

5 CLUB
NEWS
2011

märklin INSIDER

A look behind the scenes
Quality assurance at Märklin
Insider model is being delivered



IMA & Märklin Days 2011
How Club members enjoyed the
festival in a class of its own



Highlights of the IMA & Märklin Days: exclusive access to the factory for Club members only – Märklin spoils its premium customers during this major event with Club lounge and many different workshops. Our top management is also out to show its respect with an exchange of views with the members.

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märklin INSIDER



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Post Office unfortunately will not suffice.

Thank you for your cooperation!

Dear Insiders,

The enthusiasm generated by the International Model Railway Exhibition (IMA) and the Märklin Days in Göppingen was positively overwhelming, and we pay tribute to the thoroughly positive response in this issue with impressions of this top event in the model railroaders' year 2011. We also report on a highlight strictly reserved for Club members: delivery of the 2011 Club model has started. According to H0 product manager Karl-Heinz Gräßle, the unmistakable class 50.40 has already become one of the favorite locos of the Insiders – and that's confirmed by discussions amongst Club members and the number of orders received. The model has to fulfill some high expectations – and that is something Thomas Schork is looking after. Märklin's boss of Quality Assurance reports in an interview on the well-thought-out processes and testing methods which guarantee the compliance with quality standards of screws, die-cast zinc body shells and completed locos. We are especially happy to introduce the Stuttgart MIST7 Round Table – as one of the first of them, they enjoy a particular cachet and their authentic Karwendel line modules drew much admiration at the Märklin Days. We then round off the service section with a summary of round tables and future dates for digital info days and the profile of a new cooperation partner: the Railroad Erlebniswelt Horb (Neckar). And we tell you about a new attraction at the Miniatur Wunderland Hamburg. We hope you enjoy reading your Club News.

Your Insider Club team

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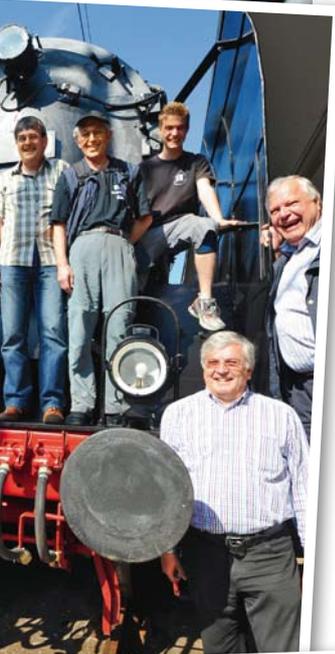


A host of extras for Club members: whether it's exclusive Club pay-booths (bottom right), exclusive factory tours (top) or the Club lounge (left) – Club members certainly felt well cared for at the IMA and the Märklin Days. Everyone had a good time, as here in the Stauferpark (bottom).

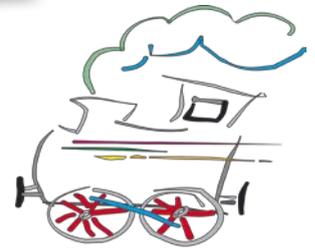




Pure enjoyment: for three days you could take the opportunity of admiring legendary prototype locomotives in steam at Göppingen station, like the Bavarian S 3/6, and of taking trips on special trains.



Highlight: IMA and Märklin Days in Göppingen



Under the railroad spell

Club members came in droves to the top event IMA & Märklin Days – thousands of them enjoyed the exclusive program at the model railroaders festival.

Model railroaders from all over the world homed in on Göppingen to celebrate the highlight of the year together: at the IMA and the Märklin Days around 60.000 model railroad enthusiasts indulged their passion over three days. In the limelight were the Club members as premium customers of the Märklin group, and several special events were laid on for them such as the get-together with the Märklin

group management, an exclusive guided tour of the factory and presentations in the Club area or presentation of the 2011 Models of the Year. Above all however, the Werfthalle in the Göppingen Stauferpark turned into a mega-meeting point for Club members and round tables from all over the world. For all gauges: many of those in the model railroad community know each other, and many of



Ex-works: Wolfgang Maier (left) from Winnenden receives his H0 Club model, the class 50.40, personally presented by Märklin CEO Stefan Löbich.



Club round table: interested Club members discuss current topics of interest in the model railroad world with the Märklin group management (left). As a memento of the IMA & Märklin Days, there was a present in the Club lounge for all Club members (bottom).



Meeting point model railroad: in the Stauferpark, manufacturers, associations and round tables all showed what makes all sizes of layouts from the smallest to the largest especially attractive today.

them turned the big event IMA plus Märklin Days into a big family gathering. The interesting and exciting demonstrations and lectures in the lounge provided in the Stauferpark for members only also met with enthusiastic approval. Here, Club members were able to pass on tips and tricks to do with the model railroad to colleagues.

A very special moment was chosen at random and reserved for 30 Club members, including the two Insiders Erwin Lichtenwimmer from Eggenfelden and Wolfgang

Maier from Winnenden: these two lucky Club members were presented their H0 Insider model 2011, the class 50.40, exclusively and on the spot ex works by Märklin Managing Director Stefan Löblich. Lichtenwimmer: "A super experience – that on its own made the trip worth while". The Club members were of one mind: they'll be at the next model railroader festival too.

Text: LW/Photos: D. Kötzle/C. Dick





Engineering up close: impressive guest engines like 01 150 (bottom) at Göppingen station created a real stir – special trips and cab rides were a big hit. Meeting point in Stauferpark: the Märklin Club stand and the presentations in the Club area (top).

Exclusive for Club members: in the Club lounge members could relax and chat about models and modules – there were even members all the way from Spain to visit. There were interminably long trains in action at the Long Train Event in the World of Experience (top).





Insider loco 2011: delivery of the top H0 model has started

The class 50.40 is ready for action



The fun from details: the dumper cars in the double sets for 2011 are impressive with their delicacy.

The unmistakable class 50.40 has already become one of the Insiders' favorite locos – the matching dumper car sets have contributed to her popularity. In general, Märklinists have responded very well to the H0 model premieres in 2011.

