

6 CLUB
NEWS
2010

märklin INSIDER

Exclusive Round
Portrait of Club Members



Spectacular: Class 50.40
The Franco-Crosti loco
as Insider Model 2011 in H0



Photo: DB (Quebe, BD Münster), Jürgen-Ulrich Ebel collection

Insider locomotive 2011: impressive in profile – the Franco-Crosti class 50.40 steam engine will be a star on any layout.

Contents Issue 06/2010

märklin INSIDER



Detail

News: a look behind the scenes – Open Day at Märklin	4 ▶
Class 50.40: all about the prototype of the exclusive H0 Club loco 2011	6
Z gauge: classic diesel loco class 216 as Insider Model	11
Märklinists: what they like about their Club and hobby	12
Overview: promotional models with spice and style	15



Scene

Portrait: the Munich Insider Round Table "Mucis" stands for discussion, guests and the H0 AC System	16 ▶
Overview: addresses and contact details for the Insider round tables	19
Retrospect: the most impressive Z gauge layouts of the year	20



Service

Latest news: overview of the of the dates for the digital info days in December / January	22
Cooperation partners: The Bavaria Film City grants reductions for studio tours and 4 D adventure cinema	23 ▶
Editorial/masthead	3



In the Club shipment 06/2010 you will find the following enclosures: Insider News 06/2010, Märklin Magazin 06/2010, Year DVD (Part 2).

Photo title page: Ludwig Rotthowe



12

Great passion: Insiders tell us what they value especially about their Club and their hobby.



11

Sporty traction unit: exclusively for Insiders, a main-line class 216 diesel locomotive will be produced in 2011 in Z gauge as Club model – in the antique red color scheme of the late 1960s.

Your service numbers

Customer Service

Club Hotline:

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

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

E-mail: insider-club@maerklin.com

Questions about technology, repairs and spare parts / complaints:

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

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

E-mail: service@maerklin.de

Internet

www.maerklin.com

www.maerklin.de/de/service/erlebnis/clubs

Moving?

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

Thank you for your cooperation!

Dear Insiders,

Curtain up for the 2011 Insider models – as Club members, you are accustomed to this – we have rounded up some optically sensational and historically very significant locomotives and rolling stock. Exclusively for you, we are releasing this year an outstanding freight steam locomotive in H0 gauge. The class 50.40 is regarded as the highlight of west German steam locomotive rebuilding. Two new freight-car sets released with it will enable you to make up a perfectly prototypical train consist. In this issue you will also find out all about prototypes and models, and the development department is even letting slip some details of the design in advance. Of course we again follow up the enthusiasm shown for Märklin at our Open Day – in a brief survey, you let us know what was especially important to you about your Club and your hobby. We are delighted to be able to introduce the Munich Insider Round Table - a likeable, open-minded group of railroad modelers. Impressive too is the creativity of Z-gauge fans: we also take a look at some of the year's outstanding layouts. In the Service Section, there is a great range of events, including some exciting new travel destinations: thus, Bavaria Filmstadt has joined our ranks of cooperation partners.

We hope you enjoy reading your Club News.

Your Insider Club team

Imprint

Publisher

Gebr. Märklin & Cie. GmbH
Stuttgarter Str. 55–57
73033 Göppingen, Germany

Märklin Customer Clubs

Silvia Römpf (responsible)

Editorial

3G Media GmbH: Peter Waldleitner (editor-in-chief),
Lars Harnisch, Rochus Rademacher, Lorelei Wiegand

Layout

Gerhard Baumann GmbH & Co. KG

Photographs

Unless indicated otherwise: Märklin Insider
No liability accepted for any dates given.

E 160571–06 2010 © by Gebr. Märklin

Club News is an exclusive part of this publication
for Insider Club members.

Subject to changes and delivery options for all
the products mentioned here. All rights reserved.
Reprinting in whole or in part only with prior written
permission. This also applies for recording in elec-
tronic databases and duplication on CD-ROMs. The
editor is not liable for any unsolicited submission of
manuscripts, photographs or illustrations.



Good weather and a super atmosphere made sure of a successful Open Day in Göppingen. Over 10,000 visitors wanted to experience the manufacture of Märklin models themselves.

Interesting look behind the scenes

How the current H0 Insider model, the class 03.10, is made, that was what over 10,000 visitors were able to experience live on September 17 and 18 with a peep over the shoulders of the production staff in Göppingen. Model railroad fans, even including a party who had traveled from Australia, streamed onto the factory premises, to get a glimpse behind the scenes. In Indian file, the curious

made the complete tour of the production sections from the foundry shop via the electroplating shop to final assembly. In the final assembly of locomotives, the visitors could even try their hand at it themselves. The small guests meanwhile could enjoy themselves at one of the many play stations. The weather also played ball, and so after the tour, the visitors could enjoy their sandwiches in the open air.

Container carrier car (H0): 15 years' membership

For fifteen years membership, Märklin-Insiders can acquire a container carrier in H0. This model is based on the Lgns 570 container carrier of the Deutsche Bahn AG, used for the transportation of truck swap-bodies and containers.

Four additional legs are supplied with the anniversary car for Insiders (item 94339). These are for the truck swap-bodies. Then these can occasionally be positioned next to the carrier car, just like on the prototype.

Prototypical: four legs are supplied separate with the anniversary model.



Competition: Märklin TV

Being there live is worth it

Watching Märklin TV pays off: anyone who follows the TV channel episodes carefully can win attractive prizes. In the Märklin-Insider issue 04/2010, it was about the present Adler museum train. The question was, what was the year when this museum train was put into service? More than 10,000 Club members took part in the competition, and the lucky winner hails from Ulm: Herr Friedemann Kiedaisch won a class 03.10. The correct answer was 2007. The current museum train ran again for the first time after its restoration on October 19, 2007. The first run as a complete train with cars and passengers took place on November 10, 2007.



Ran again for the first time in 2007: the restored Adler museum train.



Included with this Club shipment:
Part 2 of the Annual Chronicles on DVD
with the highlights for all Insiders.

Your Club membership 2011

Being a member of the Insider Club is worth it in many ways. Apart from exclusive models and the DVDs of the year, Insiders get lots of "inside" information. We are pleased to have you as a member in 2011 as well. Membership is automatically extended, when written notice to terminate is not given by the due deadline. You will already have received an invoice for 2011 membership by post, or will receive this at least a month before expiry of your current year's membership. The invoice includes all that is needed to renew. The membership fee remains unchanged at Euro 79.95/129.90 CHF/109 US\$. Please only pay on receipt of the invoice. **Please note: to renew your existing membership for 2011, please do not send us new membership application forms.** Our team is always available to answer any further questions Mondays through Fridays, 10 a.m. to 6:30 p.m. under the hotline +49 (0) 71 61/6 08-2 13.

Suisse Toy

For five days, the city of Bern was transformed into the biggest playroom in Switzerland during Suisse Toy. Around 56,000 visitors large and small besieged the exhibition grounds from September 29 to October 3 to experience the new and the familiar from the world of toys. Märklin had stands in two halls to introduce their new releases for the fall and models including



In center stage: the Märklin Stand at Suisse Toy in Bern.

the anniversary loco class 120.1. H0 and Z layouts impressed the many exhibition visitors. Particularly hectic was the activity at the family stand, where Märklin had erected several layouts for the young ones to play with and admire. They could also buy a car and paint it themselves just how they wanted.



