



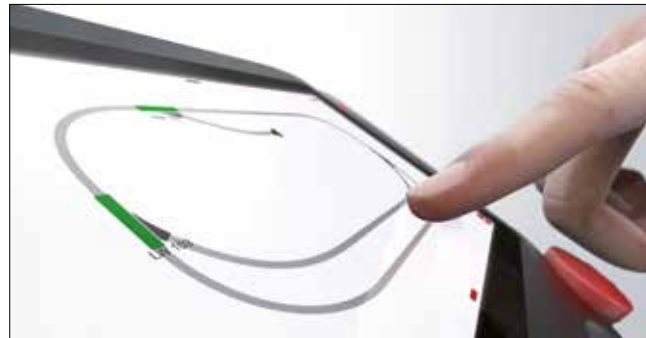
New Items for 2016





Märklin Dealer Initiative 4

Märklin my world 17



Märklin H0 26

Märklin Digital 146



Märklin Z Gauge 156

Märklin 1 180

Dear Märklin Fans,

Welcome to the world of Märklin and to our current new items for 2016! This year we are once again going to surprise you as a model railroader and bring fascinating special railroad items to model railroading.

In addition to the presentation of the marvelous Insider model for 2016 starting on Page 12, we are also presenting as a special highlight the impressive mountain set with the type 100 crane car as the centerpiece starting on Page 4. A set that is indispensable for smooth railroad operations with maintenance and expansion of the rail network.

In addition to these highlights, we are also presenting many other models, proven and new, for every age, for all interest groups. The trains, locomotives, track, and kits for the my world segment for children from 3 to 6 years in age starting on Page 17 are colorful and designed for children. Starting on Page 26 there are many new things for advanced model railroaders, collectors, and everyone who wants to join these two groups in the largest segment H0. Are you interested in Z Gauge? Perfection down to the smallest detail can be found starting on Page 156. Moreover, starting on Page 180 it becomes really impressive: with 1 Gauge, the Royal Class.

There are also two absolutely new items in the control technology! The new Central Station 3 and Central Station 3plus – “The most innovative controller for your Märklin world of operation”. Discover these new items in an extensive presentation starting on Page 147.

Our models offer many visual and acoustic highlights that we are not all able to show you in our catalog. We have therefore prepared a lot of information on the Internet in films or 3D animation. You can access this from your PC using the indicated Internet address (www.), from your mobile device using the printed QR codes, and brand new by means of so-called Augmented Reality applications (AR). Everywhere you see the adjacent characters you can experience more about the product being offered with your Smartphone or Tablet by means of image recognition. Try it out now. All need for it is a free Märklin AR APP that you can get in the Apple or Android Stores. Please note that downloading the APP data volume may have a charge attached to it. It is therefore best to do this using WLAN. When operating the APP, no data volume is accumulated. In addition, before you look at the contents of this catalog, you should download a current update for the APP so that all content will appear.

Very important: With the Smartphone or Tablet you must aim for the entire page.

Your Märklin Team



Enjoyment Has a Birthday

Hops and Malt – God Preserve It

The German Beer Purity Law is turning 500 years old and is a seal of quality famous all over the world. All kinds of celebrating is going on all over Germany and Märklin is also making this anniversary memorable on model railroad layouts.

500 Years of the Purity Law for Beer

On April 23, 1516, the Bavarian dukes Wilhelm IV and Ludwig X issued in Ingolstadt one of the few laws that was to exist for centuries beyond that time. The Purity Law for Beer still defines not only but chiefly the German art of brewing and is considered the oldest food products law in the world still in existence and in effect. Its origin can be found in the Landshut Succession War of 1504/05 ("Bavarian Feud"), which led to the reunification of the Bavarian dukedom fragments. This resulted in the need to harmonize the Bavarian state laws that finally led to a new state ordinance for all of Bavaria. A component part of this new ordinance was the "Bavarian Purity Law".

In addition to the regulation of beer prices (which naturally changed over the course of time), every part of the purity law remained largely in effect up to the current times. The purity law dictated the exclusive use of barley, hops, and water in the brewing of beer. In the original text, it was formulated as follows.

"We especially want that forthwith everywhere in our cities, towns, markets, and in the countryside no other parts than exclusively barley, hops, and water be used and employed for any beer."

Get ready to be surprised by the many anniversary models and dioramas in H0 and Z Gauge.

More about the history of the Purity Law can be found at: www.reinheitsgebot.de



UNSER REINHEITSGEBOT



46806 Two-Axle Beer Refrigerator Car

Page 51

46819 Sliding Wall Boxcar with a Kaelble and a Culemeyer Trailer

Page 67

46925 Set with 2 Type Kbs Stake Cars

Page 67

45023 Beer Car

Page 97

72701 "Weihenstephan" Brewery Kit Part 1

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72702 "Weihenstephan" Brewery Kit Part 2

Page 99

72703 "Weihenstephan" Brewery Kit Part 3 (Substructure)

Page 100

48772 Beer Refrigerator Car

Page 120

48778 Type ZB Beer Car Set

Page 129

82394 Anniversary Set for 500 Years of the German Beer Purity Law

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82395 Anniversary Set 2 for 500 Years of the German Beer Purity Law

Page 174



48166 H0 Insider Annual Car for 2016 Page 218

Stars for 2016

We are delighted about a very special distinction: Märklin was voted a “Brand of the Century” by an advisory board of brand experts with the publisher Dr. Florian Langenscheidt at its center. Brands that stand for an entire class of products are honored with this distinction. Märklin thereby belongs to the exclusive circle of the most powerful brands in Germany. In the encyclopedia for this group “Brands of the Century – Stars for 2016” it will be about Märklin:

“There are things that link a generation exclusively with its childhood, such as a certain song. And, there is a brand that links people across generations with their childhood: It is called Märklin.”



Awarding of the prize by Dr. Florian Langenscheidt to Jörg Iske, Marketing Director Gebr. Märklin & Cie. GmbH






One-Time Series for 2016

The Märklin-Händler-Initiative (MHI) or Märklin Dealer Initiative is an international association of mid-level toy and model railroad specialty dealers.

Since 1990, the MHI has been producing one-time special series for its members that are available exclusively through the specialty dealers of this association.

MHI special productions are innovative products with special differentiation in paint, imprinting, and technical features for the advanced model railroader or also replicas from earlier Märklin times. The MHI also promotes model trains for children with special products and supports its members to do this.

MHI products for the Märklin and Trix brands are manufactured in one-time series and are only available in limited quantities.

All MHI special productions are identified with the pictogram .

The dealers of our international association can be described in particular as having the full assortment of Märklin and/or Trix products as well as having special qualifications for giving advice and service. We emphasize this with a 5-year warranty on MHI products.

MHI dealers near you can be found on the Internet at www.mhi-portal.eu.

Pioneer of General-Purpose Electric Locomotives



37443 Class 144 Electric Locomotive

Prototype: German Federal Railroad (DB) class 144 electric locomotive. Ocean Blue / ivory paint scheme. Road number 144 021-3. The locomotive looks as it did around 1975.

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. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the switching range is on, then there is a double "A" light function at both ends. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has a mechanism for raising and lowering both pantographs and it is controlled in digital operation. The locomotive also has DB type standard design Reflex glass lamps. Length over the buffers approximately 17.5 cm / 6-7/8".

Highlights:

- **Mechanism for raising and lowering both pantographs included for the first time.**
- **mfx+ digital decoder included.**
- **DB type standard design Reflex glass lamps.**

The car set to go with this locomotive can be found in the Märklin H0 assortment under item number 47319.

One-time series.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Station Announcements	•	•	•	•
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		•	•	•
Pantograph control			•	•
Conductor's Whistle			•	•
Pantograph control			•	•
Compressor			•	•
Letting off Air			•	•
Switching maneuver			•	•

*Mechanism for raising and lowering both pantographs included for the first time
New Reflex glass lamps*



After successful testing and release for service of the E 17 express locomotive in 1928, the next thing on the horizon for the DRG was the creation of a somewhat smaller general-purpose locomotive. As a crude concept the idea was put forward of a B-B unit without pilot trucks. Financial difficulties at the DRG caused by the world economic crisis delayed a concrete award of a contract. At their own risk Siemens, Bergmann, and Maffei-Schwartzkopff each then developed an experimental locomotive in this version. Siemens was able to present its prototype to the industry as early as August of 1930. Among its significant features was a welded girder-built underframe, a mostly welded superstructure, an air-cooled transformer, and axle-hung motors.

In 1932, the DRG acquired this unit, put it into the DRG roster as road number E 44 001, and set its maximum speed at 90 km/h / 56 mph due to its good running characteristics. In the meantime regular production based on the prototype of road number E 44 001 had already proceeded. The first group of 20 units in 1933 was followed each year by about 10 to 15 more units and even through the war because the E 44 had proven itself in so many ways that it had been declared a "War Electric Locomotive" (KEL). After experience on Austrian routes with steep grades, the locomotives were equipped starting in 1943 with electric resistance brakes and a raised "W" next to their road number. By the end of the war, road numbers E 44 152W-175W and E 44 178W had been delivered. In Southern Germany 13 units had to be withdrawn from service by the start of 1946 due to heavy war damage. The half-finished road numbers E 44 176W-177W and 180W-183W were completed between the end of 1945 and 1951 and delivered to the DB. At the start of 1953, the DB had 118 E 44 units (starting in 1968: 144, with resistance brakes: 145) in service. Even the new DB paint scheme of ocean blue / beige was applied to two units. Road numbers 144 021 and 071 were repainted this way in 1975. In September of 1983, regular use of the locomotives ended on the DB, and road number 144 081 was withdrawn from service on September 30, 1984.

In the Soviet occupied zone, there were 50 E 44 units at the end of the war, some of which were damaged. After forced discontinuance of electric train operations on March 29, 1946 45 units were transferred to the USSR as spoils of war. In 1952, the DR received 44 units back. Electric operations on the DR began again with the E 44 on September 1, 1955. The maintenance facilities in Dessau

rebuilt 46 locomotives by 1961 (starting in 1970: class 244). The last four were retired on December 31, 1991. Nineteen units are preserved for museum purposes in the East and West. Only road number E 44 044 is currently still operational as a "maintenance facility locomotive" in Dessau.



47319

37443

Steel Transport



47319 Steel Transport: Set with 4 Type Snps Stake Cars

Prototype: Four German Railroad, Inc. (DB AG) type Snps 719 double stake cars. Used to transport steel and pipe.

Model: The cars have detailed, fixed double stakes. The cars have different car numbers. The cars are loaded with long and short pipe, steel bar, and H profile steel. All of the cars are individually packaged. Total length over the buffers approximately 96.5 cm / 38". DC wheel set E700580.

The electric locomotive to go with these cars can be found in the Märklin H0 assortment under item number 37443.