The Insider loco in H0 is always regarded as a prestige object – after all, the whole of the model railroad scene waits agog for the Märklin highlight of the year. And that's why the entire process from the initial idea through development and production to release of an outstanding model positively electrifies the whole of the model railroad market leader's workforce. But the overriding measure of judging the success of an Insider loco is for Karl-Heinz Gräßle, Märklin's H0 product manager, the feedback from the premium customers: "At all the exhibitions where we presented the steam loco and discussed it with Insiders, the response was absolutely positive, and that's reflected in the number of orders we've received".

The original welcome to the idea is now rewarded with a magnificent model. "New design of high-performance boiler, Franco-Crosti exhaust gas pre-heater, side smoke-stack, Witte smoke deflectors – everything has been perfectly reproduced", is the verdict of Jochen Hoffmann on the class 50.40, which he himself designed. "The internal workings as well like the bell-shaped armature motor or the decoder and sound electronics are ideally accommodated in the boiler and tender respectively". Märklin's investment in the highly-functional design software Catia pays for itself twice over: "We didn't have to rework any major details after the design work was complete either". Apart from the class 03.10, the class 50.40 is the second



Insider model to have been designed with the newly-introduced Catia CAD software. Catia is today the standard tool for the complete life cycle of products both in the automobile and aviation industries and even for designing complex high-tech appliances like smartphones or cameras.

"We never had a loco like the class 50.40 in our range", says Karl-Heinz Gräßle stressing the special features of the H0 Club model 2011. "Our last Franco-Crosti machine, the class 42.90, differs in its appearance as an older loco and fundamentally in its technical realization from the unmistakable 50.40". The market launch of the Insider model has

been flanked by the product manager with a perfect ensemble: "We are offering Insiders in conjunction with the 50.40 a complete freight train theme. The central feature is the delicate newly-designed dumper cars, which

have eight different road numbers and dominate both the sets". That will make a superb picture when a 164-cm (5' 4-1/2") freight train gets on the move, which includes the freight

train Pwgs 41 baggage car delivered free on purchase of the two dumper car sets. "And when on top of that the whole train is being controlled with the Märklin Mobile Station app, the whole thing is really good fun", Karl-Heinz Gräßle assures us.

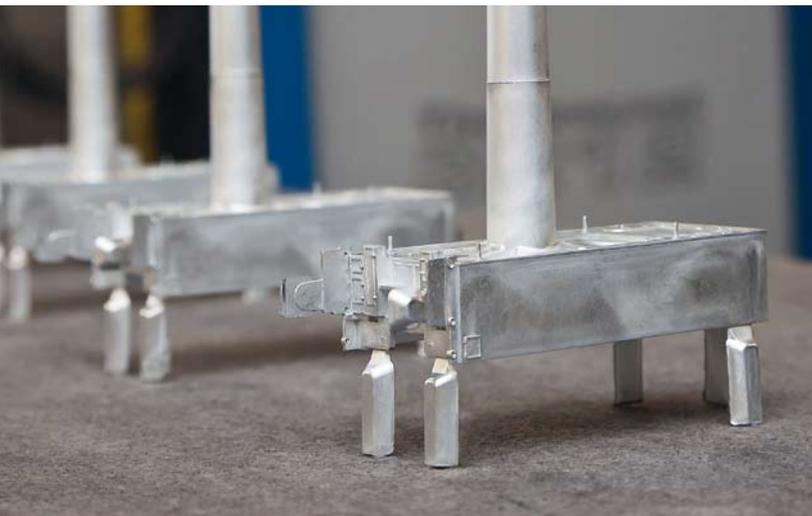
The class 50.40 is matched, just like the second exclusive top model the E 17 (see box on page 10), by the cars of era III. "This period with its huge variety of rolling stock is the best-loved era amongst Märklinists and indeed

amongst model railroaders in general", explains product manager Gräßle. In the H0 new products in 2011, the "Thalys" is still scoring, picking up on the success of the TGV last year. "We seem to have got our



Karl-Heinz Gräßle, H0 product manager at Märklin: "We are offering Insiders in 2011 an exclusive complete freight train subject".

Overwhelming acceptance: barometer for acceptance by the Insiders of the 2011 Club model in H0 is the number of orders received – and here the class 50.40 is a smash-hit.



From a single mold: fresh from the casting system the swarf is still decorating the tender housing of the class 50.40, about to be minutely examined under the illuminated magnifying glass. Märklin's prizewinning zinc molding expertise ensures esthetic and tactile quality of the model.

model choices right, considering that other delicacies produced this year are already sold out, like the stars of the Royal Bavarian State Railways in the steam locomotive triple pack and the limited edition train set "Blue Bird" with the heavy Alco PA-1 diesel loco and six streamliner express train passenger cars from the US WABASH railway company". There has also been a promising reaction from model railroaders and dealers alike concerning



the release of the class 042 which is due out shortly. "The oil-fired express freight train steam locomotive with high-performance boiler fills another gap in our range", confirms product manager Gräßle. "That of course applies to the 50.40 as well, but that highlight of west German steam locomotive rebuilding is strictly reserved for our Club members".

**Text: Rochus Rademacher
Photos: Dietmar Kötzle, Märklin**

"Die casting is one of our strengths"

"E 17 111 is an old type loco which our range has needed for a long time", says a delighted Karl-Heinz Gräßle, H0 product manager at Märklin, of the second exclusive 2011 top model for Insiders. The heavy express loco with its finely-detailed chassis and complicated roof design was a real challenge for the design team: "The detailing has to be realized so that all the features of the model are correspondingly replicated – that is what the model railroader demands of us". And here Märklin can carry out much more delicate work than was possible ten years ago, thanks to extensive investments in innovative design and construction technology. "That applies to one of our leading specialties, zinc die-casting", continues product manager Gräßle. "You can see that

especially well on the E 17, for example on the body shell, which has an enormous number of rivets – naturally, according to the prototype". Of course the significance of the E 17 in railroad history as a technical milestone in electric locomotive development (see Insider 03/2011) was the decisive factor in Karl-Heinz Gräßle's decision to propose the project to the board for modeling. "Apart from anything else, E 17 111 goes well with us – in the 1960s, she was always running between Stuttgart and Munich, on our local line at Märklin's factory gate".



