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märklin

THE MAGAZINE FOR
CLUB MEMBERS

insider news

ANNUAL CARS 2014

Attractive tank car in H0 and
sliding roof car in Z-gauge

CHIC ENSEMBLES

Class 64 with passenger cars for Z fans
Steam plow set for collectors in H0

**Club trip
125th anniversary
of the
Rhaetian
Railway**



**E 93 in H0: Exclusively for
Club members in 2014**

Contents



12

Exclusive insights: How the Märklin Paint-shop makes sure models look right with finest hand craftsmanship.

14

Technology in detail: All the places you find top technology built in to the running gear of steam loco 581836.



16

Unique: The Insider 2014 Annual Car in H0 has a car for mineral oil products privately-owned by the Bolte company as its prototype.



18

Exclusively for members: In May, the Club heads for the Swiss railroad paradise and the most imposing rail sections of the world-famous Rhaetian Railway.

Detail



- 4 **News & Facts**
Club year 2014 / Dortmund reduction / certificate mailing
- 6 **H0 top model with mfx+**
Unique: E93 – Club model 2014 H0
- 10 **“Bubikopf” for Z-gaugers**
Superb: class 64 – Club model 2014 in Z
- 12 **Insights**
Hand painting
- 14 **Technology in detail**
Running gear – top quality

Scene



- 16 **Annual Cars 2014**
Attractive H0 tank car and Z-gauge sliding-roof car for Insiders
- 18 **Club on Tour**
Breathtaking Club trip to celebrate the 125th anniversary of the Rhaetian Railway
- 20 **Exclusive swivel plow set**
Only produced for Insiders: two traction engines with swivel-plow

Service



- 22 **Rolling stock parade**
Promotional models with extravagant lettering
- 24 **Main summary**
Märklin seminar program for the first half of 2014
- 27 **Model railroaders meet**
Scheduled digital info days events



**Highlight
2014: The
H0 Club
model
E 93 07.**

Dear Märklin Insiders,

You noticed at once that we have given the Club News a facelift for the start of the New Year. Your benefit: even more Insider knowledge. In future, the feature “Technology in Detail” will outline where the absolute high spots in manufacture lie, and under the heading “Insights”, we give you the ultimate in glimpses behind the scenes.

Naturally, the first issue of the year is devoted largely to the new Club models. We present the eagerly-awaited 2014 Annual Cars in H0 and Z – both attractive freight cars with details which have to be seen. Focus is of course also on the 2014 Club models. We describe all manner of operating enjoyment to be gained from H0 loco E 93 07 with its new mfx+ decoder and show features on Z model 64 284 which particularly impress the Club members. Another top theme in this issue is the steam plow set in H0 specially produced for Club members. With two traction engines and a plow harnessed between them, you can create an enchanting and typical agricultural scene of the early 20th century for your layout.

There's plenty of Club life to enjoy too. We take particular pleasure in presenting the Club trip into the fantastic Swiss rail world – the trip takes place in May. Summaries of the Märklin seminar program for the first half of the year and the currently-scheduled digital info-days are waiting for you in the Service section. Enjoy reading your Club News!

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Thanks for your cooperation!

MASTHEAD

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The following enclosures are sent out in this Club mailing 01/2014: Märklin Insider News 01/2014, Märklin Magazin 01/2014, Märklin new products brochure 2014, order form for the 2014 Annual Car and swivel plow set 18970.

CLUB YEAR 2014

All about Märklin



Full program: Club members learn all about Märklin and model railroading.

Club members are always fully in the picture. The Club package includes the Märklin Magazin and the Club news, both of them enclosed six times a year in the Insider mailings. In addition, members received the two annual chronicles on DVD with the most important events related to Märklin and the railroading world. Each member also receives as part of the Club benefits an exclusive Annual Car in H0 or Z – the models for 2014 are presented in the current issue. Another attraction is the exclusive club models, which are specially produced for club members. And of course the offer of special models for anniversaries is exclusively reserved for Club members. With the June mailing, Insiders receive a voucher with which they can order the main catalog free of charge from their dealer. There are also discounts for Märklin seminars and for Club trips. The Club card is sent to members with their confirmation for the new Club year. With the Club card, members also receive

reduced rates for Club events and from the Club's cooperation partners, and a comprehensive listing will appear in Club News 02/2014. For all new members, the password for logging into the Club area under <http://club.maerklin.de> is printed on the covering letter. Members from previous years do not have to change their password.



Exclusive: Club models E 93 in H0 (above) and class 64 in Z

Schedule 2014*

Issue	Publication date	Enclosures
1	Start of February	New releases brochure 2014 Order form for: - Annual Car 2014 in H0 and Z - Model steam plow set (item 18970)
2	Start of April	Order form for anniversary models
3	Start of June	DVD "A year with Märklin" I Order form for: - Annual Car Märklin Start Up Club (Ho) - Catalog 2014/2015
4	Start of August	
5	Start of October	
6	Start of December	DVD "A year with Märklin" II

*Subject to alterations. Please note the precise dates in the respective current issue. The order forms for Club models and were enclosed with the Club mailing 05/2013.

Special exhibition with Märklin models

In the Spreewald Museum at Lübbenau, Club members can visit through March 9 2014 the special show "Spielzeugland – legendäre Eisenbahnen von Märklin". The lovingly-crafted miniature world is made up of over 600 individual exhibits such as locomotives, rail cars, rail lines and station scenes, and includes highlights like the "Adler". The detailed Märklin toys, dating from 1900 to 1940, are part of a private collection. A short film explains how the valuable collector's items get moving. Prototype fans get their money's worth too: in the railroad hall adjoining, there is the Lübbenau "Bimmelguste", also known as loco 99 5703 of the Spreewald Railroad.

The exhibition is open until 9 March 2014 from Tuesdays to Sundays between 12:00 and 16:00.

Spreewaldmuseum Lübbenau
Am Topfmarkt, 03222 Lübbenau, Germany
Telephone: +49 (0) 35 42 24 72
E-mail: spreewaldmuseum@museum-osl.de
Homepage: www.museums-entdecker.de



Worth seeing: Märklin models from the period 1900 to 1940



Highlight: The "Adler" in the special exhibition.

Photo: Private


Your Club benefit: Club members pay a reduced entrance fee of EUR 3.50 instead of EUR 5 on presentation of Club card.

Photo: Ulrich Klumpp, Harald Meincken



MIST67 spokesman Ulrich Klumpp: "Fascination of model railroads is undimmed."


Märklin modules connect generations

The seven hours of installation work were worth it for the members of the Märklin-Insider-Stammtisch MIST67 and of the Modellbahnfreunde Rhein-Neckar e.V. "1,500 visitors have come to the sixth Model Railroad and Model Building Show in Speyer, many of them children and teenagers accompanied by their parents and grandparents," reports MIST67 spokesman Ulrich Klumpp. Young and old alike, all were fascinated by the 30 H0 trains which snaked through the lovingly-detailed landscapes. "We put together over 80 modules with a total track length of 200 meters (656 feet)", Uli Klumpp continues. "Once again, the Märklin digital system proved how reliable it is, as on both days up to twelve trains were able to run simultaneously". Some of the visitors were watching for hours on end – some of them on both days. Two magnets for visitors were the fairground by Patrik Janz with over 10,000 LEDs and the era III loco depot with transfer table from Rainer Klapp and the Märklin factory from Harald Meincken. "The big information stand with Märklin, Trix and LGB new product brochures was besieged, and the accessory manufacturers had a great demand for their brochures as well", says Ulrich Klumpp, who sees good prospects for the 2014 exhibition too: "Fascination for model railroads shows no sign of abating in Speyer". Further info under www.mist67.de. 





Great modules: Over 1,500 railroad enthusiasts have visited the model train show in Speyer.

Intermodellbau Dortmund

At Europe's largest model building show Intermodellbau Dortmund (9–13 April 2014), Märklin will be presenting its new products for 2014 – and needless to say attractive dioramas. It pays off to be a Club member, as members of the Märklin Insider Club receive a discount of 2.00 euro on an online admission ticket. To obtain this as of now, you can in the Intermodellbau online-shop under www.intermodellbau.de (Eintrittskarten [entrance tickets]) simply enter the code IB2014Maerklin (please respect capitalization). Another advantage: is that the Print&Home admission tickets you avoid queues at the pay-booths as you go directly to the entrance and reach the Märklin stand more quickly. 

