



New Items for 2015





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Dear Märklin Fans,

In 1935, Märklin started a new era: The dream of having your own model railroad could be fulfilled for both adults and children with the sturdy H0 Scale. Märklin H0 (scale of 1:87) is still today our most popular and successful gauge, because it combines practical usefulness, enduring quality, innovative technology, and the ideal level of detailing. 80 years of H0 – if that isn't a great anniversary!

It is no wonder then that Märklin has especially many products in the H0 Gauge assortment – proven and new, for every age, for every interest group. The trains, locomotives, track, and kits in the my world segment for children ages 3 to 6 (starting on Page 21) are designed to be colorful and just right for children. Beginners and people getting back into model trains should go right to Page 28 where they will discover the world of Start-up products. Starting on Page 42 there are many new things for advanced model railroaders, collectors, and everyone, who wants to join these groups in the largest segment of H0. Are you interested in Z Gauge? Perfection down to the smallest detail can be found starting on Page 186. Starting on Page 208 it gets downright impressive: with 1 Gauge, the royal size.

In all of the gauges, we particularly emphasize a high level of quality, the best possible fidelity to the prototype, and absolute precision. You will see that in all of our products. This requirement is always important to us: to meld the latest technology into our many years of tradition. You will see that for example in the unbeatable features of the mfx+ decoder that is only available at Märklin.

Welcome then to the world of Märklin and to our current new items! Enjoy our perfect reproductions of legendary trains and locomotives and the marvelous innovations, and make your railroad dreams come true. With Märklin, everyone is allowed to be a child again. Or make your own and other children and grandchildren happy.

We hope you will have fun playing, building, collecting, and discovering our new items for 2015.

Your Märklin Team






Märklin Dealer Initiative: We live Märklin

Congratulations for 25 years of the Märklin Dealer Initiative (MHI)! Since 1990, we have stood for quality and service in the „brick and mortar“ specialty dealer. Personal contact with customers is written in capital letters by the MHI dealers. Service is not a foreign word for us and we have understood customer service for 25 years as service to the customer. Advice, friendliness, and service right on the spot versus online selling and warranty claim irritation – these are the MHI’s values. We underscore this with a 5 year warranty! We offer our model railroad operators and collectors in each gauge just the right product with exclusive models from the brands Märklin, Trix, and LGB. The MHI board (selected from Märklin dealers) in cooperation with Märklin creates its own new and exclusive models with the latest technology according to the slogan

„We live Märklin“.

You can also find our specialty dealers in the Internet – at www.mhi-portal.eu

MHI special productions are innovative productions with special differentiation in paint, imprinting, and technical features for the advanced customer area or also replicas from the earlier times of Märklin. These products are identified with the pictogram  and can be purchased only from MHI dealers. We stand for quality, exclusivity, and competent advice.

Steel Blue "fire cracker"

39415 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 41 standard design electric locomotive. Steel blue basic paint scheme. Version with 3 simple lamps, Schweiger ventilation grills with vertical fins, and continuous rain gutter. Road number E 41 012. The locomotive looks as it did around 1958.

Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double „A“ lights are on at both ends. The cabs have lighting and it can be controlled separately at both ends in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied grab irons. The cabs have interior details. Engineer's Cab 1 has a figure of an engineer. The roof walks are separately applied. The locomotive has detailed buffer beams. Brake hoses and coupler hoses that can be attached to the locomotive are included. Length over the buffers 18.0 cm / 7-1/8".

This model can be found in a DC version in the Trix H0 assortment under item number 22268.

One-time series.

At a Glance:

- **World of Operation mfx+ digital decoder and extensive operating and sound functions included.**
- **For even more operating enjoyment in the „World of Operation“.**
- **Figure of an engineer in Cab 1 included.**
- **Steel blue basic paint scheme like the first 71 locomotives in the series.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Engineer's cab lighting	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Engineer's cab lighting	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
Bell		•	•	•
Headlight(s): Cab1 End		•	•	•
Direct control			•	•
Sanding			•	•
Whistle for switching maneuver			•	•
Station Announcements			•	•
Sound of Couplers Engaging			•	•
Blower motors			•	•

Especially refined lighting control and cab lighting



The German Federal Railroad purchased 451 class E 41 locomotives from 1956 to 1971. They left their mark on more than just commuter service from the Alps to the coast. This successful design can be described as a general-purpose locomotive since it was motive power for just about everything in its long service life. It was soon taken out of the hard S-Bahn service because it was not suitable for such work due a lack of electric brakes. Its core job remained commuter service, principally in shuttle train operation

with „Silberlinge“ cars. The E 41 had no problem on electrified branch lines due its required low axle load distributed over two two-axle trucks.

The oil-cooled transformer was given a relay on the low voltage side that led to a characteristic sound for the class E 41. The locomotive soon acquired its nicknames „Champagne Cork“ or „Federal Railroad Fire Cracker“. More than a few train passengers thought this cracking sound meant damage to the locomotive

and were more or less irritated. The class E 41 (from 1968 on „141“) had double-arm pantographs during its entire service life. Otherwise, its outer appearance changed due to conversions and rebuilding. It was in use in Germany from the Alps to North Germany with either three or five lamps, with or without rain gutters, with rounded or squared off vents, and in the paint schemes that change over time. The „Fire Cracker“ was viewed as a proven, reliable design right up to the end of its service.



Beautiful in a Double Package

30501 Double Electric Locomotive Set.

Prototype: 2 different Swiss Federal Railways (SBB/CFF/FFS) class Ae 6/6 electric locomotives. One in a fir green paint scheme as the „Zürich“ canton locomotive, road number 11412, with raised decorative stripes, as the locomotive looked at the end of the Fifties. One in a fire red paint scheme as the „Stadt Basel“ canton locomotive, road number 11410, with raised decorative stripes, as the locomotive looked at the end of the Eighties.

Model: This is a new edition of a Märklin classic based on item number 3050. Both locomotives have mfx digital decoders. Each locomotive has controlled high-efficiency propulsion. Each locomotive has 3 axles powered in a truck. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive bodies and frames are constructed of metal. Both locomotives have coupler hooks. Both locomotives are individually packaged and marked. They also come in a master package. The packaging has a colored representation of the locomotive borrowed from the historic packaging for the Ae 6/6. Length over the buffers for each locomotive 20.3 cm / 8".

The „tin-plate“ passenger car set to go with the fir green Ae 6/6 can be found in the Märklin H0 assortment under item number 40661.

One-time series.

At a Glance:

- **A new edition of a Märklin classic from the Fifties/Sixties.**
- **The fir green locomotive goes well with the „tin-plate“ passenger cars in the 40661 set.**
- **mfx digital decoder.**
- **Each locomotive individually packaged with colored representation of the locomotive borrowing from the historic packaging for the Ae 6/6.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Direct control	•	•	•	•
Headlight(s)	•	•	•	•
Direct control	•	•	•	•

60th Anniversary of the Ae 6/6 Entering Service

At the end of the Forties the Swiss Federal Railways (SBB) grappled intensively again with the problems of hauling trains on the Gotthard route. Exhaustive studies led to the recognition that a new locomotive type with 6 powered wheel sets, without pilot or trailing trucks, with a weight of around 120 metric tons and a performance of 4,300 kilowatts / 5,766 horsepower had to be designed for the constantly increasing trainloads. After almost three years of development and build time, the two prototypes of the Ae 6/6 were finished in the fall of 1952 and in January of 1953 and placed into operation. The SBB introduced regular production of the locomotive after overcoming some teething problems and above all installing wheel sets with side-play as well as reducing the size of the flanges on the center wheels of the trucks. A total of 118 additional units were delivered in the years 1955 to 1966. It quickly turned out that the Ae 6/6 with road numbers 11401-11520 was certainly a big success and a new „new Gotthard locomotive“ was glistening in the locomotive heavens.



Underway in Historic Fir Green

MHI Exclusive

märklin
H0

40661 „Tin-Plate“ Passenger Car Set.

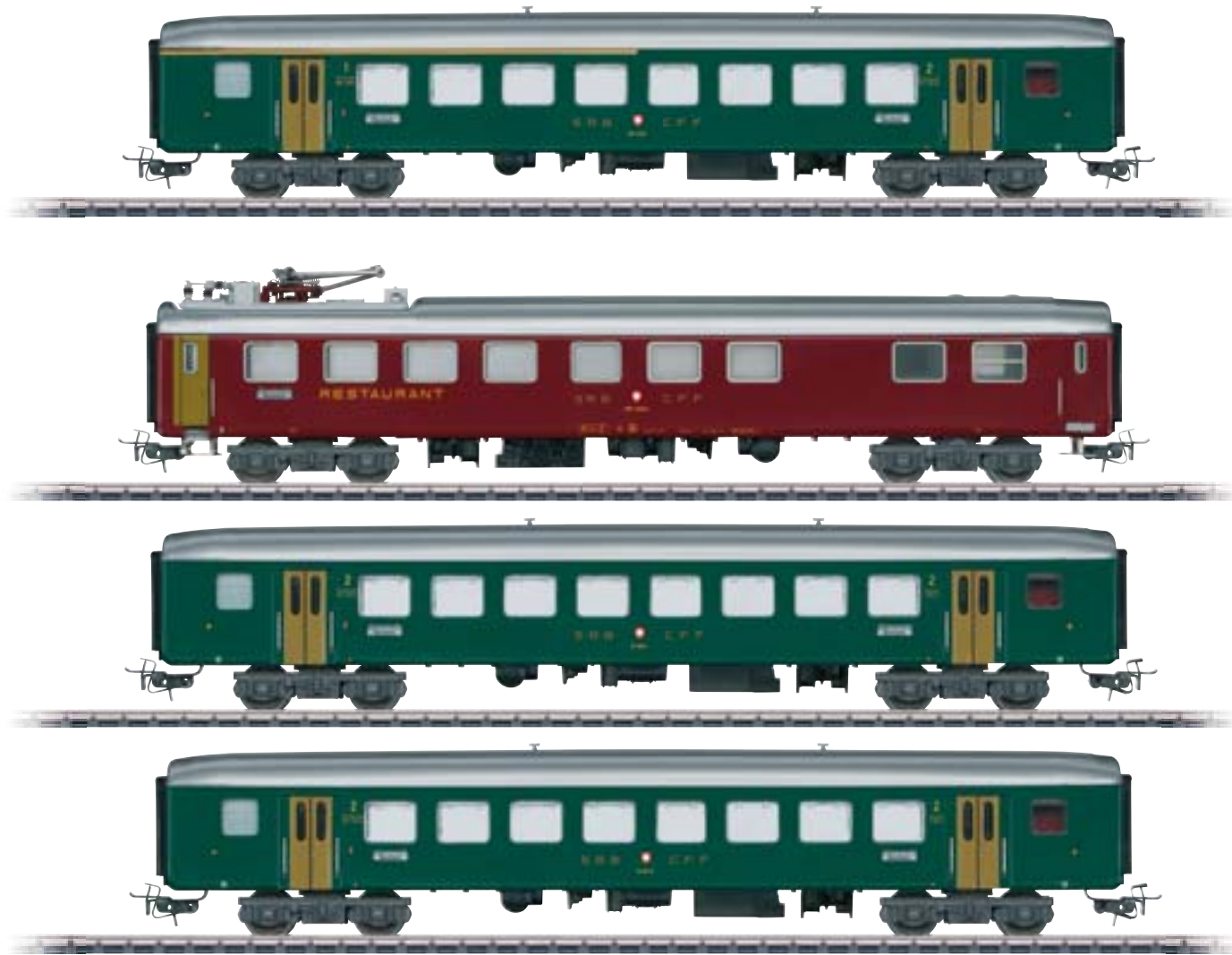


Prototype: 4 different design Swiss Federal Railways (SBB) four-axle passenger cars. 1 Mark II type AB passenger car, 1st/2nd class, 2 Mark II type B passenger cars, 2nd class, 1 type WR RIC dining car. The cars look as they did middle to end of the Sixties.

Model: All of the cars have Relex couplers and rubber corridor connections. They also have imprinted train destination signs. The cars have different car numbers. Each car is individually packaged in a marked box, borrowing from the historic packaging design of that period. There is also a master package. Length over the buffers per car 24 cm / 9-7/16".

The class Ae 6/6 electric locomotive in the fir green basic paint scheme to go with these cars can be found in the Märklin H0 assortment as part of a double set under item number 30501.

One-time series.



25 märklin
25 Jahre Märklin-Händler-Initiative
1990-2015 MHI

40661

30501



The Legendary Racer

26671 Lufthansa Airport Express.



Airport Express in the beginning, the train officially licensed by Lufthansa. The mfx+ decoder for the class 111 brings real Nineties flair to the rails with its virtual electric locomotive cab. Absolute highlight: The newly tooled Eurofima compartment car in the Lufthansa design in 1:93.5 scale for the 25th anniversary of the route Frankfurt Airport -Stuttgart.

Prototype: German Railroad, Inc. (DB AG) express train for the route Frankfurt (M) Airport – Stuttgart in a special paint scheme for Deutsche Lufthansa. Class 111 electric locomotive with three type Avmz 206 Eurofima design compartment cars. The train looks as it did in the summer of 1990.

Model: The class 111 electric locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. Two axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately. When the headlights at both ends of the locomotive are turned off, the double „A“ light is on at both ends. The cab lighting can also be controlled digitally. Warm white and red LEDs are used for the lighting. The pantographs have a mechanism to raise and lower them individually that can be controlled digitally. The locomotive also has a current-conducting coupler. The type Avmz 206 Eurofima compartment cars have underbodies specific to their design. They also have type Y 0270 S Fiat trucks with side motion shock absorbers. The train has factory-installed LED interior lighting that can be controlled digitally from the locomotive. The cars have operating current-conducting couplers. The 73409 marker lights can be installed on the cars. One car has built-in marker lights. Total length over the buffers approximately 104 cm / 40-15/16“.

Lufthansa Airport Express is a registered name brand of Deutsche Lufthansa, Inc., Cologne, Germany. All rights reserved regarding reproduction.

One-time series.

At a Glance:

- **Class 111 with a mechanism for the pantographs to raise and lower them individually that can be controlled digitally.**
- **Cab lighting.**
- **mfx+ World of Operation decoder.**
- **Current-conducting coupler.**
- **Locomotive engineer.**
- **New tooling for the Eurofima passenger cars.**
- **Cars include factory-installed LED interior lighting, can be controlled from the locomotive.**
- **Current-conducting couplers.**
- **One car includes marker lights.**

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Interior lights	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Engineer's cab lighting		•	•	•
Rear Headlights off		•	•	•
Conductor's Whistle		•	•	•
Front Headlights off		•	•	•
Sound of squealing brakes off			•	•
Pantograph 2			•	•
Blower motors			•	•
Pantograph 1			•	•
Brake Compressor			•	•
Rail Joints			•	•

Pantographs raised and lowered





*25 Years of the Lufthansa Airport Express Frankfurt – Stuttgart
In May of 1990, flying at „elevation zero“ grew with the route
Stuttgart – Frankfurt Airport. Since no more „redundant“ class
403 powered rail cars were available as eight years previously, a
conventional solution had to be found with a locomotive and cars.
Four type Avm 207 Eurofima compartment cars were removed from
the DB roster to realize the project more quickly, and they were
adapted to the needs of Lufthansa*

A complete report can be found on our Internet page.



At <http://www.maerklin.de/de/produkte/neuheiten2015/26671.html> you can find additional information and images for the Lufthansa Airport Express.



Detailed crafted doors



Authentic details at the trucks



Lufthansa

Officially Licensed Product

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39374 Electric Locomotive.

Only Märklin has the original: A class 101 passenger locomotive is running in Germany with an MHI anniversary design for the 25th anniversary of the Märklin Dealer Initiative (MHI). The model of this locomotive is available at Märklin in a one-time series with top-of-the-line features including an mfx+ decoder and the original MHI design.

Prototype: German Railroad, Inc. (DB AG) class 101 express locomotive. Advertising design for the anniversary „25 Jahre MHI“ / „25 Years of the MHI“ included. The locomotive looks as it currently does in real life in 2015.

Model: The locomotive has the new mfx+ digital decoder, controlled high-efficiency propulsion, and extensive sound functions. 2 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The long-distance headlights can be controlled separately. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double „A“ lights are on at both ends. The cabs have lighting and it

can be controlled separately at both ends in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. Length over the buffers 21.9 cm / 8-5/8“.

One-time series for the 25th anniversary of the Märklin Dealer Initiative (MHI).

At a Glance:

- **World of Operation mfx+ digital decoder and extensive operating and sound functions included.**
- **For even more operating enjoyment in the „World of Operation“.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Long distance headlights	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Low Pitch Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
High Pitch Horn		•	•	•
Headlight(s): Cab1 End		•	•	•
Station Announcements			•	•
Conductor's Whistle			•	•
Compressor			•	•
Letting off Air			•	•
Sound of Couplers Engaging			•	•
Rail Joints			•	•

*Underway across Germany
starting February 1st*



The Class 18.5 Express Steam Locomotive

In the early part of 1907, Maffei was given the contract to build a Pacific compound locomotive for the Bavarian State Railroad. Based on the Baden „IV f“ built by the same builder, Maffei developed the Bavarian S 3/6, which was fated to fascinate generations of railroad fans by virtue of its timelessly elegant appearance that was chiefly characterized by the four-cylinder compound running gear.

The first unit left the builder in July of 1908. Another six locomotives followed it in the same year. By 1911, Maffei delivered another 16 mostly identical units in three builder series (a to c). Departing from these first 23 locomotives, 18 units (Series d and e, Maffei 1912/1913) were equipped with driving wheels with 2,000 mm / 78-3/4" diameter instead of 1,870 mm / 73-5/8". This also caused the boiler to sit higher on these units. Starting with Series f (three units, 1913/1914) however, the builder returned to the original driving wheel diameter. By 1918, the Series i closed out this first purchasing period. With the exception of the 18 „High Steppers“, the remaining 71 units all had „wind splitter“ streamlined cabs. The second purchasing period began in 1923 and did not end until the State Railroad era in 1931. Maffei delivered the Series k with 30 units in 1923/24. The Series l and m followed in 1927/28 (20 units) as well as the Series n with only two units in 1930. The last 18 units of the S 3/6 as the Series o were built by Henschel in 1930/31 under license because Maffei went bankrupt.



© C. Asmus

The locomotives were initially based in Munich, Nürnberg, and Ludwigshafen and they ran in heavy express train service. After World War I, 19 units had to be surrendered as reparations. On the DRG the remaining locomotives with small wheels were given the road numbers 18 401-434, 18 461-478, and 18 479-548. The units with large wheels were given the road numbers 18 441-458. In addition to the great Bavarian maintenance facilities, the locations at Wiesbaden, Darmstadt, Halle/S., and Osnabrück were also home bases for the Bavarian flagship locomotive. The most famous

train assignment during the State Railroad era was surely the FFD 101/102 „Rheingold“. After World War II, these locomotives migrated for the most part into ordinary passenger service. From 1953 to 1956, 30 units from the last three series were updated by the DB from the ground up. By 1962 the last of their non-modernized siblings were in storage. Only road number 18 505 remained in operation at the BZA Minden as an experimental locomotive until May of 1967. Today it can be admired at the DGEG Railroad Museum in Neustadt/Weinstrasse.



39030 Express Steam Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 18.5 express steam locomotive, with a type 2'2'T31,7 tender. With short Wagner smoke deflectors, a straight cab, German State Railroad lamps below, DB Reflex glass lamps above, and buffer warning stripes. Road number 18 537. The locomotive looks as it did around 1958/59.

Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The locomotive has a factory-installed 72270 smoke unit. The triple headlights change over with the direction of travel. They and the built-in smoke unit will work in conventional operation and can be controlled digitally. The cab lighting and the flickering light in the firebox can also be controlled in digital operation. Maintenance-free LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. The tender also has a close coupler with a guide mechanism and an NEM pocket. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves, brake hoses, and figures of an engineer and fireman are included. Length over the buffers 26.5 cm / 10-7/16".

This model can be found in a DC version in the Trix H0 assortment under item number 22880 exclusively for Trix Club members. A passenger car set to go with this locomotive is also available exclusively for Insider members under item number 42259.

The 39030 express steam locomotive is being produced in 2015 in one-time series only for Insider members.

At a Glance:

- **Completely new tooling.**
- **Especially finely detailed metal construction.**
- **Partially open bar frame and many separately applied details.**
- **Cab lighting and flickering light in the firebox can also be controlled in digital operation.**
- **Factory-installed smoke unit included.**
- **Figures of an engineer and fireman included.**
- **World of Operation mfx+ digital decoder and extensive operating and sound functions included.**
- **For even more operating enjoyment in the „World of Operation“.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Engineer's cab lighting		•	•	•
Whistle for switching maneuver		•	•	•
Flickering Light in Fire Box		•	•	•
Letting off Steam			•	•
Sound of coal being shoveled			•	•
Grate Shaken			•	•
Air Pump			•	•
Water Pump			•	•
Injectors			•	•



Especially finely detailed metal construction



Highly detailed



Five express train passenger cars for all Insiders

42259 Express Train Passenger Car Set.



Prototype: 5 different design German Federal Railroad (DB) express train passenger cars. Version for the train route Augsburg – Buchloe – Kempten – Lindau. 1 „Hechtwagen“ / „Pike Car“ type Pw4ü express train baggage car with a cupola. 1 Bavarian design type B4üe express train passenger car, 2nd class. 1 standard design corridor car type A4yse express train passenger car, 1st class. 1 Bavarian design type B4üe express train passenger car, 2nd class. The cars look as they did around 1958.

Model: The cars have detailed construction and are scale length. The underbodies and trucks are specific to the car types. The coaches have train destination signs. The 73400/73401, 7335, or 66672 (depending on the car) lighting kits can be installed in all of the cars.

Total length over the buffers 115.0 cm / 45-1/4". DC wheel sets: „Hechtwagen“ and standard design corridor cars each 4 x 700580. Bavarian design cars each 4 x 32376004.

The class 18.5 express train steam locomotive to go with this set of cars is also being offered under item number 39030 exclusively for Märklin Insider members.

This express train passenger car set is being produced in one-time series in 2015 only for Insider members.

At a Glance:

- The right express train passenger cars for the class 18.5.
- Train route Augsburg – Buchloe – Kempten – Lindau.
- All of the cars are scale length.



*First Insider model for 2015
All cars are full scale length*





88770 Double Diesel Locomotive.

A technical treat for all Z Gauge fans: The class 236 switch engine and freight locomotive is coming in twos: as a double diesel locomotive, permanently coupled by means of coupling drawbar. Finely constructed of metal. A new powerful motor for the first time in Z comes in each of these little black gems. A power package exclusively for Club members.

Prototype: German Federal Railroad (DB) class 236 double diesel locomotive in the Era IV black/red paint scheme.

Model: The model is completely new tooling. The frames and bodies are constructed mostly of metal. Both locomotives are powered. All axles are powered. The model has a new exclusive powerful motor. Both locomotives are permanently coupled to each other by means of a coupling drawbar. Triple headlights change over with the direction of travel. Maintenance-free warm white LEDs are used for the lighting. The model has a high level of detailing and is finely and extensively painted and lettered. Length over the buffers approximately 83 mm / 3-1/4".

The 88770 diesel locomotive is being produced in a one-time series exclusively for Insider members.

At a Glance:

- **Completely new tooling.**
- **Both locomotives are powered.**
- **Warm white LEDs for headlights.**
- **Frames and bodies constructed of metal.**



The Insider Model for All Z Gauge Fans





Colorful traveling

88542 Electric Locomotive.



Prototype: German Railroad, Inc. (DB AG) class 103.1 electric locomotive in the characteristic „Touristik“ train paint scheme of 1996.

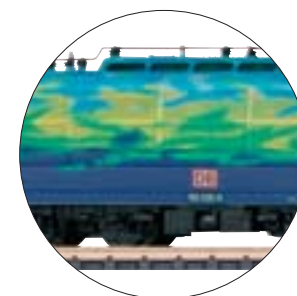
Model: The locomotive is finely and extensively painted and lettered. It has a powerful 5-pole motor. The headlights change over with the direction of travel and are warm white LEDs. Both trucks are powered. The selector for working catenary operation is mounted out of sight. Length over the buffers 88 mm / 3-1/2".

The 87300 car set can be added to the 88542 locomotive to make a prototypical train.

One-time series for the MHI.



© Oliver Saenger



Extensive paint and lettering



87300 DB AG „Touristikzug“ Passenger Car Set.

Prototype: Era V passenger car set in the striking „Touristikzug“ paint scheme, consisting of 2 each type Bvmkz 856 passenger cars, 2nd class, 2 each type Bpmz 857 passenger cars, 2nd class, and 1 type WRkmz 858.1 dining car.

Model: The 5-part car set consists of 2 each 2nd class cars and a dining car with a single-arm pantograph as new tooling. All of the cars are finely and extensively painted and lettered. They have black nickel-plated metal wheel sets. All of the cars have close coupler hooks. Total length over the buffers approximately 605 mm / 23-13/16“.

The 88542 locomotive is the perfect add-on for the 87300 car set.

The 87300 car set is being produced in a one-time series for the Märklin Dealer Initiative.

At a Glance:

- Dining car as completely new tooling.
- All of the cars include close coupler hooks.



One-time Series for the Anniversary

MHI Exclusive

märklin

Z

88676 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 101 express locomotive. With advertising on the sides for the anniversary „25 Jahre Märklin Händler Initiative“ / „25 Years of the Märklin Dealer Initiative“. The locomotive looks as it did in 2015.

One-time series.

Model: Both trucks are powered. Warm white and red LEDs are used for the lighting that changes over with the direction of travel. The locomotive is finely and extensively painted and lettered. Length over the buffers 86 mm / 3-3/8".



Original Size



Märklin my world – Fun Playing Right from the Start

märklin
my world

Unpack, set it up, let's play. Even the smallest model railroad fans will like this. Märklin my world promises exactly that. The sets are ideal for children ages 3 and above. They take a lot and give a lot. Because with their especially sturdy components they will provide all sorts of spontaneous easygoing fun running the trains.

New in the Märklin my world of products:

In reality, the Intercity links the great cities of Germany. In the playroom you have a rakish four car train with the „Intercity“ starter set with a battery drive and magnet couplers between the individual cars, three speed steps, three sound functions, and an abundance of accessories. A constantly new world can be discovered with the signal, the grade crossing, and the station platform.

The battery-operated „TGV Lyria“ high-speed train with its great light and sound functions is also a racer in the playroom. Its prototype raced in record time across France to Switzerland. The five parts to the train are child's play to couple together thanks to the magnet couplers like all of the Märklin my world trains.

The my world premium starter set promises double the fun. The prototypes for this duo of the rails are a five-part ICE high-speed train and a freight train.

An absolute must in every railroad world: a tunnel. Our mountain tunnel is made of sturdy plastic and has two masonry entry portals. It can be put together as easy as child's play with two parts.

There are many details to discover on the colorful imprinted „Railroad“ play mat. The mat is made of longwearing felt, awakens ideas for playing, and promotes a child's imagination for playing.

Another highlight for the youngest model railroad fans is the interactive sound station. It has a display board with different city names that can be rotated and it plays different sounds and announcements in German, English, French, and Dutch. The hit: Thanks to a recording function, you can also produce your own custom station announcements.



Through the children's room

29304 „TGV Lyria“ Starter Set.

Prototype: High-speed train based on a TGV Lyria. Five-part train.

Model: The train has a battery drive and magnet couplers between the individual cars. The train has a permanently coupled unit consisting of a powered end car and a passenger car with a built-in battery holder. The train has 3 speed levels forward and reverse, 3 sound functions, and triple headlights. Train length 63.0 cm / 24-13/16". Contents: The set has 22 sections of curved plastic track, 1 crossing, and an easy-to-use, wireless infrared controller. 4 each AA and 2 each AAA batteries are included with this set. The train can be operated with 2 different frequencies (A/B) and another battery train can thus be added to this one. This set can be expanded with the plastic track extension set.

At a Glance:

- **Battery operated train with light and sound functions.**
- **Coupling cars easy as child's play with the use of magnet couplers.**
- **Very suitable toy train for children ages 3 and above.**
- **Sturdy plastic track designed for children for quick setup and takedown – even on the floor.**
- **Batteries included with the set.**



Functions	Battery train
Headlights	•
Station announcements FR	•
Doors closing	•
Station announcements CH	•





29302 „Intercity“ Starter Set.

Travel feeling for the little ones: The vacation train can also run through your child's room with the starter set from the Märklin my world segment. The three different speed levels and the abundant range of accessories guarantee all kinds of fun. A new world is always waiting to be discovered with the signal, grade crossing, and station platform.

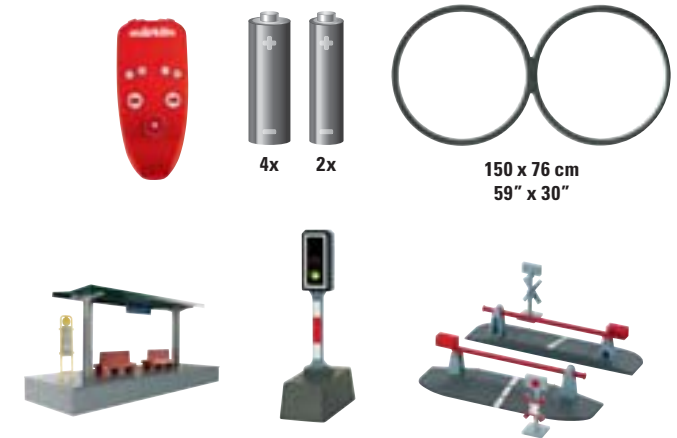
Prototype: Passenger Train Based on an Intercity. Four-Unit Train.

Model: The train has a battery drive and magnet couplers between the individual cars. The train has a permanently coupled unit consisting of a diesel locomotive and a passenger car with a built-in battery holder. The train has 3 speed levels forward and reverse, 3 sound functions, and triple headlights. A battery-operated signal, a manual grade crossing, a station platform are included for a big start in the exciting world of railroading. Train length 47.5 cm / 18-11/16". Contents: The set has 22 sections of R1 curved plastic track, 7 sections of straight plastic track (length 171.7 mm / 6-3/4"), 4 sections of straight plastic track (length 188.3 mm / 7-13/32"), 2 sections of curved plastic track (turnout curve), 1 left turnout, 1 right turnout, and 1 crossing. An easy-to-use, wireless infrared controller is included. 4 each AA and 2 each AAA batteries are included with this set. The train can be operated with 2 different frequencies (C/D) and another battery train can thus be added to this one. This set can be expanded with the 23300 plastic track extension set.

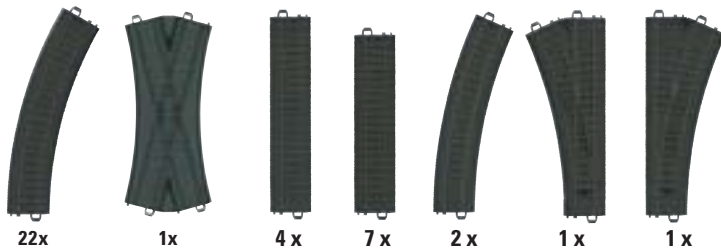
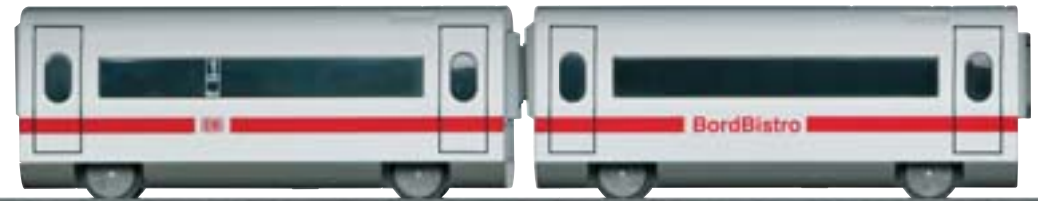
At a Glance:

- **Battery operated train with light and sound functions.**
- **Coupling cars easy as child's play with the use of magnet couplers.**
- **Accessories included for a variety of play experiences.**
- **Very suitable toy train for children ages 3 and above.**
- **Sturdy plastic track designed for children for quick setup and takedown – even on the floor.**
- **Batteries included with the set.**

Function ICE	Battery train
Headlights	•
Station announcements	•
Horn	•
Conductor's whistle	•



150 x 76 cm
59" x 30"



22x 1x 4x 7x 2x 1x 1x



WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.

A Perfect Way to Get Started - Double the Fun

29301 „my world“ Premium Starter Set (2 Trains).

Two complete trains, two remote controls: Now children can play together with no problem. The my world premium starter set is ideal for getting started in the world of model railroading. Sturdy plastic track, battery-operated locomotives, sturdy cars - there is no limit to the fun for the smallest railroad fans.

Prototype: A five-part ICE high-speed train and a freight train consisting of a class 218 diesel locomotive, a boxcar, a dump car, and a gondola in brightly colored designs.

Model: Both trains have battery drives and magnet couplers between the individual cars. Both trains have a permanently coupled unit consisting of a powered end car or diesel locomotive and a battery car. Both trains each have 3 speed levels forward and reverse, 3 sound functions, and triple headlights. ICE length 61.0 cm / 24". Freight train length 47.5 cm / 18-11/16". Contents: The set has 22 sections of R1 curved plastic track, 7 sections of straight plastic track (length 171.7 mm / 6-3/4"), 4 sections of straight plastic track (length 188.3 mm / 7-13/32"), 2 sections of curved plastic track (turnout curve), 1 left turnout, 1 right turnout, and 1 crossing. An easy-to-use, wireless infrared controller is included for each train. 8 each AA and 4 each AAA batteries as well as loads for the freight cars are included with this set. This set can be expanded with the 23300 plastic track extension set.

At a Glance:

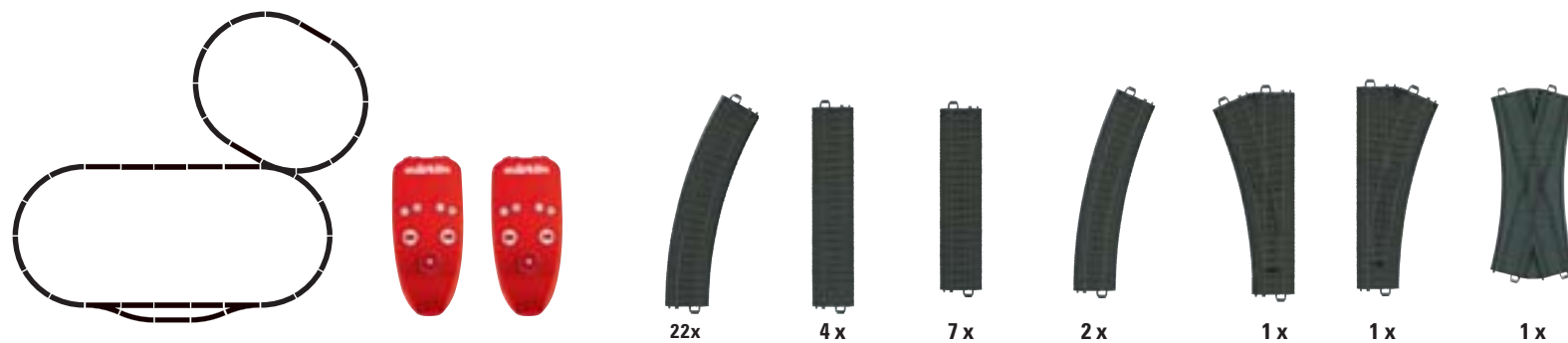
- **Double the fun for a joint, extended play experience.**
- **Battery operated trains with light and sound functions.**
- **Coupling cars easy as child's play with the use of magnet couplers.**
- **Very suitable toy trains for children ages 3 and above.**
- **Sturdy plastic track designed for children for quick setup and takedown – even on the floor.**
- **Batteries included with the set.**



Function ICE	Battery train
Headlights	•
Station announcements	•
Horn	•
Doors closing	•

Function BR 218	Battery train
Headlights	•
Operating sounds	•
Horn	•
Brakes squealing	•





WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.



Child-friendly railway world

72202 Tunnel.

This is a railroad tunnel made of sturdy plastic and just right for children. This mountain tunnel has 2 masonry entry portals. The tunnel can be assembled from 2 plug-together parts by a child and is therefore suitable for children ages 3 and above.

This tunnel is the ideal add-on for the battery-operated trains, item numbers 29300, 29301, 29302, 29303, 29304, 29208, 29209, and 29212.

At a Glance:

- **Mountain tunnel for playful expansion of the Märklin my world railroad world.**
- **Tunnel consisting of 2 plug-together parts – just right for children ages 3 and above.**



72210 „Railroad“ Play Mat.

This colorfully printed railroad mat with many details to discover offers a wide variety of play ideas. There are no limits to a child's imagination with this long wearing play mat made of felt, and acting out scenes with the train is even more fun. Dimensions: 170 x 150 cm / 67" x 59".

This play mat is the ideal add-on for the battery-operated trains, item numbers 29300, 29301, 29302, 29303, 29304, 29208, 29209, and 29212.

At a Glance:

- **A real highlight for every Märklin my world railroad world!**
- **Colorful play mat with many ideas for acting out scenes with the train.**





72209 Sound Station.

There's never been one before: The interactive station not only reproduces announcements in several languages, it can be customized with your own announcements. Real fun for children. In addition, the city names on the display board can be changed by turning the board.

This is a station made of sturdy plastic and is just right for children. This interactive station has different sounds and announcements in German, English, French, and Dutch that can be played back. The recording function for your own station announcements offers special play value. The display board with different city names can be rotated. 3 AA batteries are included.

This sound station is the ideal add-on for the battery-operated trains, item numbers 29300, 29301, 29302, 29303, 29304, 29208, 29209, and 29212.

At a Glance:

- **A real highlight for every Märklin my world railroad world!**
- **4 different sounds in German, English, French, and Dutch.**
- **The built-in recording function provides your own play experience.**
- **Batteries included.**

Functions	Sound Station
Station announcements 1	•
Brakes squealing	•
Conductor's whistle	•
Station announcements 2	•



Illustration similar



WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.



112

LÖSCHWASSER

Bahnfeuerwehr

EINSATZLEITUNG

0 800 5 731 48



Full Speed Ahead for Children and People of Any Age Starting or Getting Back into Model Railroading!

Are you looking for fun right from the start? Then, a starter set from this assortment is just right for you. You'll get everything you need for getting started fast and easy: track, locomotive, cars, and a control system in the proven, high quality Märklin technology. In addition, the Märklin Start up starter sets will win you over with an especially attractive package price. The many ways to expand and all kinds of accessories provide even more fun. All of this in H0 Scale, the most popular gauge for 80 years. You can also combine your railroad at any time with products from Märklin's area for advanced model railroaders.

This year's highlights:

New at Märklin is the class 245 Multi-Engine locomotive from the TRAXX family of locomotives. This new piece of tooling is guaranteed to give you that modern passenger train look on any route. Another gem is the class 24 on Page 35. This locomotive with a tender and the nickname „Prairie Pony“ was developed in the prototype especially for the long flat lines in West and East Prussia. Both models offer you an affordable way to get started with top features with their extensive sound functions and the mfx decoder.

Everything around the theme world of the fire department is red hot. The Fire Department Set itself includes everything you need for a big response: a fictitious fire department locomotive, a low side car to transport a fire department truck with a rotary ladder, a stake car with a command center, and a DB Emergency Response tank car to transport fire extinguishing water, and an easy-to-set-up C Track layout. The Fire Station extension set provides a low side car and two response vehicles in addition to a building kit. In addition, the fire department recovery crane set will win you over with realistic fire department sounds such as a warning siren, alarm detector, response alarm radio message, and operating sounds.

You see: In 2015, there are many good reasons to get started with Märklin Start up.

The Perfect Start

29173 „My Start with Märklin“ Starter Set. 230 Volts.

Prototype: Tank locomotive, type Kklm 505 low side car for transport of a bulldozer, and a dump car.


Model: The tank locomotive has a digital decoder and a special motor. 1 axle powered. Traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has coupler hooks. This set has 1 low side car with a load and 1 dump car, each with Relex couplers. Train length 34.0 cm / 13-3/8". Contents: 12 no. 24130 curved track, 2 no. 24172 straight track, 1 no. 24188 straight track, 1 base station, 1 switched mode power pack, and a wireless infrared controller. This set can be expanded with the C Track extension sets and with the entire C Track program.

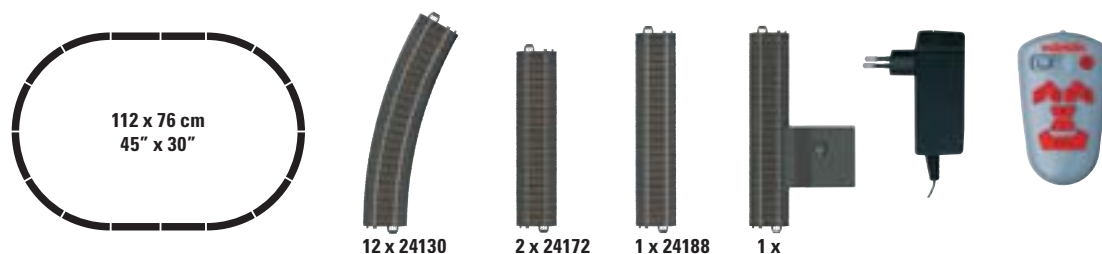
At a Glance:

- **Digital IR controller for control of up to 4 trains.**
- **Freedom of movement around the layout with the wireless IR controller.**
- **Easy-to-set-up C Track layout.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Direct control	•	•	•	•

 **ACHTUNG!** Nicht geeignet für Kinder unter 3 Jahren. Funktionsbedingte scharfe Kanten und Spitzen. Erstickungsgefahr wegen abbrech- und verschluckbarer Kleinteile.





Helping Fast

29752 „Fire Department“ Starter Set. 230 Volts.

Prototype: Fictitious fire department locomotive based on a Henschel class EA 500 electric locomotive. Low side car for the transport of a fire department rotary ladder truck, a stake car with a command center, and a „fire extinguishing water“ tank car painted and lettered for the DB Emergency Department.

Model: The locomotive has a digital decoder and a special motor. 1 axle powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The low side car has a metal model of a removable ladder truck. This set includes a cardstock sheet for a „command center“ kit to serve as a load on the stake car. The tank car has a brakeman’s platform. All of the cars have Relux couplers. Train length 45.5 cm / 17-15/16“. Contents: 12 no. 24130 curved track, 4 no. 24188 straight track, 1 base station, 7 no. 24172 straight track, 2 no. 24224 curved track, and 1 no. 24612 right turnout and 1 no. 24611 left turnout. A switched mode power pack and a wireless infrared controller are included. This set can be expanded with the C Track extension sets and the entire C Track program. The 74492

electric turnout mechanism can be installed in the turnouts.

The 78752 theme extension set and the 44752 car set go well with this set to expand the theme world of a fire department.

At a Glance:

- **Sturdy train – made for children ages 6 and above.**
- **Loads provide a variety of play fun around the theme of a fire department.**
- **Easy movement around the layout with the wireless infrared controller.**
- **Easy-to-set-up C Track layout.**

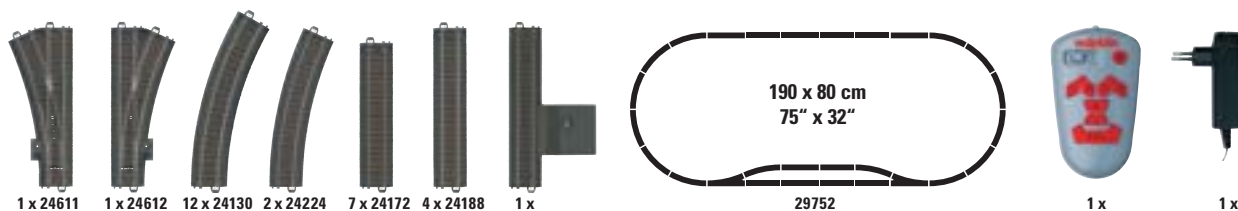


Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Direct control	•	•	•	•

We support learning through playing promoted by the initiative „Playing is School“. More information can be found at: <http://www.spielen-macht-schule.de/>



WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.





78752 „Fire Station“ Theme Extension Set.

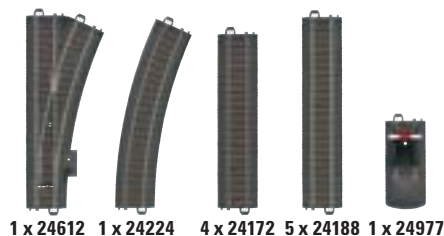
Prototype: DB Emergency Response type Rlms four-axle low side car, loaded with 2 response vehicles.

Model: The four-axle low side car is loaded with 2 removable response vehicles. The car has Relex couplers. Length over the buffers 16.0 cm / 6-5/16". Contents: 5 no. 24188, 4 no. 24172 straight track, 1 no. 24224 curved track, 1 no. 24612 right turnout, and 1 no. 24977 track bumper. Plastic kit of a „Fire Station“.

This extension set goes well with the 29752 „Fire Department“ starter set and can be expanded further with the 44752 car set.