The striking E 17: Märklin is extending their range with the second Club top model for 2011 in H0.

Digital Info Days

Märklin dealer for the event	Date	Time
10589 Berlin, Mierendorffplatz 16, Modellbahnen am Mierendorffplatz	06.12.2011	10 a.m. – 6 p.m.
10789 Berlin, Lietzenburger Straße 51, Modellbahn-Turberg	01.12.2011	10 a.m. – 6 p.m.
22043 Hamburg, Rodigallee 303, Schreiben und Spielen Dlužak	26.10.2011	10 a.m. – 6 p.m.
22177 Hamburg, Bramfelder Chaussee 251, Spiel + Hobby Haus Hartfelder	27.10.2011	10 a.m. – 6 p.m.
24223 Schwentinal, Mergenthalerstraße 1, Wagner's Spiel + Technikwelt	13.10.2011	10 a.m. – 6 p.m.
26452 Sande, Hauptstraße 95, Modellbahn-Breiter	25.10.2011	10 a.m. – 6 p.m.
35390 Gießen, Neustadt 28/Galerie Neustädter Tor, Bastler-Zentrale Lonthoff	09.12.2011	10 a.m. – 6 p.m.
38118 Braunschweig, Kreuzstraße 16, Modellzentrum Braunschweig	29.11.2011	10 a.m. – 6 p.m.
38448 Wolfsburg, Lange Straße 22–24, Hohls	07.12.2011	10 a.m. – 6 p.m.
38640 Goslar, Charley-Jacob-Straße 7, Spiel & Freizeit Breustedt	30.11.2011	10 a.m. – 6 p.m.
40723 Hilden, Hofstraße 12, Modellbahn Kramm	10.11.2011	10 a.m. – 6 p.m.
42281 Wuppertal, Schützenstraße 90, Matschke Modellbahnen	09.11.2011	10 a.m. – 6 p.m.
44627 Herne, Mont-Cenis-Straße 298, La Casa	13.10.2011	10 a.m. – 6 p.m.
48145 Münster, Warendorfer Straße 21, Wie-Mo Modellspielwaren	11.10.2011	10 a.m. – 6 p.m.
49078 Osnabrück, Hörner Weg 80, Märklin-Service Fricke	12.10.2011	10 a.m. – 6 p.m.
50676 Köln, Blaubach 6–8, Modelleisenbahn-Center Lindenberg	11.10.2011	10 a.m. – 6 p.m.
50931 Köln, Aachener Straße 222, Modellparadies Köln	16.11.2011	10 a.m. – 6 p.m.
52080 Aachen, Steinstraße 56, Modellbahn-Service Bohnen	15.11.2011	10 a.m. – 6 p.m.
58095 Hagen, Potthofstraße 2, Modell Pelzer	12.10.2011	10 a.m. – 6 p.m.
67071 Ludwigshafen, Schillerstraße 3, Spielwaren Werst	18.11.2011	10 a.m. – 6 p.m.
70597 Stuttgart-Degerloch, Löffelstraße 22, Jim Knopf Modelleisenbahnen	24.11.2011	10 a.m. – 6 p.m.
71638 Ludwigsburg, Solitudestraße 38/40, Spiel + Freizeit Zinthäfner	03.11.2011	10 a.m. – 6 p.m.
75172 Pforzheim, Durlacher Straße 12, Hobby + Modellbau-Studio	07.10.2011	10 a.m. – 6 p.m.
76227 Karlsruhe, Ottostraße 2A, Spielpunkt	23.11.2011	10 a.m. – 6 p.m.
76532 Baden Baden, Ooser Hauptstraße 12, Märklin Shop Baden Baden	25.11.2011	10 a.m. – 6 p.m.
77694 Kehl, Hauptstraße 25, Roselies Engelhard e.K. Modellbahnen	24.11.2011	10 a.m. – 6 p.m.
78315 Radolfzell, Schützenstraße 5, Spiel & Freizeit Swars	22.11.2011	10 a.m. – 6 p.m.
78713 Schramberg, Schillerstraße 55, Franz Storz	23.11.2011	10 a.m. – 6 p.m.
80333 München, Pacellistraße 5, Märklin Store München	01.12.2011	10 a.m. – 6 p.m.
87435 Kempten, Ellhartstraße 6, Jahn & Heinrich	06.10.2011	10 a.m. – 6 p.m.
87616 Marktoberdorf, Kaufbeurener Straße 1, Spielwaren Härtle	30.11.2011	10 a.m. – 6 p.m.
87700 Memmingen, Schmelzgässle 3, Modellbahn-Fundgrube	18.10.2011	10 a.m. – 6 p.m.
88400 Biberach, Marktplatz 4, Gutermann	28.10.2011	10 a.m. – 6 p.m.
89073 Ulm, Hirschstraße 19, Müller GmbH & Co. KG	29.11.2011	10 a.m. – 6 p.m.
92421 Schwandorf, Marktplatz 20, M.S.S. W. Aumiller	04.11.2011	10 a.m. – 6 p.m.
96103 Hallstadt, Biegenhofstraße 5, Die Modellbahnwelt	03.11.2011	10 a.m. – 6 p.m.
97453 Abersfeld, An der Kemenate 6, Behr-Mobile	26.10.2011	10 a.m. – 6 p.m.