Insider locomotive 2011: The Franco-Crosti steam loco class 50.40

A spectacular rebuild

Exclusively for Insiders, Märklin is releasing an outstanding freight locomotive in 2011: the class 50.40 can be regarded as a highlight of west German steam loco rebuilding – unmistakable due to its slim main boiler, the underslung preheating boiler and the operating smoke stack on the side.

Highlights

Model: The DB 50.40 class in H0 is the Insider locomotive for 2011. Steam loco 50 4005 of era III is a completely new tooling.

Unique features: Franco-Crosti type with preheating boiler, side smoke stack and bunker hatch covers.

Delivery: Deliveries are scheduled to start in quarter 3, 2011. The personalized order form is included with issue 01/2011.

"With all its unique features, the class 50.40 is a most unusual engine full of character", observes Dr. Andreas Röntzsch, one of Märklin's Records Office staff. "It stands for the steam engine's opposition to diesel traction – it was an effort to improve its competitiveness by attaining a higher level of efficiency". The engineering technology introduced into the field was the Franco-Crosti principle (FC) – which made the class 50.40 instantly recognizable with the two boilers one on top of the other and the smoke stack on the stoker's side. The technical trick is named after the two Italian engineers Attilo Franco and Piero Crosti.

In the FC machine, the exhaust gasses are no longer expelled directly through the smoke stack as in the regular type. The exhaust

gasses, at a temperature of up to 400° C (752° F), are diverted from the smoke-box of the main boiler through the preheating boiler underneath it, and the gasses of combustion heat up the boiler feed water to 160° C (320° F). Only then are the exhaust gasses discharged through the side smoke stack. On the class 50.40, of which after the prototype (in 1954) in 1958/1959 a total of 30 more were put into service, the FC principle seemed to the engineers to be the ideal trick to optimize their thermal efficiency. "In operation, they achieved fuel economies of between 15 and 20 percent", as Jürgen-Ulrich Ebel, author of the 50.40 standard work "Franco-Crosti" reports. "Just like the prototype, there is space between the main boiler and the preheater", says Märklin designer Jochen Hoffmann,



Photo: Ludwig Rothowke

Full of character: 50 4005: The prototype of the 2011 Insider model, with its prominent side smoke stack, stands for fuel economy. Only 31 of the class 50.40 were built. Here one of the Franco-Crosti locos steams over the Hiltrup canal bridge in 1961.



Photo: Ludwig Rothowke

At the home signal: 50 4005 with a freight train on the Münster-Osnabrück line in summer 1962: in model form she will be presented as operating in about 1962.

pointing out the main details of the 2011 Insider model. The main boiler on top in high-quality die cast zinc was quite a challenge: "Its shape changes from cylindrical to conical and back to cylindrical, while its top edge is straight". Hoffmann designed the flat working smoke stack – optically cleverly concealed – in two parts, for ease of assembly. The integral smoke unit serves the front stack, which was closed when running with a smoke stack cap. This was used, pulled out slightly, to heat up the loco when stationary. Railroad historian Rantzsch: "The class 50.40 is unique on the basis of its stack within a stack and the damper alone".

Technical refinement brings steam into position against the diesel

In Germany, steam locomotive engineering – in the west largely influenced by Richard Paul Wagner as Head of Design for the Germany State Railroad – had by 1940 reached the final stages of its development. In the new phase just beginning, the design principles of Friedrich Witte led to higher output and higher speeds. "After WWII, a third era started", is how historian Rantzsch describes the technical refinement of the two-cylinder 50.40 in historical-technical terms. In the 1930s, André Chapelon on the Paris-Orléans railroad had already analyzed the thermal economics of the steam engine and made great improvements to its output and economy. "In Germany", the engineering historian continues, "after the war there were many experiments carried out in the Chapelon tradition with rebuilt locomotives – such as with high-performance boilers as fitted to the class 03.10 or the FC type in the 50.40". And they were able to score – at least to start with – against diesel traction: "The outcome of a competition between the V200 and an 01 is no foregone conclusion – the steam loco had in fact more reserves". The 2011 Insider loco is not only an extraordinary loco in railroad history terms. The design of the model was a real challenge as well. Although there were only 31 of them, they were all different. What made it all more difficult was that there are no survivors: the last of the 1,540 HP machines, which weighed 90.6 tons without tender, was withdrawn in 1967 – the corrosion which occurred in the preheating boiler was simply too much. For the model's design, the Records Office determined to use the



Photo: Archive

Workhorse in harness: the class 50.40 showed its mettle on the German Federal Railroad as a classic freight steam loco – at the end of its career it even had the honor of powering timetabled passenger trains.

Cast-iron smoke stack: the smoke stacks originally of sheet metal on the locomotives' sides were prone to corrosion and had to be replaced.



machines as they were after the first rebuild phase.

Thus the freight loco with its strong character brought back to life in model form is impressive on account of its realism:

"Just like on the prototype there are large numbers of pipes along the boiler and under the running plate, the grab-irons are high-quality wire fittings, and even the delicate ribbing on the running plate can also be seen clearly", as designer Hoffmann outlines the optical and tactile details. The frame in the model is made of a single casting, and the tender body too with the two moveable hatch covers need fear no comparison with the original: "We even added the tender water tank filler mechanism to the model". The completely newly-designed 50.40 will also acquit itself well on the layout, as Hoffmann assures us: "We have put an additional weight

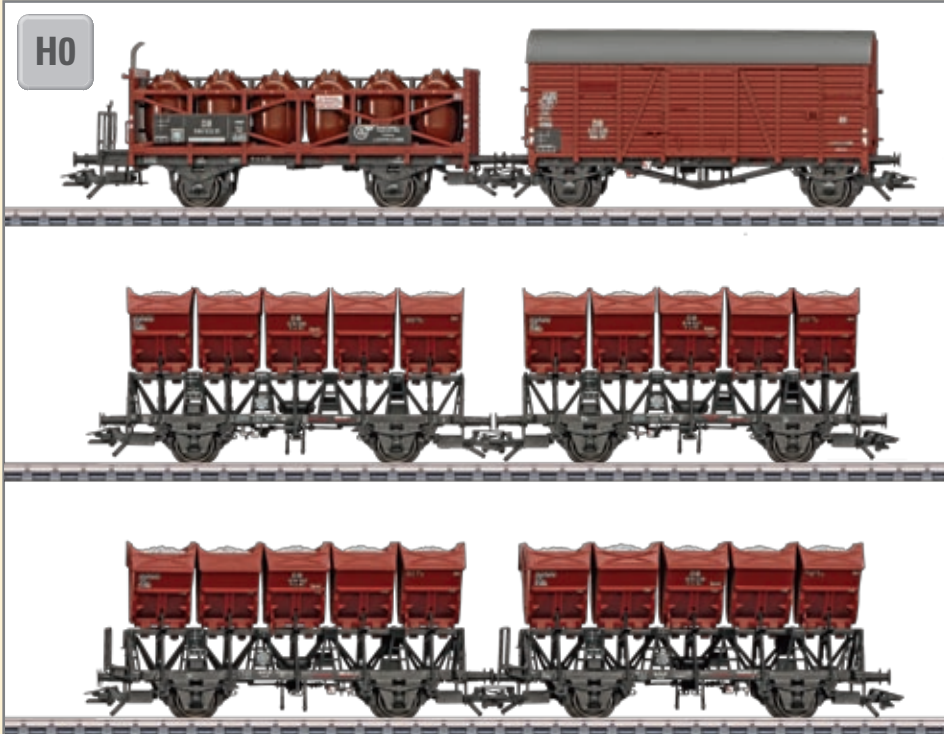
in the preheating boiler, to make the locomotive that much heavier and improve its adhesion – after all, we want it to be able to climb the grades on layouts without problems".

