3 CLUB NEWS 2011

märklín INSIDER

Better overview – better judgment
All about the Mobile Station app
Full seminar calendar



Exclusive top model
Second H0 Club model 2011
Heavy express loco class E 17



Summer highlight: in 2011, Märklin is producing the powerful hill-climbing electric loco E 17 111 with finely-detailed running gear exclusively for Insiders. The point is the heavy express locomotive incorporates – despite venerable chassis – the modern electric loco concept for the first time.

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märklin INSIDER

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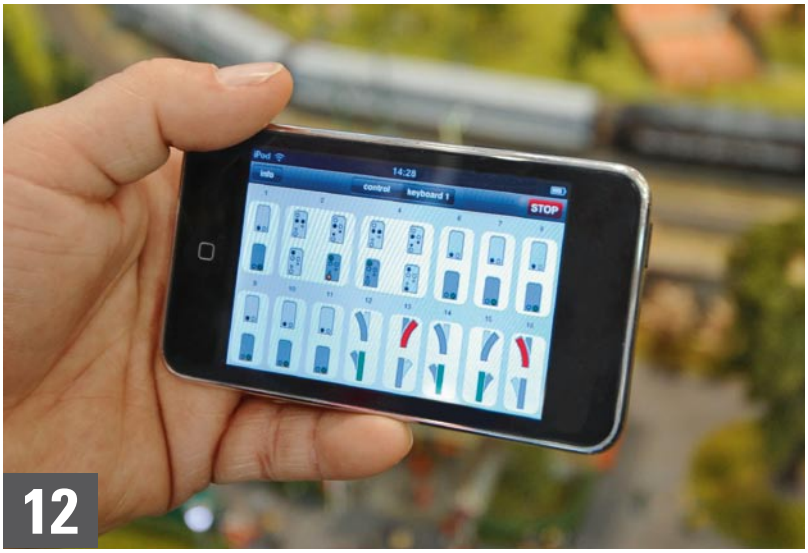


The Club mailing 03/2011 includes the following enclosures: Insider News 03/2011, Märklin Magazin 03/2011, DVD "Annual chronicles" (part 1), new products brochure summer 2011, order form for the E17 Club model, 1.FC Märklin Annual Car 2011, catalog 2011/2012.



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A passion lived out for the model railroad: portrait of the Dortmund Insider Treff DoIT.



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Digital strategy: the "Märklin Mobile Station" app brings new enjoyment into layout control – Märklin's system concept keeps the overview.

Your service numbers

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Moving?

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

Thank you for your cooperation!

Dear Insiders,



Silvia Römpp, Customer Club manager

The response to the new products for 2011 in Karlsruhe and Dortmund, the two most important spring exhibitions, was outstanding. That applies to the Insider models just the same as it does to the young persons' product line "Märklin my world". Our latest technological innovation caused quite a stir as well: the "Märklin Mobile Station" app. That's why our Electronics Development gives you exclusive background in this issue to the concept behind mobile control per iPod touch and iPhone. An absolute highlight is the second Insider Club model for 2011 in H0: E 17 111 – technically in effect the founder of all modern electric locos. Included in the model parade are the snazzy "Annual Car" of the 1.FC Märklin, the anniversary cars for loyal Insider members and originally-designed promotional models. It is also a great pleasure for us to introduce you to the Dortmund Insider Treff. In the service section, we give you the latest details on dates for seminars, and also introduce two more cooperation partners. Just in time for the vacations, we get you in the mood for the railroad event of the year: the IMA and the Märklin Days in Göppingen. Enjoy your reading!



Silvia Römpp

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El Dorado for model railroaders: at the exhibitions in Karlsruhe and Dortmund Märklin presented its new products for 2011 on the layout.

Spring exhibitions: Dortmund and Karlsruhe

Märklin's mobile remote control is popular

Exhibition layouts, top models and new product releases: at the spring exhibitions "Faszination Modellbau" in Karlsruhe and the Intermodellbau Dortmund 2011, Märklin were the focus of attention for crowds of visitors. A large number of Insider Club members took the opportunity to have a good look at the new locos, rolling stock and control units and to have a chat with the experts. More than 52,000 visitors made their way to the 17th Modellbau in Karlsruhe. On the Märklin stand, one innovation in the new products for 2011 was the target of particular attention: the "Märklin Mobile Station" app. This is used for wireless remote control of trains on layouts. Large and small, the visitors besieged the stand to try out the new digital function for iPod® touch and iPhone®. The Intermodellbau in Dortmund was every bit as successful for Märklin. The range offered to model railroad fans in the Westfalenhalle left nothing to be desired: apart from rolling stock and technical accessories, some 450 exhibitors paraded their new products covering the fields of miniature buildings and vehicles, landscape design, materials and accessories. In addition, several model railroad clubs put their skills on display with layouts well worth seeing. The Märklin demonstration layouts too proved a great draw.

The extravagantly-designed Märklin exhibition layouts are a particular favorite with the visitors.



Available on the iPhone App Store

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App Store is a service mark of Apple Inc.

Annual chronicle DVD part 1/Märklin catalog 2011/2012

Twice a year, Club members receive a chronicle covering the most important events concerning the tradition-steeped Märklin company. In good time for the start of spring, the first part of the 2011 DVD is now available. Whether with the "Thalys" from Cologne to Brussels, to the class 01 118 to Meiningen or to the railroad park in Augsburg, once again Insiders can expect some exciting journeys to interesting showplaces. There is also a fabulous Gotthard layout in "N" gauge to admire. The annual chronicle DVD is sent out with this mailing. A cover is available on the Internet for downloading. The Märklin catalog for 2011/2012





Eye-catcher: the class 50.40 as the 2011 Insider Club model earns a special place in the new catalog. The loco impresses with its smart appearance.

will surely be a collector's item much sought after by model railroad fans. The order form is included with this Insider issue. You can use this to order your own catalog now from your Märklin dealer. The new edition naturally describes all new releases and Insider special models. Insiders receive all three catalogs for H0, Z and 1 gauge compact as a bundle free of charge.