At a Glance:

- **Sturdy models – just right for children ages 6 and above.**
- **Track material to expand a C Track layout.**
- **All kinds of play possibilities revolving around the theme of a fire department.**



44752 Fire Department Recovery Crane Car Set.

Prototype: German Railroad, Inc. (DB Netz) Krupp-Ardelt design crane car, crane tender car, and equipment cars. Version as service cars for the railroad fire department / emergency response group.

Model: The crane car has a cab that can be rotated, a boom that can be raised and lowered, and a hand crank for the crane line. The crane tender car has boom supports. The equipment car has a built-in mfx digital decoder and power pickup for factory-installed controllable sound functions. All of the cars have Relex couplers. Total length over the buffers 32.5 cm / 12-13/16".

extension set.

At a Glance:

- **Sturdy models – just right for children ages 6 and above.**
- **Realistic fire department sounds: German siren, alarm sounder, alarm response radio message, and operating sounds.**
- **A wide variety of play possibilities around the theme of the fire department.**



Digital Functions	CU	MS	MS 2	CS
Horn	•	•	•	•
Alarm detector	•	•	•	•
Radio message for response alarm	•	•	•	•
Crane operating sounds	•	•	•	•

This car set goes well with the 29752 „Fire Department,“ starter set. This theme world can be expanded beyond this with the 78752 theme



Petroleum Oil Transport

26569 „Petroleum Oil Transport“ Train Set.

Prototype: Class DHG 500 diesel switch engine painted and lettered for Oiltanking GmbH, Hamburg, Germany and 3 petroleum oil tank cars painted and lettered for VTG AG, used on the German Railroad, Inc. (DB AG).

Model: The locomotive has a digital decoder and a special motor. 1 axle powered. Traction tires. The triple headlights change over with the direc-

tion of travel, will work in conventional operation, and can be controlled digitally. The locomotive has coupler hooks. All of the tank cars have brakeman's platforms and Relex couplers. Total length over the buffers 45.7 cm / 18".

One-time series.



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Direct control	•	•	•	•

Original Size



A Branch Line Classic

36243 Steam Locomotive with a Tender.

Developed especially for the long, flat lines in West and East Prussia, the class 24 steam locomotives acquired the nickname „Prairie Pony“. Affordable beginner’s model that will win you over with extensive sound functions and an mfx decoder. A real gem – not just for branch line fans.

Prototype: German Federal Railroad (DB) class 24 steam passenger locomotive with a tender. Standard design locomotive with Witte smoke deflectors. The locomotive looks as it did around 1960/61.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has a special motor in the boiler. 3 axles powered. Traction tires. The boiler is constructed of metal. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The smoke unit contact is on continuously. The 72270 smoke unit can be installed in the locomotive. There is a close coupling with a guide mechanism between the locomotive and the tender. There is a close coupler with an NEM pocket and a guide mechanism on the rear of the tender. There is a close coupler in an NEM pocket on the front of the locomotive. Length over the buffers 19.4 cm / 7-5/8“.

At a Glance:

- **Locomotive includes an mfx decoder and a variety of sound functions.**
- **Detailed, affordable beginner’s model with extensive features.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator contact	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Bell		•	•	•
Whistle for switching maneuver		•	•	•
Letting off Steam		•	•	•
Air Pump			•	•
Sound of coal being shoveled			•	•
Grate Shaken			•	•
Injectors			•	•
Generator Sounds			•	•

WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.

Original Size



With the „Ludmilla“, across the border

36429 Diesel Locomotive.

Prototype: German State Railroad Company (DR) class 132 „Ludmilla“. The locomotive looks as it did around 1982.

Model: The locomotive has an mfx digital decoder and extensive sound functions. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Warm white and red LEDs are used for the lighting. Length over the buffers 23.9 cm / 9-1/2".

One-time series.

More models for the theme „25 Years of Reunification“ can be found in the Märklin H0 section starting on Page 43.

At a Glance:

- **Locomotive includes an mfx decoder and a variety of sound functions.**
- **Detailed, affordable beginner's model with extensive features.**



Supplement to the advanced segment



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
High Pitch Horn		•	•	•
Station Announcements		•	•	•
Low Pitch Horn		•	•	•
Conductor's Whistle			•	•
Rail Joints			•	•
Sanding			•	•
Sound of Couplers Engaging			•	•



Original Size

36652 Diesel Locomotive.

Prototype: Class 285 diesel electric locomotive painted and lettered for Rhein Cargo GmbH & Co. KG, Neuss. Built by Bombardier as a production locomotive from the TRAXX family of locomotives.

Model: The locomotive is constructed of metal with many built-in details. It also has an mfx digital decoder and a special motor. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Warm white LEDs are used for the lighting. Length over the buffers 21.7 cm / 8-1/2".

At a Glance:

- **Locomotive constructed of metal and includes a built-in mfx decoder.**
- **Warm white LEDs for lighting.**
- **Detailed, affordable beginner's model.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Direct control	•	•	•	•
Headlight(s): Cab2 End		•	•	•
Headlight(s): Cab1 End		•	•	•



WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.

44733 Low Side Car with a Load.

Prototype: Type Rlms four-axle low side car loaded with a Mercedes Benz Econic community vehicle.

Model: The railroad car has Relex couplers. The model vehicle is a quality production and has movable vehicle parts. Length over the buffers 16 cm / 6-5/16". DC wheel set 4 x 700580.

One-time series.

At a Glance:

- **The high-quality community vehicle invites you to play.**



44213 Refrigerator Car.



Prototype: Privately owned car painted and lettered for German Sinalco GmbH Markengetränke & Co. KG, Duisburg-Walsum, Germany.

Model: The car has Relex couplers. Length over the buffers 11.5 cm / 4-1/2". DC wheel set 2 x 700580.



Underway the Modern Way

36645 Diesel Locomotive.

Märklin has never had this one: the class 245 multi-engine locomotive from the TRAXX family of locomotives. Abundantly equipped with sound functions, mfx, and LED lights, yet affordable. Together with the bi-level cars to go with it from the advanced model railroader's segment (item numbers 43570 and 43571) it will guarantee that modern passenger train ambiance on any layout.

Prototype: German Railroad, Inc. (DB AG) class 245 diesel electric locomotive. Built by Bombardier as a production locomotive from the TRAXX family of locomotives.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has a special motor. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Warm white and red LEDs are used for the lighting. Length over the buffers 21.7 cm / 8-1/2".

Cars to go with this locomotive to make up a train can be found in the Märklin H0 assortment under item numbers 43570 and 43571.

At a Glance:

- **First time for an edition of the class 245 „Multi-Engine“ locomotive.**
- **Locomotive includes an mfx decoder and a variety of sound functions.**
- **Detailed, affordable beginner's model with extensive features.**



At <http://www.maerklin.de/de/produkte/neuheiten2015/36645.html> you can find more information and images for the Multi-Engine Locomotive.



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Sound of Couplers Engaging	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Low Pitch Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
High Pitch Horn		•	•	•
Headlight(s): Cab1 End		•	•	•
Conductor's Whistle			•	•
Station Announcements			•	•
Station Announcements			•	•
Blower motors			•	•
Rail Joints			•	•



36844 Diesel Locomotive.

Prototype: Austrian Federal Railways (ÖBB) class 2016 („Hercules“).
Road number 2016 021-5.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has a special motor. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. Length over the buffers 21.7 cm / 8-1/2“.

A car set to go with this locomotive can be found in the Märklin H0 assortment under item number 47216.

One-time series.

At a Glance:

- **mfx digital decoder included.**
- **Extensive sound functions.**
- **Warm white and red LEDs for the lighting.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Operating Sounds 1	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Rear Headlights off		•	•	•
Whistle for switching maneuver		•	•	•
Front Headlights off		•	•	•
Sound of Couplers Engaging			•	•
Operating Sounds 2			•	•
Letting off Air			•	•
Blower motors			•	•
Conductor's Whistle			•	•
Rail Joints			•	•



Original Size



WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.

Running with Tradition

36622 Electric Locomotive.

Prototype: Dutch State Railways (NS) class E 186 electric locomotive.
The locomotive looks as it currently does in real life.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double „A“ lights are on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has 4 pantographs that can be raised and lowered. Length over the buffers 21.7 cm / 8-1/2“.

At a Glance:

- **Locomotive includes a variety of light and sound functions.**
- **mfx decoder included.**
- **Lighting includes warm white and red LEDs.**
- **Locomotive includes a metal body.**
-

One-time series.



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Operating Sounds 1	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
Whistle for switching maneuver		•	•	•
Headlight(s): Cab1 End		•	•	•
Sound of Couplers Engaging			•	•
Operating Sounds 2			•	•
Letting off steam / air			•	•
Blower motors			•	•
Conductor's Whistle			•	•
Rail Joints			•	•



WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.

36623 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 146.0 electric locomotive, with and advertising design for the infrastructure initiative. The locomotive looks as it currently does in real life.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double „A“ lights are on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has 2 pantographs that can be raised and lowered. Length over the buffers 21.7 cm / 8-1/2“.

At a Glance:

- **Locomotive includes a variety of light and sound functions.**
- **mfx decoder included.**
- **Lighting includes warm white and red LEDs.**
- **Locomotive includes a metal body.**

One-time series.



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Operating Sounds 1	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
Whistle for switching maneuver		•	•	•
Headlight(s): Cab1 End		•	•	•
Sound of Couplers Engaging			•	•
Operating Sounds 2			•	•
Letting off steam / air			•	•
Blower motors			•	•
Conductor's Whistle			•	•
Rail Joints			•	•







Sturdy and enduring in value, innovative and the most possible detailing – this is the way HO Gauge found its way 80 years ago into the hearts of big and small fans. The top new items for 2015 from the most popular gauge:

The G 5/5 steam locomotive is a treat. It had a mystique as early as the Twenties as the most powerful steam locomotive with ten driving wheels among the provincial railroads. Brought back to life as an HO model, the „Bavarian Bull“ shows the entire art of model building. Märklin is presenting this and other Bavarian specialties starting on page 50 and the G 5/5 under item number 39550.

This new item would win every beauty contest: the S 2/6, generally viewed in connoisseur circles as the most beautiful locomotive. For 29 years, the S 2/6 was the fastest steam locomotive in Germany at 154.5 km/h / 96.5 mph and it was given the „Blue Ribbon“ for it. The original was a little touchy, thus earning the nickname „Diva“. By contrast, our model is a dream for its running characteristics.

Once again, we have totally new tooling in the program for our Insiders: the elegant DB class 18.5, a member of the S 3/6 family. This HO club model for this year is generally rated as one of the most attractive steam locomotives and it now gleams in new splendor. The heyday of steam locomotives comes back to life with the virtual cab (mfx+).

There is a new highlight also for beginners in the digital world of Märklin HO: the „Modern Freight Service“ digital starter set. This modern Era V train consist of a locomotive and cars is resplendent with an easy-to-set-up C Track layout and registers itself automatically on the Mobile Station thanks to the built-in mfx decoder. The locomotive has warm white LEDs for lighting.

Nostalgic types will take delight in this new item: the CIWL „Orient Express“™ express train passenger car set. The legendary „Paris - Karlsbad - Prag - Express“ is being presented as it looked around 1922-1928. In the set you will find 5 different design cars painted and lettered for the Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL): 2 each baggage cars, 2 each sleeping cars, and 1 dining car, all in a blue paint scheme.

Naturally, like every year we have developed many innovations again to increase your operating enjoyment with a still more realistic running experience.

The Perfect Start in the Advanced Segment

29841 „Modern Freight Service“ Digital Starter Set. 230 Volts.

Prototype: German Railroad, Inc. (DB AG) class 185.1 electric locomotive, 1 type Fals 176 hopper car painted and lettered for Railion Deutschland AG, 1 type Kbs 443 stake car, and 1 type Eaos 106 gondola painted and lettered for German Railroad, Inc. (DB AG).

Model: The locomotive is constructed of metal and has an mfx digital decoder and a special motor. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are warm white LEDs. The locomotive has 2 pantographs that can be raised and lowered manually. The stake car has removable stakes. The hopper car has a load of scale-sized coal. All of the cars have close couplers with guide mechanisms. Train length 66.8 cm / 26-5/16". Contents: 12 no. 24130 curved track, 5 no. 24188 straight track, 7 no. 24172 straight track, 2 no. 24224 curved track, and 1 pair of no. 24611 and no. 24612 turnouts. Track connector box, switched mode power pack rated

at 230 volts / 36 VA, and a Mobile Station are included. An illustrated instruction book with many tips and ideas is included with the set. This set can be expanded with the C Track extension sets and with the entire C Track program.

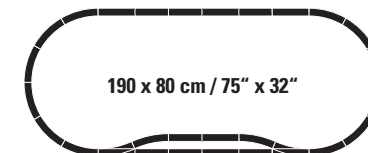
The 78841 theme extension set is just right to expand this starter set.

At a Glance:

- **The ideal way to get started in the digital world of Märklin H0.**
- **Era V modern train.**
- **Warm white LEDs included for locomotive lighting.**
- **Automatic registration in the Mobile Station by means of built-in mfx decoder.**
- **Easy-to-set-up C Track layout.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Direct control	•	•	•	•
Headlight(s): Cab2 End		•	•	•
Headlight(s): Cab1 End		•	•	•



29841



7x



5x



12x



2x



1x



1x



This Will Make Getting Started Even More Modern

78841 „Modern Freight Service“ Theme Extension Set.



Prototype: 1 German BP AG petroleum oil tank car and 1 German Railroad, Inc. (DB AG) type Hbbins sliding wall car.

This extension set goes well with the 29841 „Modern Freight Service“ starter set.

Model: This set adds 2 more modern freight cars to your rolling stock. Contents: 5 no. 24188, 4 no. 24172 straight track, 1 no. 24224 curved track, 1 no. 24612 right turnout, and 1 no. 24977 track bumper. Total Length over the buffers 35.8 cm / 14-1/8".

At a Glance:

- All kinds of play possibilities by adding to your rolling stock.
- Track material to expand a C Track layout.



A wide variety of ways to play by expanding the rolling stock roster



Double the Fun

29741 „Era IV“ Digital Mega Starter Set. 230 Volts.



Prototype: German Federal Railroad (DB) passenger train and freight train. Class 012 steam locomotive with oil firing and class 290 diesel locomotive. Type ABüe 334 „Schürzenwagen“ streamlined passenger car, 1st/2nd class, and 2 type Büe 366 „Schürzenwagen“ streamlined passenger cars, 2nd class. A type Tdgs 930 covered dump car, a standard design lightweight tank car painted and lettered for Eva, a type Eaos 106 gondola, and a type Hbis 297 sliding wall boxcar.

Model: Both locomotives have mfx digital decoders, controlled high-efficiency propulsion, and extensive sound functions. The steam locomotive has Witte smoke deflectors. It has 3 axles powered. Traction tires. A 7226 smoke unit can be installed in the locomotive. The steam locomotive has triple headlights that change with the direction of travel, will work in conventional operation, and can be controlled digitally. It also has running gear lights. The diesel locomotive has 4 axles powered by means of cardan shafts. Traction tires. The diesel locomotive has triple headlights and 2 red marker lights that change with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and End 1 can be turned off separately in digital

operation. Total length of the freight train with the class 290: 74.6 cm / 29-3/8". Total length of the passenger train with the class 012: 101.3 cm / 39-7/8". Contents: The set has a large C Track layout with 3 turnouts. It also has a Central Station. The set has a 60 VA switched mode power pack to provide power to the Central Station and to accessories. Hardware material for connections is included. Extensive setup and operating instructions are also included.

This set can be expanded with the C Track extension sets and with the entire C Track program.

The 74491 turnout mechanism and the 74461 decoder can be installed in the turnouts.

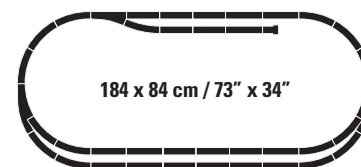
One-time series.

At a Glance:

➤ **A complete digital railroad: 2 complete trains, Central Station, and a large C Track layout.**

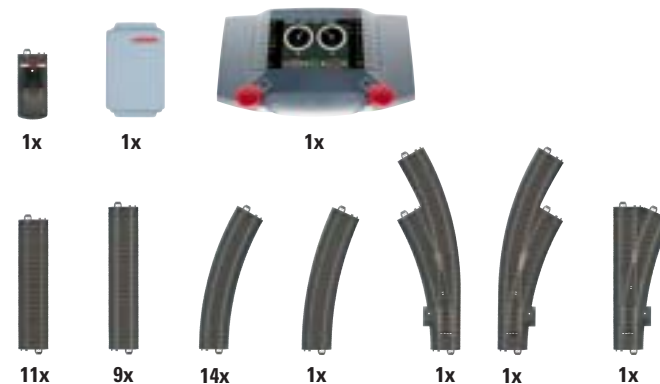
Digital Functions	CU	MS	MS 2	CS
Class 012 steam locomotive				
Headlight(s)	•	•	•	•
Smoke generator contact	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Running gear lights		•	•	•
Whistle for switching maneuver		•	•	•
Air Pump		•	•	•
Letting off Steam			•	•
Class 290 diesel locomotive				
Headlight(s)	•	•	•	•
Telex coupler on the front	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Telex coupler on the rear	•	•	•	•
Direct control		•	•	•
Headlight(s): Cab2 End		•	•	•
Low Pitch Horn		•	•	•
Headlight(s): Cab1 End		•	•	•
Switching maneuver			•	•
Brake Compressor			•	•
Sound of Couplers Engaging			•	•
Rail Joints			•	•





184 x 84 cm / 73" x 34"

29741



Full Steam Ahead into the Hearts of the Fans

37144 Tank Locomotive.

Prototype: Royal Prussian Railroad Administration (KPEV) class T 3 steam tank locomotive, later the class 89.70-75. Road number 6306 MAINZ. Second main class starting in 1897.

Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. It also has a miniature motor in the boiler. 3 axles powered. Traction tires. The locomotive has detailed running gear with a representation of the Allan valve gear. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a clear view through the cab. The locomotive has many separately applied details. Brake hoses are included. Length over the buffers 9.9 cm / 3-7/8".

The 37144 branch line locomotive is typical motive power for the Langenschwalbach passenger cars in the 43058 and 43059 sets.

One-time series.

At a Glance:

- Magnificent Prussian paint scheme.
- Open buffers.
- Provincial railroad lanterns.
- World of Operation mfx+ digital decoder and extensive operating and sound functions included.
- For even more operating enjoyment in the „World of Operation“.

The variety of the Prussian class T 3 undoubtedly made it among the most popular German steam locomotives. Henschel delivered the first example of a three-axle wet steam locomotive for branch line service to the Prussian State Railways (KPEV). The T 3 impressed people with its easy maintenance, sturdiness, and versatility. The KPEV therefore purchased the immense number of 1,345 units from 1881 to 1910. This led to this lovable tank locomotive being used all over Prussia and its domains.



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Bell		•	•	•
Whistle for switching maneuver		•	•	•
Letting off Steam		•	•	•
Air Pump			•	•
Sound of coal being shoveled			•	•
Grate Shaken			•	•
Injectors			•	•



A ton of individual imprints and separately applied parts included



43058 Branch Line Car Set 1.



Prototype: 2 Royal Prussian Railroad Administration (KPEV) Langenschwalbach design branch line cars, from the 3rd production series starting in 1907. 1 type C4itrPr14 as DDi passenger car, 4th class with a baggage compartment. 1 type PwPost4iPr14 as PPipost baggage car with a mail compartment. The cars look as they did around 1916.

Model: The coach has open end platforms and the baggage car has enclosed crossovers. The trucks are specific to the car types. The cars have separately applied grab irons and crossover plates. The 73400/73401 lighting kit (1 per car) and the 73405 pickup shoe (1 per car) can be installed in both cars. Total length over the buffers 29.0 cm / 11-7/16". DC wheel set per car 4 x 700580.

The 43058 and 43059 passenger car sets together with the 37144 tank locomotive make up a special and yet typical Era I branch line train.

One-time series.

At a Glance:

- **Classic Prussian paint scheme.**
- **Open buffers.**
- **Representation of the gas lighting with containers and ventilation hoods.**



43059 Branch Line Car Set 2.



Prototype: 2 Royal Prussian Railroad Administration (KPEV) Langenschwalbach design branch line cars, from the 3rd production series starting in 1907. 1 type BC4iPr14 as BCCi passenger car, 2nd/3rd class. 1 type C4iPr15 as CCi passenger car, 3rd class. The cars look as they did around 1916.

Model: One coach has an open end platform. Otherwise the cars have enclosed crossovers. The trucks are specific to the car types. The cars have separately applied grab irons and crossover plates. The 73400/73401 lighting kit (1 per car) and the 73405 pickup shoe (1 per car) can be installed in both cars. Total length over the buffers 31.5 cm / 12-3/8". DC wheel set per car 4 x 700580.

The 43058 and 43059 passenger car sets together with the 37144 tank locomotive make up a special and yet typical Era I branch line train.

One-time series.

At a Glance:

- **Classic Prussian paint scheme.**
- **Open buffers.**
- **Representation of the gas lighting with containers and ventilation hoods.**

Comfort on Sharp Curves –

In 1889, the sophisticated resort of Langenschwalbach – today Bad Schwalbach – received a rail connection. The line to Wiesbaden had grades of around 3.3% as well as curve radii of a minimum of 200 meters / 656 feet. The Prussian State Railways has passenger cars of a new type built just for this curving right-of-way. Unlike the usual commuter service passenger car designs of that time with almost always two or three rigidly mounted axles, the Langenschwalbach cars were equipped with two-axle trucks. This design turned out so well that they were built from 1892 on for almost 35 years without changes.



Record Locomotive - Pioneer - Diva

37015 Steam Express Locomotive with a Tender.

This fast green racer was operated by the Royal Bavarian State Railroad at the start of the 20th century. After setting a record speed of 154.5 km/h / 96 mph, the S 2/6 remained the fastest steam locomotive in Germany for no less than 29 years, for which it was awarded the „blue ribbon“. The typical green and black paint scheme re-reflects the era in which it was built. The locomotive is regarded by many connoisseurs the most beautiful design ever, as it has many attractive features: It features a very elongated shape on the one hand and is equipped with 2 immense driving wheels. At the same time, its partially open bar frame gives it an extremely intricate appearance.

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class S 2/6 steam express locomotive in a dark green / black basic paint scheme. With gold boiler bands. Road number 3201. The locomotive looks as it did around 1906/07.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. A 72270 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The headlight for oncoming trains and the cab lighting can be controlled in digital operation. Maintenance-free warm white LEDs are used for the lighting. The locomotive has detailed running gear with a partially open bar frame. The locomotive is modeled to show streamlined sheathing of the smoke box, smoke stack, dome, and cylinder group as well as the streamlined cab. There is a close coupling between the locomotive and tender. A close coupler with a guide mechanism and an NEM pocket is mounted on the rear of the tender. The

minimum radius for operation is 360 mm / 14-3/16". Protective sleeves for the piston rods are included separately. Length over the buffers 25.1 cm / 9-7/8". The locomotive is packaged in a decorative wooden case. A booklet about the history of the S 2/6 is included.

This model can be found in a DC version in the Trix H0 assortment under item number 22049.

One-time series

At a Glance:

- **Completely new tooling.**
- **Packaged in a decorative wooden case.**
- **Booklet about the history of the S 2/6 included.**
- **Very finely detailed construction.**
- **Locomotive and tender constructed mostly of metal.**
- **mfx decoder with extensive light and sound functions.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator contact	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Light(s) for Oncoming Train		•	•	•
Whistle for switching maneuver		•	•	•
Engineer's cab lighting		•	•	•
Letting off Steam			•	•
Sound of coal being shoveled			•	•
Grate Shaken			•	•
Air Pump			•	•
Water Pump			•	•
Injectors			•	•
Switching maneuver			•	•



Immense driving wheels - diameter in real life: 2.20 meters / 86-5/8 inches



Finely detailed design with partially open bar frame - a large view to the other side



The Bavarian Class S 2/6 Steam Express Locomotive

At the start of the 20th century, fast running experiments by different German state railroads attracted attention to their rails. The Bavarian State Railroad (K.Bay.Sts.B.) also contracted in 1905 for a fast locomotive as part of this „intoxication with speed“. As early as a year later Maffei delivered the S 2/6 with the road number 3201 as designed under the close supervision of chief designer Anton Hammel. The S 2/6 was a 4-4-4- hot steam compound locomotive with a bar frame, 150 km/h / 94 mph maximum speed and 16 metric tons axle load. The running gear was a new concept with the pilot and trailing trucks for guiding the locomotive and the development of the water tank in the tender as a self-supporting design. Although the locomotive did not have a completely streamlined sheathing, there were several elements to the locomotive's appearance intended to reduce wind resistan-

ce. In front of the cylinders was a curved sheathing. The smoke box door was conical in shape and the smoke stack and steam dome both had shapes to reduce wind resistance. The cab was also designed to be streamlined, and it transitioned seamlessly into the boiler sheathing. In July of 1907, the locomotive reached the maximum speed of 154.5 km/h / 96 mph with a 150 metric ton experimental train on the route Munich– Augsburg and thereby set a world speed record.

The locomotive was initially based in Munich. It came to Ludwigshafen in 1910 and initially ran from there with express trains to Strasbourg and Bingerbrück. In 1922, it came back to Munich, and from 1923 on it was stationed in Augsburg. It never bore its DRG road number 15 001 because as early as 1925 this one-off unit was given a place of honor in the Nürnberg Transportation

Museum. The S 2/6 thus played undoubtedly a tragic double role in its history. To be sure it was technically ahead of its time in 1906 and it met the planned requirements its realization as a piece of motive power. However, its design was overtaken after a very short time in service by the rapidly changing external conditions. For with the exception of a few years in operation in the Palatine area, the S 2/6 soon saw itself forced into a secondary role as an unloved one-off design. Aside from the record runs in 1907, it remained a design quickly overtaken by the times. It was never built as a production locomotive and disappeared after a few years from regular service. Yet, its historic significance does not lie in its service life but is grounded in its technological and design role as a pioneer, which strongly influenced more than locomotive building.



Bavarian specialties

37982 Steam Locomotive with a Tender.



Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) class B VI steam locomotive. Version with a hopper shaped smoke stack, peat firing, and an enclosed tender. The prototype ran with a lantern on the tender. „Lessing“ nameplate. Road number 494.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a bell-shaped armature, mounted in the locomotive's boiler. 2 axles powered. Traction tires. The locomotive has detailed running gear with an outboard frame and Stephenson valve gear. The triple headlights and dual marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Warm white LEDs are used for the lighting. The upper lanterns in the front and both lanterns on the tender are removable. The tender has a raised superstructure and hatches that can be opened. The locomotive is constructed mostly of metal such as the boiler, smoke stack, cab, and cylinders. There is a close coupling between the locomotive and tender. Brake hoses and prototype couplers can be attached to the buffer beam. Length over the buffers 16.3 cm / 6-7/16".

A suitable peat supply car, item number 45089, can be used as an auxiliary tender.

A car set to go with this locomotive can be found in the Märklin H0 assortment under item number 46069.

This model can be found in a DC version in the Trix H0 assortment under item number 22249.

One-time series.

At a Glance:

- LED lighting included for the first time.
- Motor with a bell-shaped armature.
- mfx+ digital decoder included.
- Tender with hatches that can be opened.
- Locomotive constructed mostly of metal such as the boiler, smoke stack, cab, and cylinders.
- Oil lanterns are removable.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Operating sounds		•	•	•
Letting off Steam		•	•	•
Safety Valve		•	•	•
Air Pump			•	•



Tender with hatches that can be opened

Oil lanterns are removable





45089 Peat Supply Car.

Prototype: Royal Bavarian (K.Bay.Sts.B.) State Railroad special car. Medium height gondola with raised end walls and covered load area. Used as an auxiliary tender. The car looks as it did around 1912.

Model: The car features detailed construction. Length over the buffers 9.1 cm / 3-9/16". DC wheel set 2 x 32 3012 11.

A steam locomotive to go with this car can be found in the Märklin H0 assortment under item number 37982.

One-time series.

Original Size



43989 Baggage Car.



Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) baggage car. Era I, around 1912.

Model: This baggage car has two-color lighted marker lanterns. It has highly detailed construction with spoked wheels. The car has close couplers with a guide mechanism in a standard pocket. A pickup shoe is mounted on the car. Length over the buffers approximately 10 cm / 3-15/16".

A steam locomotive to go with this baggage car can be found in the Märklin H0 assortment under item number 37982.

One-time series.

At a Glance:

- Detailed construction with numerous separately applied details.
- Lighted marker lanterns included.

Original Size



All Kinds of Things on Wheels

46069 Freight Car Set.



Prototype: Five different design Royal Bavarian State Railroad (K.Bay. Sts.B.) freight cars. One type Hrz Regensburg stake car with a brakeman's cab, one wire barrel car with a brakeman's cab, lettered for Weinhandel Meuschel, one type Omk gondola, one tank car with a brakeman's cab, lettered for Melasse & Kraftfutterwerke Feldmoching, and one beer refrigerator car lettered for Gräfl. Arco Zinnebergschen Brauerei Stein, with a brakeman's cab and ice hatches. The cars look as they did around 1912.

Model: The cars are authentically painted and lettered for Era 1. The cars have finely detailed construction for the frames and bodies. The stakes are removable. The gondola is loaded with coal. All of the cars have different car numbers. They are individually packaged and marked. The cars have a master package. Total length over the buffers approximately 50.5 cm / 19-7/8". DC wheel set for the Hrz stake car 2 x 32301211, DC wheel set for the wine barrel car 2 x 700630, DC wheel set for the tank car, gondola, and beer refrigerator car per car 2 x 36669200.

A steam locomotive to go with this car set can be found in the Märklin H0 assortment under item number 37982.

One-time series.

All of the cars individually packaged



46069

45089

37982



45252 Beer Car Set.

Prototype: 3 different privately owned beer cars for the breweries „Bürgerliches Brauhaus München“, „Schlossbrauerei Holzen“, and „Gebr. Maisel“ of Bayreuth, used on the Royal Bavarian State Railroad (K.Bay. Sts.B.). Version with a brakeman’s cab. The cars look as they did around 1912.

Model: The cars are authentically painted and lettered for Era I. The frames and bodies are finely constructed. The cars have spoked wheels. The cars have NEM coupler pockets and a close coupler mechanism for close couplers. Total length over the buffers 21.0 cm. DC wheel set 6 x 36669200.

One-time series.



Original Size

The Bavarian Bull

39550 Freight Steam Locomotive with a Tender.

It was the most powerful five-axle steam locomotive of all the provincial railroads and had a mystique as early as the Twenties: the G 5/5. A treat both in looks and in technology, it is now experiencing a rebirth as an H0 model – and shows the complete art of model building: partially open bar frame, many separately applied parts. The mfx+ decoder with its virtual cab and numerous sound functions brings back the G 5/5 feeling almost authentically.

Prototype: Bavarian class G 5/5 heavy freight steam locomotive with a type 2'2 T21,8 tender. Design version from the third production series. Group Administration Bavaria dark green basic paint scheme for the German State Railroad. Road number 5856. The locomotive looks as it did around 1923.

Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 72270 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke that can be installed in the locomotive will work in conventional operation and can be controlled digitally. A third light on the front of the locomotive and on the tender for on-coming trains changes over with the direction of travel and can be controlled separately in digital operation. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. The front of the locomotive and the rear of the tender also has a close coupler with a guide mechanism and an NEM pocket. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included. Length over the buffers 23.5 cm / 9-1/4".

This model can be found in a DC version in the Trix H0 assortment under item number 22029. Freight cars to go with this locomotive can be found in the Märklin H0 assortment under item numbers 46085 and 46803.



At a Glance:

- **Completely new tooling.**
- **Locomotive and tender constructed mostly of metal.**
- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**
- **mfx+ digital decoder and a variety of operating and sound functions included.**
- **For even more operating enjoyment in the „World of Operation“.**
- **The most powerful five-axle unit of all German provincial railroad steam locomotives.**

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator contact	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Light(s) for Oncoming Train		•	•	•
Whistle for switching maneuver		•	•	•
Letting off Steam		•	•	•
Sound of coal being shoveled			•	•
Grate Shaken			•	•
Air Pump			•	•
Water Pump			•	•
Injectors			•	•
Switching maneuver			•	•

Free-standing lanterns and finely detailed, separately applied ladders



*Numerous sound and operating functions
High-efficiency propulsion with a flywheel*



39551 Freight Steam Locomotive with a Tender.

The most important pillar of Bavarian freight service is also available to model railroaders with an mfx decoder without sound in order to satisfy many requests. As a locomotive on its own from the same era but with a different road number.

Model: mfx digital decoder included. See the text for the 39550 locomotive for more information about this model.

Freight cars to go with this locomotive can be found in the Märklin H0 assortment under item numbers 46085 and 46803.

One-time series.

At a Glance:

- Completely new tooling.
- Locomotive and tender constructed mostly of metal.
- Partially open bar frame and many separately applied details.
- High-efficiency propulsion with a flywheel, mounted in the boiler.
- Headlight for oncoming trains, can be controlled separately in digital operation.
- The most powerful five-axle unit of all German provincial railroad steam locomotives.
- Different road number than for 39550.

Bavarian G 5/5, DRG/DB 57.5

The Bavarian State Railroad purchased 15 class G 5/5 locomotives for the steep Bavarian grades as early as 1911. Following Bavarian tradition, these five-axle units were designed as four-cylinder super-heated compound units. They generated around 1,650 pounds per square inch and were thus superior to all other provincial railroad designs...

A complete report can be found on our Internet page.



At <http://www.maerklin.de/de/produkte/neuheiten2015/39550u39551.html> you can find more information and images for the top locomotive of the Royal Bavarian State Railroad.



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator contact	•	•	•	•
Light(s) for Oncoming Train	•	•	•	•
Switching maneuver	•	•	•	•
Direct control	•	•	•	•



Authentic appearance even between the 2nd and 3rd wheel set



46803

46085

39550



The Variety of Freight Cars

46085 Freight Car Set.



Prototype: 7 different design German State Railroad Company (DRG), Group Administration Bavaria, freight cars, some used as privately owned cars. 1 type Nml boxcar with a brakeman's cab, 1 Association design type Ommk(u) high-side gondola, 1 poultry car as a privately owned car painted and lettered for the firm B. Hammel, Munich, Germany, 1 tank car as a privately owned car painted and lettered for the firm Chem. Fabrik Heufeld, Germany, 1 beer refrigerator car as a privately owned car painted and lettered for the firm Bischöfl. Brauerei Hacklberg, Passau, Germany, 1 type Nml boxcar with a brakeman's cab, 1 Association design type Nm boxcar without a brakeman's cab. The cars look as they did around 1923.

Model: The high-side gondola has a load of scale-sized coal. The poultry car has a slatted car body with an open view through it. Some of the boxcars have sliding doors that can be opened. All of the cars have different car numbers and are each individually packaged. The cars also have a master package. Total length over the buffers approximately 84.5 cm / 33-1/4". DC wheel sets: Car 1: 2 x 700630. Car 2: 2 x 700580. Cars 3 and 4: each 2 x 32376004. Cars 5 and 7: each 2 x 700270. Car 6: 3 x 36669200.

The class G 5/5 steam freight locomotive goes well with this car set and can be found in the Märklin H0 assortment under item numbers 39550 and 39551.

One-time series.





Original Size



46803

46085

39550

Black Gold on Wheels

46803 Coal Hopper Car Set.



Prototype: 3 German State Railroad (DRG), Group Administration Bavaria, type OOt coal hopper cars with brakeman's cabs as self-unloading cars for maintenance coal. The cars look as they did around 1922.

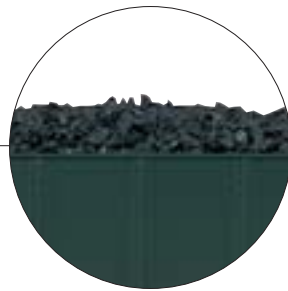
The class G 5/5 steam freight locomotive goes well with these cars and can be found in the Märklin H0 assortment under item numbers 39550 and 39551.

Model: All of the cars are loaded with real scale-sized coal. Each car has a different car number. They also have brakeman's cabs. The cars have separately applied hand wheels. The framework trucks are finely reproduced. The cars have double-spoked wheels. All of the cars are individually packaged. There is also a master package. Total length over the buffers 48.2 cm / 19". DC wheel set per car: 4 x 206852.

One-time series.

All of the cars loaded with real coal

All of the cars loaded with real coal



46803

46085

39550





Full Steam Ahead in the Direction of the Orient

37117 Express Locomotive with a Tender.

Prototype: German State Railroad Company (DRG) class 18.1 express locomotive. Former Württemberg class C. Road number 18 111. The locomotive looks as it did around 1928. Motive power among other things for the legendary „Orient Express“.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, in the boiler. 3 axles powered. Traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Warm white LEDs are used for the lighting. The smoke unit contact will work in conventional operation and can be controlled digitally. A 72270 smoke unit can be installed in the locomotive. The locomotive is constructed mostly of metal such as the boiler smoke stack, dome, cab, running boards, and tender. There is a close coupling between the locomotive and tender. Length over the buffers 23.7 cm / 9-5/16“.

Cars to go with this locomotive can be found in the Märklin H0 assortment under item numbers 42795 and 42796.

This model can be found in a DC version in the Trix H0 assortment under item number 22183.

One-time series.

At a Glance:

- **First time with a smoke unit contact.**
- **mfx+ digital decoder.**
- **Locomotive is constructed mostly of metal such as the boiler smoke stack, dome, cab, running boards, and tender.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator contact	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of coal being shoveled		•	•	•
Air Pump		•	•	•
Injectors		•	•	•
Sound of squealing brakes off		•	•	•
Letting off Steam			•	•
Grate Shaken			•	•
Conductor's Whistle			•	•
Rail Joints			•	•

First time with a smoke unit contact

Original Size



42795

42796

37117



Orient Express II: Sleeping Like a Dream

42796 Orient Express 1928 CIWL Add-On Car Set.



Main actor in countless films and the heart of the „Orient Express“ train consist: the sleeping cars of the Compagnie Internationale des Wagons-Lits des Grands Express Européens (CIWL). Finely detailed and including build-in interior lighting, a dream in blue.

Prototype: The „Paris – Karlsbad – Prag – Express“ running in the summer months.

The cars of this train ran together with the Orient-Express to Stuttgart, and 2 cars were added in Stuttgart.

2 Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) sleeping cars. Each of the cars in the blue paint scheme. The cars look as they did in 1922 – 1928.

Model: The cars are finely constructed models with many separately applied details. The cars have different car numbers. The diaphragms are extended. Both of the cars have factory-installed LED interior lighting and factory-installed current-conducting couplers. Total length over the buffers 48.5 cm / 19-1/8“.

The express locomotive and the car set to go with this car set can be found in the Märklin H0 assortment under item numbers 37117 and 42795.

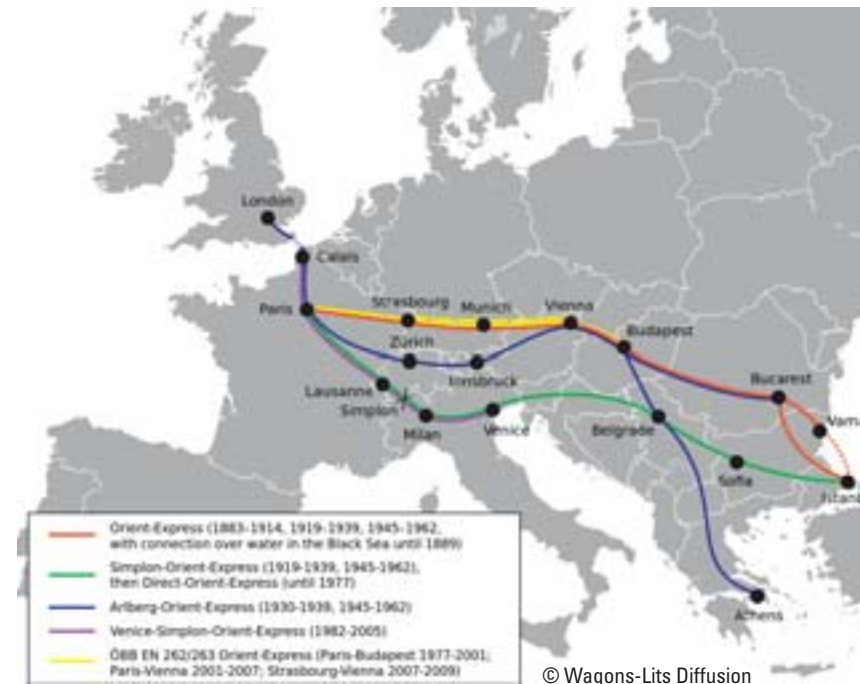
This model can be found in a DC version in the Trix H0 assortment under item number

24796. Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) is a registered trade name of Wagons-Lits Diffusion (WLD), Paris, France. All rights reserved regarding reproduction.

One-time series.

At a Glance:

- Built-in LED interior lighting.
- Current-conducting couplers.



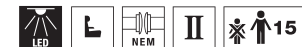
Detailed crafted lettering

LED interior lighting



Orient Express I: Experiencing the Mystique

42795 Orient Express 1928 CIWL Express Train Passenger Car Set.



They are considered right to the present as the icon for the absolute best in travel comfort: the cars of the Orient Express. This set with its five cars in different designs brings back the heyday of travelling by train. Exclusively issued in H0 as the branch train „Paris-Karlsbad-Prag-Express“. A must for every collector and model railroader.

Prototype: The „Paris – Karlsbad – Prag – Express“ running in the summer months.

The cars of this train ran together with the Orient-Express to Stuttgart, and 2 cars were added in Stuttgart.

5 different design Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) cars. 2 each baggage cars, 2 each sleeping cars, and 1 dining car in the blue paint scheme. The cars look as they did in 1922 – 1928.

Model: The cars are finely constructed models with many separately applied details. The interiors come in different colors. The cars have different car numbers. The end car of the set has retracted diaphragms with raised crossover plates. The doors on the baggage car can be opened. All of the cars have factory-installed LED interior lighting and all of the cars have factory-installed current-conducting couplers. The table lamps in the dining car are lighted. The baggage car has a pickup shoe for picking up power. Total length over the buffers 117.5 cm / 46-1/4“.

The express locomotive and the car set to go with this car set can be found in the Märklin H0 assortment under item numbers 37117 and 42796.

This model can be found in a DC version in the Trix H0 assortment under item number 24795. Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) is a registered trade name of Wagons-Lits Diffusion (WLD), Paris, France. All rights reserved regarding reproduction.

One-time series.

At a Glance:

- Built-in LED interior lighting.
- Current-conducting couplers.





© Wagons-Lits Diffusion

The Orient Express Deluxe Train

The grandiose idea of Georges Nagelmackers, introducing deluxe sleeping car trains on the European continent, had its beginning with the establishment of his „Compagnie Internationale des Wagons-Lits“ (CIWL) on December 4, 1876 in Brussels. The company is still in existence today. With the growing rail network in the direction of the Balkans Nagelmackers developed plans for a train assembled entirely from CIWL cars from the Channel harbors to the Balkan States and the end destination of Constantinople (the present day Istanbul) that at time could still not be reached by rail. A legend finally began on June 5, 1883 in Paris with the first „Express d'Orient“. Merely a dining car, two sleeping cars, and two baggage cars made up the first „Orient Express“ that started to write transportation history on that memorable afternoon in the Gare de l'Est station. Yet, the trip to the Balkans was still quite exhausting because passengers had to do part of the route by boat or postal coach. The Orient Express did not reach its end destination of Constantinople until August 12, 1888 via Budapest, Belgrade, and Sofia. This deluxe train quickly developed into a total success and it is no wonder that the name „Orient Express“ became highly styled as a symbol full of mystique, magic, desires,

and wanderlust. Over the course of the years, a legend formed from the train of diplomats, adventurers, agents, profiteers, „femmes fatales“ as well as crowned and uncrowned heads of state that played a main role in countless books, spy histories, and films. Motivated by the success of the Orient Express, the CIWL soon introduced other deluxe trains to interesting destinations in all of Europe. In 1900, it thus introduced the Karlsbad Express, a sleeping car train running during the summer season from Paris to the world famous resort of in Karlsbad, today Karlovy Vary, which still belonged then to Austria. This train run on the route Paris – Karlsruhe – Heilbronn – Schwäbisch Hall – Nürnberg – Karlsbad. With the start of World War I, the CIWL deluxe trains had to be halted. The Orient Express did not use its classic route through Southern Germany until 1921. It was now combined with the „Paris-Karlsbad-Prag-Express“ (L105/106) to and from Stuttgart. This branch train of the „Orient Express“ with a total of seven cars to and from Karlsbad (Karlovy Vary) and Prague (Praha) usually ran only in the summer via Nürnberg, Marktredwitz, and Eger (Cheb) to Czechoslovakia. It was the outbreak of World War II that forced change on the job of the CIWL deluxe trains.



The doors on the baggage car can be opened





INTERNATIONALE

EISENBAHN

SCHLAF

VOITURE-LITS

N° 2180

PARIS
STUTTGART
MÜNCHEN
BERLIN
BRUXELLES
LONDRES





Location Change

45090 „Airplane Transport“ Freight Car Set.