Certificates have been sent out

As promised, we have sent out the personalized certificates direct to those who ordered the seven Club models of the year 2013 at the end of December 2013. Please note that for certificate dispatch all order received by 9 December 2013 were taken into account. A general exception is formed by the Z special series for the 20th anniversary: the 96 Class (item 88294) is scheduled to be shipped in spring 2014 with the certificate to follow immediately after. Should the personalized Certificate of Authenticity for your model be missing, please get in touch with our Club team either by telephone or e-mail. 

In 2013, for the H0 anniversary model for 10 years of membership, the Krauss-Maffei variant for the class 10 (item 37082), we have sent out a certificate for the first time. The anniversary models 39052 (class 05; H0), 37020 (class 53.0; H0), 37082 (class 10; H0), 88107 (class 05; Z) and 88294 (class 96; Z) have been retained in the range and can still be ordered – in some cases for persons celebrating anniversaries – until further notice. The order form is enclosed with the 02/2014 Club mailing. 

2013 mailed personalized certificates

Item	Gauge	Model
37020	H0	Heavy freight train steam loco class 53.0 Borsig
37082	H0	Express train steam loco class 10
37455	H0	Heavy freight train steam loco class 45
37589	H0	Freight train steam loco class 58.10-21
39052	H0	Express train steam loco class 05
88107	Z	Streamline steam loco class 05
81176	Z	Long-distance express train "Blauer Enzian"



CLUB MODEL 2014 IN H0: CLASS E 93 WITH MFX+ DECODER

The first “German Crocodile”: Six axles, heavy, robust – the bottle-green E 93 07 gets to grips with the freight cars from the exclusive freight car sets for Club members.

Including engineer’s cab

The 2014 H0 Club model will be equipped with an mfx+ digital decoder. Production of the freight loco E 93 07 has started, and it can be ordered until 31 March, 2014.

Suddenly the mighty motors of E 93 07 spring to life, the headlight light up, the loco whistle sounds and the “German Crocodile” sets off with authentic loco sounds and twelve freight cars in tow. An ensemble worth seeing: at the front, the electric loco and following it sliding-wall and sliding-roof cars, a gas tank car and dumper car, hopper and

stake car. Overall, measured over buffers, that makes a train over 180 cm (70”) long, exclusively for Club members.

But sitting in the engineer’s cab is even better than just watching. “With the mfx+ digital system, prototype procedures are integrated in the model. So the Club member can start up the E 93 07 as in real life, fill up with operating supplies and simulate operating procedures on the model railroad layout”, explains Märklin

trainer Rüdiger Haller. When the electric loco has logged itself in the Central Station, he selects playing mode “Profi” and on pressing the on/off button, the monitor is converted into a virtual engineer’s position, with gauges, rocker switches, controllers, schedule and a view of the road ahead.

The road comes to life in the display
“On the Central Station display, the operating information for E 93 07 appear,



**CLOSING DATE
FOR ORDERS:
31 MARCH, 2014**

Electric freight train loco, item 37870



Prototype: German Federal Railroad (DB) class E 93 heavy electric freight train loco. Bottle-green livery. Road number E 93 07. As running in around 1960.

Model: With new mfx+ digital decoder and extensive sound functions. Controlled high-efficiency drive with flywheel, centrally installed. Two axles driven by cardan shaft in each driving truck. Traction tires. Three-lamp headlights, lit according to direction of travel and two red tail-lights operate conventionally, can be controlled digitally. Headlights at no. 1 and 2 ends digitally separately controllable. When headlights at both ends of the loco are switched off, the double-A light functions at both ends. In addition, the engineer's cab lighting can be switched digitally. Lighting with maintenance-free warm white and red LEDs. Separately-applied grab irons. Engineer's position and interior with relief interior fittings. Push-on brake hoses and coupler hooks supplied. Length over buffers 20.3 cm (8").

Model highlights

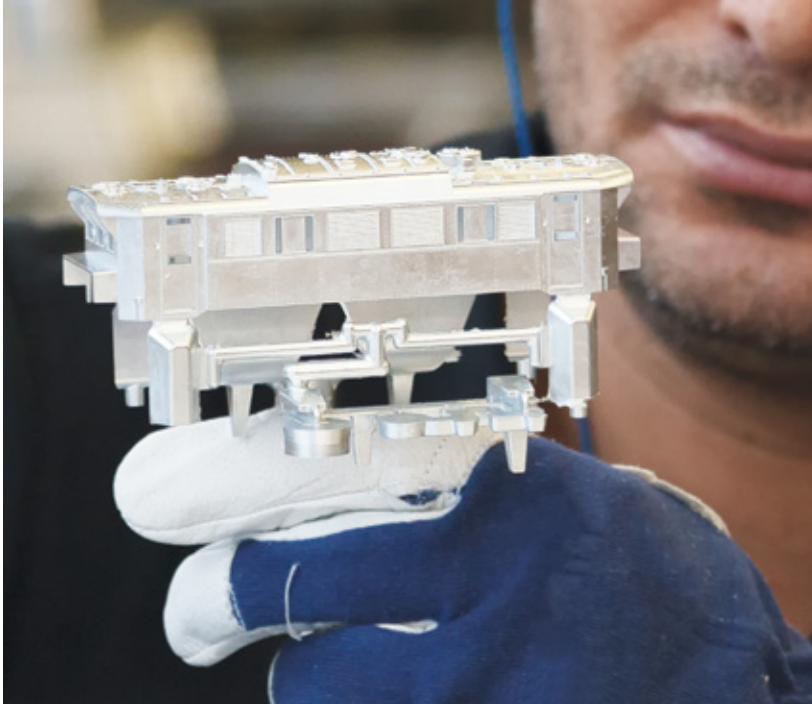
- **Completely new tooling**
- **Particularly finely-detailed metal design**
- **In addition, the engineer's cab lighting can be digitally controlled**
- **With new mfx+ digital decoder and extensive operating and sound functions**
- **Playing mode includes semi-professional, professional and expert levels**
- **Simulated operating supplies consumption**
- **Realistic running characteristics such as steady running**
- **Simulated engineer's cab in the display of Central Station 2**
- **Control of the model in engineer's cab mode by Central Station 2 TOUCH SCREEN**
- **These new functions are only available in conjunction with Central Station 2 from firmware large version 3.0**

Digital functions	Control unit 6021	Mobile Station 60652	Mobile Station 2 60653	Central Station 60212
Headlights	●	●	●	●
Engineer's cab lighting	●	●	●	●
Electric loco running sounds	●	●	●	●
Loco whistle	●	●	●	●
Direct control	●	●	●	●
Brakes squealing off	-	●	●	●
Headlights No. 2 end	-	●	●	●
Switcher whistle	-	●	●	●
Headlights No. 1 end	-	●	●	●
Sanding	-	-	●	●
Ventilators	-	-	●	●
Coupling up noise	-	-	●	●
Station announcement	-	-	●	●



such as the schedule information (which cannot yet be influenced), speedometer, traction force and line voltage” says Rüdiger Haller, outlining how it is prepared for service. Once he has raised the pantograph, the voltage display on the console tells the engineer when the loco is ready for action. “The headlights are switched on with the pushbutton, and after the brakes are released and a sensitive opening of the loco’s speed controller, E 93 07 gets under way”. According to the speed, the road ahead in the engineer’s cab window on the Central Station “comes to life”. Ties disappear one after the other underneath the electric loco.

And naturally the classic emergency braking systems are replicated, such as emergency stop and driver’s safety device (SIFA). “The engineer on a traction unit must keep the SIFA switch pressed continuously and let it go briefly every 30 seconds”, explains Rüdiger Haller. “That’s how he indicates he’s still fit. If he fails to respond, the train is automatically brought to an emergency stop”. Since there’s no danger to life and limb on a model layout, the equipment is slightly varied: “The SIFA button only has to be pressed after a certain time, when the Central Station gives an optical warning. If you attach a loudspeaker to the Central Station, you’ll also hear an acoustic →



The 2014 H0 Club model in Production: The center section of electric loco E93 07 takes shape in the Märklin foundry – naturally in high-quality die-cast zinc.

→ of the threatened emergency braking”. By pressing the emergency stop button, E 93 07 goes into quiet mode.