Digital Info Days

Märklin Dealer for the Event	Date	Time
Germany:		
21217 Seevetal, Fleestedter Ring 5, Spiel und Hobbystube Reimann	09.06.2011	10–6 p.m.
22767 Hamburg, Ehrenbergstrasse 72, Modellbahn Altona	08.06.2011	10–6 p.m.
33332 Gütersloh, Kampstrasse 23, Modellbahnladen	07.06.2011	10–6 p.m.
35576 Wetzlar, Karl-Kellner-Ring 12, Uli's Modellbahnshop	06.07.2011	10–6 p.m.
44135 Dortmund, Ostenhellweg 43, Lütgenau Modellbahn Shop	20.07.2011	10–6 p.m.
45770 Marl, Bebelstrasse 2, Modellbahnen Manzei	21.07.2011	10–6 p.m.
51469 Bergisch-Gladbach, Mülheimer Strasse 180, Eisenbahn und Modellbau Spisla	19.07.2011	10–6 p.m.
53842 Troisdorf, Hauptstrasse 176, Rocky's RC & Train Shop	05.07.2011	10–6 p.m.
54290 Trier, Nagelstrasse 28, Spielzeugparadies	02.08.2011	10–6 p.m.
55130 Mainz, Wormser Strasse 19/59, Märklin-Store Mainz	01.07.2011	10–6 p.m.
56288 Kastellaun, Allee 1, Lokschuppen Forster	03.08.2011	10–6 p.m.
65719 Hofheim, Ubierstrasse 11, Bieger-Spielwaren	04.08.2011	10–6 p.m.
68309 Mannheim, Dürkheimer Strasse 20, Modellbahntreff König	28.06.2011	10–6 p.m.
71696 Möglingen, Wiesenweg 13, Henningsen Modelleisenbahnen	31.05.2011	10–6 p.m.
73037 Göppingen, Reutlinger Strasse 2, Märklin Erlebniswelt	01.06.2011	10–6 p.m.
79215 Elzach, Schmiedgasse 8, Herbert Haas	01.06.2011	10–6 p.m.
79664 Wehr, Im Dörfle 6, Antikhof Wehr	01.08.2011	10–6 p.m.
80333 Munich, Pacellistrasse 5, Märklin Store Munich	08.07.2011	10–6 p.m.
87700 Memmingen, Schmelzgässle 3, Modellbahnen-Fundgrube	13.07.2011	10–6 p.m.
93333 Neustadt, Herzog-Ludwig-Strasse 27, Modellbahn-Neustadt	15.07.2011	10–6 p.m.
Ask your Märklin dealer about the break for lunch!		
France:		
75009 Paris, 70, Rue D´Amsterdam, Au Pullman	21.06.2011	Please ask the dealer direct for times of the event!
75013 Paris, 16, rue Raymond Aron, Opherline 1	20.06.2011	



A bit strong: the second Club model 2011 for Insiders brings out the delicate running gear of the express loco E 17 111.

Photo: Hartmut Seehuber

E 17: exclusive top model in H0 for Märklin Insiders

Founder of the modern electric locos

With E 17 111, Märklin is producing a unique electric loco in H0 gauge, exclusively for Insiders: the heavy express loco is the first to incorporate the features enabling the electrics to show how good they are in era III compared with steam and diesel locos.

"With its green paint and the bonnet, the E 17 looks rather antiquated – but that disguises the fact that she was in principle the first modern electric loco", affirms Dr. Andreas Räntzsch. To underline the point, the member of Märklin's documentation department quotes the symmetrical wheel arrangement of 1'Do'1, the quill drive and the dry transformer. "The continuous rating of 2,300 kW (about 3,100 HP) was a substantial improvement compared with the steam loco as well, with at best 1,500 kW or 2,000 HP. Indeed at a speed of 89 km/h (55 mph), the E 17 achieved an hourly rating of 2,800 kW (or 3,800 HP)". This performance curve is no accident. For the 1930s, the Reichsbahn is planning wholesale electrification of networks in central Germany, Silesia and southern Germany – above all, the Stuttgart-Munich line is regarded as a prestige project. "The E 17 is conceived as an express electric loco for heavy service over lines with difficult grades – for heavyweight express trains at speeds of 120 km/h (74 mph)", explains railroad historian Räntzsch. Between 1921 and 1928, 142 electric locos of seven different classes are tested. The Deutsche Reichsbahn company orders a total of 38 class E 17 machines from AEG and Siemens. And they are needed: in 1920 there were but 294 route kilometers (183 miles) electrified, while in 1928, there are already 1,209 kilometers (751 miles). Märklin has selected E 17 111 as top model for the Insiders – a Stuttgart loco at the start of the 1960s, with all the characteristics typical of the class. The prototype had to handle a 2.25 percent (1 in 44) climb in the Ulm direction on the Geislingen incline. When climbing, it is

Notes on ordering

The electric express loco E 17 111 will be produced in 2011 in a once-only series exclusively for Insiders. Every Club member can use the accompanying order form to obtain one of them by handing it in to his selected Märklin-MHI dealer. We expressly draw your attention to the fact that these order forms are not transferable. A certificate accompanies each model. Closing date for orders is July 31, 2011. Deliveries are scheduled to start in quarter 4, 2011.

adhesion weight which counts, and express steam locos are at a disadvantage because they have less driven axles. The E 17 with a weight of 112 tonnes had an adhesion weight of 81 tonnes to leave not only the mighty class 01 (weight: 109 tonnes, adhesion weight: 60 tonnes) behind it, but its technical precursor too, the E 21 01 (weight: 122 tonnes, adhesion weight: 75 tonnes). The manufacturers AEG and Siemens are innovative: instead of using the heavy rod drive, the E 17 is designed with quill drive. "That means a reduction in the unsprung weight – the traction motor is no longer directly supported by the axle and the forces generated for example by track joints were no longer transmitted directly to the permanent way", explains documentalist Räntzsch. The experimental locomotive E 21 01 indeed had individual axle drive, but had an extra idler axle, which meant a higher rolling resistance. While the E 21 01 transformer was at the front, the transformer in the E 17 was relocated in the middle, which helped the adhesion weight.
Instead of an oil-filled transformer, the E 17 is fitted with an air-cooled, dry transformer. Then in the 1950s, the federal railroad fits additional fans, improving their reliability. The many ventilator grills help the E 17 to be easily recognized – along with the end projections and the three-piece window to the engineer's cabs. "The loco with its impressively-perforated side-frames looks very delicate and the heavily-riveted frame for the idler trucks accentuates the locomotive's striking appearance", according to the railroad historian. Insiders won't need to think too hard about what the loco can haul, as E 17 111 took charge of local, semi-fast and express passenger trains – only provincial railroad cars are taboo. The E 17 also had charge of premium trains, such as the F 5 Orient Express in the early 1950s, or F 40 Mozart, which ran between Vienna and Paris. Dr. Räntsch summarizes: "The E 17 was a pioneering design and it was never spared right through its service life. In the 1970s, the E 17 was even put in charge of impressive 1,000-tonne freight trains".