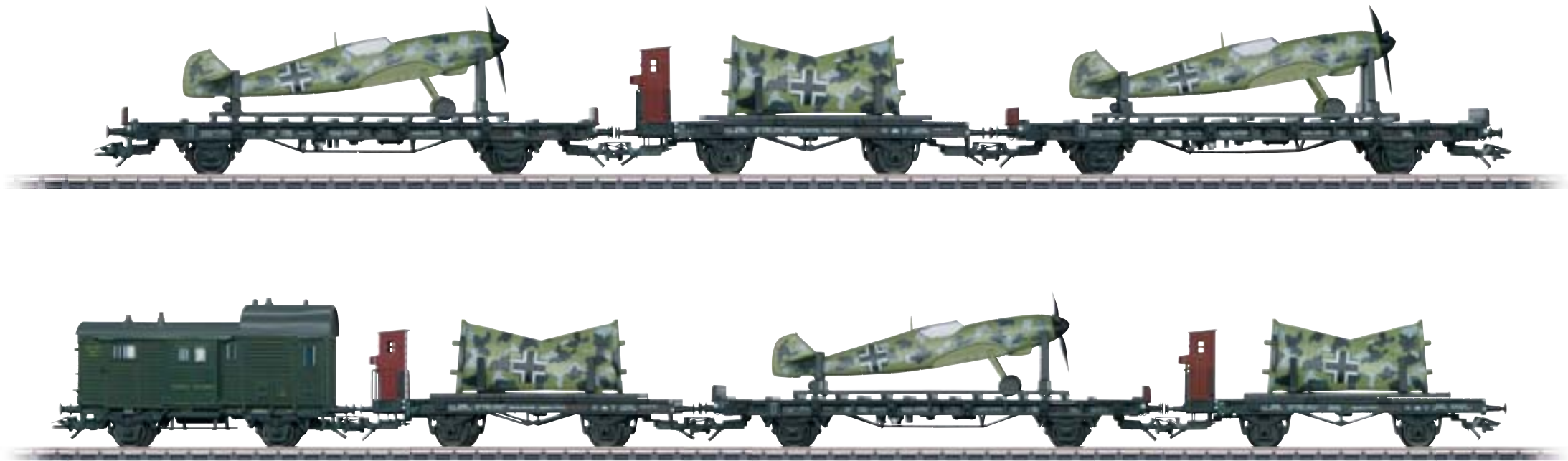


Prototype: 6 flat cars and 1 type Pwg Pr 14 freight train baggage car painted and lettered for the German State Railroad Company (DRG). 3 Messerschmitt ME 109 airplanes, disassembled for transport by rail. The cars look as they did at the end of the Thirties.

Model: The 3 flat cars have a long wheelbase and a load area to transport the airplane fuselage, 3 flat cars with a short wheelbase, brakeman's platforms with brakeman's cabs, and a load area to transport the pairs of wings, 1 freight train baggage car. The car set has 3 model airplanes (Busch). The fuselages and wings are pre-mounted and safeguarded with load frames. The railroad cars and the airplanes are not available individually. Total length over the buffers 92.3 cm / 36-3/8". DC wheel set 14 x 700580.

At a Glance:

- **Model airplanes extensively painted.**
- **The airplane fuselages and the wings can be plugged together to make complete models.**



46160 Boxcar.

Prototype: German State Railroad Company (DRG) type GI Dresden. With a Bavarian design brakeman's cab.

Model: The sliding doors can be opened. Separately applied ladders and handrails. Length over the buffers 13.3 cm / 5-1/4". DC wheel set 2 x 32 3760 04.

Reissued



Original Size

46426 Tank Car.

Prototype: Privately owned car, used on the German State Railroad Company (DRG).

Model: With brakeman's cab. Numerous separately applied details. Length over buffers 10.4 cm / 4-1/8". DC wheel set Trix 2 x 36 6679 00.

Reissued



Original Size

Powerful Sibling

39552 Freight Steam Locomotive with a Tender.

The legendary G 5/5 as a DB version. The DB took over around 20 units of the fourth, more powerful production series for these powerhouses on its roster. The Märklin model shows this marvelous locomotive as it looked in 1949 with the finest of detailing and with numerous prototypical operating and sound functions including an mfx+ decoder.

Prototype: Class 57.5 (former Bavarian class G 5/5) heavy freight steam locomotive with a type 2'2 T21,8 tender. Design version from the fourth production series. German Federal Railroad (DB) black/red basic paint scheme. Road number 57 579. The locomotive looks as it did around 1949.

Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 72270 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. The front of the locomotive and the rear of the tender also has a close coupler with a guide mechanism and an NEM pocket. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included. Length over the buffers 23.5 cm / 9-1/4".

This model can be found in a DC version in the Trix H0 assortment under item number 22057.

At a Glance:

- **Completely new tooling.**
- **Locomotive and tender constructed mostly of metal.**
- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**
- **mfx+ digital decoder and a variety of operating and sound functions included.**
- **For even more operating enjoyment in the „World of Operation“.**
- **The most powerful five-axle unit of all German provincial railroad steam locomotives.**

Bavarian G 5/5, DRG/DB 57.5

The Bavarian State Railroad purchased 15 class G 5/5 locomotives for the steep Bavarian grades as early as 1911. Following Bavarian tradition, these five-axle units were designed as four-cylinder super-heated compound units. They generated around 1,650 pounds per square inch and were thus superior to all other provincial railroad designs. ...

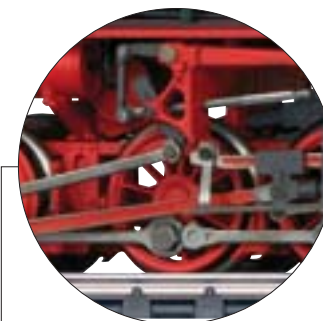
A complete report can be found on our Internet page.



At <http://www.maerklin.de/de/produkte/neuheiten2015/39552u39553.html> you can find more information and images for the top locomotive as the class 57.5.



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator contact	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Whistle for switching maneuver		•	•	•
Letting off Steam		•	•	•
Sound of coal being shoveled		•	•	•
Grate Shaken			•	•
Air Pump			•	•
Water Pump			•	•
Injectors			•	•
Switching maneuver			•	•



Authentic look even between the 2nd and 3rd wheel set



39553 Freight Steam Locomotive with a Tender.

Prototype: Class 57.5 (former Bavarian class G 5/5) heavy freight steam locomotive with a type 2'2 T21,8 tender. Design version from the fourth production series. German Federal Railroad (DB) black/red basic paint scheme. Road number 57 584. The locomotive looks as it did around 1949.

Model: The locomotive has an mfx digital decoder. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 72270 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. A third light on the front of the locomotive and on the tender for on-coming trains changes over with the direction of travel and can be controlled separately in digital operation. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. The front of the locomotive and the rear of the tender also has a close coupler with a guide mechanism and an NEM pocket. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included. Length over the buffers 23.5 cm / 9-1/4".

One-time series.

At a Glance:

- **Completely new tooling.**
- **Locomotive and tender constructed mostly of metal.**
- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**
- **The most powerful five-axle unit of all German provincial railroad steam locomotives.**
- **Different road number than for 39552.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator contact	•	•	•	•
Switching maneuver	•	•	•	•
Direct control	•	•	•	•

*A treat in looks and in technology.
The G 5/5 in the typical black/red paint
scheme as the class 57.5.*



Free-standing lanterns and finely detailed, separately applied ladders





Crimson General-Purpose Locomotive

37801 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class v 200.0 heavy diesel hydraulic locomotive. General-purpose locomotive in the classic crimson paint scheme. The locomotive looks as it did around 1963.

Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double „A“ lights are on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons on the sides and ends. The couplers can be replaced by closed end skirting. Length over the buffers 21.0 cm / 8-1/4“.

The 37801 diesel locomotive is the right motive power for the 43910, 43920, 43930, 43940, and 43950 express train passenger cars from the Märklin H0 assortment.

At a Glance:

- **Heavy metal construction.**
- **Reworked lighting with warm white and red LEDs.**
- **World of Operation mfx+ digital decoder and extensive operating and sound functions included.**
- **For even more operating enjoyment in the „World of Operation“.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Warning Sound	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
Whistle for switching maneuver		•	•	•
Headlight(s): Cab1 End		•	•	•
Blower Drive			•	•
Letting off Air			•	•
Conductor's Whistle			•	•
Sanding			•	•
Rail Joints			•	•
Switching maneuver			•	•

Original Size



Passenger Cars

43910 Express Train Passenger Car.



Prototype: German Federal Railroad (DB) type A4üm-63 (later the type Am 203) compartment car, 1st class. UIC-X design (m cars).

Model: The car has the blue color scheme of the prototype from 1963 on. Realistically detailed trucks with a reproduction of the brake shoes and the generator mechanism. Unlighted red marker light inserts at the ends of the car. This car can be retrofitted with The 7319 current-conducting couplings or the 72021 working close couplers that can be uncoupled as

well as interior lighting (2 x 73400/73401) can be installed on this car. Minimum radius for operation 360 mm / 14-3/16". Length over the buffers 28.2 cm / 11-1/8". DC wheel set 4 x 700580.

Reissued



43920 Express Train Passenger Car.



Prototype: German Federal Railroad (DB) compartment car, 2nd class, type B4üm-63, (later the type Bm 234). UIC-X design (m cars).

Model: The car has the chrome oxide green color scheme of the prototype from 1963 on. Realistically detailed trucks with a reproduction of the brake shoes and the generator mechanism. Unlighted red marker light inserts at the ends of the car. This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72021 working close couplers that can be uncoupled, and it is ready for installation of interior lighting (2 x 73400/73401). Minimum radius for operation 360 mm / 14-3/16". Length over the buffers 28.2 cm / 11-1/8". DC wheel set 4 x 700580.

Reissued



The cars on Pages 74 and 75 can be combined into a typical Era III express train consist.



43930 Express Train Passenger Car.



Prototype: German Federal Railroad (DB) compartment car, 1st and 2nd class, type AB4üm-63, (later the class ABm 225). UIC-X design (m cars).

Model: The car has the chrome oxide green color scheme of the prototype from 1964 on. Realistically detailed trucks with a reproduction of the brake shoes and the generator mechanism. Unlighted red marker light inserts at the ends of the car. This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72021 working close couplers that can be uncoupled and it is ready for installation of interior lighting (2 x 73400/73401). Minimum radius for operation 360 mm / 14-3/16". Length over the buffers 28.2 cm / 11-1/8". DC wheel set 4 x 700580.



Reissued

43940 Express Train Passenger Car.



Prototype: German Federal Railroad (DB) half dining car, 2nd class compartment car with a dining car buffet area, type BRbu4üm-61, (later the type RBbumh 282). UIC-X design (m cars).

Model: The car has the chrome oxide green color scheme of the prototype from 1962 on. Realistically detailed trucks with a reproduction of the brake shoes and the generator mechanism. Unlighted red marker light inserts at the ends of the car. This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72021 working close couplers that can be uncoupled, and it is ready for installation of interior lighting. (2 x 73400/73401) Minimum radius for operation 360 mm / 14-3/16". Length over the buffers 28.2 cm / 11-1/8". DC wheel set 4 x 700580.



Reissued

43950 Express Train Passenger Car.



Prototype: German Federal Railroad (DB) half baggage car, 2nd class compartment car with a baggage area, type BD4üm-61, (later the type BDms 273). UIC-X design (m cars).

Model: The car has the chrome oxide green color scheme of the prototype from 1964 on. Realistically detailed trucks with a reproduction of the brake shoes and the generator mechanism. Unlighted red marker light inserts at the ends of the car. This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72021 working close couplers that can be uncoupled, and it is ready for installation of interior lighting (2 x 73400/73401). Minimum radius for operation 360 mm / 14-3/16". Length over the buffers 28.2 cm / 11-1/8". DC wheel set 4 x 700580.



Reissued

A Lot of Wheels on Four Axles

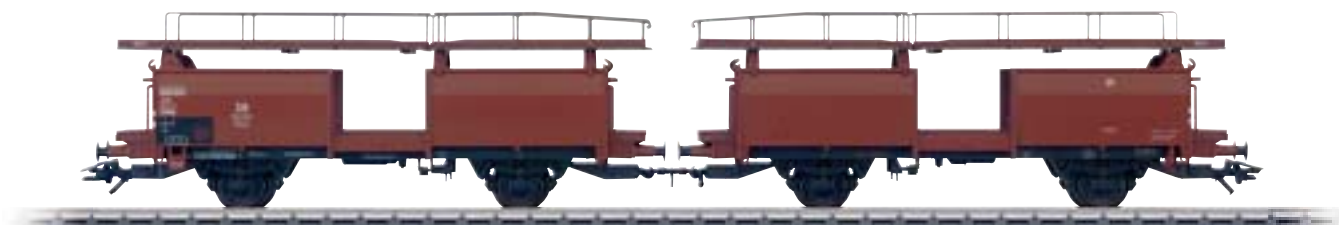
46126 Auto Transport Car.



Prototype: German Federal Railroad (DB) type Off 52 (later planned as the type Laae 540) auto transport car as a double unit. Bi-level version. The car looks as it did at the start of the Sixties.

Model: There is a permanent close coupling between the car halves. The upper deck can be lowered. The car has a new car number. Suitable chock blocks are included. Length over the buffers 25.3 cm / 9-15/16". DC wheel set 4 x 700580.

The German Federal Railroad was early to purchase suitable rolling stock with the rebuilding of the German automobile industry. The goal was railroad cars capable of hauling these valuable vehicles rationally, safely, and protectively. Bi-level special transport cars were built on the steel construction of the type Omm 52 and Omm 55 high-side gondolas that were modern for their time. These cars could be coupled permanently together. End walls and side doors were done away with and crossover plates were present on both levels by means of which a unit train of such cars could be loaded from both ends. The upper deck could be lowered at both ends of a pair of cars to make a loading ramp.



46136 Auto Transport Car.



Prototype: German Federal Railroad (DB) type Offs 59 (later the type Laae 541) auto transport car as a double unit. Bi-level version. The car looks as it did at the start of the Sixties.

Model: There is a permanent close coupling between the car halves. The upper deck can be lowered. The car has a new car number. Suitable chock blocks are included. Length over the buffers 25.3 cm / 9-15/16". DC wheel set 4 x 700580.

Original Size



All Kinds of Freight Cars

48775 Beer Refrigerator Car.

Prototype: Type Tehs 50 two-axle beer refrigerator car. Privately owned freight car painted and lettered for Adlerbrauerei Rettenberg Herbert Zötler KG. Used on the German Federal Railroad (DB). Krupp Mustang truck as a beer delivery truck, with a stepped flatbed, painted and lettered for the Adlerbrauerei Rettenberg Herbert Zötler KG. The units look as they did around 1959.

Model: The beer car is painted and lettered for „Zötler Bier“ of the brewery Adlerbrauerei Rettenberg Herbert Zötler KG. Length over the buffers 13.4 cm / 5-1/4". The model truck is made of metal and plastic. It is painted and lettered as a beer delivery truck for the brewery Adlerbrau-

erei Rettenberg Herbert Zötler KG. Sixty beer crates can be loaded on the stepped flatbed. 60 beer crates and 60 bottles for loading on the stepped flatbed are included in a package. Length of the truck 10 cm / 3-15/16". DC wheel set for the beer car 2 x 32376004.

One-time series.

At a Glance:

➤ **60 beer crates and 60 bottles included for loading on the delivery truck.**



48776 Beer Car.

Prototype: Type Tehs 50 two-axle beer refrigerator car for the firm Mönchshof-Bräu, used on the German Federal Railroad (DB). Painted and lettered for Kulmbacher Mönchshof-Bräu. Era IV, around 1984.

Model: The car has separately applied roof vents. It also has separately applied ladders on the ends. Length over the buffers 13.4 cm / 5-1/4". DC wheel set 2 x 32 3760 04.

One-time series.



48881 Livestock Car.

Prototype: German Federal Railroad (DB) type V 23.

Model: Sliding doors that can be opened. Length over buffers 10.5 cm / 4-1/8". DC wheel set 2 x 70 0580.



48759 Banana Car.

Prototype: Type Gr 20 banana car, privately owned car, used on the German Federal Railroad (DB). With a brakeman's platform.

Model: The car comes with sliding doors that can be opened. Special design doors for banana cars. Length over the buffers 11.3 cm / 4-7/16". DC wheel set 2 x 70 0580.



Reissued



Reissued



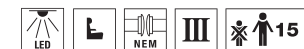
Passenger Service in the Sixties

41310 Passenger Car.

Prototype: German Federal Railroad (DB) 4-axle passenger car. Type AB4yge „Rebuild Car“, 1st/2nd class. Version around 1959 in „Bottle Green“.

Model: „Rebuild Car“, 1st/2nd class, with Minden-Deutz design trucks. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers, the 73405 pickup shoe, and the 73400/73401 lighting kits can be installed in the car. A set of decals with different train routes is included. Length over the buffers 22.4 cm / 8-13/16“. DC wheel set 4 x 700580.

A steam locomotive to go with this car can be found in the Märklin Start up assortment under item number 36243.



At a Glance:

- **Current-conducting couplings/couplers, pickup shoe, and lighting kits can be installed in this car.**



41320 Passenger Car.

Prototype: German Federal Railroad (DB) 4-axle passenger car. Type B4yge „Rebuild Car“, 2nd class. Version around 1959 in „Bottle Green“.

Model: „Rebuild Car“, 2nd class, with American design trucks („Swan Neck trucks“). The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers, the 73405 pickup shoe, and the 73400/73401 lighting kits can be installed in the car. A set of decals with different train routes is included. Length over the buffers 22.4 cm / 8-13/16“. DC wheel set 4 x 700580.

A steam locomotive to go with this car can be found in the Märklin Start up assortment under item number 36243.



At a Glance:

- **Current-conducting couplings/couplers, pickup shoe, and lighting kits can be installed in this car.**



41323 Passenger Car.



Prototype: German Federal Railroad (DB) 4-axle passenger car. Type B4yge „Rebuild Car“, 2nd class. Version around 1959 in „Bottle Green“.

Model: „Rebuild Car“, 2nd class, with Minden-Deutz design trucks. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers, the 73405 pickup shoe, and the 73400/73401 lighting kits can be installed in the car. A set of decals with different train routes is included. Length over the buffers 22.4 cm / 8-13/16“. DC wheel set 4 x 700580.

A steam locomotive to go with this car can be found in the Märklin Start up assortment under item number 36243.

At a Glance:

➤ **Current-conducting couplings/couplers, pickup shoe, and lighting kits can be installed in this car.**



41330 Passenger Car.



Prototype: German Federal Railroad (DB) 4-axle passenger car. Type BD4yge „Rebuild Car“, 2nd class with a baggage area. Version around 1959 in „Bottle Green“.

Model: „Rebuild Car“, 2nd class with a baggage area, with Prussian design trucks. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers, the 73405 pickup shoe, and the 73400/73401 lighting kits can be installed in the car. A set of decals with different train routes is included. Length over the buffers 22.4 cm / 8-13/16“. DC wheel set 4 x 700580.

A steam locomotive to go with this car can be found in the Märklin Start up assortment under item number 36243.

At a Glance:

➤ **Current-conducting couplings/couplers, pickup shoe, and lighting kits can be installed in this car.**



50 Years of the Märklin Magazin

37578 Electric Locomotive.

Prototype: Class E 03 electric locomotive as a pre-production locomotive. Fictitious design in the cobalt blue paint scheme of the Märklin Magazin. A single row of side vents, buffer cladding, rail clearance devices, and double-arm pantographs. Road number E 03 001. The locomotive looks as it did in 1965.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double „A“ lights are on at both ends. The engine room lighting can be turned on and off separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. It also has detailed roof equipment. Length over the buffers 21.9 cm / 8-5/8“.

One-time series.

At a Glance:

- **Packaging with a colored representation of the locomotive borrowing from the historic packaging of the Sixties.**
- **Anniversary locomotive as the ideal motive power for all of the Märklin Magazin annual cars that have appeared previously.**

In 2015, the Märklin Magazin is celebrating its 50th anniversary (1965-2015). The first pre-production class E 03 locomotive was placed into service in 1965, the same year as the first appearance of the Märklin Magazin. The Märklin Magazin is still considered a classic in the model railroad industry, just as the E 03 is also still a classic today and stands out as the ideal choice for an anniversary locomotive.

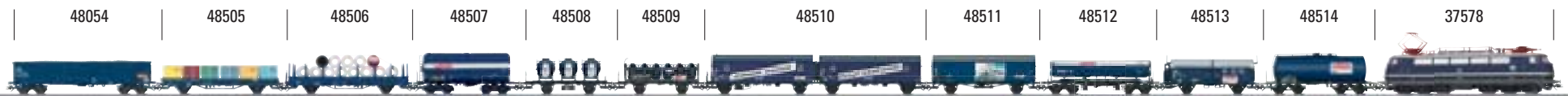


Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Interior lights	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
Whistle for switching maneuver		•	•	•
Headlight(s): Cab1 End		•	•	•
Station Announcements			•	•
Conductor's Whistle			•	•
Pantograph Sounds			•	•
Brake Compressor		•	•	•
Letting off Air			•	•
Rail Joints			•	•
Switching maneuver			•	•

Unique operations imprint adapted to the first publication of the Märklin Magazin in 1965



Borrowed from the historic packaging of the Sixties



IC 690 „Hohenstaufen“

On September 26, 1971, the German Federal Railroad (DB) introduced its new service „InterCity 71“ and hit the bull’s eye with it. First class Intercity trains now ran in a rigid system of four lines that were served at more or less two-hour intervals. The really special feature of the IC system was (and is still today with the ICE/IC system) in the linking of the lines with direct transfer possibilities on the same platform. This thus provided a large coverage effect: Dortmund and Cologne offered transfer possibilities between Lines 1 and 2, in Mannheim trains for Lines 1 and 3 waited for each other, in Würzburg the trains for Lines 2 and 4, and in Hannover the trains for Lines 3 and 4. Due to the great success the DB then decided at the start of the summer schedule

for 1979 on May 27 to introduce hourly service with mixed class trains on all four IC lines with the slogan „Jede Stunde – jede Klasse: der „IC 79“ / „Every Hour – Every Class: the „IC 79“. All of the junction points remained in effect. Block trains was the new magic expression and all IC trains thus ran with blocks of cars in 1st and 2nd class, separated by a dining car or a Quick Pick car. It was pure „chance“ that the routes for the lines were set up such that the same car classes stood opposite each other at the junction stations.

This multitude of new trains naturally required names also, and the venerable „Hohenstaufen“ thus became the godfather of a pair of Intercity trains. IC 690/691 „Hohenstaufen“ ran in the following

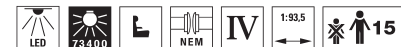
years between Munich and Hamburg-Altona via Stuttgart, Heidelberg, Mannheim, Frankfurt/Main, and Hannover. The class 103.1 locomotives functioned as motive power. As a rule, they had to pull eight cars in 2nd class (5 Bm 3 Bpm), a dining car, and three cars in 1st class (2 Avm, 1 Apm).

The train name „Hohenstaufen“ remained in use until the end of 2001. From 1991 on an ICE bore this name, running on the same route. Then came a downgrade, because from 1999 on there was only an InterRegio between Karlsruhe and Lindau (in 2001 Karlsruhe – Ulm) with this designation that was full of history.



Intercity Classic

43306 IC Express Train Passenger Car Set.



Prototype: 3 different design German Federal Railroad (DB) IC express train passenger cars. 2 type Bm 235 compartment cars, 2nd class, 1 type Bpmz 291.2 open seating car, 2nd class. Ocean Blue / ivory paint scheme. Folding steps, rounded and steep roof ends, and prototypical trucks appropriate to compartment and open seating cars included. For the theme InterCity 690 „Hohenstaufen“ for the route Munich – Stuttgart – Heidelberg – Mannheim – Frankfurt/M – Hannover – Hamburg/Altona. The cars look as they did in 1983.

Model: The minimum radius for operation is 360 mm / 14-3/16". The cars have underbodies and skirting specific to the car types. The compartment cars have single-part door windows. The cars have MD heavy 366 trucks with disk brakes, magnetic rail brakes, and lateral motion shock absorbers. The type Bpmz car has MD 52 trucks. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers, the 73400/73401 lighting kits (2 each per car), the 73406 pickup shoe, and the 73407 marker light kit can be installed in the cars. The cars have imprinted train route signs and position numbers. Total length over the buffers approximately 85 cm / 33-1/2". DC wheel set per car 4 x 700580.

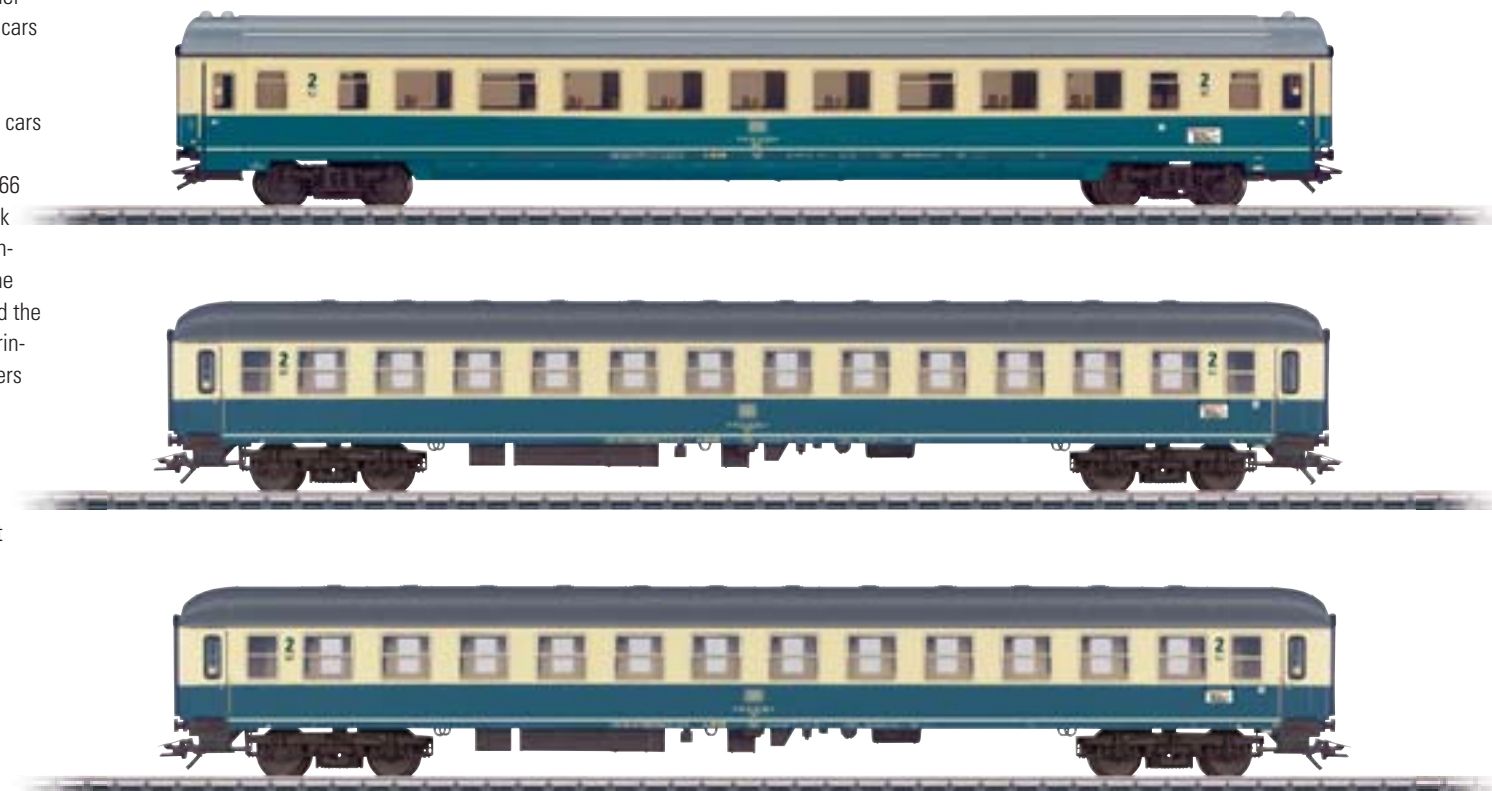
The class 103.1 is the ideal motive power for these IC express train passenger cars.

Cars to go with these cars can be found in the Märklin H0 assortment under item numbers 43307 and 43875.

One-time series.

At a Glance:

- Single-part door windows on the compartment cars.
- Rounded and steep roof ends.
- Train route IC 690 „Hohenstaufen“ from Munich to Hamburg/Altona.



43307 IC Express Train Passenger Car Set.



It characterized the look of German passenger service in the Eighties: the IC express train passenger cars in crimson/ivory and Ocean Blue / ivory. Set with three different cars from the famed IC 690 „Hohenstaufen“ from Munich to Hamburg/Altona. Including the wonderful new tooling for the Eurofima design type Avmz 207 compartment car. In combination with the class 103.1 a genuine IC classic.

Prototype: 3 different design German Federal Railroad (DB) IC express train passenger cars. 1 type Apmz 121 open seating car, 1st class, 1 type Avmz 207 compartment car, 1st class, and 1 type Bm 235 compartment car, 2nd class. Crimson / ivory or Ocean Blue / ivory paint scheme. Folding steps, rounded and steep roof ends, and prototypical trucks appropriate to compartment and open seating cars included. For the theme InterCity 690 „Hohenstaufen“ for the route Munich – Stuttgart – Heidelberg – Mannheim – Frankfurt/M – Hannover – Hamburg/Altona. The cars look as they did in 1983.

Model: The minimum radius for operation is 360 mm / 14-3/16". The cars have underbodies and skirting specific to the car types. The compartment cars have single-part door windows. The type Avmz 207 Eurofima design compartment car with Fiat type 0270S with magnetic rail brakes and lateral motion shock absorbers is completely new tooling. The type Apmz



Design Specific to the Type



121 and type Bm 235 cars have MD heavy trucks. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers, the 73400/73401 lighting kits (2 each per car), the 73406 pickup shoe, and the 73407 marker light kit can be installed in the cars. The cars have imprinted train route signs and position numbers. Total length over the buffers approximately 85 cm / 33-1/2". DC wheel set per car 4 x 700580.



The class 103.1 is the ideal motive power for these IC express train passenger cars.

Cars to go with these cars can be found in the Märklin H0 assortment under item numbers 43306 and 43875.

One-time series.

At a Glance:

- The type Avmz 207 Eurofima design compartment car as completely new tooling.
- Train route IC 690 „Hohenstaufen“ from Munich to Hamburg/Altona.

We are setting new standards

43875 IC Express Train Passenger Car.

Prototype: German Federal Railroad (DB) type Bpmz 291.2 open seating car, 2nd class. Farbgebung ozeanblau/elfenbein. Ocean Blue / ivory paint scheme. Folding steps, steep roof ends, and MD 52 trucks included. For the theme InterCity 690 „Hohenstaufen“ for the route Munich – Stuttgart – Heidelberg – Mannheim – Frankfurt/M – Hannover – Hamburg/Altona. The car looks as it did in the summer of 1983.

Model: The minimum radius for operation is 360 mm / 14-3/16". The car has skirting specific to the car type. It has MD 52 trucks. The 7319 current-conducting couplings or the 72020/72021 current-conducting close couplers, the 73400/73401 lighting kits (2 each per car), the 73406 pickup shoe, and the 73407 marker light kit can be installed in the car. The car has imprinted train route signs and position numbers. Length over the buffers approximately 28.3 cm / 11-1/8". DC wheel set per car 4 x 700580.

Car sets to go with this car can be found in the Märklin H0 assortment under item numbers 43306 and 43307.

At a Glance:

- **Train route IC 690 „Hohenstaufen“ from Munich to Hamburg/Altona.**
- **First time available as a single car in 1:93.5 scale.**



Class 094 Steam Locomotive

37162 Tank Locomotive.



Prototype: German Federal Railroad (DB) class 094 (former class 94.5-17) freight tank locomotive, with a bell and pre-heater on the top of the boiler, switching radio antenna, and sleeve buffers. Road number 094 651-7. The locomotive looks as it did around 1969/70.

One-time series.

At a Glance:

- **World of Operation mfx+ digital decoder and extensive operating and sound functions included.**
- **For even more operating enjoyment in the „World of Operation“.**

Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, in the boiler. 5 axles powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke unit can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. Piston rod protection sleeves and brake hoses are included. Length over the buffers 14.6 cm / 5-3/4“.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator contact	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Bell		•	•	•
Whistle for switching maneuver		•	•	•
Letting off Steam		•	•	•
Air Pump			•	•
Sound of coal being shoveled			•	•
Grate Shaken			•	•
Injectors			•	•
Generator Sounds			•	•
Cab Radio			•	•

Piston rod protection sleeves and brake hoses included

Original Size



Transportation from a Bygone Era

46127 Auto Transport Car.



Prototype: German Federal Railroad (DB) type Laae 52 auto transport car as a double unit. Bi-level version. The car looks as it did at the middle to end of the Sixties.

One-time series.

At a Glance:

➤ VW Type 3 / VW 1500 as new model auto load.

Model: There is a permanent close coupling between the car halves. The upper deck can be lowered. The car has a new car number. The car is loaded with 8 different models of the VW Type 3 / VW 1500 from the firm Brekina. Suitable chock blocks are included. Length over the buffers 25.3 cm / 9-15/16". DC wheel set 4 x 700580.

The class 094 locomotive goes well with this car and can be found in the Märklin H0 assortment under item number 37162.



46137 Auto Transport Car.



Prototype: German Federal Railroad (DB) type Laae 541 auto transport car as a double unit. Bi-level version. The car looks as it did at the end of the Sixties / beginning of the Seventies.

One-time series.

At a Glance:

➤ VW Beetle as new model auto load.

Model: There is a permanent close coupling between the car halves. The upper deck can be lowered. The car has a new car number. The car is loaded with 8 different models of the VW Beetle from the firm Brekina. Suitable chock blocks are included. Length over the buffers 25.3 cm / 9-15/16". DC wheel set 4 x 700580.

The class 094 locomotive goes well with this car and can be found in the Märklin H0 assortment under item number 37162.





From A to B

46163 Boxcar.



Prototype: German Federal Railroad (DB) type Gbkl 238 boxcar from the earlier Interchange Design type GI „Dresden“. Short version without hand brake, brakeman’s platform, and brakeman’s cab. Version without end wall doors. The car looks as it did around 1972.

At a Glance:
➤ **First time in Era IV.**

Model: The car does not have suggested end wall doors, does have truss rods and additional board steps. Length over the buffers 13.9 cm / 5-1/2". DC wheel set 2 x 700580.

One-time series.

Original Size



46206 Refrigerator Car.



Prototype: Beer car used on the German Federal Railroad (DB). Privately owned car painted and lettered for Fürstlich Fürstenbergischen Brauerei, Donaueschingen, Germany. Design with walls of horizontal boards.

Model: Length over the buffers 13.9 cm / 5-1/2". DC wheel set 2 x 700580.

Reissued

Original Size



47300 Sliding Roof / Sliding Wall Car Set.

Prototype: 4 German Federal Railroad (DB) type Tbis 871 (Klmmgks 68) two-axle sliding roof / sliding wall cars. With end platforms. The cars look as they did in the Eighties.

Model: The cars have separately applied platforms. All of the cars have repaired areas, different car numbers, and they are individually packaged. There is also a master package. Total length over the buffers 65 cm / 25-5/8". DC wheel set per car 2 x 700580.

The class 150 electric locomotive, item number 37853, from the Märklin H0 assortment, goes with these freight cars.

One-time series.

At a Glance:

- **New tooling for the type Tbis 871 sliding roof / sliding wall car.**
- **All of the cars include repaired areas, different car numbers, and they are individually packaged.**



Shiny in a Flash - When Transporting and Cleaning

48734 Heavy-Duty Flat Car.



Prototype: German Federal Railroad (DB) type Rlmmps 650 heavy-duty flat car.

Model: The car's frame is constructed of metal. Load restraints are included. Length over the buffers 12.4 cm / 4-7/8". DC wheel set 4 x 700580.

Original Size



4661 Silo Container Car.



Prototype: German Federal Railroad (DB) type Ucs 908.

Model: The car has metal ladders and a brakeman's platform. Length over the buffers 10.0 cm / 4". DC wheel set 2 x 70 0580.

Reissued

Original Size



Metal brakeman's platform



46196 Freight Car.

Prototype: German Federal Railroad (DB) type Tims 858 (former Kmmgks 58) sliding roof / sliding wall car. Version without a brakeman's platform. The car looks as it did around 1972.

Model: The car has ladders at the ends and service platforms. The underframe does not have truss rods. Length over the buffers 11.5 cm / 4-1/2". DC wheel set 2 x 700580.

One-time series.

At a Glance:

- First time in Era IV.



46049 Track Cleaning Car.

Prototype: Track cleaning car number 926. Type K 15 gondola with hinged hatches on the roof, used as a maintenance car on the German Federal Railroad (DB). Ocean Blue basic paint scheme. The car looks as it did around 1979.

Model: The car comes with built-in cleaning equipment: a metal block with vertical movement, with 2 parallel polishing felt pads that can be washed and changed. The roof hatches can be opened. Length over the buffers 8.2 cm / 3-1/4". DC wheel set 2 x 700580.

A set with 10 pieces of replacement felt cleaning pads is available under item number E106291.

At a Glance:

- Suitable for all H0 track systems.
- Jörger System special felt pads for preservative cleaning.
- Can be used continuously.



Washable and replaceable felt pieces for polishing



Special Train from Pankow

37775 Express Diesel Powered Rail Car.

Pure history: The Honecker government was also glad to take a seat in the SVT 137 design express diesel powered rail car. A one-time series for the 25th anniversary of the reunification of Germany with all of the prototypical tooling changes. Interesting for more than just history fans. A must for every fan of the SVT class.

Prototype: Salon powered rail car as the German State Railroad (DR/GDR) class 183 express diesel powered rail car. German State Railroad class SVT 137 „Hamburg“. Two-parts with a Jacobs truck. Version in beige / „Ruby Red“ paint scheme. Road number 183 252-6. The rail car looks as it did around 1985.

Model: The model has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel. 2 axles powered in the Jacobs truck by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The model has factory-installed interior lighting. Maintenance-free warm white and red LEDs are used for the lighting.

The model has separately applied roof details. It also has continuous side skirting with movable sections over the wheel cutouts. The model has a guide mechanism with a closed diaphragm between the car halves of the train. A reproduction of the Scharfenberg coupler (non-working) is present at the ends of the train. Length over the couplers 48.4 cm / 19-1/16“.

This model can be found in a DC version in the Trix H0 assortment under item number 22471.

One-time series.

At a Glance:

- **mfx decoder with extensive sound and light functions.**
- **Factory-installed interior lighting.**
- **Warm white and red LEDs used for the headlights / marker lights and the interior lighting.**
- **Prototypical tooling changes for the version as a salon powered rail car for the GDR government.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Interior lights	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Conductor's Whistle		•	•	•
Station Announcements		•	•	•
Doors Closing		•	•	•
Whistle for switching maneuver			•	•
Brake Compressor			•	•
Letting off Air			•	•
Prelubrication			•	•
Rail Joints			•	•
Switching maneuver			•	•

Original Size

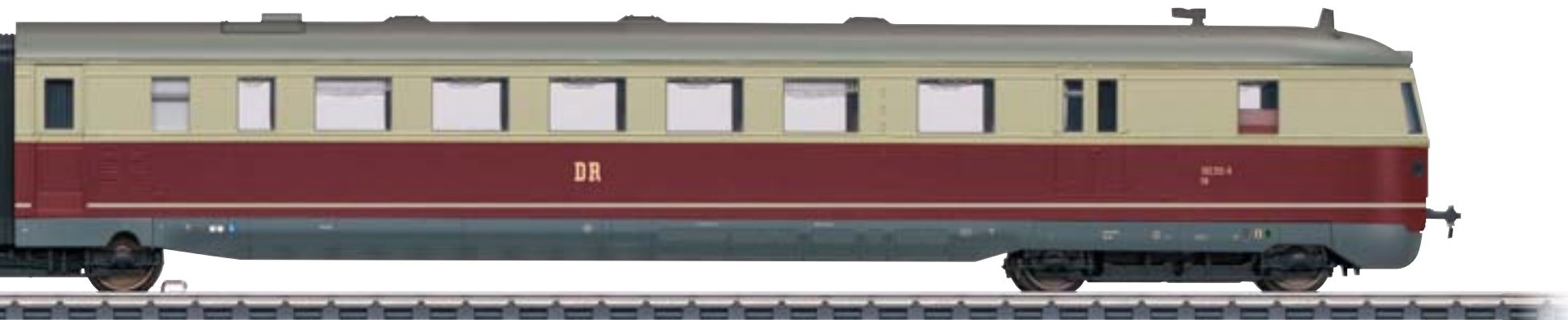


DR SVT 137 225 „Hamburg Design“

The VT 877a/b introduced a revolution in express passenger service on the German State Railroad (DRG). As the „Flying Hamburger“, this 160 km/h / 100 mph fast diesel powered rail car covered the 287 km / 179 mile long line Berlin – Hamburg for the first time in schedule service on May 15, 1933 in only two hours and 18 minutes. This was a travel speed of 124.8 km/h / 78 mph. Building on the experiences with this powered rail car the DRG ordered 13 similar double powered rail cars as the „Hamburg“ design (SVT 137 149-152 and 224-232). A slightly altered end shape as well as the installation of a Scharfenberg coupler were the most visible differences from the first „Hamburger“. The car bodies for all of the units were an aerodynamic lightweight steel design with rib

construction. Powerful Maybach diesel motors of 302 kilowatts / 405 horsepower along with main generators were located in both end trucks. The drive was done with DC axle-suspended motors in the center Jakobs truck. These diesel powered rail cars learned to fly starting in 1935 and the DRG revolutionized its schedule with a unique network of fast powered rail car routes. The unfortunately short-lived era of the famous „Flying Trains“ had begun. From Berlin Cologne, Frankfurt/Main, Basle, Stuttgart, Munich, Breslau, and even Beuthen were now reached in addition to Hamburg. The express powered rail car service ended with the beginning of the war. After the end of the war, these attractive express powered rail cars were scattered to the four winds. Two „Hamburger“

trains found themselves after 1945 in the area of the later GDR. SVT 137 226 was no longer in operation and the DR converted SVT 137 225 into a salon powered rail car train by February 1951/52. It was thus available for use by important bigwigs in the GDR Transportation Ministry until October 1981. Designated as a museum unit, it began its second career in which it was allowed in the summer of 1985 with official GDR „Excursion Permission“ to take part in the anniversary exhibition „150 Years of Railroading in Germany“ in Nürnberg. After the reunification of Germany, SVT 137 225 was given one more overhaul and was restored to its original elegant beige/violet paint scheme. It is no longer operational and can be admired on the museum track in the Leipzig Main Station.



The „Iron Pig“

37220 Heavy Electric Freight Locomotive.

Prototype: German State Railroad (DR) class 254 of the former GDR. Version in „Bottle Green“ paint scheme. Road number 254 069-8. The locomotive looks as it did in 1984.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The locomotive has articulated running gear to enable it to negotiate sharp curves. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied grab irons. Length over the buffers 21 cm / 8-1/4“.

A car set to go with this locomotive can be found in the Märklin H0 assortment under item number 46911.

One-time series.

At a Glance:

- **mfx+ digital decoder.**
- **Extensive sound functions.**

After the end of WWII, 30 class E 94 locomotives remained on the German State Railroad (DR) of the former GDR. From 1970 on, they were designated as the class 254. The class 254 had the nickname „Eisenschwein“ / „Iron Pig“ on the DR. A maximum speed of 90 km/h / 56 mph could be reached with a continuous performance of 3,000 kilowatts / 4,023 horsepower.



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Sound of Couplers Engaging	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Warning Sound	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
Station Announcements		•	•	•
Headlight(s): Cab1 End		•	•	•
Cab Radio			•	•
Sanding			•	•
Locomotive whistle			•	•
Pantograph Sounds			•	•



Original Size

46911 Freight Car Set.

Prototype: 5 German State Railroad (DR) types Eas 5949 and 5971 gondolas with ends doors that can be opened and a DB type Eaos 106 gondola leased to the DR. The cars look as they did around 1985.

Model: The cars have prototypical ends. The end doors on the models cannot be opened. The cars have separately applied steps on the car floors. All of the cars are loaded with real scale-sized lignite coal. All of the cars have different car numbers. All of the cars are individually packaged. Length over the buffers per car 16.1 cm / 6-3/8". DC wheel set per car 4 x 700580.

An electric locomotive to go with these cars can be found in the Märklin H0 assortment under item number 37220.

One-time series.

At a Glance:

- **Prototypical ends included.**
- **Separately applied steps on the car floors.**



39649 Tank Locomotive.

Prototype: GDR German State Railroad (DR/GDR) class 64 passenger steam locomotive. Version with riveted water tanks. Road number 64 1200-1. The locomotive looks as it did around 1970.

Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. A 72270 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. Brake hoses and piston rod protection sleeves are included. Length over the buffers 14.3 cm / 5-5/8".

This model can be found in a DC version in the Trix H0 assortment under item number 22647.

A passenger car set and a baggage car to go with this locomotive can be found in the Trix H0 assortment under item numbers 23321 and 23322.