A 42.90 had already been rebuilt for the German Federal Railroad following the FC principle – admittedly with two preheating boilers lying side-by-side. The coal savings realized were encouraging and so 50 1412 was tuned up with the FC fittings in 1954. "This experimental machine was given the road number 50 4001 in 1958 – the machines from 4002 were then fitted with complete new boilers", states Röntzsch. And success followed: with the new design, the 50.40 was more powerful than the class 50. And the mileages run were worth seeing too: FC expert Jürgen-Ulrich Ebel reports for example that 50 4003 achieved an annual figure of 66,875 kilometers (41,563 miles).

To start with, the locos were allocated to Oberlahnstein, Osnabrück and Kirchweyhe; later to Bingerbrück and Hamm. Officially, the class 50.40 was regarded as a freight locomotive; at the end of the 1950s, one

The Märklin Insider models 2011

H0

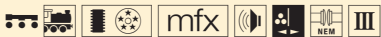


46350 Dump-car set



Model: Dump wagon, high-detail model, with open-work, separate rail clasps fitted and with individual dump troughs. Car with or without brakeman's platform. All dump wagons with different road numbers. Troughs holding authentic and appropriately scaled ballast. Covered short-bogie freight car of the class "Oppeln". Acid tank car with filigree lattice bracing. Total length over buffers 63.5 cm (2.5 ft.). Each freight car with DC wheel set, 2 x 700580. Completely new design for these dump wagons. Very filigree model. With separate track clasps fitted to the bogie. Each car has a different road number.

37040 Freight steam locomotive with tender



H0



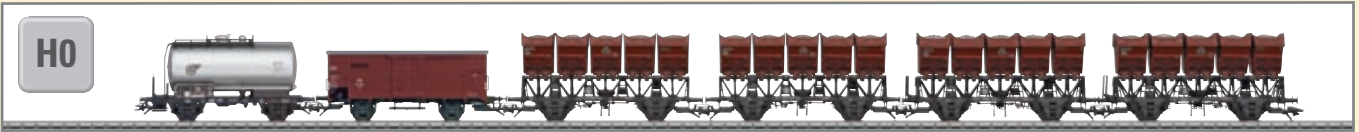
Prototype: Steam freight locomotive class 50.40 of the German Federal Railroad (DB). Rebuild with newly-constructed high-performance boiler and Franco-Crosti exhaust gas preheating boiler, Witte windshields, DB reflex glass lamps, sandboxes on the running plate, smoke stack at the side and rebuilt 2'2'T26 coal tender with coal bunker hatch covers. Road number 50 4005. As operating in around 1962.

Model: with mfx digital decoder and extensive sound functions. Controlled high-efficiency propulsion with bell-shaped armature and flywheel mounted in the boiler. Five driven axles. Traction tires. Locomotive and tender predominantly of metal. Prepared for

smoke unit 7226 to be fitted at the normal smoke stack. When running, the smoke stack can be closed with a cap. Conventional three-lamp headlights change ends according to direction of travel and accessory smoke unit can be controlled digitally. Lamps are maintenance-free warm white LEDs. Close-coupling with guide mechanism between loco and tender. On the front of the loco and the rear of the tender close coupler with NEM coupler pocket. Hatches for the coal bunker can be opened and closed mechanically. Minimum negotiable radius 360 mm (14-3/16"). Piston tail rod protectors are included. Length over buffers 26.4 cm (10-3/8").

Personalized order forms for these models are included with issue 01/2011.

Perfect train consist



In spring 1959, an elegant class 50.40 freight train steam locomotive rolls through the station at Hamm heading a train worth seeing made up of dump cars, tank cars and freight train baggage car – caught on film. And since the prototype belongs on the layout as well, Märklin is producing exclusively for insiders a second freight car set in H0 (item 46351) for a perfect train consist: it combines six attractive DB freight cars of different types. The counterpart to the dump car set (item 46350) also consists of four completely retooled two-axle dump cars – two with and two without brakeman's platform. The parade is completed by a G10 box car without brakeman's cab and a tank car belonging to the Vereinigte Tanklager und Transportmittel GmbH (VTG) of Hamburg, with brakeman's



Bonus: Insiders, who choose to order both exclusive freight car sets (items 46350 and 46351), will also receive the freight train baggage car Pwgs 41 (item 46982) as a gift.



Personalized order forms for these models are included with issue 01/2011.

platform. Club members who choose to order both freight car sets for their train consists even get a valuable bonus: they will also receive the attractive freight-train baggage car Pwgs 41 (item 46982) in the classic green color as a gift.

Faithful detail: The 3-D model of the Märklin design brings the large number of finely-worked building elements of the 2011 Club locos to your view.

highlight was haulage of the then new dump cars. That was the inspiration for Märklin's H0 Product Manager Karl-Heinz Gräßle to select the matching car set: "The dump cars are a traditional Märklin model from the 1960s

– now we'll release them in 2011 exclusively for Insiders as a completely new tooling in accordance with today's state-of-the-art". "These most striking vehicles are made of five individual hoppers with very delicate framing – a decoration for any layout", is the view of recorder Röntzsch. "There is no reason at all not to use 50 4005 on the layout as a general purpose loco – at the start of her career she hauled some of the most important freight trains and towards the end of her life she even hauled passenger trains". The charismatic loco is not even in the wrong place at the head of an express train: "That's the great thing about steam locos like the 50.40, they could in exceptional circumstances – or for reasons hidden by the mists of time – be used by one locomotive depot or another to power express trains."

Text: Rochus Rademacher

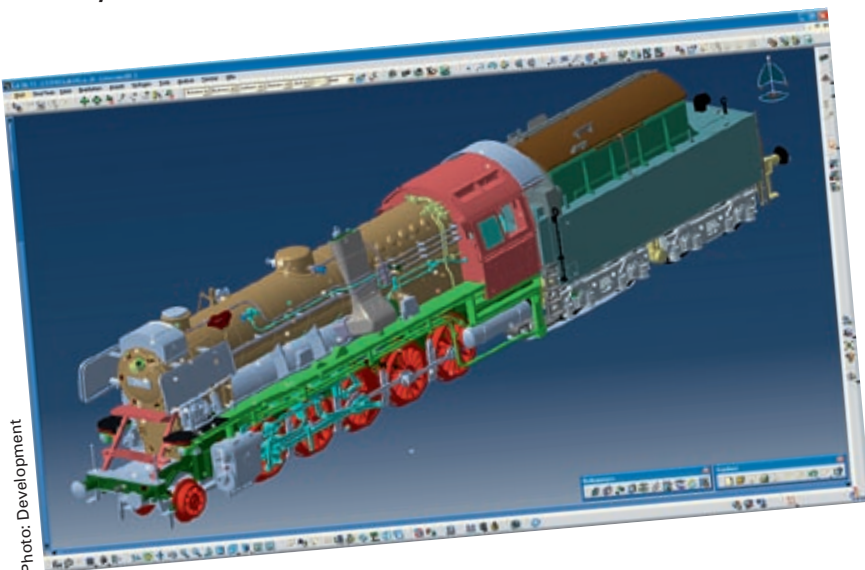


Photo: Development



A power pack: the powerful diesel loco 216 199 in antique red for passenger and freight trains – and as 2011 Club model, on Z-gauge layouts too.

