ev.de). "At the major junction of Ulm, long-distance trains such as the TGV call, while there are local lines like the one through the romantic Danube Valley or the 'Swabian Railroad' to Lake Constance".



Landwehr, documentarist at Märklin, sifts through sources about prototypes; Design requires clear specifications on model details and precise process instructions.

Snags in the prototype, part 1: Research expenditure for cars

The prototype is the model

Renumbering, overhauling, rebuilding – the life of locos and cars is a real adventure. Documentation at Märklin uses experience, knowledge and research to avoid the trip-wires of prototype biography in the quest to develop models.

At Märklin, the Product management's model idea is converted into a clear process instruction for Design in two stages. "We first start extensive research which culminates in a presentation of the possible varieties of a vehicle", explains Thomas Landwehr, documentarist at Märklin. The Product manager then decides which if any of them are to appear in model form and Documentation then start on a more thorough search for sources, always taking the design requirements into account.

The development process is accompanied the whole time by consultations between Product management, Documentation and Design. Railroad historian Landwehr illustrates the reason by taking the simple example of a grab-rail: "It can either be molded on and pierced, added as a plastic piece with imitation fixing elements, be applied in the form of a shaped piece of wire in molded holes in the vehicle, or we leave it out and the fan of total authenticity can fit it himself".

Service: Documentation has been putting together exclusive freight car sets such as the "timber loads" for the Club since 2006.



Paperwork like drawings, photos or articles from trade journals should really be reliable sources, but things are not always what they seem: Thomas Landwehr has in front of him the general arrangement drawings of a box-car which had versions without handbrake, with handbrake in the brakeman's cabin, and with handbrake on the brakeman's platform (i.e., without cabin). But the drawing, dated 1925, only shows the versions "without handbrake" and with "handbrake in the brakeman's cabin". Why is the third version missing?

"Over the course of time, the state and federal railroads removed the brakeman's cabins which were costly to maintain, and in any case with the widespread application of the air brake there were hardly any trains left which required brakemen to ride with them", says the railroad historian, explaining the apparent omission. "So to start with, there was no 'third version' at all". That means the drawing on its own is not the ideal basis for all versions. True, it shows car ends with and without brakeman's cabin, but: "When a brakeman's cabin was removed, this car end looked different anyway from those which had never had such a cabin attached because the intermediate pillars on the car ends were differently positioned". If there is no suitable drawing, this car end has to be documented for instance by photographs.

There are other pitfalls when you are reading a drawing: a little footboard is shown on the blueprint as a dashed line – and that needs explaining for the designer: it was not fitted on the car end shown, but on the opposite end of the car.

Another potential source of errors proves to be the type designation of the cars. For instance, all boxcars with a flat roof tend to be known as "G 10", irrespective of whether they date back to provincial railroad or were state railroad or are lettered "DB". "In fact, the designation 'G 10' is only correct for a boxcar with 15 tonnes loading capacity built to pattern sheet A 2 of the German Freight Car Association and it only applies from 1952 to 1968 for freight cars belonging to the German Federal Railroad, corrects Thomas Landwehr. In this period, the DB had designated similar-looking



Type lesson "Om": The "O" stands for an open car (gondola), and the "m" stood in 1909 for a load capacity of at least 15 tonnes; this was raised in 1921 to 20 tonnes.



Traffic staining: in the beginning, Documentation started to test the effects of applying weathering colors to the Gbs 256 freight car and there is now a process instruction governing the correct way to apply the color mist.

| Year | Insider car set H0 gauge | Item No. |
|------|--|----------|
| 2006 | Rail car train intermediate car to the VT 08.5 "FUSSBALL-WELTMEISTER 1954 (Football World Champions 1954)" | 42080 |
| 2008 | Add-on car set for the daytime articulated train VT 10.5 "Senator" class 05 (DB) | 41100 |
| 2009 | Semi-fast passenger car set (E 554 Münster) | 42269 |
| 2010 | Express train car set (express D 265 Basel SBB) | 43969 |
| 2011 | Dumper car set 1 Ommi 51 | 46350 |
| 2011 | Dumper car set 2 Ommi 51 | 46351 |
| 2011 | Freight train baggage car Pwgs 41 | 46982 |
| 2012 | Freight car set "Timber loads" | 46192 |