One-time series.

At a Glance:

- **World of Operation mfx+ digital decoder and extensive operating and sound functions included.**
- **For even more operating enjoyment in the „World of Operation“.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator contact	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Cab Radio		•	•	•
Whistle for switching maneuver		•	•	•
Letting off Steam		•	•	•
Sound of coal being shoveled			•	•
Grate Shaken			•	•



Original Size



T23322

T23321

39649





Underway Today in Commuter Service

37007 Diesel Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 212 diesel locomotive. Era V „Chinese Red“ version. The locomotive looks as it did around 1994/95.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Warm white LEDs are used for the lighting. The locomotive has detailed buffer beams. Brake hoses that can be plugged into the end of the locomotive are included. Length over the buffers 14.1 cm / 5-9/16”.

Passenger cars to go with this locomotive can be found in the Märklin H0 assortment under item numbers 43804, 43814, and 43834.

One-time series.



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Conductor's Whistle	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
High Pitch Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Rear Headlights off		•	•	•
Low Pitch Horn		•	•	•
Front Headlights off		•	•	•
Letting off Air			•	•
Rail Joints			•	•
Switching maneuver			•	•

43804 Commuter Car.

Prototype: German Railroad, Inc. (DB AG) type Bn 448 commuter car, 2nd class. „Silberling“ design in Mint Turquoise / light gray commuter service paint scheme with rounded roof ends. Car number 50 80 22-54 034-0. The car looks as it did in 1995.

Model: The minimum radius for operation is 360 mm / 14-3/16”. The underbody is specific to the car type. The trucks have brake shoes. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers, the 73406 pickup shoe, the 73400/73401 lighting kits (2 each per car), and the 73409 marker light kit can be installed in the car. Length over the buffers 28.2 cm / 11-1/8”. DC wheel set 4 x 700580.

A diesel locomotive to go with this car can be found in the Märklin H0 assortment under item number 37007.

Cars to go with this car can be found in the Märklin H0 assortment under item numbers 43814 and 43834.

One-time series.

At a Glance:

➤ **First time as a „Little Mint“ in 1:93.5 scale.**



43814 Commuter Car.



Prototype: German Railroad, Inc. (DB AG) type ABn 417 commuter car, 1st/2nd class. „Silberling“ design in Mint Turquoise / light gray commuter service paint scheme with rounded roof ends. Car number 50 80 31-54 020-8. The car looks as it did in 1995.

Model: The minimum radius for operation is 360 mm / 14-3/16". The underbody is specific to the car type. The trucks have brake shoes. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers, the 73406 pickup shoe, the 73400/73401 lighting kits (2 each per car), and the 73409 marker light kit can be installed in the car. Length over the buffers 28.2 cm / 11-1/8". DC wheel set 4 x 700580.

A diesel locomotive to go with this car can be found in the Märklin H0 assortment under item number 37007.

One-time series.

At a Glance:

➤ **First time as a „Little Mint“ in 1:93.5 scale.**

Cars to go with this car can be found in the Märklin H0 assortment under item numbers 43804 and 43834.



43834 Cab Control Car.



Prototype: German Railroad, Inc. (DB AG) type Bndf 478 cab control car, 2nd class. „Silberling“ design in Mint Turquoise / light gray commuter service paint scheme. Updated „Karlsruhe Car End“ without folding loading area doors. Car number 50 80 82-53 914-1. The car looks as it did in 1995.

Model: The minimum radius for operation is 360 mm / 14-3/16". The underbody is specific to the car type. The trucks have brake shoes. The car has triple white headlights and dual red marker lights that change over with the direction of travel and that will work in digital operation. Maintenance-free warm white LEDs are used for the headlights. The car has a trailing switch to change the headlights / marker lights. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers, the 73406 pickup shoe, and the 73400/73401 lighting kits (2 each per car) can be installed in the car. Length over the buffers 28.2 cm / 11-1/8".

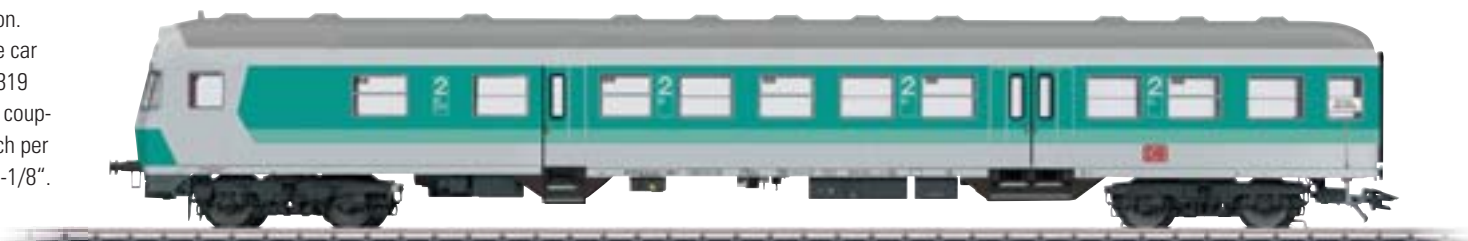
A diesel locomotive to with this car can be found in the Märklin H0 assortment under item number 37007.

One-time series.

At a Glance:

➤ **First time as a „Little Mint“ in 1:93.5 scale.**

Cars to go with this car can be found in the Märklin H0 assortment under item numbers 43804 and 43814. When operated control car last, dual red marker lights shine on the cab control car.



Class 143 General-Purpose Locomotive

37439 Electric Locomotive.



Prototype: German Railroad, Inc. (DB AG) class 143 general-purpose locomotive. The locomotive looks as it did in 2007. One-time series.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The cabs have interior details. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double „A“ lights are on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has a „Traffic Red“ basic paint scheme with round buffers. Length over the buffers 19.1 cm / 7-1/2“.

At a Glance:

- Extensive sound functions included for the first time.
- mfx+ digital decoder included.
- Warm white and red LEDs used for the lighting.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Station Announcements	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Warning Sound	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Rear Headlights off		•	•	•
Conductor's Whistle		•	•	•
Front Headlights off		•	•	•
Blower motors			•	•
Compressor			•	•
Letting off Air			•	•

*First time with full sound
LED lighting*



Round buffers and imprinted steps

Original Size



43842 Express Train Passenger Car.

Prototype: German Railroad, Inc. (DB AG) type ARkimbz 262.2 InterCity BordBistro express train passenger car, 1st class.

Model: The car has adjustable buffers. The 7319 current-conducting couplings or the 72020/72021 operating current-conducting couplers can be installed in the car. Length over the buffers 26.4 cm / 10-3/8". DC wheel set 4 x 700580.

This BordBistro express train passenger car goes well with the 42862, 42272, and 43305 IC express train passenger cars in the Märklin assortment.



42862 Express Train Passenger Car.

Prototype: German Railroad, Inc. (DB AG) type Apmz 121.2 InterCity open seating car, 1st class.

Model: The car has adjustable buffers. The car is ready for installation of 7319 current-conducting couplings or 72020/72021 current-conducting couplers. Length over the buffers 27 cm / 10-5/8". DC wheel set 4 x 700580.

42272 Express Train Passenger Car.

Prototype: German Railroad, Inc. (DB AG) type Bpmz 293.1 InterCity open seating car, 2nd class.

Model: The car has adjustable buffers. The car is ready for installation of 7319 current-conducting couplings or 72020/72021 current-conducting couplers. Length over the buffers 26.4 cm / 10-3/8". DC wheel set 4 x 700580.

43305 Cab Control Car.

Prototype: German Railroad, Inc. (DB AG) type Bimdzf 269.2 InterCity cab control car, 2nd class with engineer's cab for push/pull operation.

Model: The engineer's cab has interior details. The car has a detailed buffer beam. It has a separately applied front cowling. The car is ready for installation of 7319 current-conducting couplings or 72020/72021 current-conducting couplers. Length over the buffers 27.5 cm / 10-13/16". When operated control car first, triple headlights shine. When operated control car last, dual red marker lights shine.



The right add-on to the Märklin new item 43842.



The right add-on to the Märklin new item 43842.



The right add-on to the Märklin new item 43842.



Variety for Transportation

48056 High-Capacity Sliding Wall Boxcar.



Prototype: Type Habbins 15 high-capacity sliding wall boxcar. Privately owned car lettered for Transwaggon GmbH, Hamburg, Germany, used on the German Railroad, Inc. (DB AG).

Model: The car has fixed sliding walls. It also has adjustable trucks and buffers. The car has type Y25 welded trucks. Length over the buffers 26.7 cm / 10-1/2". DC wheel set 4 x 700580.

Reissued



47002 Low Side Car with a Sliding Tarp Cover.



Prototype: German Railroad, Inc. (DB Cargo) type Rils 652. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with rectangular buffers.

Model: The car has type Y25 trucks. It has a metal insert for good running characteristics. The underbody detailing is specific to the car. The car has many separately applied details and a representation of a fully extended tarp cover. Length over the buffers 22.9 cm / 9". DC wheel set 4 x 700580.

Reissued

Original Size





47200 Car for Transporting Coils of Rolled Sheet Steel.

Prototype: German Railroad, Inc., DB Cargo Business Area, type Shimmms 718.

Model: The car comes with a closed tarp cover. Length over the buffers 13.8 cm / 5-7/16". DC wheel set 4 x 70 0580.

Reissued



Original Size

44212 Beer Car.



Prototype: Privately owned car painted and lettered for Bayreuther Bierbrauerei AG, Bayreuth, Germany.

Model: The car has Relex couplers. Length over the buffers 11.5 cm / 4-1/2". DC wheel set 2 x 700580.



Detailed Imprinting



Original Size

Underway in Commuter Service

37718 Diesel Powered Commuter Rail Car.

Prototype: German Railroad, Inc. (DB AG) 648.2 (LINT 41) diesel powered commuter rail car. Version with low mounted entries. Used in the service area Braunschweig – Harz – Göttingen, with the train destination display „RB Holzminden“. The rail car looks as it did in 2011.

Model: The model has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. The model also has a powerful motor mounted in a Jakobs truck. 2 axles powered. Traction tires. The model has factory-installed interior lighting. The headlights and interior lights are maintenance-free, warm white LEDs. The destination displays are prototypically correct with yellow LEDs. The headlights, interior lights, destination displays, and 2 red marker lights will work in conventional operation and can be controlled digitally. The running gear and the body are well detailed and there is a clear view through the windows. The model has interior details, a closed diaphragm, and a guide mechanism on the Jakobs truck between the two halves of the unit.

Center buffer couplers are represented at the ends of the model. Total length 48.1 cm / 18-15/16".

An add-on for this diesel-powered rail car can be found in the Märklin HO assortment under item number 41731.

One-time series.

At a Glance:

- **Factory-installed interior lighting included.**
- **mfx digital decoder with extensive sound functions.**
- **Lighted train destination displays.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Interior lights	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Direct control	•	•	•	•
Train destination sign		•	•	•
Headlight(s): Cab2 End		•	•	•
Station Announcements		•	•	•
Headlight(s): Cab1 End		•	•	•
Sound of squealing brakes off			•	•
Doors Closing			•	•
Conductor's Whistle			•	•

41731 Commuter Powered Rail Car.

Prototype: German Railroad, Inc. (DB AG) class 648.2 (LINT 41) diesel powered commuter rail car. Current version with low platform steps. Used in the service area of Braunschweig – Harz – Göttingen.

Model: This is an unpowered dummy unit with a permanently mounted 5-pin coupling on one end of the powered rail car, for extending the motorized diesel powered rail car, item number 37718, to a 2-part or 3-part unit. An additional 5-pin coupling for plugging into the motorized unit is included. There are triple headlights and dual red maker lights only at the non-coupled end of the dummy unit, and they change over with

the direction of travel. The coupled end of the dummy unit does not have lighted headlights. The rail car has factory-installed interior lights. The headlights and the interior lighting are maintenance-free, warm white LEDs. The destination displays are prototypically correct with yellow LEDs. The headlights, interior lights, destination displays, and dual red marker lights will work in conventional operation and can be controlled digitally from the motorized unit. The running gear and the body are well detailed and there is a clear view through the windows. The rail car has interior details, and a closed diaphragm and a guide mechanism on the Jakobs truck between the two halves of the unit. Center buffer couplers

are represented at the ends of the powered rail car. Total length 48.1 cm / 18-15/16".

This non-powered dummy unit is the ideal addition to expand the motorized diesel powered rail car, item number 37718, to a prototypical double or multiple unit consist.

One-time series.



Factory-installed interior lighting
Extensive sound functions

Lighted train
destination display.



5-pin coupling pieces included.

*For expanding item number 37718
to a 2-part or 3-part unit*

37718

41731



Direction Change

43570 „Regio DB“ Bi-Level Car Set.

Prototype: German Railroad, Inc. (DB AG), 1 type DABza 756 bi-level car, 1st/2nd class, 1 type DBza 751 bi-level car, 2nd class, and 1 type DBbzfa 761.0 bi-level cab control car, 2nd class.

Model: All of the cars have built-in warm white LED interior lighting and current-conducting operating close couplers. The cab control car has a detailed buffer beam and separately applied end streamlining. It also has a lighted train destination display. When the locomotive is pushing the train (cab control car in the front), triple white headlights are on for the cab control car. When the locomotive is pulling the train (locomotive in the front), dual red marker lights are on for the cab control car. The cab has interior details. Total length over the buffers 80.9 cm / 31-7/8”.

An add-on car to go with this set can be found under item number 43571.

At a Glance:

- LED interior lighting.



Rapid Change of Direction –

The bi-level cars are part of the looks of the modern German Railroad, Inc. They make possible a clear increase in passenger capacity without expensive extension of station platforms. The type DBbzfa 761 cab control car that goes with the bi-level intermediate cars allows rational shuttle train operations without time-consuming replacement of the locomotive at the final destination station, because the bi-level cab control car is either pulled at the end of the train or pushed at the front of the train, depending on the direction of travel.



43571 „Regio DB“ Bi-Level Add-On Car.



Prototype: German Railroad, Inc. (DB AG) type DBza 751 bi-level car, 2nd class.

At a Glance:
 ➤ LED interior lighting.

Model: The car has built-in warm white LED interior lighting and current-conducting operating close couplers. The interior lighting works only when the car is coupled to the 43570 bi-level car set. Length over the buffers 26.8 cm / 10-9/16".

Original Size



43570

43571

36645



Supplies for the Sawmill

26594 Lumber Transport Train Set.

Prototype: German Railroad, Inc. (DB AG) class 151 heavy freight locomotive and four type Roos 639 stake cars. „Traffic Red“ basic paint scheme. European standard design cars with a length of 19.90 meters / 65 feet 3-1/2 inches. Version with high end walls, plug-in stakes, and rectangular buffers. The locomotive and cars look as they did around 2013.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. Two axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel and can be controlled digitally. A double „A“ light can be turned on/off. Warm white and red LEDs are used for the lighting. The locomotive has single-arm pantographs. The cars have metal inserts for good running characteristics. The end walls on the cars are permanent and the stakes can be removed. The underbody of the cars is specific to their design. The cars have type Y 25 trucks. They also have stacks of lumber made of real wood. Total length over the buffers approximately 114 cm / 44-7/8“.

One-time series.

At a Glance:

- Warm white and red LEDs for the lighting.
- mfx+ digital decoder included.
- Class 151 with single-arm pantographs.
- All of the cars have different car numbers.
- Real load of wood.
- Plug-in stakes.



Extensive individual imprinting included



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Sound of Couplers Engaging	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Rear Headlights off		•	•	•
Conductor's Whistle		•	•	•
Front Headlights off		•	•	•
Cab Radio			•	•
Brake Compressor			•	•
Letting off Air			•	•
Station Announcements			•	•
Rail Joints			•	•
Switching maneuver			•	•



*All of the cars have different car numbers
Load of real wood*



Freight Service Up Close

37200 Diesel Locomotive.

The workhorse for many cargo transport firms and the most powerful diesel hydraulic locomotive from Vossloh: the G 2000 BB. This powerful metal model is completely new tooling and offers numerous highlights and fine points: lighted cabs, extensive sound functions, and an mfx+ digital decoder. This is the way to experience freight service up close.

Prototype: Class G 2000 BB Vossloh heavy diesel locomotive with symmetrical cabs, painted and lettered for Railion Italia Services S.r.l. „Traffic Red“ basic paint scheme with a „Basalt Gray“ frame. Road number G 2000-03 SF. The locomotive looks as it did around 2006.

Model: The locomotive has the new mfx+ digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double „A“ lights are on at both ends. The cabs have lighting and it can be controlled separately at both ends in digital operation. Warm white and red LEDs are used for the lighting. The locomotive has many separately applied details. The side handrails on the frame are constructed of metal. The locomotive has detailed buffer beams. Brake hoses that can be plugged into the end of the locomotive are included. End covers are included and can be mounted on the buffer beam. Length over the buffers 20.0 cm / 7-7/8“.

This model can be found in a DC version in the Trix H0 assortment under item number 22920.

One-time series.

At a Glance:

- **Completely new tooling.**
- **Frame and parts of the body constructed of metal.**
- **Cab lighting can be controlled separately in digital operation.**
- **World of Operation mfx+ digital decoder and extensive operating and sound functions included.**
- **For even more operating enjoyment in the „World of Operation“.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Engineer's cab lighting	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Warning Sound	•	•	•	•
Engineer's cab lighting	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
Whistle for switching maneuver		•	•	•
Headlight(s): Cab1 End		•	•	•
Direct control			•	•
Sanding			•	•
Sound of Couplers Engaging			•	•
Blower motors			•	•





The G 2000 Diesel Locomotive

The class G 2000 BB diesel hydraulic locomotive is held at Vossloh Locomotives GmbH (formerly MaK) in Kiel as the most powerful unit of its kind. It was presented in its original version for the first time in September of 2000 at the Innotrans Exhibition in Berlin, Germany. The first thing to strike the observer was the narrow superstructure with side catwalks and the asymmetrical cabs at the ends. Both ends seen in the direction of travel showed the cab at the front of the locomotive stretching to the left across the complete width of the locomotive. To the right the cab ended even with the narrow superstructure. Next to it at both ends was a switching step that was marvelously suited for operations with radio remote control. With it, switching work occurring at the end of run could be done with no problem and without a second locomotive. Special features of the G 2000 BB are a fully developed building set design principle, the selection of high quality components, as well as a high level of reliability and availability.

In addition to the original version, the G 2000 BB was also built between 2003 and 2010 with a cab across the entire width of the locomotive. This enabled a considerably more spacious cab with two seats and equally good sight down the track. The first units as the G 2000-2 BB went to different private transportation firms in Italy, the G 2000-3 BB variant to France, Belgium, the Netherlands, and Germany. Even the Belgian State Railroad (SNCB) has several units on its roster as leased locomotives. At its introduction to the market, the G 2000 set new standards for diesel road engines regarding design, functionality, and life cycle costs (LCC). It has an output of up to 2,700 kilowatts / 3,621 horsepower, a maximum speed of 120 km/h / 75 mph, 5,000 liters / 1,321 gallons tank capacity, and a service weight of 87 to 90 metric tons. This unit can be used almost everywhere. Sixty-six units were delivered by 2010, and they guaranteed their operators all of the advantages of an innovative locomotive concept.

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Rolling Road

47418 Set with 5 „Rollende Landstraße“ / „Rolling Road“ Depressed Floor Flat Cars.



Prototype: Type Saadkms 690 special cars with 8 small wheel sets for transporting entire semi-truck rigs. Cars painted and lettered for Railion Deutschland AG. The cars look as they did around 2005.

The end car with hinged and removable buffer beams and adapters for standard close couplers is available under item number 47419.

One-time series.

Models: The set consists of 5 intermediate cars with open drive-through and special snap-in low floor couplings. Chock blocks for trucks are included with the cars. All of the cars have different car numbers. All of the cars are loaded with semi-truck rigs painted and lettered for different German freight forwarders. All of the cars are individually packaged. Length of each car 21.4 cm / 8-7/16". DC wheel set per car 8 x 432950.



47419 „Rollende Landstraße“ / „Rolling Road“ Depressed Floor Flat Car.



Prototype: Type Saadkms 690 special car with 8 small wheel sets for transporting entire semi-truck rigs. Car painted and lettered for Railion Deutschland AG around 2005.

The 5-part „Rollende Landstraße“ / „Rolling Road“ Depressed Floor Flat Car Set to go with this end car can be found under item number 47418.

One-time series.

Model: This end car has hinged and removable buffer beams and adapters for standard close couplers. Chock blocks for trucks are included with the car. The car is loaded with a model semi-truck rig. Length over the buffers 23.2 cm / 9-1/8". DC wheel set 8 x 432950.



47342 Sliding Wall Car.



Prototype: German Railroad, Inc. (DB AG) type Hbis-ww 299 two-axle sliding wall car. The car looks as it did around 2012.

Model: The car has a prototypical representation of weathering and repaired areas. Length over the buffers 16.2 cm / 6-3/8". DC wheel set 2 x 700580.

At a Glance:

➤ **Prototypical repaired areas included.**



Prototypical repaired areas



47419

47418

39840



A Zebra Named „Paul“

37468 Electric Locomotive.

Prototype: Class 185.6 electric locomotive painted and lettered for the firm Lokomotion Gesellschaft für Schienentraction mbH, Munich. Dual system locomotive from the TRAXX family of locomotives (F 140 AC 2). Road number 185.661. Locomotive name „Paul“. The locomotive looks as it currently does in real life.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has a sound effect of buffers meeting (Operating Sound 1) and the sound effect of coupling and uncoupling (Operating Sound 2). The locomotive also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over

with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double „A“ lights are on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. Length over the buffers 21.7 cm / 8-1/2“.

Freight cars to go with this locomotive can be found in the Märklin H0 assortment under item number 46548.

One-time series.



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Operating Sounds 1	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
Whistle for switching maneuver		•	•	•
Headlight(s): Cab1 End		•	•	•
Sound of Couplers Engaging			•	•
Operating Sounds 2			•	•
Letting off Air			•	•
Blower motors		•	•	•
Conductor's Whistle			•	•
Rail Joints			•	•
Switching maneuver			•	•



Original Size

2×46548

37468



There Have Never Been Such Tank Cars

46548 Tank Car Set.

Prototype: 3 different type Zaes four-axle light oil tank cars. Privately owned cars painted and lettered for the firm VTG AG, Hamburg, Germany. Cars with brakeman's platforms and end ladders as well as a large data table. The cars look as they currently do in real life.

Model: All of the cars have detailed, partially open frames. They also have type Y 25 trucks. The cars have separately applied brakeman's platforms and ladders on the ends. All of the cars have different car numbers and are each individually packaged. There is also a master package. Length over the buffers per car 15.7 cm / 6-3/16".

The class 185.6 electric locomotive goes well with these cars and can be found in the Märklin H0 assortment under item number 37468.

One-time series.

At a Glance:

- **Different car numbers.**
- **Each car individually packaged.**

Industrial lettering true to the original included



Blue Heavyweight

37438 Freight Locomotive.

Prototype: Class 151 heavy freight locomotive painted and lettered for SRI Rail Invest GmbH (SRI). Blue basic paint scheme. Single-arm pantographs. The locomotive looks as it did around 2013.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel and can be controlled digitally. The double „A“ lights can be turned on/off. Warm white and red LEDs are used for the lighting. The locomotive has single-arm pantographs. Length over the buffers approximately 22.2 cm / 8-3/4“.

This model can be found in a DC version in the Trix H0 assortment under item number 22815.

One-time series.

At a Glance:

- **LED lighting included for the first time.**
- **mfx+ digital decoder included.**
- **Single-arm pantographs included on the class 151 for the first time.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Rear Headlights off		•	•	•
Conductor's Whistle		•	•	•
Front Headlights off		•	•	•
Cab Radio			•	•
Brake Compressor			•	•
Letting off Air			•	•
Sound of Couplers Engaging			•	•
Station Announcements			•	•
Switching maneuver			•	•

*New with LED lighting
First time with a single-arm pantograph*



Original Size



47214 Sliding Tarp Car Set.

Prototype: 3 short type Shimmns four-axle sliding tarp cars for European Rail Rent (ERR), registered in Germany. The cars look as they did in 2014.

Model: All of the cars have closed tarps. The cars have type Y 25 welded trucks. All of the cars have different car numbers and are each individually packaged. There is also a master package. Length over the buffers for each car 13.8 cm / 5-7/16". DC wheel set per car 4 x 700580.

One-time series.

All of the cars individually packaged



Scale imprinting included



Europe without Borders

39844 Electric Locomotive.

Prototype: Raaber Railroad, Inc. (GYSEV) multi-system electric locomotive road number 91 43 0470 505-8, built starting in 2000.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The cabs have interior details. The locomotive has separately applied metal grab irons. Length over the buffers 22.5 cm / 8-7/8".

In cooperation with Loc & More (<http://www.locandmore.eu>).

Limited one-time series.

At a Glance:

- **Specially designed packaging.**
- **Certificate of authenticity.**
- **Both locomotive sides imprinted differently.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Long distance headlights	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
High Pitch Horn		•	•	•
Headlight(s): Cab1 End		•	•	•
Station Announcements			•	•
Conductor's Whistle			•	•
Compressor			•	•
Letting off Air			•	•



39845 Electric Locomotive.



Prototype: Mitsui Rail Capital Europe (MRCE) multi-system electric locomotive road number 91 80 6182 509-0, built starting in 2000.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The cabs have interior details. The locomotive has separately applied metal grab irons. Length over the buffers 22.5 cm / 8-7/8".

At a Glance:

- **Specially designed packaging.**
- **Certificate of authenticity.**
- **Both locomotive sides imprinted differently.**

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Long distance headlights	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
High Pitch Horn		•	•	•
Headlight(s): Cab1 End		•	•	•
Station Announcements			•	•
Conductor's Whistle			•	•
Compressor			•	•
Letting off Air			•	•

In cooperation with Loc & More (<http://www.locandmore.eu>).

Limited one-time series.



Switzerland

29484 „Swiss Freight Train“ Digital Starter Set. 230 Volts.

Prototype: Swiss Federal Railways, freight service area (SBB Cargo) class Ae 610 electric locomotive. Four different Swiss freight cars: 1 type Eaos four-axle gondola, 1 four-axle tank car for transporting foodstuffs, 1 two-axle stake car, and 1 type Ucs powdered freight silo container car. All of the cars are used on the Swiss Federal Railways (SBB/CFF/FFS).

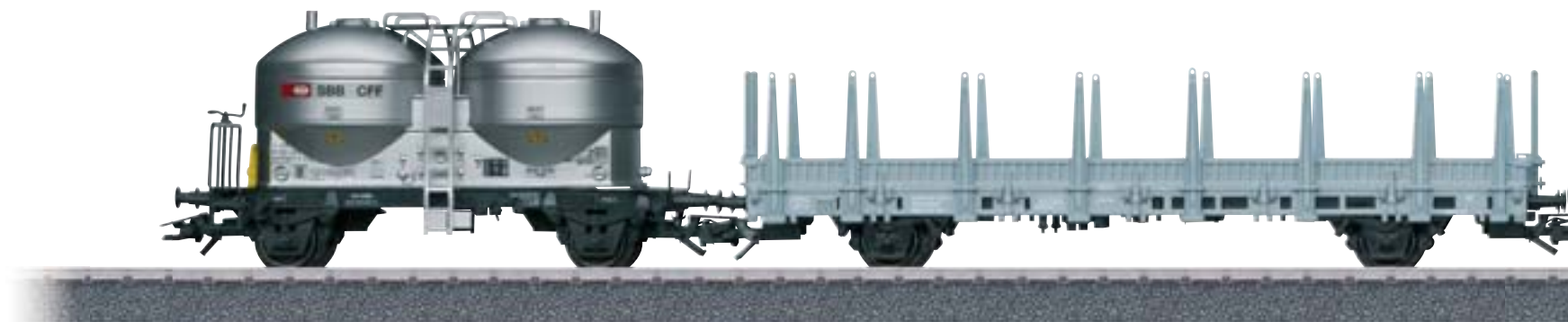
Model: The locomotive is constructed of metal, has an mfx digital decoder, and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The Swiss headlight / marker light code (triple headlights and 1 white marker light) changes over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive is the rebuilt version of the Ae 610 with altered grab irons and windshield wipers attached from below. All of the cars have close couplers. Train length 76.6 cm / 30-1/8". Contents: 12 no. 24130 curved track, 5 no. 24188 straight track, 7 no. 24172 straight track, 2 no. 24224 curved track, and 1 pair of no. 24611 and 24612 turnouts. The set includes a track connector box, a 230 volt / 36 VA switched mode power pack, and a Mobile Station. An illustrated instruction book with many tips and ideas is also included. This set can be expanded with the C Track extension program and with the entire C Track program.

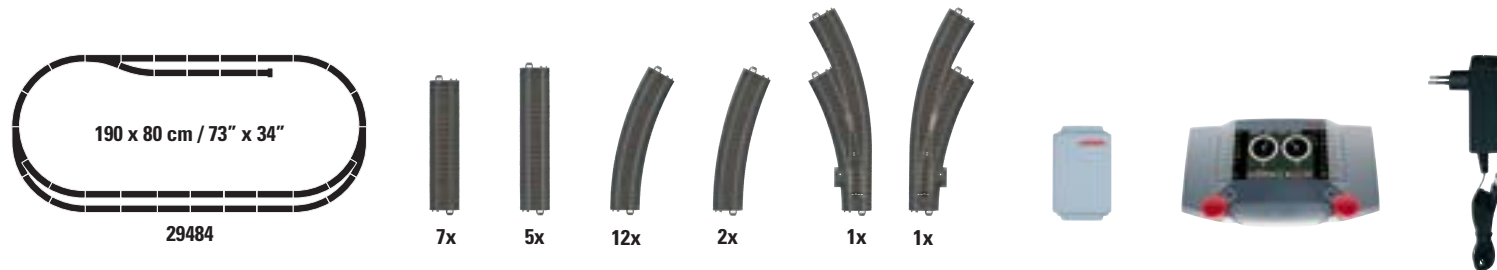
At a Glance:

- **The way to get started in the digital world of Märklin H0.**
- **Modern Era VI Swiss train.**
- **Automatic registration in the Mobile Station with the built-in mfx decoder.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Blower motors	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Main Relay		•	•	•
Brake Compressor		•	•	•





A Gotthard Classic

39566 „Crocodile“ Electric Locomotive.

The Märklin classic par excellence: The SBB class Ce 6/8 II freight locomotive – better known as the „Crocodile“. This highly detailed metal model follows the first production series with the sanding equipment in the new tooling. Historically unique – not just on the Swiss Federal Railways (SBB) and the Gotthard.

Prototype: Swiss Federal Railways (SBB) class Ce 6/8 II „Crocodile“ freight locomotive. Design from the first production series. Dark brown basic paint scheme, with older design buffers, crossover plates at the ends, small switching steps and grab irons, with sanding equipment, without an oncoming train light and without an inductive magnet. The locomotive looks as it did around 1930.

Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. 2 controlled high-efficiency propulsion systems with flywheels, 1 motor for each powered truck. 3 axles and jackshaft powered in each powered truck. Traction tires. The locomotive frame is articulated to enable the locomotive to negotiate sharp curves. The triple headlights and 1 white marker light (Swiss headlight / marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. When the locomotive is running „light“ the lighting can be changed to 1 red marker light. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has highly detailed metal construction with many separately applied details. The sanding equipment is located between the two groups of driving

wheels. The locomotive body comes in 3 parts with hoods that swing out separately. The roof equipment is detailed with safety grills beneath the pantographs. Length over the buffers 22.3 cm / 8-3/4“.

This model can be found in a DC version in the Trix H0 assortment under item number 22953.

At a Glance:

- **Highly detailed metal construction.**
- **Locomotive powered with 2 high-efficiency propulsion systems, each with a flywheel.**
- **New sanding equipment.**
- **World of Operation mfx+ digital decoder and extensive operating and sound functions included.**
- **For even more operating enjoyment in the „World of Operation“.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Marker light(s)	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Whistle for switching maneuver		•	•	•
Sound of Couplers Engaging		•	•	•
Letting off Air			•	•
Blower motors			•	•
Brake Compressor			•	•
Pantograph Sounds			•	•



36332 Switch Engine Double Set.



Prototype: 2 different Swiss Federal Railways (SBB/CFF/FFS) class Ee 3/3 „Halbschuh“ / „Casual Shoe“ electric switch engines. Design from the first production series in 1927/28, with a cab at one end and a switchman’s platform at the front. One fir green version as it looked at the end of the Forties / beginning of the Fifties, with open buffers, road number 16314. One oxide red version as it looked at the beginning / middle of the Sixties, with open buffers, locomotive road number 16321.

Model: Both locomotives have mfx digital decoders and extensive sound functions. Each locomotive has controlled high-efficiency propulsion with a miniature motor and a flywheel. 3 axles powered on each locomotive. Traction tires. The triple headlights and dual white marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The lighting can be changed in digital operation to the Swiss headlight / marker light code, with 1 white marker light as well as 1 red marker light when the locomotive is running „light“. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotives have finely detailed metal construction with many separately applied parts. The locomotives have detailed roof equipment with double-arm pantographs. Both locomotives are individually packaged and marked, with an additional master package. Length over the buffers for each locomotive 10.9 cm / 4-1/4“.

This switch engine double set can be found in a DC version in the Trix H0 assortment under item number 22390.

One-time series.

At a Glance:

- **The „Halbschuh“ / „Casual Shoe“ from the first production series in 1927/28 as new tooling.**
- **Finely detailed metal construction.**
- **mfx decoder with extensive sound functions.**
- **Each locomotive powered with high-efficiency propulsion including a miniature motor with a flywheel.**
- **Locomotive can be switched to the Swiss headlight / marker light code and a red marker light for running „light“.**
- **Warm white and red LEDs for lighting.**

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Marker light(s)	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Marker light(s)		•	•	•
Whistle for switching maneuver		•	•	•
Sound of Couplers Engaging		•	•	•
Letting off Air			•	•
Blower motors			•	•
Brake Compressor			•	•
Pantograph Sounds			•	•
Switching maneuver			•	•



Switzerland

37325 Electric Locomotive.



Prototype: Swiss Federal Railways (SBB) class Re 6/6 heavy electric locomotive. Version in a „Fire Red“ basic paint scheme. Road number 11672, with the locomotive coat-of-arms for „BALERNA“. Round headlights, without UIC plugs, with railroad radio antennas. The locomotive looks as it did after 1987.

Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The triple headlights and 1 white marker light (Swiss headlight / marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double „A“ lights are on at both ends. Maintenance-free warm white LEDs are used for the lighting. The locomotive has separately applied metal entry grab irons. The couplers can be replaced by detailed end skirting. The minimum radius for operation is 360 mm / 14-3/16“. Length over the buffers 22.2 cm / 8-3/4“.

At a Glance:

- **Frame and body constructed of heavy metal.**
- **The new mfx+ digital decoder and extensive operating and sound functions included.**
- **Simulated cab in the display for the Central Station 2.**
- **For even more operating enjoyment in the „World of Operation“.**

40 Years Since the Class Re 6/6 Was Placed into Service

It was and still is something special – the Swiss Federal Railways (SBB) Re 6/6. For a long time it was held as the most powerful electric locomotive in the world and still has this rating in Switzerland. Naturally, such a high performance as 8.020 kilowatts / 10,755 horsepower could only be applied to six axles, hence the rather unusual wheel arrangement of B-B-B for central European circumstances in order to combine the resultant tractive effort with good running characteristics on curves. The center truck had to have appropriate side play and the three trucks are connected to one another by means of elastic cross couplings.

Based on these specifications, the SBB ordered four different prototypes in 1969 from SLM (mechanical parts) and from BBC (electrical parts). These four units were placed into service by the fall of 1972 and were then exhaustively tested. After a final version began to emerge, the SBB ordered 45 production units of the Re 6/6 from SLM/BBC as early as February 23, 1973. Delivery of them began in 1975, was carried out within two years, and was completed by 1977. Delivery of the second series of 40 Re 6/6 locomotives (road numbers 11650 – 11689) took place immediately thereafter from the end of 1977 to the end of 1980.

From then on heavy EC, IC, and express trains as well as the heaviest freight trains with up to 1,600 metric tons were the domain of the Re 6/6 locomotives on the Gotthard and Simplon. This did not change until the turn of the century when all of the Re 6/6

units were assigned by 2003 to the new freight service group SBB Cargo. It is still impressive today, when an Re 6/6 fights its way up the ramps of the Gotthard with a long freight train. Even more impressive is the so-called „Re 10/10“, the double-heading of an Re 4/4II and an Re 6/6, which has become an everyday sight at least on the Gotthard line. The productivity of this combination is only limited by the maximum load on the couplers of 1,400 metric tons on a 2.6% grade. Otherwise, the two locomotives could haul another several hundred tons over the mountain. Many locomotive engineers swear by the ten powered axles and the decent weight. They always prefer it to the nominally similar output of B-B m.u. combinations of the newest design.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
Whistle for switching maneuver		•	•	•
Headlight(s): Cab1 End		•	•	•
Main Relay			•	•
Compressor			•	•
Rail Joints			•	•
Sanding			•	•
Pantograph Sounds			•	•
Switching maneuver			•	•



„BALERNA“ locomotive coat-of-arms included



37359 Electric Locomotive.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 4/4 II electric locomotive. Version in fir green. Road number 11310. The locomotive looks as it did around 1985.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The triple headlights and 1 white marker light (Swiss headlight / marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. When the locomotive is running „light“, the lighting can be switched to 1 red marker light. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double „A“ lights are on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. The couplers can be replaced by end skirting included with the locomotive. Length over the buffers 17.1 cm / 6-3/4“.

Re 4/4 II cab for the CS2 with Firmware Version 3.7 and higher.

One-time series.

At a Glance:

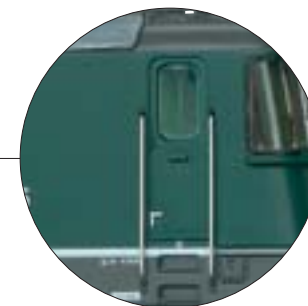
➤ **mfx+ digital decoder included.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Marker light(s)	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
Conductor's Whistle		•	•	•
Headlight(s): Cab1 End		•	•	•
Whistle for switching maneuver			•	•
Compressor			•	•
Rail Joints			•	•
Sanding			•	•
Switching maneuver			•	•
Blower motors			•	•



Metal grab irons



Border Crosser

43340 Eurofima Passenger Car.

Prototypical Swiss version of a Eurofima design passenger car from the Seventies. In first class on the SBB/CFF/FFS. Ideal for making up an international passenger train consist. Historically unique: Joint building of passenger cars remain limited to this car type.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) Eurofima design type Am compartment car, 1st class. The car looks as it did around 1979.

Model: The minimum radius for operation is 360 mm / 14-3/16". The underbody is specific to the car. The car has Fiat design type Y0270 S trucks without lateral motion shock absorbers and without magnetic rail brakes. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers, the 73400/73401 lighting kits (2 each per car), the 73406 pickup shoe, and the 73407 marker light kit can be installed in the car. A set of decals with car routes is included. Length over the buffers approximately 28.2 cm / 11-1/8". DC wheel set 4 x 700580.

At a Glance:
➤ **New tooling.**



Lettering specific to the country included

Detailed door area and completely new tooling for the truck



43610 Eurofima Slumber Coach.



Prototype: Swiss Federal Railways (SBB/CFF/FFS) Eurofima design type Bcm slumber coach. The car looks as it did around 1979.

At a Glance:
➤ **New tooling.**

Model: The minimum radius for operation is 360 mm / 14-3/16". The underbody is specific to the car. The car has Fiat design type Y0270 S trucks without lateral motion shock absorbers and without magnetic rail brakes. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers, the 73400/73401 lighting kits (2 each per car), the 73406 pickup shoe, and the 73407 marker light kit can be installed in the car. A set of decals with car routes is included. Length over the buffers approximately 28.2 cm / 11-1/8". DC wheel set 4 x 700580.

Lettering specific to the country included



Detailed door area and completely new tooling for the truck



Switzerland

43874 Dining Car.



Prototype: Swiss Federal Railways (SBB/CFF/FFS) type WRm dining car.
Version in a red paint scheme.

Model: The car has Swiss design trucks. The 7319 current-conducting couplings or the 72020/72021 current-conducting close couplers, the 73406 pickup shoe, and the 73400/73401 lighting kits (2 each per car) can be installed in the car. Length over the buffers 28.3 cm / 11-1/8".

At a Glance:

➤ **First time available as a single car.**

Available as individual cars



46909 Marker Light Car Set.

Prototype: 3 Swiss Federal Railways (SBB/CFF/FFS) type Eaos high-side gondolas. The cars look as they did after 1985.

Model: All of the cars have a factory-installed red blinking LED marker light. The marker lights are Swiss marker lights. A center-conductor pickup shoe is included to pick up power. The cars are loaded with real scale-sized coal. All of the cars have different car numbers. Length over the buffers per Eaos car 16.1 cm / 6-3/8".

One-time series.

At a Glance:

- Red blinking marker light.

Original Size



Switzerland

48025 Sliding Wall Boxcar.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) high-capacity boxcar. Standard type Hbbillns design with high sliding walls.

Model: The car frame has fish-belly side sills and separately applied details. The body comes in a metallic paint scheme. Length over the buffers 17.9 cm / 7-1/16". DC wheel set 2 x 70 0580.

Export model for Switzerland.

Reissued



47404 Depressed Floor Flat Car.

Prototype: Type Saakms, used on the Swiss Federal Railways (SBB/CFF/FFS). Privately owned car painted and lettered for the firm HUPAC S.A. for transit traffic on the „Rollende Landstraße“ / „Rolling Road“.

Model: End car with 2 hinged and removable buffer beams. This car can also be used as an intermediate car. Chock blocks for truck models

and special couplers for coupling to cars and locomotives with standard couplers are included. Length over the buffers 23.2 cm / 9-1/8".

DC wheel sets 8 x 432950

Reissued



48055 High-Capacity Sliding Wall Boxcar.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) type Habbiillns. Version painted and lettered for SBB Cargo AG, Basle, Switzerland.

Model: The car has fixed sliding walls. It also has adjustable trucks and buffers. The car has an additional hand wheel of the frame for setting the brakes. The car has type Y 25 welded trucks. Length over the buffers 26.7 cm / 10-1/2". DC wheel set 4 x 700580.

Reissued



37202 Diesel Locomotive.

Sibling locomotive of the G 2000 BB: the model as a version of SBB Cargo – here as the class Am 840. It too will win you over with absolutely high-quality construction as only Märklin models can call their own. Prototypically realized down to the details, also includes an mfx+ decoder and numerous operating and sound functions.

Prototype: Class G 2000 BB Vossloh heavy diesel locomotive with symmetrical cabs, painted and lettered as the class Am 840 for the Swiss Federal Railways (SBB), used for the freight area SBB Cargo. „Fire Red“ / „Ultramarine Blue“ basic paint scheme with a „Basalt Gray“ frame. Road number Am 840 003-8. The locomotive looks as it did around 2012.

Model: The locomotive has the new mfx+ digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the

headlights are off at both ends, the double „A“ lights are on at both ends. The cabs have lighting and it can be controlled separately at both ends in digital operation. Warm white and red LEDs are used for the lighting. The locomotive has many separately applied details. The side handrails on the frame are constructed of metal. The locomotive has detailed buffer beams. Brake hoses that can be plugged into the end of the locomotive are included. End covers are included and can be mounted on the buffer beam. Length over the buffers 20.0 cm / 7-7/8“.

One-time series.

At a Glance:

- **Completely new tooling.**
- **Frame and parts of the body constructed of metal.**
- **Cab lighting can be controlled separately in digital operation.**
- **World of Operation mfx+ digital decoder and extensive operating and sound functions included.**
- **For even more operating enjoyment in the „World of Operation“.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Engineer's cab lighting	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Warning Sound	•	•	•	•
Engineer's cab lighting	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
Whistle for switching maneuver		•	•	•
Headlight(s): Cab1 End		•	•	•
Direct control			•	•
Sanding			•	•
Sound of Couplers Engaging			•	•
Blower motors			•	•



Switzerland

42152 Express Train Passenger Car Set.



Prototype: 2 Swiss Federal Railways (SBB) Mark IV, type A express train passenger cars, 1st class. Current paint scheme for the InterCity design.

Model: Both cars have adjustable buffers. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers can be installed on the cars. Both cars are individually packaged and have different car numbers. Total length over the buffers 53 cm / 20-7/8". DC wheel set per car 4 x 700580.

A class 460 electric locomotive to go with these cars can be found in the Märklin H0 assortment under item number 37462.

At a Glance:

- These express train passenger cars go well with the models of the SBB class 460 locomotive such as item number 37462.
- New car numbers.



