

6 CLUB
NEWS
2011

märklin INSIDER

Club exclusive:

Summit meeting with Märklin management
A look ahead to the Club year 2012



Striking, superb: Club models 2012

Intercity rail car train class 403 in H0 Express

Train steam locomotive class 001 in Z



Club model 2012: unusual in design, unique in railroad history – the DB class 403 is captivating with its futuristic appearance and technical refinements. The rail car can be certain of an enthusiastic reception by the Club members: in the latest Märklin survey, the class 403 is up with the leaders of the field.

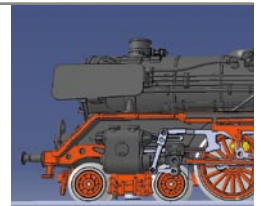
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märklin INSIDER



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Dear Insiders,

The get-together of Club members with the entire top management of Märklin was very popular with both sides – the current issue summarizes the most important impressions of this successful top event within the Märklin Days program in Göppingen.

To add some more spice to the turn of the year, we stir up eager anticipation for the new Insider models for 2012. Exclusively for our Club members we are producing an unusual electric rail car in H0: the class 403 is regarded as a prestige object in the German railroad's inter-city traffic. The model so many of the Club members wanted is to be produced as a four-car unit in the original 1974 color scheme and will guarantee authentic running enjoyment. In this issue you can find out all about the prototype and the model – and product management will exclusively be giving you some inside details about the rail car's design. Naturally, the N-gauge enthusiasts are not forgotten: Märklin is updating the favorite class 001 steam loco as a model.

We are delighted to be able to introduce the Franconian Insider Round Table "Frist9" to you: full-blooded railroaders with a penchant for perfection when it has to do with their favorite pastime: the model railroad. In the Service section, we give updated contact data for further round tables and a summary of the digital info days to be held in December and January 2012. Finally, we put two more cooperation partners in the frame: the Bahnpark Augsburg and the Staatsgalerie Stuttgart. Enjoy reading the latest Club news.

Your Insider Club team

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Superb prizes: all Club members were able to take part in a survey at the Märklin Days and there were some super models to be won.



First prize: the legendary gauge 1 crocodile (item 55563).

The winners have been chosen

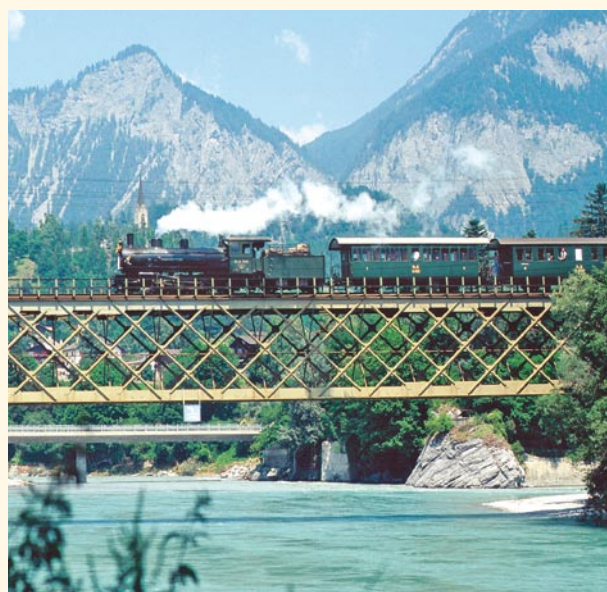
At this year's Märklin Days in Göppingen many of our Club members visiting the VIP lounge took part in the Club survey, and there were some top-quality prizes to be won. A draw was made of all participants. We want to thank all Club members who took part – we are currently busy analyzing the survey results.

The major prize, the gauge 1 Crocodile, goes to Sascha Henniges from Neuhausen. Other winners were Simone Stepanek from Grub am Forst, Michael Mann from Aschaffenburg, Hans Ermshaus from Langenfeld, Leo Rosbender from Wijchen (Netherlands), Jürgen Krupczynski

from Ravensburg, Kurt Tüscher from Kirchlin-dach (Switzerland), Werner Lang from Maissau (Austria), Ulrich Hinrichsmeyer from Jesteburg and Bernd Schmickler from Saulheim. Congratulations! All winners have been notified in writing and the prizes delivered by post.

Full steam through Switzerland: nostalgia trip for Club members

With the RhB Crocodile and the RhB steam locomotive in a special train through the canton with the most beautiful landscapes in Switzerland: this exclusive trip from 7 to 12 July 2012 offers Club members an unforgettable experience. The five-day trip will take you to Davos, Arosa and into the Rhine Valley. Exclusive wine-tasting, enchanting landscapes and wild railroad ravines – there is lots to see and to be experienced. Special highlight: crossing of the Landwasser Viaduct, a Unesco World Heritage site, and the steam train trip through the Swiss Grand Canyon. To round off the trip, a visit to the RhB workshops in Landquart awaits the participants. Price per person: 1,560 euro in a double room, 1,680 euro in a single room, including demi-pension in a 3-star hotel. **Club members receive a five per cent discount on the tour price.** Minimum 25, maximum 40 participants. Info available under www.bahnen.info. The full itinerary will be published in the next issue.



Exhilarating view: the journey through the Swiss panorama takes in a crossing of the Rhine bridge at Reichenau. Photo: Rhaetian Railways



DVD of the Year part 2

Info all about the Club, highlights and trends: part II of the DVD of the Year 2011 affords some interesting and exciting insights into the world of the model railroad. This time, Club members can look forward to exclusive footage of the mega-event of the year in Göppingen – the IMA and Märklin Days all under one roof – and some entertaining contributions on Insiders in the USA. We also inform you about the new transport concept Innofreight and the 042 096, and was in use until 1968. Part II of the DVD of the year is also enclosed with this Club mailing, and the cover to match the DVD of the year is ready for downloading in the Internet in the Club section.