“The operating warnings are also entertaining, such as the warning that the sand is running out. The mfx+ technology works out how much sand is used from the loco’s operating condition”, explains Rüdiger Haller. To put the sand indicator right again, the model loco engineer must head for a sanding facility, which will appear on the virtual engineer’s position. The visualized fill-up with sand is then registered by the sand indicator. “Filling up with operating supplies can be done manually, or with symbols on the layout or by using a contact track.” If you want to run your Club model simply, like an mfx loco, select the playing mode “Standard”. The mode set is “semi-professional”, which shows how much sand is being used. “In each case, the model railroader can make running more interesting by

Freight car set 1, item 46199



Prototype: Six different types of German Federal Railroad (DB) freight car. 2 sliding wall/roof cars Kmmgks 58. 1 dumper car Ommi 51. 1 sliding roof car Kmmks 51. 1 covered hopper car Ktmms 69. 1 tank car painted and lettered for VTG. As they were running at the start of the 1960s.

Model: Sliding wall / roof car with and without brakeman’s platform. Dumper car with brakeman’s platform and loaded with ballast in scale grain size. Sliding roof car with brakeman’s platform and without brakeman’s cab. Covered hop-

per car. VTG tank car. All cars with different road numbers. Total length over buffers approx. 67.6 cm (26-5/8”).



Freight car set 2, item 47321



Prototype: Six different German Federal Railroad (DB) freight cars. Four Gl(t)mm(eh)s freight cars with and without end doors and with and without heater couplings. One VTG gas tank car. 1 stake car Rr 20.

Model: One boxcar with end doors and heater couplings. One boxcar without end doors and heater couplings. One VTG gas tank car without heat shield. One boxcar without

end doors and with heater couplings. One stake car with metal stakes and lumber load. One boxcar with end doors and without heater coupling. All cars with different road numbers. Total length over buffers approx. 93.8 cm (36-15/16”).





using digital functions like engineer's cab lighting, loco and switcher whistles or ventilator fan and coupling up noises".

A "Roof-garden" worth seeing on E93 07

The six-axle "German Crocodile", which starts off the pedigree of the later electric freight locomotives, will impress with its delicate metal construction, the well-set-out "roof garden", the separately-applied grab rails and footboards as well as the finely-engraved driving trucks. The exclusively-produced freight car sets too radiate quality with their prototype accuracy, material and outstanding workmanship, to say nothing of the magnetic attraction of unusual types of freight car such as the Gltmmehs 62 type boxcar with end doors or the new sliding roof/sliding wall boxcar of type Kmmgks 58 – through and through worthy companions for the first class E 93 locomotive in the Märklin range.

Text: Rochus Rademacher

Photos: Kötzle, Märklin

**CLOSING DATE
FOR ORDERS:
31 MARCH, 2014**

It's this easy to obtain your Club models

- 1 The 2014 Club model in H0 gauge (item 37870: class E 93 electric freight train locomotive, item 46199: freight car set 1, item 47321: freight car set 2) will be produced in once-only series exclusively for Club members. Naturally, you will find complete product information online as well under club.maerklin.de
- 2 The order form for the models was sent out with the mailing05/2013. If it has been mislaid, or if you only just joined the Club, you are welcome to ask our Club team to send you a copy. Closing date for orders is 31 March, 2014. Deliveries are scheduled for the start of the 3rd quarter, 2014.
- 3 Every Insider Club member can order one example of each of the Insider models through the Märklin-MHI retailer. We expressly state that the order forms are not transferable.
- 4 We plan to send out personalized Certificates of Authenticity for the Club model at the end of 2014 directly to those who have ordered the class E 93 electric freight train locomotive.



You will find out all about the prototype of E 93 07 in the Insider 05/2013; the issue is also to be found as a download file in the club area under club.maerklin.de



INSIDER MODEL 2014 IN Z: PASSENGER TRAIN WITH CLASS 64

A smart ensemble

The class 64 tanks engine as 2014 Z-gauge Club model is well-received in the Club – as are the “thunder boxes”.



Perfect consist: Exclusive, in a once-only series, Märklin is producing a class 64 steam locomotive for Club members in Z-gauge together with four standard DB passenger cars.

The robust, squat steam tank locomotive of class 64 is desperately needed: the German State Railroad’s 1926 loco procurement program includes a tank loco with a 15-tonne axle-loading for passenger train service on branch lines, and this is realized with the class 64, a first generation standard locomotive. A total of 520 machines are built

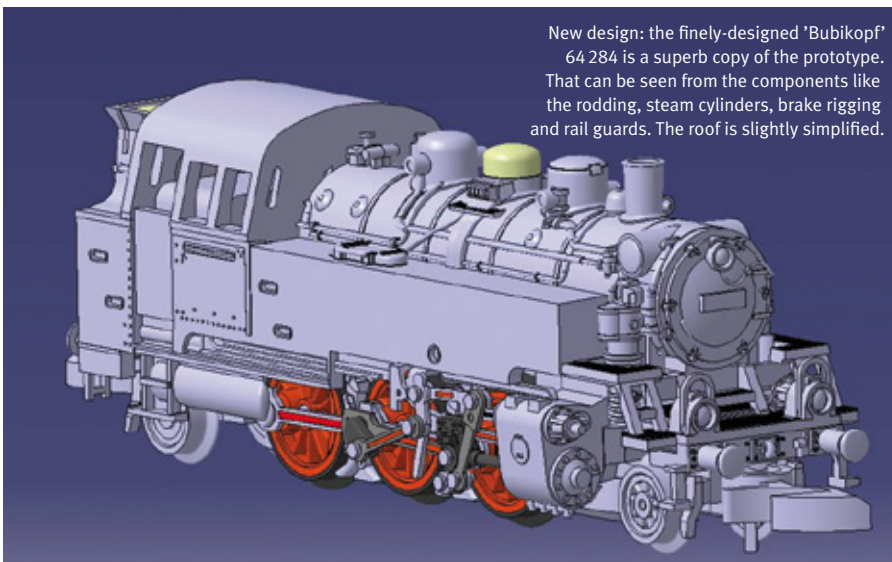
between 1928 and 1940, and the class is destined for a long service life: not until 40 years ago were the last of the class 64 withdrawn from service; many of them can be admired today as monuments or as working preserved locos.

“Bubikopf” is the loco of choice for Z-gauge

The fact that 64 284 is now to make a career in 2014 as Club model is warmly

welcomed. The class 64 isn’t just any old steam loco. For many years, it has been the loco the Z-gaugers wanted more than anything else, and thanks to the detailed valve gear, the long wait has been worth it, says Holger Späing of the Dortmund Insider Meet (DoIT), in the Z-world also known as Editor-in-Chief of the electronic Z-gauge practical magazine Trainini. “The ‘Bubikopf’ is handy, attractive and versatile – and that applies above all for branch lines with the set of passenger cars which have never before been offered in the bottle green of early era III”. Holger Späing’s conclusion: “Short and to the point: a perfect choice”.

Dietmar Stähler, a Z-gauger from its earliest days, also got busy with the 2014 Club model straight away. Chairman of the Z-Gauge Round Table Untereschbach, a group of enthusiasts from the Cologne/Bonn and Bergisches Land region, has already seen the pictures so far published, and says it is going to be a very nice model. “By comparison with the early days of Z-gauge modeling, you can see from this



New design: the finely-designed ‘Bubikopf’ 64 284 is a superb copy of the prototype. That can be seen from the components like the rodding, steam cylinders, brake rigging and rail guards. The roof is slightly simplified.



Steam tank locomotive, item 88740






N     III Z



Prototype: Class 64 steam loco of the German Federal Railroad (DB) in era III.

Model: Complete new tooling, finely detailed. Loco superstructure and chassis of metal. Imitation brakes, rail guard irons etc. on the chassis. Finely-detailed valve-gear and rods. Enlarged buffer-heads. Triple headlights, change ends with direction of travel. Headlights are warm white LEDs. Locomotive with 5-pole motor. All 3 coupled axles driven. Dark nickel-plated wheels. Length over buffers 57 mm (2-1/4").

Model highlights

-  Chassis and loco superstructure of metal
-  Finely-detailed rods and valve gear
-  Imitation brakes and rigging and rail guard irons
-  5-pole motor
-  Headlights with warm white LEDs

Loco 88740 is perfectly matched by passenger car set 87509 to form an authentic train consist.

model the advances in realization – above all, the fine valve gear looks so much better”. Dietmar Stäbler gives it the thumbs up too: “A very successful steam loco – super”.

Metal construction emphasizes its quality

The Club model is manufactured in the Göppingen-Győr factory combine. “For us, metal construction of the superstruc-

ture and chassis are most important, as are the fine details like valve gear, rods, rail guard irons and imitation brake gear”, states Jürgen Faulhaber, Product Manager Z at Märklin. “With 64 284, Z-gaugers in the Insiders Club will be getting a prime example of modeling authenticity”.

