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CLUB  
NEWS  
2010

# märklin INSIDER

**More Benefits,  
More Information**

– The Club Year 2010  
at a Glance



**BR 03.10, BR 58, V 200 & Co**  
– All the Insider Models in 2010



Only the Finest: The Insider Models of 2010

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**märklin** INSIDER



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Please find the following enclosures in the Club publication 01/2010: Märklin Insider News 01/2010, Märklin Magazin 01/2010, Märklin New Items brochure 2010, Order form for Club models (H0 + Z + 1 gauge), DVD Video New Items





The Club Year 2010



The major seminar dates and Info Days

## Your Service Numbers

### Customer Service

#### Club Hotline:

By phone Monday–Friday  
from 10.00 a.m.–6.30 p.m.  
Telephone: +49 (0) 7161/608-213 • Fax: -308  
E-mail: insider-club@maerklin.com

#### Questions about technology, repairs and replacement parts / complaints:

By phone Monday–Friday  
from 10.00 a.m.–6.30 p.m.  
Telephone: +49 (0) 7161/608-222 • Fax: -225  
E-mail: service@maerklin.de

#### Internet

[www.maerklin.com](http://www.maerklin.com)

### Are you moving?

Please inform us in good time of your new address so we can still contact you.  
A forwarding request at the Post Office is unfortunately not enough.

Thank you for your cooperation!

## Dear Insiders,

Starting with this issue, there is now even more Insider news and the layout has been changed as well. As of this year there will be more information and more benefits for you as an Insider member. Märklin Magazin is just one the club benefits and commencing with issue 01/2010, there be more on 20 pages from the editorial office for more information from the whole world of model railroading. The volume of Club News that you receive together with your Märklin Magazin will be increasing as well. 24 pages now—that's 20 percent more than before—to keep you informed with what's happening in the world of Märklin products, for news from the Insider Scene and to keep you up-to-date on the service front. Not only this, you will now receive the DVD Yearly Chronicle twice a year. All the other benefits you are accustomed to—from the attractive Insider model (read the big report starting on Page 6) to the exclusive Car of the Year—remain the major pillars of the Insider Club. We are looking forward to a new and exciting Club year, and we hope you will enjoy reading the new Club News.



**Dietmar Kötze,**  
Head of the Customer Club

**Dietmar Kötze**

## Imprint

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### Märklin Customer Clubs

Dietmar Kötze (responsibility)  
Silvia Römpf

### Editorial office

3G Media GmbH: Peter Waldleitner (editor-in-chief),  
Frank Erdle, Lars Harnisch, Tobias Bumm

### Graphic Design

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## Insider Club 2010

# More from the Club

### Benefits at a Glance

- Car of the Year exclusively for Insiders
- 6 x Club News
- 6 x Märklin Magazin
- 2 x DVD Chronicle of the Year
- Exclusive Offers from MHI Märklin Dealers
- Special Offers for Anniversaries
- Club Card
- Catalog for the Current Year

**Now even more information and products: The new year has a lot of highlights in store for Märklin Insiders. A preview of 2010 is being given here.**

### Insider Club News

Club News has once again been upvalued significantly in 2010: More news, a new and more compact layout, more background information, As an Insider, Club News will give you everything about Märklin straight from the source. We will also include reports about individual Insiders and Insider round tables on a regular basis. Club News has been expanded to now 24 pages a year. This means an increase in information of 20 percent for you! Club News for Märklin Insiders is published in German, English, French and Dutch.



### Offers exclusively for Insiders

In the course of the year, MHI - an initiative from authorized Märklin dealers - or the authorized retailers themselves will announce specials for products that have been reserved for club members only. Together with the publications, all members receive non-transferrable order forms for the products exclusively available to Insiders. One each can be ordered per member and special offer. Those wanting to take advantage of an exclusive product on offer simply hand in a duly completed order form to the MHI or authorized retailer. This year for example, there is the BR 03.10 in H0, an express train with V 200 in Z and a BR 58 in 1 Gauge as the

products exclusively for Insiders (also see the detailed report on pages 6 to 15 of this issue). For the retailers and hence for you, Märklin then produces exactly the quantity on order. There is also a certificate of authenticity for the model. These offers are only available to those members in the same year of membership who have handed in an order form by the closing date for this.

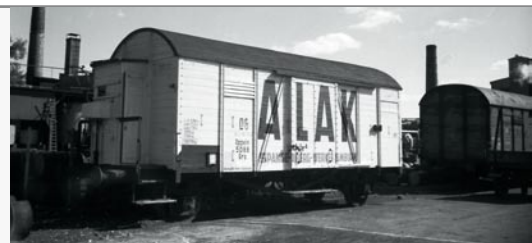


**Included in your Membership: The June mailing includes a coupon for Insiders for a catalog they can collect from their local retailer.**

### Insider Car of the Year

Another major benefit of being a member is our Car of the Year. In the gauge of your choice - either H0 or Z - each member receives one Car of the Year for the current year of membership from the local retailer. Car of the Year is a model that is produced for club members only. This offer is so exclusive that there are no other models made for a different gauge. As the Insider Car of the Year is only on offer in H0 or Z, 1 Gauge enthusiasts have the choice of ordering this in H0 or Z. A Car of the Year in 1 Gauge is unfortunately not feasible in the subscription. Those wanting a Car of the Year in a gauge different from the previous year shall notify us of this in writing by the end of

March 2010.





## Märklin Magazin

The Märklin Magazin is shipped 6 times a year together with the Insider mailing. It is published in German, English, French and Dutch. There will be even more in the Märklin Magazin as of 01/2010. There will be topical information on Layout Construction and from The World of the Railroad on 140 (!) pages in future.

## Twice a Year: DVD Chronicle

Whether an open day, new items or a stand at a fair or an exhibition: Each Insider now receives a chronicle twice a year as a DVD of the major events where Märklin is involved. This exclusive DVD is sent out to all Insider members at no extra cost. It is included with the April and October mailings.



## »Schedule« 2010 \*

Date of publication		Enclosures
1	Beginning of February	Order coupons for Club models (H0 + Z + 1 Gauge) DVD for New Items in 2010
2	Beginning of April	Order coupon for Club model »Replikate« DVD »A Year with Märklin« I
3	Beginning of June	Order coupons • for Car of the Year for Insiders • 1st FC Insider Car of the Year • Anniversary models (5, 10 and 15 years) • Catalog
4	Beginning of August	
5	Beginning of October	DVD »A Year with Märklin« II
6	Beginning of December	

\*Subject to changes. Please note the exact times given in each current issue.

## Special Offers for Anniversaries

Until further notice, special models are available for anniversaries of 5, 10 and 15 (completed) years of Insider membership. An order for these must be submitted to the retailer at the latest by the date given on the order form for this. Those with a forthcoming anniversary will automatically receive the appropriate order form with the June issue. This is similar to way special offers for Insiders works.



**Club Card** The Club Card is issued to all members together with confirmation of club membership for the new year. The password for logging onto the Club site of the Märklin Homepage is given in the letter welcoming new members to the club. Members from previous years do not have to change their password. Please note that your user name is your family name and written in the way given on the club card. The Club Card entitles the holder to privileges at events and from participating associates (for a current list refer to issue 02/10 of Club News).

## And this is How it Works:

Our »Insider mail« is sent out on a regular basis: in February, April, June, August, October and December, in each case at the beginning of the month. Dispatch for all members is always at the same time so that nobody will be favored or disadvantaged. The exact date for dispatch can be found from the Insider site on the Märklin homepage. Please allow two to five working days (in Germany) as of the date when dispatched for delivery. Complaints about publications not received or missing contents can only be dealt with up to the middle of the following month. Please inform us in good time of any change of address. Our method of dispatch is printed paper – this is not covered by forwarding arrangements.

## Contents of Mailing

On arrival, please check the contents as the first thing you do. Page 2 of the Insider News lists all the enclosures that should be included. Do not discard the envelope straight away as there might still be an enclosure inside. Notify us immediately if there is anything missing. Complaints that are only received months afterwards are usually too late for items to be replaced. Also, it is often the case that important dates (e.g. to order items) have since elapsed.