Exclusive: Museum cars for Club members

In 2012 it will be possible for Insiders to obtain the popular and traditional museum car, which up to now has only been sold in the World of Experience in Göppingen, from their own dealer. Further information on the procedure will be given in the Club News 01/2012.

Museum car set H0
2011 (item 48111)



Suisse Toy

Photo: Bernexpo AG



The best-loved classic toys by the leading manufacturers, many new products and premieres: the biggest toy event in Switzerland, the Suisse Toy, drew some 50,000 visitors to Bern at the beginning of October 2011, when the mega-event opened its doors for the twelfth time. The range of toys extended from parlor games and model construction, from dolls and cuddly toys through to electronic games. The Swiss exhibition was truly a rendezvous for games players from all over the world. Visitors were able to try out new games on the spot and follow the trends in the children's room – these also included the innovative and new product line Märklin my world. The absolute hit at the Märklin stand for both children and grown-ups was the battery-powered ICE in the Märklin my world range for children from three years of age. This was immediately added to many a Christmas shopping list.

Always the first to know: in the coming year too, Club members can look forward to exciting articles and special Club models. As an Insider you gain admission to a number of unusual events and have your finger on the pulse in the model railroad world.

Club members also benefit from some super reductions. As an example, the popular Märklin calendar is available at a special price under <http://kalender.maerklin.de> (Dispatch to within Germany only).



Only for Insiders: Märklin TV on DVD

Exciting documentation from the Märklin and the railroad world, interesting reports and interviews, introduction of the newest releases and the people behind them as well as entertaining stories from the model railroad scene – with their great variety of films, Märklin TV entralls the audience again and again. Many of our Club members have expressed a wish to have a complete collection of the most exciting episodes of Märklin TV, so we are complying with their wishes. Accordingly, the next Club mailing (01/2012) will include a DVD with the most interesting contributions to Märklin TV in 2010 and 2011 instead of the video covering new products.



In full flight: thanks to all axles being powered, the streamlined class 403 rail car accelerates from rest to 200 km/h (124 mph) in 100 seconds.

Insider model 2012 in H0: the DB class 403 rail car

Prestigious thoroughbred



Homage: the German Postal Authorities immortalized the class 403 rail car with its unique appearance on a stamp in 1975.

Insiders gave the avant-garde and technically unique express electric rail car of class 403 top marks in the Club survey, and in accordance with their wishes, Märklin will be producing the four-car train as Club model for 2012 – the very train which from 1974 modernized the IC traffic of the German Federal Railroad.

“Traveling in the 403/404 rail cars was something quite different. The federal railroad intended above all to attract the business passenger with this Intercity – with comfort and fast journey times”, relates Thomas Landwehr, member of Märklin’s Documentation department staff. With one eye on the new lines to be constructed in the future, an electric rail car was being planned as an alternative to the loc-hauled express train at the end of the 1960s. With its clear-cut front and

its striking color scheme, the class 403 was able to demonstrate its competitive ability to an impressive extent. “We will be concentrating on our strengths in the interpretation of the rail car in its model form”, promises Karl-Heinz Grässle, H0 Product Manager for Märklin. “This includes a high-quality production primarily in metal as an important unique feature, as well as the lavish and authentic detailing”. So that the four-car unit can also negotiate older sets of turnouts and smaller layouts, the 2012 Insider model will be produced in a scale of approximately 1:93.5.



“Getting it all together will be a real challenge for our design department and toolmakers, but we aim to show with this model just what we can do”, promises Grässle. The expenditure for the new tooling alone will make the class 403 worthy of a place alongside all other Insider models.

For the newly-conceived IC rail car, which was intended to replace the diesel-powered Trans-Europ-Express class 601, the railroad spared no expense in fitting out the class 403 units, to combine top technology with comfort. The three streamlined units, which entered regular service from 1974, were ordered in 1970. TEE comfort standard was naturally obligatory: in the 403 there was exclusively first class seating in compartments and saloons; air-conditioning was part of the equipment as were sliding plug doors, a dining car and a kitchen. The absolute highlight was an on-train secretariat with a telephone kiosk. “The offer was indeed aimed at the business traveler who could have letters and notices typed up by the assistant during the journey”, reports Landwehr of a premium service which was extremely popular with the passengers.

Lightweight construction for top speed

The train was intended not only to score with its fittings, but to be faster and quieter than the class 601. “To save traction power, the trend was towards lighter and lighter construction”, says Landwehr. The designers faced the challenge of designing the cars in an extremely lightweight form, and in contrast to the traditional coach construction with steel, the chassis, body framework, roofing, side- and end panels were for the most part of aluminum alloy. That had the desired result: with an axle loading of only 16 tonnes, and thanks to all axles being driven, the express unit could accelerate from 0 to 200 km/h (124 mph) in 100 seconds – speed thrill included. According to rail historian Landwehr, the train mostly ran at 160 km/h (99 mph) and consisted of two cab cars (class 403) and two intermediate cars, one a saloon car (class 404.0), and one with dining section and kitchen (class 404.1). “It was certainly designed for the high speed, although there were very few sections at that time upgraded for 200 km/h running”.



Nickname “Donald Duck”: the rail car was in service on IC line 4 between Munich and Bremen.



Pioneering: the modern Intercity was conceived to replace the Trans-Europ-Express.

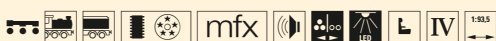
Also unusual was the curve-dependent car guidance system. Thanks to this tilt-technology, the car bodies could incline to either side by up to four degrees from the vertical and thus negotiate curves without any sacrifice in comfort. Admittedly this tilt technology failed to justify itself and was removed. The side-walls of the cars, inclined two degrees inwards towards the roof, were left as they were. The class 403 was also designed as an all-rounder suitable for running in Austria and in Switzerland. On the roof of the cab cars a

pantograph to suit Swiss specifications, with a narrower slipper, could be installed. The braking technology comprised an electric rheostatic brake, compressed-air-operated disc brakes and magnetic track brakes, since the ET 403 was specified to stop from its maximum speed in less than 1,700 meters (1,860 yards).