Text: Rochus Rademacher

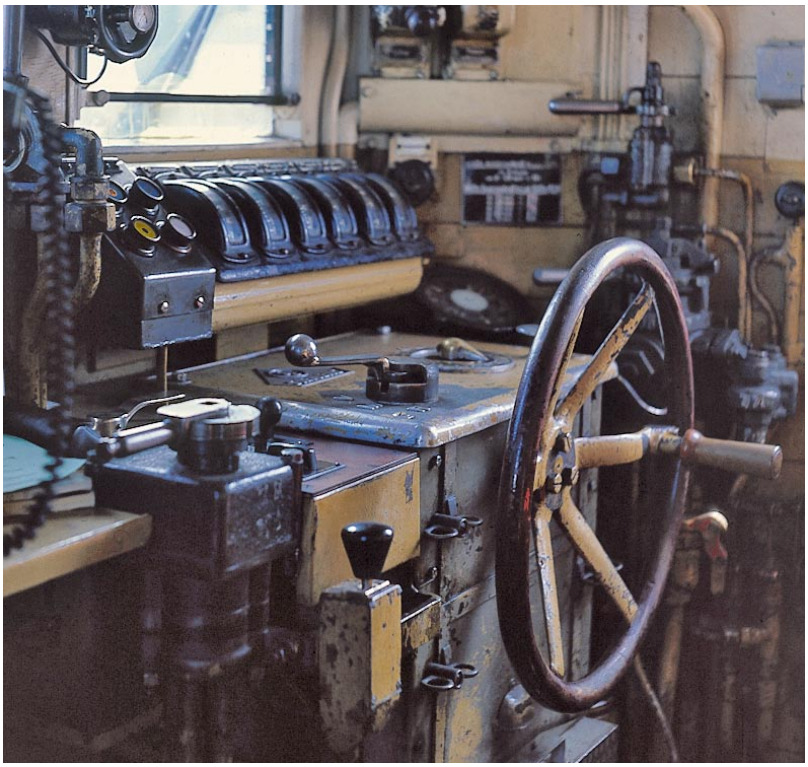


Photo: Horst Obermayer

Engineer's realm: the E 17 express electric loco was conceived for heavy service – an ideal replacement for steam locos on mountainous routes.



Photo: Helmut Philipp

Bonnet, three-part window, ventilator grills: unmistakable the E 17 111 – here at Stuttgart main station on its way to the Geislingen incline.

Märklin Insider model

37061 Electric locomotive



Hand-finished prototype

Prototype:
Electric locomotive class E 17 of the German Federal Railroad (DB). Bottle-green livery. With state railroad lamps. Sunblind in the engineer's positions. As running in about 1963.

Model: with mfx digital decoder and sound functions switchable in sequence. Controlled high-efficiency drive. 2 axles powered, traction tires. Engineer's cab and engine room with interior fittings. Grab-rails and additional details separately applied. Highly detailed roof equipment with transverse arrangement of the pantograph support insulators and the horizontal cup and corrugated insulators. Triple headlights and two red tail-lights change ends with the direction of travel, work conventionally and can be controlled digitally. Headlights at each end can be turned off digitally separately. If the headlights at both ends are switched off, then the double-A light comes into play. Lamps are maintenance-free warm white LEDs. Length over buffers 18.3 cm / 7-3/16".

Model highlights 37061

- **Complete new tooling.**
- **Metal construction.**
- **With mfx decoder.**
- **With ventilator sound and whistle.**
- **Lighting with warm white LEDs.**
- **Many separately-applied details.**

Closing date for orders: July 31, 2011

Digital functions	Control Unit 6021	Mobile Station 60653	Central Station 60215
Headlights	●	●	●
Ventilators	●	●	●
Loco whistle	●	●	●
Direct control	●	●	●
Headlights No. 2 end		●	●
Headlights No. 1 end		●	●



Photo: Ulrich Budde

Right away: in the 1970s, E 17 111 also runs on secondary lines – and even takes charge of 1,000-tonne freight trains.

With the touring bus on the rails

1.FC Märklin 2011 Annual Car

Rocking, cool and with rhythm in the blood: the cult comic figures of Tweety, Sylvester and Taz from Looney Tunes are taking over the music branch. Märklin Insider and 1.FC Märklin Club members can therefore look forward to a very special Annual Car in 2011.

Yellow, cute and inquisitive – that's how Tweety the canary from the world famous cartoon series Looney Tunes is known to all. But that's not the whole story about the cute little birdie from Warner Brothers' cartoon studios: Tweety can groove along with the drumsticks and his band colleagues Sylvester the cat and Taz the Tasmanian devil. Sylvester beguiles the hearts of the fans with his voice while Taz lets off his musical steam on the guitar.
Model railroad fans this summer will be able to acquire an example of the red low side car in H0 together with the touring bus of these popular comic figures, a Hymermobil designed in metal. With its highly-detailed finish, the 1.FC Annual Car takes a deserved place alongside its predecessors.
Unfortunately, we are only able to offer this car in certain countries due to legal licensing regulations (see box below at the right). That's why the model is only noted on the order forms for these countries. Please note the closing date for orders and hand in the order form to your Märklin-MHI dealer by July 31, 2011, at the latest.

What a show-off! Tweety beats time on the percussion.



Model description

Closing date for orders: July 31, 2011

48611 1.FC Märklin Annual Car 2011 (H0)

Prototype: low side car, laden with a Hymermobil B-class SL.

Model: car in special red color scheme. Hymermobil in metal design, finished as a tour bus, with motifs from the world of the "Looney Tunes". Relex Couplers. Length over buffers 15.7 cm / 6-3/16". DC wheelsets 2 x 700580.





TM & © Warner Bros. Entertainment Inc. (s11)
www.looneytunes.com

Tweety demonstrates on percussion that a true rock-star is hiding behind his feathers. On the 1.FC car by Märklin he beats the time on percussion. His band colleagues Sylvester the cat and Taz support him in the musical interludes. The likeable trio is enormously popular due to their comic charm.
Every Insider Club member can obtain one example of this model from their Märklin-MHI dealer by completing and handing in the attached order form. We draw your explicit attention to the fact that Insider order forms are not transferable. Model 48611 will be produced in 2011 in a once-only series for 1.FC and Insider Club members. Deliveries are scheduled to start in quarter 4, 2011.
Due to legal licensing regulations this model is available in the following countries only: Germany, Austria, Switzerland, France, the Netherlands, Belgium and Luxembourg.

Loyalty to the Märklin Insider Club is well worth while

Exclusive special models for years of loyalty to the Club

Closing date for orders: July 31, 2011

Insiders who have been Club members for five, ten or fifteen years can look forward to special anniversary models. There is a corresponding order form enclosed with this mailing. All those celebrating these anniversaries can obtain these exclusive products. We wish you all lots of fun with the special models.

46010 Track Cleaning Car (H0)

Prototype: Two type KK 15 gondolas, permanently coupled, used as a railroad maintenance car. Era III design.
Model: Both cars come with a built-in track cleaning device. Each one consists of a metal block that moves vertically with parallel polishing felt cleaning pads. The cleaning pads can be replaced and washed. Retractable opening roofs. Close couplers guide mechanism. Both cars permanently coupled. Length over buffers 15.3 cm/6-1/32".

Only for members with ten completed years of Insider Club membership who have chosen H0 for their Annual Car.

H0





Z

86002 Birthday Car (Z)

Model: The birthday car is not only appropriate to celebrate one»s own birthday, it»s also a very special gift for friends and acquaintances. «Happy Birthday» music chip is built into the original packaging. The melody plays when the package is opened.