Germany



Switzerland



Austria



France



Italy

1204 Genève, Bd. Georges-Favon 11, Jouets Boller Modèles Reduits	19.10.2011	Ask the Märklin dealer for the times of opening!
1227 Carouge, Rue Roi Victor Amé, Rêve de Gosse	20.10.2011	
1630 Bulle, Rue Louis Bornet 8, Le train jouet	21.10.2011	
3939 Visp, Kleegartenstraße 24 A, Furger Anton GmbH	22.10.2011	
4226 Breitenbach, Ollenweg 22 B Modelleisenbahnladen	08.11.2011	
4464 Maisprach, Wintersingerstraße 22, Train Store Wellig	09.11.2011	
8610 Uster, Florastraße 14, Dill Modelleisenbahn & Spielwelt	10.11.2011	
9213 Hauptwil, Weierwis 2, Modellbauland Hauptwil	11.11.2011	
6322 Kirchbichl, Pfarrgasse 8, Modellbahnwerkstatt Nagel KG	19.10.2011	
69002 Lyon, 7 Rue de la Charité, Le petit train bleu	17.11.2011	
69580 Sathonnay, 31 Boulevard de Castelan, Sathonnay Modélisme	18.11.2011	
10154 Torino, Corso Giulio Cesare 82, Artuffo G. Di Giovanni Lampitelli & C.SNC	16.11.2011	



Exhibitions in the fall: at „Faszination Modellbau“ and „Modellbau Süd“ there are shows, demonstrations and exhibition layouts to be admired.

Attractive exhibitions in the fall

New releases in all gauges

With more than 320 exhibitors from 13 countries, this year's exhibition „Faszination Modellbau“ – Fascination of Model Building – will be drawing visitors from all over to Friedrichshafen on Lake Constance. From 4 to 6 November, this fall exhibition celebrates its tenth anniversary with a wide range of special events and exhibition layouts in all gauges, and introduces all the latest productions in the model building field. Numerous exhibitors will also be gathering for „Modellbau Süd“ in Stuttgart from 17 to 20 November – in focus will be the very latest trends in the sector. Southern Germany's largest model building exhibition offers an astonishing range of subjects stretching from model railroads with rolling stock, technical accessories and landscape design to building live steam models – and is an absolute must for railway enthusiasts of all ages. Special shows, displays, live shows and presentations of all aspects of miniature models round off the program on offer at the Stuttgart Messe.



Super prospects: classical sports cars and a variety of exhibitions are there to attract everyone – on October 29, the museum is even putting on a special lecture on the amusing book "Für Hasen nicht bremsen" ("Don't brake for hares!").

Concentrated 23,000 HP – the Porsche Museum

A fascinating place, both from outside and inside: the Porsche Museum is in all respects a visual highlight at the headquarters of the sports car manufacturer in Stuttgart-Zuffenhausen. Supported by three concrete cores, the monolithic buildings seem visually to be floating. Inside, there are more than 80 exhibits of Porsche classics like the 356 or 917 through to cars of the present day all showing their best faces. The exhibition "Porsche is Art" runs in the museum until November 13: 25 famous artists from South America have put their very own signatures on Porsche GT2 engine hoods: the car parts are artistically very unusually designed.



For the younger visitors there are special guided tours for children and an exciting "museum rally". Club members and one companion pay only 4 euro entrance each, instead of 8 euro. In addition, in the museum shop, Club members receive a discount on a high-quality RAK car set. This new set, produced in cooperation with Märklin, is a limited edition and comprises the models 911 Targa, 914 and the racing car prototypes 907 "Langheck" and 910.

Times of opening:

Tu. to Sun. and public holidays 9:00 to 18:00.

Contact: tel. +49 (0)711/911-20911;

www.porsche.de/museum

Youth Olympiad in Villingen-Schwenningen

Fun and games at the Märklin station

Skill and endurance – that's what the four-kilometer (2-1/2-mile) course of the Youth Olympiad demanded of the Technical Relief Agency (THW) South Baden group. The participants, aged between 11 and 17, had to solve tricky problems at each of 12 staging posts in Villingen-Schwenningen, one of them in H0 scale.

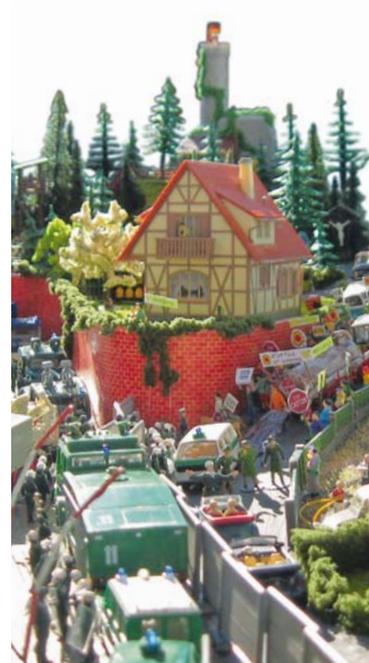
From Bad Säckingen to Constance, from Schramberg to Tuttlingen: the 140 youngsters came from all local THW associations to Villingen-Schwenningen and transformed the town into a gigantic playing-field for a day. The groups went into competition as mixed teams. The Märklin model railroad layout by Ulrich Elsässer proved to be a particularly popular station. For the competition, the Märklin Insider had thought up something really special: in 1:87 scale, he modeled a Castor transport complete with demonstrators and a police presence.



Märklin Insider Ulrich Elsässer made his model railroad layout available to the Olympiad.

The participants had to transship the Castor container from a train to a low-loader truck. This required skill and fingertip feeling – the container was moved by remote control. Apart from that, they had to observe the H0 scenery very carefully in order to be able to answer detailed questions afterwards, like how many of the police officers were wearing a helmet, what types of tree

were there to be seen on the layout and so on. The best results were achieved by the youngsters from THW Singen brigade, closely followed by Waldshut-Tiengen und Trossingen.



Protest in H0: a large number of Castor transport objects are blocking the roads. The demonstration is being monitored by the police.



A challenge for up-and-coming technical relief force members: the course station with H0 diorama requires the THW youth groups to transship a Castor container from a train onto a low-loader truck.



Club model up hill and down dale: under the critical eye of Thomas Schork, in charge of Quality assurance (QA), the pre-production prototype class 50.40 passes its technical test – at this stage, the paint finish is still unimportant. QA has the tasks of quality management, quality assurance and auditing the entire range.

Audits and check-lists guarantee the quality of Märklin products

Quality is a battle

Team discussion: every part is checked to see that it complies with the quality standards originally set for it.

Whether it's set-screws or a loco in its pack, Märklin's Quality assurance (QA) is active every day taking samples in warehouse and in production. For assessing them, the team of experts headed by Thomas Schork fall back on their earlier work. That is where they defined quality standards for every piece and every characteristic.