Photo: Andreas Tscharn

Insider Model 2011 in Z gauge: Class 216 diesel loco

Z

Ubiquitous main-line diesel in antique red

More angular than her big sister the V 200, but just as much present from the 1960s: the class 216 diesel locos. In 2011, Insiders will get this classic as the Club model in Z gauge – in the elegant antique red they wore when first delivered.

In the post-war years, the German Federal Railroad was in a dilemma: they had to replace the inefficient steam locos, but at the same time electrification was round the corner. As a solution, diesel traction was called in – and the main reason was the cheapness of fuel. With 214 units in medium-heavy main line traffic

from 1964 as class V 160, they showed how good they were on passenger and freight traffic with their 1900 HP, and they then became class 216 in 1968.

The concept of the 216 was well thought out by the German Federal Railroad: much lighter than the V 200, the diesel loco established itself on the main lines. It accelerated in high gear to 120 km/h (74 mph), while the low gear was still good enough for 80 km/h (50 mph). With a starting tractive effort of 24 tons and a continuous rating of 16 tons, the class 216 could handle a trailing load of up to 1,200 tons up a grade of 1.2% (1 in 83).

The 216 class was popular with engineers because of its low noise level: the designers at Krupp suspended the traction motors flexibly in an enclosed engine compartment and in addition, exhaust mufflers were installed. The 16kW auxiliary diesel is for compressed air and electricity. The history of 216 199-0 – the prototype of the Club model in Z gauge – bears witness to the solidity of the design: she was only ever allocated to two depots, in Limburg and Giessen. And her antique red paintwork is the same as her original livery – in the 1970s, for the class 216 there followed ocean blue and beige livery, in the 1980s, the orient red with white bibs on either end and finally in the 1990s, traffic red.

A personalized order form for this model is included with issue 01/2011.

88783 Class 216 diesel locomotive



Original: Diesel locomotive of the class 216 from the Federal German Railroad (DB), in aged red.

Model: Both trucks driven. Three-lamp headlights that change depending on the direction of travel and red tail lights. Lighting with maintenance-free warm white and red LEDs. Length over buffers: approx. 75 mm (2.95 in.).

Text: Rochus Rademacher

Club intern: For the Insider, usefulness counts

A strong belief in exclusivity



"My inspiration for layout construction I get out of the Märklin Magazin."

Herbert Dorninger

Club members are premium customers – and they are treated accordingly with information and products. That's appreciated, whether Märklin, Trix or LGB Club. Exclusive models, tips on layout construction and scene info are all popular.

Club member or not, it simply must be said: "The Märklin factory is simply excellent – it is thoroughly interesting to be able to follow the working processes", says Len Burrows from Boronia near Melbourne in the survey made during the Open Day. He stands in front of the World of Experience and euphorically gets into shopping mood: "Do they ship to Australia direct? We don't have such a wide range as that there". The fascination of watching the manufacture is shared by Insider Andreas Nagel of Munich: "That skill is behind the models, I knew at the back of my mind, but this is something you have to have seen".

Nagel ("My first engine was given to me when I was three") describes himself as a "true-blue Märklin fan" and a passionate reader of the Märklin Magazin.

"I want to be one of the first to be informed about new releases by Märklin", says Jürgen Süsse from Kassel, which is why he is a Club member. "I was given my first model railroad in 1973 and since then I have been a Märklinist with body and soul – today I have 96 locos and around 400 pieces of rolling stock". To stay up to date, he doesn't rely on Märklin Magazin and Club News alone: "I find Märklin TV a great idea as well". Peter Maurer from



"I like to travel – and I find my destinations in the Club News. The Märklin Magazin provides technical info – I have just bought myself the Central Station and am building a new layout."

Wilhelm Hartung



A group of world travelers reveal themselves as Club members in spirit: "We came from Melbourne in Australia to visit the Open Day – and it was well worth while", as Len Burrows, who is totally impressed with the range of products at the World of Experience (right with his wife), assures us: "I can only hope we find a case which is big enough for all we want to take back home with us".

"The company delivers quality and goes out to meet its customers – and that includes Märklin TV."

Thomas Palma



"As a true-blue Märklin fan, of course I'm a Club member too. And it is nice when you are welcomed as an Insider at exhibitions or at the Open Day". **Andreas Nagel**

Augsburg uses the Internet Club pages extensively – and as an "extreme collector", welcomes the convenient service of the latest product information being sent directly to him at home: "I don't need to worry about a thing then". He joined on account of an Insider locomotive – and stayed because of the exclusive models. Peter Würthele from Esslingen nods: "I value the Club locos, the special Annual Cars and the special anniversary models – in fact, everything which comes on the market as a limited edition".

In second place is the Märklin Magazin and the Club News: "It is important to know where and what is happening in the model railroad scene".

There is a slight divergence of interest with the constructors of miniature worlds. Thomas Palma from Kaltern in the south Tyrol is just fulfilling his dream of a large layout. "I joined the Insider Club because the appropriate information flows there".

He has always been a Märklin enthusiast – you can immediately see German perfection in the models: "As a foreigner, I'm entitled to say that". The company in Göppingen is pressing ahead with innovations and also keeps in touch with its customers. "You can see that from Märklin TV too", maintains the South Tyrolean. "I've seen every episode".

As a layout constructor, Heinz Ade consumes the Club publications above all: "I'm still a beginner and need the instructions and the



"As a Club member, I get a wide range of useful services which begins with the Insider Annual Car and finishes up with the annual Chronicles."
Horst Boßler

tips as to how a layout is constructed from the ground up".

Herbert Dorninger from Wels in Austria has left this early phase well behind him, and has built a select and extensive layout. "I have been running digital for four years now – and I learned the whole technology in a Märklin seminar from Rüdiger Haller. To stay up to date with technology and accumulate useful knowledge, the only way is to read – in the Insider and the Märklin Magazin". And naturally, like many of the Club members, he's on railroad familiarization trips and enjoys the reductions afforded by his Club card when visiting the Märklin cooperation partners – whether they are operating historic railroads, prototype museums or model railroad or toy exhibitions. Wilhelm Hartung from Kiedrich in the Rheingau who likes visiting model



"We joined up as Insiders in 1994 without really knowing what to expect. And we are staying – out of conviction." Helmut Plattner (left), Werner Heinzmann



"I have 96 locomotives and I just want to be one of the first to know when new models are due." Jürgen Süße

railroad attractions in Germany gives similar reasons for his loyalty to the Club. "Apart from that, I like to know what the community is doing, and get lots of ideas from the Märklin Magazin". Hartung got his first model railroad at seven years old, and he has stayed with the same make. "In spring, I start work on a new layout – I've already bought myself the Central Station for it". Horst Bossler from Metzingen lives out his passion for model railroads in the middle of the community: He is founder of MIST72 (Märklin Insider Round Table). "Annual Cars, Club News and Märklin Magazin, the two DVD annual chronicles and special products through the Handler Initiative" – Bossler reels off the useful services in a practiced manner. For the committed MIST72 they are the basis for a model railroad enthusiasm which covers the whole range between prototype and model as well as real and miniature world.