Various manufacturers delivered the individual cars for the multiple units. "For the carriage construction, Linke-Hofmann-Busch GmbH of Salzgitter and the Messerschmitt-Bölkow-



37778 Electric Express Powered Rail Car



Proptotype: express electric rail car class 403, 1st class, of the German Federal Railroad (DB). 4-car unit. One

end power car 403 001-1, Avüm, with compartments. One intermediate power car 404 101-8, ARüm, with kitchen, dining area and saloon. One intermediate power car 404 001-0, Apüm, saloon. One end power car 403 002-9, Avüm, with compartments. InterCity color scheme pebble gray / black brown. As running in 1973.



Clean lines and an easily-operated console in the engineer's cab, modern design in the interior: the carpets and seats in the rail car were in shades of orange, the wall paneling in gray and beige.



Blohm company in Donauwörth were responsible. The trucks were constructed by the "Maschinenfabrik Augsburg-Nürnberg", quotes documentarist Landwehr from Siemens' original specification sheet which he has. Electrical equipment was supplied by AEG Berlin, Siemens-Schukert Munich and Brown, Boveri & Cie of Mannheim.

The trains were in service in regular traffic for three years, and also DB special traffic. The main route on which they ran was IC line 4 Munich-Nuremberg-Bremen.

Prestigious objects that they were, the DB was very fond of displaying these multiple units as demonstration models at trade fairs and other special exhibitions. Then, as the "Lufthansa Airport Express", the rail cars

gained a new lease of life between 1982 and 1993 in a special color scheme in regular traffic. The cunning combination of the latest technology and futuristic exterior helped boost the Intercity to its image. Furthermore, the 403 left its pioneering mark on the third generation of today's Intercity rail car trains.



H0

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Model: 4-part unit. Fitted with mfx digital decoder and extensive sound functions. Two regulated high-efficiency drives with flywheel in the saloon intermediate car. Both axles in both trucks each driven by one motor. Traction tires. Interior lighting as standard, engineer's cab lighting and lighted table lamps. Triple headlights

and tail-lights change ends with direction of travel, interior and engineer's cab lighting operate conventionally and can be jointly controlled digitally. Lighted table lamps separately digitally controllable, on-off switching controlled by a random impulse generator. Lighting with warm white maintenance-free LEDs and red LEDs. Multi-pin special current conducting couplings with guide mechanism between the vehicles. Pick-up change-over with direction-dependent power supply to the respective leading end car. Many separately-applied details. Detailed representation of the roof equipment. Pantographs mechanically but not electrically functional. Scharfenberg couplings (non-functional) modeled at each end. Minimum radius 360 mm (14-3/16"). Length over couplings 116.8 cm (46").



Eye catcher: the attractive express rail car 403 was also designed to be suitable for running in Austria and Switzerland

Dream model

“The ET 403/404s with their innovative technology, equipment and shape, were real eye-catchers”, confirms H0 Product Manager Karl-Heinz Grässle. The streamlined appearance of the snout also earned the train its unusual nicknames “Donald Duck”, “White shark” or “Dolphin”. “The class 403 as a four car train as a representative of the 1970s is an inspiration with its magnificent appearance – and that’s exactly what makes it so popular with our Club members”, says Grässle, turning attention to the latest Club survey. The 403/404 rail car unit was nominated as dream model by a large majority. “The class 403 fits in perfectly into the Märklin concept, in which we have already realized some legendary rail cars

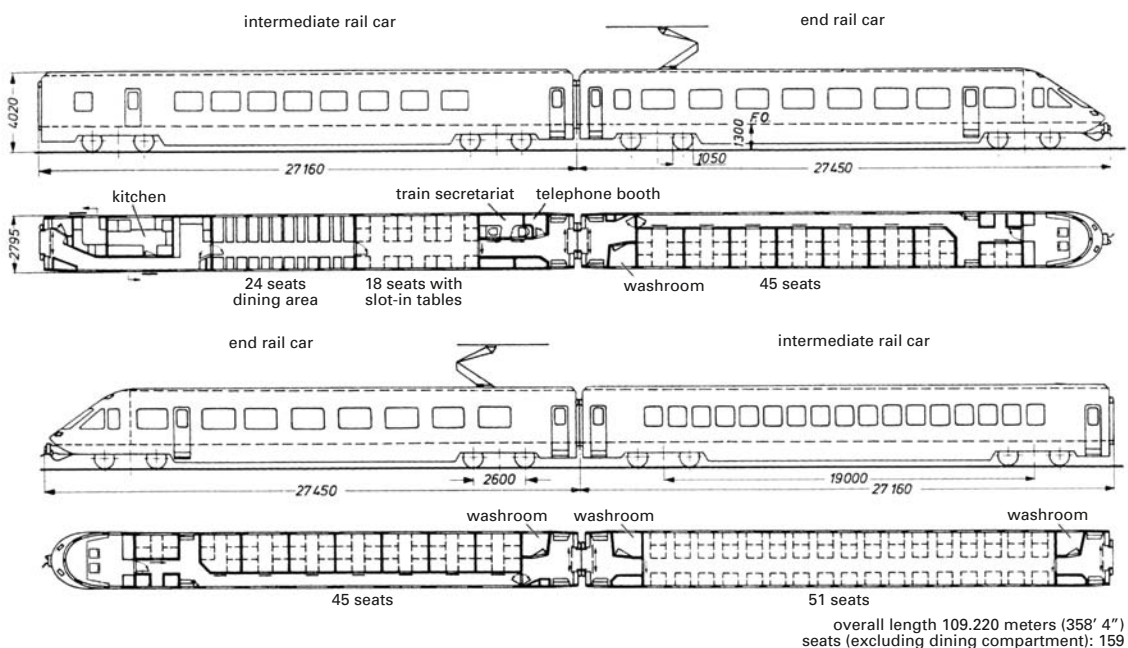
as Club models, including the 2006 Insider model of the VT 08.5”. The 2012 Club model will appear in the original color scheme of 1973 in era IV, Karl-Heinz Grässle announces. The equipment will leave no wishes unfulfilled: the train will be driven by two motors, and have interior and engineer’s cab lighting installed as standard, and there will be a matching array of sound effects on top. “The train will be a wonderful adornment for any layout and together with our models of the class 601 “Mediolanum” and the class 210, authentic operations will be possible in the grand style”.