Important: To order back issues of Märklin Magazin or magazine files, please contact:

Märklin Magazin  
Press Up GmbH  
Postfach 701311  
22013 Hamburg,  
Germany

Telephone: + 49 (0) 40 / 414 48 - 467

Fax: + 49 (0) 40 / 414 48 - 499

E-mail: maerklin-magazin@pressup.de





#### Data for the BR 03.10

- Class: 2'C1'h3
- Length over buffers without tender: 15260 mm/50.07 feet
- Length over buffers with tender 2'2'T34: 23905 mm/78.43 feet
- Locomotive total wheelbase: 12000 mm/39.37 feet
- Drive wheel diameter: 2000 mm/6.56 feet
- Running wheel diameter, front: 1000 mm/3.28 feet
- Cylinder diameter: 3 x 470 mm/18.5 inches
- Boiler pressure: 16 bar/239.31 psi
- Total heating area: 177.54 qm/1911.02 sq.ft
- Service weight: 104.2 metric tons/114.86 short tons
- Adhesion weight: 56.8 metric tons/62.61 short tons

Insider locomotive 2010: BR 03.10

## Completely New Design

**The BR 03.10 for Insiders is a very special steam locomotive. Completely re-designed, it symbolizes express-train traffic during the time of Germany's economic miracle.**

On December 5, 1939, the Borsig Lokomotivwerke handed over factory number 14.711 to the German Reichsbahn as the first 03 1001 ever built. This was then formally accepted on February 27, 1940, and allocated the next day to the engine shed at Hamburg-Altona. The history of the BR 03.10 began in late Thirty's as the lightweight version of the 01 and like this, the 03 had a maxi-

mum speed of 130 kilometers, or 80.78 miles per hour. The Reichsbahn speeded up the express-train traffic between 1930 and 1940. These two-cylinder locomotives had to be running more and more at maximum speed. This didn't do them any good of course and this is why the Reichsbahn contracted the faster three-cylinder machines. Although in the designation scheme for the standard classes, the three-cylinder machines were of the class-



### Differences between BR 03 and BR 03.10

The BR 03.10 is a completely new design. Here the major differences from the BR 03:

- Conical-shaped high-efficiency boiler from Krupp
- Superheated steam regulator on the right of the boiler below the superheated steam cover
- Mixing pre-heating system with mixing pre-heater pump, pressurized tank, return line, mixing vessel
- Three-cylinder engine with inner cylinder, inner control, 3rd piston-rod protection tube and double inflow pipe on the left side of the locomotive
- Lamps positioned below the running board (usual for new locomotive designs)
- Fine-spoke drive wheels, "webbing" on the bottom bracket bearing and displaced balance weights
- Solid disc wheels in the forward truck
- Control rod fastened on the revolution
- High sand distributors, upright on the revolution
- Left smoke deflector plate in front of the mixing pre-heating pump
- Additional lines and controller rods fitted
- Brightly painted buffer heads
- Tender: Modification version of the streamlined tender T34 for the BR 03.10 of the DR
- Coal bunker with hinged cover flaps and lifting rods
- Cover flaps with grab bars and step
- 2 additional compressed-air reservoirs on the left side of the tender below the water tank
- 2 drums for softening the feed water on the water tank, upright at the back

The 26 locomotives of the 03.10 class were in service for the German Federal Railroad almost solely for express-train traffic.  
Maximum speed: 130 kph/80.78 mph

es 01 and 03. From the technical viewpoint though, there was a big difference between the two and three-cylinder machines which is why it is justified to talk of different classes. The BR 03.10 locomotives were stationed at various engine sheds for coupling to express trains. There were however never very many machines at any one engine shed and this was not very good for their maintenance. A large number of locomotives only then came together at one point in northern Germany when the Reichsbahn allowed the 03.10 machines from Breslau and Posen to run westwards at the end of 1944 and at the beginning of 1945. And the German Federal Railroad inherited 26 of these locomotives in this way. Initially the locomotives were just reconditioned. Around the middle of the Fifty's there no alternative to fitting new boilers though no trials were undertaken to use oil as the prime fuel like the trials that led to a better performance from the 01.10. In the 1958 the Federal German Railroad moved all 03.10 locomotives to the engine shed at Hagen Eck. The 03 1001, as used as the basis for the Insider model, arrived here on October 2, 1958. In the post-war period alone, it covered a total of 2,268,635 kilometers/1,409,664 miles. The Insider model shows the condition it was in around 1963.

Text: Torsten Berndt

Photos: Ludwig Rotthowe, Hartmut Seehuber



The tender of the Insider model 2010 is mainly of metal, and the mfx decoder has extensive noise functions.

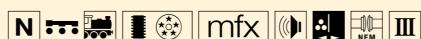


## The Märklin Insider Models 2010

Final ordering date:  
March 31, 2010



### 37915 Trailing Tender Express Train Locomotive



**Role Model:** Express train steam locomotive, class 03.10, from the German Federal Railroad Non-clad modified version with new design for the high-efficiency boiler, Witte smoke deflector plates, DB reflective-glass lamps and modified trailing tender with coal bunker flaps and feed fixture. With disc wheels like the forward truck role model Service number 03 1001. Operating condition around 1963.

**Model:** With digital decoder mfx and extensive noise functions. Controlled high-efficiency propulsion with bell-type armature and flywheel mass in the boiler. 3 driven axles, traction tires. Locomotive and tender mainly made of metal. Set up for smoke device 7226. Alternating three-lamp head light dependent on the direction of travel, and retrofit smoke device conventional during operation, digital switching. Lighting with maintenance-free warm-white light emitting diodes (LED) Close coupling with kinematics between locomotive and tender. Kinematic-guided close coupling at the tender with NEM shaft Coal bunker cover flaps that opened and close mechanically. Accessible minimum radius 360 mm Piston rodprotective tubes included. Length over buffers 27.5 cm/6.89 inches.

#### ■ Model Highlights 37915

- Completely new development
- Particularly filligree metal construction
- High-efficiency propulsion with bell-type armature in the boiler
- Diverse digital-switching running and sound functions
- Matching express train car set available, item number 43969

Digital functions	Central Unit 6020	Control Unit 6021	Mobile Station 60652	Central Station 60212
Head light	●	●	●	●
Smoke device contact		●	●	●
Steam locomotive running noise		●	●	●
Locomotive whistle		●	●	●
Direct control		●	●	●
Brake screeching off			●	●
Air pump			●	●
Switching whistle			●	●
Letting off steam			●	●
Shoveling coal				●
Shaking grate				●





# The Märklin Insider Models 2010

## 43969 Express Train Car Set



Final ordering date:  
March 31, 2010

**Model role:** 6 different express train cars of various types from the German Federal Railroad (DB), as express train D 265 Basel SBB – via Wuppertal – Hagen, authentic for the route section Cologne – Hagen. 1 luggage car D4üm-60, 1 compartment coach A4üm-61, 1<sup>st</sup> class, 1 compartment coach AB4üm-63, 1<sup>st</sup> / 2<sup>nd</sup> class, 2 compartment coaches B4üm-63, 2<sup>nd</sup> class, 1 dining car WR4ü(e)-39. Operating condition around 1963.

**Model:** New design for the luggage car, in a chromium-oxide green color scheme. Detailed frame section taken from the original, with block brakes and axle-driven generator. All cars prepared for live couplings 7319 or short couplings 72020/72021. Luggage car and passenger coaches in the generous 1: 93.5 scale of length, already set up for interior lighting 73400/73401 (2 x), pickup shoes 73406 as well as train-end lighting 73407. Skirt-type dining car over the whole scale of length, already set up for interior lighting 73150. Luggage car and passenger cars with printed train route plates and sequence numbers. One 2<sup>nd</sup> class express train car already with red end lighting for the end of the train.



Included as part of each express train set: Luggage car.

### Notes on Ordering

Using the enclosed order form, each Insider member can order one each of the Insider models from the MHI dealer or an authorized Märklin dealer. We draw your explicit attention to the fact that Insider order forms are not transferrable. The model will be produced in 2010 as a one-time series exclusively for Insider members. A certificate is included in the packaging for each model.

Important: Please observe the closing date given on the order form: **31. March 2010**. Delivery expected to start in the **3rd quarter of 2010**.

### ■ Model Highlights 43969

- Authentic Replica of the Express Train D 265 Basel SBB – via Wuppertal – Hagen
- Express Train to Match the Express Train Steam Locomotive BR 03.10 (Insider model 2010)
- Completely new construction of the passenger train luggage car, class D4üm-60, later the class Dm 902





The D 265 was part of the railroad timetable from Basel to Hagen for more than ten years.