42160 Express Train Passenger Car Set.



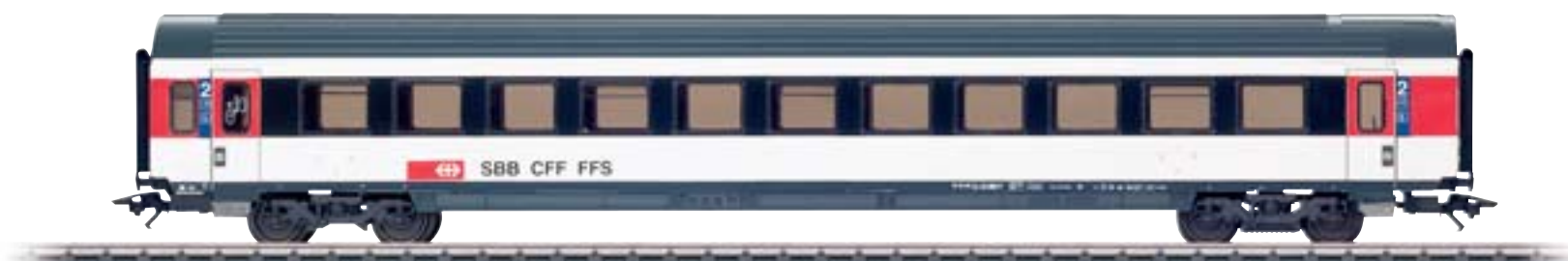
Prototype: 3 Swiss Federal Railways (SBB) Mark IV, type B express train passenger cars, 2nd class. Current paint scheme for the InterCity design.

Model: All of the cars have adjustable buffers. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers can be installed on the cars. All of the cars are individually packaged and have different car numbers. Total length over the buffers 79.6 cm / 31-3/8". DC wheel set per car 4 x 700580.

A class 460 electric locomotive to go with these cars can be found in the Märklin H0 assortment under item number 37462.

At a Glance:

- These express train passenger cars go well with the models of the SBB class 460 locomotive such as item number 37462.
- New car numbers.



37526 „Seetal Crocodile“ Electric Locomotive.



Prototype: Swiss Federal Railways (SBB/CFF/FFS) Class De 6/6 „Seetal Crocodile“, former motive power of the Swiss Federal Railways (SBB), later of the Oensingen-Balsthal Railroad (OeBB). Brownish red basic paint scheme. The locomotive looks as it currently does in real life as a museum locomotive with road number 15301.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel. 6 axles powered. Traction tires. The locomotive has an articulated frame to enable it to negotiate sharp curves. The triple headlights and a white marker light that change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white LEDs are used for the headlights. The locomotive has separately applied metal grab irons. Brake hoses are included separately. Length over the buffers 16.2 cm / 6-3/8".

This model can be found in a DC version in the Trix H0 assortment under item number 22246.

One-time series.

At a Glance:

- **Altered handrails and new walkover plates included.**
- **Museum version with the road number 15301.**
- **World of Operation mfx+ decoder and extensive operating and sound functions .**
- **For still more operating enjoyment in the Märklin „World of Operation“.**

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
Whistle for switching maneuver		•	•	•
Headlight(s): Cab1 End		•	•	•
Sound of Couplers Engaging			•	•
Conductor's Whistle			•	•
Letting off steam / air			•	•
Brake Compressor			•	•
Pantograph Sounds			•	•
Switching maneuver			•	•



„Seetal Crocodiles“

The lines for the Swiss Seetal Railroad near Wildegg and Beromünster were electrified from 1910 to 1930 with 5.5 kilovolts / 25 Hertz current, a leftover from the private railroad era. When the railroads were nationalized in 1922, the SBB took the simultaneous decision to standardize the system of current for powering locomotives and to purchase a new locomotive. Hence, in 1926 three of the class De 6/6 were already equipped for the standard current of 15 kilovolts / 16 2/3 Hertz. The „Seetal Crocodile“ lives up to its name: The design for its frame is quite similar to that of

the famous SBB Crocodiles. Two groups of driving wheels (here without pilot trucks) support a three-part body. Since the Seetal locomotives had to be more maneuverable and lighter, suitable mechanical parts were used from the small class Ee 3/3 switch engine built at the same time. Each power truck frame is driven by a motor via a jackshaft and diagonal side rods, the whole putting out 850 kilowatts or 1,140 horsepower and enabling a top speed of 50 km/h or 31 mph. A characteristic feature of these units are the large air intakes on the appliance side of the locomotive for

cooling the transformers, and the single pantograph. These three small Crocodiles were in use on the SBB until 1983, since the 1950s primarily as switch engines. Road numbers 15302 and 15303 were scrapped in the spring of 1983. Road number 15301 came to the Oensingen-Balsthal Railroad, where it was used for another 10 years as a freight locomotive. This single preserved locomotive is maintained at present by the „Seetalkrokodil 15301“ Association.



Traveling in Comfort Part II

42730 Eurofima Passenger Car.

Comfortable Travelling in the SeventiesA trendy orange paint scheme with light gray stripes: No car type brings the awareness of life from the late Seventies to the rails better than Eurofima passenger cars. Great attention was paid to more than just the underbody of the design specific to this type of car. It was also given to the entire new design for this 1st class car.

Prototype: Austrian Federal Railroad (ÖBB) Eurofima design type Amoz compartment car, 1st class. The car looks as it did around 1979.

Model: The minimum radius for operation is 360 mm / 14-3/16". The underbody is specific to the car. The car has Fiat design type Y0270 S trucks without lateral motion shock absorbers and without magnetic rail brakes. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers, the 73400/73401 lighting kits (2 each per car), the 73406 pickup shoe, and the 73407 marker light kit can be installed in the car. A set of decals with car routes is included. Length over the buffers approximately 28.2 cm / 11-1/8". DC wheel set 4 x 700580.

At a Glance:
➤ **New tooling.**



Lettering specific to the country included

Detailed door area and completely new tooling for the truck



42740 Eurofima Passenger Car.



Second class version to go with the ÖBB Eurofima design compartment cars, 1st class. Ideal add-on to reproduce international passenger service in late Seventies and Eighties.

At a Glance:
 **New tooling.**

Prototype: Austrian Federal Railroad (ÖBB) Eurofima design type Bmoz compartment car, 2nd class. The car looks as it did around 1979.

Model: The minimum radius for operation is 360 mm / 14-3/16". The underbody is specific to the car. The car has Fiat design type Y0270 S trucks without lateral motion shock absorbers and without magnetic rail brakes. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers, the 73400/73401 lighting kits (2 each per car), the 73406 pickup shoe, and the 73407 marker light kit can be installed in the car. A set of decals with car routes is included. Length over the buffers approximately 28.2 cm / 11-1/8". DC wheel set 4 x 700580.

Lettering specific to the country included



Detailed door area and completely new tooling for the truck



Heavy Electric Freight Locomotive

37223 Heavy Electric Freight Locomotive.



Prototype: Austrian Federal Railways (ÖBB) class 1020 (former E 94). Version in „Traffic Red“ paint scheme with light gray stripes („Valousek“ paint scheme). Road number 1020 003-8. The locomotive looks as it did around 1992 to 1995.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The locomotive has articulated running gear to enable it to negotiate sharp curves. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied grab irons. Length over the buffers 21 cm / 8-1/4“.

One-time series.

At a Glance:

➤ mfx+ digital decoder included.



© Christian Knop



Original Size

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Sound of Couplers Engaging	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Warning Sound	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
Station Announcements		•	•	•
Headlight(s): Cab1 End		•	•	•
Cab Radio			•	•
Sanding			•	•
Locomotive whistle			•	•

Sliding Tarp Car Set



47216 Sliding Tarp Car Set.

Prototype: 3 short type Shimmns four-axle sliding tarp cars for Rail Cargo Austria (RCA). All of the cars are used on the ÖBB. The cars look as they currently do in real life.

Model: All of the cars have closed tarps. They also have end walls rounded at the top and a side hand wheel. The cars have type Y 25 welded trucks. All of the cars have different car numbers and are each individually packaged. There is also a master package. Length over the buffers for each car 13.8 cm / 5-7/16". DC wheel set per car 4 x 700580.

A diesel locomotive to go with these cars can be found in the Märklin Start up assortment under item number 36844.

One-time series.



47216

36844



A World Premiere: High-Tech Windshield Wipers

37796 TGV POS High-Speed Train.

This new edition of the TGV POS has it all: The windshield wipers on the TGV's large windshield can be activated in the H0 model in digital operation. A coup that will do more than just fascinate model railroaders. The roof has also been corrected or had changes added to it to be in line with the prototype.

Prototype: French State Railways (SNCF) TGV POS (train à grande vitesse) high-speed train, in the version for service between Paris and Southern Germany. 2 powered end cars, 1 transition car (R1), 1st/2nd class, 1 transition car (R8), 2nd class. Powered rail car road number 4415. The train looks as it did in 2012.

Model: The train is a 4-part set. Both end cars (TK1 and TK2) are powered. The train has an mfx digital decoder and extensive sound functions. It has controlled, high-efficiency propulsion in both powered end cars, centrally mounted. 4 axles powered through cardan shafts in each end car. Traction tires. The train has factory-installed interior lighting. The triple headlights and dual red marker lights change over with the direction of travel. They and the interior lighting will work in conventional operation and can be controlled digitally. The third headlight for the French headlight code can be turned off separately in digital operation (light function). The headlights and interior lighting are maintenance-free, warm white

LEDs and the marker lights are maintenance-free red LEDs. The train has separately applied, working windshield wipers in each cab, and they can be controlled separately in digital operation in the respective cabs (switching function F/R). The cabs in the powered end cars have interior details. The train has separately applied metal grab irons. A powered end car and a transition car are permanently coupled together in pairs and have special close couplings with a guide mechanism. There is an additional guide mechanism in the Jakobs truck. The transition cars have roof hoods. The end cars have a pickup shoe changeover feature so that the pickup shoe at the front of the train is the one picking up power. The interior lighting is powered through a continuous electrical connection through the entire train. Each powered end car has 2 different design single-arm pantographs. The pantographs work mechanically but are not wired to take power. The train is a scale reproduction. The minimum radius for operation is therefore 360 mm / 14-3/16", when there is sufficient clearance on both sides. Length of the 4-part set 101 cm / 39-3/4".

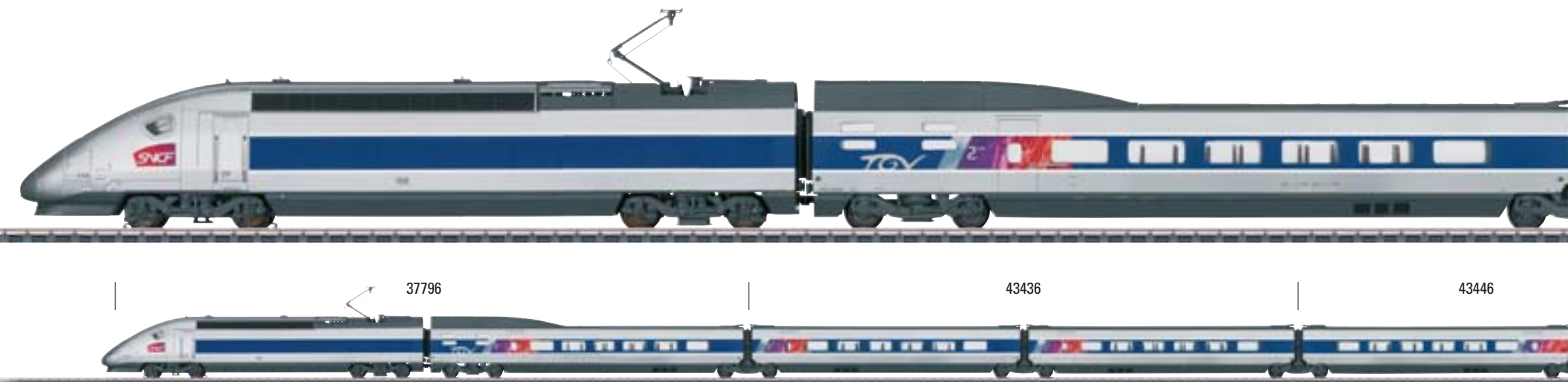
The 37796 basic set can be expanded with the 43426, 43436, and 43446 extension sets to a prototypical 10-car unit.



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Interior lights	•	•	•	•
Light Function	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
On/off function F/R		•	•	•
On/off function F/R		•	•	•
Whistle for switching maneuver		•	•	•
Doors Closing			•	•
Conductor's Whistle			•	•
Station Announcements			•	•
Stat. Announce. - Fren.			•	•

At a Glance:

- **Scale 1:87 reproduction.**
- **Working windshield wipers, can be controlled digitally.**
- **Factory-installed LED interior lighting.**
- **Extensive sound functions.**
- **Both end cars powered.**
- **New roof hoods on the transition cars.**



The French railroad SNCF purchased the „Train à Grande Vitesse Paris – Ostfrankreich Südwestdeutschland“ (TGV POS) for high-speed service between Paris, Eastern France (Strasbourg), and Southern Germany. The core of the TGV POS was initially the new construction of the high-speed route, which was planned to connect Strasbourg better with Paris. A trip of four hours was simply no longer tolerable if the railroad was to compete effectively with people driving cars. The new route with a maximum speed of 350 km/h / 218.75 mph was planned to be 430 kilometers / 269 miles long and make connections to Nancy, Reims, Luxembourg, and Basle. The TGV Est trains were planned to travel at 350 km/h / 218.75 mph. On May 9, 2000, the DB AG and the SNCF agreed on standardization of cross-border cars and powered units, routes, and signals. Due to the short time plan and several disagreements there was no common high-speed train. Instead, a mixed operation of ICE and TGV was planned. Both trains had to pass a great many test runs in the two countries in order to receive permission for operation.

The TGV POS is not really a generation of cars and powered units that has been developed totally from scratch. The TGV POS is more a mix of new powered end cars and intermediate cars from the TGV Réseau. The new powered end cars are mechanically

very similar to those of the TGV Thalys PBKA (Paris – Brussels – Cologne / Amsterdam). The electrical equipment for three current systems (25 kilovolts / 50 Hertz as well as 1.5 kilovolts DC in France, 15 kilovolts / 16-2/3 Hertz in Germany and Switzerland) is being done for the first time using asynchronous technology with IGBT-controlled three-phase asynchronous motors. Two pantographs are located on the roof. The one with a contact strip 1,650 mm / 64-15/16" wide is used for 25 kilovolts / 50 Hertz in France and in Switzerland; the second one with a contact strip 1,950 mm / 76-3/4" wide and metallic plated carbon contact strips is used in Germany. In France, the 1,950 mm / 76-3/4" pantographs on both powered end cars must be up under the 1.5 kilovolt catenary due to the high level of current. The intermediate cars come from the TGV Réseau. However, they were extensively modernized and brought up to the latest technical standard at the workshops in Bischheim; they therefore differ strikingly from the other generations of TGV trains. A train set consists of two powered end cars and eight intermediate cars. The intermediate cars are connected to each other by means of Jakobs trucks and thereby form an operational unit. Five intermediate cars (one with a bar) are intended for passengers in 2nd class and three intermediate cars are for 1st class. The approximately 200 meter / 656 foot TGV POS has seating

for 360 passengers. Nineteen units have been purchased with the road numbers 4401 to 4419, whereby road number 4406 was sold recently to the SBB. In France, the trains are allowed to run at a maximum speed of 320 km/h / 200 mph; in Germany the maximum speed allowed on the high speed routes is 250 km/h / 156 mph. TGV road number 4402 is a special train. Its powered end cars along with three modified intermediate cars set a new, unbelievable speed record for rail vehicles as World Record Train V150 at noon on April 3, 2007 on the route LGV Est. In 13 minutes, this train accelerated to 574.8 km/h / 359.25 mph.

Working windshield wipers



Working windshield wipers



France

43426 Add-On Car Set 1 for the TGV POS.



Prototype: French State Railways (SNCF) TGV POS (train à grande vitesse) high-speed train, in the version for service between Paris and Southern Germany. 1 intermediate car (R2), 1st class, and 1 intermediate car (R3), 1st class with Wifi antenna. Powered rail car train road number 4415. The cars look as they did in 2012.

Model: 2-part add-on car set for lengthening the TGV POS high-speed train, item no. 37796, to a 10-car unit. The cars have factory-installed interior lighting with maintenance-free, warm white LEDs. The interior lighting is powered through a continuous electrical connection through the entire train. The two intermediate cars are permanently coupled together. There is a guide mechanism in the Jakobs trucks. Intermediate car R3 has

a support frame and a Wifi antenna. The cars are a scale reproduction. The minimum radius for operation is therefore 360 mm / 14-3/16", when there is sufficient clearance on both sides. Length of the pair of cars 43 cm / 16-15/16".

The 37796 basic set can be expanded with the 43426, 43436, and 43446 extension sets to a prototypical 10-car unit.

At a Glance:

- **Factory-installed interior lighting.**
- **Warm white LEDs for lighting.**
- **Intermediate car R3 is prototypical with a support frame and a new Wifi antenna.**
- **New roof hoods on the on both intermediate cars.**

New Wifi antenna and support frame included



43446 Add-On Car Set 3 for the TGV POS.



Prototype: French State Railways (SNCF) TGV POS (train à grande vitesse) high-speed train, in the version for service between Paris and Southern Germany. 1 intermediate car (R4), bar car and 2nd class, and 1 intermediate car (R5), 2nd class. Powered rail car train road number 4415. The cars look as they did in 2012.

Model: 2-part add-on car set for lengthening the TGV POS high-speed train, item no. 37796, to a 10-car unit. The cars have factory-installed

interior lighting with maintenance-free, warm white LEDs. The interior lighting is powered through a continuous electrical connection through the entire train. The two intermediate cars are permanently coupled together. There is a guide mechanism in the Jakobs trucks. Both intermediate cars have roof hoods. The cars are a scale reproduction. The minimum radius for operation is therefore 360 mm / 14-3/16", when there is sufficient clearance on both sides. Length of the pair of cars 43 cm / 16-15/16".

The 37796 basic set can be expanded with the 43426, 43436, and 43446 extension sets to a prototypical 10-car unit.



43436 Add-On Car Set 2 for the TGV POS.

Prototype: French State Railways (SNCF) TGV POS (train à grande vitesse) high-speed train, in the version for service between Paris and Southern Germany. 1 intermediate car (R6), 2nd class, and 1 intermediate car (R7), 2nd class. Powered rail car train road number 4415. The cars look as they did in 2012.

Model: 2-part add-on car set for lengthening the TGV POS high-speed train, item no. 37796, to a 10-car unit. The cars have factory-installed interior lighting with maintenance-free, warm white LEDs. The interior lighting is powered through a continuous electrical connection through the entire train. The two intermediate cars are permanently coupled together.

There is a guide mechanism in the Jakobs trucks. Both intermediate cars have roof hoods. The cars are a scale reproduction. The minimum radius for operation is therefore 360 mm / 14-3/16", when there is sufficient clearance on both sides. Length of the pair of cars 43 cm / 16-15/16".

The 37796 basic set can be expanded with the 43426, 43436, and 43446 extension sets to a prototypical 10-car unit.

At a Glance:

- **Factory-installed interior lighting.**
- **Warm white LEDs for lighting.**
- **New roof hoods on the on both intermediate cars.**



At a Glance:

- **Factory-installed interior lighting.**
- **Warm white LEDs for lighting.**
- **New roof hoods on the on both intermediate cars.**



43280 Eurofima Passenger Car.

French variant of the Eurofima passenger cars. With its typical paint scheme in Corail Gray / white, these comfortable compartment cars clearly stand out from the cars of the other countries. The SNCF ordered exactly 100 cars of this type. In H0 as a 1st class model in the paint scheme of 1979 defining the style with coral colored doors.

Prototype: French State Railroad (SNCF) Eurofima design type A9u compartment car, 1st class. The car looks as it did around 1979.

Model: The minimum radius for operation is 360 mm / 14-3/16". The underbody is specific to the car. The car has Fiat design type Y0270 S trucks without lateral motion shock absorbers and without magnetic rail brakes. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers, the 73400/73401 lighting kits (2 each per car), the 73406 pickup shoe, and the 73407 marker light kit can be installed in the car. A set of decals with car routes is included. Length over the buffers approximately 28.2 cm / 11-1/8". DC wheel set 4 x 700580.

At a Glance:

- **New tooling.**
- **The typical paint scheme of the comfortable Corail car makes this express train passenger car stand out from other Eurofima cars.**



Lettering specific to the country included



Detailed door area and completely new tooling for the truck





A Departure in Orange I

42910 Eurofima Passenger Car.

They left their mark on the image of railroading in the late Seventies and the Eighties south of the Alps: the development of the orange painted passenger cars for the Italian State Railroad (FS) with their gray window strips. The compartment cars were coordinated by Eurofima, an organization of the European railroad companies. Eye-catching and formative for the era. A must for fans of international rail service.

Prototype: Italian State Railroad (FS) Eurofima design type Az compartment car, 1st class. The car looks as it did around 1979.

Model: The minimum radius for operation is 360 mm / 14-3/16". The underbody is specific to the car. The car has Fiat design type Y0270 S trucks with lateral motion shock absorbers and with magnetic rail brakes. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers, the 73400/73401 lighting kits (2 each per car), the 73406 pickup shoe, and the 73407 marker light kit can be installed in the car. A set of decals with car routes is included. Length over the buffers approximately 28.2 cm / 11-1/8". DC wheel set 4 x 700580.

At a Glance:
➤ **New tooling.**



Lettering specific to the country included



Detailed door area and completely new tooling for the truck.



A Departure in Orange II

42920 Eurofima Passenger Car.



The Italian State Railroad took over 70 cars of the Eurofima design 2nd class alone. Also eye-catching in the striking orange with gray window bands, they were used in Italian long-distance service and in international passenger service. Together with the 1st class cars, the classics of Era IV.

At a Glance:
➤ **New tooling.**

Prototype: Italian State Railroad (FS) Eurofima design type Bz compartment car, 1st class. The car looks as it did around 1979.

Model: The minimum radius for operation is 360 mm / 14-3/16". The underbody is specific to the car. The car has Fiat design type Y0270 S trucks with lateral motion shock absorbers and with magnetic rail brakes. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers, the 73400/73401 lighting kits (2 each per car), the 73406 pickup shoe, and the 73407 marker light kit can be installed in the car. A set of decals with car routes is included. Length over the buffers approximately 28.2 cm / 11-1/8". DC wheel set 4 x 700580.

Lettering specific to the country included

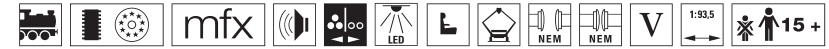


Detailed door area and completely new tooling for the truck



Underway in Doubled Commuter Service

26596 Bi-Level Commuter Train.



Prototype: Dutch State Railways (NS) bi-level commuter train, consisting of a class 1700 electric locomotive, road number 1714, with the city coat-of-arms „Veenendaal“, 1 type DDM2/3-ABv bi-level intermediate car, 1st/2nd class, 2 type DDM2/3-Bv bi-level intermediate cars, 2nd class, and 1 type DDM2/3-Bvk bi-level cab control car, 2nd class. Yellow basic paint scheme. The cars also have advertising lettering „delta lloyd“.

Model: The general-purpose locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free LEDs are used for the lights. 1 close coupler is included and can be used in place of the imitation of a prototype automatic coupler on one end of the locomotive. The bi-level cars have underbodies and skirting specific to the types of cars. 7319 current-conducting couplings or 72020/72021 current-conducting couplers, the 73406 pickup shoe, and the 73400/73401

interior lighting (3 each per car) can be installed on all of the cars. The engineer's cab in the cab control car has interior details. The cab control car has triple headlights and dual red marker lights that change over with the direction of travel. The cab control car's headlights and marker lights are maintenance-free warm white and red LEDs. The cab control car has a detailed buffer beam with separately applied end skirting and an imitation of an automatic coupler. Total length over the buffers 135 cm / 53-1/8".

One-time series.

At a Glance:

- Full sound included on the locomotive.
- Locomotive road number 1714 with the city coat-of-arms „Veenendaal“.
- Triple headlights and dual red marker lights that change over with the direction of travel included on the cab control car.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Stat. Announce. - Dutch	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
Conductor's Whistle		•	•	•
Headlight(s): Cab1 End		•	•	•
Whistle for switching maneuver			•	•
Compressor			•	•
Blower motors			•	•



*Locomotive includes full sound features
A close coupler is included*



An added eye-catcher is the prominent
„delta lloyd“ lettering



City coat-of-arms
„Veenendaal“



Netherlands

37126 Electric Locomotive.

Prototype: Dutch State Railways (NS) class 1200 heavy general-purpose locomotive. Road number 1222.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. Brake hoses can be mounted on the buffer beam. Length over the buffers 20.8 cm / 8-3/16".

A car set to go with this locomotive can be found in the Märklin H0 assortment under item number 43543.

One-time series.

At a Glance:

- **Now with a centrally mounted motor.**
- **Four axles powered.**
- **mfx+ digital decoder included.**
- **Extensive sound functions included.**
- **Simulated operating supplies usage.**
- **Realistic running characteristics.**
- **Simulated engineer's cab in the Central Station 2 display.**
- **Control of the model in the cab mode by means of the touchscreen on the Central Station 2.**
- **These new functions are only available in conjunction with the Central Station 2 starting with firmware Version 3.0.1.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Stat. Announce. - Dutch	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Rear Headlights off		•	•	•
Conductor's Whistle		•	•	•
Front Headlights off		•	•	•
Compressor			•	•
Blower motors			•	•
Warning Sound			•	•
Switching maneuver			•	•

*Cab in the display for the Central Station 2
Now with a centrally mounted motor*

Original Size



43543

37126



43543 Commuter Car Set.

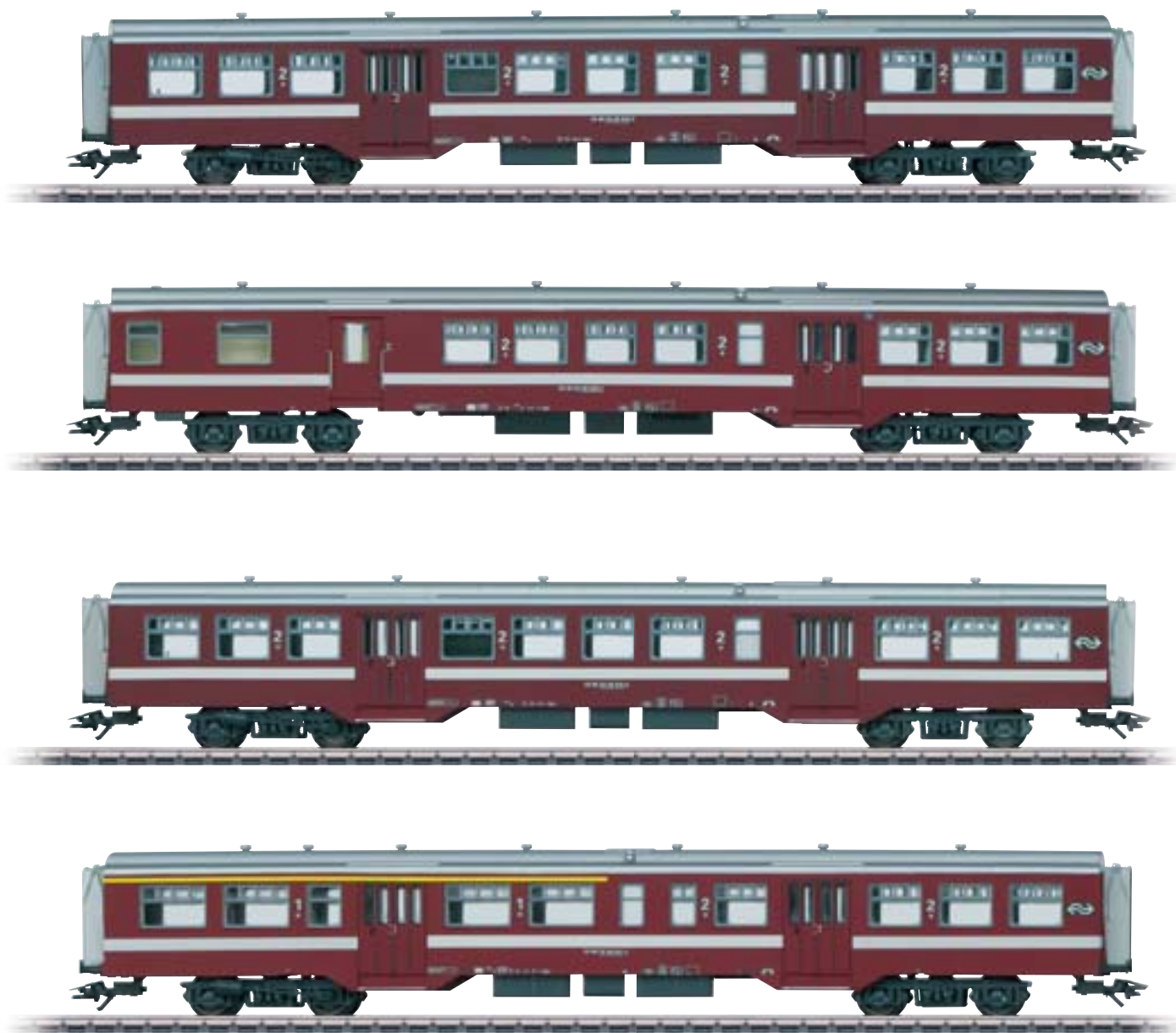


Prototype: 4 different Belgian State Railways (SNCB/NMBS) M2 series commuter cars, leased to the Dutch State Railways (NS). 2 type M2 B11 commuter cars, 2nd class. 1 type M2 B8D commuter car with a baggage area, 2nd class. 1 type M2 A5B5 commuter car, 1st/2nd class. Crimson basic paint scheme. The cars look as they did at the start of the Nineties.

Model: The cars have separately inset, graduated window frames. The 7319 current-conducting couplings or the 72020/72021 current-conducting close couplers can be installed on all of these cars. The cars have different car numbers. All of the cars come individually packaged and marked, with a master carton. Total length over the buffers 110.6 cm / 43-1/2". DC wheel set per car 4 x 700580.

The electric locomotive to go with this car set can be found under item number 37126 in the Märklin H0 assortment.

One-time series.



Netherlands

37207 Diesel Locomotive.

Prototype: Class G 2000 BB Vossloh heavy diesel locomotive with symmetrical cabs. Locomotive owned by ATC AngelTrainsCargo, Antwerpen, leased to Rotterdam Rail Feeding (RRF). Yellow/orange basic paint scheme. Road number 1101. The locomotive looks as it did around 2014.

Model: The locomotive has the new mfx+ digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double „A“ lights are on at both ends. The cabs have lighting and it can be controlled separately at both ends in digital operation. Warm white and red LEDs are used for the lighting. The locomotive has many separately applied details. The side handrails on the frame are constructed of metal. The locomotive has detailed buffer beams. Brake hoses that can be plugged into the end of the locomotive are included. End covers are included and can be mounted on the buffer beam. Length over the buffers 20.0 cm / 7-7/8“.

One-time series.

At a Glance:

- **Completely new tooling.**
- **Frame and parts of the body constructed of metal.**
- **Cab lighting can be controlled separately in digital operation.**
- **World of Operation mfx+ digital decoder and extensive operating and sound functions included.**
- **For even more operating enjoyment in the „World of Operation“.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Engineer's cab lighting	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Warning Sound	•	•	•	•
Engineer's cab lighting	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
Whistle for switching maneuver		•	•	•
Headlight(s): Cab1 End		•	•	•
Direct control			•	•
Sanding			•	•
Sound of Couplers Engaging			•	•
Blower motors			•	•

*Constructed mostly of metal
Lighting that can be controlled in digital operation*



Original Size

47212 Sliding Tarp Car Set.

Prototype: 3 different short, four-axle sliding tarp cars, types Shimmns-tu 718 to Shimmns-s. Two of them sliding tarp cars painted and lettered for the firm On Rail GmbH, one a sliding tarp car painted and lettered for the firm AAE. All of the cars leased to Railion Netherlands NV. The cars look as they currently do in real life.

Model: All of the cars have closed tarps. The cars have type Y 25 welded trucks. All of the cars have different car numbers and are individually packaged. There is also a master package. Length over the buffers for each car 13.8 cm / 5-7/16". DC wheel set per car 4 x 700580.

One-time series.



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29351 „Benelux“ Digital Starter Set. 230 Volts.

Prototype: CFL Cargo class 4000 electric locomotive, 1 VTG type Shimms sliding tarp car, 1 type Eaos gondola, leased to the Luxembourg State Railways (CFL), and 1 „GATX“ four-axle tank car.

Model: The locomotive is constructed of metal and has an mfx digital decoder and a special motor. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Warm white LEDs are used for the lighting. The locomotive has 4 pantographs that can be raised and lowered. The sliding tarp car has a closed tarp and type Y25 welded trucks. The tank car has a partially open frame. All of the cars have close couplers with guide mechanisms. Train length 69.6 cm / 27-3/8". Contents: 12 no. 24130 curved track, 5 no. 24188 straight track, 7 no. 24172 straight track, 2 no. 24224 curved track, and 1 pair of no. 24611 and 24612 turnouts. The set includes a track connector box, a 230 volt / 36 VA switched mode power pack, and a Mobile Station. An illustrated instruction book with many tips and ideas is also included. This set can be expanded with the C Track extension program and with the entire C Track program.

One-time series.

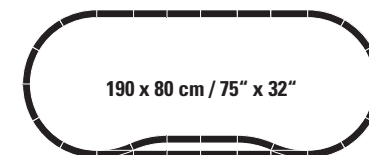
At a Glance:

- **Modern Era VI train.**
- **Warm white LEDs included for the locomotive's lighting.**
- **Automatic registration in the Mobile Station with the built-in mfx decoder.**
- **Easy-to-set-up C Track layout.**

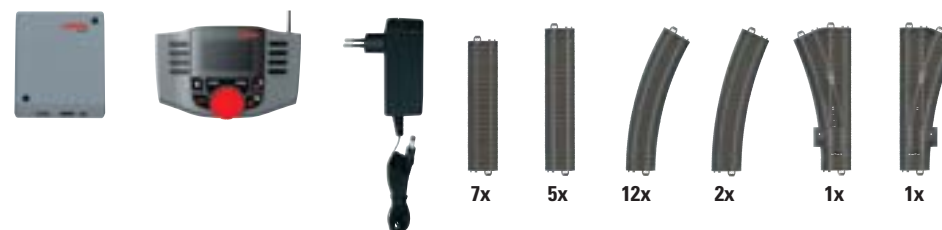




Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Direct control	•	•	•	•
Headlight(s): Cab2 End		•	•	•
Headlight(s): Cab1 End		•	•	•



29351



Belgium

43510 Eurofima Passenger Car.

Prototype: Belgian State Railroad (SNCB/NMBS) Eurofima design type A16 compartment car, 1st class. The car looks as it did around 1979.

Model: The minimum radius for operation is 360 mm / 14-3/16". The underbody is specific to the car. The car has Fiat design type Y0270 S trucks without lateral motion shock absorbers and without magnetic rail brakes. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers, the 73400/73401 lighting kits (2 each per car), the 73406 pickup shoe, and the 73407 marker light kit can be installed in the car. A set of decals with car routes is included. Length over the buffers approximately 28.2 cm / 11-1/8". DC wheel set 4 x 700580.

At a Glance:
➤ **New tooling.**



Lettering specific to the country included



Detailed door area and completely new tooling for the truck



43520 Eurofima Passenger Car.



Prototype: Belgian State Railroad (SNCB/NMBS) Eurofima design type B16 compartment car, 2nd class. The car looks as it did around 1979.

At a Glance:
 ✦ **New tooling.**

Model: The minimum radius for operation is 360 mm / 14-3/16". The underbody is specific to the car. The car has Fiat design type Y0270 S trucks without lateral motion shock absorbers and without magnetic rail brakes. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers, the 73400/73401 lighting kits (2 each per car), the 73406 pickup shoe, and the 73407 marker light kit can be installed in the car. A set of decals with car routes is included. Length over the buffers approximately 28.2 cm / 11-1/8". DC wheel set 4 x 700580.

Lettering specific to the country included



Detailed door area and completely new tooling for the truck



Belgium

37246 Electric Locomotive.

Prototype: Belgian State Railways (SNCB/NMBS) class 25 general-purpose locomotive in a blue basic paint scheme. Version with two double lamps at the bottom. Road number 2510. The locomotive looks as it did around 1990.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered by means of cardan shafts. Traction tires. The dual headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The cabs have interior details. The locomotive has separately applied metal grab irons and other details. The couplers can be replaced by end skirting. Length over the buffers 21.0 cm / 8-1/4".

A car set to go with this locomotive can be found in the Märklin H0 assortment under item number 43545.

One-time series.

At a Glance:

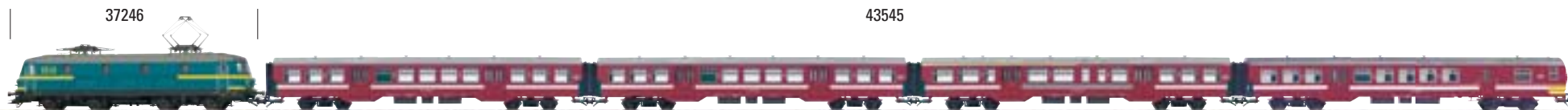
➤ **Extensive sound functions included.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Marker light(s)	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Pantograph Sounds		•	•	•
High Pitch Horn		•	•	•
Conductor's Whistle		•	•	•
Rail Joints			•	•
Blower motors			•	•



Original Size



43545 Commuter Car Set.



Prototype: 4 different Belgian State Railways (SNCB/NMBS) M2 series commuter cars. 1 type M2 A5B5 commuter car, 1st/2nd class. 2 type M2 B11 commuter cars, 2nd class. 1 type M2 B8DS commuter car with a control cab and a baggage area, 2nd class. Red basic paint scheme, with the identification for permission to be used in shuttle trains.

Model: The cars have separately inset, graduated window frames. The 7319 current-conducting couplings or the 72020/72021 current-conducting close couplers can be installed on all of these cars. The cars have different car numbers. The cab of the cab control car has interior details. The cab control car has headlights and red marker lights that change over with the direction of travel. Maintenance-free white and red LEDs are used for the lighting. All of the cars are individually packaged and marked, with a master carton. Total length over the buffers 110.6 cm / 43-1/2". DC wheel set per car 4 x 700580.

An electric locomotive to go with this car set can be found in the Märklin H0 assortment under item number 37246.

One-time series.

At a Glance:

- All of the cars are individually packaged.



Belgian Heavyweight

37206 Diesel Locomotive.

The land of beer and comics is the dreamland for the Vossloh G 2000 BB load hauler. This powerful diesel hydraulic locomotive in the rare variation of the Belgian State Railways (SNCB) in the light gray / green basic paint scheme with and umbra gray frame. Like its sibling locomotives it includes numerous highlights such as lighted cabs, mfx+ decoder, and extensive operating and sound functions.

Prototype: Class G 2000 BB Vossloh heavy diesel locomotive with symmetrical cabs. Locomotive owned by ATC AngelTrainsCargo, Antwerpen, leased as the class 57 to the Belgian State Railways (SNCB). Light gray / green basic paint scheme with an „Umbra Gray“ frame. Road number 5704. The locomotive looks as it did around 2010.

Model: The locomotive has the new mfx+ digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive

Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double „A“ lights are on at both ends. The cabs have lighting and it can be controlled separately at both ends in digital operation. Warm white and red LEDs are used for the lighting. The locomotive has many separately applied details. The side handrails on the frame are constructed of metal. The locomotive has detailed buffer beams. Brake hoses that can be plugged into the end of the locomotive are included. End covers are included and can be mounted on the buffer beam. Length over the buffers 20.0 cm / 7-7/8“.

One-time series.

At a Glance:

- **Completely new tooling.**
- **Frame and parts of the body constructed of metal.**
- **Cab lighting can be controlled separately in digital operation.**
- **World of Operation mfx+ digital decoder and extensive operating and sound functions included.**
- **For even more operating enjoyment in the „World of Operation“.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Engineer's cab lighting	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Warning Sound	•	•	•	•
Engineer's cab lighting	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
Whistle for switching maneuver		•	•	•
Headlight(s): Cab1 End		•	•	•
Direct control			•	•
Sanding			•	•
Sound of Couplers Engaging			•	•
Blower motors			•	•



Original Size

39673 Diesel Locomotive.

Prototype: Luxembourg State Railways (CFL) class 1600 diesel locomotive. NOHAB general-purpose locomotive in the wine red paint scheme of Era III.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. The cab lighting can be turned off separately in digital operation at Locomotive End 1 and 2. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. The engineer's cabs and the engine room have interior details in relief. Length over the buffers 21.7 cm / 8-1/2".

One-time series.

At a Glance:

- **Completely new tooling.**
- **Metal body and frame.**
- **mfx digital decoder.**
- **Extensive sound functions.**
- **Numerous light functions that can be controlled separately in digital operation.**
- **Warm white and red LEDs for the lighting.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Rear Headlights off		•	•	•
Conductor's Whistle		•	•	•
Front Headlights off		•	•	•
Whistle for switching maneuver			•	•
Switching maneuver			•	•
Engineer's cab lighting			•	•
Engineer's cab lighting			•	•



Original Size

Cult Locomotive of the North

39674 Diesel Locomotive.

Scale length, open ventilation fans, complete, many separately applied details: The NOHAB class has never been translated so finely and prototypically into a model. The MY 1100 for the Danish State Railways (DSB) in black and red – still one of the diesel classics in Northern Europe.

Prototype: Danish State Railways (DSB) class MY 1100 diesel locomotive. NOHAB general-purpose locomotive in the black and red paint scheme of Era IV.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. The cab lighting can be turned off separately in digital operation at Locomotive End 1 and 2. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. The engineer's cabs and the engine room have interior details in relief. Length over the buffers 21.7 cm / 8-1/2".

One-time series.

At a Glance:

- **Completely new tooling.**
- **Metal body and frame.**
- **mfx digital decoder.**
- **Extensive sound functions.**
- **Numerous light functions that can be controlled separately in digital operation.**
- **Warm white and red LEDs for the lighting.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Rear Headlights off		•	•	•
Conductor's Whistle		•	•	•
Front Headlights off		•	•	•
Whistle for switching maneuver			•	•
Switching maneuver			•	•
Engineer's cab lighting			•	•
Engineer's cab lighting			•	•

Original Size



42768 Passenger Car Set.



Prototype: 4 Danish State Railways (DSB) type litra CL passenger cars. Brownish red basic paint scheme. Version around 1964.

One-time series.

Model: The cars are finely imprinted. They have interior details. The cars have close couplers with guide mechanisms. The 7335 lighting kit can be installed in the cars. Total length over the buffers 92 cm / 36-1/4". DC wheel set per car 4 x 700580.

The diesel locomotive to go with this car set can be found under item number 39670 in the Märklin H0 assortment.



42768

39670



Denmark

48779 Beer Car Set.



Prototype: 5 different beer cars as privately owned cars used on the Danish State Railroad (DSB). 2 beer cars lettered for „Albani“, 3 beer cars lettered for „Carlsberg“. The cars look as they did in Era IV.

One-time series.

Model: The beer cars are in different versions with brakeman's platforms and brakeman's cabs. The cars have numerous separately applied details. All of the cars have different car numbers and are individually packaged. There is also a master package. Total length over the buffers 49.3 cm / 19-3/8".



47733 Freight Car Set.



Prototype: 3 type Oms stake cars and 2 sliding roof / sliding wall cars painted and lettered for the Swedish State Railways (SJ). The cars look as they did in the Mid-Sixties.

Model: The stake cars have a load of wood. All of the cars have different car numbers. Total length over the buffers approximately 66.5 cm / 26-3/16". DC wheel set: per car 2 x 700580.

One-time series.



Original Size



Sweden

39842 Electric Locomotive.



Prototype: Class 242 general-purpose locomotive painted and lettered for the Swedish firm Hectorrail. Road number 242 517. Locomotive name Fitzgerald. The locomotive looks as it currently does in real life.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The cabs have interior details. The locomotive has separately applied metal grab irons. Length over the buffers 22.5 cm / 8-7/8".

A car set to go with this locomotive can be found in the Märklin H0 assortment under item number 47085.

One-time series.

At a Glance:

- **mfx+ digital decoder included.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Long distance headlights	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
High Pitch Horn		•	•	•
Headlight(s): Cab1 End		•	•	•
Station Announcements			•	•
Conductor's Whistle			•	•
Compressor			•	•
Letting off Air			•	•



47085 KLV Flat Car Set.

Prototype: 4 four-axle KLV type Sgns 121 flat cars in a light gray basic paint scheme. Privately owned cars of AAE Cargo AG, leased to Hector Rail AB, SE-Danderyd. The cars have ExTe SR12 wooden load frames, support beams, and end wall grills, for transporting lumber. The cars look as they currently do in 2014.

Model: The cars have type Y 25 welded trucks. The car floors are partially open and constructed of metal. They have striking fish belly side sills. Each flat car can be equipped with 6 ExTe SR12 stakes, 3 support beams, and 1 end wall grill. Two cars can be arranged as a pair so that the end wall grills are at the outer car ends. The ExTe stakes, support beams, and

end wall grills are included for attaching to the cars. All of the cars have different car numbers and are each individually packaged. There is also a master package. Total length over the buffers 91.5 cm / 36". DC wheel set per car 4 x 700580.