Only for members with ten completed years of Insider Club membership who have chosen Z gauge for their Annual Car.



H0

5 years joined 2006

46582 Grade Measurement Car (H0)
86191 Grade Measurement Car (Z)

Model: using the built-in spirit level, rising and falling grades can be determined in percentage terms.

Only for members with five completed years Insider Club membership. According to the gauge selected for the Annual Car.

Z



H0



10 years joined 2001

37082 Express Steam Locomotive (H0)

Prototype: Krauss-Maffei design for the German Federal Railroad (DB) class 10.
Model: This locomotive comes with a digital decoder, controlled highefficiency propulsion and sound effects module. 3 axles powered. 2 traction tires. The tender is constructed of metal. There is a close coupling between the locomotive and tender. The locomotive is ready for installation of the 72270 smoke generator. The headlights and smoke generator will work in conventional operation and can be controlled digitally. The running gear lights, whistle, and steam locomotive sound effects synchronized with the driving wheels can be controlled digitally with the 6021 Control Unit. Length over the buffers 30.5 cm / 12".

Only for members with ten completed years of Insider Club membership. This H0 model can be ordered by members with H0 and Z Car of the Year choices.

H0



15 years joined 1996

94339 Flat Car for Containers (H0)

Prototype: German Railroad, Inc. (DB AG) type Lgns 570 flat car for transporting convertible truck transport units.
Model: The car has a prototypical partially open load surface. The axle mounts for the car are separately applied. The side walls for the convertible transport units are printed on both sides with different images of all of the H0 Gauge Insider annual cars from the past. There is additional imprinting on the top of the transport units. Length over the buffers 19.1 cm / 7-1/2«.DC wheel set 2 x 700580.
Only for members with 15 completed years of Insider Club membership who have chosen H0 for their Annual Car.

98089 Flat Car for Containers (Z)

Prototype: German Railroad, Inc. (DB AG) type Lgjs 598 flat car for transporting containers.
Model: The car two 20 foot containers, each with a door at the end. The side walls for the containers are printed on both sides. There is additional imprinting on the top of the containers. The containers are removable. The car platform for the container flat car is constructed of metal. Length over the buffers 64 cm / 2-1/2".

Only for members with 15 completed years of Insider Club membership who have chosen Z gauge for their Annual Car.

Z





Locked on: Märklin's digital concept is integrative – even the wireless iPhone® is included in it.

Electronics Development/part 1: Märklin's Mobile Station app

"Our aim is a broad functionality"

With a polished system concept, Märklin combines the wide variety of control technologies, including the Märklin Mobile Station app. How the Electronics Development section manages to do this is described exclusively to Club members by section leader Klaus Schöllkopf and his colleague Andreas Kielkopf.

Märklin-Insider: How does the Mobile Station app fit into the digital world of Märklin?
Schöllkopf: At the core of the digital concept is the Central Station II as a universal control unit which integrates Märklin's historical digital control technology and is designed for multiple appliance operation. The second element is the communications system: the Märklin bus also connects older Märklin units, as the protocol contents are understood. Now with the Märklin app a mobile control is attached to the highest-ranking, the Central Station II, by means of a WLAN.

Märklin-Insider: Running per app – just trendy or simply practical?
Kielkopf: The development aim was a wireless operating unit with functional versatility and of a high quality – it wasn't the app which was important. We analyzed a number of technologies for our concept, and it was the Apple platform with terminal units like the iPod® touch or iPhone® which best fulfilled our quality requirements.

Märklin-Insider: Why did you not develop a unit of your own?

Top criterion quality

The Central Station II is the communication center in multiple operation, no matter whether wired or wireless controllers are being used. The decision made for mobile control using Apple terminal units means
• high quality units,
• multiple utilization of existing multimedia appliances,
• gaining time by avoiding approval processes difficult to coordinate in individual countries.

Available on the iPhone App Store

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App Store is a service mark of Apple Inc.

Schöllkopf: Out of consideration for the model railroaders. Many of them already have a mobile multifunction appliance, which can now be upgraded by adding the model railroad control function. With the younger people, the iPod® touch is extremely popular, and now grandad runs with the Central Station II and grandson mobile with his multimedia unit. Our advantage is that we rely on a standardized basis.

Märklin-Insider: That saves resources?
Kielkopf: It speeds up the development process and we save ourselves approval procedures such as for radio modules in the various countries. Here delays specific to geography threaten and we wanted all our customers around the world to have our mobile control in their hands at the same time.

Märklin-Insider: Is the app a genuine Märklin innovation?
Schöllkopf: We orient ourselves to modern innovation processes which rely on added value networks. The Electronics Development section defines the concept and design, but we get ourselves competent partners as we did for the Central Station and the Mobile Station. We have a clear directive from management: Märklin must be in the lead in development matters. Every process step we make where we call in outside specialists must always be able to be carried out by another partner. Digital model railroad control is a core specialty of Märklin, which is why we store all working results and the know-how.



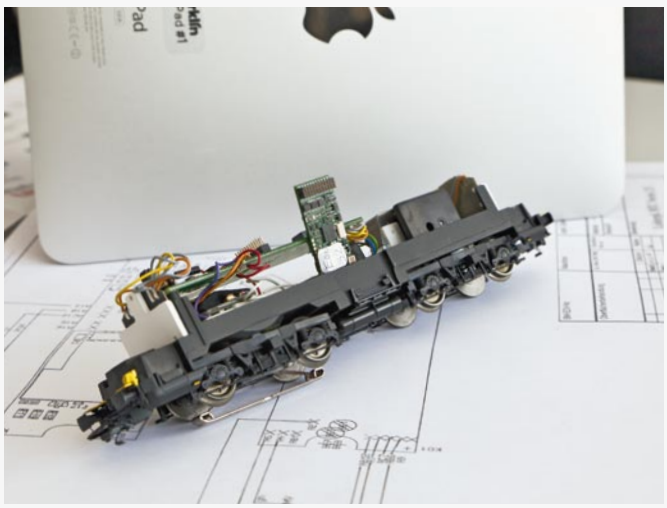
Klaus Schöllkopf, section leader Electronic Development at Märklin: "The integrated development process is under the control of Märklin".



Andreas Kielkopf, one of the electronics development team: "Development target was a high-quality wireless operating unit".

The retrofit decoder as a universal genius

On all production lines Electronics Development is driving progress on control units forward including the new retrofit decoders for locomotives. »In the automobile industry, electronic functions are enabled or disabled according to the vehicle, and we are following the same basic principle for Märklin and Trix«, explains Klaus Schöllkopf, section leader in Märklin's Electronics Development. The advantage: »All progress is automatically fed into all models – we set the greatest store by specific design features for individual Märklin and Trix locomotives, but we are standardizing the development of their features which for a long time have been handled separately«. Configurations are then used to simply disable conflicting protocols, and everyone gets exactly what they need: mfx, DCC, MM2, analog AC or DC.