Text: Lorelei Wiegand

Photos: R. Rössle, Märklin, Asmus collection, H.-J. Vorsteher

Sketch class 403

The express rail car had 183 seats, including 24 in the dining car. The 18 adjoining seats could be converted into a dining area if required, using slot-in tables. The unit’s loading gauge complied with DB, ÖBB and SBB requirements.





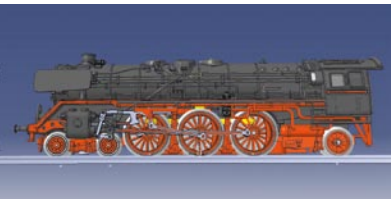
The 001 class was in service all over Germany; here is 001 161-9 on a special train at Hildesheim main station about to leave for Helmstedt.

Z

Insider model 2012 in Z gauge: steam loco class 001

A classic without frills

As showpiece of the German State Railroad, the class 001 was in service from 1925; the last of them was not withdrawn from service on the German Federal Railroad until the early 1970s. Now Märklin is putting 001 161-9 back into service as Z gauge Club model 2012.



For the first time on a Mini-Club loco: the new model of 001 161-9 has a complete set of valve gear and brake shoes.

"The 001 was conceived as the first express locomotive of all within the standard locomotive construction program laid down by the German State Railroad", explains Andreas Schumann, one of Märklin's designers. By 1938, 231 of these two-cylinder locos had been built, and with their output of around 1,648 kW, they were well suited to express passenger traffic on the upgraded main lines between northern

Germany and Bavaria. The steam engine bible by Horst J. Obermayer gives the loco's weight in working order as 108.9 tonnes, maximum axle-load as 20.2 tonnes and length over buffers as 23.94 m (78'-6"). Originally, their maximum speed was 120 km/h (74 mph); it was later raised to 130 km/h (81 mph). With its distinctive design, the 001 is a worthy prototype for the Z model for 2012. "We are setting new standards in this gauge, above all in the technical equipment of this classic", announces Andreas Schumann. The loco is to be fitted with a full set of valve gear – a first in this gauge – and there will be brake-shoes on driving and idler wheels; the individual lamps too will be real eye catchers.

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88010 Express train steam locomotive and tender

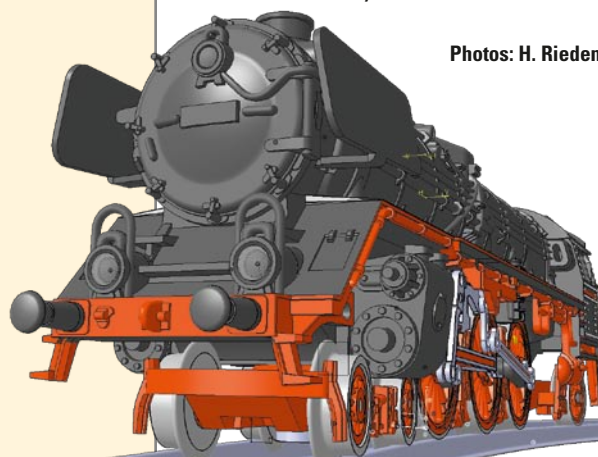


Prototype: class 001 of the German Federal Railroad (DB). Standard locomotive with all-welded tender and Witte-type smoke deflectors.

Model: new tooling, finely detailed. Loco body of metal. Representation of the brakes, Indusi (train control contact) etc. on the locomotive chassis. Finely-detailed valve-gear and rods. Enlarged buffer heads. Close coupling between loco and tender. Locomotive with 5-pole motor. All 3 coupled axles driven. Headlights warm white LEDs. Tender with spoked wheels. Length over buffers 112 mm (4-7/16").

Text: LW

Photos: H. Riedemann, Märklin





The entire Märklin management team faces questions from the Club members. Märklin Managing Director Stefan Löbich opens the proceedings: "For me, it is a fundamental question, how Märklin communicates with you, as end-users".



Get-together: summit meeting with Märklin management

Club members put ideas forward

Get the customers more closely involved – this maxim was followed by the entire Märklin management team at the IMA and Märklin Days. A successful top event, as described by many who took part in the summit meeting: we would like to see it again.

Well attended: the names of a hundred Club members were drawn who had the opportunity for exclusive discussions with the Märklin-Management – a large family discusses the future.

"Thank you very much for such open discussions with the Club members". Both members and Märklin management expressed a resounding and unanimous approval of the get-together. Märklin Managing Director Stefan Löbich stressed that how Märklin communi-

cated with their end-users was a fundamental question for him, speaking to the 100 Club members who had been drawn by lot. "You buy our products and can offer criticism of our portfolio based on your own skills. That helps us improve and to get to know the



needs of the market even better". And that's why the management team, gathered here in its entirety along with the Club members, were busy taking notes ("I'm glad you mentioned that – I'll put that right") – and was pleased to receive praise and was delighted over the shop-talk. Thus both sides called for the meeting with Märklin management, which took place in a respectful and open-minded atmosphere, to be repeated. "We want to involve our customers more closely, listen to them and take this feedback to heart", says Lars Schilling, Märklin's Marketing Manager. "If we implement suggestion received directly from our premium customers, that gives us an essential competitive advantage".