## The Data for the Cars

- Class A4ü-61, AB4ü-63, B4ü-63, WR4ü(e)-39
- Length over coupling (mm/ft): 26400/87, 26400/87, 26400/87, 23500/77
- Car body length (mm/ft): 26100/86, 26100/86, 26100/86, 22200/73
- Car body width (mm/in): 2825/111, 2825/111, 2825/111, 2865/113
- Floor height above the top of the rail (mm/in): 1232/49, 1232/49, 1232/49, 1060/42
- Distance between axles (mm/ft): 19000/62, 19000/62, 19000/62, 16180/63
- Truck wheelbase (mm/in): 2500/98, 2500/98, 2500/98, 3600/142
- Wheel diameter (mm/in): 950/37, 950/37, 950/37, 1145/45
- Service weight (t): 37.0, 36.0-38.0, 37.0, 53.2
- Seats in 1st Class: 60, 30
- Seats in 2nd Class: 36, 72
- Seats in the dining compartment: 42

North-South axis from the Period of the Economic Miracle

# Harmony Side by Side

**The Insider Set 2010 is a reminiscence of express trains during the time of the economic miracle. The express train D 265 with the 03.10, five new and one old-type carriages reminiscent of the German Federal Railroad of the Fifty's and Sixty's of the 20th century.**

The D 265 was given a new route as of June 1, 1958, when the summer schedule took effect. It now went from Basel via Mannheim, Ludwigshafen, Wiesbaden, Koblenz, Cologne and Wuppertal to Hagen. Before it had served the route Basel – Cologne – Krefeld – Nijmegen in the summer months. It terminated in Krefeld in winter. The D 265 had been in the railroad timetable for at least ten years without any appreciable changes. The same route was retained when the winter schedule came into effect on September 29, 1968. The train was however only classed as an express train between Basel and Cologne. On the route as far as Hagen it was just a fast train though with the same stops en route – Solingen-Ohligs, Wuppertal-Elberfeld and Wuppertal-Oberbarmen. The era of the D/E 265 Basel – Cologne – Hagen came to an end when the win-

ter schedule 1969/70 expired on May 30, 1970. The D 265 through car was always part of the train. In the summer of 1963 the train was complemented by e.g. first and second-class cars from Ancona. These had come from Ancona – Bologna – Milano – Gotthard – Basel. These were however in service here during the period between June 23/24 and September 16/17. Throughout the whole of the schedule time, a second-class through car was added to the train. This car had arrived in Rhineland-Palatinate from Ventimiglia and Strasbourg. There were the same and similar through-car connections in the other years as well. The D 265 was always something worth looking at. The German Federal Railroad contributed to significantly to this as the rolling stock of the Fifty's and Sixty's was very varied. The constructions from the period between the



wars and the modifications from the various State railroads gave a rendezvous with contemporary developments. Whereas the first express train cars delivered after the Second World War were of the class with a length of 22.4 meters/73.49 feet over the coupling, the German Federal Railroad soon changed to ordering all passenger train cars with the new guard dimension of 26.4 meters/86.61 feet. The first cars with 26.4 meters/86.61 feet originated from a concept that the German Federal Railroad did not however pursue. Double-decker coaches of this length had been on the drawing boards at the Central Office of the German Federal Railroad in Göttingen and Wegmann, the Kassel-based coach builder, since 1950/1951. The double-decker coaches remained an episode whereas the coach measuring 26.4 meters/86.61 feet had asserted itself. Development of the first express train car was completed in 1952 and these cars were on the tracks by 1953. Numerous types appeared in years that followed and they did not differ just in their classification. The permissible maximum speed increased with time, the turning doors at the entrance area gave way to turning folding doors, the window dimensions in the second class were matched to those in the first class, the collision stub posts at the ends of the cars increased the safety for the passengers. In 1961, UIC, the international railroad association, adopted the basic design for the Type X. There are still many cars in service today, though now with modern fitments and technical modifications. Unlike this, the design for the dining car originates from 1939 when the Mitropa ordered 76 vehicles with aerodynamic fronts and panels on the body side sole bars. The cars constituted the end of developments in the period between the wars, they remained however for many years in service after the war had ended.

**Text: Torsten Berndt / Photos: Helmut Dahlhaus, Ludwig Rotthowe, Collection Wolfgang Diener**



**Dynamic Look Ensured: The Witte smoke deflector plates of the BR 03.10.**



**More than two million kilometers/1,242,742 miles after 1945 alone: The 03.10 01.**



**The through car AB4üm had 1st and 2nd class compartments, seating 30 and 36 persons respectively.**



## Insider Model 1 Gauge

# A Locomotive for Steep Routes

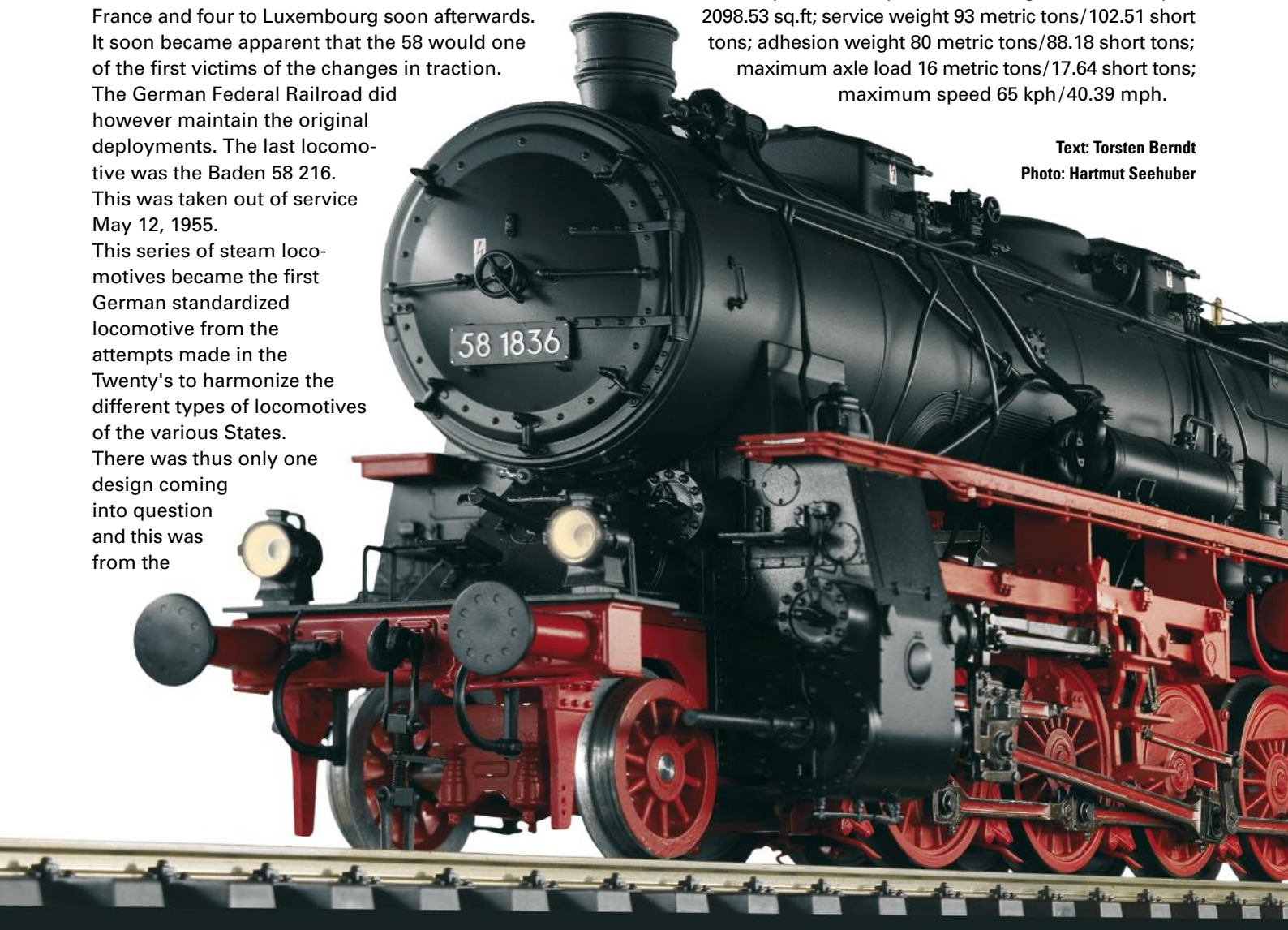
**It was robust and as the G 12 was Germany's first standardized locomotive. The German Federal Railroad took over 548 of these powerful locomotives after the war.**

The Insider Model 2010 in 1 Gauge shows the BR 58 in its prime. As a highly detailed model with many add-on parts on the boiler, driver's cab and tender. The role model used for the Insider model was the 58 1836. Of the 548 locomotives in total that the German Federal Railroad took over, 34 vehicles originated from Württemberg, 30 from Baden and five from deliveries to the Reich railroads in Alsace-Lorraine. Neither the Baden nor the Württemberg machines never usually went outside their home states. Others were in service in the new Federal State of Rhineland-Palatinate. The Prussian machines – with 479 by far the majority – were spread over the headquarters with inclines on the routes. The 58 was very suitable for running here. Of the machines that had been taken over, the German Federal Railroad returned two to France and four to Luxembourg soon afterwards. It soon became apparent that the 58 would one of the first victims of the changes in traction. The German Federal Railroad did however maintain the original deployments. The last locomotive was the Baden 58 216. This was taken out of service May 12, 1955.