Development process: all the progressive production line locomotive functions are fed into the retrofit decoders.

A further benefit for the railroad enthusiast is of an evolutionary nature. »Over its life cycle, a decoder matures – it is modified to suit loco types and motors or it is given additional functions for production line locos«, says Schöllkopf. »Correction of faults too can be fed into the software«. The new retrofit decoders are thus at the very summit of the evolution of digital functions. »It mustn't be forgotten either that with standardized development, product diversity is reduced«, says Schöllkopf, stating a further argument. »After all, we really don't want the diversity of parts to grow to unmanageable proportions«.



Perfect: although the WLAN radio connection standard is not optimized to handle real-time control, the Märklin loco obeys the mobile control when using the cell phone without a noticeable delay.

Märklin-Insider: How do you organize such a project?
Kielkopf: We award strictly-defined tasks – in the Central Station II for example, that was the information technology: the Central Station is an enormously powerful computer and Märklin doesn't invest development capacity in building a standard PC. We call in out-and-out designers for the housings, mechanics and software surfaces – this applies for the Central Station II, Mobile Station and the Märklin app. With partners, we have set up an integrated development process and this is monitored and controlled by Märklin.

Märklin-Insider: What does that mean in concrete terms?
Schöllkopf: We lay down the technical specifications, monitor all the stages of development and intervene when necessary. Programmers and designers work with our specifications, we coordinate preliminary results in regular work sessions at our offices – not all the ideas on operation which occur to a designer can be realized in a program. Naturally we do development work ourselves too, but alongside fundamental projects like this, we have to keep pressing on with model development to meet deadlines.

Märklin-Insider: What was so tricky with the operation then?
Kielkopf: Well, there are three conflicting requirements: we want to offer an enormous range of functions which can be operated intuitively and is quick to execute. Then we need someone to prepare a design which will not cause the average model railroader problems and which won't bore the digital specialist. Then beta-testers track the development to make sure all the essential functions are present and working as the model railroader wants them to.

Märklin-Insider: And is the result right?
Schöllkopf: We were convinced that our app concept is sexy. As electronics developers, we know too that it's not an easy matter to achieve your practical objectives. That's why I was so pleased when I stood in front of the layout and for the first time controlled the speed of a locomotive using the app, without even looking at the iPod® touch. The loco behaves almost as in real time – the delay is so minimal that even marshaling with the loco functions brilliantly.

Märklin-Insider: Why was that critical?
Kielkopf: The WLAN technology is not optimized for real-time control, and we can't get any quicker than the operator's Apple screen which transmits the commands to the underlying program. But everything turned out perfectly – the Märklin app is a thoroughly practical piece of technology in all respects.

Text: Rochus Rademacher
Photos: Dietmar Kötzle, Märklin, Lorelei Wiegand

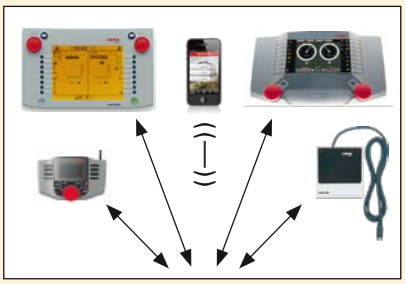
Central Station II – the heart of the model railroad control



Integration
Step 1: The Central Station II integrates existing technology like the boosters or the first Märklin digital world (6021, Märklin Systems) for running, setting and automation. The control unit is extended by visualization possibilities and control box functionality.



Universality
Step 2: The Central Station II becomes a multi-protocol center – you can run with extended standard protocols like mfx, DCC and MM2. Power output is also increased: more locos can run at the same time and the loco selection is conveniently designed.



Communication
Step 3: Whether a hard-wired Mobile Station or iPhone® with the Mobile Station app – the Central Station II coordinates all the communication as a universal and central control unit. In multiple-appliance operation, a second Central Station II is also accepted.

Advertising models April & May 2011

H0





4482.139 "Green Kiwifruit" & "Gold Kiwifruit" *
Container car of the company "Zespri International",
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81520.060 Fun start set "MAG Europe GmbH" *

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Concentrated expertise: whether young or old, collector, train driver or layout builder – all model railroad fanatics are welcome at the Dortmund Insider Meet. The neighbors from Ruhrpott MIST 4 at the western end of the Ruhr look in too.

Portrait of the Märklin round table Dortmund Insider Meet (DoIT)

Always open to new ideas

The white linen under the track is just window-dressing – the Dortmund Round Table isn't elitist, but integrative: "We are simply following our joint hobby of model railroading." Simply? These Märklinists are hiding their light under a bushel!



External impact: DoIT at the DB new entrants' day in Dortmund-Spähenfelde depot.

On the C-track line, a good 30 meters long (almost 100 ft.), the mighty EMD F7 Pennsylvania Railroad triple unit is circling with 84 freight cars – the DoIT Märklinists have coupled the last cars to the front of the loco! "Having fun when we run is a major factors", comments co-founder Bernd Knaak on the remarkable circular train and looks across to Holger Späing of the strong Z-gauge group. He is just running the VT 10.5 "Senator" rail car, and the class 216 main-line diesel together with some perfectly weathered freight cars. In the meantime, one of the new releases is the center of attention: the steam loco of class 03.10 – anyone who has a new treasure will show it off here. Now there are 25 members of all ages between 10 and 80 occupying the side room of the Hotel Wittekindshof, and more will arrive as the evening progresses. Even curious hotel guests look in – the lively activities on the noble white-clad tables simply fascinate everyone. "The pleasant atmosphere in our meeting place puts the quality of our round tables on a par with the quality of the vehicles produced by our favorite company", comments Martin Meese. Appreciated above all in the Märklin models is operating safety and faithfulness to detail, "but we would also like to see some more progress with large radius track".

All the members are invited to the meet by circular every two months. "Operating is the absolute focus", says founder member Meese. Operations are digital, and the experienced track-layers Michael Knop and Karl-Heinz Weczerek relay if required: "The DoIT is always open for new ideas". A strict schedule for the meet has proved to be superfluous: "Here there is no-one waiting to finish – unfortunately, time goes faster here than elsewhere".