Club News: The Club model 2011 is about to go into production. Are there any stages which QA watches with extra care?

Schork: As with all steam locos, in the delicate 50.40 as well assembly of the valve gear is a very sensitive working step. The valve gear as a sub-assembly consists of up to 40 individual parts and must be put in place very accurately and connected with the wheels. That demands a high degree of practice and is carried out by extremely well-versed staff as a matter of routine. But to get things clear: QA keeps an eye on the entire production process, and we have been tracking the 50.40 ever since its development phase. We define the quality standards in the framework of quality management.



QA boss Schork: "Our quality standards describe all the characteristics of a loco". The check on the finished article is on a complex test-bench.

Club News: Meaning checkable requirements for set-screws, moldings, or complete locomotives?

Schork: Yes, our quality standards describe all characteristics of importance in the quality of the Märklin, Trix and LGB articles. In the technical field that is a measure such as the thickness of material or the surface quality of a part. One individual quality standard thus describes a product-specific, quality relevant characteristic, including tolerances and testing methods laid down.

Club News: How is this all documented?

Schork: In a testing schedule, which consists of drawings with lots and lots of dimensions – as well as texts or photographs which might refer to a drill-hole or to deburring. Testing is done as production starts and then in laid-down cycles. Any deviation from standard may lead to a production stop, to reworking or for molded parts to the part being melted down again. We talk of a "Rückweisung", or reject.

Measure of all things

"All new components go through our measuring room for the first approval", says Thomas Schork, manager of Quality assurance (QA), as he gives away the trick of how he and his 15 staff – all technicians and engineers – focus on the overall picture right from the start. Article details are stored in the SAP system – checking schedules now accompany the products. An instrument such as a measuring pin or an optical system, which measures objects in 3D, will have an accuracy of 0.5 micrometers. The rolling stock is tested in all possible ways on at least a dozen layouts; the locomotives are repeatedly taken apart to make sure all the soldered joints are in order, all the plugs are still holding tight and that there are no cables twisted. Whenever there is a defect, whether it relates to the part itself or to the process, it is tracked back, and the company learns. If required, the specialists are involved; for example when the sound is being tested,



the product management staff listens carefully. And there are processes going on in parallel such as the approval of software. QA testing of a locomotive takes at least 30 minutes. Until the start of production, the series production is optimized, and from then on, QA checks on an article basis. In the process, every locomotive becomes an individual item.

Precision work: components are measured with micrometric accuracy – checking schedules accompany the part on its way from the original hand-finished sample through pre-production to final assembly.



Highest concentration: does too-delicate a detail get bent in fitting? Are there any faults in the painting? Quality checkers are interested in everything.



Boundary values: in the final inspection, the screen betrays whether functions of loco and tender are outside the narrow tolerance zone. The testing program, designed for the specific article,...



... monitors speed, direction of travel, current consumption and special and sound functions. Then afterwards, there is a visual inspection of the fittings and the paintwork.

Club News: And who actually checks?

Schork: The QA staff, and the quality supervisors – each production department has one of these.

Club News: When does the QA work start?

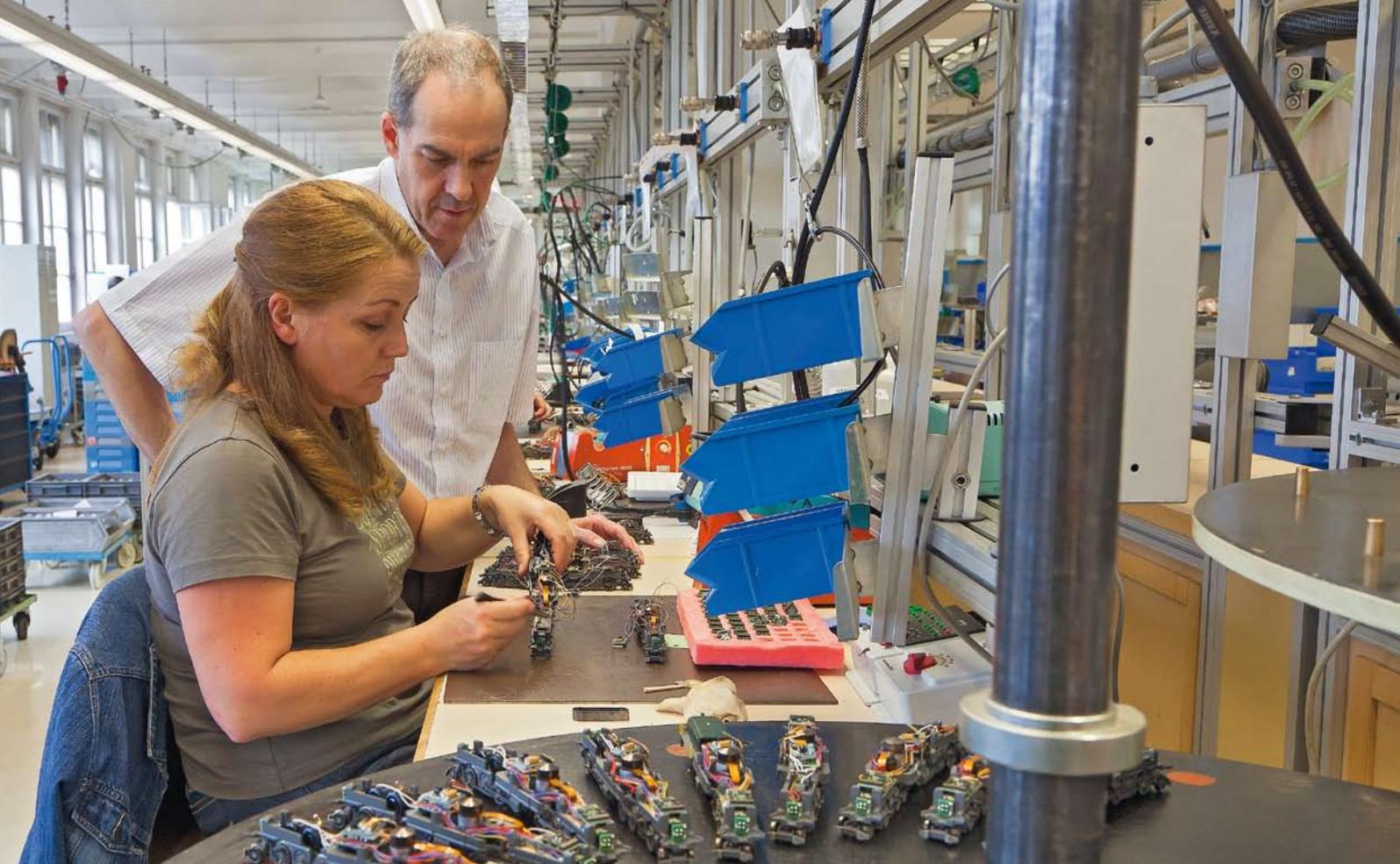
Schork: Right from the design phase of a product, there are regular project sessions, most of which are in charge of the developers. Here, specialists from all departments discuss things like production process, the design of delicate fittings, technical functionality and color scheme. The group also discusses designs for packaging and the instructions for assembly.