This series of steam locomotives became the first German standardized locomotive from the attempts made in the Twenty's to harmonize the different types of locomotives of the various States. There was thus only one design coming into question and this was from the

largest State: Prussia. Yet the G 12 was by no means a classic Prussian development. This was obvious from the sectional underframes – a feature earlier of locomotives designed in Southern Germany. The center of the boiler reached a height of 3000 millimeters/118.11 inches for the first time. The major data for the class 58 (pr. G 12): Type 1'Eh3; length over buffers without tender 11,685 mm/460.04 inches; length over buffers with tender 3T20 18475 mm/727.36 inches; locomotive total wheelbase 8500 mm/334.65 inches; coupler wheelbase 4 x 1500 mm/59.06 inches; drive wheel diameter 1400 mm/55.12 inches. Running wheel diameter 1000 mm/39.37 inches; cylinder diameter 3 x 570 mm/22.44 inches; piston travel 660 mm/25.98 inches; boiler pressure 14 bar/203.05 psi; grate area 3.9 sq.m/41.98 sq.ft.; radiated heating area 14.19 sq.m/160.38 sq.ft.; Total heating area 194.96 sq.m/2098.53 sq.ft; service weight 93 metric tons/102.51 short tons; adhesion weight 80 metric tons/88.18 short tons; maximum axle load 16 metric tons/17.64 short tons; maximum speed 65 kph/40.39 mph.

**Text: Torsten Berndt**  
**Photo: Hartmut Seehuber**





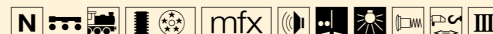
Final ordering date:  
March 31, 2010

Digital functions	Central Unit 6020	Control Unit 6021	Mobile Station 60652	Central Station 60212
Head light	●	●	●	●
Smoke device		●	●	●
Steam locomotive running noise		●	●	●
Locomotive whistle		●	●	●
Telex coupling at the rear		●	●	●
Firebox flickering			●	●
Illuminated driver's cab			●	●
Switching whistle			●	●
Direct control			●	●
Brake screeching off				●
Letting off steam				●
Shoveling coal				●
Shaking grate				●
Generator noise				●
Injector				●
Water pump				●

#### ■ Model Highlights 55581

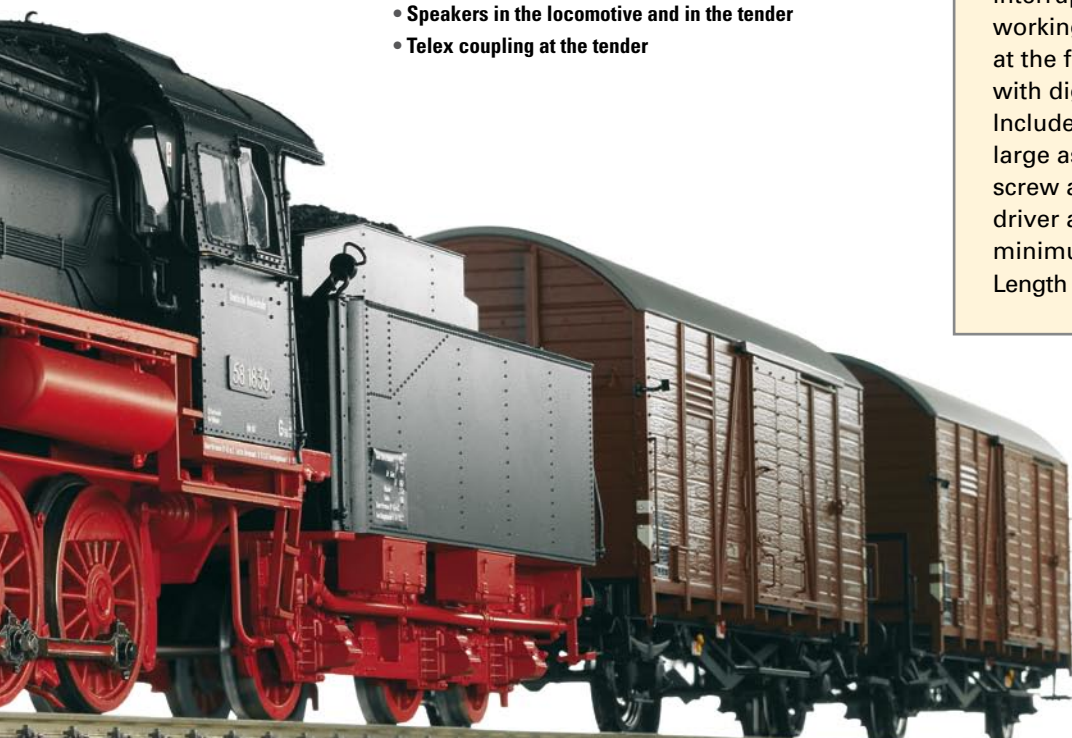
- Completely new development
- Running noises synchronized with the wheels
- Working engine inside.
- Steam emissions synchronized with the wheels
- mfx decoder for operation with AC, DC, Märklin Digital und DCC.
- Speakers in the locomotive and in the tender
- Telex coupling at the tender

## 55581 Steam Locomotive with Trailing Tender



**Role Model:** Freight Train Locomotive, class 58 from the German Federal Railroad, with a three-axle tender.

**Model:** Truck and locomotive superstructure made mainly of metal. With digital decoder mfx, controlled high-efficiency propulsion and noise generator for running noises synchronized with the wheels, extensive noise functions. Speakers in the locomotive and in the tender Operation with AC, DC, Märklin Digital and DCC possible. 5 axles driven, traction tires. Installed smoke device, with steam emissions synchronized with the wheels. Two-lamp head light changing with the direction of travel. Front lighting and smoke device conventional during running, digital switching. Lighting with maintenance-free warm-white LED. Highly detailed model with many add-on parts on the boiler, driver's cab and tender Frame for the locomotive with interrupted sectional underframe, with working engine inside. Screw coupling at the front of the locomotive, tender with digital switchable Telex coupling. Included in the scope of delivery is a large assortment of parts, including screw and claw couplings, as well as driver and stoker figures. Accessible minimum radius 1020 mm/39.76 inches Length over buffers 57.8 cm/22.76 inches.



Elegant and with fine details:  
The BR 58, the Insider model  
2010 in 1 Gauge.



Symbolizing the economic miracle on West-German tracks: The V 200.

## Insider Model in Z Gauge

### The V200 at a glance:

Series machines as of V 200 006:

- Type B'B'
- Length over buffers: 18470 mm/727.17 inches
- Locomotive total wheelbase: 14700 mm/578.74 inches
- Distance between axles: 11500 mm/452.76 inches
- Wheelbase in the truck: 3200 mm/125.98 inches
- Wheel diameter: 950 mm/37.4 inches
- Service weight: 73.5 – 81 metric tons/81.02 - 89.29 short tons
- Maximum axle load: 20 metric tons/22.05 short tons
- Outputted power: 2 x 809 kW
- Maximum speed: 140 kph/86.99 mph
- Maximum tractive force at starting: 230 kN

## Queen of regional traffic

**It characterized the "regional traffic" of the Seventy's: The diesel-powered V 200 and the "Silberlinge" Insiders can now have the whole express train running on their Z gauge layout.**

"Regional traffic" – this term was seen in recent Märklin Club news. The "Silberlinge" had been intended "for local as well as for regional traffic". Regional traffic was somewhere between commuter traffic and long-distance traffic. In theory the planners made a general orientation on the limits given by German Federal Railroad. Since these limits were of historic nature and not always flows of traffic caused by amongst others, the division of Germany, they served only as an indication for train arrangement. In practice the fast train was typical for regional traffic. There were many fast trains crossing many headquarters; the

schedules included many connections worthy of express trains, like e.g. Kaiserslautern – Würzburg and Brunswick – Aachen. It is therefore hardly surprising that these Silberlinge were also part of express trains far into the Eighty's. In the time from the first prototype in 1958 until 1980, the German Federal Railroad accepted some 5000 types of different categories. A simplified differentiation is between the 2nd-class-only car and the Silberling car with more than one class (2nd class car with multiple-purpose compartment) as well as driving trailers with multi-purpose compartments and a 2nd-class area. This then gave the types with the different maximum speeds, interior fitments



**Data for the "Silberling":**

- Type: AB4nb-59, B4nb-59
- Length over buffers:  
26400 mm / 1039.37 inches
- Car body length: 26100 mm / 1027.56 inches
- Car body width: 2825 mm / 111.22 inches
- Floor height above the top of the rail:  
1175 mm / 46.26 inches
- Distance between axles:  
19000 mm / 748.03 inches
- Wheelbase in the truck:  
2500 mm / 98.43 inches
- Wheel diameter: 950 mm / 37.40 inches
- Service weight: 28.5 t / 31.42 short tons
- Seats in 1st Class: 30
- Seats in 2nd Class: 48 / 96

and types of driver's cab. The majority of these cars were brand-new constructions, a few though were from the main repair shops with various parts taken from older vehicles that could still be used. The types fitted with steam heating harmonized very well with few older diesel locomotives of the class V 200.0 still in service then. These were used above for any type of train; they pulled both the center-door cars of the Fifty's as well as the diverse freight trains.

Used in long-distance, regional and commuter traffic, its can rightfully be termed the universal locomotive. Characteristic of the years of the economic miracle are the V 200.0, the center-door cars and the "Silberlinge" of the German Federal Railroad.