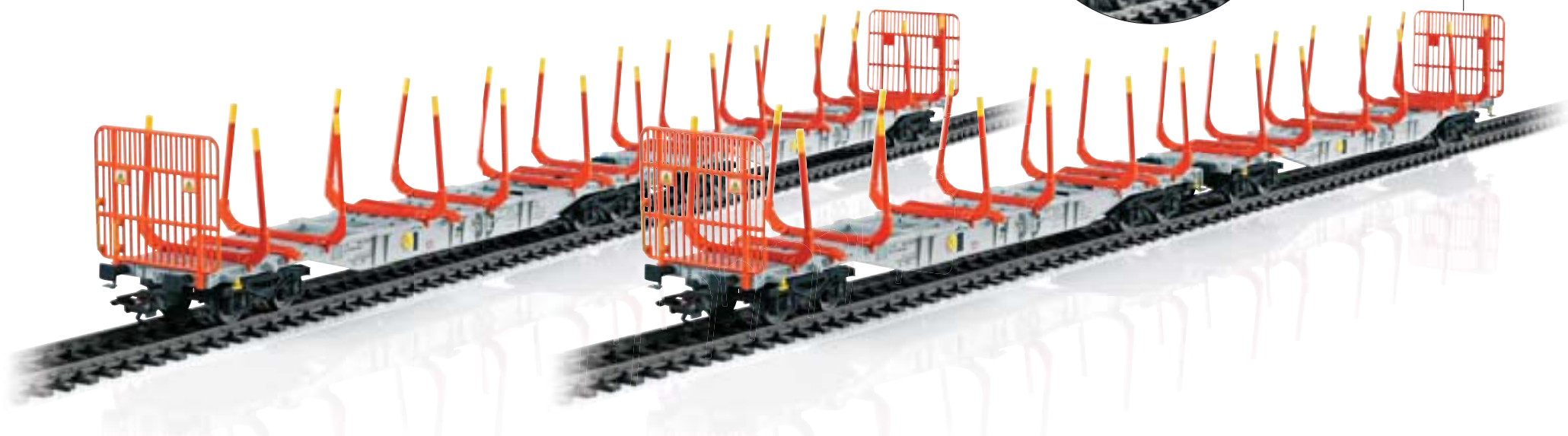
One-time series.

At a Glance:

- ExTe stakes, support beams, and end wall grills are new, especially for wood transport.



End wall grills that can be mounted on the car included.



Sweden

37943 Heavy Diesel Locomotive.

Prototype: Class T44 heavy diesel locomotive, privately owned locomotive painted and lettered for Swedish line Green Cargo. The locomotive looks as it did about 2006.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The 4-light headlights and a red marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Additional light functions can be controlled digitally. The headlights are maintenance-free, warm white LEDs. The locomotive has a representation

of the engineer's cab interior. It also has separately applied metal grab irons. Length over the buffers 17.7 cm / 6-15/16".

One-time series.

At a Glance:

- **mfx decoder with diesel locomotive sounds.**
- **Different light functions that can be controlled digitally.**
- **All axles powered.**
- **New handrails on the sides and ends.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Light Function 1	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Light Function 2	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Warning Sound		•	•	•
Switching maneuver		•	•	•
Rail Joints		•	•	•



New railing on the walkway

Original Size



2×46565

37943



46565 Petroleum Oil Tank Cars.

Prototype: Three privately owned cars painted and lettered for the firm Ermewa SA, Green Cargo, Sweden. Funnel-flow tank car. The car looks as it did around 2012.

Model: The cars have detailed, partially open frames. The platforms and walkways are separately applied. The cars have a ladder at the end. They also have type Y 25 trucks. All of the cars are individually packaged and there is also a master package. Length over the buffers per car 18.0 cm / 7-1/8". DC wheel set per car 4 x 70 0580.

One-time series.



Poland

39861 Electric Locomotive.

Prototype: Class 189 fast general-purpose locomotive for the firm CTL Logistics. Multi-system locomotive with 4 pantographs. The locomotive looks as it did in Era VI.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The cabs have interior details. The locomotive has separately applied metal grab irons. Length over the buffers 22.5 cm / 8-7/8".

A car set to go with this locomotive can be found in the Märklin H0 assortment under item number 47176.

One-time series.

At a Glance:
 ➤ **mfx+ digital decoder included.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Long distance headlights	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
High Pitch Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
Low Pitch Horn		•	•	•
Headlight(s): Cab1 End		•	•	•
Compressor			•	•
Letting off Air			•	•
Station Announcements			•	•
Conductor's Whistle			•	•



Original Size

47176

39861



47176 High-Side Gondola Set.

Prototype: 5 CTL type Eaos high-side gondolas with a coal insert, registered in Poland. The cars look as they did in 2011.

Model: All of the cars are loaded with real scale-sized coal. All of the cars have different car numbers. All of the cars are individually packaged. Length over the buffers per Eaos car 16.1 cm / 6-3/8". DC wheel set per car 4 x 700580.

An electric locomotive to go with these cars can be found in the Märklin H0 assortment under item number 39861.

One-time series.



39862 Electric Locomotive.

Prototype: „Linked by Rail“ road number 189 213 multi-system locomotive for ERS Railways. Builder designation ES 64 F4. B-B wheel arrangement, built starting in 2002.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The cabs have interior details. The locomotive has separately applied metal grab irons. A certificate of authenticity and specially designed packaging are included Length over the buffers 22.5 cm / 8-7/8“.

In cooperation with Loc & More (<http://www.locandmore.eu>).

One-time series.



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Long distance headlights	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
High Pitch Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
Low Pitch Horn		•	•	•
Headlight(s): Cab1 End		•	•	•
Compressor			•	•
Letting off Air			•	•
Station Announcements			•	•
Conductor's Whistle			•	•



Loc&More GmbH

LINKED BY RAIL

Front

Rear



ERS Railways®

Loc & More *Art of Rail*
www.locandmore.eu

märklin

Controlling the Giant

37996 Steam Locomotive with a Tender.

Who has not sometime wanted to drive the largest steam locomotive ever built on his own, the „Big Boy“ from Union Pacific Railroad (UP)? No problem with the new H0 model from Märklin. The built-in mfx+ decoder in the World of Operation mode brings back the operational feel of this giant to your model railroad. There are also 15 different digital functions from the cab radio to the squealing brakes to go with it.

Prototype: Union Pacific Railroad (UP) class 4000 „Big Boy“ heavy freight locomotive. Version with the road number 4020. The locomotive looks as it did around 1950.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 8 axles powered. Traction tires. The locomotive has an articulated frame enabling it to negotiate sharp curves. It also has Boxpok driving wheels. The middle driving axles are spring-loaded. The headlight, backup light on the tender, and the number board lights are maintenance-free, warm white LEDs. 2 smoke generators (7226) can be installed in the locomotive; the contacts for them are on constantly. The headlight, backup light on the tender, and the number board lights will work in conventional operation and can be controlled digitally. The cab lighting can be controlled in digital operation. There is a powerful speaker in the tender and the volume can be adjusted. Coupler hooks can be inserted in the pilot on the front of the locomotive. There is a close coupling between the locomotive and tender. Steam lines are mounted to swing out and back with the cylinders. The locomotive has separately applied metal grab irons. There are many separately applied details. Figures of a locomotive engineer and fireman for the engineer's cab are included. Length over the couplers 46.5 cm / 18-5/16". The locomotive comes in a wooden case.

Car sets to go with this locomotive can be found in the Märklin H0 assortment under item numbers 45659 and 45660.

This model can be found in a DC version in the Trix H0 assortment under item number 22063. The image of this model is a retouched digital image. Notes for operating this locomotive: The locomotive can be used on curved track with a radius of 360 mm / 14-3/16" or more, however we recommend larger radii. Due to the overhang of the long boiler, signals, catenary masts, bridge railings, tunnel portals, etc. must be installed for sufficient clearance on curves. The track must be well mounted due to the heavy weight of the locomotive. The locomotive can only be run through a turntable or transfer table.

Products bearing „Union Pacific“ are made under trademark license from the Union Pacific Railroad Company.

One-time series.

At a Glance:

- **Coolers of the second production run in front of the smoke box.**
- **Changes to the headlight.**
- **mfx+ digital decoder included.**

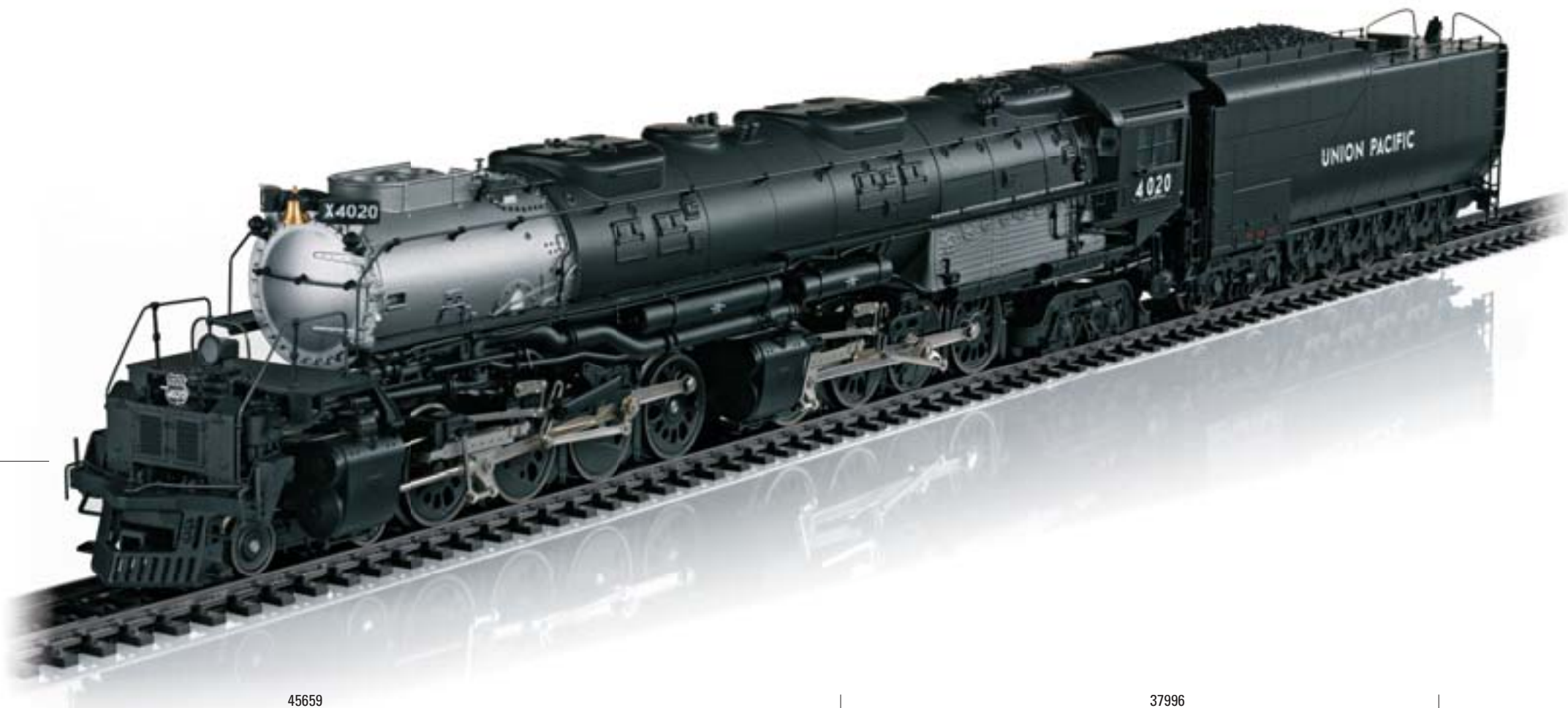


Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator contact	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Engineer's cab lighting		•	•	•
Bell		•	•	•
Warning Sound		•	•	•
Sound of squealing brakes off		•	•	•
Air Pump			•	•
Injectors			•	•
Auxiliary Blower			•	•
Sound of Couplers Engaging			•	•
Rail Joints			•	•
Operating Sounds 2			•	•
Cab Radio			•	•



New headlight and block cooler





45659

37996







45659 American Freight Car Set.



Prototype: 5 different American freight cars. 3 Pacific Fruit Express (PFE) type R-40-14 refrigerator cars and 2 Union Pacific RR (UP) type A-50-19 double-door boxcars.

Model: The cars have detailed trucks with special wheel sets. The roof walks, ladders, brake rigging, and other details are separately applied. The cars have different lettering. The sliding doors on the boxcars can be opened. The couplers can be replaced by other makes of couplers. All of the cars are individually packaged. Car set length over the couplers approximately 78 cm / 30-11/16". DC wheel set per car 4 x 320552 (NEM), 4 x 320389 (RP25).

Products bearing Chicago and North Western Railway are made under trademark license from the Union Pacific Railroad Company.

One-time series.

At a Glance:

- **A PFE refrigerator car in an aluminum paint scheme for the first time.**
- **Sliding doors on the boxcars that can be opened.**
- **All of the cars individually packaged.**



45660 American Freight Car Set.

Prototype: 5 different Union Pacific freight cars. 3 type R-40-14 stock cars and 2 type A-50-19 double-door boxcars.

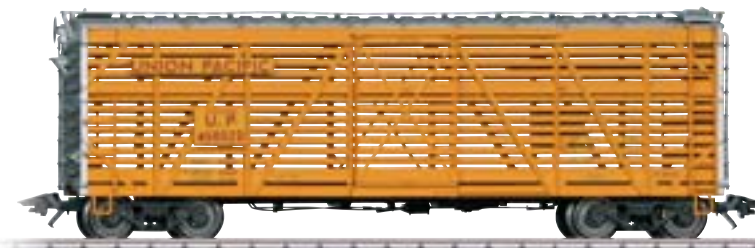
Model: The sliding doors on the boxcars can be opened. The cars have detailed trucks with special wheel sets. The roof walks, ladders, brake rigging, and other details are separately applied. The cars have different lettering. The couplers can be replaced by other makes of couplers. All of the cars are individually packaged. Car set length over the couplers approximately 78 cm / 30-11/16". DC wheel set per car 4 x 320552 (NEM), 4 x 320389 (RP25).

Products bearing Chicago and North Western Railway are made under trademark license from the Union Pacific Railroad Company.

One-time series.

At a Glance:

- Sliding doors on the boxcars that can be opened.
- All of the cars individually packaged.



45706 3 Caboosees.



Prototype: Three different cabooses for three American railroads. One Union Pacific Railroad (U.P.) type CA-3 caboose with a center cupola. One New York Central (NYC) type 19000 caboose with board walls. One Pennsylvania Railroad (PRR) type N5C caboose with a streamlined cupola.

Model: The cars have detailed trucks with special wheel sets. The roof walks, ladders, brake rigging, end handrails, grab irons, and other details are separately applied. The couplers can be replaced by other makes of couplers. Car length over the couplers 14.2 cm / 5-5/8" (U.P.), 14.5 cm / 5-11/16" (NYC), and 11.7 cm / 4-5/8" (PRR). DC wheel sets per car 4 x 320552 (NEM), 4 x 320389 (RP 25).

Products bearing „Union Pacific“ are made under trademark license from the Union Pacific Railroad Company.

One-time series.

Original Size



03081 „Getting Started in Märklin Digital“ Book.

This book is an extensive description of the Märklin Digital system. The necessary components are presented systematically. Important points are simple setup and easy control of a layout with this multi-train control system. Approximately 200 pages. German text only.

**73141 LED Lighting Kit.**

This lighting kit can be used with the 43581-43586 cars. It consists of a pickup shoe and current-conducting close coupler.



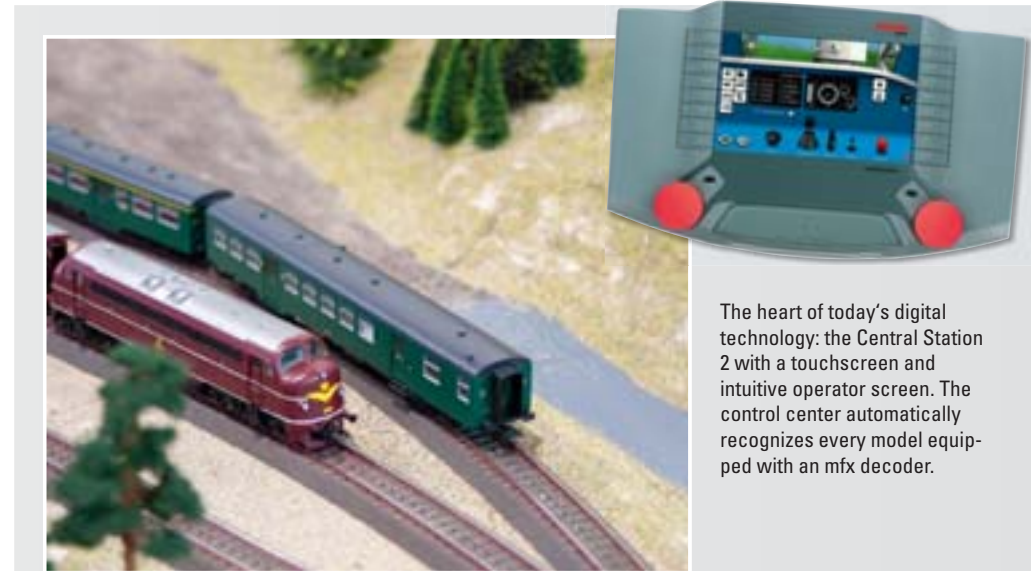
30 Years of Digital

No other development has changed model railroading as much as digital technology. Gone are the days when it took an awful lot of time and trouble to control entire layouts and train operations. Märklin was and still is the pioneer of digital technology. Even today the 6020 Control Unit and its successor the 6021 Control Unit are still legendary.

With the introduction of the Central Station and new, even more powerful decoders (mfx, mfx+), there is an extensive world of play and adventure at your disposal which brings the fascination of railroading prototypically to every layout and into any room of your residence. In World of Operation, coal and water can even be added virtually to steam locomotives and entire operations can be simulated.

With all of the technical innovations: Operating enjoyment is always the most important feature for Märklin. Today, the very first digital locomotives can still be operated with the very latest Central Station. For Märklin, the linking of tradition and progress is simultaneously both stimulus and goal.

The Märklin apps turn your Smartphone or tablet into a full-fledged control unit for your model railroad. Available from:



The heart of today's digital technology: the Central Station 2 with a touchscreen and intuitive operator screen. The control center automatically recognizes every model equipped with an mfx decoder.

The Entire System

Uncomplicated: With the Märklin digital system, all components are perfectly matched with each other. Almost all models have a digital decoder. Put the locomotive on the track and you are ready to go.

1984

World premiere: With the Central Unit (6020) Märklin introduces the first digital control system for model railroads: It recognizes up to 80 different locomotive addresses and controls up to 256 turnouts or signals.



1993

Expansion (6021): Locomotives can now control up to five different functions individually, the direction indicator on the controller simplifies operation. The controller can also be used with 1 Gauge for the first time.

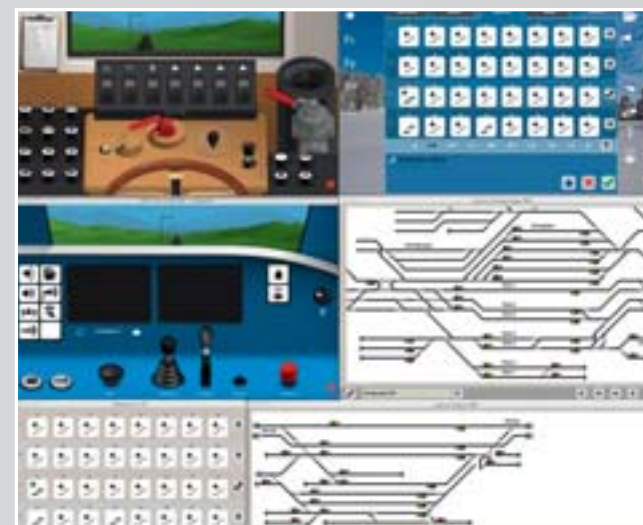


Update: Starting in the fall, a PC version of the Central Station will be available.



Multifaceted Controls

Whether by touch with the Central or Mobile Station, modern and wireless using a smartphone or a tablet PC, model railroaders can now choose among them depending on their operating needs.



Operating Adventure and Simulation Possibilities

To be an engineer just once: With the new mfx+ system, every model railroader can fill the tender with water and coal and the locomotive with sand. The operating adventure can hardly get better.

2004

With the Central Station 1, Mobile Station, and the new mfx decoder, Märklin advanced into a new dimension. Up to 16 functions and 128 speed levels could now be set for each locomotive.

2008

Touchscreen, color display, individually programmable routes, simple update possibilities: The Central Station 2 made digital locomotive and train operation even easier and more fascinating.

2014

With the mfx+ decoder and the integration of mobile units such as Smartphones and tablet PCs, an entire operating world and world of adventure becomes available to model railroaders.

Eurofima

Eurofima Passenger Cars

In the mid-Seventies six European railroads (DB, FS, ÖBB, SNCB, SBB, and SNCF) purchased 500 units of a new air-conditioned European standard passenger car with a high level of comfort. These so-called Eurofima cars were intended for international passenger service and were built with standard technical parameters. The name „Eurofima“ came from the short designation for „Europäischen Gesellschaft zur Finanzierung von Eisenbahnmateriale“ / „European Company for Financing of Railroad Material“, which functioned as the contracting party and financier for the first standardized series of cars. Special features of these standard units were ribbed roofs, continuous „skirting“ as well as in most cases newly developed trucks from Fiat „H“ frames from the Fiat type Y 0270 S. The car bodies

as self-supporting steel construction measured the usual 26.4 meters / 86 feet 7-15/16“ over the buffers. Inside the cars featured a generously laid out design with only nine compartments in 1st class and eleven compartments in 2nd class. All of the windows gold-flecked compound glass and the air conditioning for all of the cars worked on the two-channel system. The entry doors were constructed as Bode-Wegmann design swinging sliding doors. The 500 Eurofima cars were distributed among the individual railroads as follows: DB 100 cars, 1st class, FS 30 cars, 1st class, and 70 cars, 2nd class, ÖBB 25 cars, 1st class, and 75 cars, 2nd class, SNCB 20 cars, 1st class, and 60 cars, 2nd class, SBB 20 cars, 1st class, and the SNCF 100 cars, 1st class. Originally, all of the cars were to be a uniform orange color with a white decorative stripe.

The DB departed from this with the classic TEE paint scheme, and the SNCF with the new Corail paint scheme. After their delivery, the „Eurofimas“ quickly gained fame and honor with the international daytime express trains. The FS cars reached Brussels with the express train „Vauban“. The ÖBB used them in corridor trains via Rosenheim as well as in the „Transalpin“ to Basel, and the SNCB cars went to Cologne and Paris.

43340 Eurofima Passenger Car. – Page 126



43610 Eurofima Slumber Coach. – Page 127



42730 Eurofima Passenger Car. – Page 136



42740 Eurofima Passenger Car. – Page 137



43280 Eurofima Passenger Car. – Page 144



42910 Eurofima Passenger Car. – Page 146



42920 Eurofima Passenger Car. – Page 147



43510 Eurofima Passenger Car. – Page 156



43520 Eurofima Passenger Car. – Page 157



37220 Heavy Electric Freight Locomotive. – Page 94



37775 Express Diesel Powered Rail Car. – Page 92



39649 Tank Locomotive. – Page 96



36429 Diesel Locomotive. – Page 36



46911 Freight Car Set. – Page 95



25 Years of Reunification

After the reunification the two German state railroads, the German Federal Railroad (DB) in the West and the German State Railroad (DR) in the East, found themselves in an economically difficult state. The DB's mountain of debt had grown to 34 billion Deutschmarks since 1949, while the DR had to struggle chiefly with its dilapidated network. At the same time, the politics of the country required a stronger role for the railroad in passenger and freight transport. In 1990 however the DB as well as the DR was neither economically nor organizationally in the position to take on this role. Therefore, on January 1, 1994 both railroads were united as the German Railroad, Inc. within the framework of the railroad reform. It was changed to a business firm, and in the following years, several structural changes were carried out on the DB AG.

Another component part of the railroad reform was the so-called regionalization on January 1, 1996, which transferred responsibility for the commuter and regional passenger service to the German federal states. A lively competition arose from this, since now invitations to bid were permitted and the result was that many private competitors also got onboard. Commuter and regional passenger service has become clearly „more colorful“ in the meantime due to the number of operators. The creation of an open railroad service market was the third component part of the railroad reform in which other railroad service firms (EVU) can also offer transportation services in addition to the DB AG. This resulted in the quick formation of private EVUs chiefly in freight service, which are currently enriching the monotone „Traffic Red“ of the DB AG with their many differently painted locomotives. The most visible thing for the public after the reunification was the closing of gaps in the rail network after the fall of the wall, the service projects German Unity, the uniting of the work environments in the East and West, the continuation of the high speed service into the new German federal states, and the consistent modernization of the railroad infrastructure there. Railroad fans in the West and East could delight in many „new“ locomotives and cars after reunification: The locomotives of the DR classes 143, 155, and 232 thus soon became at home in large numbers in the West, while former DB locomotives and powered rail cars spread into the new German federal states.





Are you a person with subtlety and a fine touch? A connoisseur, who knows how to appreciate exclusive fine mechanical devices? Then you will be thrilled with Z Gauge, also known as „Mini-Club“. With a scale of 1:220, it is the smallest mass-produced model trains in the world and it always finds a little bit of space everywhere.

Here are this year's highlights among the precious collector pieces:

The class 236 switch engine and freight locomotive is a special technical treat. This Insider model in a black/red Era IV paint scheme is exclusively for club members and comes in twos: as a double diesel locomotive, permanently coupled by means of a coupling drawbar. There the nickname: „The Tiny Twins“. This model is finely constructed of metal and has a new powerful motor in each of these short black engines, used for the first time in Z.

„Looks pretty nice“, Kaiser Wilhelm II is supposed to have said, when he once got off the train in the Hamburg Station. Demanding model railroaders will surely find this highly detailed reproduction of it more than „nice“, the laser-cut building kit of the Dammtor Station that fits together precisely. Building this kit will take around 50 hours. After that, you can be really proud – of a prestigious construction with four through tracks, of a completely symmetrical, bi-level Art Nouveau hall.

Anniversaries should be celebrated, and we took „25 Years of the Lufthansa Airport Express Frankfurt – Stuttgart“ as the occasion for a new shining light on rails: the „Lufthansa Airport Express“ train set. For the first time these small cars are jetting down the rails with a reproduction of the interiors and with interior lighting. In real life, this former showcase object of integrated transportation has not existed any more since 1993.

Big prototype, small collector model: The historic double powered rail car road number SVT 137 225 a/b of the DB AG, the former German State Railroad (DR) class SVT 137 express powered rail car, started its career in May of 1933 as the „Flying Hamburg“ and revolutionized the rapid connection from Berlin to numerous cities. After World War II, it functioned in another paint scheme as a salon powered rail car train for bigwigs of the GDR Ministry of Transportation. Today it can be admired on the museum track at the Leipzig Main Station.

Colorful Travelling

88542 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 103.1 electric locomotive One-time series for the MHI. in the characteristic „Touristik“ train paint scheme of 1996.

Model: The locomotive is finely and extensively painted and lettered. It has a powerful 5-pole motor. The headlights change over with the direction of travel and are warm white LEDs. Both trucks are powered. The selector for working catenary operation is mounted out of sight. Length over the buffers 88 mm / 3-1/2“.

The 87300 car set can be added to the 88542 locomotive to make a prototypical train.



© Oliver Saenger

87300 DB AG „Touristikzug“ Passenger Car Set.

Prototype: Era V passenger car set in the striking „Touristikzug“ paint scheme, consisting of 2 each type Bvmkz 856 passenger cars, 2nd class, 2 each type Bpmz 857 passenger cars, 2nd class, and 1 type WRkmz 858.1 dining car.

Model: The 5-part car set consists of 2 each 2nd class cars and a dining car with a single-arm pantograph as new tooling. All of the cars are finely and extensively painted and lettered. They have black nickel-plated metal wheel sets. All of the cars have close coupler hooks. Total length over the buffers approximately 605 mm / 23-13/16".

The 88542 locomotive is the perfect add-on for the 87300 car set.

The 87300 car set is being produced in a one-time series for the Märklin Dealer Initiative.



© Oliver Saenger

One-time Series for the Anniversary

88676 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 101 express locomotive. One-time series. With advertising on the sides for the anniversary „25 Jahre Märklin Händler Initiative“ / „25 Years of the Märklin Dealer Initiative“. The locomotive looks as it did in 2015.

Model: Both trucks are powered. Warm white and red LEDs are used for the lighting that changes over with the direction of travel. The locomotive is finely and extensively painted and lettered. Length over the buffers 86 mm / 3-3/8“.



88770 Double Diesel Locomotive.



Prototype: German Federal Railroad (DB) class 236 double diesel locomotive in the Era IV black/red paint scheme.

Model: The model is completely new tooling. The frames and bodies are constructed mostly of metal. Both locomotives are powered. All axles are powered. The model has a new exclusive powerful motor. Both locomotives are permanently coupled to each other by means of a coupling drawbar. Triple headlights change over with the direction of travel. Maintenance-free warm white LEDs are used for the lighting. The model has a high level of detailing and is finely and extensively painted and lettered. Length over the buffers approximately 83 mm / 3-1/4".

The 88770 diesel locomotive is being produced in a one-time series exclusively for Insider members.

At a Glance:

- Completely new tooling.
- Both locomotives are powered.
- Warm white LEDs for headlights.
- Frames and bodies constructed of metal.



Fig.: Era III version

© C. Asmus



Original Size



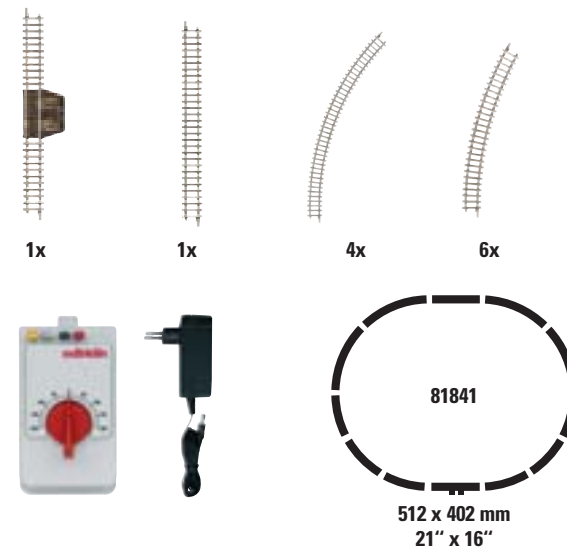
Perfect for the holidays ...

81841 Christmas Starter Set. 230 Volts. Freight Train with an Oval of Track and the Right Power Pack.



Prototype: 1 class 24 steam locomotive, 1 high-side gondola, 1 refrigerator car, 1 passenger car.

Model: The locomotive is constructed of metal. The locomotive and the tender are decorated for Christmas. It has a 5-pole motor, and all of the driving axles are powered. All 3 cars are also decorated for Christmas. Also included are 3 each decorated Christmas trees and kits for „Christmas Stands“, „Santa Claus“, and „Skating Rink“, which can be assembled to make a small winter Christmas market. The stands can also be transported on the high-side gondola. Also included in this set: 2 each straight track, 10 each curved track, a railer, and a 230 volt / 12 VA switched mode power pack with a suitable train controller. A track plan brochure is also included. Train length approximately 250 mm / 9-7/8". Track length approximately 510 mm / 20-1/16". This set can be expanded with the 82720 set, with the 8190 or 8191, 8192, 8193, and 8194 SET track sets, or it can be expanded with your own designs.



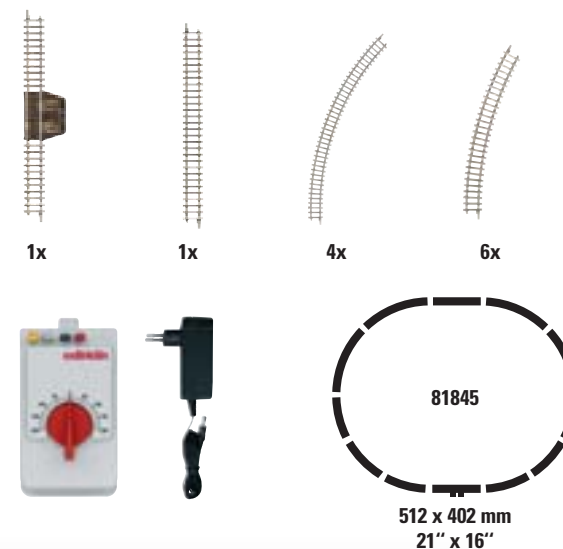


81845 Christmas Starter Set. 230 Volts. Freight Train with an Oval of Track and the Right Power Pack.

81846 Christmas Starter Set. 120 Volts. Freight Train with an Oval of Track and the Right Power Pack.

Prototype: 1 steam locomotive, 1 boxcar, 1 gondola, 1 passenger car.

Model: The locomotive is constructed of metal. The locomotive and the tender are decorated for Christmas. It has a 5-pole motor, and all of the driving axles are powered. All 3 cars are also decorated for Christmas. Also included are 3 each decorated Christmas trees and kits for „Christmas Stands“, „Santa Claus“, and „Skating Rink“, which can be assembled to make a small winter Christmas market. The stands can also be transported on the high-side gondola. Also included in this set: 2 each straight track, 10 each curved track, a reailer, and a 230 volt / 12 VA switched mode power pack with a suitable train controller. A track plan brochure is also included. Train length approximately 300 mm / 11-13/16". Track length approximately 510 mm / 20-1/16". This set can be expanded with the 82720 set, with the 8190 or 8191, 8192, 8193, and 8194 SET track sets, or it can be expanded with your own designs.



Maid of all work

88741 Steam Tank Locomotive.



Prototype: German State Railroad Company (DRG) class 64 steam locomotive as it looked in Era II.

Model: The locomotive is completely new tooling and is finely detailed. The locomotive body and frame are constructed of metal. There is a reproduction of the brake rigging, rail clearance devices, etc. on the underside of the locomotive. The locomotive has finely detailed valve gear and side rods. It also has larger buffer plates. The dual headlights change over with the direction of travel. Warm white LEDs are used for the headlights. The locomotive has a 5-pole motor. All 3 coupled axles are powered. The

wheels are black nickel-plated. Length over the buffers approximately 57 mm / 2-1/4".

At a Glance:

- **Metal locomotive frame and body.**
- **Finely detailed side rods / valve gear.**
- **Reproduction of the braking rigging and rail clearance devices.**
- **5-pole motor.**
- **Warm white LEDs for the headlights.**

Original Size



87508 Passenger Car Set with a Non-Revenue Car.



Prototype: German State Railroad Company (DRG) passenger car set with a non-revenue car, all painted and lettered for Era II. 1 type Ci corridor car, 3rd class, 1 type BCi, corridor car, 2nd/3rd class. 1 type Pwi-30 standard design baggage car, and 1 non-revenue tank car.

Model: The 2 passenger cars, 1 baggage car, and 1 non-revenue tank car are finely painted and lettered. All of the cars have different car numbers. The models are not available separately. Total length 229 mm / 9".

The gas tank car was used to bring lamp gas for car lighting to railroad operations centers (railroad car maintenance facilities, response locations) that had no other way to obtain the gas.

87508 is the perfect add-on for the 88741 steam locomotive.

Original Size



87508

88741



88842 Heavy Freight Locomotive with a Tender with a Brakeman's Cab.



Can a classic be made even better? Yes. Never before has there been valve gear so detailed and so fine. Also among the finest: details such as rail clearance devices, brake imitations, and sand pipes. Era III – the heyday of the German Federal Railroad. It is coming back with the class 50 steam freight locomotive.

At a Glance:

- Complete working valve gear.
- Brake imitations and sand pipes.
- Enlarged buffer plates.
- Triple headlights.
- Witte smoke deflectors.

Prototype: German Federal Railroad (DB) class 50 in Era III.

Model: This model has been reworked in many points. It has fine complete detailed valve gear. It now has rail clearance devices, imitation brakes, and sand pipes. The locomotive has enlarged buffer plates. It also has a 5-pole Mini-Club motor. All of the driving axles are powered. The locomotive has Witte smoke deflectors and triple headlights with warm white LEDs. The pilot truck has spoked wheels. The center driving wheels have a large counterweight. Length over the buffers 109 mm / 4-5/16".



On the High Seas

86581 Freight Car Set. Consisting of 3 Different Cars.



Prototype: 3 different freight cars for the theme „Ship’s Equipment“. 1 each type Xt 05 low side car with a brakeman’s platform, 1 each type Xt 05 low side car with a brakeman’s cab, 1 each type G 10 boxcar lettered „Heiermann“. All of the cars used on the German Federal Railroad (DB).

Model: 1 low side car is loaded with a ship’s anchor, and 1 low side car is loaded with naval rope. All of the cars are individually lettered. Total length 120 mm / 4-3/4“.

86582 can be added to 86581.

Original Size



86582 Freight Car Set. Consisting of 3 Different Cars.



Prototype: 3 different freight cars for the theme „Ship’s Equipment“. 1 each type GI 11 LCL boxcar without a brakeman’s cab, 1 each type SSym 46 6-axle heavy-duty flat car, 1 each type G 10 insulated boxcar lettered „Hackerbräu“. All of the cars used on the German Federal Railroad (DB).

Model: The heavy-duty flat car is loaded with a ship’s propeller in a load frame. All of the cars are extensively and finely imprinted and individually lettered. Total length 156 mm / 6-1/8“.

86581 can be added to 86582.



Original Size



89792 Architectural Building Kit Set.

Prototype: Hamburg Dammtor Station.

Model: Highly detailed building kit of a large metropolitan station with four through tracks. This laser-cut kit fits together exactly and has a scale length of 530 mm / 20-7/8". This is a very challenging kit, and the required time to build it is about 50 hours. Detailed building instructions are included. This station can be used for any era. Area dimensions approximately 530 x 210 mm / 20-7/8" x 8-1/4". The rails for the tracks sit approximately 30 mm / 1-3/16" above the baseboard for the building. The station train shed has skylights to let in light and it spans four elevated tracks. The total platform width is approximately 140 mm / 5-1/2". The tracks can be extended outside the train shed with the 89793 kit to correspond to the prototype up to the Lombard Bridge. Dimensions approximately L 530 x W 210 mm H 125 mm / L 20-7/8" x W 8-1/4" x H 4-15/16".

The 89793 kit can be used to extend the station like the prototype to the Lombard Bridge.

At a Glance:

- **Scale length highly detailed prototypical kit.**



I - V  15+

89793 Architectural Building Kit Set.

Prototype: Hamburg Dammtor Station arcades and bridges.

Model: This laser-cut kit is for the Dammtor Bridge and the Dammtor arcades for four tracks. This kit goes with the 89792 Hamburg Dammtor Station. All 4 right-of-way bridges are included in this kit. The Dammtor Bridge was in use until 2012 and was then replaced by a concrete bridge. The length of a right-of-way bridge is approximately 171 mm / 6-3/4". This kit set also includes 8 Dammtor arcades and 2 workshop arcades each for four tracks. These laser-cut kits fit together exactly and are scale length at 852 mm / 33-1/2". The dimension of each arcade is 300 mm / 11-13/16". The total length is shortened by approximately 300 mm / 11-13/16" if the arcades are used on both sides of the right-of-way. In the prototype the arcades are only on one side. An embankment is on the other side. The right-of-way is included as a sturdy sub-base. An additional

„workshop arcade“ is included to swap with other arcades and provide greater flexibility. The height of the track layout level above the baseplate is approximately 30 mm / 1-3/16", just like the 89792 kit. Dimensions L 852 mm / 33-1/2" x W 152 mm / 6". Detailed building instructions are included with this kit.

This kit goes with the 89792 kit for the Dammtor Station.

At a Glance:

- **Highly detailed prototypical kit.**



I - V  15+

Changed of Direction

88112 Electric Locomotive.



Prototype: German Federal Railroad (DB) class E 44.

Model: This model is an improved version compared to early models of this class. It has enlarged buffer plates. The catenary selector switch is located inside the locomotive. The triple headlights change over with the direction of travel and are warm white LEDs. Both trucks are powered. Length over the buffers 68 mm / 2-11/16".



Detailed roof equipment



88421 Electric Locomotive.



Prototype: German Federal Railroad (DB) class 111 general-purpose electric locomotive in an ocean blue / beige paint scheme.

Model: Both trucks are powered. The triple headlights change over with the direction of travel. Maintenance-free warm white LEDs are used for the lighting. Inside the locomotive is a screw switch for changing to catenary operation. The locomotive has a reproduction of the engine room. It also has rectangular buffers. Length over the buffers approximately 77 mm / 3".



New: rectangular buffers



81551 „Lufthansa Airport Express“ Train Set.



It is more than just visually marvelous: the Lufthansa Airport Express. It offers the finest of high tech in Z Gauge. For the first time the cars have LED interior lighting and the interior details are modelled. All of that in a scale of 1:220. It really does not get any finer or more exclusive.

Prototype: 1 German Federal Railroad (DB) class 111 electric locomotive. 3 type Avmz compartment cars, 1st class.

Model: The locomotive has a 5-pole motor. All of the axles are powered. The triple headlights change over with the direction of travel. Maintenance-free LEDs are used for the lighting. The engine room equipment is modelled. For the first time the cars have LED interior lighting and the interior details are modelled. The locomotive and cars are a special edition and are not available separately. Train length approximately 450 mm / 17-3/4".

One-time series.

At a Glance:

- Cars for the first time with LED interior lighting and modelled interior details.
- Maintenance-free LEDs for the locomotive and car lighting.

25 Years of the Lufthansa Airport Express Frankfurt – Stuttgart In May of 1990, flying at „elevation zero“ grew with the route Stuttgart – Frankfurt Airport. Since no more „redundant“ class 403 powered rail cars were available as eight years previously, a conventional solution had to be found with a locomotive and cars.

See more information about the Lufthansa Airport Express page 9.

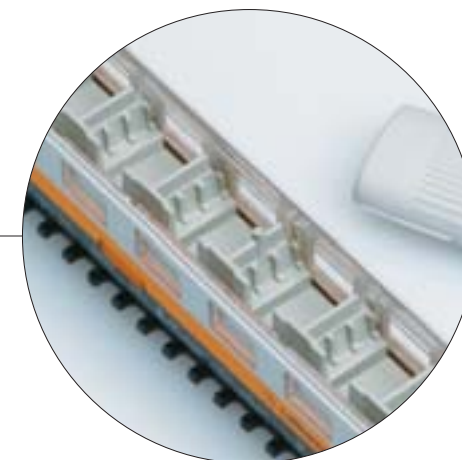


Lufthansa

Officially Licensed Product

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LED interior lighting



Modelled interior details



Original Size



A Must

88699 Diesel Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 212 lightweight general-purpose locomotive in the Ocean Blue / light ivory paint scheme.

Model: The locomotive has a 5-pole motor. All axles on both trucks are powered. Maintenance-free warm white and red LEDs are used for the lighting. Length over the buffers 60 mm / 2-3/8".

At a Glance:

- Fine detailing.
- Warm white / red headlights / marker lights.
- Extensive paint scheme and lettering.



Original Size



88261 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) Railion Deutschland class 151 heavy freight locomotive. Traffic Red version for Era VI.

Model: This is a model of the 6-axle class 151 freight locomotive. The engine room equipment is modelled, and the locomotive has rectangular buffers and single-arm pantographs. The locomotive is lettered for RAILION DB Logistics. The catenary selector switch is located inside the locomotive. Both trucks are powered. The triple headlights change over with the direction of travel and are warm white LEDs. The wheel flanges are dark nickel-plated. Length over the buffers 88 mm / 3-1/2".



Original Size



© T. Estler

81071 Track Maintenance Train Set.



The right-of-way must be kept maintained: The DB Track Maintenance Group track maintenance train even helps out in Z Gauge. This four-part train set brings life to any layout and offers many possibilities for operation. The stake cars are completely new tooling and are as finely detailed as the class 218. A genuine miniclub highlight.

Prototype: DBG (German Track Maintenance) or DB Track Maintenance Group track maintenance train consisting of a class 218 diesel locomotive and 3 type Res stake cars lettered for the firm On Rail GmbH.

Model: The locomotive has a 5-pole motor. All of the axles are powered. The triple headlights and red marker lights change over with the direction of travel. Maintenance-free warm white and red LEDs are used for the lighting. The car type is new tooling and has a load insert of track ballast. All of the cars have different car numbers and close coupler hooks at both ends. Total length over the buffers approximately 352 mm / 13-7/8".

At a Glance:

- Car type as new tooling.
- Finely detailed models.



Scale imprinting included



Small but B-B

88435 Electric Locomotive.

Prototype: RBH Logistics GmbH, Gladbeck, German class 143. The locomotive looks as it currently does in real life. B-B wheel arrangement.

Model: The locomotive has a 5-pole motor. Both trucks are powered. The headlights are maintenance-free LEDs. Length over the buffers 76 mm / 3".



Original Size





82530

88435



88873 Diesel Powered Rail Car.

Not just for collectors and the display case: the richly historic SVT 137 express powered rail car train with the road number 225. „Salon Car“ for important GDR bigwigs. This class revolutionized long distance service as the „Flying Hamburger“. Today the main attraction in the Leipzig Main Station (museum track). Prototypical with a Jacobs truck and interior lighting. Proudly long at 202 millimeters / 7-15/16“.