Text: Rochus Rademacher



Premiere: For the first time, Insiders (from left) Rolf Deiserot, Günther Arnold and Peter Bauscher from Wöllstadt have come to the Open Day. "We are all enjoying it very much", Arnold avers. "As Club members, the most important thing for us is the exclusive information as we get it for example with the Club News".



"I joined up long ago because of an Insider loco – and as an extreme collector, I stayed with it. That way, I don't have to worry any more about information on new models". Peter Maurer

Promotional models October & November 2010

H0



4415.532 "GVB" *
Genossenschaftsverband Bayern, 80333 München, Germany



4441.089 "Stummis Tanke-Wagen"
Stummis Modellbahnforum, www.stummiform.de, Ralf@Stummi.de



4441.090 "Clariant 2010" *
Clariant International Ltd., 4132 Muttenz, Switzerland



4482.135 "Keymile" *
Keymile GmbH, 30179 Hannover, Germany



94354 "Knuffingen Oil"
Miniatur Wunderland GmbH, Kehrwiefer 2 – 4/ Block D, 20457 Hamburg, Germany, Tel.: +49 (0) 40/30 06 80-0, www.miniatur-wunderland.de



94355 "Knuffingen Airport"
Miniatur Wunderland GmbH, Kehrwiefer 2 – 4/ Block D, 20457 Hamburg, Germany, Tel.: +49 (0) 40/30 06 80-0, www.miniatur-wunderland.de

Z



81520.055 Fun starter set "SCHAKU" *
Voith Turbo Scharfenberg GmbH & Co. KG, 38239 Salzgitter, Germany



8661.079 "M&M" *
M&M Miltzer & Münch International Holding AG, 9000 St. Gallen, Switzerland



36871.001 "LAV" *
LAV-SOFO-Markt (Landesapothekerverband Baden-Württemberg e.V.), 70174 Stuttgart, Germany

Please note:

Promotional models are only made for Märklin dealers or companies from the industry etc. (the latter are marked with an *). Models marked with an * are generally not available for purchase. This is why we do not list addresses for these models. The only models which are published on these pages are those which have already been delivered and only if we have the express permission of the ordering party.



Cheerful group of experts: the Mucis round table is united by enthusiasm for running, a passion for collecting and layout construction, and the common denominator is the Märklin H0 alternating current system. Usually there are guests at the monthly meeting as well.



Portrait of the Insider Round Table Munich

Chatting with friends

The Munich Insider Round Table combines lively discussion with well-founded model railroad knowledge. The relaxed and open atmosphere has had its effects outside: there are visitors from far and near who are always happy to look in on "Mucis".

A pleasant place to stop: Mucis "home ground" is the vast side room at the Gasthof Schützenlust – and the beer garden behind.



"For me, it is important to discuss things with other model railroad fans – whether it's at the round table, on the Internet or at exhibitions" is the reason Zvonimir Racic gives for attending the Mucis meet every month. And specialists for "ratcheting" with are there in good numbers: at least 25 young, middle-aged and older AC fans are spread around the side

room of the Gasthof Schützenlust in Munich-Solln – some are still eating, others are flocking around the 3-D miniature design model of an H0 layout while others are waving around the Insider ALAK Annual Car which has just arrived, and in the background tables are being pushed together to accom-

modate the C-track circuit: analog running is on the agenda tonight.

"We gather the running suggestions in advance – and although we alternate to include all interests, there are always the favorites like the Swiss railroads, special classes like the 01 or heavy freight locos", as Mucis co-founder Gerhard "Obelix" Hirmer says. But themes such as food transport, ballast trains, double tractions, passenger trains and streamlined locomotives all have their turn. "And of course, once a year we run a "long train event" and build up a large "T" or "U" – we do after all want to see the ICE running straight at its full length at least once". The word "we" is often used: the Insiders are aware of their responsibility to their passion, but avoid association structures or leadership. "From a numbers point of view, we are at our limit – but we can still regulate everything democratically", Obelix assures us. Although the Mucis catchment area reaches out to Ingolstadt, Rosenheim, Schongau and Penzberg, there is immense loyalty to the



Founder member "Obelix" Hirmer is at the controller: for every round table meeting, a specific theme is agreed.



Cardboard pattern for a work of art: Bernd-Jost Bolle (left) discusses with Zvonimir Racic (right) the composition principles and the progress on his familiar H0 layout.

round table – an ex-Mucis has even flown in from Berlin this time. The time between the meets is bridged by keeping in touch by e-mail and in forums, while offline Insiders keep up to date by post and telephone. The members are also closely connected with and involved in the railroad scene: a number of them helped in getting the Swiss Helis Round Table off the ground and have been supporting the Frist9 in mid-Franconia. Yet others have connections with the Eisenbahnfreunde (rail fans) Ingolstadt, the 1. Märklin-Club Nuremberg or the "State railroad" forum round table.

"Naturally, we also make up small groups to go to exhibitions, railroad museums, demonstration layouts and neighboring round tables", explains Achim Lücking, who is currently looking after the Mucis website. "In the other direction, lots of guests visit us, such as on their way to or from holiday". This particular evening is graced by two well-known friends: the enthusiastic round table visitor Michael Wedde from Bad Harzburg is making a stop-over, and Ralf Stumm greets his two Stummi-Forum presenters from the Mucis group – Murrphy and Werdenfels. The forum initiator is quick

to join the group, which is talking shop about the design of the H0 layout by Bernd-Jost Bolle – and pays his respects: "Layout designers are generally more than tradesmen; they are real artists". Sitting on your own in the cellar can get boring – "there just has to be some entertainment".

Almost a slogan for Mucis. "Whether collector, armchair modeler or carpet railroader – we exchange news and views on rebuilding and digitization, layout construction, new releases and special models or model railroad literature and track planning software", says Obelix as he enthuses about the breadth and

Enthusiastic across the generations: at the annual long train event, the Mucis produce some hefty train consists.





Analog running day: The "analog treasures" are allowed to run now and again – and again – on the C-track test circuit.

depth of knowledge at the round table. Two trainee loco engineers are part of the group: "They enjoy the spotlight in particular when the subject is signaling". Talks are rather less of a draw because many members sit in suit and tie all day at meetings, and this rather damps the enthusiasm for more power point presentations. For most Mucis, the Märklin passion dates back to the days of their youth. Racic had a 30-year break. "When I retire... My family finally got fed up with hearing that, and gave me a



Digital as standard: "self-control" – the Bavarian Insiders won't give up their operating fun.

present of a Märklin starter set". As much fun as there is in a round table and discussing your hobby, many Insiders value, as Racic does, the quiet side of the model railroad: "When I work on the layout, I calm down immediately". Märklin models are high quality, adds Mucis original Hirmer. "It's all about the decision: plastic rubbish or something sensible". Apart from

that, the old ad slogan "Because the system is so clear" means it: the technology is manageable. And a guided tour of the manufacturing facilities in Göppingen shows there is more work in the models than you think: "They go through many hands, the work is delicate and every little feature counts".