Exchange comes over "superbly well"

The Club members are delighted with the discussion offensive with the board members, product management and other section supervisors taking part. "All of them give straight answers – this exchange comes over brilliantly", opines Frank Ronneburg from Insider round table MIST1. "This is the way for Märklin to strengthen communications and contact with the Club members". Holger Späing, a Z-gauger from the Dortmund Insider-Treff (DoIT) speaks of the Märklin family: "The expression includes the staff – after all, they have often known each other for years and it really has developed into a community". That's why the Club members Heinz Schreiber and Thorsten Hackmann from Hamburg are so pleased with the prospects: "After the phase the company has been through, it's nice to know what lies ahead".

The "family feeling" manifested itself in several localities at the mega-event IMA / Märklin Days: in the VIP lounge, MIST72 demonstrated the subtleties of Central Station and DC car decoders; from Märklin, CAD project leader



Always reachable:
Product Manager Karl-Heinz Grässle (top picture, center) gives information on the H0 product range. And Lars Schilling (picture right, on the left), Marketing Manager, in discussion with MIST1 member Frank Ronneburg.



1



2

Model prospects: Uwe Müller (picture 1, in the Märklin shirt), in charge of product management in the three-brand Märklin concern, is a valued contact when it comes to model policies. First contact for the garden railroad is Jürgen Faulhaber (picture 2, in the Märklin shirt), responsible for the LGB and Z-gauge ranges of models and accessories.





Cheerful rendezvous: Club members got chatting not only at the get-together – that was taken care in the Club area too by round table members with exhibition layouts and demonstrations.



The practical ones: everyone listens to seminar leaders Gunther Schneider (top picture) and Rüdiger Haller (left). Minitrix and Märklin Digital Product Manager Claus Ballsieper (bottom picture, on the left) talks shop with Club members.



Michael Zauner told Club members all about the Catia design solution; MIST1 entertained with presentations about a 1939 Märklin layout, metal building kits and press models as well as Märklin marketing films of the 1950s and 1960s – and the Ruhrmodule shone with their H0 layout and the impressive Ruhr district scenarios.

One subject discussed at the get-together was strategies by which young people could be gained for the model railroad hobby. Märklin is represented in the children's museums in Munich and Graz and is involved in the primary school project "Playing teaches" of the Ministries of Education.

Matching the Märklin my world range, further



Background knowledge: CAD Project manager Michael Zauner explains current design techniques to Club members.



Tips among colleagues: members of the MIST72 round table discuss Central Station matters and running with the DC car system.

products with a very high play value should be introduced to the market on a large scale. MIST1 spokesman Sven Richter thinks it's "a great move, that Märklin is so interested in what the grass roots think – that's a great step beyond traditional contacts with or surveys of the Club members as to what models we would like to see". And Insider Eric Mora from Costa Rica too considers the get-together a great success: "It's great that the Märklin management looks for discussions with us Insiders in this way".

Text: Rochus Rademacher
 Photos: Dietmar Kötze, RR, LW, PW



Winners: Gauge 1 operator Jürgen Kölle (right) from Warthausen and H0 operator Tilman Gurlitt (bottom left) from Constance were drawn for the exclusive Club factory tour. André Schneeberger (bottom) represents the LGB section in the get-together.



Also taking part: Club member Thomas Rietig (top, left) took part as a presenter; Petter Melbye (right) made the trip from Lörenskog in Norway specially for the event.



Praise from central America: Eric Mora (left), Club member from Costa Rica, is most appreciative "that the Märklin management looks for discussions with us Insiders".



Hola España: with full man and woman power, the Märklinists from the Club Märklin Café traveled from Madrid and Barcelona to the twin event IMA / Märklin Days.



Russell McKay from New Zealand: travels half-way round the world for Märklin.

IMA/Märklin Days: visitors from all over the world

Club international

Just like a global rally, the IMA / Märklin Days attracts Märklinists from all over the world to Göppingen – three days of model railroads, prototypes and enjoyment units everyone.

Club member Russell McKay from Summerhill, New Zealand read about the IMA and the Märklin Days 2011 in the Märklin Magazin. "My spontaneous reaction was I have to go. And I couldn't believe my luck when my name was picked out for the factory tour".

Bo Larsen from Helsingør, Denmark, has been coming to Göppingen for 25 years. He finds the whole atmosphere inspiring: "I have been to the last seven Märklin Days. The atmosphere, the tradition, meeting all the other Club members – that's something I never want to miss".



Bo Larsen from Denmark: luck of the draw to the factory tour.



Mauro Niceforio (2nd from l.) from Lisse in Holland: "Three days IMA / Märklin Days – that's worth it!"



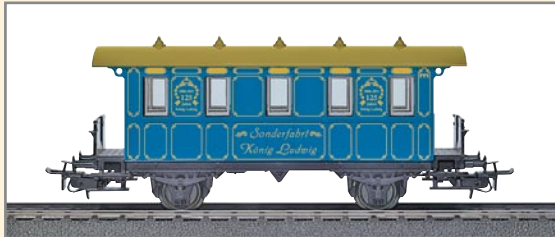
Ready to talk shop: **David Thomson** (left) from Kentucky, **David Pryor** (center) from California and **Nigel Packer** from England.



Walther Überschlag from Lucerne: the factory is impressive".

Advertising models October & November 2011

H0



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Germany, www.miniatur-wunderland.de,
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98098 "Leonhard Weiss"
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www.zclub92.com,
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Group photo with lady; the running-crazy Franconian Insiders start their meetings at 11 in the morning; at 3 the next morning they waken "the best landlady in the world" to lock up behind them.

Portrait: Franconian Insider Round Table Frist9

Where the "Adler" circles

You are strongly advised to stay away from the Franconian Insider Round Table: you are unlikely to be able to get away at the end. Franconian friendliness is amalgamated with railroad enthusiasm and knowledge – a range of different gauges engenders excitement.