Club News: And what about the sequences?

Schork: They are also handled by specialists in process audits. QA takes charge of documentation and measure implementation and it's all stored away in the SAP system in the form of a so-called assembly report.

Club News: First of all, a hand-finished sample of a locomotive is produced. Is that just for demonstration?

Schork: No, it is used with parts lists and drawings for assembly working plans. Above all, though, the hand-finished sample has to pass the QA product approval testing. This consists of runs up and down hill, current consumption and speed measurements. We also check out the functional allocation of the decoder and the sound functions. Certainly the locomotive will be run on all manner of track configurations to test whether the trucks will function properly when taking curves. The audit is then documented in a test report – then the production assignment starts.



Last fitting station before the "wedding": the joining of locomotive chassis with its superstructure shows the finished model for the first time. Assembly is now complete – and is of course documented.

Club News: Then a pre-production series follows. Why?

Schork: At that stage, we use series parts under production conditions, at the same time familiarizing the staff with the new product. What we learn from each individual production stage is documented by QA in the pre-production series report, which is a protocol with concrete measures for the specialist departments. And we examine how best to implement these improvements.

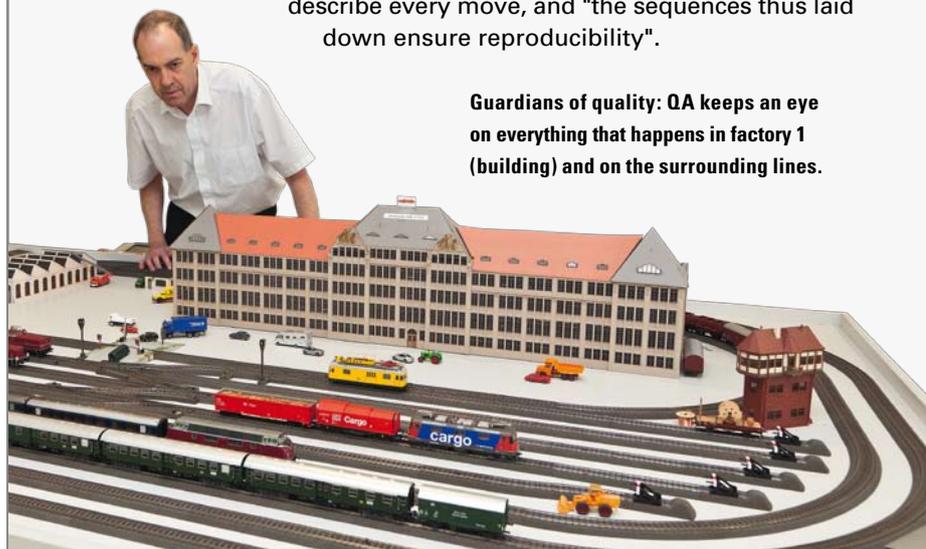
Club News: What does final inspection look like?

Schork: After assembly, every loco is put through a computer-controlled QA testing program on a special layout. In the visual inspection, color anomalies are detected as is missing pipe work, and we can even use a test adapter to simulate the smoke generator kit. Finally, we audit packages ready for dispatch. Every day, we draw samples unannounced and totally at random, and they are then completely retested – and this is done with anything from 350 to 500 new products per annum in the model railroad sector alone.

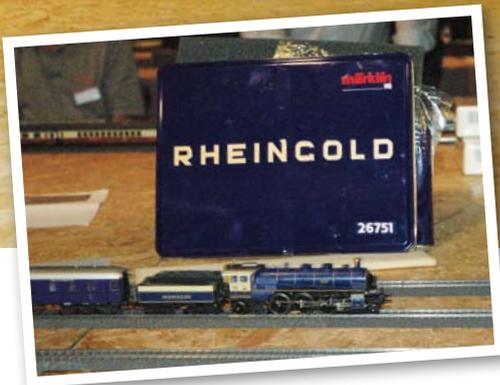
Text: Rochus Rademacher
Photos: Dietmar Kötzle

The quality squad

At Märklin, thinking in categories is obsolete. "We work to a matrix structure which is process and subject-oriented", explains Thomas Schork, manager of Quality assurance (QA). "We have also installed a quality control loop which guarantees a sustained improvement in the individual process steps". The quality control loop, into which all sections are linked, is under the direction of QA. Schork, who reports directly to the board, is a fan of efficiency: "Every part is defined by quality standards which themselves can be checked in audits with our testing schedules. Project steps are documented and concrete plans for implementing measures decide when optimization is carried out". Working instructions up to 15 pages long describe every move, and "the sequences thus laid down ensure reproducibility".



Guardians of quality: QA keeps an eye on everything that happens in factory 1 (building) and on the surrounding lines.



Round table meet with a theme: group photo with the "Rheingold" – for education and for fun, MIST7 lets all versions of the luxury train do the rounds.