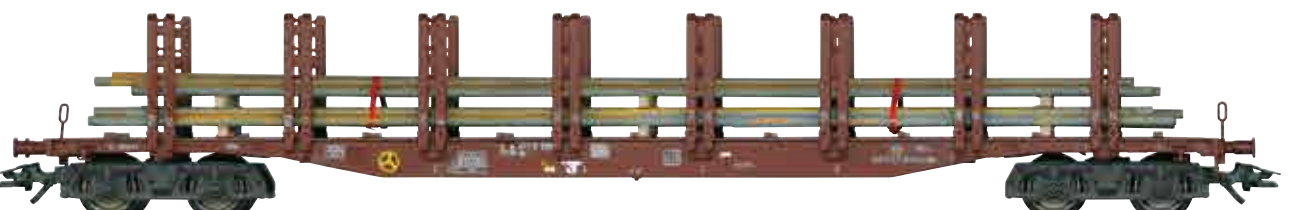
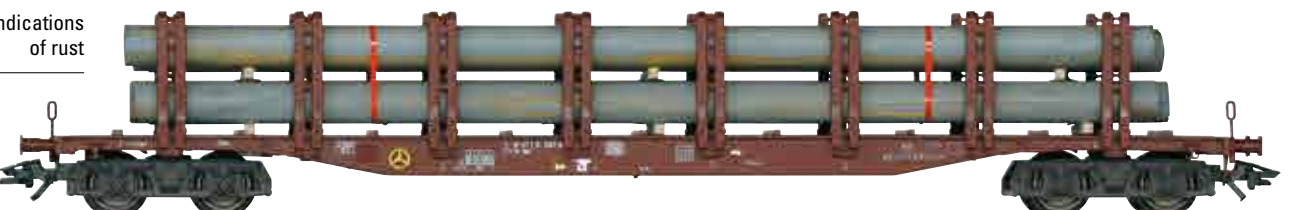
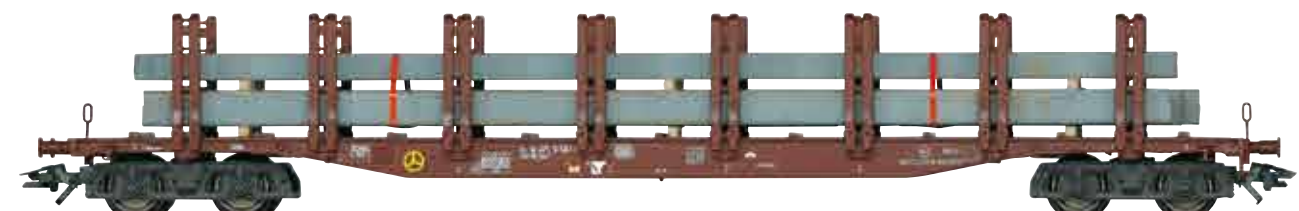
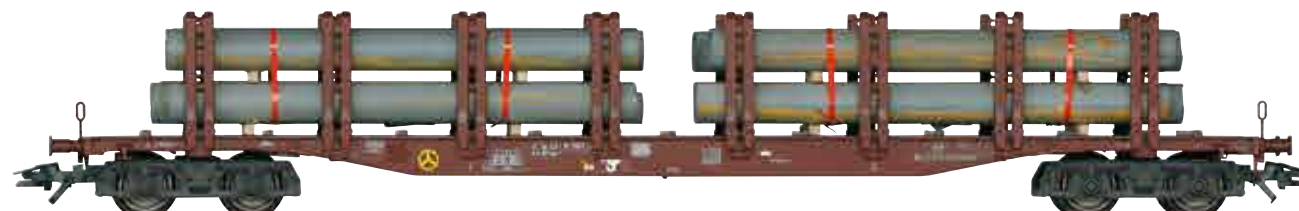
One-time series.

Highlights:

- Load includes indications of rust.



Load includes indications of rust



47319

37443

Sulfuric Acid Tank Cars

MHI Exclusive

märklin
H0



46461 Set with 6 Tank Cars

Prototype: DB-Schenker Rail Spedkol sulfuric acid tank cars. The cars look as they did in 2014.

Model: The cars have detailed, partially open frames. The side sills are "U" profile shapes with cable hooks. The trucks are type Minden-Dorstfeld. The work platforms are separately applied. The brakeman's platforms are separately applied. The cars have different car numbers. They also have prototypical repaired areas. The cars are individually packaged. Total length over the buffers approximately 87.6 cm / 34-1/2". DC wheel set E700580.

Highlights:

- The tank cars have prototypical repaired areas.

One-time series.



The tank cars have prototypical repaired areas



This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 225 for warranty terms.. See Page 224 for an explanation of the symbols and age information.

Type 100 crane car



49954 Car Set with a Type 100 Crane Car and a Type 817 Boom Tender Car

Prototype: German Railroad, Inc. (DB AG) type 100 crane car with a type 817 boom tender car. 160 metric ton capacity. Assigned to Fulda. The cars look as they did in 1997.

Model: The car set has an mfx+ digital decoder and sound functions. The car set has the Surrounding Sound of hammering, Surrounding Sound 1 of abrasive cutting, Surrounding Sound 2 of a compressor, and Surrounding Sound 3 of a warning horn. The superstructure with the boom on a prototypical crown gear can be rotated. The boom can be raised and lowered by means of a pulley and double block and tackle. The metal main hook can be raised and lowered with pulley and double block and tackle. 4 support arms can be swung out manually and can be fixed with spindles on the bases included with the crane car. The crane car has a metal 8-axle car frame and superstructure. It has metal counter weights that can be mounted on the crane. The maximum length of the superstructure with boom and counterweights is 34 cm / 13-3/8". The radius range of the hook is up to 21 cm / 8-1/4". On curves, the boom can swing to the side prototypically during transport. The crane tender car is for supporting the boom and for storing the hooks and the support bases (stacks of ties). The counterweight car has special equipment for the transport and assembly of the counterweights. Lifting equipment for lifting objects with a maximum weight of 250 grams / 8.82 ounces is included with the model. This model is being delivered with a numbered certificate of authenticity. Total length over the buffers 55 cm / 21-5/8".

A car set to go with this car set can be found in the Märklin H0 assortment under item number 49955.

A DC model of this car set can be found in the Trix H0 assortment under item number 23540.

Highlights:

- **mfx+ digital decoder included.**
- **Sound functions.**
- **Numbered certificate of authenticity.**
- **Limited to 999 pieces worldwide.**

One-time series.

Digital Functions	CU	MS	MS 2	CS
Crane operating sounds	•	•	•	•
Raise/Lower Crane Boom	•	•	•	•
Rotate Crane Boom	•	•	•	•
Raiser/Lower Crane Hook	•	•	•	•
Horn	•	•	•	•
Cab Radio		•	•	•
Warning Sound		•	•	•
Surrounding sounds		•	•	•
Surrounding Sounds 1		•	•	•
Surrounding Sounds 2			•	•
Surrounding Sounds 3			•	•



More than reality!

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All functions can be controlled digitally



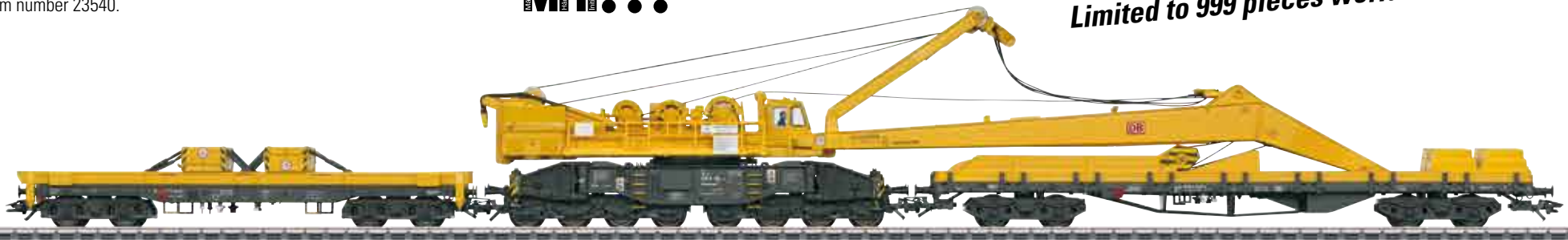
Mechanical block and tackle



Crane hook can be raised and lowered digitally



Numbered certificate of authenticity
Limited to 999 pieces worldwide



This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 225 for warranty terms. See Page 224 for an explanation of the symbols and age information.



49955 Car Set for the Crane Car Train

Prototype: A type Kls 442 2-axle low side car, a type Res 676 4-axle low side car, and a type 423 railroad maintenance car as a crew quarters car, all of the cars painted and lettered for the German Railroad, Inc. (DB AG). The cars look as they did in 1997.

Model: The Kls low side car is loaded with a bottom plate and three crates of laser-cut construction. Eight oil barrels made of plastic are included. The Res low side car has type Y 25 trucks, a metal insert for good running characteristics, stakes that can be folded down, underbody details specific to the car type, and many separately applied details. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers can be installed on the rebuild car. A flood light mast with LEDs and a trailer, and a set of 5 figures from the firm Preiser are included. Total length over the buffers approximately 54 cm / 21-1/4". DC wheel set E700580 and E406240.

Highlights:

- Very detailed load of laser-cut construction.
- LED flood light mast and a set of figures included.

The crane train to go with these cars can be found in the Märklin H0 assortment under item number 49954.

One-time series.



Loaded low side car



Counterweights can be attached to the crane



49955

49954

Our Insider Model for 2016

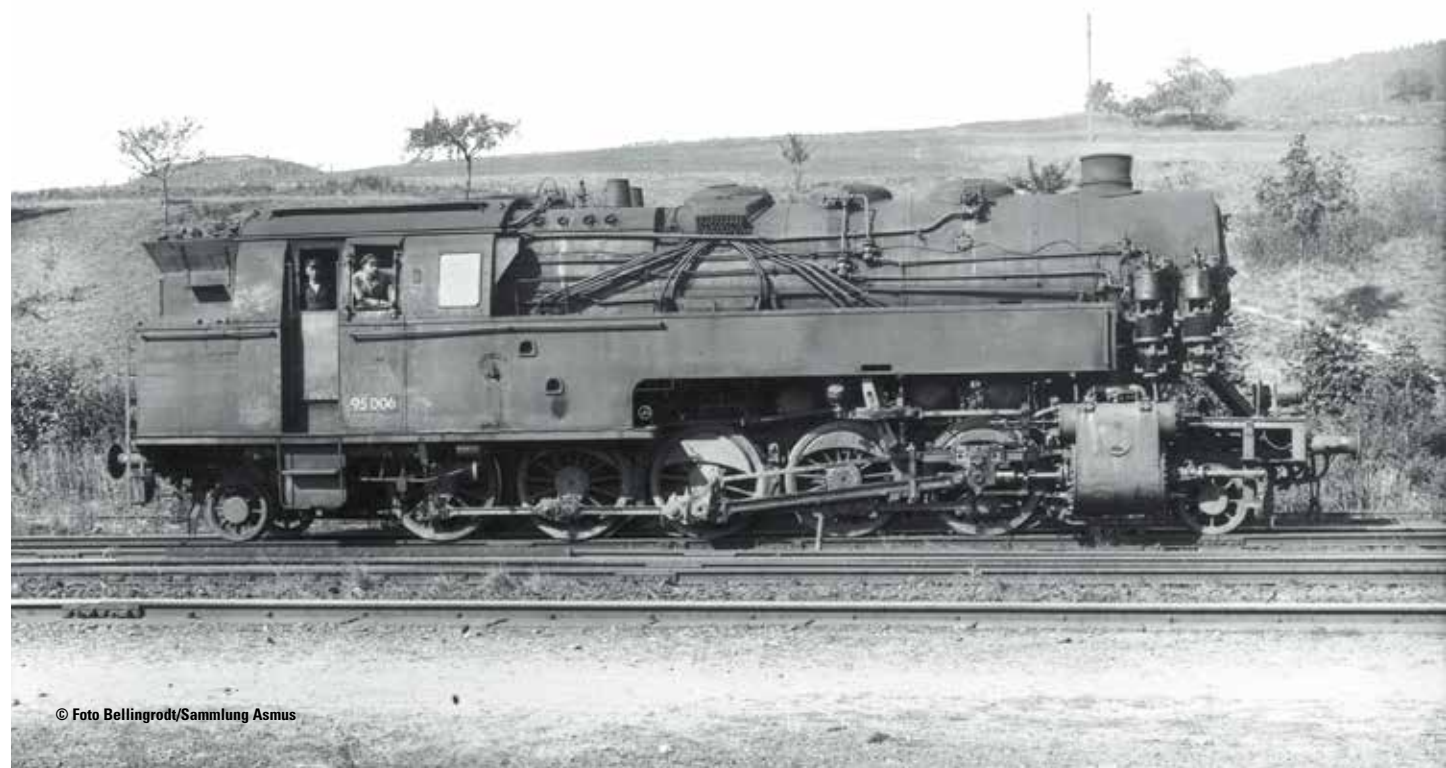
The Class 95.0 Freight Steam Tank Locomotive

After the successful use of the "Animal Class" (DR 95.66) tank locomotives by the Halberstadt-Blankenburg Railroad (HBE) on its steep route on the Rübeland Line the (Prussian) Railroad Central Office in Berlin decided on a five-driving axle tank locomotive and contracted with Borsig for designs for a 2-10-2T tank locomotive with an 18 metric ton axle load. This design was realized with just a few changes as the "Prussian T 20". The desired high axle load of 18 metric tons already demonstrated that obviously the initial plan was not to replace rack railroad operation with adhesion operation. Because the track and roadbed for all the Prussian rack railroad routes would first have to be renewed, since they were not authorized for such high axle loads. The planning was more for a powerful unit for motive power service and pusher service on steep main line routes. Indeed the DRG already existed at the time of the order with Borsig, yet the T 20 is rightly viewed as the last Prussian steam locomotive design with the typical features of the final development stage of Prussian locomotive construction: a bar frame and a Belpaire firebox.