"We are the only round table which has spent a night in prison", claims Matthias Bredy as a unique feature for Frist9. It doesn't seem to bother him at all. "Frist9 was at the mega-meeting in Lucerne and stayed overnight in the Jail Hotel, the rebuilt central prison, which dates back to 1862", as he explains. "I've hardly ever had a better night's sleep". The Franconians – upper, lower and middle – gathered around the table to eat, nod and laugh – and the atmosphere relaxes. "Round table feeling takes hold when our lunch starts", remarks Georg Schönfelder, known by everyone just

as Schorsch, and who had the idea five years ago for the round table meet. Lunch? "We must be the round table with the longest sessions", says co-founder Florian Krautheim, and goes on to explain that they meet on a Saturday so that everyone is thoroughly relaxed. Schorsch is there from 11 o'clock and the rest trundle in gradually, laden with track, rolling stock and good spirits. They head off again well after midnight, and in between, they run, and run, and run...

Frist9 occupies three rooms with their ovals of track – six of them for the H0-gaugers, one





Märklin tinplate treasures: the "Blechfrist" section in Frist9 puts on tinplate round tables all over the country. A close-up (right) shows the toy's durability.



got his first Märklin loco in 1974, and specializes in authentic operations. He just likes to see train consists from a particular era correctly

Experts converse: the steam cloud from the "Adler" in the Frist9 logo is the outline of Central Franconia.

each for Z-gaugers and N-gaugers and three tracks for the Märklin tinplate section, which in 2007 even organized a countrywide tinplate round table. Do the different gauge aficionados get on with each other – does that work? The question rather annoys the round tablers: "It all works" – "and how it works" – "it's all railroad". They are model railroaders through and through. "Contact doesn't worry us at all; we're just inquisitive – here, everyone can live out his own eccentricities", we are assured by Achim Büttner, who

marshaled, and passes on this knowledge to his rather less particular Frist9 colleagues. A know-all attitude is in any case foreign to the lower Franconian Büttner's nature: "The joke is that they always have all the rolling stock you need to make up proper trains in their own collections".



The statement is very true. Everyone brings their own idea of locos and cars: a circular call before the meet had committed a number of them to the subject of Switzerland. The result: rarely, if ever, have so many "Crocodiles" from Switzerland, Germany and Austria met on C-track on a single table – in green, brown, orange, white, ocean-blue and beige. Indeed 194 178 is parked there with an authentic train of bulk freight cars. Notable too behind a class 94 is a freight train which would do full justice to any long train event. Detlef Strauch has coupled up his entire collection of Cars of the Year, museum and anniversary cars from Märklin. Naturally too, all the local celebrities are doing the rounds as well – "typical Franconian locos and so on" like the proud "Adler", the class 98.3 "Glaskasten" ("Glasshouse") or the class 64 with its "thunder boxes". The "Adler" is also decorated by the



Description Franconian Insider Round Table

The round table

The members of the Franconian Insider Round Table Frist9 gather on the first Saturday each month from 11 o'clock in the Gasthof Zenntaler Hof in Adelsdorf by Neudorf on the Zenn in central Franconia. On the program: lunch, running, sitting together. "Frist9 is a loose association of model railroad enthusiasts, without any club structure", states co-founder Florian Krautheim. The majority have H0, while the tolerant Franconians make space for gauge 1, Z and N as well. Contact the founder Georg Schönfelder, tel.: +49 (0) 170/98 44 57 0, kontakt@frist9.de, www.frist9.de

The history

In 2005, Georg "Schorsch" Schönfelder calls the Club hotline in Göppingen: "I've got some model railroad enthusiasts, I've got a catchment area, I've got the name "Frist9"; now all I want to know is how to set up a round table?". Support came from all sides; all that held up the project until the following year was the search for a venue. "At the founders' Round Table on 6 May 2006 all the important people were there, including Gerhard 'Obelix' Hirmer from Mucis and Achim Büttner from the Insider Round Table in Rieneck", as Schönfelder recalls. By now, Frist9 has garnered an enormous amount of expertise, ranging from digital controls through layout and building construction to prototype knowledge. Georg Bauerschmitt has as large a collection of transparencies as his railway knowledge is wide, the Rhaetian Railway fan Edith Sbey-Strauch makes artistic calendars with idyllic railroad scenes which make excellent gifts and are well worth collecting, and paintings too.

The railroad holiday region

An enquiry of Frist9 for tips for sights worth seeing is well worth while: in Diethofen you find Herpa and the Miniatur Erlebniswelt (N-gauge exhibition layout). "Then in Nuremberg there is the Toy Museum, the DB Railway Museum, repair workshops and a marshaling yard", entices Frist9-founder Schönfelder. Enjoy a visit too to the FME (www.fraenkische-museumseisenbahn.de) (Franconian Museum Railroad) and the historic streetcar depot in Nuremberg, with old-timer trips to Nuremberg Castle.

Conscious of tradition: local celebrities like the "Adler" or the "Glaskasten" have the green light at Frist9 – as well as the ICE 3, TEE or the SBB class 460 with its laurel-leaf design.

Frist9 logo – the cloud of steam represents the outline of mid-Franconia. But running isn't all that happens: in a corner, two are studying a catalog, others are watching holiday photographs from a trip to Switzerland on a notebook. The tinplate railroaders also enjoy great attention. According to collector Krautheim, the fascination of the Märklin models is fed from a number of sources. "The material helps us understand why the iron road is so called, it is the robust engineering – I have a machine dating from 1942, and it still runs perfectly, and there is this breath of incompleteness, which underlines the toy character. It is after all a piece of industrial culture".

A regular part of the Frist9 culture is traveling. "This includes trips to full-size prototypes or to mega-meetings, we go together to trade fairs and exhibitions, travel to the Märklin factory and visit other Insider round tables such as the Mucis, MIST1 and MIST47 or Helis in Switzerland", Schorsch Schönfelder reports. Suggestions of an enterprising character always meet with a positive response: "We can rely on each other; everyone contributes their part to the round table and is thus a part of Frist9."