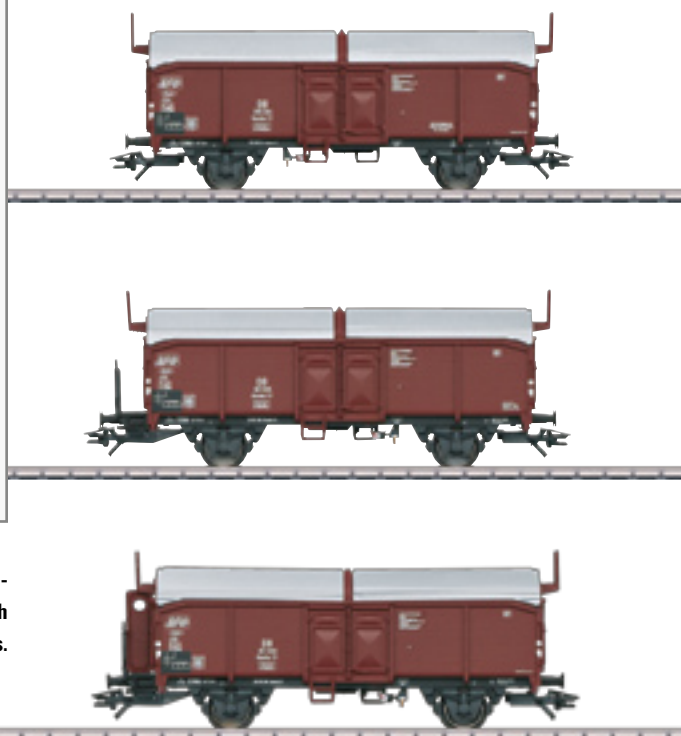


Brand profile: MIST1 member Thomas Rietig (right, with rail boss Dr. Rüdiger Grube) perceives the prototype aura in Märklin models.

Prototype interpretation is what lends a model character

“When we produce models, we are interpreting prototypes”, says Thomas Landwehr and the Märklin documentarist goes on to explain why: “It is not possible to reduce every detail exactly to scale”. What is copied and how is a finely-balanced decision of Product management in close collaboration with Documentation and Design. Unforgiving criteria like feasibility and cost play just as important a role here as the appearance of a model. This is why Thomas Rietig, MIST1 member, talks of the “aura” of the prototype. The Berlin journalist and author of the news broadcasts about the fictitious railway (layout) town of Etwashausen (www.etwaige-nachrichten.de) has met regularly with Märklin development boss Helmut Kilian since the late 1970s and swapped with him, and has discovered the model railroad constructor’s secret: “It is the symbiosis between economic necessities, a high level of back-compatibility, a high play value, extremely high quality demands and a very large measure of realism. The result of all this has been models with character, and that is the reason that Märklin is one of the best-known German brands in the world”. In a speech at the Märklin Mega Meeting in Berlin in the middle of the year, Märklinist Rietig underscored the significance of individual prototype interpretation: “If all models were to be absolutely exact replicas of their prototypes, you wouldn’t be able to tell the manufacturers apart, and Märklin wouldn’t be the brand it is today”.

cars of provincial railroad origin “G 02”; to go thoroughly into the designations from the provincial and state railroad eras would go way beyond the bounds of this article. Basically, the main type letters indicate the type of car and subsidiary letters indicate particular properties such as load capacity or loading length. “Over the course of time, this system was continuously extended, added to and altered, so you have to know the period from which a particular type designation originates”, explains documentarist Landwehr. “We can clarify the designation ‘Om’ like this: the “O” represents an open car (gondola), and in 1909, the “m” meant a car with a capacity of at least 15 tonnes”. In 1921 then the “m” stood for a capacity of 20 tonnes. The 15-tonne cars were henceforth the standard case, and they became known simply as “O”. No less complicated: the colors. ““You can never have too many brown cars’: that was the sales slogan Märklin once used for a freight car set”, Thomas Landwehr relates, “and that is the general perception of freight car colors in state and federal railroad days, with the notable exception of beer cars and other reefer cars”. But it wasn’t always like that. In the era of the provincial railroads, there were gray, green and clay brown freight cars, as can be seen in the “Alphabetical register of owner characteristics of railroad freight cars of the “Verein” railroads and the “non-Verein” railroads. The “Verein” – the Association of



Variety: For large car sets, Documentation has fun with variants: the sliding-roof car type Kmmks 51 comes with and without brakeman’s platform and with brakeman’s cabin; all 20 cars have their own road numbers.