Text: Rochus Rademacher

Photos: Kötzle, Märklin

CLOSING DATE FOR ORDERS: 31 MARCH, 2014

Notes on ordering

Every Insider Club member can order one example of each 2014 Insider model by submitting the enclosed order form to his Märklin-MHI retailer. We expressly state that the order forms are not transferable. Models 88740 (class 64) and 87509 (passenger car set) in Z-gauge will be produced in 2014 in a once-only series exclusively for Insider members. It is planned to send personalized Certificates of Authenticity at the end of 2014 directly to all those who have ordered the class 64 steam tank loco. Important: **Closing date for orders is 31 March, 2014. Deliveries are scheduled for the 3rd quarter, 2014.**

Passenger car set, item 87509

III Z



Prototype: Four different German Federal Railroad (DB) standard main-line passenger cars painted and lettered for era III. Two standard passenger cars Bie, 2nd class, 1 standard passenger car ABIwe, 1st/2nd class, 1 standard baggage car Pwie.

Model: Four different passenger cars finely painted and lettered. All cars with individual road numbers. The models are not available individually. Total length of the four passenger cars over buffers is 252 mm (9-15/16").



Information on all Z-gauge Club models since 2000 is to be found under the heading “Club models” in the Club area under club.maerklin.de



Under the magnifying glass: With total concentration, with skill and experience, hand-painting brings out even the most finely-contoured details.

SURFACE FINISHING: THE HAND-PAINTING SHOP

The clear line



Expertly, evenly, the hand-painter turns the wheel on the manual clamp and rotates the steam locomotive boiler which is secured in place. In the other hand, a paintbrush held steadily in contact with the boiler band shaped in the die-cast part uniformly applies the gold paint. Skilful hands, an aptitude for concentration and experience: these are the basic qualifications which are indispensable in the hand-painting section of the Märklin paint-shop. The expression “experience” has a wide application, as Michael Ludwig, Electroplating and Surface Finishing Manager explains: “Here we see many models under the microscope in the last stages before assembly. The hand-painting section is as it were the final stage for

“Typically, recesses, boiler bands and decorative lining will be hand-painted”.

quality in painting”. Naturally, Quality Assurance keeps a close watch as part of their running inspections as well.

When a body arrives in the hand-painting section, it has been in the paint-shop for some time. The painting team, led by Michael Ludwig, has already laid down working plans specifying which areas have to be painted, printed or part-sprayed and in what sequence. “In principle, we use hand-painting when spraying and printing techniques are either impossible or would be too complicated to implement. Typical ‘fields of work’ are decorative lining, boiler bands or fine contours and recesses such as steps and ladders which cannot be programmed in printing terms”.

Dosing machine applies lines uniformly

Now the painter has the body of the TRAXX series loco class 185.2 at her workstation. On this electric loco, the steps and the sandbox filler connections have to have a specified amount of paint applied. That’s why instead of a brush, a dosing machine is used here; its principle Michael Ludwig describes as “spraying with a needle”: “The system is air-pressurized by using a foot-switch, and this guarantees the uniformity of the paint application”.

Text: rr/photos: Kötze, Märklin, RAL



Accurate: To ensure the uniformity of the brush-stroke and color applied, the boiler of the SNCB class 98 steam locomotive is secured in the hand-painting shop in the hand-clamp.

Uniformity: To color the recesses in the body-shell of the class 185.2 electric locomotive, a dosing machine with compressed air is used, and the amount of paint is always constant.



PC background pictures of detailed models can be found under “Tools & Downloads” at www.maerklin.de

Class BVI
“Mittenwald”:
The attractive
Bavarian’s
black boiler
bands are
hand painted.



Technology in detail

Every Märklin loco is made up of hundreds of individual parts. Motor, decoder, chassis: in every part there is a huge amount of high tech. Taking the Insider model class 58.10-21 (item 37589) we show where top technology is located in the chassis and where Design Department has successfully met challenges. For testing the chassis, the trial locomotive was run continuously under load for over 300 hours.

- | | | | |
|----|---------------------|----|----------------------------|
| 1 | Bar frames | 15 | Decking |
| 2 | Drive | 16 | Screw |
| 3 | Wheelset | 17 | Screw |
| 4 | Bearing bushes | 18 | Pony-truck frame |
| 5 | Inside valve-gear | 19 | Drawgear |
| 6 | Screw | 20 | Reverse unit spring |
| 7 | Contact point | 21 | Valve gear left |
| 8 | Leading pony truck | 22 | Valve gear right |
| 9 | Pressure spring | 23 | Coupling rods |
| 10 | Traction tires | 24 | Hex-head coupling rod bolt |
| 11 | Lamps | 25 | Hex-head coupling rod bolt |
| 12 | Hook | 26 | Hex-head coupling rod bolt |
| 13 | Buffer sockets | 27 | Hex-head coupling rod bolt |
| 14 | Buffer flat/rounded | 28 | Imitation brake gear |

1

Bar frames

Finely-designed bar frames of die cast zinc, with large open spaces like the prototype and accurately-dimensioned bores.

15

7

Contact point

There is a lead from the decoder in the tender to the engineer's cab lighting via two circuit boards with spring contact.

5

Inside valve gear

Seldom noticed and still in place: the inside valve gear of the three-cylinder machine can be seen when it is at a standstill; under way, the detail is not noticed.

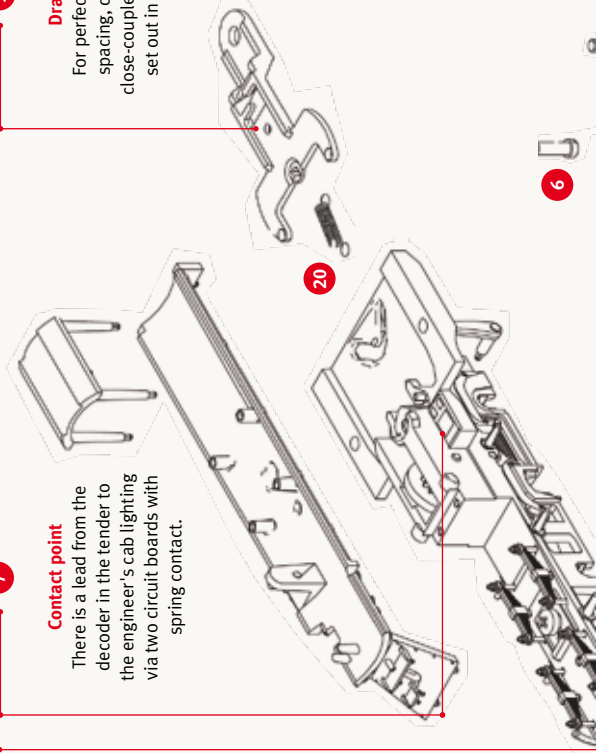
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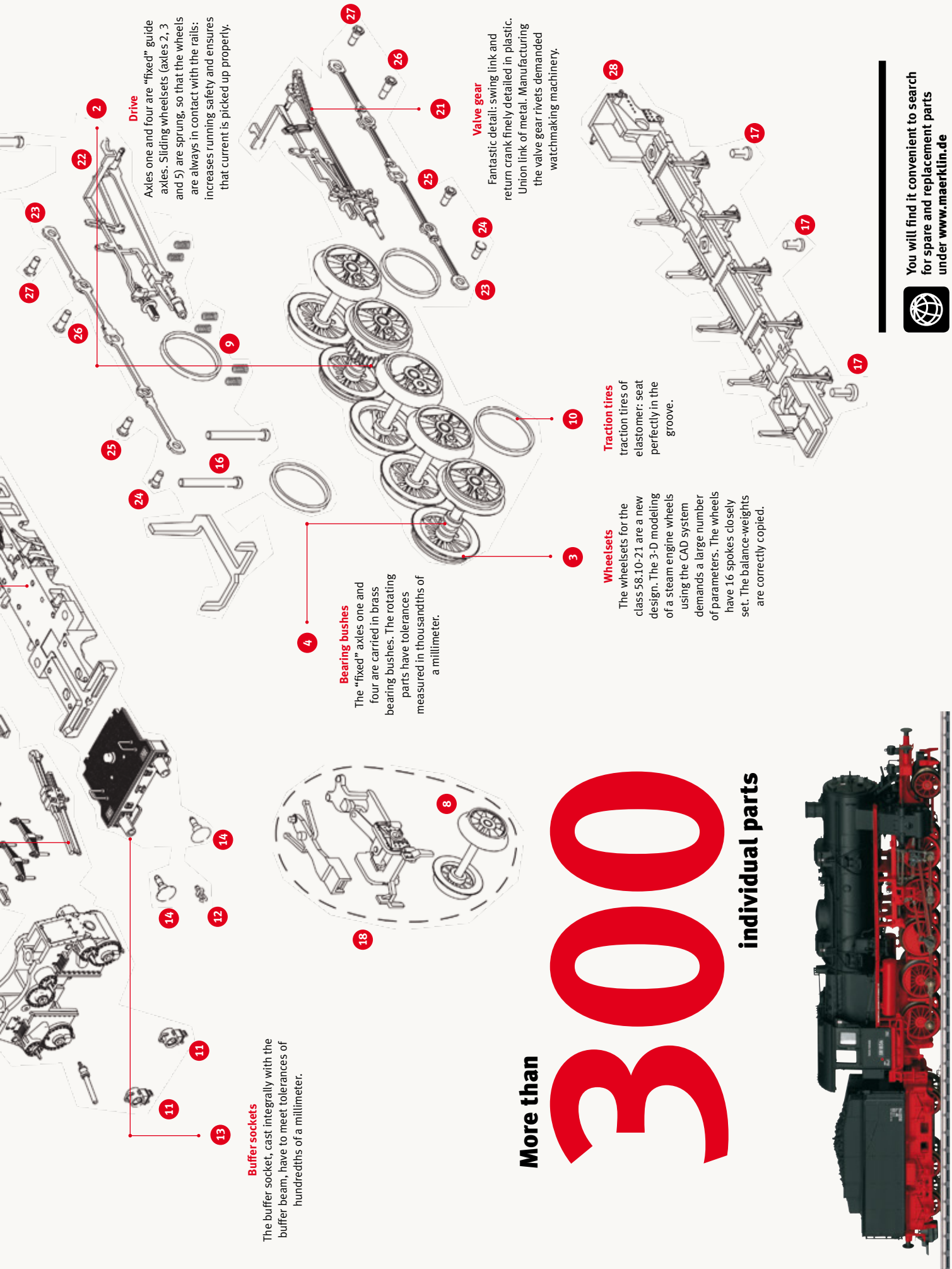
Drawgear