Text and photographs: Rochus Rademacher



A round table for all: Z-gaugers like "Schorsch" Schönfelder, Märklin tinplate experts like Florian Krautheim and Minitrixers like Edith Sbey-Strauch – who also makes esthetic railroad-based art calendars – all belong to the H0-dominated Frist9 as well.



Insider Round Tables

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

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30159 Hanover, Breitestraße 7, Train & Play	07.12.2011	10 a.m.–06 p.m.
34246 Vellmar, Holländische Straße 80, Wolfgang Scheffer Modellbahnen	14.12.2011	10 a.m.–06 p.m.
35390 Giessen, Neustadt 28/Galerie Neustädter Tor, Bastler-Zentrale Lonthoff	09.12.2011	10 a.m.–06 p.m.
37412 Herzberg, Hauptstraße 48, HMW-Herzberger Modellwelt	13.12.2011	10 a.m.–06 p.m.
38118 Braunschweig, Kreuzstraße 16, Modellzentrum Braunschweig	29.11.2011	10 a.m.–06 p.m.
38448 Wolfsburg, Lange Straße 22–24, Hohls	07.12.2011	10 a.m.–06 p.m.
38640 Goslar, Charley-Jacob-Straße 7, Spiel & Freizeit Breustedt	30.11.2011	10 a.m.–06 p.m.
60329 Frankfurt, Karlstraße 12, Modellparadies am Hbf.	08.02.2012	10 a.m.–06 p.m.
66589 Merchweiler, Auf Pfuhlst 5, Modellbahn-Hobbycenter-Saar	20.12.2011	10 a.m.–06 p.m.
71032 Böblingen, Poststraße 44, Bruno Königeter Eisenbahn	09.02.2012	10 a.m.–06 p.m.
71334 Waiblingen, Biegelwiesenstraße 31, Eisenbahn-Treffpunkt	16.12.2011	10 a.m.–06 p.m.
72764 Reutlingen, Wilhelmstraße 40, Müller Galerie	14.12.2011	10 a.m.–06 p.m.
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87616 Marktobendorf, Kaufbeurener Straße 1, Spielwaren Härtle	30.11.2011	10 a.m.–06 p.m.
89073 Ulm, Hirschstraße 19, Müller GmbH & Co. KG	29.11.2011	10 a.m.–06 p.m.
97421 Schweinfurt, Rossmarkt 3, Schierling	15.12.2011	10 a.m.–06 p.m.

Ask your Märklin dealer about the break for lunch!



Play, fun and fascination

No matter whether it's layout construction, technical background, making things or just enjoying playing, the model railroad is an exciting and varied hobby for children. They can allow their imagination free rein, let off steam and get technical understanding and spatial conception into training. It's easy to make a present of the fascinating world of toy trains at Christmas for example by a Club membership subscription to the **1.FC Märklin**.

The **1.FC Märklin** is the Club for all children who are interested in the railroad. It is the only Club which sets out to familiarize children with the world of model railroads in an informative manner they can understand and enables Club members to immerse themselves in this fantastic world. The Club regularly reports on the latest in model railroads and every-



Members of the **1.FC Märklin** can obtain the Annual Car and get special tips for their own layouts.



thing associated with them – and also covers the real railroad world.

Like the Märklin Insider Club News, the 24-page 1.FC Märklin Magazin is available in German, English, French and Dutch. Annual subscription for this comprehensive package costs a mere 10 euro/15 CHF or 10 US \$. You can find application forms under www.fcmaerklin.com or we will be pleased to send you one. Further info under: tel. + 49 (0) 71 61/60 82 13.

Club benefits are:

- 6 issues a year of the 1.FC Märklin Magazin
- Voucher for the Märklin H0 catalog
- Club card: reductions for a wide variety of events, exhibitions and museums
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- Competitions and contests on-line and in the magazine
- interactive Club Internet site

New cooperation partners

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



Bahnpark Augsburg

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Times of opening 2012:

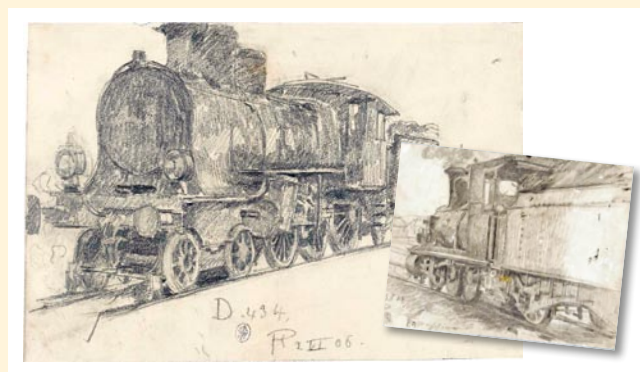
the Bahnpark is open every Sunday and public holiday from 9 April until 28 October, from 10:00 to 18:00.

Historic steam, diesel and electric locomotives: the Bahnpark Augsburg offers impressive insights into the wonderful world of the railroad. In the glazed steam locomotive workshops, visitors can see how historic steam locos are repaired and serviced. The new special exhibition "Railway dreams and dream railways" is dedicated to the great railway journeys of the world. The exhibitions is sponsored by IGE-Bahntouristik and tells the story of railroad adventures in impressive photographs, from the "Glacier Express" to the IGE steam train to Istanbul. The exhibition will be open from May to December 2012 in the steam locomotive hall, a preserved building. Historic and special trains run from the Bahnpark through fascinating railroad landscapes all over Europe. On the depot premises there is plenty to be seen and discovered such as the permanent exhibition on the legendary Trans Europ Express (TEE). Photos, models, a model railroad and films and exhibits document the glory era of this diesel powered rail car.



» **Club benefit:** Club members receive 2 euro reduction on all regular admission prices.