German Railroad Administrations" – (the VDEV) was founded in 1846. A new edition of the register was published every few years. In 1927, the paint industry, major paint users and the authorities reached agreement on a scale of 40 color tones which was entrusted to the care of the State Committee for Terms of Delivery (RAL) of the time. The RAL gave the colors binding numbers and names. Under the aegis of the "RAL Deutsches Institut für Gütesicherung und Kennzeichnung e.V.", the number of colors has expanded to the impressive total of 2,328 today. "The RAL colors are extremely helpful for Documentation", opines Thomas Landwehr, "For example, the brown freight car color can be described exactly: it is RAL 8012 red-brown".

Skill in interpretation is also challenged, such as in the coloring of car roofs. Earlier, on the prototype they used to be made of timber planks, painted with a gluey substance and then covered with a single piece of canvas. There followed three coats of waterproof varnish and, while the last coat was still wet, the whole thing was sprinkled with sand. So the roof is sand-colored. So what? "According to where it comes from, sand can have a wide range of color from brown to gray and naturally there isn't an RAL color code for it", explains Thomas Landwehr. "Documentation thus has to come up with a plausible and acceptable color". It has to be borne in mind that steam loco smoke will tend to accentuate the patina. "With the advance of the steel roof which also has to be painted, we then have color specifications".

A special chapter belongs to freight train displays, combining authenticity and variety as they do. "The set with 20 type Kmmks 51 German Federal Railroad sliding-roof cars consists of cars with and without brakeman's platform as well as cars with pressed steel brakeman's cabin, all with different road numbers", says documentarist Landwehr, describing the chosen differentiation path. In the 20 Gbs 256 boxcars of the DB, with steel

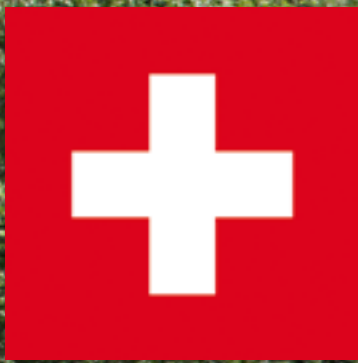
Color swatch: Since 1927 the RAL has been publishing standardized color cards. Today, the RAL color fan (pictured) is helpful in describing the color; brown freight cars are clearly "RAL 8012 red-brown".

sides (sheet pile walls), there are no such type variations. This is where the instrument of work-staining comes into its own, in order to differentiate the cars: eight of the cars are thus in their "as new" condition of 1966, twelve of them in a weathered condition as they were running in about 1977. "In theory, we can think out the weathering coloring for ourselves", says Thomas Landwehr, emphasizing the value of experience. But to be on the safe side, model railroaders and collectors should know: "We have carried out comparative tests on the model with a range of different paints; only with such a test can we be sure what the effect is". A process instruction has been derived from this to avoid any caprice in applying the mist of color, so that the new Märklin cars will come out of their boxes looking attractively weathered.

Snags in the prototype, part 2 will be devoted to loco prototype research.

Text: Rochus Rademacher / Photos: Archive, D. Kötze, RAL





Club trip with the Rhaetian Railways: traveling behind the “Crocodile” and the “Allegra”

Breathtaking adventure

With classic trains through the spectacular world of the Rhaetian Railway: this was a dream fulfilled by a group of Club members. Naturally the Märklin Product manager was there to accompany the Insiders.

Club members forget to talk about their hobby? “The lines of the RhB offer so many magnificent views that all anyone was doing was looking out of the windows of the platform-end cars taking photographs”, says Karl-Heinz Grässle, explaining away the inconceivable. The Märklin Product manager was one of the Club party – and at mealtimes and in the evenings get-togethers, talk naturally turned again to Märklin, models and model railroad trends. On day 1 in the mountains, the Rhaetian ‘Crocodile’ Ge 6/6 I 415 climbed with the nostalgia cars from Landquart to Davos, and on the way back the Insiders’ route lay over the legendary Landwasser Viaduct. “On day two, we climbed 1,000 meters (3,280

feet) with the regular ‘Allegra’ train to Arosa – a never-ending sequence of curves, tunnels and other spectacular structures”, enthuses Märklin manager Grässle. The third day took the Club travelers through the 300-meter (985 feet) deep upper Rhine “Swiss Grand Canyon” to Disentis, hauled by the second still operational RhB “Crocodile” 414. “Something which impressed us all was the thought which had obviously gone into the design of the RhB depot in Landquart, a scrupulously-clean car shed and the top condition of all the rolling stock”, Karl-Heinz Grässle reports. “You enjoy things like that all the more when you are part of such a nice and varied group of specialists.



In the railroad paradise: a well-satisfied group of Insiders pose in front of "their" 'Crocodile', which climbed marvelous mountains and sunny heights for the Club travelers.