**A typical career: The V 200 038**

The V 200 038 came from Krauss Maffei and had the factory number 18.282. Both motors came from Daimler, both transmissions from Voith. Acceptance by the German Federal Railroad took place on December 16, 1956, and transfer to stock took place December 21, 1956, at the Frankfurt-Griesheim engine shed. It remained here until May 28, 1958. The next day it went to the engine shed in Villingen and from here it was deployed until September 13, 1966. In the time from September 16, 1966 until October 30, 1968 Hamm P engine shed was recorded in the logbook and from October 31, 1968 until May 30, 1969 it was in the engine shed at Hamburg-Altona. It returned to Villingen on June 1, 1969, and left again on June 14, 1975. The last domicile was the Oldenburg engine shed and on August, 1980, it was finally no longer overhauled again after running 3,579,000 kilometers / 2,223,887.5 miles. It was finally decommissioned on August 21, 1980.

Text: Torsten Berndt

Photos: Ludwig Rotthowe, Albert Schöppner

**The Märklin Insider Model****81175 Train package "Express train"**

**Role Model:** 1 diesel hydraulic mixed-traffic locomotive of the class V 200.0 for the German Federal Railroad 2 center-door cars, B4ymgb-51, 2nd Class 3 "Silberlinge" passenger cars 1 x AB4nb-59, 1st/2nd class, and 2 x B4nb-59, 2nd class.

**Model:** Locomotive with 5-pole motor All axles driven Lighting from maintenance-free light-emitting diodes, 3-lamp head light changing with the direction of travel. Special edition locomotive and cars Not available as individual models. Overall train length: 690 mm / 27.17 inches.

**Model Highlights 81175**

- Largely a new construction for the locomotive
- Lighting from maintenance-free light-emitting diodes
- One-time production for Insider members only

**Final ordering date:**  
March 31, 2010





**View of the finished station building** The gutter has been damaged from all the snow last winter on the roof, and is now in need of repair.

## Part 2: Assembly of "Märklingen" station

# At the Right Place

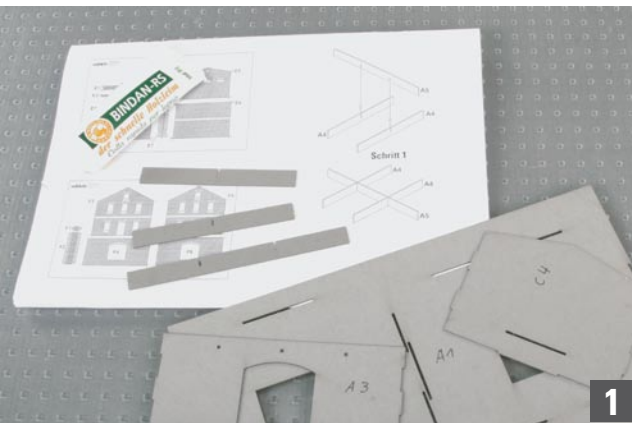
**In previous installment, Michael Siemens showed how the parts from the cardboard kit for our "Märklingen" station (item number 72797) are prepared and colored beforehand. Now it's time to put the building together.**

Besides the glue for bonding, a sharp knife is needed to separate the parts from the frame. It's best to use a scalpel to sever the spider legs holding the pieces to the frame. A firm and flat surface should be chosen as the working area so that any parts that fall out will not be bent or otherwise damaged. Also, the other utensils used for model building should include a couple of strong rubber bands and a few small clamps that are available from almost any hardware store at a reasonable price. Clothespins will in principle do as well except these cannot clamp as far down the part as the special hardware clamps will. In accordance with the instructions, assembly commences with the base plate and two of the shed walls. We are however only constructing – so to speak – the shell of the building at the moment from the gray inside walls. These are then given a brick covering when we have finished. We could of course first glue the brick to the inside walls and then erect them all at the same time. But if one of the wall parts were to erroneously slip out of place at the gluing stage, there would be problems later with fitting that we could no longer correct. Safer is the two-step method as the parts fit together quasi by themselves.

### Connector system for a firm sit

Putting the wall parts up is very easy. Base and inside walls connect together as a system of catches, slots and recesses. As there is no play whatsoever for the parts, everything holds together relative firmly at once. The glue should be used only sparingly. Applying only spots of glue will ensure a stability that is more than adequate. Using too much glue can cause the cardboard parts to swell up because of the moisture in the glue. The shed base can now be placed in the foreseen position once the first two walls for this have been erected. The catches on the part will engage in the slots in the wall for these. Patience is called for when connecting the parts. Do not attempt to apply too much pressure to force a catch into the slot as this might cause tearing in the cardboard. And then no catch will fit in the slot at all and rework is necessary. When all the walls for the shed have been fitted, two rubbers around the shed will hold everything in place. The time needed for the glue to dry can be used to decorate the windows of the station, with curtains for example. Such enhancements are certainly to be recommended because there is no pattern masking here like

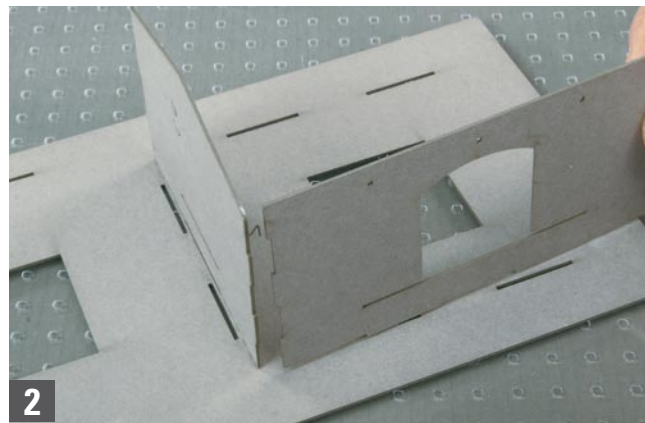




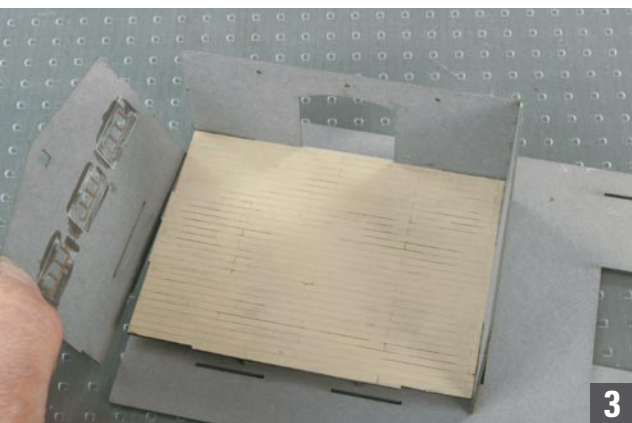
1

◀ It is best to transfer the designations given in the instructions for the parts to the components themselves. This will save us the job later of looking for these.

► Principally only spots of glue should be applied and this sparingly. The connector system assures that putting these sections together is straightforward.



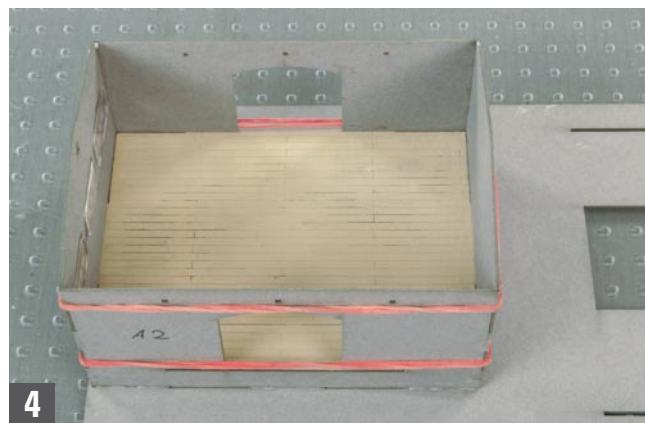
2



3

◀ The sequence that is given in the instructions is meaningful. The shed base is accordingly put in together with the walls.

► A couple of strong rubber bands should be at hand for construction purposes. They will hold the walls firmly in place while the glue is drying.



4



5

◀ The first wall of the house is placed resting against the shell for the shed. The smaller clamps from the hardware store are ideal for holding the parts in place.

► The house walls already fitted with windows can be enhanced before installing: Curtains can be made from thin strips of paper.



6



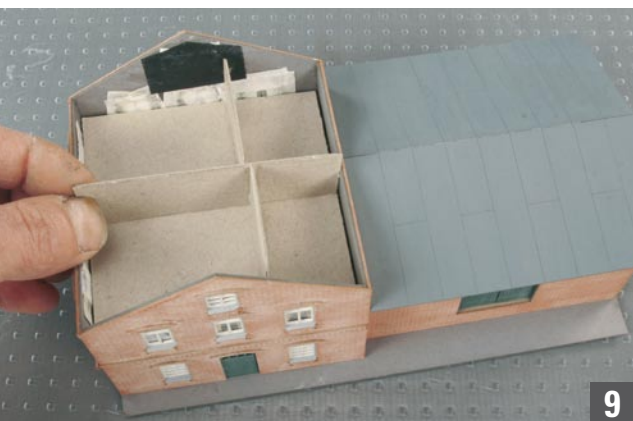
7

◀ The inside walls are soon mounted to the base plate as well. Any surplus glue is simply removed using a moist brush.