Prototype: German Railroad, Inc. (DB AG) Class SVT 137 express powered rail car. Former German State Railroad Company (DRG) „Hamburg“ design. Version as museum powered rail car 137 225.

Model: The model has been reworked. The powered rail car has a 5-pole motor. One truck has both axles powered. A Jacobs truck connects both units permanently with each other. Triple headlights with warm white LEDs change over with the direction of travel to red marker lights. The non-powered unit has interior lighting. Train length 202 mm / 7-15/16“.

One-time series.

DR SVT 137 225 „Hamburg Design“

The VT 877a/b introduced a revolution in express passenger service on the German State Railroad (DRG). As the „Flying Hamburger“, this 160 km/h / 100 mph fast diesel powered rail car covered the 287 km / 179 mile long line Berlin – Hamburg for the first time in schedule service on May 15, 1933 in only two hours and 18 minutes. This was a travel speed of 124.8 km/h / 78 mph. Building on the experiences with this powered rail car the DRG ordered 13 similar double powered rail cars as the „Hamburg“ design (SVT 137 149-152 and 224-232). A slightly altered end shape as well as the installation of a Scharfenberg coupler were the most visible differences from the first „Hamburger“. The car bodies for all of the units were an aerodynamic lightweight steel design with rib construction. Powerful Maybach diesel motors of 302 kilowatts / 405 horsepower along with main generators were located in both end trucks. The drive was done with DC axle-suspended motors in the center Jakobs truck. These diesel powered rail cars learned to fly starting in 1935 and the DRG revolutionized its schedule with a unique network of fast powered rail car routes. The unfortunately short-lived era of the famous „Flying Trains“ had begun. From

Berlin Cologne, Frankfurt/Main, Basle, Stuttgart, Munich, Breslau, and even Beuthen were now reached in addition to Hamburg. The express powered rail car service ended with the beginning of the war. After the end of the war, these attractive express powered rail cars were scattered to the four winds. Two „Hamburger“ trains found themselves after 1945 in the area of the later GDR. SVT 137 226 was no longer in operation and the DR converted SVT 137 225 into a salon powered rail car train by February 1951/52. It was thus available for use by important bigwigs in the GDR Transportation Ministry until October 1981. Designated as a museum unit, it began its second career in which it was allowed in the summer of 1985 with official GDR „Excursion Permission“ to take part in the anniversary exhibition „150 Years of Railroading in Germany“ in Nürnberg. After the reunification of Germany, SVT 137 225 was given one more overhaul and was restored to its original elegant beige/violet paint scheme. It is no longer operational and can be admired on the museum track in the Leipzig Main Station.



Original Size

88563 „Crocodile“ Class Ce 6/8 III Electric Locomotive.



More fascination cannot be had: the Ce 6/8 III electric locomotive better known under its nickname „Crocodile“ still electrifies all railroad fans in the truest sense of the word. This new Miniclub edition of the classic comes with a new road number and for the first time with LED lighting with the Swiss headlight / marker light code. A super star – just 91 millimeters / 3-9/16“ long.

Prototype: Swiss Federal Railways (SBB CFF FFS) class Ce 6/8 III.

Model: The model has LED lighting with Swiss headlight / marker light code changeover for the first time. The catenary selector screw is mounted inside the locomotive. The locomotive has a new road number. It is finely painted and lettered. The locomotive has a 5-pole motor. Both trucks are powered. Length over the buffers 91 mm / 3-9/16“.

Original Size



88331 Class Am 4/4 Diesel Hydraulic Locomotive.



Prototype: Swiss Federal Railways (SBB/CFF/FSS) class Am 4/4 heavy diesel hydraulic general-purpose locomotive in the Era V Fire Red paint scheme (former German Federal Railroad V 200).

Model: The locomotive body has separately applied noise mufflers. All of the axles are powered. The wheel tires are dark plated. The model has the Swiss headlight / marker light code that changes over with the direction of travel 3 x white, 1 red rear right, warm white / red LEDs. The buffer plates have warning stripes. Length over the buffers approximately 84 mm / 3-5/16“.

The 88311 model is being produced in 2015 in a one-time series.

From Germany to the SBB -

The class 200 (later the class 220) heavy diesel locomotives purchased in the Fifties by the German Federal Railroad were taken out of service toward the end of the Eighties and some of them were sold. On the one hand, the increasing electrification of the DB's route network had decreased the need for diesel locomotives, and on the other hand, the maintenance costs were too high by today's standards for this first large German diesel locomotive with its two separate propulsion systems. Many of these units were therefore sold to private German railroads and abroad. The SBB also acquired 7 of these large diesel locomotives from the DB and starting in 1987/88 designated them as the class Am 4/4 in its motive power pool. These locomotives were needed in Switzerland

to transport material for extensive rebuilding of main lines. Since there is no working catenary present for such construction work, the SBB was looking for powerful diesel locomotives, which were unavailable in Switzerland in sufficient quantities. Since these locomotives were also used at night for this track work, the former DB flagship locomotives were completely overhauled and equipped with expensive sound insulation for the motors in order to minimize the noise for residents near the tracks. A few years later after their use in track construction, the Am 4/4 locomotives went back to Germany to railroad material suppliers.

Original Size



Belgium

88954 Steam Tank Locomotive.



Prototype: SNCB class 96 steam locomotive (former Prussian T12 and DB class 74).

Model: This is the Belgian State Railroad (SNCB) class 96 steam locomotive. The model has been largely redesigned and is finely detailed. The locomotive body and frame are constructed of metal. The locomotive has brake imitations, rail clearance devices, etc. modelled on its underbody. It has finely detailed valve gear. The locomotive has enlarged buffer plates. The front of the locomotive now has a plastic coupler hook. Warm white LEDs are used for the triple headlights. The locomotive has a 5-pole motor. All 3 driving axles are powered. The wheels are black nickel-plated.

Length over the buffers approximately 55 mm / 2-3/16".

At a Glance:

- Locomotive frame and body constructed of metal.
- Finely detailed valve gear.
- Brake rigging and rail clearance devices modelled.
- 5-pole motor.
- Warm white LEDs for headlights.
- Plastic coupler hooks at both ends of the locomotive.

Original Size



87506 Passenger Car Set.



Prototype: 5 different SNCB passenger cars painted and lettered for Era III. 1 baggage car, 3 compartment cars without brakeman's cabs, 1 compartment car with a brakeman's cab.

Model: The 5 different passenger cars are finely painted and lettered. All of the cars have different car numbers. The models are not available separately. Total length 285 mm / 11-1/4".

The 87506 car set forms the perfect add-on for the 88954 steam locomotive or for the 8801 steam locomotive offered in the past.

At a Glance:

- Car bodies revised for better appearance.

Original Size



88629 American E8A Diesel Electric Locomotive.

Prototype: General Motors EMD class E8A six-axle A unit painted and lettered for Pennsylvania Railroad.

Model: The locomotive is completely new tooling in cooperation with the firm AZL. It has a new powerful motor. 2 axles powered on each truck. Traction tires for high pulling power. Warm white LEDs are used for the headlights. The locomotive is finely detailed and has extensive, prototypical paintwork and lettering. It also has the Märklin system coupler front and rear. A pilot skirt is included to replace the coupler. Length approximately 96 mm / 3-3/4".



The finest of detailing, such as separately applied extremely fine grab irons

**89805 Architectural Building Kit Set for a „Small Railroad Maintenance Facility“.**

Prototype: 1 single-stall locomotive shed. 1 small water tower with 1 water stand pipe, 1 coaling crane with a coal bunker, narrow section of rail for coal carts and 3 carts, 2 KLV 4 foreman's gang cars.

Model: These are professional architectural models as kits with all of the building parts ready to assemble. The parts for the kit are laser-cut precisely from special architectural quality cardstock. The openings, cutouts, windows, doors, base, and exposed masonry are exactly positioned. The

superstructures for the foreman's gang cars are constructed of metal. These models can be rolled and have built-in window glass and suggested lamps. The wheel sets are of course insulated. The dimensions for the finished model of the locomotive shed are approximately 70 mm / 2-3/4" x 22 mm / 7/8" x 25 mm / 1" (L x W x H). The dimensions for the finished water tower are approximately 20 mm / 3/4" x 20 mm / 3/4" x 30 mm / 1-3/16", and the height of the water stand pipe is approximately 20 mm / 3/4". The dimensions for the finished coal bunker are 35 mm / 1-3/8"

x 15 mm / 5/8" x 32 mm / 1-1/4" and the dimensions for the finished coaling crane are: base 10 mm / 3/8" x 10 mm / 3/8" x 14 mm / 9/16", length of the crane boom 19 mm / 3/4", total height from the base to the crane top 35 mm / 1-3/8".

Foreman's gang car constructed of metal







The Royal Class: Märklin 1

Model or reality? The 1 Gauge products in the scale of 1:32 are unbelievably real. Take authentic materials, the finest of model building techniques, and the perfect finish under a magnifying glass, and delight in these new items:

Märklin is putting out a completely new piece of tooling in metal with the E 60 electric locomotive. This model is striking by virtue of its double-arm pantographs that can be raised and lowered in digital operation with a motor and the newly developed Telex coupler. Another impressive new piece of tooling is the class 41 steam locomotive with a postwar new boiler and operating sounds and steam exhaust synchronized with the wheels. Many rate it generally as the most beautiful steam locomotive ever. We are presenting an icon of passenger service with the class 38.10-40, the Prussian P8. It is a piece of art by itself with the completely new tooling for the tub-style tender constructed of metal and produced using die-cast zinc methods.

How would it be with two style icons of the Economic Miracle period? The Lanz Bulldog „Ackerluft“ is like the type Rmms 33 (Ulm) stake car a highlight for every model railroad layout and connects you twice with the high tech of the Fifties.

There is an interesting history behind the completely finely detailed new tooling for the DB type Leig Unit Gllh 12 of Era III. From the mid-Twenties on the DRG had to bring less-than-carload-lot service to the forefront due to the competition from trucks. The pioneering concept: dedicated trains and the sorting of the piece freight during the run. Much was improvised with the so-called „Lightweight Fast Freight Trains“ (Leig). By limiting the train length, stops could be made exactly at station platforms as a result and the transfer of freight could be accelerated accordingly.

Only selected premium partners („1 Gauge Key Dealers“) sell 1 Gauge. You can recognize them by this special logo. Also of course by the intensive, competent advice and good service, by large assortment, the right presentation, the variety of ways to assess the products as well as the demonstration of the product on a roller test stand approved by Märklin with steam and sound functions.

Brilliant Down to the Details

55751 Tank Locomotive.

Prototype: Grand Ducal Baden State Railroad (BadStB) class VIc steam tank locomotive. Later the class 75.4.

Model: The locomotive is completely new tooling with the frame and locomotive body with boiler constructed of die-cast zinc. Other separately applied parts are mostly made of metal. This is a highly detailed model with many separately applied details and a detailed engineer's cab. The locomotive has older design buffers, does not have a raised addition to the coal bunker, a prototypically long smoke stack, a reproduction of the smoke box door with a central locking mechanism, a water tank hatch that can be opened, a sand dome that can be opened, cab doors that can be opened, and much more. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound generator with operating sounds synchronized with the wheels as well as extensive sound functions. The locomotive can be operated with AC power, DC power, Märklin Digital, and DCC. 3 axles powered. The locomotive has a built-in smoke unit with smoke exhaust synchronized with the wheels, cylinder steam, and a steam whistle. The locomotive has dual headlights that change over with the direction of travel with a reproduction of the gas lamps for oil gas and a light color correct for the era. The headlights will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. Cab and firebox lighting are included. The locomotive has a prototype reproduction coupler on the front and a claw coupler on the rear. Both can be changed to the other type of coupler. An accessory package with a prototype reproduction coupler and a claw coupler, smoke fluid, and figures of an engineer and fireman is included with the locomotive. Minimum radius for operation is 1,020 mm / 40-1/8". Length over the buffers 39.7 cm / 15-5/8".

At a Glance:

- **Completely new tooling.**
- **Highly detailed full metal construction. Frame, superstructure, boiler, etc. constructed of die-cast zinc.**
- **Smoke generator with smoke exhaust synchronized with the wheels, cylinder steam, and steam whistle.**
- **Operating sounds synchronized with the wheels and controlled by the load.**
- **Smoke box door and dome cover can be opened and include many details from the real life locomotive.**
- **Warm white LEDs for the headlights in the light color correct for the era.**
- **Two-color firebox flickering.**
- **Engineer's cab lighting.**
- **mfx decoder for operation with AC power, DC power, Märklin Digital, and DCC.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Engineer's cab lighting		•	•	•
Sound of coal being shoveled		•	•	•
Whistle for switching maneuver		•	•	•
Sound of squealing brakes off			•	•
Letting off Steam			•	•
Air Pump			•	•
Water Pump			•	•
Injectors			•	•
Sanding			•	•



55602 Electric Locomotive.

Remarkable form, unusual task: the E 60 – on the few electric switch engines in German railroad history. Placed into service in 1927, they quickly acquired the nickname „Flat Iron“ due to their long and short hoods. Ideal for 1 Gauge fans, who love switching and station operations. Or for small layouts. Always a real eye-catcher.

Prototype: German State Railroad Company (DRG) class E 60. Switch engine with cab windows as they originally looked in real life, without switching platforms, double-contact strip pantograph, dual DRG design headlights, and a grayish blue basic paint scheme.

Model: The locomotive is completely new tooling. The frame and locomotive body are constructed of metal. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions. It can be operated with AC power, DC power, Märklin Digital, or DCC. All of the driving axles are powered by means of a centrally mounted powerful motor. The double-arm pantograph can be raised and lowered in digital operation by means of a motor. The white headlights and red marker lights are LEDs, will work in conventional operation, and can be controlled digitally. The cab has white LED lighting. The cab doors can be opened, there are interior details, and the cab has a figure of an engineer. The locomotive has metal grab irons and many other separately applied details: signs, antenna, windshield wipers, whistle, etc. The buffer beams have sprung buffers and separately applied brake lines. The locomotive has factory-installed claw couplers that can be replaced by 2 prototype couplers included with the model. The locomotive has built-in, completely newly developed remote-controlled Telex couplers front and rear. Minimum radius for operation 1,020 mm / 40-3/16“. Length over the buffers 35 cm / 13-3/4“.

One-time series.

At a Glance:

- **Completely new tooling constructed of metal.**
- **Double-arm pantograph that can be raised and lowered in digital operation by means of a motor.**
- **Newly developed remote-controlled Telex coupler front and rear.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Engineer's cab lighting	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
„Switcher Double „A““ Light“		•	•	•
Pantograph 1		•	•	•
Sanding			•	•
Pantograph Sounds			•	•
Sound of squealing brakes off			•	•
Rear Headlights off			•	•
Front Headlights off			•	•
Compressor		•	•	•
Letting off Air			•	•
Sound of Relays Clicking			•	•
Sound of Couplers Engaging			•	•



Design drawing

Freight Car

58246 Freight Car.

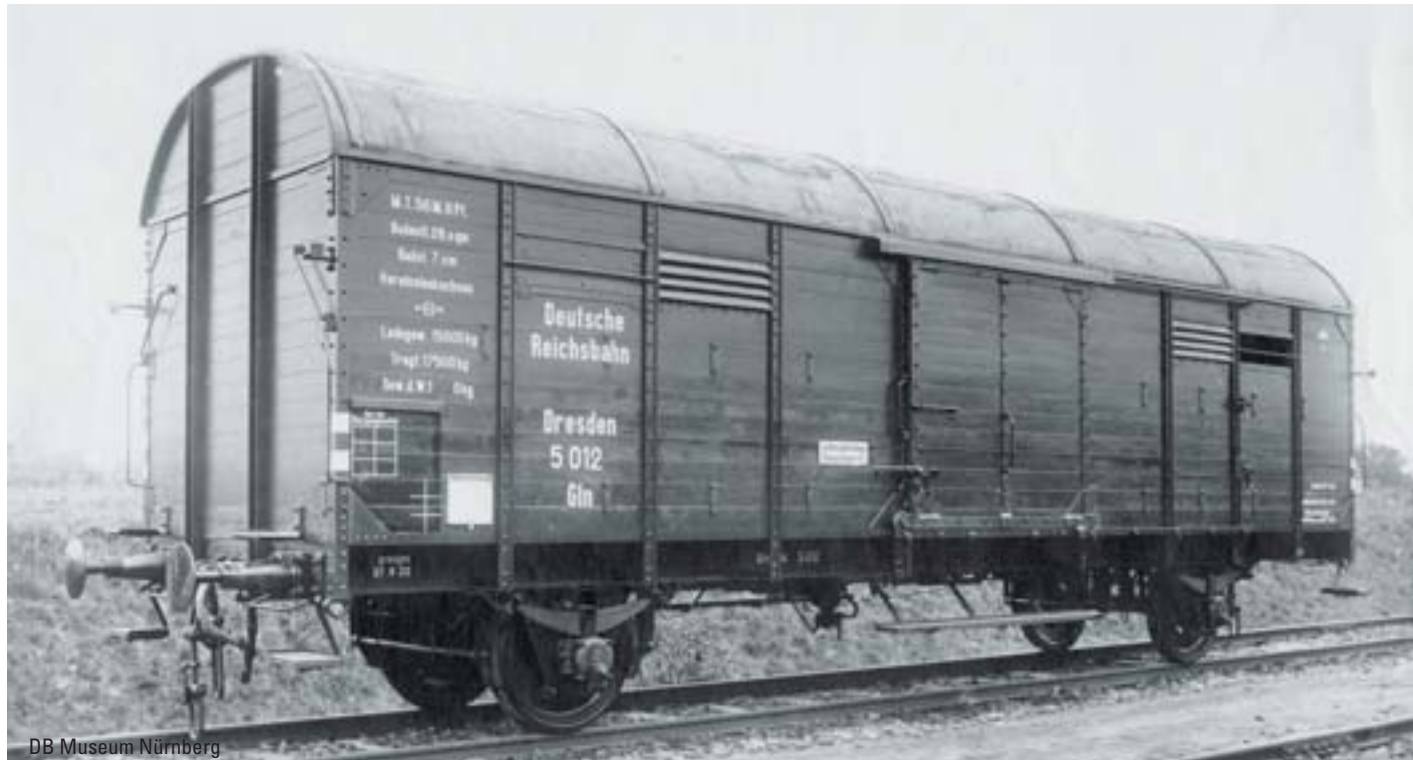


Prototype: German State Railroad (DRG) type GI (Dresden) boxcar without hand brakes.

Model: The car is completely new tooling for the type GI Dresden with extremely finely detailed plastic construction including very many separately applied details. The car is the version with end area reinforcements, air brakes, and without hand brakes. The doors on the model can be opened and the model has sprung buffers. The car comes with mounted claw couplers, and prototype couplers and brake hoses for installing on the car. Minimum radius for operation is 1,020 mm / 40-1/8". Length over the buffers 37.9 cm / 14-15/16".

At a Glance:

- **Completely new finely detailed tooling.**
- **Doors that can be opened.**
- **Prototype couplers included with the car.**



DB Museum Nürnberg

58482 Freight Car.



The German State Railroad created a modern type of freight car with the Rmm Ulm. The totally new tooling for this car comes in a set in Era II in conjunction with a Lanz rail unit.

Prototype: German State Railroad (DRG) type Rmm Ulm stake car with a Lanz rail unit as a load.

Model: The car is completely new tooling and has extremely finely detailed plastic construction with many separately applied details. The car

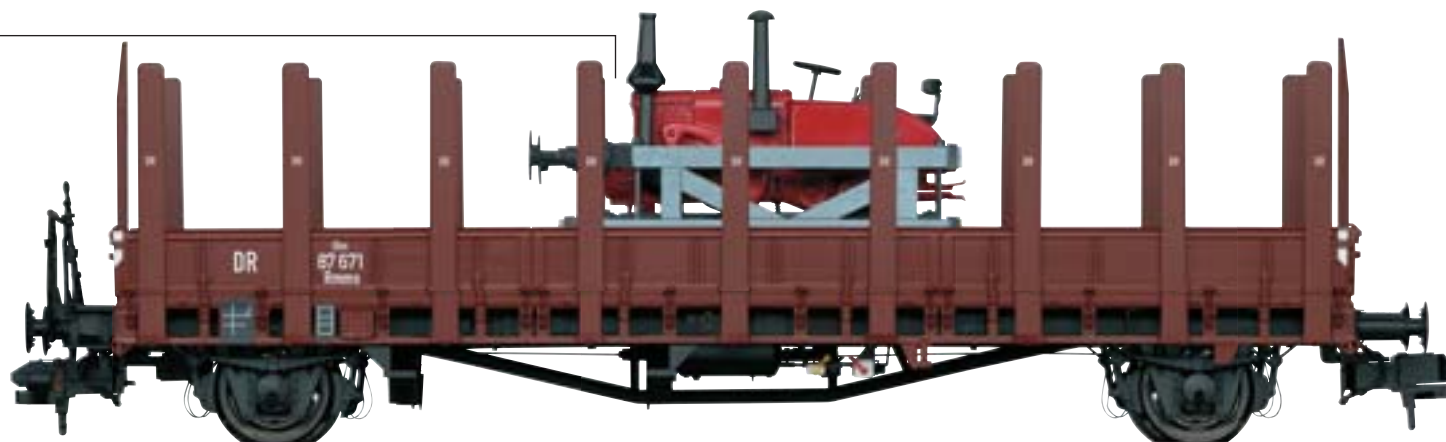
is the DRG version with wooden boards, wooden side stakes, steel end stakes, and a brakeman's platform. The stakes are removable and can be stored in the stake box. The car comes with claw couplers installed. Prototype reproduction couplers and brake hoses are included for installation on the car. Minimum radius for operation is 1,020 mm / 40-1/8". Length over the buffers 37.8 cm / 14-7/8". Loaded with a model of a Lanz rail unit. The rail unit can be rolled on track and has a mix of metal and real wood construction. It is mounted on a real wood load frame.

At a Glance:

- **Completely new, finely detailed tooling.**
- **Stakes are removable.**
- **Prototype reproduction couplers included.**
- **A model of a Lanz rail unit on a real wood load frame included.**

*Complete, finely detailed new tooling
Lanz rail model as a load*

Can be rolled and is of high quality





55752 Tank Locomotive.

Prototype: German State Railroad Company (DRG) class 75.4 steam tank locomotive. Former Baden class VIc.

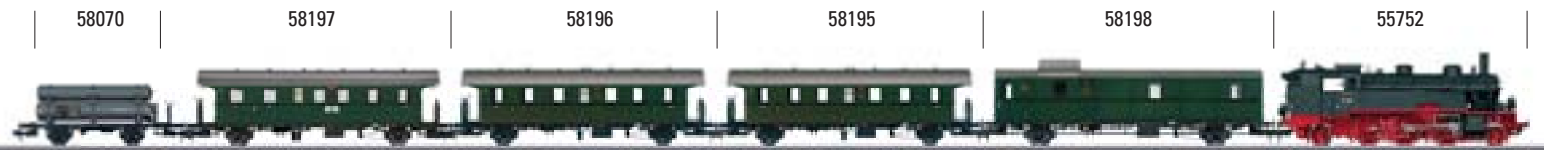
Model: The locomotive is completely new tooling with the frame and locomotive body with boiler constructed of die-cast zinc. Other separately applied parts are mostly made of metal. This is a highly detailed model with many separately applied details and a detailed engineer's cab. The locomotive has a bell separately applied behind the smoke stack, older design buffers, a raised addition to the coal bunker made of boards, a prototypically longer smoke stack, a smoke box door with a central locking mechanism, and much more. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound generator with operating sounds synchronized with the wheels as well as extensive sound functions. The locomotive can be operated with AC power, DC power, Märklin Digital, and DCC. 3 axles powered. The locomotive has a built-in smoke unit with smoke exhaust and cylinder steam synchronized with the wheels. The locomotive has dual headlights with reproduction of gas lamps for oil gas that change over with the direction of travel and have a light color correct for the era. The headlights and the smoke unit will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. Cab and firebox lighting are included. The locomotive has a prototype reproduction coupler on the front and a claw coupler on the rear. Both can be replaced by the other type of coupler. An accessory package with a prototype reproduction coupler and a claw coupler, smoke fluid, and figures of an engineer and fireman is included with the locomotive. Minimum radius for operation is 1,020 mm / 40-1/8". Length over the buffers 39.7 cm / 15-5/8".



At a Glance:

- **Completely new tooling.**
- **Highly detailed full metal construction. Frame, superstructure, boiler, etc. constructed of die-cast zinc.**
- **Smoke generator with smoke exhaust and cylinder steam synchronized with the wheels.**
- **Operating sounds synchronized with the wheels and controlled by the load.**
- **Smoke box door, water tank hatches, and dome cover can be opened and include many details from the real life locomotive.**
- **Warm white LEDs for the headlights in the light color correct for the era.**
- **Two-color firebox flickering.**
- **Engineer's cab lighting.**
- **mfx decoder for operation with AC power, DC power, Märklin Digital, and DCC.**

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Engineer's cab lighting		•	•	•
Sound of coal being shoveled		•	•	•
Bell		•	•	•
Whistle for switching maneuver		•	•	•
Sound of squealing brakes off			•	•
Letting off Steam			•	•
Air Pump			•	•
Generator Sounds			•	•
Injectors			•	•
Sanding			•	•







Treasured Exotic Locomotives

55603 Electric Locomotive.

Remarkable form, unusual task: the E 60 – on the few electric switch engines in German railroad history. Placed into service in 1927, they quickly acquired the nickname „Flat Iron“ due to their long and short hoods. Ideal for 1 Gauge fans, who love switching and station operations. Or for small layouts. Always a real eye-catcher.

Prototype: German Federal Railroad (DB) class E 60. Switch engine with cab windows in the converted version, with switching platforms, pantograph with simple contact strip, triple DB style lanterns, and visible cooling lines. Crimson basic paint scheme.

Model: The locomotive is completely new tooling. The frame and locomotive body are constructed of metal. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions. It can be operated with AC power, DC power, Märklin Digital, or DCC. All of the driving axles are powered by means of a centrally mounted powerful motor. The double-arm pantograph can be raised and lowered in digital operation by means of a motor. The white headlights and red marker lights are LEDs, will work in conventional operation, and can be controlled digitally. The cab has white LED lighting. The cab doors can be opened, there are interior details, and the cab has a figure of an engineer. The locomotive has metal grab irons and many other separately applied details: signs, antenna, windshield wipers, whistle, etc. The buffer beams have sprung buffers and separately applied brake lines. The locomotive has factory-installed claw couplers that can be replaced by 2 prototype couplers included with the model. The locomotive has built-in, completely newly developed remote-controlled Telex couplers front and rear. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 35 cm / 13-3/4".

One-time series.

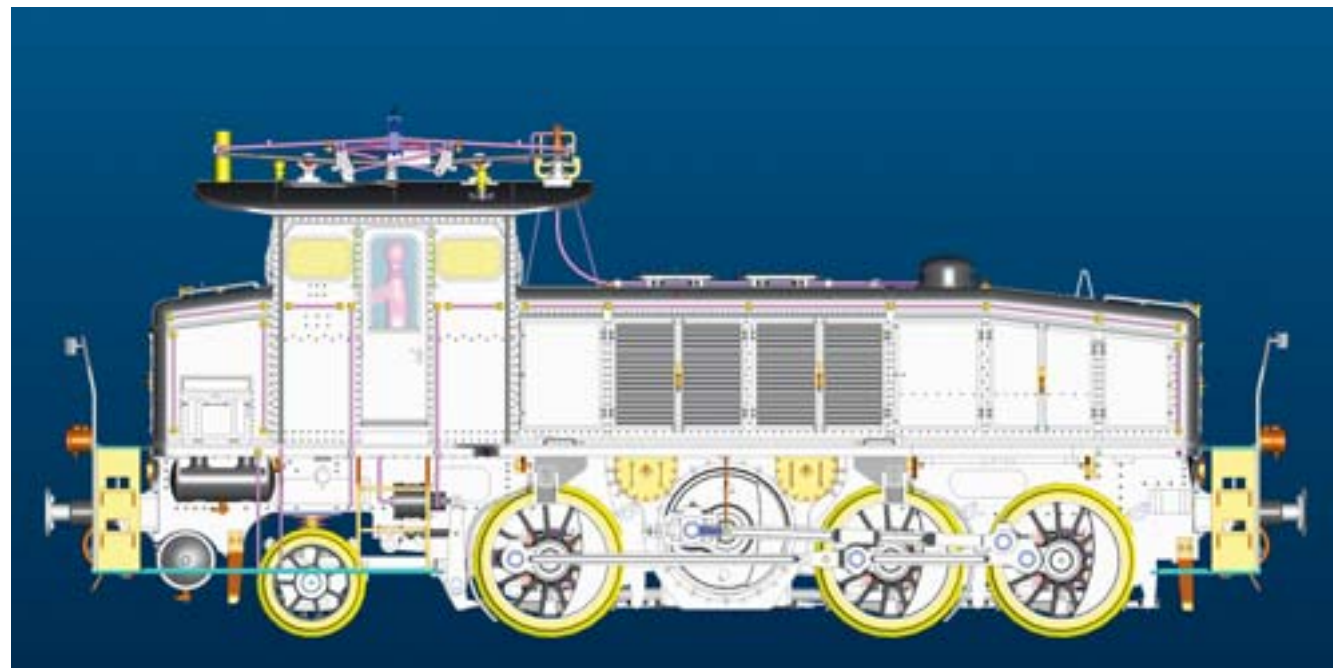
At a Glance:

- **Completely new tooling constructed of metal.**
- **Double-arm pantograph that can be raised and lowered in digital operation by means of a motor.**
- **Newly developed remote-controlled Telex coupler front and rear.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Engineer's cab lighting	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
„Switcher Double „A“ Light“		•	•	•
Pantograph 1		•	•	•
Sanding			•	•
Pantograph Sounds			•	•
Sound of squealing brakes off			•	•
Rear Headlights off			•	•
Front Headlights off			•	•
Compressor			•	•
Letting off Air			•	•
Sound of Relays Clicking			•	•
Sound of Couplers Engaging			•	•

Design drawing





© O. Blaschke

The DRG E 60 Electric Locomotive

„Clean locomotives for switching work at electrified stations“ was the DRG’s slogan in the Mid-Twenties in Bavaria. It ordered two electric locomotives in 1926 especially for the extended track layouts of the Munich stations in order to be able to use this smoke-free method of operation in switching work too. The DRG stipulated the use of as many components of the newly purchased E 52 and E 91 as possible in the interests of standardized spare parts inventory. The Winterthur diagonal rod drive with a jackshaft and three coupled wheel sets came from the E 91. The drive performance was provided by a double motor that was also used on the E 52 or E 91. Originally, the locomotives had a special design pantograph with two widely spaced contact strips to better bridge separation points in the catenary.

The first two units were placed into service in 1927 as E 60 01 and 02. Several small run series followed by June of 1934, the E 60 03-14, which were also used in part at other Bavarian stations. In addition to switching work, the E 60 was also planned for local freight trains and transfer work. Its characteristic design with the two hoods, the rear one being long and the front one relatively short, quickly generated its nickname „Flat Iron“. After the annexation of Austria, several units went starting in 1938 to the „Annexation Area“ to Innsbruck, Kufstein, and Wörgl. All of the E 60 locomotives survived the work without extensive damages and the units still in Austria came back to Bavarian as part of a locomotive swap in 1945/46. In 1957/58, the DB had the locomotives fundamentally overhauled and updated. They thus were equipped with switching platforms above the buffers,

additional windows, and new wiring. By 1964 the E 60 units (from 1968 on: 160) were only running again in Bavaria. Then came Heidelberg as a new home base. The first units to be retired were in 1977 and with the storage of road number 160 012 in June of 1983 switching service with electric locomotives on the DB also ended. Road numbers 160 009, 010, and 012 remain preserved as museum locomotives.

Freight Star

58480 Freight Car.



Over 12,000 of this stake car were built in real life, and it is one of the most important freight cars for the then new German Federal Railroad. This completely new tooling with highly detailed construction is a must for every 1 Gauge fan.

Prototype: German Federal Railroad (DB) type Rmms 33 „Ulm“ stake car.

Model: The car is completely new tooling for the „Ulm“ car type and has extremely finely detailed plastic construction with many separately applied details. The car has a brakeman's platform, wooden boards, wooden stakes on the sides, and metal stakes on the ends. The stakes

are removable and can be stored in the stake box. The car comes with claw couplers installed. Prototype reproduction couplers and brake hoses are included for installation on the car. Minimum radius for operation is 1,020 mm / 40-1/8". Length over the buffers 37.8 cm / 14-7/8".

At a Glance:

- **Completely new, finely detailed tooling.**
- **Stakes are removable.**
- **Prototype reproduction couplers included.**



Completely new, finely detailed tooling

Completely new, finely detailed tooling
Stakes are removable



58245 Freight Car.



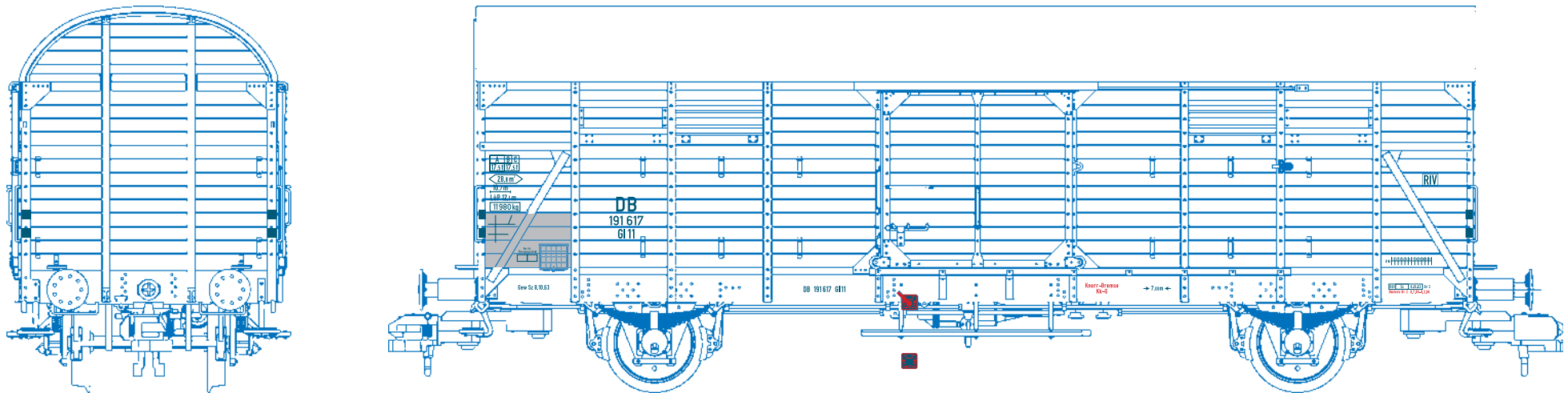
They are indispensable for every model railroad and you can never have enough of them: boxcars. The new tooling for the German Federal Railroad type G1 11 (Dresden) leaves nothing to be desired. Doors that can be opened, fine wood grain pattern on the floor, partially open frame supports, end area reinforcements, and extensive details such as air brakes, and prototype couplers. Finely detailed and useful— freight cars have never been more prototypical.

Prototype: German Federal Railroad (DB) type G1 11 (Dresden) boxcar.

Model: The car is completely new tooling for the type G1 11 with extremely finely detailed plastic construction including very many separately applied details. The car is the version with end area reinforcements, air brakes, and without hand brakes. The doors on the model can be opened and the model has sprung buffers. The car comes with mounted claw couplers, and prototype couplers and brake hoses for installing on the car. Minimum radius for operation is 1,020 mm / 40-1/8". Length over the buffers 37.9 cm / 14-15/16".

At a Glance:

- **Completely new finely detailed tooling.**
- **Doors that can be opened.**
- **Prototype couplers included with the car.**



Technology of the Fifties

58481 Freight Car.



Märklin brings two types of high technology of the Fifties together with this special set. The Lanz Bulldog „Ackerluft“ like the stake car is a style icon of the Economic Miracle period and a highlight for every model railroad layout.

Prototype: German Federal Railroad (DB) type Rmms 33 „Ulm“ stake car with a Lanz „Ackerluft“ Bulldog as a load.

Model: The car is completely new tooling for the „Ulm“ car type and has extremely finely detailed plastic construction with many separately applied details. The car is the DB version with steel boards, pressed metal side stakes, and steel end stakes. The stakes are removable and can be

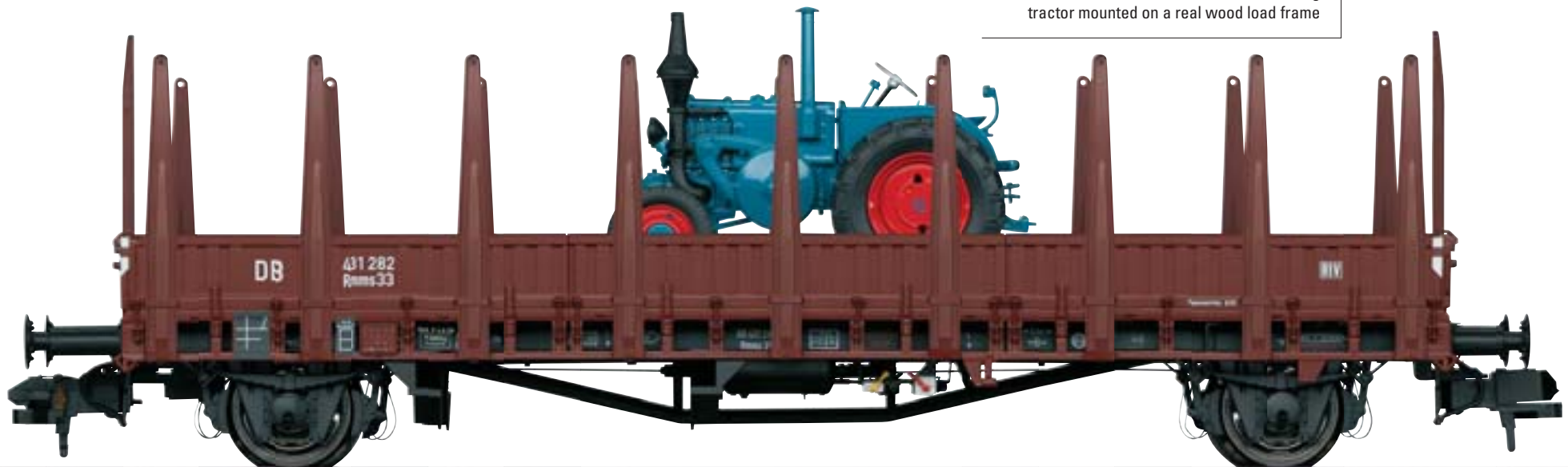
stored in the stake box. Prototype reproduction couplers and brake hoses are included for installation on the car. Minimum radius for operation is 1,020 mm / 40-1/8". Loaded with a metal model of a Lanz „Ackerluft“ Bulldog, mounted on a real wood load frame. Length over the buffers 37.8 cm / 14-7/8".

At a Glance:

- **Completely new, finely detailed tooling.**
- **Stakes are removable.**
- **A model of a Lanz „Ackerluft“ Bulldog, mounted on a real wood load frame, included.**



Includes a model of a Lanz „Ackerluft“ Bulldog tractor mounted on a real wood load frame



55386 Steam Locomotive with a Tub-Style Tender.

Over 3,300 units built, it is still an icon today for passenger service: the Prussian P8. The variant with a tub-style tender, marvelous. When it took over these locomotives, the German Federal Railroad (DB) not only replaced the smoke deflectors (with the Witte design), it also equipped a large number with this modern tender design. Completely new tooling for the tender constructed of metal, produced with die-cast zinc techniques and highly detailed – a work of art by itself.

Prototype: German Federal Railroad (DB) class 38.10-40 steam locomotive with a tub-style tender and with Witte smoke deflectors and 3 boiler domes (steam feeder dome, sand dome, steam dome). Former Prussian P8.

Model: The locomotive has a frame, superstructure, tender, and applied parts constructed mostly of metal. This is a highly detailed model with many separately applied parts and a detailed engineer's cab. The locomotive has an mfx digital decoder, controlled high efficiency propulsion, and a sound generator with operating sounds synchronized with the wheels as well as extensive sound functions. It can be operated with AC power, DC power, Märklin Digital, or DCC. 3 axles powered. The locomotive has a built-in smoke unit with smoke exhaust and cylinder steam synchronized with the wheels. The triple headlights have a light color correct for the era and change over with the direction of travel. The headlights and the smoke generator will work in conventional operation and can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has engine cab and firebox lights. The locomotive has a reproduction of the prototype coupler on the front and on the rear of the tender. An accessory package with a reproduction of the prototype coupler, a claw coupler, and a figure of a locomotive engineer and a fireman is included with the locomotive. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 64.5 cm / 25-3/8".

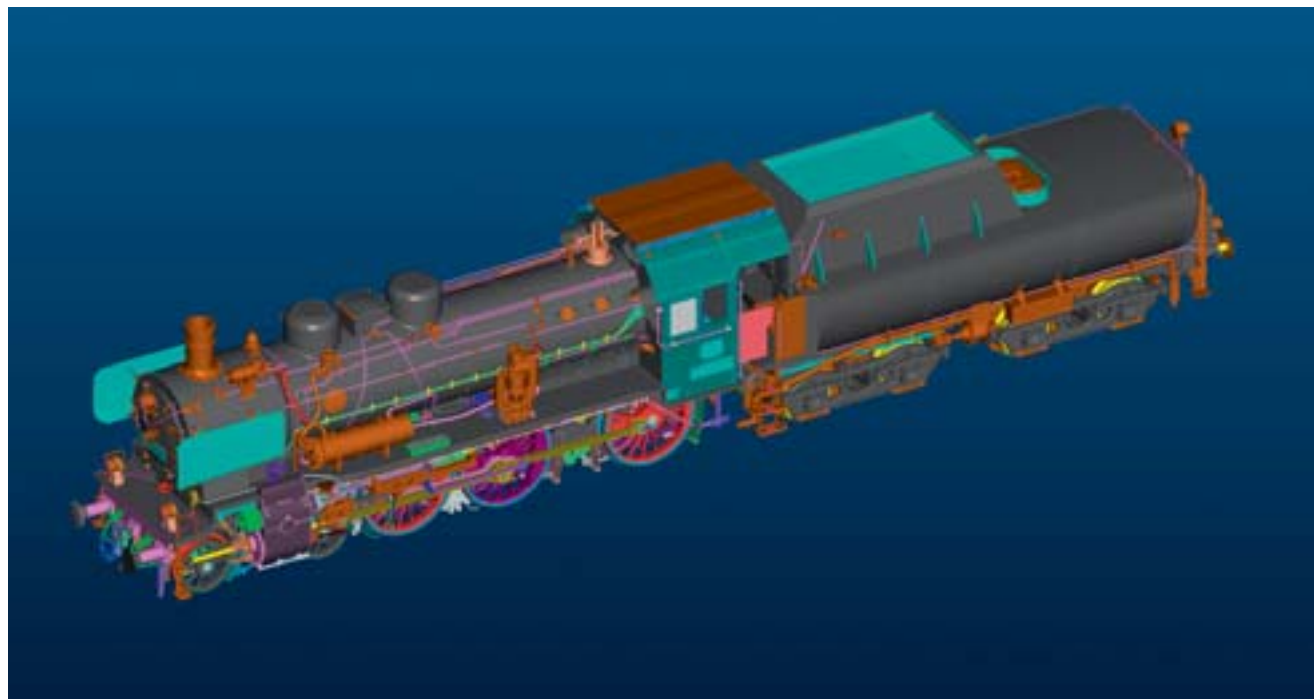
At a Glance:

- **Tub-style tender as completely new tooling.**
- **Highly detailed metal construction.**
- **A smoke generator with smoke exhaust and cylinder steam synchronized with the wheels included.**
- **Operating sounds synchronized with the wheels and controlled by the load.**
- **Smoke box door with many original details, can be opened.**
- **Headlights with a light color correct for the era and warm white LEDs.**
- **Two-color fire box flickering light.**
- **Running gear lights included.**
- **Engine cab lighting included.**
- **mfx decoder for operation with AC power, DC power, Märklin Digital, or DCC.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Engineer's cab lighting		•	•	•
Sound of coal being shoveled		•	•	•
Bell		•	•	•
Whistle for switching maneuver		•	•	•
Sound of squealing brakes off			•	•
Letting off Steam			•	•
Running gear lights			•	•
Water Pump			•	•
Generator Sounds			•	•
Injectors			•	•
Grate Shaken			•	•

Design drawing



Finely Detailed Heavyweight

55753 Tank Locomotive.

Märklin is sending an impressive new piece of tooling for a wonderful locomotive out on the rails in the shape of the former Baden VIc, now realized as the Era III version. This locomotive is produced in highly detailed, full metal construction and it provides a highly realistic sense of operation when you run it. This model will captivate you with the smoke generator synchronized to the wheels, the cylinder steam produced repeatedly in the process, the smoke exhaust at the smoke stack, and the steam whistle. The operating sounds are also synchronized with the wheels and they vary with the load. This is the highest level of craftsmanship for fans of Era III.