Text: Rochus Rademacher

Photos: Jörg Buschmann, Achim Lücking

DESCRIPTION OF THE MUNICH INSIDER ROUND TABLE

History

The Munich Insider Round Table, known as "Mucis" for short, is now over ten years old. "Three guys from Munich met up for a beer in the Pschorrkeller after the model railroad market – and promptly made a date for the next meeting", founder member Gerhard "Obelix" Hirmer recalls. "the group grew rapidly and we decided: we are a round table". Standard is Märklin's H0 alternating current system – most of the participants run digital. "But we regularly welcome the analog treasures to run on our C-track test circuit", relates Obelix. Despite the familiar fluctuation caused by of domestic moves, there are always 20 to 28 people there; one of the reasons for this popularity is surely the pleasant informality: Mucis is neither a club nor an association. Contact for Mucis is Helmut Kern (tel.: 49 (0)174/3 02 44 14).

Prominent layout builders

At Mucis there are two qualified model railroad builders:

- Bernd-Jost Bolle: entry in Nebenbahn Endbahnhof in the Ruhmeshalle <http://stummi.forencity.de> (entry BJB, July 1, 2010)
- Zvonimir Racic: www.zvonis-bahn.de

Information

The Munich Insider Round Table presents itself on its homepage www.mucis.de. The meets are profusely illustrated with pictures, many of them taken by Jörg Buschmann. The web-site also gives details of future dates for the round table and the themes, as well as tips and tricks. The Mucis picture archive is found in the Internet under www.thkas-moba.de/mucis/. The collection of links leads to the Insider round tables and also to Achim Lücking's model railroad database. Mucis is closely associated with the Franconian round table FRIST9 (www.frist9.de) and the Swiss round table HELIS (www.stayathome.ch/helis.htm).

Recommendations contact

Anyone who asks Mucis can obtain tips for activities. It's not only the above-average number of model railroad shops in Munich – open-air enjoyment also drives the Insiders outside. "In the terminal station in Munich we have trains arriving from Hungary, Italy and Switzerland, the German Museum has a fine collection of locomotives and there are steam trains running by the Tegernsee", are Gerhard Hirmer's recommendations. He himself likes to track down traces of abandoned railroad lines such as the former Isar Valley excursion line – and he calls it "railroad archeology".





Insider Round Tables

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

A Big Favor please:

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

- NEW**
- **01737** Oberhermsdorf, René Scharf, Tel.: +49 (0) 172/642 66 04, rene.scharf@gmx.net
 - **13409** Berlin, Sven Richter, Tel.: +49 (0) 177/330 65 65, www.mist1.de, sven@mist1.de
 - **21365** Adendorf/Lüneburg, Wolfgang Merhof, Tel.: +49 (0) 41 31/18 80 69, huw-merhof@t-online.de
 - **22419** Hamburg, Heinz Luecke, Tel.: +49 (0) 171/604 27 24, www.hamst.de, info@hamst.de
 - **23552** Lübeck + 24103 Kiel, Peter Wulf, Tel.: +49 (0) 43 81/74 17, www.mit-nord.de, insidertreff-nord@gmx.de
 - **23556** Lübeck, Am Grenzwall 20/22, Volker Scharf, Tel.: +49 (0) 451/49 51 68, volkerscharf@foni.net and Reiner Wegner, Tel.: +49 (0) 451/4 99 15 62, www.mit-stammtisch-luebeck.de
 - **23879** Mölln, Michael Koop, Tel.: +49 (0) 45 42/8 61 70
 - **24114** Kiel, Winterbeker Weg 49, Haus des Sports, Hans-Ulrich Druske, Tel.: +49 (0) 45 21/7 00 70, hans-ulrich-druske@t-online.de und Rainer Schleppe, Tel.: +49 (0) 451/4 99 15 62, rainer.schleppe@gmx.de, http://modulbauimteam.de
 - **25541** Brunsbüttel, Jörg Wagner, Tel.: +49 (0) 48 52/53 37 35
 - **28870** Ottersberg, Wümmeweg 11, Lothar Walter, Tel./Fax: +49 (0) 42 05/81 41
 - **31582** Nienburg, Carsten Heling, Tel.: +49 (0) 50 21/6 00 29 49
 - **31832** Springe, K.-Kollwitz-Str. 21, Holger Kehrstädt, Tel.: +49 (0) 50 41/97 14 15, Deister-Ice@gmx.de
 - **32257** Bünde, Nelkenstr. 4, Hans Bechinka, Tel./Fax: +49 (0) 52 23/4 34 16
 - **33378** Rheda-Wiedenbrück, Torsten Piorr-Marx, Tel.: +49 (0) 170/89 61 58, anmeldung@mist-owl.de or torsten.piorr-marx@mist-owl.de, www.mist-owl.de
 - **34277** Fuldabrück, Manfred Mayer, Tel.: +49 (0) 56 65/28 93, M.Baer@t-online.de, www.kist-nh.de
 - **34560** Fritzlar-Geismar, Eichgarten 12, Alexander Hebel, Tel.: +49 (0) 172/68 76 94 3, www.insiderstammtisch-geismar.piczo.com, alexander_hebel@freenet.de
 - **38100** Braunschweig, Michael Kuthe, Tel.: +49 (0) 151/16 66 71 04, mist3@mist3bs.de, www.mist3bs.de
 - **41462** Neuss, Rainer Pucher, Tel.: +49 (0) 172/20 69 89 1, igel47@gmx.de
 - **44141** Dortmund, Martin Meese, Tel.: +49 (0) 231/43 56 86, martin_meese@hotmail.com, bernd.knaak@uni-dortmund.de
 - **45472** Mülheim a. d. R., Kolombusstr. 110, Krug zur Heimaterde, Hanno Brüninghaus, Tel.: +49 (0) 201/60 82 61, www.stammtisch-ruhrpott.de, info@stammtisch-ruhrpott.de
 - **47475** Kamp-Lintfort, Heinz-Dieter Papenberg, Tel.: +49 (0) 28 41/5 11 32, www.mist47.de.vu, HPapenberg@aol.com
 - **48076** Münster, Postfach 470243, Christian Schmidt, mist.ms@t-online.de
 - **50181** Bedburg, Desdorfer Weg 12, Norbert Burkert, Tel.: +49 (0) 22 72/46 84
 - **51103** Köln, Ilmenauer Weg 11, Achim Kube, Tel.: +49 (0) 177/1 62 88 60, www.mist51.de, achimkube@ish.de
 - **53619** Rheinbreitbach, Eifelblick 28, Jens Arenberg, Tel.: +49 (0) 170/20 77 22, mist-mittelrhein@web.de
 - **53721** Siegburg, Fröhliche Eisenbahner, Thomas Hövel, Tel.: +49 (0) 160/1 20 41 24, http://fe.mailez.de, fe@mailez.de
 - **54329** Konz-Kommlingen, Donatusstraße 5, Günter Schröter, Tel.: +49 (0) 6501/1 22 80, guenterschroeter@aol.com
 - **54338** Schweich, Schleheweg 2, Joachim Schlöder, Tel.: +49 (0) 65 02/99 69 28 0, JoachimSchloeder@t-online.de
 - **55126** Mainz, Am Kirschborn 20 F, Stephan Türk, Tel.: +49 (0) 61 31/47 67 71, tuerk@mpip-mainz.mpg.de and Stefan Claus, stefan.claus@online.de
 - **56843** Irmenach, Fehlenacher 1, Klaus Luers, Tel.: +49 (0) 65 41/24 24, Luershome@t-online.de, Tel.: +49 (0) 65 42/96 39 46, Wagner-neef@t-online.de
 - **57567** Daaden, Mittelstr. 8, Axel Schmidt, Tel.: +49 (0) 27 43/93 36 60, info@modellbaumeyer.de
 - **58507** Lüdenscheid, Brinker Höhe 21, Heiko Becker, Tel.: +49 (0) 23 51/56 81 53, becker888@freenet.de
 - **59757** Arnsberg, Wiedhofstr. 7, Heinrich Franz Hecker, Tel.: +49 (0) 29 32/63 92 94, hfh.abg@t-online.de
 - **63179** Hausen, Seligenstädter Str. 45, Ralf Krapp, Tel.: +49 (0) 61 04/7 12 73, ralf.krapp@t-online.de
 - **66130** Saarbrücken, Saargemünder Str. 154, Burkhard Eins, Tel.: +49 (0) 68 1/8 73 95 07 and +49 (0) 178/5 56 94 62, eins@htw-saarland.de
 - **67346** Speyer, Eselsdamm 8, Ulrich Klumpp, Tel.: +49 (0) 62 32/67 77 41, Fax: +49 (0) 62 32/67 77 42, uklumpp@web.de, www.mist-rhein-neckar.de
 - **70374** Stuttgart, Mark Schäfer, Tel.: +49 (0) 71 23/95 32 57, mschaefer@mist7.de
 - **70806** Kornwestheim, Guido Wettemann, gwettemann@mist7.de
 - **72800** Eningen unter Achalm, Arbachtalstr. 6, Horst Boßler, Tel.: +49 (0) 157/87 54 19 66, www.mist72.de, mist72@mist72.de
 - **79117** Freiburg, Manfred Grimm, Tel.: +49 (0) 7 61/79 69 71, grimm-manfred@web.de
 - **79312** Emmendingen, Nelkenweg 4, Eugen Schrempp, Tel.: +49 (0) 76 41/39 45
 - **80805** München, Helmut Kern, Tel.: +49 (0) 174/30 24 44 14, www.mucis.de, HFKern@gmx.de
 - **85250** Oberzeitelbach, Lindenstr. 12, Franz Koch, Tel.: +49 (0) 82 54/17 18, LumpiMarok@aol.com
 - **85435** Erding, Karlstr. 1a, Ludwig-Josef Eglinger, Tel.: +49 (0) 81 22/61 16, eglinger@web.de
 - **88630** Pfullendorf, Schillerstr. 40 a, Peter Scherer, Tel.: +49 (0) 75 52/92 94 15, spielzeugscherer@freenet.de
 - **89073** Ulm, Falk Dehnert, Tel.: +49 (0) 73 48/2 31 30, www.ulm-mist.de
 - **90579** Langenzenn, Falkenstr. 32, Georg Schönfelder, Tel.: +49 (0) 91 01/26 89, kontakt@frist9.de, http://www.frist9.de
 - **97486** Königsberg, Alexander Faßlrunner, Tel.: +49 (0) 95 24/57 45, Africanrex@aol.com
 - **97794** Rieneck, Brunnenweg 2, Michael Hermann, Tel.: +49 (0) 171/2 132 809, www.mist-im-msp.de, stammtisch@mist-im-msp.de
 - **A-1000** Wien, Tel./Fax-Box: +43 (0) 1 59 72 28, http://www.insider-stammtisch.net, insider-stammtisch.net@aon.at
 - **CH-3904** Naters, Sonnhalde 9, Werner Baier, Tel.: +41 (0) 27/92 49 20 00, mbaier@tiscalinet.ch
 - **CH-8320** Fehraltorf, Ueli Schwizer, u.schwizer@greenmail.ch and Rainer Lüssi, rainer@luessi.ch, www.stayathome.ch/helis.htm
 - **CH-6037** Root, Postfach 123, Märklin-Freunde-Zentralschweiz (MFZ)
 - **PL-PIST 00**, Polnischer Insider-Stammtisch Warschau, Thomas Düngefeld, Tel.: +48 604/836 617, railway@duengefeld.de