For perfect loco-tender spacing, drawgear and close-coupler mechanism is set out in a simulation.

20

6





Drive
 Axles one and four are "fixed" guide axles. Sliding wheelsets (axles 2, 3 and 5) are sprung, so that the wheels are always in contact with the rails: increases running safety and ensures that current is picked up properly.

Bearing bushes
 The "fixed" axles one and four are carried in brass bearing bushes. The rotating parts have tolerances measured in thousandths of a millimeter.

Valve gear
 Fantastic detail: swing link and return crank finely detailed in plastic. Union link of metal. Manufacturing the valve gear rivets demanded watchmaking machinery.

Traction tires
 Traction tires of elastomer: seat perfectly in the groove.

Wheelsets
 The wheelsets for the class 58.10-21 are a new design. The 3-D modeling of a steam engine wheels using the CAD system demands a large number of parameters. The wheels have 16 spokes closely set. The balance-weights are correctly copied.

Buffer sockets
 The buffer socket, cast integrally with the buffer beam, have to meet tolerances of hundredths of a millimeter.

More than 300 individual parts



You will find it convenient to search for spare and replacement parts under www.maerklin.de

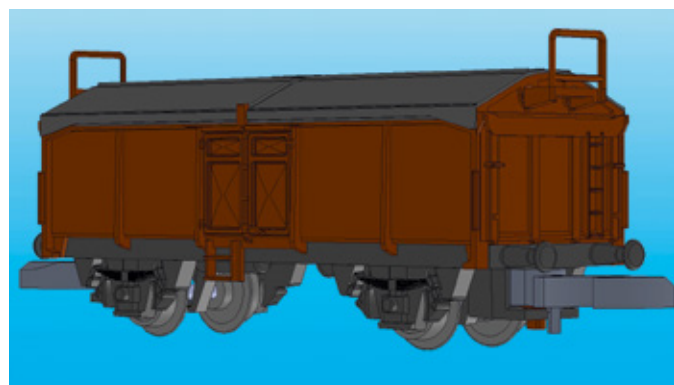
INSIDER 2014 ANNUAL CARS IN H0 AND Z

Privately-owned car in H0 for oily substances



Insider Annual Car 2014 in H0: The car for mineral oil products, owned by the Bolte company, has a brakeman's cab of Bavarian design and axle boxes dating back to provincial railroad days.

In 2014, Insiders will be adding two special Annual Cars to their fleets: Märklin is producing a tank car with brakeman's cab in H0 and for Z-fans a Kmmks 51 sliding roof car – a pioneering type of DB sliding roof gondola – in a once-only series exclusively for Club members. A photo of the prototype for the 2-axle 2014 Annual Car in H0 as it was running at the end of the 1950s is lying in front of Thomas Landwehr. “The company Bolte & Co. KG transported light and dark mineral oil products in the tank car – according to the lettering, gasoline, benzene and tar oils”, explains the Märklin documentarist. “The tank was filled via the dome on top, the drain valve can be seen underneath”. According to Thomas Landwehr, emptying the car could be a tricky business: “If it was forgotten to open the filler dome, the vacuum caused as the load flowed out could cause the tank to collapse”. The tank car cannot conceal its era I origins, with its brakeman's cab of Bavarian design: The documentarist points out the typical provincial railroad axle box de-



The 2014 Z-gauge Annual Car as a model derived from design data: Features of the Kmmks 51 sliding roof car visible here include the swing doors in the side and the top flaps on the end.



**CLOSING DATE
FOR ORDERS:
30 APRIL, 2014**

Notes on ordering

The two Annual Cars are only available to Club members, and are free of charge within the terms of Club membership.

The order form for your Insider 2014 Annual Car is included with this issue of the Insider Club News. Please note that ordering the gratis model can only be done in conjunction with the purchase of the exclusive Club model for sale, and it is therefore included on the same order form.

On the form is printed the gauge of your choice, H0 or Z, together with the corresponding item number. Should this be incorrect, or should it have been altered, please strike out the details printed and enter the other gauge.

The exclusive nature of these cars does not permit more than one example or more than one gauge to be supplied, even at an appropriate extra cost. The order form can be handed in to your Märklin MHI retailer at any time up to **30 April, 2014. Deliveries of the Annual Cars are scheduled for the 4TH quarter OF 2014.**

sign. The lettering, with road number 564 161 P, gives the 2014 Annual Car in H0 away as a privately-owned car. "All DB wagons with numbers above 500 000 were privately owned", explains Thomas Landwehr.

Road number indicates the regional HQ

A car with the suffix "P" behind the number could be privately-owned and used as part of the DB car fleet under contract, or it could be a railway-owned car, leased out: this difference wasn't recognizable from the era III lettering. "Privately-owned cars were not common users; after unloading, the owner either had to give a new instruction as to its destination, or it would be returned to the home Station shown in its lettering – in this case, Hanover Hbf", says Thomas Landwehr. The regional headquarters with which the tank car was registered was indicated by the second and third figures of the road number: 5 indicates a privately-owned car, 64 for Hanover, and the next three figures were the sequential allotted numbers. The tank car is authentically lettered with the Bolte & Co. KG logo and the official railroad lettering. On the H0 Annual Car, apart from brake gear and axle boxes, the tank rivets are faithfully reproduced, as are the steps up to the ladder to the filler dome above the sole bar.

A sliding roof gondola for Z-gaugers

The prototype of the 2014 Z-gauge Annual Car was also in service in era III. "Historically speaking, the type Kmmks 51 sliding-roof car was the first high-capacity sliding-roof type on the DB", says rolling stock expert Thomas Landwehr acknowledging the vehicle. The railroad has always tried to create universal cars, and the Kmmks is in principle an open boxcar with a sliding roof for freight which is sensitive to moisture. Accurately reproduced are the swing doors in the sides and the flaps at the front which open upwards. "These could be used to discharge the car into a car tipper". The walkways accessible from the end platforms can be seen on the car roof: the roof-lock was undone with one hand and one half of the roof would be opened. "As the next step in development, the end flap was replaced with a three-piece folding door", Thomas Landwehr tells us. "That made it possible to load lengthy, moisture-sensitive freight through the car end from a ramp at the end of the car".