In years 1923/24, Borsig delivered 18 and Hanomag delivered 27 units. The DRG absorbed all 45 units with the road numbers 95 001-045. They were used chiefly on the steeply graded routes in the Thuringia Forest, the Franken Forest, the Geislingen Grade, and on the Schiefen Ebene line by Neuenmarkt-Wirsberg. After 1945, 14 of these locomotives came to the subsequent DB. Two locomotives were retired due to war damage and from May of 1952 on Aschaffenburg was the home base for the complete roster of DB class 95 locomotives (95 001, 002, 003, 006, 007, 008, 011, 013, 026, 031, 033 und 034). There they were fully occupied with pusher service on the grade Laufach – Heigenbrücken and with duties in

the Aschaffenburg Main harbor. Yet the electrification of the route Frankfurt/Main – Würzburg then brought the end of the class 95 units relatively quickly. The last units were put into storage with the official opening of electric operation on the section Würzburg – Aschaffenburg on September 26, 1957, and they soon fell victim to scrapping after that.

Thirty-one locomotives remained on the DR in the GDR. Twenty-four of them were converted to oil firing between 1964 and 1973, and the last of them ran until 1980/81. At least five units remained preserved whereby road number 95 027 of the DB Museum has been available in operational condition again since 2010 for use with special trains on the Rübeland Line.




© Foto Bellingrodt/Sammlung Asmus



48827

39095

 This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 225 for warranty terms. See Page 224 for an explanation of the symbols and age information.



39095 Class 95.0 Freight Tank Locomotive

Prototype: German Federal Railroad (DB) class 95.0 (former Prussian T20) freight tank locomotive. Version with 3 domes, welded water tanks without rivets and with openings, and German State Railroad lanterns. Road number 95 006. The locomotive looks as it did around 1953.

Model: The locomotive has an 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 is constructed chiefly of metal. A 7226 smoke unit is included. The dual headlights change over with the direction of travel. They and the smoke unit contact will work in conventional operation and can be controlled digitally. In addition, the cab lighting can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. There is a close coupler with an NEM pocket and a guide mechanism at both ends of the locomotive. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves, brake hoses, and a smoke unit are included. Length over the buffers 17.4 cm / 6-7/8".

An open view worth seeing:
The smoke box rests with its weight on a partially open support



A freight car set to go with this locomotive is being offered under item number 48827 also exclusively for Insider members.

A DC model of this locomotive can be found in the Trix H0 assortment under item number 22295 exclusively for Trix Club members.

The 39095 freight tank locomotive is being produced in 2016 in a one-time series only for Insider members.

Highlights:

- ✦ **Completely new tooling.**
- ✦ **Especially finely executed metal construction.**
- ✦ **Partially open bar frame and many separately applied details.**
- ✦ **Cab lighting can also be controlled digitally.**
- ✦ **Smoke unit included from the factory.**

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		•	•	•
Engineer's cab lighting		•	•	•
Bell		•	•	•
Letting off Steam		•	•	•
Sound of coal being shoveled			•	•
Grate Shaken			•	•
Air Pump			•	•
Water Pump			•	•
Injectors			•	•
Switching maneuver			•	•



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48827 Type G 10 Freight Car Set

In the first decades of the DB, they were indispensable in mixed freight trains: the type G 10 freight cars. Their origin stretches back to the Prussian State Railways and with over 120,000 units built, they are the most significant and with distance, the boxcar purchased in the largest numbers. This freight car set has different variations of this type (with/without brakeman's cabs and with brakeman's cabs removed). This set also has a type Glt 23 with a low end wall door for transport protected from the elements of automobiles and a type Gr 20 as the successor to the G 10, now with an arched roof.

Prototype: 7 different design German Federal Railroad (DB) boxcars. Of them 5 type G 10 Association Design freight cars, 2 of them with "Economy" brakeman's cabs, 1 of them with a standard brakeman's cab. 1 of them with the brakeman's cab removed, 1 of them without a brakeman's cab and 1 of them without a brakeman's platform. 1 type Glt 23 (Glt Dresden) Interchange Design freight car with a low door on the end wall. 1 type Gr 20 (Gr Kassel) Interchange Design freight car without a hand brake. The cars look as they did in the mid-Fifties.

Model: All of the cars have different car numbers. The type G 10 and Gr 20 freight cars have sliding doors that can be opened. The type Glt 23 freight car has truss rods and additional running boards. Total length over the buffers 80 cm / 31-1/2". DC wheel set E700580.

The class 95 steam freight tank locomotive to go with these cars is also being offered exclusively for Insider members under item number 39095.

A DC version of this freight car set can be found in the Trix H0 assortment under item number 24540 exclusively for Trix Club members.

The 48827 freight car set is being produced in 2016 in a one-time series only for Insider members.


Highlights:

- So-called "Economy" brakeman's cab on 2 boxcars as a new feature.
- All of the cars include different car numbers.
- The ideal freight cars to go with the class 95 steam freight tank locomotive.



So-called "Economy" brakeman's cab on 2 boxcars



 This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 225 for warranty terms. See Page 224 for an explanation of the symbols and age information.



| 48827

| 39095 |



18039 Fire Department Rotary Crane

Prototype: Magirus-Deutz curved hood truck with a rotary crane superstructure.

Model: The superstructure and the cab are constructed of die-cast metal and the floor is constructed of sheet steel. The boom is made of plastic and the metal wheels are turned parts with rubber tires. The model has many working functions such as the rotating boom that can be adjusted for height and the crane hook that can be raised and lowered by a hand crank. The running boards, bumpers, and blue warning lights are picked out in different colors. A certificate of authenticity is included. Length 16 cm / 6-5/16".

One-time series in 2016 only for the Märklin Insider members.

Highlights:

- Continuation of the popular series of metal vehicles.
- Largely new tooling.
- Metal superstructures.
- The perfect add-on for the five-part series of replica vehicles (18023, 18032, 18031, 18034, and 18029) and the 18038 fire department equipment truck.
- Certificate of authenticity.
- Cardstock packaging in an historic design.



3D Volume Pattern

Märklin my world – Fun Playing Right from the Start

Welcome to Märklin my world.

Unpack, set up, and you're running trains. This will delight even small model railroad fans. Moreover, that's exactly what can be experienced with Märklin my world. The sets are ideal for children ages 3 and above. They take a lot and give a lot.

The trains powered by batteries or rechargeable batteries have sturdy, high-quality magnet couplers and especially sturdy components. They provide all kinds of creative, trouble-free play fun. Light and sound functions also provide a wide variety of play adventures.

New in the world of Märklin my world products:

Now you can take the commuter train quite fast to the zoo or to friends. The removable roof in the second part of the train gives additional space for riders of all kinds. Thanks to USB and the new rechargeable battery, this train can recharge itself repeatedly – endless play fun with the light and horn always operating!

The new hand controller is also real fun to use. Thanks to the ergonomic improvement, the operation of all functions is now easy as child's play.

Loading all kinds of freight can now be experienced in a playful, imaginative way with the new loading station. You can even load the containers with your favorite things and then stack them up. Thanks to magnets, the crane can grab the containers with no problem.



LINT Commuter Train with a Rechargeable Battery



36100 Märklin my world – LINT Commuter Train with a Rechargeable Battery

Prototype: Two-part LINT commuter train.

Model: The train has a battery-powered drive and magnet couplers between the two train parts. The motor, rechargeable battery, and all of the electronics are built into the motorized train part and are inaccessible to children. The train can be recharged with the charging cable included with the train. The second part of the train provides all kinds of play possibilities with its removable roof and interior details. The train has 3 speeds forward and reverse, 3 sound functions, and triple headlights, all of which can be controlled by means of infrared train controller that is just right for children. The train can be operated with 2 different frequencies, thus allowing a second rechargeable battery-powered train to be added.

Train length 32.6 cm / 12-7/8".

Contents: Two-part train, charging cable, and infrared controller (2 x AAA batteries included).

Highlights:

- **Newly developed commuter train using rechargeable batteries, light and sound functions included.**
- **The train can be recharged very easily by means of the charging cable.**
- **The new infrared controller with its handle can be held securely by children.**
- **A variety of play possibilities with the removable roof and interior details.**
- **Magnet couplers that make coupling easy as child's play.**
- **A toy train ideally suited for children ages 3 and above.**

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Greeting	•	•	•	•
Conductor's Whistle	•	•	•	•
Horn	•	•	•	•

Built-in rechargeable battery
USB interface connector for charging
Roof can be removed

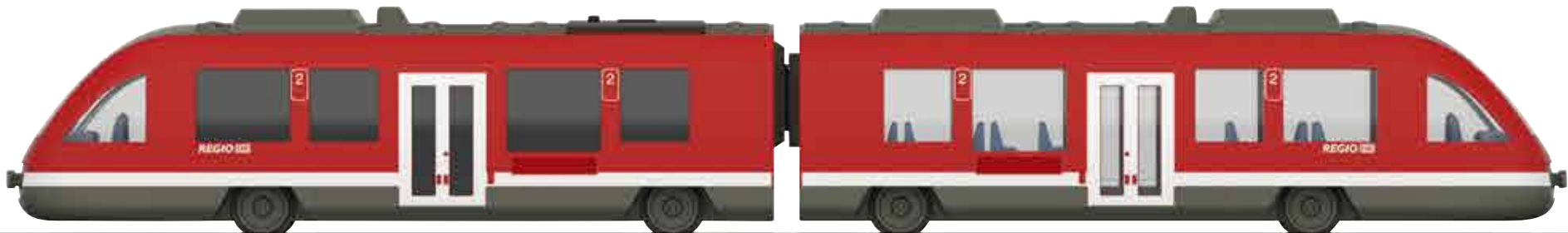


2x



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Add-On Car Set for the ICE



44108 Märklin my world – Add-On Car Set for the ICE

Prototype: Add-on car set consisting of 3 ICE open seating cars with removable roofs.

Model: The cars have interior details and space for loading. Each of the roofs can be removed. All of the cars have magnet couplers. Total length of the cars 33.6 cm / 13-1/4".

This car set is the ideal add-on to the 29300 "ICE" starter set. Other cars are available under item numbers 44114 and 44115.

Highlights:

- Removable roofs and interior details provide a lot of play value.
- The cars are ideal to add to the battery-powered ICE.

Removable roofs and interior details provide a lot of play value



29300

44108

29300



36101 Märklin my world – Class 212 Diesel Locomotive with a Rechargeable Battery

Prototype: Class 212 diesel locomotive.