► It's time for the details once the brick walls have been mounted. The shed doors are hinged and can be glued down in any position.

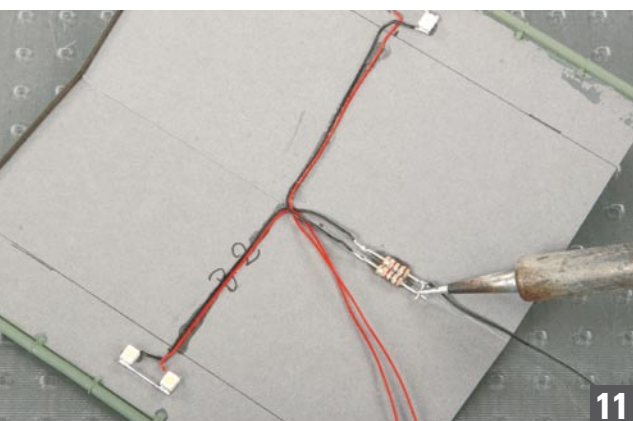


8



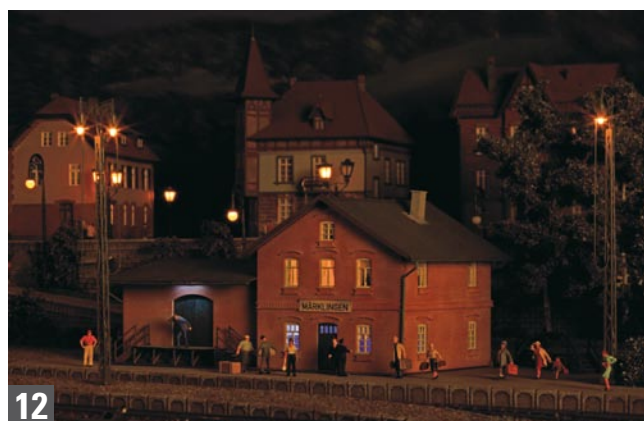
◀ Pieces of cardboard are put inside the otherwise see-through building. This now looks much better, especially when lighting has been installed.

Accessories to match, ▶ like this rain gutter, can be found in the modeling box or are available from Auhagen.



◀ Low-power light-emitting diodes produce hardly any heat and can usually be concealed somewhere inside. A resistor in series is needed depending on the voltage.

A special atmosphere ▶ develops in the darkened model railroad room from the lighting inside the station building and the other lamps as well.



there is with plastic models. Not only this, bare and empty windows are not particularly appealing. Curtains improve the overall look considerably and give the impression that the building is inhabited. It's fun as well, to "tailor" the colored curtains from paper napkins and kitchen roll. Bindan glue can be used to secure the curtains on the inside of the building.

The first step in completing the station building is to set up the house wall facing the shed. As the brick structure is facing the shed wall, the inside wall and the brick wall for this part have to be glued together beforehand. The remaining walls are then added step-by-step: The gray inside walls are first of all positioned and then the respective brick walls added using only small mounts of glue.

### Interior fittings

The inside of the building should of course be finished before the roofs are added. With the shed it's the doors that can be suspended from hinges on the inside. This means they can be fitted in any position. Those wanting the doors open should therefore put some accessories, like boxes, pallets and other cargo, inside the shed. Such accessories – and figures to match – are available from Preiser and Faller amongst others. The interior of the station building can be fitted out with a raised floor and inside walls. Suitable parts can be made simply from the

cardboard material and then inserted. This prevents the observer from being able to look right through the building as this would not be very realistic.

Although no lighting inside is foreseen, a bit of model-building talent can be applied to install light-emitting diodes. LEDs are long-lasting and consume very little power. They do however need DC power and a resistor has to be installed in series depending on the voltage used. The roofs can now be added once everything is in place and the lighting is working. The roof sections have to be folded beforehand at the correct place. This is best done over an edge (e.g. square-shaped timber etc.). The unsightly roof ridge is covered over using strips of paper that have been appropriately colored. The minor parts like rain gutters and downpipes are then mounted. Although not normally included in the cardboard construction kit, these should most certainly be added. Quite often there is something suitable for this in the modeling box. Auhagen supplies a small kit with such accessory parts suitable for this purpose. Together with the curtains that have been made, it's details like these that make the cardboard model look much more realistic. Once finished, our "Märklin-gen" station can now take its place on the layout. Shortly after, numerous miniature travelers and railroaders have congregated outside the new building. A train is about to arrive and will stop at the platform here ...

**Text: Michael Siemens**

**Photos: Klaus Eckert, Michael Siemens**





## Insider Round Tables

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

### A Big Favor please:

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

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- **17449** Karlshagen, Hauptstr. 49, Hartmut Reinhold, Tel./Fax: +49 (0) 38371/20371
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- **31582** Nienburg, Carsten Heling, Tel.: +49 (0) 5021/6002949
- **31832** Springe, K.-Kollwitz-Str. 21, Holger Kehrstädt, Tel.: +49 (0) 5041/971415, Deister-Ice@gmx.de
- **32257** Bünde, Nelkenstr. 4, Hans Bechinka, Tel./Fax: +49 (0) 5223/43416
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- **34560** Fritzlar-Geismar, Eichgarten 12, Alexander Hebler, Tel.: +49 (0) 172/+49 (0) 6876943, www.insiderstammtisch-geismar.piczo.com, alexander\_hebler@freenet.de
- **38100** Braunschweig, Michael Kuthe, Tel.: +49 (0) 151/16667104, mist3@mist3bs.de, www.mist3bs.de
- **41468** Neuss, Michael Flügel, Tel.: +49 (0) 2131/3693733, fluegelmichael@t-online.de
- **44141** Dortmund, Martin Meese, Tel.: +49 (0) 231/435686, martin\_meese@hotmail.com, bernd.knaak@uni-dortmund.de, volker.stuckenholz@imail.de
- **45472** Mülheim a.d.R., Kolumbusstr. 110, Krug zur Heimaterde, Hanno Brünninghaus, Tel.: +49 (0) 201/608261, www.stammtisch-ruhrpott.de, info@stammtisch-ruhrpott.de
- **47055** Duisburg, Fasanenstr. 19, Wolfgang Eisenmann, wanheimerort@gmx.de
- **47475** Kamp-Lintfort, Heinz-Dieter Papenberg, Tel.: +49 (0) 2841/51132, www.mist47.de.vu, HPapenberg@aol.com
- **48076** Münster, Christian Schmidt, Postfach 470243, ch.rschmidt@t-online.de
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- **53619** Rheinbreitbach, Eifelblick 28, Jens Arenberg, Tel.: +49 (0) 170/2077722, mist-mittelrhein@web.de
- **53721** Siegburg, Fröhliche Eisenbahner, Thomas Hövel, Tel.: +49 (0) 160/1204124, http://fe.maleiz.de/, fe@maleiz.de
- **54332** Wasserliesch, Kordelstr. 25, Günter Schröter, Tel.: +49 (0) 6501/12280, guenterschroeter@aol.com
- **54338** Schweich, Schlehenweg 2, Joachim Schlöder, Tel.: +49 (0) 6502/9969280, JoachimSchloeder@t-online.de
- **55126** Mainz, Am Finther Wald 32, Stephan Türk, Tel.: +49 (0) 6131/476771, tuerk@mpip-mainz.mpg.de und Stefan Reh, eb@wuellner-reh.de
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- **56307** Dernbach, Hauptstr. 4, Hans-Georg Kunz, Tel.: +49 (0) 2689/3799, kunz\_hg@yahoo.de (only Z-Stammtisch)
- **57567** Daaden, Mittelstr. 8, Axel Schmidt, Tel.: +49 (0) 2743/933660, info@modellbaumeyer.de
- **58507** Lüdenscheld, Brinker Höhe 21, Heiko Becker, Tel.: +49 (0) 2351/568153, becker888@freenet.de
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- **59757** Arnsberg, Wiedhofstr. 7, Heinrich Franz Hecker, Tel.: +49 (0) 2932/639294, hf.habg@t-online.de
- **63150** Heusenstamm, Wiesenweg 23, Adolf Dworsky, Tel.: +49 (0) 6106/3986, dolfi-und-tonia@gmx.de
- **66130** Saarbrücken, Saargemünder Str. 154, Burkhard Eins, Tel.: +49 (0) 681/8739507 und 0178/569462, eins@htw-saarland.de
- **67346** Speyer, Eselsdamm 8, Ulrich Klumpp, Tel.: +49 (0) 6232/677741, Fax: +49 (0) 6232/677742, uklumpp@web.de, www.mist-rhein-neckar.de
- **67659** Kaiserslautern, Hahnbrunnerstr. 34, Christian Engel, DieselV200@aol.com
- **70374** Stuttgart, Mark Schäfer, Tel.: +49 (0) 7123/953257, mschaefer@mist7.de
- **70806** Kornwestheim, Guido Wettemann, gwettemann@mist7.de
- **72555** Metzingen, Imkerweg 6/3, Horst Boßler, Tel.: +49 (0) 157/03475980, www.mist72.de, hbosslar@freenet.de
- **79117** Freiburg, Manfred Grimm, Tel.: +49 (0) 761/796971, grimm-manfred@web.de NEW
- **79312** Emmendingen, Nelkenweg 4, Eugen Schrempp, Tel.: +49 (0) 7641/3945
- **79650** Schopfheim, Herbert Rebscher, Tel.: +49 (0) 7622/669169, Insider-Stammtisch@HR-Funk.net
- **80805** München, Helmut Kern, Tel.: +49 (0) 174/3024414, www.mucis.de, HFKern@gmx.de
- **85250** Oberzeitelbach, Lindenstr. 12, Franz Koch, Tel.: +49 (0) 8254/1718, LumpiMarok@aol.com
- **85435** Erding, Karlstr. 1 a, Ludwig-Josef Eglinger, Tel.: +49 (0) 8122/6116, eglinger@web.de
- **88348** Bad Saulgau, Siessenerstr. 2, Richard Gentner, Tel.: +49 (0) 7581/8818 oder +49 (0) 172/7429464, Rigesa@t-online.de
- **88630** Pfullendorf, Schillerstr. 40 a, Peter Scherer, Tel.: +49 (0) 7552/929415, spielzeugscherer@freenet.de
- **89073** Ulm, Falk Dehnert, Tel.: +49 (0) 7348/23130, www.ulm-mist.de
- **90579** Langenzenn, Falkenstr. 32, Georg Schönfelder, Tel.: +49 (0) 9101/2689, kontakt@frist9.de, http://www.frist9.de
- **97486** Königsgberg, Alexander Faßlrunner, Tel.: +49 (0) 9524/5745, Africanrex@aol.com
- **97794** Rieneck, Brunnenweg 2, Michael Hermann, Tel.: +49 (0) 171/2132809, www.mist-im-msp.de, stammtisch@mist-im-msp.de
- **A-1000** Wien, Tel./Fax-Box: +43 (0) 15972728, http://www.insiderstammtisch.net, insider-stammtisch.net@aon.at
- **CH-3904** Naters, Sonnhalde 9, Werner Baier, Tel.: +41 (0) 27/9249200, mbaier@tiscalinet.ch
- **CH-8320** Fehraltorf, Ueli Schwizer, u.schwizer@greenmail.ch und Rainer Lüssi, rainer@luessi.ch, www.stayathome.ch/helis.htm
- **CH-6037** Root, Postfach 123, Märklin-Freunde-Zentralschweiz (MFZ)