Text: RR, photos: Kötzle, Märklin

Insider Annual Car H0 2014, item 48164

N III H0



Prototype: Two-axle old-timer tank car, Bavarian type, with brakeman's cab. Privately-owned by Messrs. Bolte & Co. KG, Hanover, registered with the German Federal Railroad (DB). As running at around the end of the 1950s.

Model: Version with brakeman's cab. Numerous details separately applied. Length over buffers 10.4 cm (4-1/8"). DC wheelset 2 x 32376004.

Insider Annual Car Z 2014, item 80324

N III Z



Prototype: German Federal Railroad (DB) 2-axle sliding roof gondola car type Kmmks 51.

Model: Complete new tooling. Finely-detailed and lettered plastic body with authentic lettering. Length over buffers approx. 46 mm (1-13/16").

Model highlights

- /// New design
- /// Sliding roof car as a new type



The poster with all Z-gauge Annual Cars up to 2013 will be found in the Club area under club.maerklin.de

Off to the railroad paradise



Breathtaking RhB rail sections are awaiting those taking part in the Swiss Club trip: Albula and Bernina lines are indeed part of UNESCO's World Cultural Heritage.

M

agnificent Alpine peaks, marvels of railroad engineering and enjoyable company – the exclusive Club trip from 17 to 21 May 2014 to Grisons takes us deep into the Rhaetian Railway (RhB). But take

care: if you take a trip to experience the RhB locos, the yearning for the Arcadia of the railroad may never let you go. As if catchwords like “Bernina Crocodile”, “Brusio-circular viaduct” or “UNESCO World Heritage Albula line” were not enough: Hermann Hesse’s familiar description of the beauty of the Engadine (“his perception of paradise”) heightens the anticipation of the Club trip.

After arrival from Chur in the special car to Pontresina on day two, Ge 4/6 number 353 of the RhB will haul a nostalgia train, taking the Club members along the picturesque valley of the upper Inn as it meanders down towards Scuol. In the main town of lower Engadine, where Rhaeto-Romansch is spoken, the Engadine houses with their graffiti decorations are a revelation. On day three, the train takes us from the high Engadine through the Albula tunnel to the north side of the main Alpine ridge into the Albula Valley. Naturally, we stop here in Bergün, where opposite the station is the Albula Railway Museum with detailed knowledge of the Albula line, the depot, to-




The mountains: The Club trip will take the rail enthusiasts into the wide world of Swiss Alpine peaks.

pography simulator and special exhibitions – and the Bergün local museum with an H0 gauge model of the Bergün–Preda section of line by the Albula Bahn Club. On day four of the Club trip, the RhB’s “Bernina Crocodile” climbs to the 2,253 meter (7,391’) Bernina Pass – and winds its way down to 441 meters (1,447’) at Tirano in Veltlin. The special train returns to Pontresina along the same stupendous line with its many curves and sights of illustrious and lofty peaks. On the fifth and last day, Club members undertake a mountain trip and say farewell to this popular holiday region with a visit to a hostelry for lunch. Then the Albula line offers all the rail enthusiasts a last chance for sightseeing on the journey back to Chur.



Spring fever: The fantastic "Bernina Crocodile" heads the special train over the Bernina Pass into Tirano in Italy.

So that all participants can enjoy the views during the trip, on days two and four the special trains carry a maximum of 40 people. This guarantees all Club members a window seat and they can look, film and photograph to their heart's content. Escorting the tour, Gregor Sutter will be available to answer any questions; accommodation is arranged in a three-star hotel. 


*Text: RR, photos: Gregor Sutter, Rhaetian Railway/
Andrea Badrutt, RhB/Tibert Keller*

17 TO 21
MAY, 2014



Nostalgia train: Ge 4/6 number 353, dating back to 1914, brings the Club members through the wild and romantic Valley of the Inn.

Price includes

-  Rail ticket 2nd class from your DB station to Pontresina and return
-  Seat reservations in long-distance trains
-  4 x overnights with demi-pension in a *** hotel in Pontresina
-  Nostalgia special train trip Pontresina–Scuol and return
-  Excursion on the UNESCO World Cultural Heritage Albula line and entrance to the Bergün Railway Museum
-  Nostalgia special train trip Pontresina–Tirano and return
-  Excursion on 21 May (Wednesday) into the mountains and farewell with a midday meal
-  Escorted throughout by Bahnreisen Sutter (planned: Gregor Sutter)
-  Exhaustive information material

Price per person:

Double room 1,490 euro / single room 1,595 euro
Supplement for 1st class rail in both directions 130 euro

On quoting their membership number, Club members receive a discount of 5 % on the cost of the trip. When registering, please submit either a scan or a copy by letter of your membership card – not a fax. The reduction only applies to the member personally.

Number of participants:

At least 25, maximum of 40 participants

(In case of failure to reach the minimum number: cancellation of the journey by one month before scheduled departure, see our General Terms)

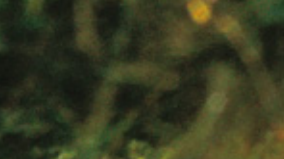


Information on booking:
Bahnreisen Sutter, Sickingerstrasse 10a, 79856 Hinterzarten, Germany

Application forms can be obtained under:
Tel.: +49 (0) 76 52/91 75 81, Fax: +49 (0) 76 52/91 75 82
E-mail: eisen@bahnen.info
Internet: www.bahnen.info

EXCLUSIVELY FOR INSIDERS: TWO TRACTION ENGINES PLUS A SWIVEL PLOW

Plowing by steam power



Agricultural giants: In 2014, Märklin is producing in H0 scale exclusively for Insiders an era I swivel plow set of two traction engines and a swivel plow.



In the last third of the 19th century, the industrial revolution gave birth to an enormous number of business ideas with the introduction of automation and machinery. Andreas Heuke was one who founded a company in 1870: in Hausneiendorf he founded a plow-hire business with a steam plow from the Fowler company. A steam plow set is a fascinating construction of two steam trac-

tion engines, often weighing over 20 tonnes each. They would be placed about 200 meters (218 yards) apart ready for work. Then, using their winches, the giants alternately hauled a swivel plow on a steel cable across the field. The plows had right-hand and left-hand rotating blades to cut the furrows in the respective direction by tilting the plow. In large fields, the trouble was well worth while – Heuke’s business was buzzing. To start with, he bought further Fowler



plowing sets, then from 1884 he built the mighty machines himself. When in 1907 he built himself a new factory in Gatersleben, 200 of them had already been sold. Not until 1950 did Heuke give up the internationally-successful business of building steam plows.

In 2014, 130 years after the first Heuke steam plow set was built, Märklin is producing exclusively for Insiders a once-only series in H0 scale with which machinery at work in the fields at the start of the 20th century can be presented on the layouts. The two traction engines are mostly constructed of metal and are delicately modeled: like a locomotive, the machines have an inner firebox, boiler, outer firebox, smokebox, cylinder and smoke stack. Authentically modeled too are the flywheel, the cable drum underneath the boiler and the typical spoked wheels. The very delicate swivel plow is an all-new tooling. To enable all details to be shown, it is designed as part metal, part-plastic. This way, the finely-worked blades, seats, steering wheels and the operators' control rods can be admired. The plow is attached to the traction engines by a chain.

Right royal spectacle on the layout

Steam plowing always was a real display. According to the fourth edition of Meyer's Lexicon (1885–1892), the operation required five workers: "The engineer; one man on the winch; one man on the plow and two men on the anchor rollers". Then begins the spectacle which Hermann Löns described in 1913 in his book "Haidbilder": "The machines rumble, black smoke and white steam flutters through the air". The very ground of the heath vibrates, there is jangling, rattling and clattering, and finally: "With raw power the giant blades are forced through the earth".

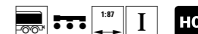
If you'd like to see the real thing on which the H0 model is based, you'll find one in the German Museum of Agriculture in the University of Hohenheim. There are two Heuke traction engines there as well as a swivel plow – all carefully restored. Information under www.dlm-hohenheim.de

Text: Rochus Rademacher, photos: Märklin



The order form for the steam plow set (item 18970) is handed in to your Märklin MHI retailer. A convenient retailer search is found under www.maerklin.de

Swivel plow set, item 18970



Prototype: Steam plow set with two traction engines and a swivel plow with chain for connecting traction engines to the plow. Manufactured by the company of Heucke, Gatersleben in Saxony-Anhalt. Era I, beginning of the 20th century.