Model: The locomotive has a rechargeable battery drive and a magnet coupler on the rear of the unit. The motor, the rechargeable battery, and all the electronics are designed to be inaccessible to children. The locomotive can be recharged with the charging cable that comes with it. The locomotive has 3 speed levels forward and reverse, 3 sound functions, and dual headlights. It can be controlled with the infrared controller designed for use by children. The train with this locomotive can be operated with 2 different frequencies, so a second rechargeable battery operated train can be added to this one.

Locomotive length 14.1 cm / 5-9/16".

Contents: Locomotive, charging cable, and infrared controller (2 x AAA battery included).

Highlights:

- **Newly developed diesel locomotive with rechargeable battery drive and light and sound functions.**
- **The locomotive can be recharged very easily with the charging cable.**
- **Children can hold the new infrared controller by its handle safely in their hands.**
- **Coupling easy as child's play by means of a magnet coupler.**
- **This locomotive is ideal for children ages 3 and above.**

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Sound of squealing brakes off	•	•	•	•
Conductor's Whistle	•	•	•	•
Horn	•	•	•	•

A world of play with all kinds of variety can be created by adding item numbers 44109, 44110, 72211, and 72250.



| 44110 | 44109 | 36101 |

Freight Car



44109 Märklin my world – Container Car Set

Prototype: Container car set consisting of 2 container transport cars that are loaded with two 20 ft. containers or with a 40 ft. container.

Model: The cars have magnet couplers. The sturdy containers are just right for children and can be opened and loaded. A permanently mounted metal part in the containers enables them to be loaded magnetically when used with the 72211 freight loading station.
Total length of the cars 33.6 cm / 13-1/4".

The diesel switch engine available under item number 36101 is suitable to make up a train with these cars.

Highlights:

- **The removable and loadable containers are sturdy and thereby ideal for children's hands.**
- **When used with the freight loading station these container cars provide a wide variety of play enjoyment.**

*Container with magnet coupling
Metal in the roof*



44110 Märklin my world – Auto Transport Car

Prototype: Auto transport car loaded with 2 sturdy models of automobiles.

Model: The car has magnet couplers. It also has a foldable ramp at one end for driving automobiles onto the railroad car. The removable models of automobiles are just right for children and are constructed mostly of metal.
Total length of the car 18.5 cm / 7-1/4".

The diesel switch engine available under item number 36101 is suitable to make up a train with this car.

Highlights:

- **Sturdy construction of the car and the model automobiles.**
- **The removable model automobiles provide play value that can be maximized when used with the freight loading station.**





72211 Märklin my world – Freight Loading Station

Freight loading station with 3 different loading possibilities, as a kit suitable for children.

This is a sturdy kit that can be put together with a few parts. There is a silo for loading bulk freight. There is a rotary crane with a magnet for accepting different kinds of freight. The station has a lifting device for automobiles. It comes in individual pieces. A model automobile is included.

This freight loading station is the ideal add-on to the 36101 diesel switch engine and the 44109 and 44110 my world freight cars. A loading set to go with this station is available under item number 72250.

Highlights:

- **The maximum play enjoyment with a kit that can be plugged together by children, with a wide variety of loading possibilities.**
- **Together with the freight cars from the my world assortment, the result is a multi-faceted world of play that will delight children.**



Passenger Car



44114 "Bord Restaurant" Passenger Car

Prototype: "Bord Restaurant" dining car with a removable roof.

Model: The car has interior details and space for loading. The roof is removable. The car has magnet couplers.

Car length 11.2 cm / 4-3/8".

The Bord Restaurant dining car is the ideal add-on to the 29300 "ICE" starter set. Other cars are available under item numbers 44108 and 44115.

Highlights:

- Removable roof and interior details.
- The ideal add-on to the battery-powered ICE.

Removable roof and interior details



44115 "Night Line" Sleeping Car

Prototype: Sleeping car with a removable roof and fluorescent imprinting.

Model: The car has interior details and space for loading. The roof is removable. The car has magnet couplers.

Car length 11.2 cm / 4-3/8".

This sleeping car is the ideal add-on to the 29300 "ICE" starter set. Other cars are available under item numbers 44108 and 44114.

Highlights:

- The imprinted details on the car light up in the dark.
- Removable roof and interior details.
- The ideal add-on to the battery-powered ICE.

Removable roof and interior details
The imprinted details on the car light up in the dark



| 29300 | 44115 | 44114 | 44108 | 29300 |

Accessories



23130 Märklin my world – Curved Plastic Track (R1)

R1 = 360 mm / 14-3/16" / 30°.
Package quantity: **6 pieces.**



23172 Märklin my world – Straight Plastic Track

171.7 mm / 6-3/4".
Package quantity: **6 pieces.**



23188 Märklin my world – Straight Plastic Track

188.3 mm / 7-3/8".
Package quantity: **6 pieces.**



23301 Märklin my world – Turnout Set for Plastic Track

Contents: 1 left turnout and 1 right turnout, as well as 2 sections of curved track to go with them (turnout curves), made of sturdy plastic just right for children.



23977 Märklin my world – Track Bumper for Plastic Track

77.5 mm + 5 mm / 3-1/16" + 1/16".
Package quantity: **3 pieces.**



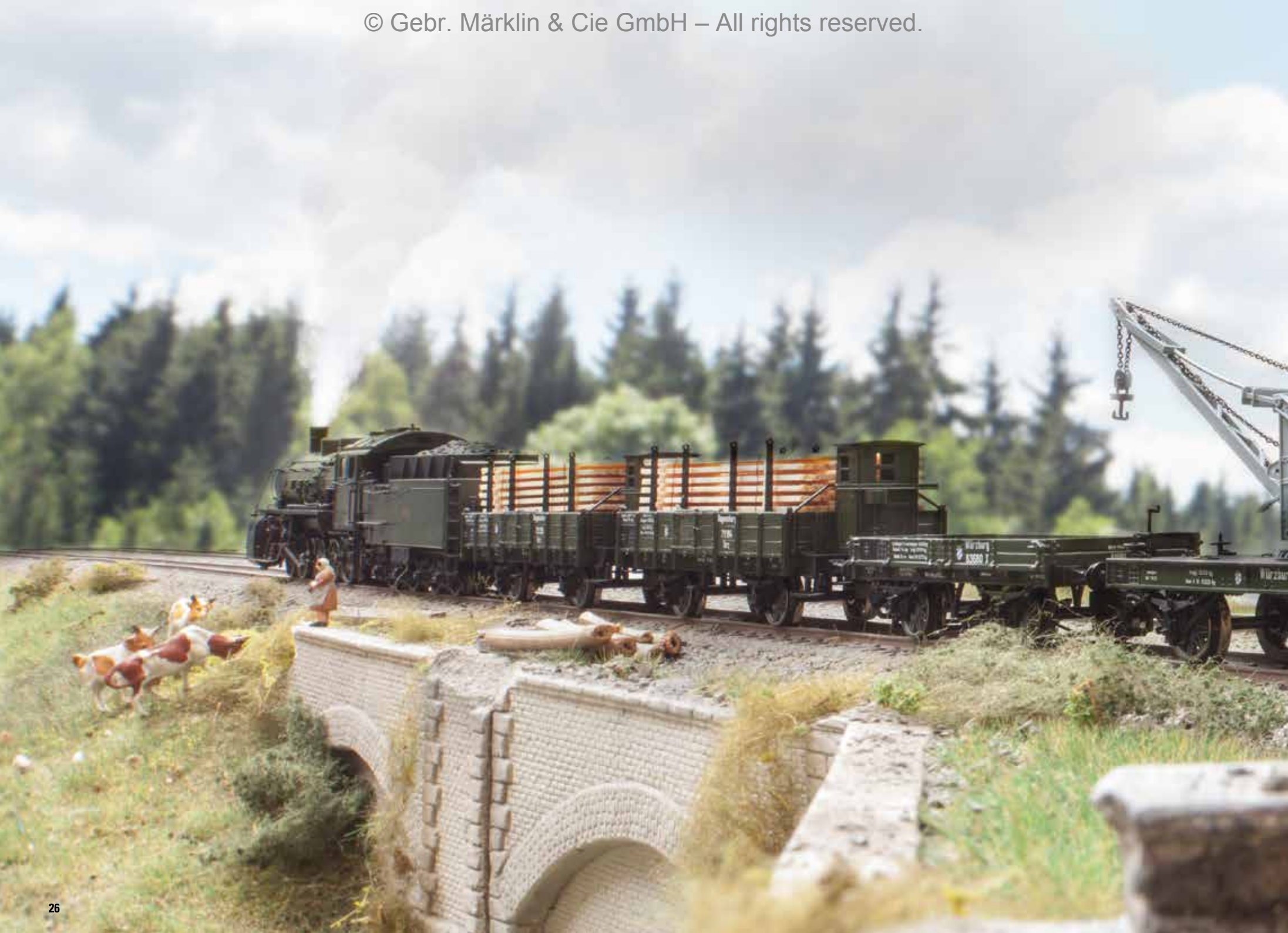
72240 Märklin my world – Rerailer (without figure)

A fun rerailer with scenery elements for smooth integration into the world of railroading.

This rerailer consists of a special, curved section of plastic track with guide grooves in the roadbed. These grooves position the wheels correctly on the track when you push a car or even when the train is running at speed. This section of track is to be mounted permanently in the track diagram. Scenery elements for attaching to the track are included for a smooth integration into world of play.

Highlights:

- Facilitates placing locomotives and cars on the track.
- Can be smoothly integrated into the world of play.





More Individuality for Your Model Railroad Adventure!

Last year we used this motto to present our new generation of retrofit decoders. These decoders are now lined up alongside the new CS3 and CS3 plus in terms of innovation.

As you can program the new decoders in minutes, you can now call up the different operating elements of your model railroad layout in seconds thanks to the Central Station 3. Simple wiping and zooming on the display is all you have to do.

In the new items for 2016, we have several treats in more than just the digital area. Our Insider model for this year as the class 95 will win you over with its legendary looks. No less interesting and a hallmark for the clear devotion to detail from Märklin in this regard is the newly conceived type G 10 freight car set. Two freight cars with economy brakeman's cabs and different roof colors await you here just as in the prototype.

Moreover, who does not remember the special times on the Gotthard when the legendary "Elephant" with its great pulling power scaled the steep grades on the Gotthard? We are making this adventure real with absolutely new tooling for the largest Swiss steam locomotive.

Sturdy and lasting in value, innovative and with the highest possible level of detailing – more than just our collector models will win you over this way. Our numerous beginner models in the program will also amaze you as locomotives with a wide variety of light and sound functions. You can recognize these locomotives by the "Märklin Start up" logo.

We hope you have a lot of fun browsing in the new items brochure and trying out the new AR functions.

Your Märklin Team

Simply Set It up and Play



29323 „Freight Train“ Starter Set. 230 Volts

Prototype: German Federal Railroad (DB) class 89.0 tank locomotive, a type X-05 low side car, a boxcar, and an “Aral” tank car.

Model: The locomotive has an mfx digital decoder and a special motor. 3 axles powered. Traction tires. The triple headlights will work in conventional operation and can be controlled digitally. The locomotive has coupler hooks. The low side car, boxcar, and tank car each have Relex couplers.

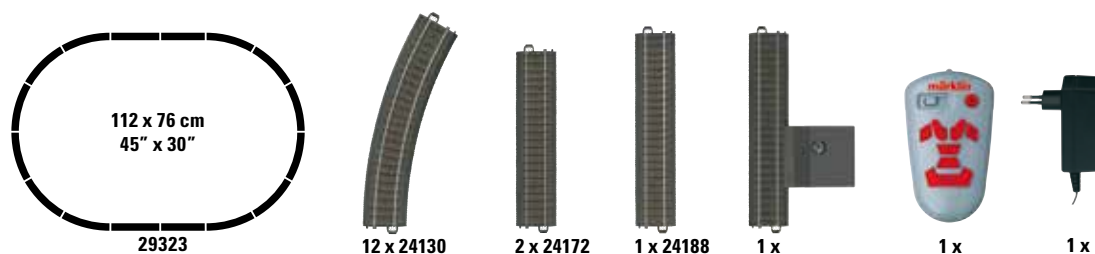
Train length 45.7 cm / 18".