# Digital Info Days

Märklin authorized dealer staging the event	Date	Time
<b>Germany:</b>		
12163 Berlin, Schloßstraße 1, Werken.Spielen.Schenken	23.02.2010	10 a.m. – 6 p.m.
21217 Seevetal, Fleestedter Ring 5, Spiel und Hobbystube Reimann	18.03.2010	10 a.m. – 6 p.m.
22177 Hamburg, Bramfelder Chaussee 251, Spiel + Hobby Haus Hartfelder	17.03.2010	10 a.m. – 6 p.m.
23556 Lübeck, Zieglstraße 232, Die Rappelkiste	16.03.2010	10 a.m. – 6 p.m.
35390 Gießen, Sonnenstraße 23-29, J. H. Fuhr	07.04.2010	10 a.m. – 6 p.m.
38100 Braunschweig, Wilhelmstr. 89-90/Ecke Abelnkarre, Tiebe	24.02.2010	10 a.m. – 6 p.m.
38448 Wolfsburg, Lange Straße 22-24, Hohls	25.02.2010	10 a.m. – 6 p.m.
40212 Düsseldorf, Graf-Adolf-Straße 15, Lütgenau Spiel & Hobby	18.02.2010	10 a.m. – 6 p.m.
42719 Solingen, Weyer Straße 259, Eichner & Stahlhaus	30.03.2010	10 a.m. – 6 p.m.
44135 Dortmund, Ostenhellweg 43, Lütgenau Modellbahn Shop	16.02.2010	10 a.m. – 6 p.m.
50931 Köln, Aachener Straße 222, Modellparadies Köln	31.03.2010	10 a.m. – 6 p.m.
54290 Trier, Nagelstraße 28, Spielzeugparadies	02.03.2010	10 a.m. – 6 p.m.
55576 Sprendlingen, Gertrudenstraße 17, Fränkis Bahnladen	03.03.2010	10 a.m. – 6 p.m.
58095 Hagen, Potthofstraße 2-4, Modell-Pelzer	17.02.2010	10 a.m. – 6 p.m.
67071 Ludwigshafen, Schillerstraße 3, Spielwaren Werst	04.03.2010	10 a.m. – 6 p.m.
68309 Mannheim, Dürkheimer Straße 20, Modellbahntreff König	08.04.2010	10 a.m. – 6 p.m.
69214 Eppelheim, Schützenstraße 22, Modellbahn Schuhmann	18.03.2010	10 a.m. – 6 p.m.
71636 Ludwigsburg, Möglinger Straße 17, Modellbahn-Modellauto Weizenhöfer	26.03.2010	10 a.m. – 6 p.m.
71696 Möglingen, Wiesenweg 13, Henningsen Modelleisenbahnen	10.03.2010	10 a.m. – 6 p.m.
72250 Freudenstadt, Martin-Luther-Straße 7, Spielwaren Wagner	23.03.2010	10 a.m. – 6 p.m.
72764 Reutlingen, Metzgerstraße 13, Modellbahnstation Reutlingen	11.03.2010	10 a.m. – 6 p.m.
73630 Remshalden, Wilhelm-Enssle-Straße 40, E und E GmbH	12.03.2010	10 a.m. – 6 p.m.
74076 Heilbronn, Weipertstraße 9, Modellbahn Märklin	17.03.2010	10 a.m. – 6 p.m.
73037 Göppingen, Reutlinger Straße 2, Märklin Erlebniswelt	12.02.2010	10 a.m. – 6 p.m.
76229 Karlsruhe, Schultheiß-Kiefer-Straße 10, Lok Shop	24.03.2010	10 a.m. – 6 p.m.
83352 Altenmarkt, Traunsteiner Straße 4, Maier Modelleisenbahnen	11.03.2010	10 a.m. – 6 p.m.
83395 Freilassing, Sägewerkstraße 18, Seigert Spiel + Freizeit	10.03.2010	10 a.m. – 6 p.m.
84307 Eggenfelden, Landshuter Straße 16, Modellbahnen von A-Z	09.03.2010	10 a.m. – 6 p.m.
90587 Veitsbronn, Fürther Straße 27a, Leo's Modellbahnstube	16.03.2010	10 a.m. – 6 p.m.

Ask your Märklin dealer for the exact times of the event!

## Switzerland:

1630 Bulle, Rue Louis Bornet 8, Le train jouet Sàrl	26.02.2010	+41(0)26/9121989
3930 Visp, Kleegartenstr. 24A, Anton Furger	27.02.2010	+41(0)27/9465000
8162 Steinmaur, Wehntalerstr. 4, Modelleisenbahnen Gehri	25.02.2010	+41(0)44/8534677
8610 Uster, Florastr. 14, Dill Modelleisenbahnen & Spielwelt	23.02.2010	+41(0)44/9946060
9000 St. Gallen, Marktgasse 19, Zollibolli Spiel + Freizeit	24.02.2010	+41(0)71/2227086

Please inquire the times directly from your Märklin dealer!



**Info Day Car 2010:** All Märklin dealers staging Info Days can reserve an Info Day Car (H0) for the day of the event. This offer applies during the Info Day and is subject to availability.



# Märklin Seminar Program

1. Half-year 2010

Märklin is again offering attractive seminars this year as well. Center of attention in 2010 is the new Central Station for unlimited possibilities with your layout. In our seminars you will learn about the well-designed system architecture of this pioneering innovation. There will of course also be the classic topics like maintenance and inspection of locomotives, installing decoders and layout planning as well as layout construction. The number of places available for each course being offered is limited as each individual participant is given intensive support.

**Please note: The seminars on layout construction, decoder installation, locomotive assembly H0 and Z, are scheduled for the second half-year of 2010!**

## Reservations for all seminars:

Gebr. Märklin & Cie. GmbH  
Stuttgarter Strasse 55 – 57  
D-73033 Göppingen, Germany  
Telephone: +49 (0) 7161/608-257 or -222  
Fax: +49 (0) 7161/608-143  
training@maerklin.de  
or online at [www.maerklin.de](http://www.maerklin.de)

Here you find the reservation and participation conditions. A separate seminar brochure is not provided.