Portrait: the Stuttgart Märklin Insider Round Table 7

It is simply a great draw

Loco engineer alongside module builder, collector alongside running fan – this blend is the extra special feature of MIST7. The Märklinists radiate curiosity about everything that runs on rails – or else which optimizes their Karwendel line modules.

At 7 pm, the first MIST7 members arrive, with notebook, tracks, locos and everything but the kitchen sink. The chorus of "hellos" swells and soon 31 Märklinists are filling the meeting place. "We only meet so we know where to go every last Friday in the month", jokes co-founder Uwe Grass, who grins again at the question about an official word of welcome: "We are all of us averse to a starchy form of association rules, which is why we coined the expression 'Stammtisch' (round table), and indeed the double entendre of the abbrevia-

tion "MIST" is all our own work". MIST7, as one of the first round tables of all, has a long tradition (see box on page 20) – including good contacts with other Märklinists. In the side-room, meantime, beamer and notebook have been made ready for action, and the landlord takes orders for meals. Founder Michael Kos gives us the schedule: "First, we have a presentation on the "Rheingold" on the program and then after the meal, we start running operations". There has been a fixed program ever since the first meeting in September 2000: "On that occasion, we dissected a decoder and later made comparisons in running – that's how you gain experience and everyone learns". So the model railroad enthusiasts go through certain classes from A to Z, build boosters or trees, or discuss locomotive rebuilding. MIST7 even allocates four evenings a year for presenting new products. "Whatever new product is launched on the market, one of our members has always bought it, and we look over it here



Team spirit: MIST7 even listens to those who can stand upright under the layout, and they all have a go with the modules.



at our leisure", explains Bernhard Weikert, who was introduced to the round table by his son. As a subscriber to the Märklin Magazin, co-founder Mark Kaipl was in the club from the start. As far as the background of a model railroader is concerned, Kos maintains they are almost all the same. "All of us have stuck to the Märklin brand since childhood".

"A train for the film-stars and for the rich": with his "Rheingold" talk, Gerhard Berge takes the round table on a time trip from 1928 to 1987. Route of the luxury train, consist and its motive power between the North Sea along the romantic Rhine Valley and on into Switzerland, a wide-ranging subject, and spiced by inside knowledge. The first car behind the steam loco – an empty baggage car to act as a crumple zone in case of collision. The Rhine Valley curve, where photographic legend Carl Bellingrodt would always be lurking, awaiting the "Rheingold". A discussion over a "Rheingold" marshaling yard breaks out – loco engineer and MIST7 co-founder Mark Kaipl has the answer. Uwe Grass describes the group's composition as highly pleasing, "since thanks to the excellent blend of interests, there is always a fruitful exchange". And laughter is permitted – at everything: at Easter, a long train loaded with Easter eggs takes a trip; at the Christmas party, photographs showing "My first Christmas with Märklin" are projected on the screen, followed by a light-hearted guessing-game as to who the children are; not always are they identified with the men of today!

In the main room, the landlord invites us to



Handmade: Martin Bächler is a master tree-maker – as the crowd of fascinated watchers confirms.

Pedal-power: main thing is, it's on rails – then MIST7 really gets to work.

the table; a large U-shape ensures all-round eye contact. "In the round table there are also small groups which organize dates to visit exhibitions, other round tables, swap-meets and toy fairs via the email distribution list so that everyone is kept informed", says Guido Wettemann. "That's how we use the e-mail circular system at short notice to alter the year's plan for photo prototype sessions after

Hand-picked: MIST7 maintains prototypical landscape design – the modules of their Karwendel line already add up to 35 meters – over 114 feet – in length.



On the road: visiting other round tables, railroad museums, making trips to the Karwendel for the modular layout – MIST7 is always on the move.



Description Märklin Insider Round Table 7

The round table

"The main catchment area for MIST7 is the central Neckar region", explains founder Michael Kos. "On average, 30 of our 45 members come to the meetings on the last Friday of each month, which is taken up by lectures, discussions, running and friendly exchange". All shades of model railroad expertise are represented – from prototype and model through layout construction and landscape design to programming, servicing and digitalization. The only official structure: the round table committee of three, elected annually, who also function as mediators. Contact through Mark Kaipl, Tel.: + 49 (0) 71 23/95 3257, email: mkaipl@mist7.de

The history

MIST7 is one of the first round tables of all – Michael Kos, Uwe Grass and Mark Kaipl put out an invitation in September 2000 and almost 20 Märklinists responded. HAMST is possibly a week older – but that can no longer be ascertained precisely. MIST7 has founded a number of enjoyable and useful railroad events in Germany, such as the Long Train Events and the MegaMIST as a meeting place for several round tables, or module standards. "Our handbook with over 100 pages has been a source of inspiration in founding a number of round tables", reports Uwe Grass. Favorite gauge is H0 – but Z gauge is also represented as is gauge 1, "even though most of our Stuttgart houses tend to be rather too small for 1:32 scale".

The module builders

General subject of the module group is the Karwendel line, according to Mark Kaipl. "An experienced landscape builder assured us that the line between Garmisch and Innsbruck was operationally and in landscape construction terms extremely interesting". But above all, it's demanding too. The modular layout now measures 35 meters (114 feet) in length. "It's continually changing, because as we learn, we dare to approach more difficult sections, like the famous Martinswand above the Inn Valley", MIST7 co-founder Kaipl tells us. "The involvement is great fun; at exhibitions, we get talking to the visitors and get children interested in the model railroad".



5 from 45: MIST7 founders Uwe Grass (left), Michael Kos (second from right) and Mark Kaipl (right) with Bernhard Weikert (second from left) and Guido Wettemann. Altogether, there are 45 there.

holidays when a member reports on a series of presentations he has made to US Märklinists or we plug several Central Stations together as boosters for our modular layout, which now measure some 35 meters" (114 feet). Grass says that combined expert knowledge is always invaluable in model railroad problems: "Up to now, we have always found an answer". A decoder programming ace looks after Austrian color-light signal sequences, and our CAN-bus specialist has worked himself into the industrial data-bus so well that his employer is now using him for CAN-bus analysis. "After all, where we are living, we are surrounded by Daimler, Porsche, Bosch and machinery manufacturers".