Model: Both traction engines mostly of metal. Finely-detailed reproduction of cylinder, valve gear, flywheel, steering and cable winch. Fine spoked wheels with metal running surface. One swivel plow in metal and plastic, and a chain for connecting traction engines and plow.

Model highlights

- New tooling for the delicate swivel plow
- Representation of tilling at the beginning of the 20th century

CLOSING DATE FOR ORDERS: 30 APRIL, 2014

Notes on ordering

The steam plow set will be produced in a one-off series in 2014 only for Insider Club members. Every Insider Club member can order one example of the steam plow set item 18970 by submitting the enclosed order form to his Märklin-MHI retailer. We expressly state that the order forms are not transferable.

Important: Please note the closing date for orders as given on the order form: 30 April, 2014. Deliveries are scheduled for the 3rd quarter, 2014.

Promotional models

December 2013/January 2014

As part of our promotion service, we offer various cars which can have special lettering applied.

HO

**“Die Wilde 13”
Item 4415.579**

HO

Available from various specialist retailers.



Page 1

Page 2

**“Michel Labatut”
Item 94422**

HO

Available from various retailers in Switzerland, France and Italy.



**“Ore Car Typ Mas”
Item 94428**

HO

In connection with a sales campaign, this car was produced and sold to those ordering the Swedish and Norwegian ore locomotives.



**“Persil” (not illustrated)
Item 94412**

HO

Märklin Shop Essen (Jim Knopf),
Zölestinstraße 1, 45259 Essen,
Germany, tel. +49 (0) 02 01/46 70 62,
essen-heisingen@modellbahn-west.de,
www.modellbahn-west.de

Please note that promotional models are only manufactured for Märklin retailers or for commercial or industrial companies (the latter are marked with an *). Normally models marked with an * are not offered for sale and for this reason, no addresses are given. Only models already delivered to the respective customer may be publicized, and only when the customer has given explicit permission for this.

HO **“Badische Staatsbrauerei Rothaus”** **HO**
Item 94430

Badische Staatsbrauerei Rothaus AG,
 Rothaus 1, 79865 Grafenhausen-
 Rothaus, Germany, tel. +49 (0) 77 48/
 5 22-0, info@rothaus.de,
 www.rothaus.de



HO **“La GRIHÈTE”** **HO**
Item 94431

Available from various retailers in
 Switzerland and France.



Z **“Kanonenbahn”** **Z**
Item 8600.158

Friends of the Kanonenbahnweg &
 Prinzenkopf, 56856 Zell (Mosel),
 Germany



Z **“Planungsgruppe Burgert”*** **Z**
Item 8657.053

Bernd K. Goldenbaum, 79241 Ihringen,
 Germany



Page 1

Page 2

Z **“Brauerei Zum Hasen”** **Z**
Item 8661.081

International Z-gauge enthusiasts,
 56856 Zell (Mosel), Germany



Z **“Meteor”** **Z**
Item 98117

Available from various retailers in
 Switzerland and France.





Märklin seminar program

Märklin is offering interesting seminars this year as well. In the first half year it's all about layout construction, decoder fitting and switching and controlling with the Central Station. In the Märklin seminars you will learn everything of interest on your subject matter. Only a limited number of places are on offer for each course as each participant receives intensive personal tuition.

Registration for all seminars:

Gebr. Märklin & Cie. GmbH, Stuttgarter Strasse 55–57, 73033 Göppingen, Germany
Telephone: +49 (0) 71 61 / 6 08-2 57 or -2 22, fax: +49 (0) 71 61 / 6 08-1 43
training@maerklin.de or online under www.maerklin.de
Here you will also find conditions of registration and participation.
No separate seminar brochure is available.

Note: Please make hotel bookings exclusively under the telephone numbers given here.

Layout construction seminars are scheduled for July 2013. Seminars on locomotive assembly are scheduled for the end of the year.

All seminars are held in German!

FIRST HALF-YEAR 2014

Venue for all seminars led by Rüdiger Haller:

Göppingen
Märklin Museum
Reutlinger Strasse 2
73037 Göppingen, Germany

Hotel reservation:

Hotel Restaurant Hohenstaufen
Freihofstrasse 64–66
73033 Göppingen, Germany
Telephone: +49 (0) 71 61/6 70-0

H0: SERVICE AND INSPECTION (2 DAYS)

Seminar content:

- Basics of soldering technique with soldering practice
- Function of the Märklin drum and disc collector motors
- Adjusting a mechanical reversing switch
- How to oil an H0 loco correctly
- Carrying out servicing and inspection work on a class 218
- Dismantling a class 218, explaining the assemblies and finally reassembling the loco
- Carrying out servicing and inspection work on a class 74
- Dismantling a class 74, explaining the assemblies and finally reassembling the loco
- Converting Märklin locomotives to digital operation with high-efficiency motors and the latest decoder generation (theoretical, will not be put into practice)
- Fault-finding made easy with doctored locomotives using the knowledge gained on this course

Aim of the seminar: This seminar is ideal to enable you to look after and service your old locomotive better and to be able to undertake minor repairs yourself



Dates:

Date	No.	Seminar leader
Th./Fr. 06./07.02.2014	614100 a	Rüdiger Haller
Th./Fr. 13./14.03.2014	614100 b	Rüdiger Haller
Th./Fr. 05./06.06.2014	614100 c	Rüdiger Haller

Miscellaneous:

Each participant will receive an exclusive seminar special car on the theme of service and inspection

Duration and cost of the training courses:

2 days: each 8:45 – approx. 16:30,
269.- euro for Insiders, otherwise 299.- euro

Z: SERVICE AND INSPECTION (2 DAYS)

Seminar content:

- Basics of soldering technique with soldering practice
- Dismantling locomotives and explaining the assemblies
- How to oil a Z-gauge locomotive correctly
- Cleaning locomotives correctly
- Carrying out servicing and inspection work on various locomotives
- Assembly of these locomotives and noting the corresponding service points
- Fault-finding made easy with doctored locomotives using the knowledge gained on this course

Aim of the seminar: This seminar is ideal to enable you to look after and service your old locomotive better and to be able to undertake minor repairs yourself



Dates:

Date	No.	Seminar leader
Th./Fr. 20./21.03.2014	64130 a	Rüdiger Haller

Miscellaneous:

Each participant will receive an exclusive seminar special car on the theme of Z-gauge service and inspection

Duration and cost of the training courses:

2 days: each 8:45 – approx. 16:30,
269.- euro for Insiders, otherwise 299.- euro

H0: LAYOUT PLANNING AND CONSTRUCTION PREPARATION (2 DAYS)

Seminar content:

- Track geometry for K- and C-track, track planning, e.g., arranging station tracks (can also be applied for staging yards)
- Providing grades in model railroad layouts, theoretical construction of a track helix including relevant parameters (steepness, minimum radius)
- Use and purpose of an electrical ring circuit, accessories for the electrical wiring (a selection)
- The different properties of switching contacts (circuit track, reed contact, contact track), correct placement of switching contacts
- Testing solenoid articles (signals and turnout motors) in unladen condition (some practical testing)
- A short soldering course with realistic practice (soldering on various tracks)
- Installation hints and function of signal module 72441 for controlled decelerating and stopping digital high-efficiency drives
- Assessing the electric current requirement for a layout and determining the number of transformers/boosters required, for which sample calculations will be made
- Jointly working out the conditions in which a layout can best be fitted into a room. Jointly planning a model railroad layout to maximum area in a previously-defined room plan

Aim of the seminar: Theoretical principles governing proper design with the necessary components (analog and digital) of a model railroad layout



Dates:

Date	No.	Seminar leader
Th./Fr. 20./21.02.2014	614120 a	Rüdiger Haller
Tu./Wed. 27./28.05.2014	614120 b	Rüdiger Haller

Miscellaneous:

Each participant will receive an exclusive seminar special car on the theme of layout planning and construction preparation

Duration and cost of the training courses:

2 days: each 8:45 – approx. 16:30,
269.- euro for Insiders, otherwise 299.- euro



The fascination of model building: In the layout planning and construction preparation seminars, it's all about room plans, track geometry, inclines and switching contacts.

H0: DECODER-INSTALLATION SEMINAR (2 DAYS)

Seminar content:

Training is suitable for participants who want to upgrade analog and digital H0 locomotives to the latest state of system technology with mfx decoders.