One characteristic fosters the exchange of experience, as Volker Stuckenholz, the fourth of the DoIT founders, says: "A number of the members also belong to MIST 4, which also

meets every two months, alternating with us". Model railroaders, specially Märklinists, possibly can't do anything else but exchange experiences: "To be an Insider means being devoted to a common hobby – and to lose no opportunity to spend time on the hobby. Many carpenters are rebuilders, alter vehicles, spend time detailing their layouts or want to put together and run totally authentic train consists. "All that is of course far more effective when experience meets up with questions". And there is ample high-quality experience at DoIT. Meese for example is a digital expert and a layout builder who is much in demand, a train engineer ("fourth generation") brings full-scale knowledge to bear and Bernd Knaak records operating conditions of rail vehicles in photographs: "This is how contacts with the large and the model railroad are established – for example, if you want to know why a tank car has orange-colored buffers". And then we have seven Z-gaugers. "Our strengths lie in the areas of prototype, research, extreme miniaturization and soldering techniques", explains Holger Späing, who also looks after the Z-gauge electronic magazine Trainini. "Coarse-scale engineers" is what he jokingly calls his H0 colleagues, whose total respect he enjoys. "Our Z-gauge colleagues have an incredible amount of engineering knowledge", confirms Bernd Knaak as he



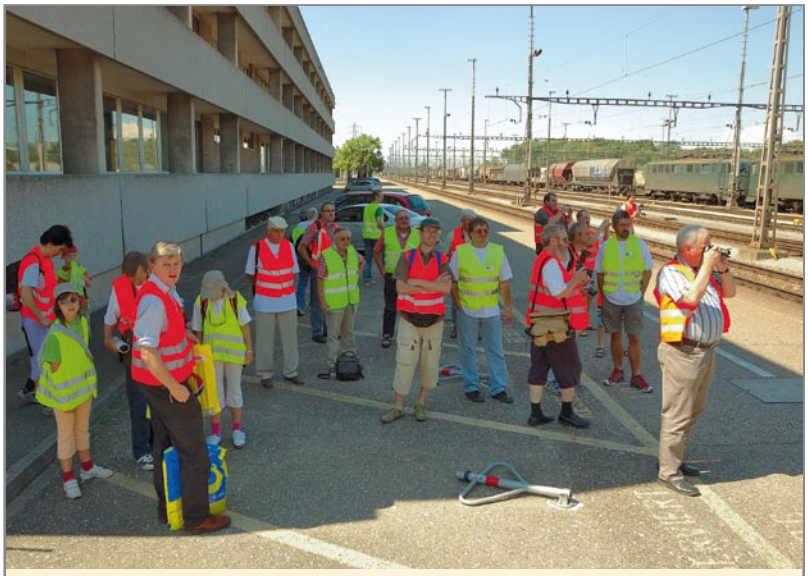
Exchange: prototype expert Martin Silz (standing) confers with the Z-gauger Holger Späing (right), DoIT spokesman Martin Meese with the track specialist Karl-Heinz Weczerek (left).



Two track: in the DoIT, H0 and Z gauges come together.

Still life: Re 4/4^{I} electric loco among the crocodiles – the alpine classic is also extremely popular in North-Rhine-Westphalia.





DoIT on the road in Muttenz marshaling yard (Basel I).

This is the Dortmund Insider Meet (DoIT)

The Märklinist meet

The DoIT (Dortmund Insider Treff [Meet]) covers the eastern Ruhr, Sauerland, Münsterland and the greater Dortmund area. The members – over 35 of them – meet every second Friday in even months, and many of them visit the neighboring MIST 4 in between – the dates are coordinated. Main focus is on running operations and exchange of experience. Contact Martin Meese: Tel. +49 (0) 02 31/43 56 86, e-mail: martin_meese@hotmail.com or bernd.knaak@uni-dortmund.de

Knowledge and activities on a small scale

In the DoIT thanks to the relatively large number of members, expertise is available in all fields of model railroading – whether it is in layout building, technology or authenticity. "Some members have been Märklin railroaders for decades, which is why the level of knowledge is so high – especially in the field of four-figure catalog numbers, so in the days prior to 1996", explains founder member Bernd Knaak. The DoIT members also meet in small groups with favorite subjects: "For an afternoon, we forget space and time and concentrate on the aroma of the electric railroad".

The history

• Establishment: because of the large number of members of MIST 4 in Essen (), Bernd Knaak, Martin Meese and Volker Stubenholz developed the idea of a round table in the Dortmund area.
• Founders' celebration meal: "We sat round a table at the Hotel Wittekindshof on May 8, 2007 and asked for a 230-volt socket", recalls Martin Meese. "The waiter politely laid the socket on the table for us with an extension reel". The tolerance test continued: Stuckenholz ran locos on the white tablecloth. "We didn't really know what to expect, and we were very pleasantly surprised at our reception: from that moment on we felt completely at home as a new round table."
• First round table: June 8, 2007.

Sights worth seeing for the model railroader

"Prototype and history lie cheek by jowl all over the Ruhr region", explains Holger Späing from the Z-gauge section in the DoIT. He refers to industrial monuments such as the Zeche Zollern industrial museum and the Railway Museum Bochum-Dahlhausen, as well as to the multitude of railroad lines which criss-cross the Ruhr. "There is no shortage of prototypes which can be realized in model form – for example, the coil transport, which the Märklin modeler can reproduce authentically".

shakes his head: "They solder under a magnifying glass and even light Z-scale trucks authentically with LEDs".
True, the DoIT is only three years old, but the Märklinists are well connected. "We know plenty of model railroad enthusiasts through the various forums and we're always at events like the long train events, module railroader meets or Märklin Mega Meetings", says Martin Meese. The full-scale attracts as well: a small detail visited the marshaling yard of Basel SBB at the invitation of the Swiss model railroad enthusiasts. The DoIT also communicates in the other direction. In this way, an exclusive grill evening has established itself during the Intermodellbau Dortmund exhibition – participation by invitation only, even manufacturers apply. And when Z-expert Späing was asked by the federal railroad whether the DoIT could make any contribution to the DB-New Entrants' Day and family day in the depot at Dortmund-Spähenfelde, there wasn't a moment's hesitation: "Six of our members shared running for two whole days in the large car shed", relates Martin Meese. "It wasn't only the trainees who came to look; many old-hand railroaders discovered their vehicles in model form". And naturally, kids were allowed to take the controls too, even though the DoIT appeared relaxed and were running everything worth seeing, such as the digital "Goliath" crane car. Recruiting young blood the DoIT way – after all, that's what "do it" means …

Text: Rochus Rademacher
Photos: DoIT/RR



Prototype studies: the DoIT helped itself to tips for regionally typical train consists such as the coil transport out on the main line – and ideas for attractive layouts.









Collector's pride: whether a Märklin dealer's layout dating from the 1960s (left) or an industrial line, 1956 (center) – the exhibits in Gaggenau tell us plenty of the spirit of the times.

Unusual: the MINEX models (right) were only manufactured from 1970 to 1972 – their character and handling made them popular with kids.

Exhibition of historic model railroad treasures

Long live Märklin



The value and importance of model railroads is what comes over from the exhibition by the Fahrergemeinschaft Tischeisenbahnen in the Unimog Museum in Gaggenau. 1,500 fans found their way there.