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.

Highlights:

- Digital IR controller for control of up to 4 trains.
- Freedom of movement all 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	•	•	•	•





29452 Märklin Start up – “Container Train” Starter Set. 230 Volts

Prototype: Henschel type DHG 700 fictitious diesel switch engine and 3 container flat cars painted and lettered for the German Railroad, Inc. (DB AG), loaded with different containers.

Model: The locomotive has an mfx digital decoder and factory-installed sound functions that can be controlled. 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. There is a blinking light on the cab roof. The locomotive has coupler hooks. The 3 container transport cars are loaded with different types of containers (20 ft. container, 40 ft. container, and 20 ft. tank container). All of the cars have Relex couplers. All of the containers can be removed from the cars and can be opened for loading. Train length 59.2 cm / 23-5/16”.

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. 24611 left turnout and 1 no. 24612 right turnout. A switched mode power

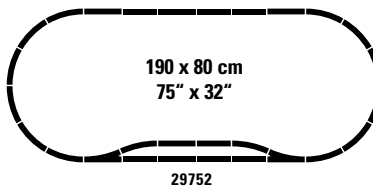
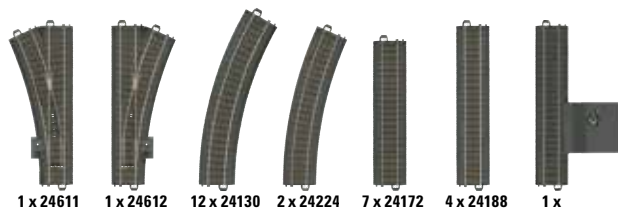
pack and an infrared controller are included. This set can be expanded with the C Track extension sets and with the entire C Track program. The 74492 electric turnout mechanism can be installed in the turnouts.

The 78452 theme extension set, the 44452 car set, the 44700 car, and the 72452 container terminal are ideal for expanding the theme world of container logistics.

Highlights:

- **Sturdy train – ideally suited for children ages 6 and above.**
- **The container transport car and the different types of containers are new tooling made for children.**
- **Locomotive includes a warning light and sound functions.**
- **Freedom of movement all around the layout with the wireless IR controller.**
- **Easy-to-set-up C Track layout.**

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Flashing Warning Light	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Cab Radio		•	•	•



Container Terminal Theme World



72452 Märklin Start up – Container Terminal

Prototype: Modern gantry crane for loading and unloading containers.

Model: This modern container terminal features solid, sturdy construction. The model has been specially designed for the needs of children. The traveling crane

can be pushed by hand. The equipment for loading and unloading containers can be raised and lowered. The entire gantry crane is mounted on wheels and can be pushed. This model comes in individual parts requiring assembly.

A variety of play possibilities around the theme of container logistics
Sturdy construction made for children – specially designed for the needs of children ages 6 and above



44452 Märklin Start up – “Container Loading” Car Set

Prototype: Krupp-Ardelt type crane car, crane tender car, and a container transport car with end walls, modern paint and lettering.

Model: The crane car has a superstructure that can be rotated, a movable boom, and a hand crane

for the crane line. The crane tender car has a boom support. The container transport car is loaded with a 40 ft. container. The container can be removed and can be opened for loading. All of the cars have Relex couplers. Total length over the buffers 35.8 cm / 14-1/8”.



78452 Märklin Start up – “Container Logistics” Theme Extension Set

Prototype: German Railroad, Inc. (DB AG) container transport car with end walls, loaded with two 20 ft. tank containers.

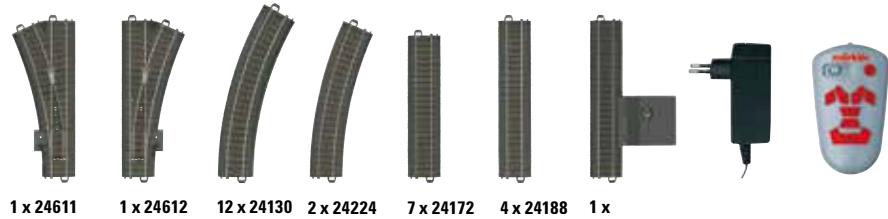
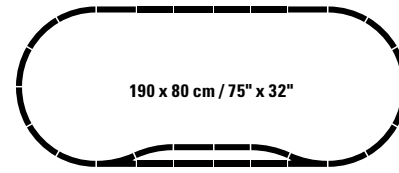
Model: The container transport car is loaded with two 20 ft. tank containers. The car has Relex couplers. 3 other containers as well as logistics vehicles are included with the set as additional accessories. Length over the buffers 16 cm / 6-5/16”.

Contents: 5 no. 24188 straight track, 4 no. 24172 straight track, 1 no. 24224 curved track, 1 no. 24612 right turnout, and 1 no. 24977 track bumper.

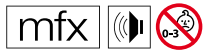
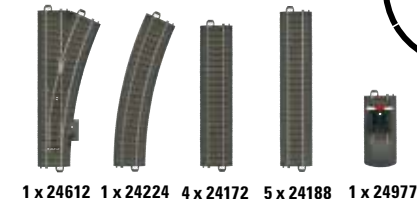
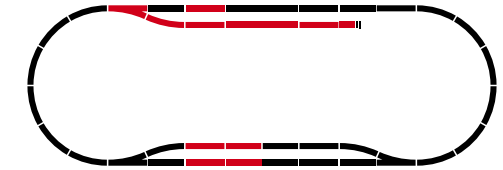


Construction Site Theme World

29183 "Construction Site" Starter Set. 230 Volts



78083 "Construction Site" Theme Extension Set



44083 "Construction Site" Freight Car Set

Prototype: Stake car, "Tar" tank car, and a boxcar painted and lettered for a construction train.

Model: The stake car has permanently mounted stakes, the tank car has a brakeman's platform, and the boxcar has a built-in mfx digital decoder and pickup shoe for power pickup for factory-installed controllable sound functions. All of the cars have Relex couplers. Total length over the buffers 34.5 cm / 13-9/16".

Highlights:

- **Sturdy models – very suitable for children ages 6 and above.**
- **Realistic construction site sounds: background sound of a large construction site, compressed air jack hammer, a truck unloading, and the operating sounds of a power shovel.**
- **A wide variety of play possibilities around the theme of a construction site.**

Digital Functions	CU	MS	MS 2	CS
Surrounding sounds	•	•	•	•
Operating Sounds 1	•	•	•	•
Operating Sounds 2	•	•	•	•
Operating Sounds 3	•	•	•	•

This car set goes with the 29183 "Construction Site" starter set. This theme world can be expanded beyond this with the 78083 theme extension set.



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“Modern Commuter Service” Starter Set



29641 Märklin Start up – “Modern Commuter Service” Starter Set. 230 Volts

Prototype: German Railroad, Inc. (DB AG) class 640 (LINT 27) diesel commuter service powered rail car, DB Regio Business Area.

Model: The powered rail car has controlled high-efficiency propulsion, an mfx digital decoder, and factory-installed controllable sound functions. 2 axles powered. Traction tires. 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. There is a representation of the center buffer coupler at both ends of the train. The train has tinted windows and low-level entries. Total length 28.8 cm / 11-3/8”.

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 pair of 24611 and 24612 turnouts. A switched mode power pack and a wireless infrared controller are included. This set can be expanded with the C Track extension sets and with the entire C Track program. The 74492 electric turnout mechanism can be installed in the turnouts.

Highlights:

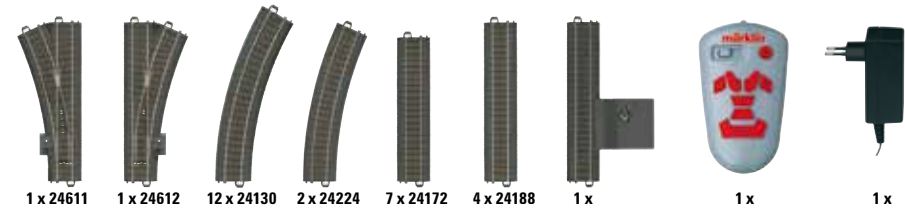
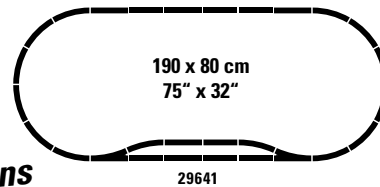
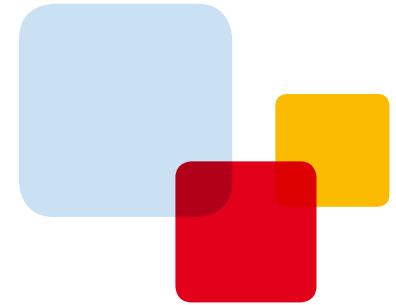
- **Completely new tooling for the LINT 27.**
- **Powered rail car with built-in mfx decoder and sound functions.**
- **The ideal way to get started for new people to model railroading, including adults.**
- **Easy-to-set-up C Track layout.**

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Sound of squealing brakes off	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Direct control	•	•	•	•



More than reality!

Discover our models all over again with the new Märklin AR App. This is how easy it is: Download the app and watch the page with the camera on a Smartphone.



Completely new tooling
Factory-installed controllable sound functions



With the LINT (= Leichter Innovativer Nahverkehrs-Triebwagen / Lightweight Innovative Commuter Service Powered Rail Car) Alstom LHB, Inc. emerged relatively late on the stage of builders of regional powered rail cars. Four variants are currently being marketed internationally under the label "Coradia LINT": The LINT 27 is a one-part, four-axle powered rail car, while LINT 41 six-axle and two-axle versions are coming along. The LINT 54 is being offered with eight axles as a two-part unit but with longer car bodies. It can be expanded to the LINT 81 by inserting another motored center car. The number behind the name in each case gives the approximate train length in meters. The design of the LINT is set up modular fashion based on the criteria of modern locomotive and car construction so that adjustments can be

done at any time to meet customer wishes. On the underbody, welded reinforced steel shapes are used at the ends of the cars. The car bodies are constructed as "warp resistant tubes" mostly of non-rusting types of steel using welded lightweight steel fabrication methods. Fiberglass-reinforced plastic parts bolted and cemented under the end of the car provide a reinforced steel construction for the required safety. A combination rubber-air suspension ensures the required riding comfort. The heart of the drive system is a 6-cylinder diesel motor from MTU with 315 kilowatts / 422 horsepower output. A hydrodynamic Voith fluid transmission transfers the motor power to the two driving wheel sets in the truck. To date in 2000/2001 the DB has placed 30 units of the LINT 27 into service as the class 640. As the first private rail-

road in Germany "vectus" ordered another ten units (VT 201-210) at the end of 2004 for use on the Lahntal Line as well as the Unterwesterwald Line and the Oberwesterwald Line. In 2005, the Veolia subsidiary HEX (Harz-Elbe-Express) put seven LINT 27 as road numbers VT 870-876 into operation for service on the lines Halberstadt – Blankenburg and Könnern – Bernburg (Saale). After winning the bidding for the 3Länder Line (connections in the Three States Corner of Germany between Rhineland-Palatinate, Hesse, and North Rhine-Westphalia) in December of 2014, the Hessian State Railroad (HLB) took over the LINT 27 units from "Vectus", gradually modernized them, and had them painted in the HLB colors.



Starter Set



29060 Märklin Start up – “Era V Freight Train” Digital Starter Set. 230 Volts

Prototype: German Railroad, Inc. (DB AG) class 216 diesel locomotive in “Orient Red” paint scheme, type Rlmms low side car, and type Eaos 106 gondola.