Photos: Bahnpark Augsburg



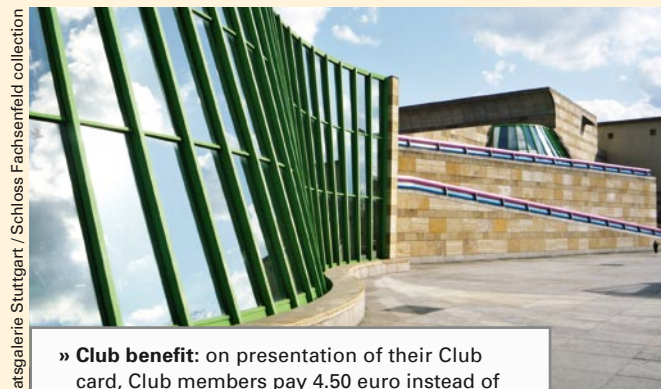
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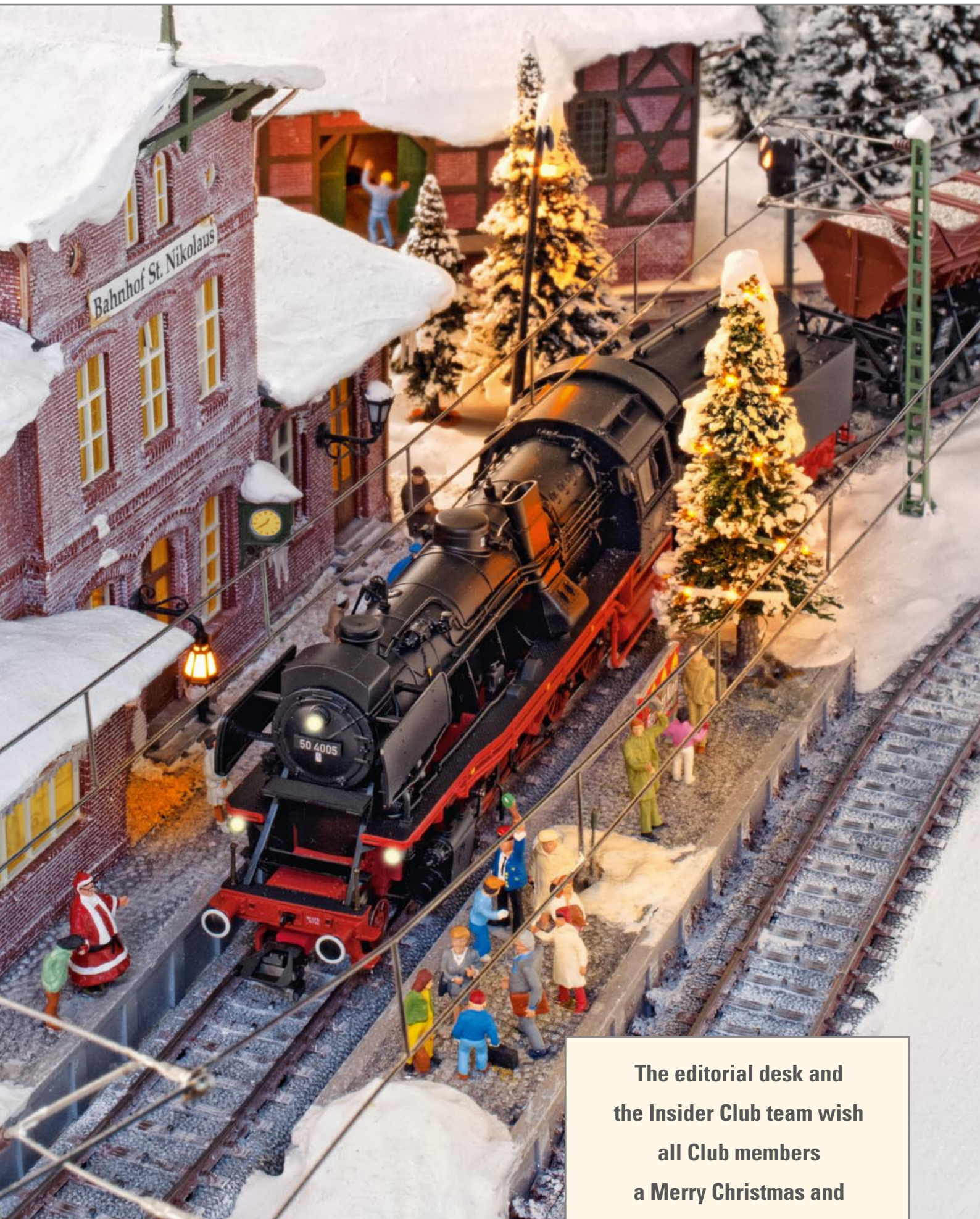
Wednesday, Friday, Saturday and Sunday 10:00 – 18:00 and Tuesday and Thursday 10:00 – 20:00.

His passions were trains and drawing: the impressionist Hermann Pleuer (1863-1911) captured the world of the railroad in many of his works in a unique manner. To commemorate the centenary of his death, the Staatsgalerie Stuttgart presents a selection of his railroad drawings in display cabinets. Apart from impressions of locomotive repair shops, trains running through the landscape and trains arriving at and departing from Stuttgart main station, there are many detailed studies and precise design drawings of locomotives by the artist to be seen. Hermann Pleuer is regarded as one of the main exponents of Swabian impressionism and as a "railroad painter". He documented the railroad as a modern innovation with all its consequences for town and landscape. The exhibition "Soot, coal and pencil"; Hermann Pleuer's railroad drawings" is still open until 12 February 2012 in the Staatsgalerie Stuttgart. Club members receive a reduction on the admission fee.



Photos: Staatsgalerie Stuttgart / Schloss Fachsenfeld collection

» **Club benefit:** on presentation of their Club card, Club members pay 4.50 euro instead of 5.50 euro admission to the exhibition "Soot, coal, pencil" in the Staatsgalerie Stuttgart.



**The editorial desk and
the Insider Club team wish
all Club members
a Merry Christmas and
a Happy and Healthy 2012!**