"That is the forgotten Märklin narrow-gauge railroad 0e – the track was exactly the same 16.5-millimeter (0.62") gauge as the H0 model railroad, which in fact supplied almost all of the technology", as exhibitor Botho Wagner explains of his rarity. "The MINEX railroad was only manufactured from 1970 to 1972, so well-preserved pieces do have their collector value". That also applies to the dealer layouts which were a sensation when Märklin produced them for shop windows. Right in the middle of the museum Unimogs there is a special example: a Märklin factory layout from 1956 – three ovals on a baseboard with a framework construction and folding legs. The almost unaltered and lovingly restored layout with overhead catenary reveals the spirit of the time: a mix of tracks with continuous center conductor and point contacts.
Frank Ronneburg, a visitor from Berlin, is running his eyes over a further compact layout in Alpine style: "That is a typical dealer's railroad of the 1960s with plastic houses and plaster mountains – and there are three trains running at the same time too". Märklin always knew how to make a spectacular show of their products, according to the MIST-1 round tablers also exhibiting, pointing to three legendary treasures: the Märklin giant wheel, the industrial plant and the "sundial" – all put together with parts from the Märklin metal building kit, and set in motion by a loco and track (info under www.tischbahn.de). "In the sundial, a class 44 electric shuttles between two sets of bumpers – in one direction, current is fed through the collector shoe, in the other through the pantograph".The sundial exhibited in Gaggenau is the only known example of its type – and this premiere underlines the overall quality of the exhibition, with its 15 historical layouts and rarities originating from Trix, LGB or indeed from the Beck company, which expired in 1969. "Under the leadership of the Fahrergemeinschaft Tischeisenbahn, we come together to show extreme rarities in operation, and not just being shown behind glass", is how organizer Peter Berg outlines their concept. Response has been good: "Due to the level of demand, even from Switzerland and France, the next exhibition will be on March 3 and 4, 2012 in the Unimog-Museum". Information will be published in good time in the Märklin Magazin, and under www.tischeisenbahn.de and www.unimog-museum.com

A special class of rarity: Seldom seen are the Märklin exhibits of the industrial plant (left) and the giant wheel (right) – for the first time, the public was able to admire the only known example of the "sundial" as well.

Text/photos: Rochus Rademacher









Märklin-Seminar program

Second half of 2011

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

All seminars are held in German!

Registration for all seminars:
Gebr. Märklin & Cie. GmbH, Stuttgarter Strasse 55–57, 73033 Göppingen, Germany
Tel.: +49 (0) 7161/608-257 or -222, fax: +49 (0) 7161/608-143
training@maerklin.de or instantly online under **www.maerklin.de**
Our conditions of registration and participation are laid out below.
No separate seminar brochure is available.

Venue for all seminars led by Rüdiger Haller:
Göppingen
Märklin Erlebniswelt
Reutlinger Strasse 2
73037 Göppingen, Germany

Accommodation may be reserved at:
Hotel Restaurant Hohenstaufen
Freihofstrasse 64–66
73033 Göppingen, Germany
Telephone: +49 (0) 7161/670-0

H0: layout planning and construction preparation (2 days)

Seminar content

- Track geometry for K- and C-track, track planning, for example arrangement of tracks in a station (also useful 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 unlaid condition (some practical testing)
- A short soldering course with realistic practice (soldering on various tracks)
- Installation hints and function of the braking module 72441 for the controlled deceleration and stopping of digital high-efficiency drives
- Estimating the electrical demand of a layout and defining the number of transformers/boosters required, based on some practical calculations
- Jointly working out the outline conditions governing the best method of installing a model railroad layout in a given room. Jointly planning a model railroad layout to maximum area in a previously-defined room layout

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

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 day 8.45 a.m.–approx. 4.30 p.m., 259 euro for Insider members, others 289 euro

Date

Date	No.	Seminar leader
Th./Fr., December 1/2, 2011	711 c	Rüdiger Haller

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-the-art system technology with mfx decoders.
- Refresher course on soldering with little practice pieces
- All you need know about the latest generation of decoders
- Two Märklin locomotives will be retrofitted

Conditions:
- Soldering ability is essential
- The Märklin locomotives you bring with you must be in very good condition (other makes will not be entertained!).
- When registering for the seminar, it is essential to give the locomotives which are to be retrofitted (please give a selection of locos, and bring them all to the seminar)

Aim of the seminar:
- To learn how to modify the Märklin locomotives

Duration and cost of the training courses:
2 days: each day 8.45 a.m.–approx. 4.30 p.m., 499 euro for Insiders, others 529 euro

Dates

Date	No.	Seminar leader
Th./Fr., December 8/9, 2011	713 c	Rüdiger Haller
Th./Fr., December 15/16, 2011	713 d	Rüdiger Haller

H0: layout construction "Loco depot H0 diorama" (3 days)

Duration and costs:
3 days: 469.- euro for Insiders, others 499.- euro



Dates

Date	No.	Seminar leader
Mo./Tu./We., August 29/30/31, 2011	715 a	Rüdiger Haller
Mo./Tu./We., September 12/13/14, 2011	715 b	Rüdiger Haller

H0 and gauge 1: loco assembly seminar (2 days)

Seminar content

- Refresher course on soldering with little practice pieces
- Talk through the individual parts in logical sequence
- Systematic assembly of a class 10 steam loco (item 37084) and an electric loco E 70 (item 37483) in H0; systematic assembly of a crocodile class Ce 6/ 8 II (item 55563)

Conditions:

- Soldering ability is essential

Aim of the seminar gauge H0:

- Assembling the individual parts of the respective locomotive in the correct order and getting to know the corresponding functionality

Duration and cost of the training courses:
2 days: 8.45– approx. 4.30 p.m., 599 euro for Insiders, others 629 euro. Seminar fees cover the cost of the locomotives, and they become the respective participant's property.

Aim of the seminar gauge 1:

- Assembling the individual parts of the respective locomotive in the correct order and getting to know the corresponding functionality

Duration and cost of the training courses:
2 days: each day 8.45 a.m.– approx. 4.30 p.m., 1599 euro for Insiders, others 1629 euro. The seminar fees cover the cost of the loco which becomes the participant's property.