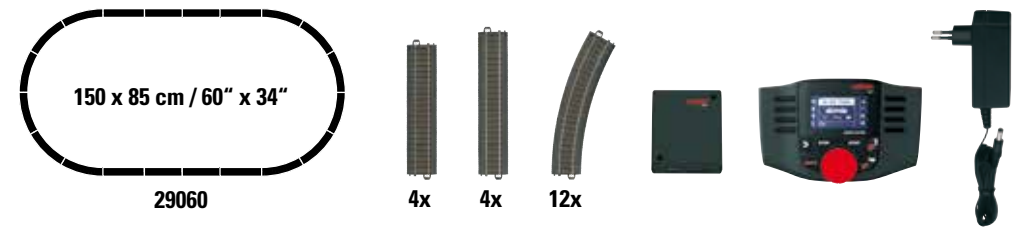
Model: The locomotive has an mfx digital decoder. 2 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The cars have close couplers with guide mechanisms. Train length 50.3 cm / 19-13/16”.

Contents: 12 no. 24130 curved track, 4 no. 24188 straight track, 4 no. 24172 straight track. Track connector box, 36 VA / 230 volt switched mode power pack, and a Mobile Station are included. An illustrated instruction manual with many tips and ideas is also included. This set can be expanded with the C Track extension sets and with the entire C Track program.

Highlights:

- **The ideal entry into the digital world of Märklin HO.**
- **Automatic registration at 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	•	•	•	•





29074 Märklin Start up – “Era III Freight Train” Digital Starter Set. 230 Volts

Prototype: German Federal Railroad (DB) class 74 tank locomotive, type Om 12 gondola, type Gr 20 boxcar, and type Kbs 443 stake car.

Model: The locomotive has an mfx digital decoder and a special motor with a flywheel. 3 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The cars have close couplers with guide mechanisms.

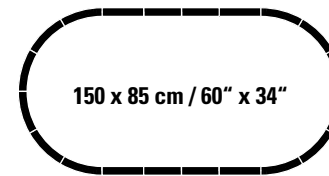
Train length 51.0 cm / 20-1/16”.

Contents: 12 no. 24130 curved track, 4 no. 24188 straight track, 4 no. 24172 straight track. Track connector box, 36 VA / 230 volt switched mode power pack, and a Mobile Station are included. An illustrated instruction manual with many tips and ideas is also included. This set can be expanded with the C Track extension sets and with the entire C Track program.

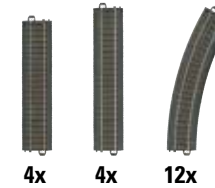
Highlights:

- **The ideal entry into the digital world of Märklin H0.**
- **Automatic registration at 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	•	•	•	•



29074



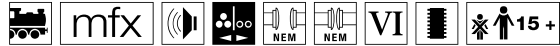
4x

4x

12x



“Regional Express” Digital Starter Set



29479 “Regional Express” Digital Starter Set. 230 Volts

Prototype: German Railroad, Inc. (DB AG) class 245 diesel electric locomotive and 2 bi-level commuter cars. 1 type DABza 756 bi-level car, 1st/2nd class, and 1 type DBza 751 bi-level car, 2nd class.

Model: The locomotive is constructed of metal and has an mfx digital decoder and controllable sound functions. 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. The cars have tinted side windows. Train length 75.3 cm / 29-5/8”.

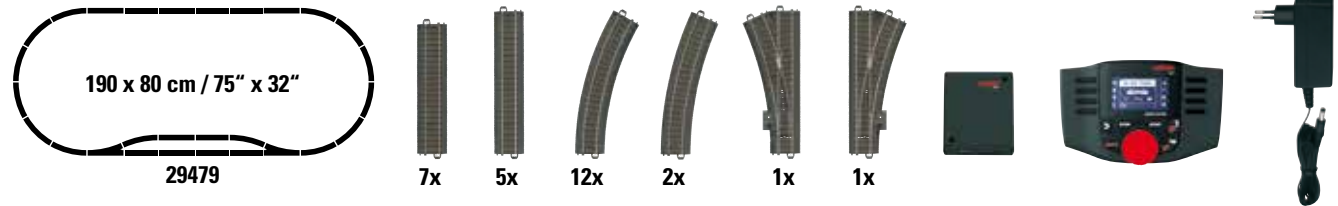
Contents: 12 no. 24130 curved track, 5 no. 24188 straight track, 7 no. 24172 straight track, 2 no. 24224 curved track, and 1 pair of 24611 and 24612 turnouts. Track connector box, 36 VA / 230 volt switched mode power pack, and a Mobile Station are included. An illustrated instruction manual with many tips and ideas is also included. This set can be expanded with the C Track extension sets and with the entire C Track program.

Highlights:

- **The ideal entry into the digital world of Märklin H0.**
- **Automatic registration at the Mobile Station with the built-in mfx decoder.**
- **Easy-to-set-up C Track layout.**

The 78479 theme extension set is the right add-on to fit the era of this starter set.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Sound of Couplers Engaging	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off	•	•	•	•
Horn		•	•	•





78479 "Regional Express" Theme Extension Set

Prototype: German Railroad, Inc. (DB AG) type DBbzfa 761 bi-level cab control car, 2nd class.

Model: This is an add-on of a bi-level cab control car to the Regional Express. The cab control car has tinted side windows and 2 red marker lights at the cab end of the car.

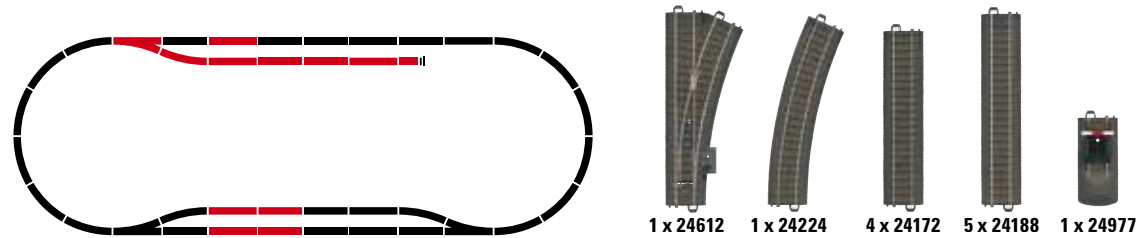
Contents: 5 no. 24188 straight track, 4 no. 24172 straight track, 1 no. 24224 curved track, 1 no. 24612 right turnout, and 1 no. 24977 track bumper.

Length over the buffers 27.3 cm / 10-3/4".

This extension set goes with the 29479 "Regional-Express" starter set.

Highlights:

➤ Track material to expand the C Track layout.



78479

29479

The Ideal Way to Get Started in Era III



29721 „Era III Freight Service“ Digital Starter Set. 230 Volts

Prototype: German Federal Railroad (DB) class 94 tank locomotive, type Rlmms stake car, type Gms 30 boxcar, type Kmmks 51 sliding roof freight car, type Om 12 high side gondola, all painted and lettered for the German Federal Railroad (DB), and a four-axle tank car with a brakeman's platform, privately owned by Eva, Eisenbahn-Verkehrsmittel-Aktiengesellschaft / Railroad Transport Company, Düsseldorf, Germany.

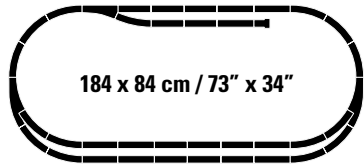
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke unit can be installed in the locomotive. 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 tubes and brake hoses are included. The cars have close couplers with guide mechanisms. Train length 77.6 cm / 30-9/16".

Contents: 14 no. 24130 curved track, 9 no. 24188 straight track, 11 no. 24172 straight track, 1 no. 24224 curved track, 1 no. 24612 right turnout, 1 no. 24671 left curved turnout, 1 no. 24672 right curved turnout, and 1 no. 24977 track bumper. Track connector box, 36 VA/230 volt switched mode power pack and a Mobile Station. An illustrated instruction manual with many tips and ideas is included. This set can be expanded with the C Track extension sets and with the entire C Track program.

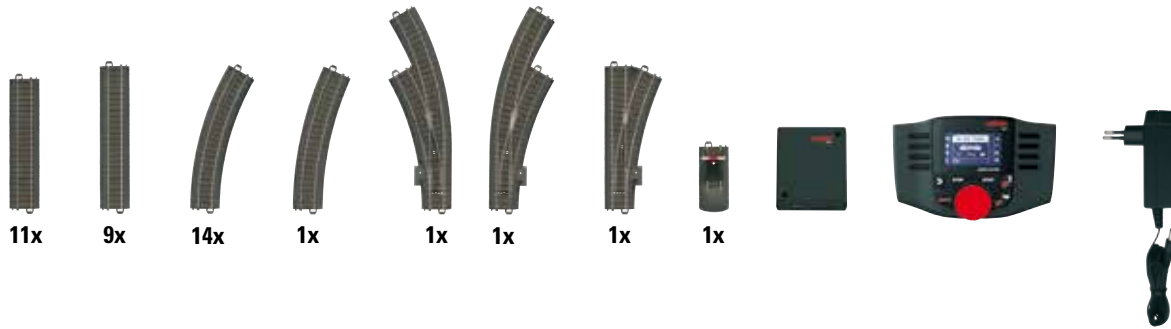
Highlights:

- The ideal start in the digital world of Märklin H0.
- Automatic registration at 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)	•	•	•	•
Smoke generator contact	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Bell		•	•	•
Whistle for switching maneuver		•	•	•
Letting off Steam		•	•	•
Letting off Air			•	•
Sound of coal being shoveled			•	•
Grate Shaken			•	•
Injectors			•	•
Generator Sounds			•	•
Cab Radio			•	•



29721





"ICE 2" Digital Starter Set



29792 "ICE 2" Digital Starter Set. 230 Volts

Prototype: German Railroad, Inc. (DB AG) class 402 InterCity Express.

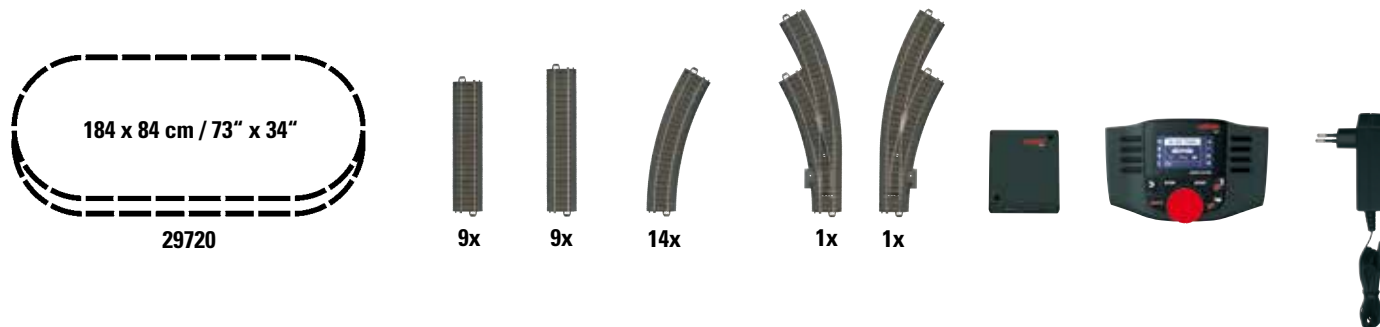
Three-part train set: powered end car, open seating car, 1st class, and cab control car, 2nd class.

Model: The powered end car has an mfx digital decoder and controllable sound functions. It also has a special motor. 2 axles powered. Traction tires. The headlights on the powered end car will work in conventional operation and can be controlled digitally (headlights on the cab control car are always on). The pantographs will work mechanically but are not wired to take power.

Train length 76.2 cm / 30".