- Refresher course on soldering with little practice pieces
- All you need to know about the latest decoder generation
- Two Märklin locomotives will be retrofitted

Conditions:

- Soldering ability is essential
- The Märklin locomotives you bring must be in very good condition (other makes will not be considered)!
- When registering for the seminar, be sure to give the locomotives which are to be retrofitted (please give several locos for a choice, and bring these all to the seminar)

Aim of the seminar: Gaining knowledge for conversion of Märklin locomotives

Dates:

Date	No.	Seminar leader
Th./Fr. 13./14.02.2014	614110 a	Rüdiger Haller
Th./Fr. 12./13.06.2014	614110 b	Rüdiger Haller

Duration and cost of the training courses:

2 days: each 8:45 – approx. 16:30,
509.– euro for Insiders, otherwise 539.– euro

CONTROL AND SWITCHING WITH THE CENTRAL STATION (2 DAYS)

Seminar content:

- Principles of the Central Station: Connections and using the control panel
- Running and programming locomotives (mfx and Motorola)
- Setting up a shuttle train control using contact tracks
- Setting up and switching turnouts and signals
- Creating circuit diagrams of the layout
- Setting up pathways
- Incorporating the Central Station in existing layouts
- Connecting additional units to the Central Station (e.g. Mobile Station)
- Mobile running and control possibilities using the iPhone and iPad apps



Dates:

Date	No.	Seminar leader
Th./Fr. 27./28.03.2014	614140 a	Rüdiger Haller
Th./Fr. 03./04.04.2014	614140 b	Rüdiger Haller
Th./Fr. 15./16.05.2014	614140 c	Rüdiger Haller
Th./Fr. 22./23.05.2014	614140 d	Rüdiger Haller

Miscellaneous:

Each participant will receive an exclusive seminar special car in H0 on the theme of Märklin digital

Duration and cost of the training courses:

2 days: each 8:45 – approx. 16:30,
269.- euro for Insiders, otherwise 299.- euro
1 day: 8:45 – approx. 16:30,
169.- euro for Insider, otherwise 199.- euro

Digital info days

for Insiders 01/2014



Digital info days for Insiders 01/2014 Germany

Date	Retailers	Address	Time*
18.03.14	Züge und mehr	Altstädter Str. 17 20095 Hamburg	10:00 – 18:00
19.03.14	Die Rappelkiste	Zieglstr. 232 23556 Lübeck	10:00 – 18:00
20.03.14	Brüning Spiel + Freizeit	Grosse Str. 2a 24937 Flensburg	10:00 – 18:00
13.03.14	Modellbahn Breiter	Hauptstr. 95 26452 Sande	10:00 – 18:00
12.03.14	Haar Modellbahnspezialist	Hauptstr. 96 28865 Lilienthal	10:00 – 18:00
02.04.14	Lütgenau Modellbahn Shop	Schiepstr. 4 44135 Dortmund	10:00 – 18:00
01.04.14	La Casa	Mont-Cenis-Str. 298 44627 Herne	10:00 – 18:00
25.04.14	Lindenberg technische Modellspielwaren	Blaubach 6-8 50676 Cologne	10:00 – 18:00
24.04.14	Modellparadies Bonn	Kölnstrasse 32-34 53111 Bonn	10:00 – 18:00
27.03.14	Rocky's RC & Train Shop	Hauptstr. 176 53842 Troisdorf	10:00 – 18:00
26.03.14	Modellbahn Rössler	Löhrrondell 6 56068 Coblenze	10:00 – 18:00
26.02.14	Loco shed	Allee 1 56288 Kastellaun	10:00 – 18:00
03.04.14	Kessler's Ecke	Poststr. 1 – 3 57076 Siegen	10:00 – 18:00
27.02.14	Diba Modellbahnen	Königstrasse 20 67655 Kaiserslautern	10:00 – 18:00
04.03.14	Eisenbahn & Modellbau	Poststrasse 44 71032 Böblingen	10:00 – 18:00
15.04.14	Märklin Shop Herrenberg	Bahnhofstr. 15 71083 Herrenberg	10:00 – 18:00
14.02.14	Spielwaren-Wagner	Martin-Luther-Str. 7 72250 Freudenstadt	10:00 – 18:00
11.02.14	E + E Spielwaren	Wilhelm-Enssle-Str. 40 73630 Remshalden	10:00 – 18:00
13.02.14	Karl Bauer	Marktstr. 7 74613 Öhringen	10:00 – 18:00
07.02.14	Spielpunkt	Ottostrasse 2a 76227 Karlsruhe-Durlach	10:00 – 18:00
19.02.14	Modellbahnstüberl	Bahnhofplatz 8 83646 Bad Tölz	10:00 – 18:00
17.04.14	Augsburger Lokschnuppen	Gögginger Str. 110 86199 Augsburg	10:00 – 18:00
21.02.14	Eisenbahn Dörfler	Färberstr. 34 – 36 90402 Nuremberg	10:00 – 18:00
29.04.14	Der Lokschnuppen Fürth	Erlanger Strasse 23 90765 Fürth	10:00 – 18:00
20.02.14	Modellbahn Dengler	Deisingerstr. 31 91788 Pappenheim	10:00 – 18:00

* Ask your Märklin dealer directly whether they break for lunch.



Digital seminars. Control and switch with the Central Station, Netherlands

Date	Retailers	Address	Time
03.04.14	Oude Station	Brederostraat 18 – 19 3353 HD Papendrecht	19:00 – 21:00
11.04.14	Märklin Center	Vugterstraat 92 5211 GL Den Bosch	19:00 – 21:00
21.03.14	WillieS Modelbouw Centrum	Kruisstraat 15a 5612 CN Eindhoven	19:00 – 21:00
28.03.14	Bentink Modelspoor	Loseweg 39 7315 BB Apeldoorn	19:00 – 21:00



Digital seminars. Control and switch with the Central Station, Belgium

Date	Retailers	Address	Time
09.05.14	HST Verhaegen	Diksmudelaan 316 2600 Berchem/ Antwerp	Seminar*: 9:00 – 17:00 Info evening: 19:30 – 22:00
21.03.14	OMV	Tragel 6 D 9300 Aalst	Seminar**: 9:00 – 17:00 Info evening: 19:30 – 22:00

* Language: Dutch
** Languages: Dutch and French

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

Meet for Insiders in Belgium

The first "Insider Club Meeting in Belgium" takes place on April 18, 2014 from 19:30 to 22:00 in Aalst (9300 Aalst, Tragel 6D). Find further information on the Insider meet on the homepage of Märklin Belgium (www.marklin.be). The event will be opened by a talk on the Märklin m83, m84 and s88 decoders.

Special cars: For those attending the 2014 digital info days, Märklin has produced the silo car type Kds-54.

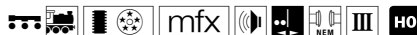


The loco for all HO Annual Cars



Special
series for Club
members

Freight train steam locomotive with condensing tender, item 37020



Prototype: Heavy freight train steam locomotive with 5-axle condensing tender, based on a draft design by Borsig. Intended to be designated class 53.0 of the German Federal Railroad (DB). The biggest-ever German steam loco design, which was never built due to WWII. Fictitious condition, as if running in the early 1950s.

Model: Fitted with mfx digital decoder and extensive sound functions. Controlled high-performance drive in the boiler and ventilator drive in the condensing tender. Four driven axles. Traction tires. Locomotive and tender constructed mostly of metal. Set up for two 7226 smoke generators. Dual headlights change ends with direction of travel, and they and the smoke generators that can be installed work conventionally and can be controlled digitally. The spacing between the locomotive and condensing tender can be adjusted. Length over the buffers 35.5 cm (14").

Model highlights

- Exclusive model specially produced for Insider Club members
- A suitable freight train steam locomotive for all Insider Annual Cars so far produced
- Ventilator fan drive in the condensing tender digitally controllable

NOTES ON ORDERING

The HO loco of class 53.0 (item 37020) was first produced for all Club members to celebrate the Club's 20th anniversary in the year 2013. Find full product information on the Club's anniversary model online under club.maerklin.de and in the Club News issues 01/2013 and 02/2013. An order form was included with the mailing 01/2013, and a further order form will be sent out with the mailing 02/2014. Each Insider Club member may order one example through his Märklin-MHI specialist retailer. We expressly draw your attention to the fact that Club order forms are not transferable. At the end of the year, a personalized Certificate of Authenticity for the anniversary model will be sent direct to all who have ordered the model.