**All seminars are held in German language!**



## Controlling and Switching with the New Central Station (1 day and 2 days)

### Seminar contents

- Basics of the Central Station (60214): Connections and operating the user interface
- Running and programming the locomotives (mfx, DCC and Motorola)
- Setting up the control system with contact tracks for push/pull trains
- Setting up and switching turnouts and signals
- Setting up track diagrams using the new layout
- Creating routes
- Control of turnouts and locomotives from the Control Unit and Keyboard connected to the Central Station
- Linking up other devices to the Central Station (e.g. Mobile Station)

### Goal of the Seminar:

- Acquire knowledge on how to set up a model railroad system with a Central Station or to convert an existing model railroad layout.

### Miscellaneous:

- Each participant receives a special seminar car (H0)

### Cost and duration of the training:

2 days: Each day from 8.45 a.m. – about 4.30 p.m.

259,- Euro for Insiders, otherwise 289,- Euro

1 day: 8.45 a.m. – about 4.30 p.m.

159,- Euro for Insiders, otherwise 189,- Euro

### Dates for 2-day seminars

Date	Venue	Possible hotel reservations	No.
Thur/Fri 18./19.02.2010	Göppingen Märklin Erlebnisswelt Reutlinger Strasse 2 73037 Göppingen	Restaurant-Hotel Hohenstaufen Freihofstraße 64–66 73033 Göppingen Telephone: +49 (0) 7161/670-0 <a href="http://www.hotel-hohenstaufen.de">www.hotel-hohenstaufen.de</a>	510 a
Thur/Fri 25./26.02.2010	See above	See above	510 b
Thur/Fri 27./28.05.2010	See above	See above	510 c
Thur/Fri 10./11.06.2010	See above	See above	510 d
Seminar trainer Rüdiger Haller			

### Dates for 1-day seminars

Date	Venue	Hotel tel. no.	No.	Seminar trainer
Thursday 29.04.2010	Hamburg Intercity Hotel Hbf. Glockengießerwall 14 20095 Hamburg	+49(0)40/248700	410 a	Gunther Schneider
Wednesday 05.05.2010	Cologne Senats Hotel Unter Goldschmied 9-17 50667 Cologne	+49(0)221/20620	410 b	Gunther Schneider
Thursday 20.05.2010	Hanover Hotel Kastens Luisenhof Luisenstr. 1-3 30032 Hanover	+49(0)511/3044-0	410 c	Dieter Lorenz
Tuesday 11.05.2010	Unterentfelden/Switzerland Märklin-Vertriebs AG Mönchmattweg 3 CH-5035 Unterentfelden	+41(0)62/7235121	410 d	Dieter Lorenz



## H0: Maintenance and Inspection (2 days)

### Seminar contents

- Fundamentals of Soldering, with Soldering Practice
- How Märklin drum and flat commutator motors work
- Adjustment work at the mechanical switch for the direction of travel
- H0 locomotive lubricated correctly
- Performing maintenance and inspection work on a BR 218
- Disassemble a BR 218, modules explained, locomotive assembled again
- Performing maintenance and inspection work on a BR 74
- Disassemble a BR 74, modules explained, locomotive assembled again
- Converting Märklin locomotives to digital running with high-efficiency motors and current decoder generation (theory, no practical)
- Localizing faults made easy, using specially prepared locomotives and the training given in this course

**Previous knowledge:** None

#### Goal of the Seminar:

- This seminar is ideal for better care and maintenance of your older locomotives and to learn how to perform minor repairs by yourself.

### Dates

Date	Venue	Possible hotel reservations	No.
Thur/Fri 11./12.03.2010	Göppingen Märklin Erlebnisswelt Reutlinger Strasse 2 73037 Göppingen	Restaurant-Hotel Hohenstaufen Freihofstrasse 64-66 73033 Göppingen Telephone: +49 (0) 7161/670-0 www.hotel-hohenstaufen.de	512 a
Thur/Fri 29./30.04.2010	See above	See above	512 b
Seminar trainer Rüdiger Haller			



#### Miscellaneous:

- Each participant receives an exclusive special car on the seminar topic of maintenance and inspection.

#### Cost and duration of the training:

2 days: Each day 8.45 a.m. - about 4.30 p.m., 259,- Euro for Insiders, otherwise 289,- Euro

## Z: Maintenance and Inspection (2 days)

### Seminar contents

- Fundamentals of Soldering, with Soldering Practice
- Dismantling locomotives and discussion of the modules
- Gauge Z locomotive lubricated correctly
- Cleaning the locomotives correctly
- Performing maintenance and inspection work on various locomotives
- Assembly of these locomotives and the maintenance points explained
- Localizing faults made easy, using specially prepared locomotives and the training given in this course

**Previous knowledge:** None

#### Goal of the Seminar:

- This seminar is ideal for better care and maintenance of your older locomotives and to learn how to perform minor repairs by yourself.

#### Miscellaneous:

- Each participant receives an exclusive special car on the seminar topic of maintenance and inspection for gauge Z.

### Dates

Date	Venue	Possible hotel reservations	No.
Thur/Fri 18./19.03.2010	Göppingen Märklin Erlebnisswelt Reutlinger Strasse 2 73037 Göppingen	Restaurant-Hotel Hohenstaufen Freihofstrasse 64-66 73033 Göppingen Telephone: +49 (0) 7161/670-0 www.hotel-hohenstaufen.de	513 a
Seminar trainer Rüdiger Haller			



#### Cost and duration of the training:

2 days: Each day 8.45 a.m. - about 4.30 p.m., 259,- Euro for Insiders, otherwise 289,- Euro



## 1 Gauge: Locomotive assembly (2 days)

### Seminar contents

- Refreshing soldering knowledge by small exercises
- Systematic assembly of a locomotive
- Discussion of the parts in the order they are needed
- Function-testing the locomotives

#### Previous knowledge:

Soldering experience required!

#### Goal of the Seminar:

- Put the individual parts of the each locomotive are put together in the correct order and learn about the functionality of each.

**Locomotive:** Tank locomotive BR 96 (55961)

### Dates

Date	Venue	Possible hotel reservations	No.
Thur/Fri 22./23.04.2010	Göppingen Märklin Erlebnisswelt Reutlinger Strasse 2 73037 Göppingen	Restaurant-Hotel Hohenstaufen Freihofstrasse 64–66 73033 Göppingen Telephone: +49 (0) 7161/670-0 www.hotel-hohenstaufen.de	514 a
Seminar trainer Rüdiger Haller			

#### Cost and duration of the training:

2 days: Each day 8.45 a.m. – about 4.30 p.m., 1,599.– Euro for Insiders, otherwise 1,629.– Euro, including locomotive 55961



## H0: Layout Planning and Construction Preparation (2 days)

### Seminar contents

- Track geometry for K and C track, track plans, e.g. station track arrangement (can also be used for the staging yard)
- Include inclines in the model railroad layout, theory behind the spiral track and the constraints here (incline, minimum radius).
- Use and reason for an electrical ring circuit, what to use for wiring the electrics (selection of)
- The different properties of switching contacts (circuit track, reed contact, contact track), placing the switching contacts correctly
- Checking solenoid accessories (signals and turnout control) before fitting (a few practical exercises)
- A short soldering course with practical exercises (soldering on different tracks)
- Notes on the installation and function of the signal module 72441 for controlled halting of digital high-efficiency propulsion
- Be able to estimate the electrical power a layout needs and determine the number of transformers and boosters that are required; model calculations made for this.
- Establishing the general conditions together for building a model railroad in a room. Planning a model railroad layout together for maximum layout area in a given room.

### Dates

Date	Venue	Possible hotel reservations	No.
Thur/Fri 04./05.03.2010	Göppingen Märklin Erlebnisswelt Reutlinger Strasse 2 73037 Göppingen	Restaurant-Hotel Hohenstaufen Freihofstrasse 64–66 73033 Göppingen Telephone: +49 (0) 7161/670-0 www.hotel-hohenstaufen.de	511 a
Thur/Fri 06./07.05.2010	See above	See above	511 b
Seminar trainer Rüdiger Haller			



#### Goal of the Seminar:

- Theoretical basis for correct construction using the components that are needed (analog and/or digital) for a model railroad layout

#### Miscellaneous:

- Each participant receives an exclusive special car on the seminar topic of layout planning and construction preparation.

#### Cost and duration of the training:

2 days: Each day 8.45 a.m. – about 4.30 p.m., 259.– Euro for Insiders, otherwise 289.– Euro

## Insider Model 2010 in 1 Gauge



### The more important data for the BR 58 at a glance

- Entirely new design.
- Highly detailed model with many add-on parts on the boiler, driver's cab and tender.
- Working engine inside.
- Wheel-synchronized steam emission and running noises.
- mfx decoder for operation with AC, DC, Märklin Digital and DCC.
- Speakers in the locomotive and in the tender.
- Digital switchable Telex coupler at the tender.