Prototype: German Federal Railroad (DB) class 75.4 10-11 steam tank locomotive. Former Baden VIc.

Model: The locomotive is completely new tooling with the frame and locomotive body with boiler constructed of die-cast zinc. Other separately applied parts are mostly made of metal. This is a highly detailed model with many separately applied details and a detailed engineer's cab. The locomotive has a bell separately applied behind the smoke stack, it has a raised addition to the coal bunker made of metal, a shortened smoke stack, a smoke box door without a central locking mechanism, a water tank hatch that can be opened, a sand dome that can be opened, cab doors that can be opened, and much more. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound generator with operating sounds synchronized with the wheels as well as extensive sound functions. The locomotive can be operated with AC power, DC power, Märklin Digital, and DCC. 3 axles powered. The locomotive has a built-in smoke unit with smoke exhaust synchronized with the wheels, cylinder steam, and a steam whistle. The locomotive has triple headlights that change over with the direction of travel and have a light color correct for the era. The headlights will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. Cab and firebox lighting are included. There is running gear lighting on the left side of the locomotive. The locomotive has a prototype reproduction coupler on the front and a claw coupler on the rear. Both can be changed to the other type of coupler. An accessory package with a prototype reproduction coupler and a claw coupler, smoke fluid, and figures of an engineer and fireman is included with the locomotive. Minimum radius for operation is 1,020 mm / 40-1/8". Length over the buffers 39.7 cm / 15-5/8".

At a Glance:

- **Completely new tooling.**
- **Highly detailed full metal construction. Frame, superstructure, boiler, etc. constructed of die-cast zinc.**
- **Smoke generator with smoke exhaust synchronized with the wheels, cylinder steam, and steam whistle.**
- **Operating sounds synchronized with the wheels and controlled by the load.**
- **Smoke box door and dome cover can be opened and include many details from the real life locomotive.**
- **Warm white LEDs for the headlights in the light color correct for the era.**
- **Two-color firebox flickering.**
- **Running gear lighting.**
- **Engineer's cab lighting.**
- **mfx decoder for operation with AC power, DC power, Märklin Digital, and DCC.**

*Highly detailed all-metal construction
Frame, superstructures, boiler, etc. constructed of die-cast zinc
Dome cover can be opened*



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Engineer's cab lighting		•	•	•
Sound of coal being shoveled		•	•	•
Bell		•	•	•
Whistle for switching maneuver		•	•	•
Sound of squealing brakes off			•	•
Letting off Steam			•	•
Running gear lights			•	•
Water Pump			•	•
Generator Sounds			•	•
Injectors			•	•
Sanding			•	•





Leig Car Unit

58249 Leig Unit.



The light freight car unit (Leig) that has a lot going for it. A fully equipped car with a detailed, furnished conductor's compartment and one car without a brakeman's platform form the type Gllh 12 unit. From 1929 on this duo was designated as the „Lightweight Fast Freight Trains“, „Leig“ for short. Both cars are connected by a rubber diaphragm and a direct coupling with a guide mechanism. Lettering on the sides „Stückgut-Schnellverkehr“ / „Piece Freight Express Service“. There is no better way to realize Era III as a model.

Prototype: German Federal Railroad (DB) Leig Unit type Gllh III pair of freight cars the lettering „Stückgut-Schnellverkehr“ („Less-than-Carload-Lot Express Service“).

Model: The pair of cars is completely new tooling for the type Gllh 12 with extremely finely detailed plastic construction including very many separately applied details. The model is the version with one car with a brakeman's platform and with hand brakes and with one car without a brakeman's platform. The doors on the model can be opened and the model has sprung buffers. The cars also have interior details. The pair of cars is close coupled. The cars come with mounted claw couplers, and prototype couplers and brake hoses for installing on the cars. Minimum radius for operation is 1,020 mm / 40-1/8". Length over the buffers 76.2 cm / 30".

At a Glance:

- Completely new finely detailed tooling.
- Doors that can be opened.
- Sprung buffers.
- Prototype couplers included with the car.

The DB Leig Unit

As early as the Mid-Twenties the German State Railroad (DRG) was faced with competition from trucks. The less-than-carload-lot service chiefly had to be accelerated in order not to lose more market share. The DRG therefore developed a new transport concept in 1927, whereby less-than-carload-lot freight was hauled in their own trains and was to be sorted enroute. This saved time-consuming switching maneuvers for loading and unloaded along the route. Actually, these so-called „Leichten Eil-Güterzüge“ („Light Fast Freight Trains“) (Leig for short) were supposed to be hauled by newly developed powered baggage rail cars but they were not available yet and were never built except for a few subsequent individual samples. Initially, use was made of locomotive-hauled short trains and the conversion of existing freight cars as a cost-effective „emergency solution“. On each pair of cars, a shock absorption plate replaced a buffer on one side at one end of the cars and the buffer on the other side was replaced by a buffer without a plate in order to achieve two close-coupled cars in this manner. At the close-coupled end with a spacing between the cars of only 54 cm / 21-1/4", large openings were cut into the end walls and the space between the cars was bridged by a walkover plate and a diaphragm. The result was a large connected work space.

The first Leig units still consisted of a boxcar and a freight train baggage car. After just a short time, Leig units were made from two high-capacity cars. The permissible maximum speed was increased to 100 km/h / 62 mph after changes to the suspension for the cars. The side walls for these boxcars bore the lettering „Stückgut-Schnellverkehr“ („Less-than-Carload-Lot Express Service“) in different versions, whereby the variation known to everyone and often selected had ascending black lettering on a white background. The Leigs were usually coupled together in „Leichtgüterzügen“ / „Light Freight Trains“ with a maximum of ten axles, sometimes with a gondola for bulky or dangerous freight. With this limitation on the train length, trains could be stopped exactly at station platforms and the freight transfer could be acceleration accordingly. After the end of World War II, the DB at the start of the Fifties stood before the task of replacing and adding to the Leig units in the years to come. It purchased the type Gllmehs 52 Leig units in large numbers as a result. The DB did not stop running trains of Less-than-Carload-Lot Express Service until the Sixties and the Leig units continued to be used only in „normal“ freight trains.

Design drawing



55413 Steam Locomotive with a Tender.

For many the class 41 is simply one of the most beautiful steam locomotives. The wheel arrangement (2-8-2 = Mikado) gives a particularly harmonious appearance. Technical splendor that can display especially well in 1 Gauge. The beautiful German Mikado in the German Federal Railroad (DB) new construction version with a high-efficiency boiler – a new piece of tooling of a very special type.

Prototype: German Federal Railroad (DB) class 41 steam locomotive with a tender and with a new design high-efficiency boiler.

Model: The locomotive is completely new tooling. The locomotive has a frame, superstructure with boiler, and tender constructed of die-cast zinc. Other separately applied parts are constructed mostly of metal. This is a highly detailed model with many separately applied parts and a prototypically detailed engineer's cab. The locomotive has a shortened smoke stack and a smoke box door without a central locking device. The smoke box door can be opened. The locomotive has an inductive magnet, water tank hatches that can be opened, cab doors that can be opened, buffer plate warning stripes, and much more. The locomotive has an mfx digital decoder, controlled high efficiency propulsion, and a sound generator with operating sounds synchronized with the wheels as well as extensive sound functions. It can be operated with AC power, DC power, Märklin Digital, or DCC. All of the driving axles are powered. The locomotive has a built-in smoke unit with smoke exhaust and cylinder steam synchronized with the wheels, and a steam whistle. The triple headlights have a light color correct for the era and change over with the direction of travel. The headlights will work in conventional operation and can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has sprung buffers, engine cab lights, firebox lights, and running gear lights. The locomotive has a reproduction of the prototype coupler on the front and a newly designed Telex coupler on the rear of the tender. Both of the couplers can be replaced by the other type of coupler. The valve gear switchover is in 3 steps (forward, reverse, continuous operation). An accessory package with a reproduction of the prototype coupler, a claw coupler, smoke fluid, and a figure of a locomotive engineer and a fireman is included with the locomotive. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 75 cm / 29-1/2".



© O. Blaschke



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Engineer's cab lighting		•	•	•
Sound of coal being shoveled		•	•	•
Bell		•	•	•
Whistle for switching maneuver		•	•	•
Sound of squealing brakes off			•	•
Letting off Steam			•	•
Running gear lights			•	•
Water Pump		•	•	•
Generator Sounds			•	•
Injectors			•	•
Sanding			•	•

At a Glance:

- **Completely new tooling.**
- **Highly detailed full metal construction. Frame superstructures, boiler, etc. constructed of die-cast zinc.**
- **A smoke generator with smoke exhaust and cylinder steam synchronized with the wheels, and a steam whistle included.**
- **Operating sounds synchronized with the wheels and controlled by the load.**
- **Smoke box door and dome covers with many original details, can be opened.**
- **Headlights with a light color correct for the era and warm white LEDs.**
- **Two-color fire box flickering light.**

- **Running gear lights included.**
- **Engine cab lighting included.**
- **mfx decoder for operation with AC power, DC power, Märklin Digital, or DCC.**
- **Valve gear switchover in 3 steps (forward, reverse, continuous operation) with a servo motor.**
- **Tender includes a Telex coupler.**

Design drawing



Rolling Prussian

55385 Steam Locomotive with a Tub-Style Tender.

Prototype: German Federal Railroad (DB) class 38.10-40 steam locomotive with a tub-style tender and with Witte smoke deflectors and 2 boiler domes (steam dome, sand dome). Former Prussian P8.

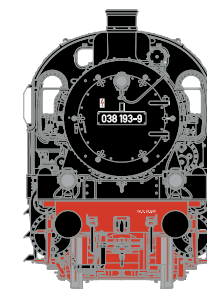
Model: The locomotive has a frame, superstructure, tender, and applied parts constructed mostly of metal. This is a highly detailed model with many separately applied parts and a detailed engineer's cab. The locomotive has an mfx digital decoder, controlled high efficiency propulsion, and a sound generator with operating sounds synchronized with the wheels as well as extensive sound functions. It can be operated with AC power, DC power, Märklin Digital, or DCC. 3 axles powered. The locomotive has a built-in smoke unit with smoke exhaust and cylinder steam synchronized with the wheels. The triple headlights have a light color correct for the era and change over with the direction of travel. The headlights and the smoke generator will work in conventional operation and can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has engine cab and firebox lights. The locomotive has a reproduction of the prototype coupler on the front and on the rear of the tender. An accessory package with a reproduction of the prototype coupler, a claw coupler, and a figure of a locomotive engineer and a fireman is included with the locomotive. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 64.5 cm / 25-3/8".

At a Glance:

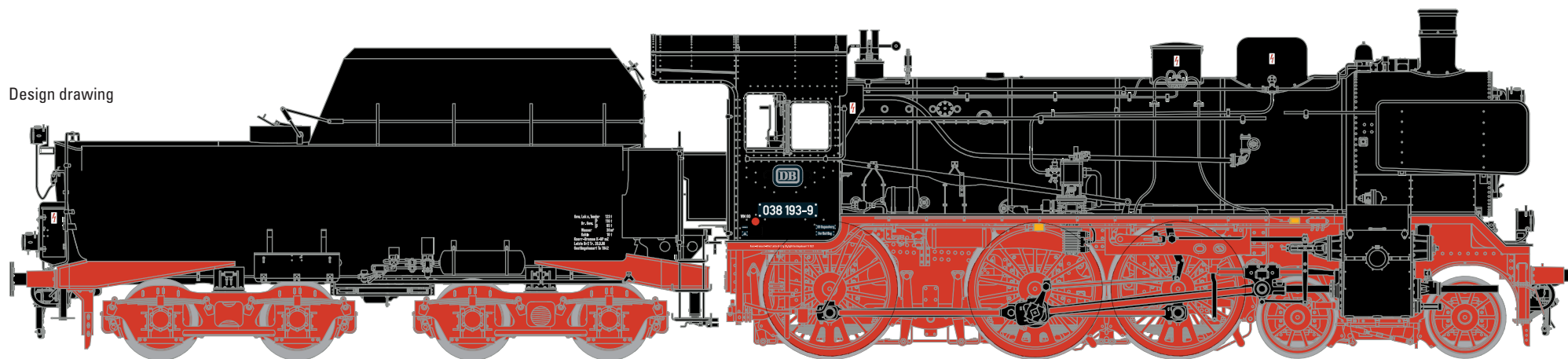
- **Tub-style tender as completely new tooling.**
- **Highly detailed metal construction.**
- **A smoke generator with smoke exhaust and cylinder steam synchronized with the wheels included.**
- **Operating sounds synchronized with the wheels and controlled by the load.**
- **Smoke box door with many original details, can be opened.**
- **Headlights with a light color correct for the era and warm white LEDs.**
- **Two-color fire box flickering light.**
- **Running gear lights included.**
- **Engine cab lighting included.**
- **mfx decoder for operation with AC power, DC power, Märklin Digital, or DCC.**



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Engineer's cab lighting		•	•	•
Sound of coal being shoveled		•	•	•
Bell		•	•	•
Whistle for switching maneuver		•	•	•
Sound of squealing brakes off			•	•
Letting off Steam			•	•
Running gear lights			•	•
Water Pump		•	•	•
Generator Sounds			•	•
Injectors			•	•
Grate Shaken			•	•



Design drawing



58248 Leig Unit.



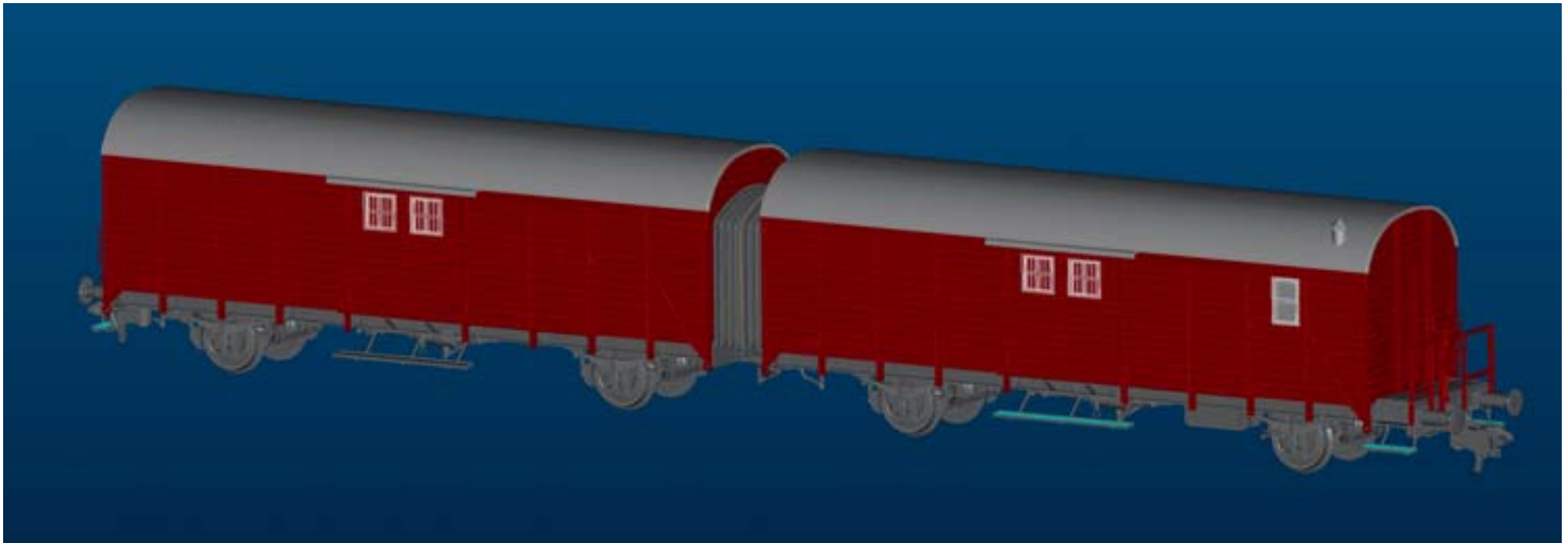
Prototype: German Federal Railroad (DB) Leig Unit type Hkr-z 321 pair of freight cars.

Model: The pair of cars is completely new tooling for the type Hkr-z 321 with extremely finely detailed plastic construction including very many separately applied details. The model is the version with one car with a brakeman's platform and with hand brakes and with one car without a brakeman's platform and without hand brakes. The doors on the model can be opened and the model has sprung buffers. The cars also have interior details. The pair of cars is close coupled. The cars come with mounted claw couplers, and prototype couplers and brake hoses for installing on the cars. Minimum radius for operation is 1,020 mm / 40-1/8". Length over the buffers 76.2 cm / 30".

At a Glance:

- **Completely new finely detailed tooling.**
- **Doors that can be opened.**
- **Sprung buffers.**
- **Prototype couplers included with the car.**

Design drawing



55424 Steam Locomotive with a Tender.

The freight train classic in the version with an oil tender: 40 units of the legendary class 41 were equipped by the German Federal Railroad with oil main firing. This model is also highly detailed in full metal construction with all of the essential components such as the frame, superstructures, and boiler constructed of die-cast zinc. A visual treat – Era IV unadulterated.

Prototype: German Federal Railroad (DB) class 042 steam locomotive with a tender and with a new design high-efficiency boiler. Tender is a type 2'2'T34 oil tender.

Model: The locomotive is completely new tooling. The locomotive has a frame, superstructure with boiler, and tender constructed of die-cast zinc. Other separately applied parts are constructed mostly of metal. This is a highly detailed model with many separately applied parts and a prototypically detailed engineer's cab. The locomotive has a shortened smoke stack and a smoke box door without a central locking device. The smoke box door can be opened. The locomotive has an inductive magnet on both sides, tender hatches that can be opened, cab doors that can be opened, buffer plate warning stripes, and much more. The locomotive has an mfx digital decoder, controlled high efficiency propulsion, and a sound generator with operating sounds synchronized with the wheels as well as extensive sound functions. It can be operated with AC power, DC power, Märklin Digital, or DCC. All of the driving axles are powered. The locomotive has a built-in smoke unit with smoke exhaust and cylinder steam synchronized with the wheels, and a steam whistle. The triple headlights have a light color correct for the era and change over with the direction of travel. The headlights will work in conventional operation and can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has sprung buffers, engine cab lights, firebox lights, and running gear lights. The locomotive has a reproduction of the prototype coupler on the front and a newly designed remote-controlled Telex coupler on the rear of the tender. Both of the couplers can be replaced by the other type of coupler. The valve gear switchover is in 3 steps (forward, reverse, continuous operation). An accessory package with a reproduction of the prototype coupler, a claw coupler, smoke fluid, and a figure of a locomotive engineer and a fireman is included with the locomotive. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 75 cm / 29-1/2".

At a Glance:

- **Completely new tooling.**
- **Highly detailed full-metal construction. Frame superstructures, boiler, etc. constructed of die-cast zinc.**
- **A smoke generator with smoke exhaust and cylinder steam synchronized with the wheels, and a steam whistle included.**
- **Operating sounds synchronized with the wheels and controlled by the load.**
- **Smoke box door and dome covers with many original details, can be opened.**
- **Headlights with a light color correct for the era and warm white LEDs.**
- **Two-color fire box flickering light.**
- **Running gear lights included.**
- **Engine cab lighting included.**
- **mfx decoder for operation with AC power, DC power, Märklin Digital, or DCC.**
- **Valve gear switchover in 3 steps (forward, reverse, continuous operation) with a servo motor.**
- **Tender includes a remote-controlled Telex coupler.**

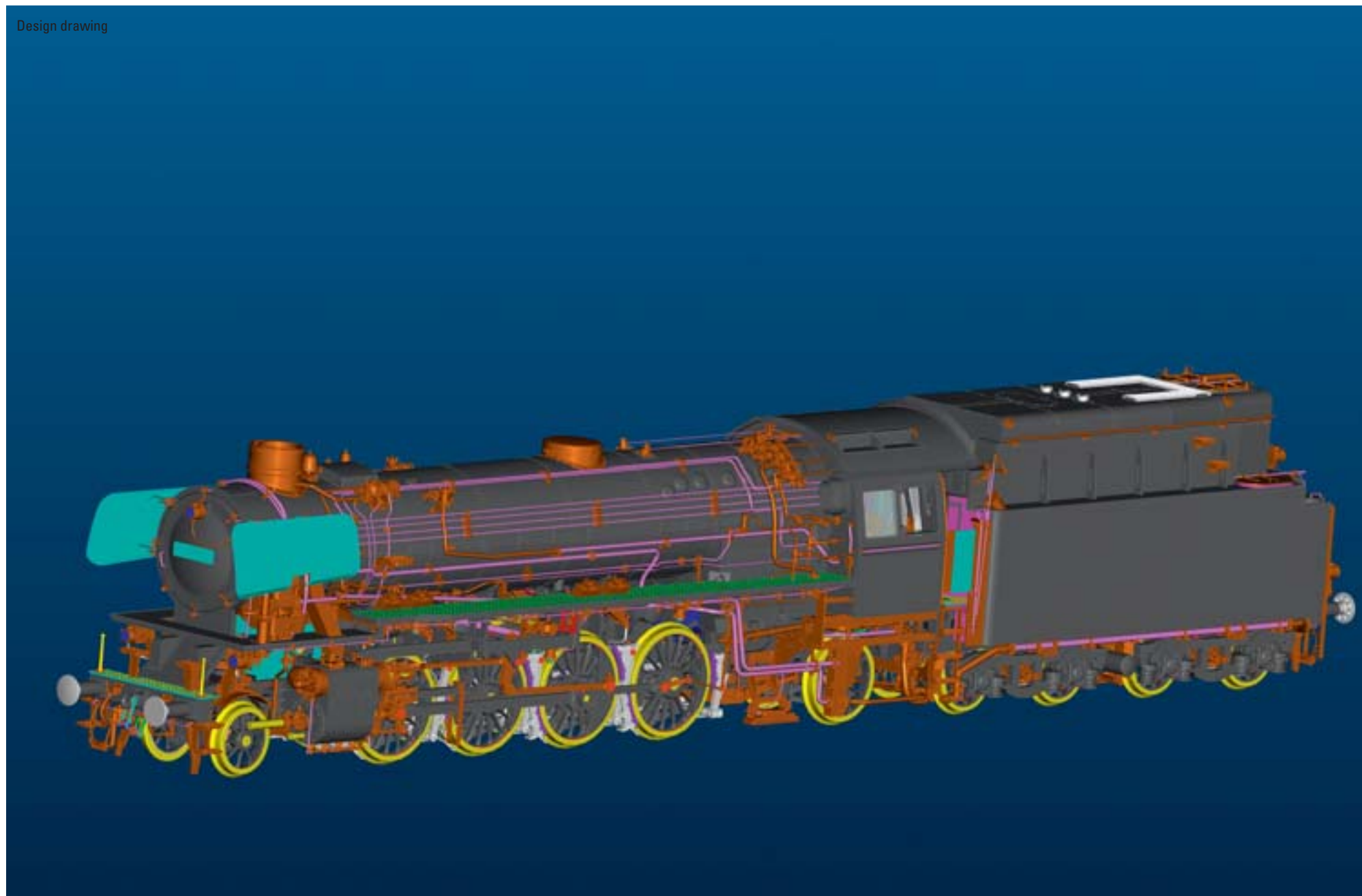


Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Engineer's cab lighting		•	•	•
Station Announcements			•	•
Bell		•	•	•
Whistle for switching maneuver		•	•	•
Sound of squealing brakes off			•	•
Letting off Steam			•	•
Running gear lights			•	•
Water Pump		•	•	•
Generator Sounds			•	•
Injectors			•	•
Sanding			•	•

Design drawing



Design drawing



Load Hauler

58483 Freight Car.



Also indispensable for fans of Era IV freight cars: the type Klm 441 low side car. The DB AG still uses such freight cars and cars similar to it for hauling loads.

Prototype: German Federal Railroad (DB) type Klm 441 low side car.

Model: The car is completely new tooling for this car type and has extremely finely detailed plastic construction with many separately applied details. This is the version without a brakeman's platform, with metal boards, without stakes. The car comes with claw couplers installed. Prototype reproduction couplers and brake hoses are included for installation on the car. Minimum radius for operation is 1,020 mm / 40-1/8". Length over the buffers 37.5 cm / 14-3/4".

At a Glance:

- **Completely new, finely detailed tooling.**
- **Prototype reproduction couplers included.**

Completely new, finely detailed tooling



The Turnouts Are Being Set Here

56169 Building Kit of the Jf Signal Tower for the Operations Station Jägerhaus.



Prototype: Electronic relay signal tower for the Operations Station Jägerhaus in the area of Koblenz. Eras II to V.

At a Glance:
➤ **Suitable for many eras.**

Model: All of the parts are made of special, high quality, architectural quality card stock, cut to precision by laser. All of the parts come in a basic original paint scheme. This kit can be weathered and painted, however, with no problem. The model includes prototypical interior details such as a table, chair, and control panel. The building's doors can be opened. Approximate dimensions of the finished model: Length approximately 150 mm / 6", width approximately 140 mm / 5-1/2", height approximately 135 mm / 5-1/4".

Suitable for many eras



Rear



Front

Märklin Insider Club

Get on board and get in on the action faster as a Märklin Insider. Benefit from the many advantages and extras we give our club members. All of the club services included in the annual membership are described on this page. In addition, Märklin brings out exclusive models that are reserved for club members only.

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Märklin Insider Club
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Internet www.maerklin.com

The annual membership costs Euro 79.95, CHF 129.90, US \$ 109.00, (as of 2015), including the annual car, an annual chronicle, a year's subscription to the Märklin Magazin, the catalog, Club News, etc.

The Club services* at a glance:

➤ All 6 Issues of the Märklin Magazin

The leading magazine for model railroaders! You will find everything it in about your hobby: extensive instructions about building layouts, product and technical information first hand, exciting reports about the prototype, tips about current events, and much more. The Märklin Magazin subscription price of 33 Euros is included in the club membership dues. Existing Märklin Magazin subscriptions can be carried over.

➤ The Insider Club News 6 Times a Year

You will experience everything about „your brand and your club“ in 24 pages and six times a year. Background articles, a look over our shoulders in the production area and the makers of your trains provide deep insight into the world of Märklin.

➤ Exclusive Club Models

Your club membership entitles you to purchase exclusive club models developed and produced for you. A personalized and high quality certificate will be sent directly to your home address after delivery of all locomotive models.

➤ Free Annual Club Car

You can look forward to the attractive annual cars available only for club members, in H0 or Z Gauge. Collect these free models that are different every year.

➤ Annual Chronical 2 Times a Year

Re-live all of the highlights of the Märklin model railroading year with these DVDs in the comfort of your home.

➤ Catalog / New Items Brochures

Club members receive the annual main catalog free of charge from their dealer. We also send you our new items brochures directly to your home.

➤ Insider Club Card

Your personal club card (it has a new design every year) opens up the world of model railroading to you in a very special way. As a member you are not only our premium customer, you also receive a broad array of

advantages with our almost 100 cooperative partners. Among them are the Miniatur Wunderland in Hamburg, the Museum of Industry and Culture in Osnabrück, or the DB Museum in the Transportation Museum in Nürnberg.

➤ Discounts for Seminars

Club members benefit from lower prices when they book seminars offered by us.

➤ Favorable Shipping Terms from the Online Shop

Club members enjoy favorable shipping terms with Germany from our Online Shop.

➤ Club Trips**

Experience your hobby in a special way and connect model railroading with the prototype. You can also talk shop with like-minded people on our club trips through fantastic landscapes and to extraordinary destinations. On top of that, there is a discount on the trip price.

Moreover, club members enjoy discounted ticket prices to many shows and events.



Annual Club Car for 2015 Z Gauge



Annual Club Car for 2015 H0 Gauge



* The services mentioned here refer to 2015. Subject to change.
** Depending on availability.

Märklin Insider Club – Registration Form

Yes, I want to become a member of the Märklin Insider Club

Mr. Mrs./Ms

Title

*Last Name, First Name (please print)

* Street, Number

*Additional address information (Apt. No. etc.)

*Postal Code/Zip Code *City/State/Province

*Country

Telephone *Birth Date (DD/MM/YYYY)

@ E-mail address

Desired language for communication

German English
 French Dutch

I would like to receive my annual car either in

H0 Gauge or Z Gauge

(Both are not possible – even for an extra charge)

I am particularly interested in

1 Gauge H0 Gauge Z Gauge
 Live Steam Replicas

I receive my Märklin Magazin as a direct subscription from the Märklin publishing office

Yes, my Subscription No. _____ no

Fields marked with * must be completed.

**I am paying my one year membership fee of EUR 79.95/CHF 129.90/\$ 109.00
U.S. Funds (as of 2015):**

D AT BE NL

by means of the following direct debit authorization (possible in all countries in the Euro payment region and in Switzerland):

I hereby authorize you, subject to revocation, to debit my checking account to pay for the club membership fee

IBAN _____

BIC _____

Name and address of the account holder (if different from the address given above)

*Last Name, First Name (please print)

*Street, Number

*Postal Code *City/State/Province

CH

By payment order that I receive with the invoice.

All Countries

Bank transfer (after receipt of invoice)

By credit card: Mastercard Visa

Name of the cardholder

_____ / _____
Credit card no.

until _____ / _____

If my account cannot cover this amount, the bank is under no obligation to honor it.

Membership Conditions

Register now and become a member. Your personal club year begins with the date of your payment. You will receive all future Club services for 12 months. Retroactive services are no longer possible.

Hand the order form in at your Märklin MHI dealer and then pick up the Club car of the year, catalog and Club models here.

Right of Cancellation

The membership is automatically extended by one year if it is not cancelled in writing by the deadline of 6 weeks before the end of your personal Club year. In the USA the commercial law in effect there applies to right of cancellation.

Subject to change.

Right of Withdrawal:

You can cancel your membership in writing within two weeks without giving a reason. To do this, please contact us at the following address.

Märklin Insider Club – Postfach 9 60 – 73009 Göppingen, Germany.

The deadline begins with the mailing of this application. Mailing in the cancellation promptly will be sufficient to ensure the deadline. I have taken notice of my right of withdrawal

Data protection notice:

I agree that my data will be stored and may be used by Märklin companies to keep me informed of products, events and other activities. In accordance with Article 28 section 4 of the Federal Data Protection Act I may revoke this agreement at any time

My data shall be used only for this one Märklin Insider Club transaction and shall not be used for any other contact, marketing or promotional purposes.

You can withdraw your consent at anytime by e-mail at insider-club@maerklin.com or by letter to the club address appearing on the other side of this form, and this withdrawal will be effective in the future.

Date Signature

Date Signature

Date Signature



Your current benefits* at a glance:

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See you soon in the Märklin Insider Club!

* The services mentioned here refer to 2015. Subject to change.
** Depending on availability.

The Club team is available by telephone to members
Monday - Friday from 1:00 AM - 5:00 PM.

Mailing Address Märklin Insider Club, Postfach 9 60,
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REPLY
Märklin Insider Club
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Germany



Annual Club Car for 2015

48165 Insider H0 Annual Car for 2015.



Prototype: Two-axle boxcar with a rounded roof and smooth end and side walls. Former Bavarian design milk car. Privately owned car painted and lettered for the firm Ilse-Möbelwerke GmbH, Uslar, Germany, used on the German Federal Railroad (DB). The car looks as it did around 1958.

One-time series in 2015 only for Märklin Insider members.

At a Glance:

- Tooling change with smooth end and side walls.

Model: The boxcar has 2 each steps on each side below the sliding doors. Length over the buffers 11.0 cm / 4-5/16". DC wheel set 2 x 700580.



80325 Z Gauge Insider Annual Car for 2015.



Prototype: German Federal Railroad (DB) type Kmmks 51 two-axle sliding roof car with a brakeman's cab.

At a Glance:

- New tooling.
- New car type as a sliding roof car with a brakeman's cab.

Model: The car is new tooling with a long frame and a brakeman's cab. The car body is finely detailed imprinted plastic and is prototypically lettered. Length over the buffers approximately 49 mm / 1-15/16".

One-time series in 2015 only for Märklin Insider members.



Original Size



Museum Cars

48115 H0 Museum Car Set for 2015.

Prototype: Interchange Design (Om 21) two-axle high-side gondola, with a brakeman's cab. Privately owned car painted and lettered for the firm Falk Adler GmbH & Co. KG, Stuttgart, Germany, used on the German Federal Railroad (DB). Fuchs type F 301 power shovel with a tube boom and scrap grabber, painted and lettered for the firm Falk Adler. The units look as they did around 1960.

Model: The high-side gondola is painted and lettered for the firm Falk Adler, with a reproduction of a scrap load. Length over the buffers 11.3 cm / 4-7/16". A model of a Fuchs power shovel made of metal and plastic, with a tube boom and scrap grabber. DC wheel set for the high-side gondola 2 x 700580.

One-time series. Available only at the Märklin Museum in Göppingen.

At a Glance:
 ➤ **New tooling for the Fuchs type F 301 power shovel.**



80026 Z Gauge Museum Car Set for 2015.

Prototype: Privately owned freight car used on the DB, lettered for „Falk Adler“ of the recycling firm Falk Adler, Stuttgart, Germany. Fuchs type 300 power shovel loading vehicle.

Model: The type O 10 high side gondola is extensively painted and imprinted for the firm Falk Adler GmbH, and is loaded with an insert of „scrap“. Length over the buffers 40 mm / 1-9/16". The Fuchs power shovel is constructed of metal. The upper body can be rotated and the unit is prototypically painted and has a six-part scrap grabber.

Packaged in an extensively imprinted tin.

One-time series. Available only at the Märklin Museum in Göppingen.

At a Glance:
 ➤ **First time for a model of the Fuchs 300 in Z Gauge.**



Original Size



58475 1 Gauge Museum Car Set for 2015.

Prototype: Privately owned type Omm 55 freight car used on the DB lettered for „Falk Adler“ the recycling firm Falk Adler, Stuttgart, Germany.

Model: The high-side gondola is extensively painted and lettered for Falk Adler GmbH and has a load insert of „scrap“. Minimum radius for operation is 600 mm / 23-5/8,. Length over the buffers 31.5 cm.

One-time series. Available only at the Märklin Museum in Göppingen.



Märklin Direct Service.

The authorized Märklin dealer is your contact for repairs and conversions from analog to digital. We can do conversions in our repair department in Göppingen for dealers without their own service department as well as for consumers. After the model has been examined, you will receive a cost quotation including details of the work to be done and the cost for reliable shipping. If you would personally like to drop off and pick up models in Göppingen, please see our Service Point in the Märklin Museum.

Hours of operation at the Service Point in the Märklin Museum, Reutlinger Straße 2, Göppingen, Germany:
Monday through Saturday from 10:00 AM to 6:00 PM

Gebr. Märklin & Cie. GmbH

Reparaturservice

Stuttgarter Straße 55-57

D-73033 Göppingen

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E-mail: service@maerklin.de

Manufacturer's Warranty.

The firm of Gebr. Märklin & Cie. gives a manufacturer's warranty for different products via the legal guarantee rights available to you vis-à-vis your authorized Märklin dealer as your contractual partner. The extent and terms of this warranty can be found in the instructions or the warranty documentation accompanying the product or they can be found on our regional Internet pages.

General Notes.

Märklin products adhere to the European Safety Guidelines (EC Standards) for toys. If you are going to enjoy these products with the highest possible level of safety, it is assumed that you will use the individual products in accordance with these guidelines. Instructions for the correct hookup and handling are therefore given in the instruction manuals accompanying the products. These instructions must be followed. We recommend that parents discuss the operating instructions with their children before the products are used for the first time. This will guarantee many years of safe enjoyment with your model railroad. Some important items of general importance are summarized below.

Connections for Track Layouts.

Use only Märklin switched mode power packs for operating our model trains (applies only to Europe; normal transformers are still sold in North America).

Use only switched mode power packs from the current product program, since these switched mode power packs conform to the current safety standards and approval guidelines. Pay close attention to the guidelines in the instructions for use.

Switched mode power packs are not toys. They are used to supply power to a model railroad layout.

Age Information and Warnings.



WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.



For adults only.

Important Service Information

Deutschland

Service Center

Ersatzteilberatung, Fragen zu Technik, Produkten und Reparaturaufträgen (Montag bis Freitag 13.00 – 17.00 Uhr)

Telefon +49 (0) 7161/608-222

Fax +49 (0) 7161/608-225

E-Mail service@maerklin.de

Niederlande

Technische hotline

Maandag t/m donderdag: 09.00 – 13.00 uur
en 13.30 – 17.00 uur

Aanspreekpartner: G. Keuterman

Telefoon +31 (0) 74 - 2664044

E-mail techniek@marklin.nl

België / Belgique

Technische hotline

Maandag van 20.00 – 22.00 uur

Zondag van 10.00 – 12.00 uur

Aanspreekpartner: Hans Van Den Berge

Telefoon +32 (0) 9 245 47 56

E-mail customerservice@marklin.be

Hotline technique

le lundi de 20h00 à 22h00

le dimanche de 10h00 à 12h00

Contact : Hans Van Den Berge

Téléphone +32 (0) 9 245 47 56

E-mail customerservice@marklin.be

Schweiz / Frankreich / Italien

Technische Hotline

Dienstag, Donnerstag und Samstag von

14.00 – 18.00 Uhr

Aanspreekpartner: Alexander Stelzer

Telefon +41 (0) 56/667 3663

Fax +41 (0) 56/667 4664

E-Mail service@maerklin.ch

Hotline technique

les mardi et jeudi de 14h00 à 18h00

Contact : Alexander Stelzer

Téléphone +41 (0) 56/667 3663

Fax +41 (0) 56/667 4664

E-mail service@maerklin.ch

Linea diretta tecnica

Martedì e giovedì dalle

ore 14.00 alle 18.00

Interlocutore: Alexander Stelzer

Telefono +41 (0) 56/667 3663

Fax +41 (0) 56/667 4664

E-Mail service@maerklin.ch

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Märklin MHI Guarantee conditions

When you buy these Märklin MHI products (these products are identified with the pictogram), the firm Gebr. Märklin & Cie. GmbH will also grant you independent of the legal, national warranty rights available to you in regard to your Märklin MHI specialty dealer as your contracting partner or your rights from product liability a manufacturer's warranty of 60 months from the date of purchase under the terms given below. This allows you independent of the location of the purchase the possibility to claim defects or malfunctions directly from the firm of Märklin as the manufacturer of the product. The Märklin manufacturer's warranty only applies to the technology of the models. Visual defects or incomplete products can be claimed within the framework of the warranty obligations of the seller of the product.

Warranty Conditions

















This warranty applies to Märklin assortment products and individual parts that are purchased by a Märklin MHI specialty dealer worldwide. Either the warranty form filled out in full by the Märklin MHI specialty dealer or the purchase receipt will serve as proof of purchase. We therefore recommend that this warranty form should be kept safe along with the purchase receipt.












Contents of the Warranty / Exclusions

















- This warranty includes as selected by the manufacturer correction of any possible defects at no charge or replacement of defective parts at no charge that can be proven to result from design, manufacturing, or material defects, including service performed that is linked to this situation. Other claims outside of the manufacturer's warranty are excluded. The terms of the warranty do not apply.
- In the case of malfunctioning of the product due to wear and tear or in the case of parts that wear out in normal use.
- If the installation of certain electronic elements contrary to the manufacturer's specifications was carried out by individuals not authorized to do such installations.
- In the case of use of the product for a purpose other than that specified by the manufacturer.
- If the references and notes from the manufacturer in the operating instructions were not followed.
- Any and all claims arising from the warranty implied or otherwise or replacement for damages are excluded, if other makes of parts not authorized by Märklin have been installed in Märklin products, and have hereby caused malfunctions or damages. The same applies to conversions that were carried out by neither by Märklin nor by repair centers authorized by Märklin. The irrefutable assumption that the aforementioned non-Märklin parts or conversions are the cause for the malfunction or damages works fundamentally in Märklin's favor.
- The warranty period is not extended by repair or replacement of the product covered under warranty. Warranty claims can be submitted directly to the seller or by sending the claimed item/part together with the warranty card or the proof of purchase and a summary of the defects directly to the firm Märklin. In accepting the product for repair, Märklin and the seller assume no liability for data or settings stored on the product by the consumer. Warranty claims sent shipping collect cannot be accepted.

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Stuttgarter Straße 55 - 57 • 73033 Göppingen • Germany
E-mail: service@maerklin.de • Internet: www.maerklin.de

Explanation of Symbols

-  Metal locomotive frame.
-  Metal frame and mostly metal locomotive body.
-  Locomotive body chiefly made of metal.
-  Metal frame and locomotive body.
-  Metal car frame.
-  Metal car frame and body.
-  Car body chiefly made of metal.
-  Märklin close couplers with pivot point.
-  Märklin close couplers in standard pocket with pivot point.
-  Märklin close couplers in standard pocket with guide mechanism.
-  Märklin magnet couplers.
-  Locomotive/car has sprung buffers.
-  Automatic claw couplers can be replaced with reproduction prototype couplers.
-  Plug-in base for easy installation and removal.
-  Built-in interior details.
-  Power supply can be switched to operate from catenary.

-  Universal locomotive with a Delta electronic circuit. Operation can be done with a Märklin transformer, with the Märklin Delta System, with the Märklin Digital System (Motorola format), and with Märklin Systems.
-  Digital locomotives or digital device for the Märklin Digital System (Motorola format).
-  Digital locomotive with high-efficiency propulsion. Adjustable maximum speed and acceleration/braking delay. Special motor with electronically supported load compensation or compact can motor with a bell-shaped armature. Operation can be done with a Märklin transformer, with the Märklin Delta System, with the Märklin Digital System (Motorola format), and with Märklin Systems. 1 controllable auxiliary function (function) in digital operation.
-  Digital decoder with additional, digitally controlled functions (f1, f2, f3 or f4) when operated with the 6021 Control Unit. The functions present depend on how the locomotive is equipped. Standard function (function) active during conventional operation.
-  Digital decoder with up to 16 digitally controllable functions when operated with the 60212/60213/60214/60215 Central Station. With up to 9 functions with the 60652/60653 Mobile Station. With up to 5 functions with the 6021 Control Unit. Available functions depend on how the locomotive is equipped.
-  Digital decoder mfx+ (Märklin World of Operation).
-  DCC decoder.
-  Locomotive with 5-pole motor.
-  Built-in sound effects circuit.
-  Single headlight at the front.
-  Single headlights that change over with the direction of travel.

-  Dual headlights at the front.
-  Dual headlights front and rear.
-  Dual headlights that change over with the direction of travel.
-  Triple headlights at the front.
-  Triple headlights front and rear.
-  Triple headlights that change over with the direction of the travel.
-  Triple white headlights in front, dual lights at the rear, each change with the direction of travel.
-  Four-light headlights that change over with the direction of travel.
-  One red marker light.
-  Dual red marker lights.
-  Dual headlights and dual red marker lights that change over with the direction of travel.
-  Triple headlights and two red marker lights that change over with the direction of travel.
-  Triple headlights and a red marker light that change over with the direction of travel.
-  Triple headlights and a white marker light that change over with the direction of travel.
-  Built-in interior lighting.
-  Interior lighting can be installed (example: with 7330).

-  Built-in LED interior lighting.
-  LED interior lighting can be installed.
-  Märklin exclusive special model – produced in a one-time series. The Märklin-Händler-Initiative / Märklin Dealer Initiative is an international association of medium size toy and model railroad specialty dealers (MHI INTERNATIONAL).
-  Era I (1835 to 1925)
-  Era II (1925 to 1945)
-  Era III (1945 to 1970)
-  Era IV (1970 to 1990)
-  Era V (1990-2006)
-  Era VI (2006 to the present)

37985 Passenger Steam Locomotive with a Tub-Style Tender.



Prototype: German Federal Railroad (DB) class 038 (38.10-40) passenger steam locomotive with a tub-style tender. Former P 8. Boiler with 2 domes and Witte smoke deflectors. Road number 038 313-3. Authentic signs of weathering.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The 72270 smoke unit can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Maintenance-free

warm white LEDs are used for the lighting. There is a close coupling between the locomotive and tender. The engineer's cab is detailed. Brake hoses, prototype couplers, and piston protection sleeves are included. Length over the buffers 21.0 cm / 8-1/4".

Limited edition. Exclusive series in 2015 for the Märklin Stores.

At a Glance:

- **Authentic signs of weathering.**
- **Delivered with a collector's display case and certificate of authenticity.**

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator contact	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Bell		•	•	•
Whistle for switching maneuver		•	•	•
Sound of coal being shoveled		•	•	•
Letting off Steam			•	•
Air Pump			•	•
Grate Shaken			•	•
Injectors			•	•

Authentic signs of weathering



Limited edition

Special model – only available in the Märklin Stores (D: Mainz, Essen, Stuttgart, Neustadt/Donau, München NL: Utrecht, Amsterdam IT: Bergamo)

Gebr. Märklin & Cie. GmbH
 Stuttgarter Straße 55–57
 73033 Göppingen
 Germany

www.maerklin.com

We reserve the right to make changes and delivery is not guaranteed. Pricing, data, and measurements may vary. We are not liable for mistakes and printing errors. Some of the models shown in the photographs are hand samples. The regular production models may

vary in details from the models shown.

254612 – 01 2015

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