The first ones leave the banqueting table, and in the side room, baseboards are put together in a flash to form a 4 x 6 meter (13' x 19' 6") base for C-track. The first train is already on the rails. A class 18.3 steam loco with the famous plum-colored express train passenger cars and their cream window stripe of the "Rheingold" 1928. It 's just fascinated us on the screen; now it's doing its rounds on two circuits. "Has anyone got an 01 there? Now we need the class E10.12 electric loco – we've arrived in era III". Finally, the legendary train is running in its historically correct train composition – saloon car and observation car, dining car and baggage car.

Many are looking on deep in concentration, others are chatting, others are poring over dismantled locomotives while yet others are deep in discussions over their modules. Not until well after midnight has the round table run its course. But even on the car park, the chatting goes on – typical model railroaders at the MIST7 Round Table just have a lot to say.

**Text: Rochus Rademacher
Photos: Michael Kos, MIST7, RR**

New cooperation partners

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



NEW

Eisenbahn Erlebniswelt Horb (Neckar)

SVG Eisenbahn-Erlebniswelt Horb am Neckar
Isenburger Strasse 16/2, Museumshalle, 72160 Horb am Neckar,
Germany
Tel.: +49 (0) 74 51/55 57 50
Email: horb@svgmbh.com
Homepage: www.eisenbahn-erlebniswelt.de

Times of opening:

From May to October, Tuesdays through Sunday between 10:00 and 18:00, open on public holidays, closed on Mondays.

Electric, diesel and steam locos: on around 77,000 m² (92,000 square yards) of the former freight station at Horb on the Neckar numerous dinosaurs of railroad history are gathered on a total of five tracks. In May this year, the charitable association "Friends of the Preservation of Historic Railway Vehicles" (FzS e.V.) opened an impressive railroad museum on the former freight depot. At the focal point of the Railroad Erlebniswelt Horb is the newly-built 8,400 m² (over 10,000 square yards) hall, which accommodates 40 historic vehicles to be admired and photographed by the visitors, including the 1950s star of the German Federal Railroad, the Trans-Europ-Express TEE. For moving pictures of another era, there is another attraction on the premises: with 54 seats and a 3 x 4 meters screen (9' 9" x 13' 1"), the railroad cinema provides an insight into the history of the vehicles. The range offered is complemented by a model railroad layout and an exhibition celebrating "175 years of rail in Germany". Anyone who fancies a look behind the operational scenes can have a look round the museum's signal tower.



» **Club benefit:** On presentation of their Club card, members receive a reduction of one euro on the regular admission price.

Photos: Eisenbahn-Erlebniswelt Horb



Miniatur Wunderland Hamburg

Miniatur Wunderland Hamburg GmbH
Kultur & Gewerbespeicher, Kehrvieler 2-4 Block D,
20457 Hamburg, Germany
Tel.: +49 (0) 40/3 00 68 00
Email: info@miniatur-wunderland.de
Homepage: www.miniatur-wunderland.de

Times of opening:

Regular Mo., Wed. and Th., 9:30–18:00, Tu. 9.30–21:00, Fri. 9:30–19:00, Sa. 8:00–21:00, Sundays and public holidays 8:30–20:00.

In Hamburg's Speicherstadt directly alongside the Elbe, we find one of Germany's biggest tourist attractions. The "Miniatur Wunderland" stretches over some 1,300 m² (1,554 square yards). From Scandinavia to the USA, from the waterfront up into the mountains: all the most spectacular regions on earth are there to be experienced. Whether it's Las Vegas, the Alps or the Norwegian fjords – the Wunderland has all these sights and more under one roof. And this year there is another top quality attraction in addition. After no less than six years development and construction work, the biggest miniature airport in the world opens for viewing. On arrival at the terminal, the miniature passengers are looking at an original model of Hamburg Airport. 40 airplanes are launched into the air from a start-and-land catapult and controlled by a satellite system specially designed for this purpose run on their own along the runways and taxiways. And Miniatur Wunderland is to go on growing – by 2020 to around 2,500 m² (about 3,000 square yards). Next step planned is the new Italy section, which is due to open in 2013.



» **Club benefit:** On presentation of their Club card, Club members receive a one euro discount on the regular admission price.

Photos: Miniatur Wunderland Hamburg

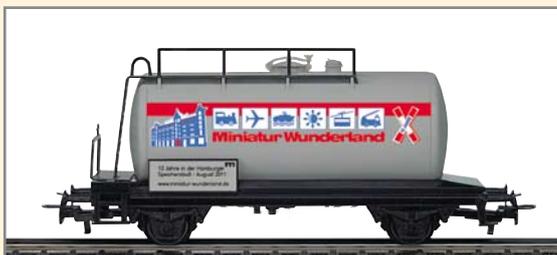


Advertising models

HO



94367 "Gasoline"



94368 "Miniatur Wunderland"



94369 "Modelleisenbahn Wunderland"

Miniatur Wunderland Hamburg GmbH,
Kehrwieder 2-4 Block D, 20457 Hamburg, Germany
www.miniatur-wunderland.de,
info@miniatur-wunderland.de,
Tel. +49 (0) 40/30 06 80 - 0



4415.540 "Ganbare Nippon"

Märklin Shop Rheingold Tokyo (Japan),
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Please note:

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

Z



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(2-car set), Elektro Goldenbaum, Winklerbergstr. 12 A,
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August & September 2011

H0



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Back to the nursery with "Märklin my world"

märklin
my world



Märklin launches a smart starter line

Pure play delight: the new beginners line "Märklin my world" scores with robust vehicles using tough and easily-connected C-tracks. The highlight of the "Märklin my world" range is the "ICE" starter set with which children from the age of three can play themselves into the world of the model railroad. The battery-operated train is wireless-controlled and integrates

itself quite naturally in running operations on H0 layouts. The innovation in the model railroad sector is thus the ideal platform for running pleasure spanning the generations between grandparents, parents and kids. This smart line embraces all the beginner's heart could wish for. "Märklin my world" is in the shops now.