Reverent amazement: the building artistry of the Wiesner Viaduct (picture) and the Landwasser Viaduct impressed everyone.



Enthusiastic participant: Märklin Product manager Karl-Heinz Grässle (left) as Club contact.



Nostalgia car: The 'Filisur Stübli' was once a canteen car for railroad workers; now it's the Club members taking their ease here.



Open door for Insiders: insight into Landquart depot, where one of the legendary RhB steam locomotives is being returned to working order.



Smile please: a photo of the Rhaetian "Crocodile" is a must – the Club indeed traveled behind both operational Ge 6/6 I locos 414 and 415.

Digital Info Days

| Märklin Dealer for the Event | Date | Time |
|--|------------|---------------|
| Germany: | | |
| 10789 Berlin, Lietzenburger Strasse 51, Modellbahnen Turberg | 29.11.2012 | 10:00 – 18:00 |
| 22043 Hamburg, Rodigallee 303, Edith Dluzak schreiben und spielen | 28.11.2012 | 10:00 – 18:00 |
| 22767 Hamburg, Ehrenbergstrasse 72, Modellbahn Altona | 12.12.2012 | 10:00 – 18:00 |
| 23556 Lübeck, Ziegelstrasse 232, Die Rappelkiste | 11.12.2012 | 10:00 – 18:00 |
| 28865 Lilienthal, Hauptstrasse 96, Haar Modellbahnspezialist | 13.12.2012 | 10:00 – 18:00 |
| 45525 Hattingen, Raabestrasse 44, Modellbahnland | 15.11.2012 | 10:00 – 18:00 |
| 55130 Mainz, Wormser Strasse 19 and 59, Theis Modellbahn Weisenau GmbH | 12.10.2012 | 10:00 – 18:00 |
| 58098 Hagen, Poththofstrasse 2–4, Modell-Pelzer | 14.11.2012 | 10:00 – 18:00 |
| 64293 Darmstadt Hbf, Europaplatz 1, Modellbahn Galerie GmbH | 11.10.2012 | 10:00 – 18:00 |
| 66589 Merchweiler, Auf Pfuhlstrasse 7, Modellbahn-Hobbycenter-Saar | 05.12.2012 | 10:00 – 18:00 |
| 67071 Ludwigshafen, Schillerstrasse 3, Spielwaren Werst | 16.11.2012 | 10:00 – 18:00 |
| 69469 Weinheim, Grabengasse 7, Heinrich Grimm Modelleisenbahnen | 23.10.2012 | 10:00 – 18:00 |
| 71334 Waiblingen, Biegelwiesenstrasse 31, Eisenbahn-Treffpunkt-Schweickhardt | 18.12.2012 | 10:00 – 18:00 |
| 78713 Schramberg, Schillerstrasse 55, Spielwaren Franz Storz | 07.12.2012 | 10:00 – 18:00 |
| Ask your Märklin dealer about the break for lunch! | | |



Italy:

| | | |
|---|------------|---|
| 10154 Torino, Corso Giulio Cesare 82, Artuffo G. Di Giovanni Lampitelli & C.SNC | 09.11.2012 | Ask your Märklin dealer for the times of the event! |
| France: | | |
| 13006 Marseille, 30–32 rue Jean Roque, X V M SAR | 06.11.2012 | |
| 6000 Nice, 9, rue de l'Hôtel des Postes, Modélisme 2000 | 07.11.2012 | |



The Netherlands:

| | | |
|---|------------|-------|
| 1703 WD Heerhugowaard, Stationsplein 35–37, Huider | 11.10.2012 | 19.00 |
| 2285 EC Rijswijk, Min. Talmalaan 83, Wapstad Modelbouw | 26.10.2012 | 19.00 |
| 3353 HD Papendrecht, Brederostraat 18–19, Oude Station | 25.10.2012 | 19.00 |
| 3811 CA Amersfoort, Krommestraat 27, Steven Volp | 23.11.2012 | 19.00 |
| 7607 CW Almelo, Grotestraat 136, Somberg Modelbouw | 09.11.2012 | 19.00 |
| 8011 VC Zwolle, Korte Smeden 3, De Wit Hobby & Techniek | 16.11.2012 | 19.00 |
| 8441 GM Heerenveen, Heideburen 49, Trains and Cars | 02.11.2012 | 19.00 |

Information rendezvous at the Märklin dealer: it's worth looking in



Photo: Robert Schäfer

To visit one of these info days is a great experience; there are top models to be seen here, the latest info on Märklin's new releases is available first hand and there valuable tips on digital controls, how to care for your models and on track systems. Questions are welcome and apart from anything else, you'll always meet other like-minded people at the retailers: the open exchange of ideas with other Märklinists is another of the hobby's fascinations.