Dates H0

Date	No.	Seminar leader
Th./Fr., October 6/7, 2011	716 a	Rüdiger Haller
Th./Fr., October, 13/14, 2011	716 b	Rüdiger Haller
Th./Fr., November 10/11, 2011	716 c	Rüdiger Haller



Dates gauge 1

Date	No.	Seminar leader
Th./Fr., October 20/21, 2011	717 a	Rüdiger Haller
We./Th., November 17/18, 2011	717 b	Rüdiger Haller



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 a Märklin locomotive 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., September 22/23, 2011	710 d	Rüdiger Haller
We./Th., November 24/25, 2011	710 e	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 day 8.45 a.m.–approx. 4.30 p.m., 259 euro for Insider members, others 289 euro



Insider Round Tables

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

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- **70374** Stuttgart, Mark Schäfer, Tel.: +49 (0) 71 23/95 32 57, mschaefer@mist7.de
- **70806** Kornwestheim, Guido Wettemann, gwettemann@mist7.de
- **72800** Eningen unter Achalm, Arbachtalstr. 6, Horst Boßler, Tel.: +49 (0) 157/87 54 19 66, www.mist72.de, mist72@mist72.de
- **79117** Freiburg, Manfred Grimm, Tel.: +49 (0) 7 61/79 69 71, grimm-manfred@web.de
- **79312** Emmendingen, Nelkenweg 4, Eugen Schrempp, Tel.: +49 (0) 76 41/39 45
- **80805** München, Helmut Kern, Tel.: +49 (0) 174/3 02 44 14, www.mucis.de, HFKern@gmx.de
- **85250** Oberzeitelbach, Lindenstr. 12, Franz Koch, Tel.: +49 (0) 82 54/17 18, LumpiMarok@aol.com
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- **88630** Pfullendorf, Schillerstr. 40 a, Peter Scherer, Tel.: +49 (0) 75 52/92 94 15, spielzeugscherer@freenet.de
- **89073** Ulm, Falk Dehnert, Tel.: +49 (0) 73 48/2 31 30, www.ulm-mist.de
- **90579** Langenzenn, Falkenstr. 32, Georg Schönfelder, Tel.: +49 (0) 91 01/26 89, kontakt@frist9.de, http://www.frist9.de
- **97486** Königsberg, Alexander Faßlrinner, Tel.: +49 (0) 95 24/57 45, Africanrex@aol.com
- **97794** Rieneck, Brunnenweg 2, Michael Hermann, Tel.: +49 (0) 171/2 132809, www.mist-im-msp.de, stammtisch@mist-im-msp.de
- **A-1000** Wien, Tel./Fax-Box: +43 (01) 5 97 27 28, http://www.insider-stammtisch.net, insider-stammtisch.net@aon.at
- NEW **A-1090** Wien, Walter Leditzky, led@brg19.at, wiener-z-stammtisch.at
- NEW **A-6200** Jenbach, Schalserstr. 7e, Top 13, Ingo Loske, Tel.: +43 (0) 06 60/5 68 06 52, ingoschmidt.husumfreenet.de
- **CH-3904** Naters, Sonnhalde 9, Werner Baier, Tel.: +41 (0) 27/924 92 00, margit.baier@bluewin.ch
- **CH-8320** Fehraltorf, Ueli Schwizer, u.schwizer@greenmail.ch and Rainer Lüssi, rainer@luessi.ch, www.stayathome.ch/helis.htm
- **CH-6037** Root, Postfach 123, Märklin-Freunde-Zentralschweiz (MFZ)

New cooperation partners

As an Insider-Club member, you are entitled to reductions from cooperation partners. We introduce our new partners to you on this page.



Loco Park Ampflwang

Upper Austria Railway and Mining Museum
Bahnhofstrasse 29, 4843 Ampflwang im Hausruckwald, Austria
Tel.: +43 (0)66 45 08 76 64 (10 a.m. to 5 p.m.), www.oegeg.at
Email: ampflwang@oegeg.at

Times of opening:
From May 1 to October 26 Wednesdays to Sundays and on public holidays from 10 a.m. to 5 p.m.
Times for groups by prior arrangement.

Steam and pure nostalgia: a wide range of attractions awaits the visitor to the Loco Park Ampflwang. Major exhibit is the newly-constructed roundhouse loco-shed. This is the home of our steam loco collection, including the mighty 12.14 with its 2,940 HP and 120 km/h (74 mph) top speed. Some of them still run on the museum line between Ampflwang and Timelkam. On a guided tour, visitors to the Loco Park will learn all about the railroad and mining. Apart from the steam loco giants from days long gone, passenger and freight cars from earlier eras can also be seen here. In the former coal grading facility is an exhibition of mining equipment. Exhibits include a large railroad section with originals and models as well as a large model railroad layout which covers subjects from Upper Austria. In the mining section of the museum, the history of the Hausruck mining area is told with much background information. The younger visitors too can let their hair down here: there is an exciting world of the railroad and mining on the large adventure playground. Visitors can take it easy before, during or after an enjoyable day in the attractive museum café gardens.



Photos: ÖGEG collection

» **Your Club benefit:** when visiting the Loco Park Ampflwang, Club members pay 6 instead of 7 euro entrance and for combined tickets (Loco Park + museum railroad Ampflwang – Timelkam) 14 instead of 16 euro.



Miniature park "Little Switzerland in Saxony"

Schustergasse 8, Ortsteil Dorf Wehlen, 01829 Stadt Wehlen, Germany
Tel.: +49 (0)3 50 24/7 06 31
Email: info@kleine-saechsische-schweiz.de
www.kleine-saechsische-schweiz.de

Times of opening:
Open daily from April 1 to November 6 between 10 a.m. and 6 p.m.
On other dates by prior arrangement.

Bizarre sandstone rock formations, romantic valleys and gorges: an excursion to "Switzerland in Saxony" is unforgettable. Visitors can enjoy the region in miniature in the Miniature Park in Wehlen. Steamers splash across the modeled River Elbe while models of castles and stately homes in the vicinity complete the miniature park landscape. These include Burg Hohnstein, an elegant colossus: it weighs more than five tonnes, was put together from many individual parts and was built in only four months. The Lorenz operating family has recreated almost the whole of the "Saxon Switzerland" in an area of more than 8,000 square meters (over 85,000 sq. ft.) in a scale of 1:100. The Kirnitzschtal tramway and the first miniature mountain railroad in Germany bring added life to the mini-sandstone layout. A real eye-catcher is the Wehlgrund Bastei bridge. In the park, visitors can also see how mementoes typical for the region are hand-crafted out of the local sandstone. There are new, always fascinating show-pieces to be seen all along the well-laid-out paths. There is even a lake where visitors can try their hand at piloting a remote-control boat. In addition, the newly-built cashier's office building houses a local cinema and a shop selling little souvenirs of the miniature world of sandstone.



Photos: Miniature Park

» **Your Club benefit:** Club members receive a discount of 1 euro on the entrance for an adult and of 2.50 euro on the family ticket.

IMA 2011 and Märklin Days in Göppingen



Mega-event with railroads in all scales

Railway fans can look forward to two combined top events in late summer: for the first time ever, the Märklin Days are running alongside the International Model Railway Exhibition (IMA) in Göppingen. From September 16 to 18, everything which makes the railroad heart beat faster will be exhibited over some 38,000 m² (over 400,000 sq. ft.). In Göppingen station there will legendary steam locos and the most modern high-performance trains, while in the Stauferpark clubs and all the leading manufacturers will be exhibiting everything to do with the model railroad. There will be some unusual views on offer to visitors to the assembly shop of the track constructors Leonhard Weiss: anyone who wants to see what a loco looks like from underneath gets the chance to find out here. In the Märklin World of Experience there will once again be unique treasures to admire from the history of the market leader model railroad company.

Modellbahn
Internationale Ausstellung Modellbahn und -Zubehör, Spielzeug und Hobby