That fires the Z-gauge enthusiasts: long freight trains in generously-laid landscape. "Long Henry" with class 44 power crosses a module constructed by Hans-Ulrich Druske.



Ran this year for the first time as a Z-gauge model: the diesel rail car VT 10.5 "Senator" by Märklin.



Rhine-Ruhr station: this module by Günter Guttenbach sees the Ruhr area in Cultural Capital Year as a metropolis without town boundaries.

The module with a farm machinery factory is impressive with its perfect reproduction of still and flowing water.



Class 38 with a bathtub tender at the coaling plant on Jürgen Kottsieper's modular layout.

Fascination Z scale – a little look back

With a love for detail

Super dioramas in Z scale are always fascinating. The great range of products available covers everything the railroad modelers could want. That's why a quick review of the 2010 highlights.

The heyday of the German railroad is a particular favorite of Z-gauge enthusiasts. That was obvious too from the meet in the railroad town of Altenbeken, where the Z-gauge community met this year, and we want to present their outstanding layout again at this year-end. The 1950s were years of immense challenge for the German railroads. Particularly fascinating was the technological development on the Federal Railroad after WWII in the lead up to the western economic miracle. In this so-called heyday of the Bundesbahn, the 1950s and 1960s, an enormous variety of steam, diesel and electric locomotives were to be seen in railway traffic at the same time. Naturally these



Major fire brigade call-out: Smoke rises from the blackened building and the flames threaten to catch other buildings alight. This scene was arranged by Piero Sibroli.



The "Drachenstein" layout by Harald Hieber is finely designed as well.

models have to be present on all layouts in the smallest gauge. Whether vehicles, figures or complete kits for buildings, the product range for Z-gauge is extremely extensive. Freight trains like the "Long Henry" in generously-laid landscapes and tunnel and bridge layouts inspired Z-gauge enthusiasts in 2010 every bit as much as whole towns or regions. There really are no bounds to the model builder's imagination. As we saw in Altenbeken, some models can even be controlled from a mobile telephone.

Freight traffic from the 1950s and 1960s is also a very popular subject for modeling. At that time, wagons with road-rail containers were beginning to be developed – the forerunners of today's containers. The "Jumbo", the class 44, stands more than any other locomotive for heavy freight traffic of era III, and has now long been regarded by the Z-fans as one of the model railroad classics in 1:220 scale.

This year, a model for which Märklin Insiders had long been yearning ran on the smallest gauge for the first time: the VT 10.5 "Senator". Z-fans were thoroughly impressed by the accurately-detailed lettering and the highly-detailed running gear.

Text: Holger Späing/Photos: Trainini



Delivered faster: in the 1950s, the first wagons with containers for freight traffic were developed. Horse-drawn carts were no longer any competition then.



Unequal race: the horse-and-cart can't keep up with the railroad.



Tunnel and bridges to catch the eye: Pieter Willems from Belgium has themed his railroad on the Ardennes.