Contents: 14 no. 24130 curved track, 9 no. 24188 straight track, 9 no. 24172 straight track, 1 pair of no. 24671 and no. 24672 turnouts. Track connector box, 36 VA / 230 volt switched mode power pack and a Mobile Station are included. An illustrated instruction manual with many tips and ideas is included. This set can be expanded with the C Track extension sets and with the entire C Track program.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Station Announcements	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off	•	•	•	•
Horn		•	•	•



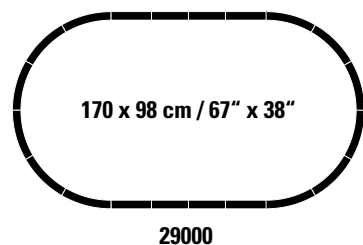


29000 A Digital Start. 230 Volts

Contents: 12 no. 24130 curved track, 4 no. 24188 straight track, 4 no. 24172 straight track. A track connector box, a 36 VA/230 volt switched mode power pack and a Mobile Station for a digital start are included. An illustrated instruction manual with many tips and ideas is included. This set can be expanded with the C Track extension sets and with the entire C Track program.

Highlights:

- The ideal way to get started in the digital world of Märklin H0.
- Easy-to-set-up C Track layout.
- Radius R2 oval of track.



78792 "Bord Restaurant" Theme Extension Set

Prototype: German Railroad, Inc. (DB AG) Bord Restaurant dining car for a class 402 InterCity Express.

This extension set goes with the 29792 "ICE 2" starter set.

Model: This is an add-on of a Bord Restaurant dining car to the InterCity Express.

Contents: 6 no. 24360 straight track.

Highlights:

- Long sections of straight track to expand the C Track layout to a high-speed route.



29792

78792

29792

The Most Popular Combination of the Twenties



37079 Class T 18 Tank Locomotive

Prototype: Württemberg State Railways (W.St.E.) class T 18 tank locomotive. The locomotive looks as it did around 1920.

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 dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has numerous separately applied details. Length over the buffers 16.9 cm / 6-5/8".

Highlights:

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

The cars to go with this locomotive can be found in the Märklin H0 assortment under item numbers 42103, 42121, 42132, and 42143.

One-time series.

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



42121 Type Gep Baggage Car

Prototype: Württemberg State Railroad (W.St.E.) type Gep baggage car. Platforms, service area, and pet compartment included.

One-time series.

Model: The cupola has glazed windows. The car has sliding doors that can be opened. Length over buffers 13.0 cm / 5-1/8". DC wheel set E700580.

The class T 18 tank locomotive goes with this car and can be found in the Märklin H0 assortment under item number 37079.



| 42143 | 42132 | 42103 | 42121 | 37079 |



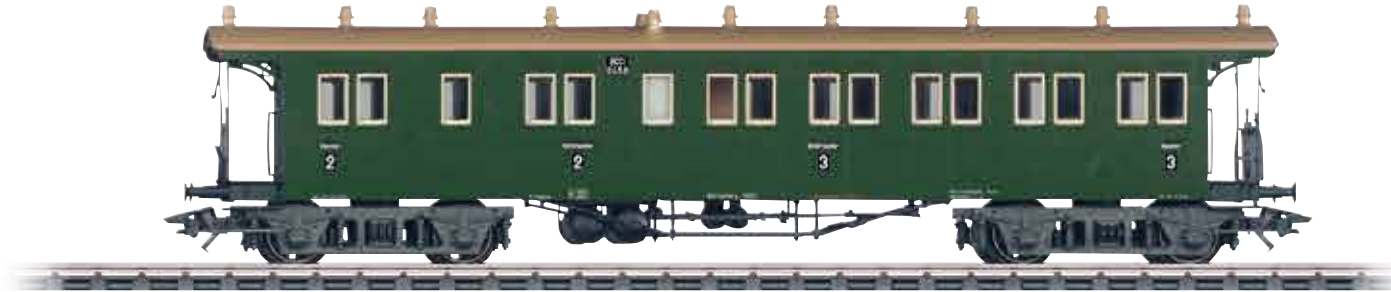
42103 Type BCCi Express Train Open Platform Passenger Car

Prototype: Württemberg State Railroad (W.St.E.) type BCCi day coach.
2nd and 3rd class.

Model: The car has separately applied metal roof vents. It also has etched metal end crossover platforms and roof supports. The car has folding foot plates.
Length over buffers 19.1 cm / 7-1/2". DC wheel set E700580.

One-time series.

Different car routing signs that you can mount yourself on the cars are included with the models



42132 Type CCi Express Train Open Platform Passenger Car

Prototype: Württemberg State Railroad (W.St.E.) type CCi day coach.
3rd class.

Model: The car has separately applied metal roof vents. It also has etched metal end crossover platforms and roof supports. The car has folding foot plates.
Length over buffers 18.3 cm / 7-3/16". DC wheel set E700580.

One-time series.

All of the cars include simple spoked wheels



42143 Type C4 Express Train Open Platform Passenger Car

Prototype: Württemberg State Railroad (W.St.E.) type C4 day coach.
4th class.

Model: The car has separately applied metal roof vents. It also has etched metal end crossover platforms and roof supports. The car has folding foot plates.
Length over buffers 18.3 cm / 7-3/16". DC wheel set E700580.

One-time series.



See Page 224 for an explanation of the symbols and age information.

The Specialist for Mountain Lines



37067 Class K Steam Locomotive

Prototype: Württemberg State Railways (K.W.St.E.) class K steam freight locomotive with authentic weathering. Road number 1807. The locomotive looks as it did around 1918.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. The frame is designed to negotiate sharp curves and has side axle play. 6 axles powered. Traction tires. The 7226 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 headlights. There is an adjustable close coupling between the locomotive and the tender. The locomotive is authentically weathered.

Length over the buffers 23.5 cm / 9-1/4"

Highlights:

➤ **Authentic weathering included.**

One-time series.

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		•	•	•
Air Pump		•	•	•
Whistle for switching maneuver		•	•	•
Sound of coal being shoveled			•	•
Injectors			•	•
Letting off Steam			•	•
Grate Shaken			•	•



Reliable action on curves even on Radius R1 thanks to axles with side play

New road number and authentic weathering included



From Munich into the Mountains



37139 Class D XII Tank Locomotive

Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) class D XII steam tank locomotive, later, the class 73. Road number 2237.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 2 axles powered. Traction tires. 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 headlights. The locomotive has many separately applied details.

Length over the buffers 13.8 cm / 5-7/16".

Highlights:

- Extensive sound functions included for the first time.
- mfx+ digital decoder.

A DC model of this locomotive can be found in the Trix H0 assortment under item number 22840.

One-time series.

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



Especially many applied parts included

Extensive sound functions by means of an mfx+ digital decoder included for the first time



| 41359

| 41358

| 41369

| 41379

| 37139

Royal Bavarian State Railroad Express Train Passenger Car Set

Elegant and in the Style of the Period.

Your passengers will travel this way in this express train passenger car set from 1908 on the route Munich – Stuttgart. All of the cars have spoked wheel sets correct for the period, and the 66672 lighting kit can be installed in these cars.

The K.Bay.Sts.B. Bavarian class S 2/6 can be used as motive power for this car. It can be found under item number 37015.

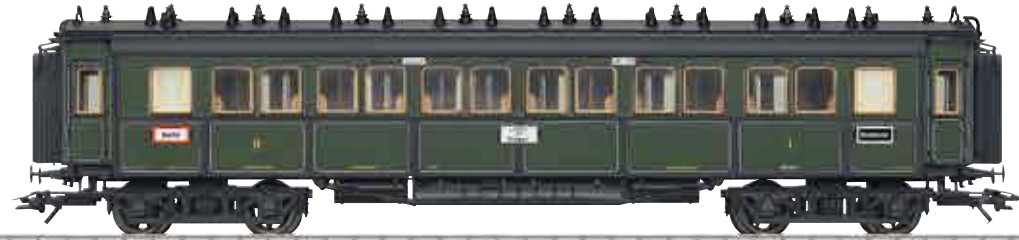
All of the cars include new car numbers



41369 Type ABBü Express Train Passenger Car

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) type ABBü four-axle express train passenger car, 1st/2nd class.

Model: The car features detailed construction and is full scale length. Length over the buffers 21.6 cm / 8-1/2". DC wheel set E32301211.



41379 Type PPü Express Train Baggage Car

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) type PPü four-axle express train baggage car.

Model: The car features detailed construction and is full scale length. The car has sliding doors. Length over the buffers 19.9 cm / 7-13/16". DC wheel set E32301211.



41359 Type CCü Express Train Passenger Car

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) type CCü four-axle express train passenger car, 3rd class.

Model: The car features detailed construction and is full scale length. Length over the buffers 22 cm / 8-5/8". DC wheel set E32301211.



This new item is also available with another car number as a variation:

41358 Type CCü Express Train Passenger Car

Car number 13 033



41359

41358

41369

41379

37015

Mystique of the Borsig Works



37588 Steam Freight Locomotive

The fourth Borsig Edition is dedicated to the first “standard design steam locomotive” in Germany, the (Prussian) G 12. Its birth 1917 was thanks to World War I, in which a heavy freight locomotive was urgently required in large quantities. It came too late for use in the war, but it turned out marvelously and by 1925, just under 1,500 units had left the builder’s halls. It is thus no wonder that the G 12 formed the backbone of heavy freight service on the DRG in the Twenties and Thirties.

Prototype: Royal Prussian Railroad Administration (KPEV) Prussian class G 12 (later the class 58.10-21) steam freight locomotive. Gas lighting and Prussian type pr. 3T 20 tender included. The locomotive looks as it did shortly after being delivered by Borsig in 1917. Locomotive number 10.282 in the delivery book of A. Borsig Works, Berlin-Tegel.

Model: The locomotive has an 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. The locomotive has dual headlights that change over with the direction of travel. They will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. A 7226 smoke unit can be installed in the locomotive. There is a permanent close coupling with a guide mechanism between the locomotive and tender. A close coupler with an NEM pocket and a guide mechanism is on the front of the locomotive. An NEM coupler pocket with a guide mechanism and a Telex coupler is on the rear of the tender. The locomotive has many separately applied details such as piping and sand pipes. Piston rod protection sleeves and brake hoses are included. Length over the buffers 21.2 cm / 8-3/8”.

A suitable collector’s case made of wood and glass with a relief of the characteristic Borsig gates for the Borsig Locomotive Works in Berlin-Tegel is included. An engraved metal sign plate including the builder’s number is mounted on the base of the display case. A high quality excerpt from the delivery book is included. Delivery the middle of 2016.

Highlights:

- “Borsig Edition 4”.
- **Prototypical tooling changes for the Prussian version.**
- **Partially open bar frame.**
- **An excerpt from the Borsig delivery book included.**

One-time series (model 4 of 5).