Info days cars 2012: All Märklin retailers who put on the info days can order info days cars (H0) for the day of the event. The offer remains open on the info day, as long as stocks last.

New cooperation partners

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



Model Station Stockheim

Modellbahnhof Stockheim GbR
Bahnhofstrasse 51, 63695 Glauburg/Stockheim, Germany
Tel.: +49 (0) 60 41/9 60 12 21
E-mail: info@Modellbahnhof-Stockheim.de
Homepage: www.modellbahnhof-stockheim.de

Times of opening:

Fridays and Saturdays 14:30–17:30, Sundays and on public holidays 11:00–17:30.

In the historic station building of Glauburg/Stockheim model railroad enthusiasts will enjoy an authentic replica of the former Vogelsberg railroad on an H0 layout covering 60 sq. m. (almost 650 sq. ft.). The station with all its tracks was modeled in order to illustrate the railroad history of the region around Stockheim and thus to get the younger generations acquainted with the former structures. Young and old are fascinated by the one-time turntable, roundhouse loco-shed, coaling plant, water tower and station building. There are numerous keys to start off trains and light up lamps and even to start the roundabouts working on the annual fair. The tracks are laid in all four directions, to Gedern, Nidda, Büdingen and Frankfurt in accordance with historical plans. Old items of railways and documents, historical pictures and newspaper articles decorate the walls to underline the historic character of the station, which dates back to 1870 and is today a listed landmark building. In the next building is an LGB layout with the most beautiful railroad lines in Switzerland. So anyone riding the Vulkan cycle way or visiting the Celtic Museum at the Glauberg should certainly stop off in Stockheim!



» **Club benefit:** Club members receive a discount of 1 euro on the regular entrance fee, so adults pay 3.50 euro and children 1.50 euro. A family card costs only 9 euro instead of 11 euro.

Photos: Modellbahnhof Stockheim GbR



Märklin World Titisee

Modern-Arts-Company (M-A-C)
Seestrasse 21/1, 79822 Titisee-Neustadt, Germany
Tel.: +49 (0)1 71/4 25 59 46
E-mail: h-j.franz@t-online.de
Homepage: www.maerklin-world-titisee.de

Times of opening:

From May to October daily 11:00 to 19:00, from December to April Friday to Sunday 11:00 to 19:00, closed in November.

Apart from the Märklin World of Adventure in Göppingen, the Art Center in Titisee houses the first Märklin Museum in Germany authorized to bear this name. A large part of the Märklin company's history can be admired here on three stories in the form of large and small treasures. The entrepreneur and artist Hans-Jörg Franz has spent over 20 years collecting these pieces with enormous enthusiasm. There are not only model railroads exhibited, but doll's stoves and kitchens, steam machines and electric experimental kits as well as copies of ships. One highlight is the H0 layout which has material dating from the 1960s and 1980s, on which over 15 replicas of German and Swiss railroads are running, each of which is at least 30 years old. But it isn't only model railroad fans who get their money's worth here at M-A-C; the site embraces play, sport, art and culture all in one place. Awaiting the visitor is an adventure minigolf course laid out to match the landscape contours. In the Gallery for Modern Art there is display of works by Hans-Jörg Franz himself and colleagues of his. And there's a cozy café-restaurant with a terrace overlooking the pond to tempt you to relax.



» **Club benefit:** Club members receive a 1 euro reduction on the price of entry to the Märklin World Art Gallery, the Adventure Minigolf and for a combined ticket.

Photos: Märklin

'my world' all over the world



Dynamic my world promotional loco

The lively design of the "Märklin my world" range is causing quite a stir: hardly has Märklin had the Deutsche Bahn AG class 120.1 decked out in a PVC livery with the elegant color composition, and the promotional loco is registered by railroad fans all over Germany. The loco appears wearing the lettering "Technik erfahren" ("Experience technology") not only at major junctions like Cologne (main picture), all alone in Munich (center)

or with the IC in Hamburg (alongside it, left): the electric locomotive has also been snapped on the open road – just before the imperial station at Rathenow heading for Berlin (top right), by Neufra on the way to Zurich (top left) or on the Gäubahn heading for Singen (lower left). But model railroaders don't have to lie in wait by the lineside for the Märklin starter range promotional loco: this attractive electric loco is available in H0 (item 37544) and Z gauge as well (item 88526).