Digital Info Days

Märklin Dealer for the Event	Date	Time
Germany:		
10589 Berlin, Mierendorffplatz 16, Modellbahnen am Mierendorffplatz	07.12.2010	10 am – 6 pm
22043 Hamburg, Rodigallee 303, Schreiben und Spielen Dluzak	15.12.2010	10 am – 6 pm
23879 Mölln, Hauptstraße 68, Textil+Spiel Biehl	14.12.2010	10 am – 6 pm
28865 Lilienthal, Hauptstraße 96, Haar Modellbahnspezialist	16.12.2010	10 am – 6 pm
30159 Hannover, Breitestraße 7, Train & Play	09.12.2010	10 am – 6 pm
35390 Giessen, Neustadt 28/Galerie Neustädter Tor, Bastler-Zentrale Lonthoff	21.12.2010	10 am – 6 pm
38518 Gifhorn, Steinweg 29, A.W. Schütte	08.12.2010	10 am – 6 pm
44141 Dortmund, Märkische Straße 227, Der Lokschuppen	07.12.2010	10 am – 6 pm
50676 Cologne, Blaubach 6-8, Modelleisenbahn-Center Lindenberg	08.12.2010	10 am – 6 pm
70794 Filderstadt, Bernhäuser Hauptstrasse 32, Eisenbahn-Modellbau Stoll	02.12.2010	10 am – 6 pm
71334 Waiblingen, Biegelwiesenstrasse 31, Eisenbahn-Treffpunkt	03.12.2010	10 am – 6 pm
78713 Schramberg, Schillerstrasse 55, Franz Storz	30.11.2010	10 am – 6 pm
83646 Bad Tölz, Bahnhofplatz 8, Tölzer-Modellbahnstüberl	22.12.2010	10 am – 6 pm
88400 Biberach, Marktplatz 4, Gutermann	30.11.2010	10 am – 6 pm
89073 Ulm, Herdruckerstraße 2-4, Gänsslen	02.12.2010	10 am – 6 pm
89518 Heidenheim, Clichystrasse 28, Scholz Modelleisenbahn	01.12.2010	10 am – 6 pm

Ask your Märklin dealer about the break for lunch!

Musical enjoyment for Insiders

Charles Dicken's world-famous "A Christmas Carol" inspired Dirk Michael Steffan, composer and author, to create the enchanting family musical "Vom Geist der Weihnacht" (Spirit of Christmas). The story is centered around Ebenezer Scrooge, the hard-hearted, tight-fisted, contemptuous businessman in London. A musical straight from the heart that goes straight to the heart. "Vom Geist der Weihnacht" (Spirit of Christmas) is a musical realized with much creativity in scenery and sound. The literary classic really puts you in the mood for holidays in the time leading up to Christmas. This musical and four other highlights of the stage can be enjoyed by Märklin Insiders at special conditions. With Grease, Cats, Starlight Express and Tonight, this is premium entertainment for the whole family. Read more about the discounts further below.



The Musical in Cologne is on show until the end of December.



With a mixture of humor, poetry and emotions, these ghosts will put you in the mood for Christmas.

These musicals are cheaper for Märklin Insider Club members:

Musical	Venue	Validity
Starlight Express	Starlight Express Theater Bochum	All
Spirit of Christmas	Musical Dome Cologne	Until the end of 2010
Grease - The Musical	Capitol Theater Düsseldorf	Until 23.01.2011
Tonight – Dinner & Show	Club in the Capitol Theater Düsseldorf	Until 09.01.2011
Cats – The Musical	Hamburg, St. Pauli	28.12.2010 - 20.02.2011

How to receive the Club benefits:

Märklin Insider Club members receive a discount of 10 percent on the regular ticket price by quoting the customer PIN 15862. Tickets and information on +49 (0) 2 11/7 34 41 20. The number of tickets available is unlimited. The prices include the advance-sales fee, plus 2 Euro system charges.

New cooperation partners

As an Insider Club member, you are offered concessions by our cooperation partners. On this page we introduce new partners to you.



Bavaria Filmstadt

Bavariafilmplatz 7, 82031 Geiselgasteig, Germany
 Tel.: +49 (0) 89/64 99 20 00, E-mail: filmstadt@bavaria-film.de
 Homepage: www.filmstadt.de

Times of opening:

Guided tours in the off-season from November 8, 2010, until April 15, 2011, on the hour, from 11 a.m. – 3 p.m. Guided tours in the busy season from April 16, 2011, to November 6, 2011, from 9 a.m. – 4 p.m.

A 90-minute tour over the 320,000 square meters (383 sq. yds.) of Bavaria Filmstadt gives an insight into shooting and the complexity of the scenes - for such popular TV productions as the daily "Marienhof" and the telenova "Sturm der Liebe". Transparency is given in the production of great movies like "Die wilden Kerle", "Die unendliche Geschichte" and "Das Boot". In the original decorations from Michael Bully Herbig's film "(T)Raumschiff Surprise – Periode 1" the visitor is actually standing live in front of the camera. Bavaria Filmstadt will be providing a new and unique attraction starting the spring of 2011: On some 2,000 square meters (22 sq. ft.) there will be the "Bullyversum" – an interactive discovery journey full of surprises from Michael Bully Herbig, Germany's most successful producer, actor and comedian. The computer animation film "Lissi und die wilde Kaiserfahrt" that Michael Bully Herbig has created with the Filmstadt specially for the visitors, will be shown in the 4D adventure movie theater. The high-resolution projection and very-latest in sound techniques give the impression here of being a part of the film.

» **Your Club benefit:** On showing their Club card, Insiders receive a discount of Euro 1 on single tickets for the guided tour and the combined ticket or a Euro 2 reduction on a family ticket. Entrance fees can be found at www.filmstadt.de. Discounts cannot be combined with other reductions.



Photos: Bavaria Film



Modellbahnzentrum Schluchsee

Eisenbreche 4, 79859 Schluchsee, Germany
 Tel.: +49 (0) 76 56/98 84 01, E-mail: info@modellbahn-schluchsee.de
 Homepage: www.modellbahn-schluchsee.de

Times of opening:

From April until October and during the vacation period at Christmas, open daily from 11 a.m. – 6 p.m., except Thursday and Friday. In summer (June 15 – September 15) only closed on Friday. Also open on public holidays.

There are more than 35 trains running over the two layouts at the Schluchsee model railroad center. The H0 layout takes the visitors on a journey through the Black Forest and some fantastic alpine landscapes – there is even a city in miniature here, and a small works railroad linking up various manufacturing facilities. True to the original, the Höllental- und Dreiseisenbahn has been reproduced here over some 45 square meters (484 sq. ft.), whereby the highlight of the steep and winding route through the Alps is the Bietschtal viaduct. Running on the more than 400 meters (1,312 ft.) of track through the scenarios are steam locomotives in service to pull museum trains, the Crocodile of course in Switzerland, and trains of the Austrian Railways and Deutsche Bahn AG in the valleys. There are even animations of vehicles on country roads. Day and night are simulated and eight other effects are to be triggered by pressing buttons. The eye-catcher on the gauge-N layout with its some 100 meters (328 ft.) of track is the main station with eleven platforms, complete with loco depot and turntable, as well as a wide-span ICE bridge. Freight and local trains are in action on the other side of the high-speed route. Besides rolling stock, the model railroad shop has a large selection of landscaping material and accessories.



» **Your Club benefit:** On showing their Club card, Insiders receive a discount of 50 cents on the regular entrance fee for a single ticket or a Euro 1.50 discount on a family ticket.

Photos: Modellbahnzentrum Schluchsee



The Editorial team and all the staff at the Märklin-Insider Club wish you a Merry Christmas and a Happy and Healthy New Year!