4th locomotive of the Borsig Edition
Prototypical tooling changes for the Prussian version
Suitable collector’s case

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		•	•	•
Engineer’s cab lighting		•	•	•
Whistle for switching maneuver		•	•	•
Telex coupler on the rear		•	•	•
Letting off Steam			•	•
Sound of coal being shoveled			•	•
Grate Shaken			•	•
Air Pump			•	•
Water Pump			•	•
Injectors			•	•

Borsig Edition 1–3



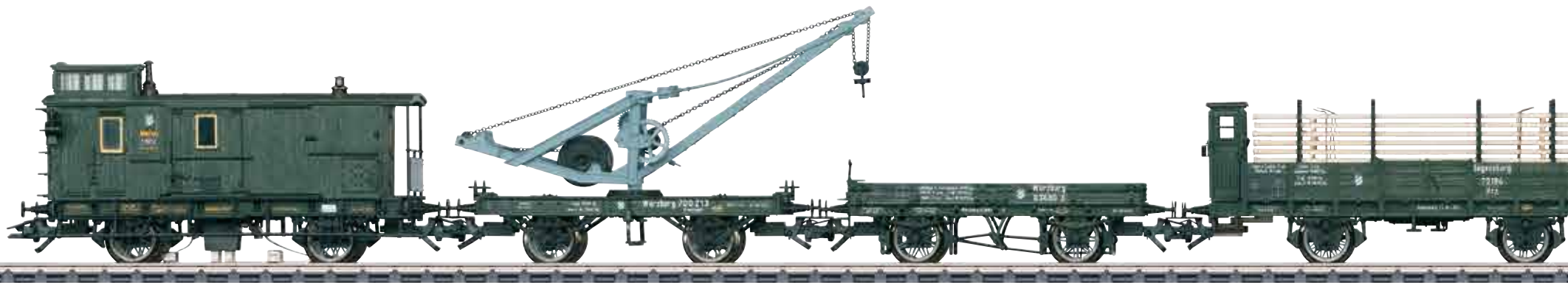
The Most Powerful Locomotive with Five Coupled Axles in Use for Loading

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 bar frame was another modern feature. One each high-pressure cylinder and an outboard low-pressure cylinder were attached to a cast piece. Outboard-mounted Heusinger valve gear with stirrup pieces provided steam distribution to the high- and low-pressure cylinders by means of common piston slide valves. All four cylinders were connected directly to the third wheel set.

In 1920, additional locomotives followed the units from the first series. These additional units had larger cylinder diameters, a larger super heater, as well as a pre-heater with an associated feed pump. This gave them a somewhat higher performance than

the prewar locomotives. In addition, the previously "airy" cab was replaced by the design with better protection for the locomotive crews that had become customary in the meantime. Eighty locomotive of the successor series were delivered and placed into service by 1924. The G 5/5 was the most powerful five-axle steam locomotive of all the German provincial railroads and could pull up to 1,210 metric tons up a grade of 0.5 % at a speed of 40 km/h / 25 mph. They easily left the Prussian G 10 and G 12 as well as the later DRG classes 50 and 52 in the dust.

The DRG only took over seven units from the first series with road numbers 57 501-507. The successor series by contrast was fully taken over by the German State Railroad, and the units were given the road numbers 57 511-590. After World War II, only 17 units were still in existence mostly in storage in the area of the later DB.





26603 “Bavarian Freight Train” Train Set

The powerful and yet rather delicate looking Bavarian State Railroad G 5/5 was the most powerful five-axle steam locomotive of all the German provincial railroads. In its later version it could pull up to 1,210 metric tons up a grade of 0.5 % at a speed of 40 km/h / 25 mph. Together with lovingly modelled Bavarian freight car set, it makes an attractive eye-catcher on any model railroad layout.

Prototype: Bavarian class G 5/5 steam freight locomotive, with a type 2'2 T21,8 coal tender. Road number 5865. 2 type Hrz Regensburg gondolas with board walls and stakes. 1 type X Würzburg low side car with board walls, as a crane tender car. 1 crane car with 5,000 kilograms / 5.5 tons capacity. 1 type P München baggage car. The locomotive and the cars are painted and lettered for the Bavarian Group Administration, German State Railroad. They look as they did around 1923.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and tender are mostly constructed 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 headlight for oncoming trains is on the front of the locomotive and the rear of the tender 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. There is a close coupler with an NEM pocket and a guide mechanism on the front of the locomotive and the rear of the tender. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included. 2 gondolas are loaded with lumber. The baggage car has lighted marker lanterns. Total length over the buffers approximately 73 cm / 28-3/4".

Highlights:

- **World of Operation mfx+ digital decoder and a variety of operation and sound functions included on the locomotive.**
- **For still more operating enjoyment in the Märklin “World of Operation”.**
- **New locomotive road number.**

One-time series.

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			•	•

*New locomotive road number
A load of lumber and marker lanterns included*



Created for the Bavarian Grades



39960 Class 96.0 Heavy Freight Tank Locomotive

Prototype: German State Railroad Company (DRG) class 96.0 heavy freight locomotive. Mallet design articulated locomotive with compound drive gear consisting of high and low pressure cylinder groups. The locomotive looks as it did in 1930.

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 frame is articulated to enable the unit to negotiate sharp curves. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally. The model is finely constructed with numerous, separately applied details. Length over the buffers 20.3 cm / 8".

Highlights:

➤ **mfx+ digital decoder included.**

A DC model of this locomotive can be found in the Trix H0 assortment under item number 22962.

One-time series.

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



46287

39960



46287 Flat Car Set

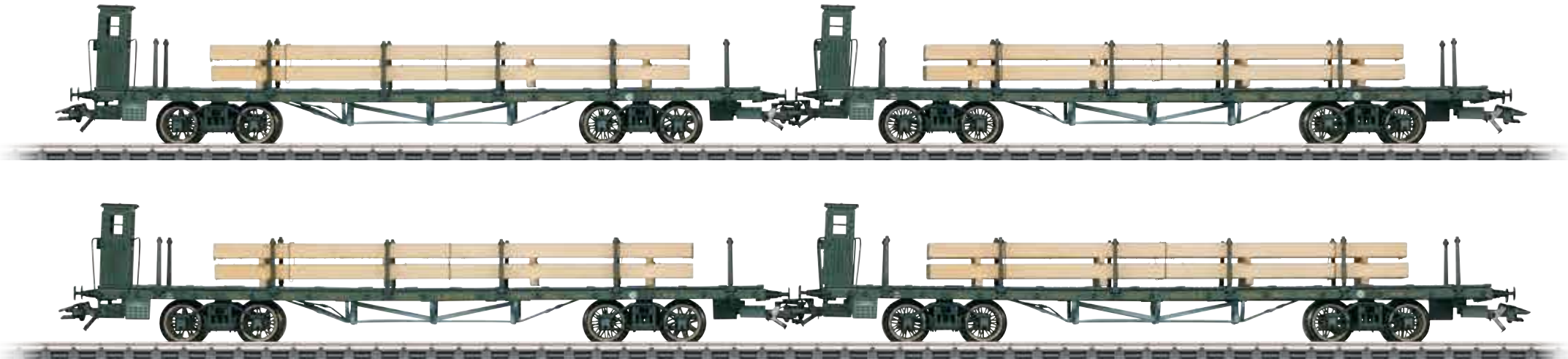
Prototype: Four Royal Bavarian State Railroad (K.Bay.Sts.B.) type SSml flat cars. Brakeman's cab included.

Model: The stakes are removable. The cars have finely constructed reproductions of the arch bar trucks. They also have double-spoked wheels. A stack of wood beams is on each car as a load. The cars have different car numbers. All of the cars are individually packaged.
Total length over the buffers approximately 79.5 cm / 31-5/16".
DC wheel set E206852.

Highlights:

➤ **Real wood load.**

One-time series.



46806 Two-Axle Beer Refrigerator Car

Prototype: Württemberg type two-axle beer refrigerator car with a brakeman's cab. Privately owned car painted and lettered for the brewery Felsenkeller Brauerei Gebr. Uekermann, Herford. Used on the German State Railroad Company (DRG).

One-time series.

Model: The refrigerator car has separately applied handrails on the ends. Length over the buffers 11 cm / 4-5/16". DC wheel set E700270.



Clearly Second to None with Around 1,650 PSI



39554 Class 57.5 Steam Freight Locomotive with a Tender

The legendary G 5/5 in the DB version. Around 20 units of the fourth, more powerful production series of these powerhouses were taken by the DB into its motive power roster. The Märklin model shows this splendid locomotive as it looked in 1949, with the finest of detailing and with numerous prototypical operation and sound functions including an mfx+ digital decoder too.

Prototype: Class 57.5 (former Bavarian class G 5/5) heavy steam freight locomotive with a type 2'2 T21,8 tender. Class version from the third production series. German Federal Railroad (DB) black/red basic paint scheme. Road number 57 565. The locomotive looks as it did around 1949.

Model: The locomotive has a 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 chiefly 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 an adjustable coupling with a guide mechanism between the locomotive and tender. The front of the locomotive and the rear of the tender has an NEM pocket, a close coupler, and a guide mechanism. 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".

Highlights:

- **New locomotive road number.**
- **mfx+ digital decoder and extensive operation and sound functions included.**
- **For still more operating enjoyment in the Märklin "World of Operation".**
- **The most powerful locomotive with five driving axles of all German provincial railroad locomotives.**

One-time series.

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			•	•

*New road number included
Visually as well as technically a delight
for every H0 layout*

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





A Successful Design



37835 Steam Freight Locomotive with a Cabin Tender

Prototype: German Federal Railroad (DB) class 50 steam freight locomotive with a cabin tender. Witte smoke deflectors, 4 boiler domes, shortened running boards, DB Reflex glass lamps, and without inductive magnets. Road number 50 1581. The locomotive looks as it did around 1967.

Model: The locomotive has an 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 7226 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 permanent close coupling with a guide mechanism between the locomotive and tender. The rear of the tender and the front of the locomotive have close couplers with NEM pockets and guide mechanisms. The minimum radius for operation is 360 mm / 14-3/16". Protective piston sleeves, brake hoses are included. Length over the buffers 26.5 cm / 10-7/16".

Highlights:

- **Newly developed cabin tender.**
- **Prototypical design changes to the locomotive, shortened running boards included.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**

A tank car set to go with this steam freight locomotive can be found under item number 46536.

This model can be found in a DC version in the Trix H0 assortment under item number 22785.

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		•	•	•
Air Pump		•	•	•
Whistle for switching maneuver		•	•	•
Letting off Steam		•	•	•
Sound of coal being shoveled			•	•
Grate Shaken			•	•
Water Pump			•	•
Injectors			•	•
Bell			•	•
Switching maneuver			•	•

Reissued



46027 Type Om 21 High Side Gondola

Prototype: Type Om 21 (former Om Königsberg) interchange design two-axle high side gondola, with a brakeman's cab and a brakeman's platform. German Federal Railroad (DB). The car looks as it did around 1959.

Model: The car has a load insert with real, scale-sized coal. It is also authentically weathered. Length over the buffers 11.3 cm / 4-7/16". DC wheel set E700580.

Highlights:

- **A load of real coal and authentic weathering included.**

Cars now available separately
New car numbers



See Page 224 for an explanation of the symbols and age information.



46319 Type Otmm 70 Dump Car

Prototype: German Federal Railroad (DB) type Otmm 70 two-axle open dump car with a platform and ladders. The car looks as it did around 1963.

Model: The car is finely constructed with many separately applied details. It has separately applied chute extensions. The car has a freight load insert with real scale-sized coal.

Length over the buffers 11.2 cm / 4-3/8".

DC wheel set E700580.

Highlights:

- Very finely detailed construction.
- Freight load insert with real coal included.



Cars now available separately
New car numbers



46355 Type Ommi 51 Dump Car

Prototype: German Federal Railroad (DB) type Ommi 51 2-axle dump car. With hand brakes and brakeman's stands, without rail clamps. The car looks as it did around 1960.

Model: The dump car has detailed construction with partially open frames and separately applied dump compartments. The car has a separately applied brakeman's stand.

Length over the buffers 10.4 cm / 4-1/8".

DC wheel set E700580.



48830 Type Gmrs 30 Boxcar

Prototype: Type Gmrs 30 (former "Oppeln") Interchange Design boxcar. Short version without a brakeman's cab and without a brakeman's platform. German Federal Railroad (DB). The car looks as it did around 1962.

Model: Length over the buffers 10.4 cm / 4-1/8".

DC wheel set E700580.



46619 Type Kds Silo Container Car

Prototype: Type Kds 54 silo container car with the lettering "Quarz-Werke", used on the German Federal Railroad (DB). Without a brakeman's platform.

Model: The car has metal ladders. Length over the buffers 10 cm / 3-15/16".

DC wheel set E700580.

One-time series.



| 46619 | 48830 | 46355 | 46355 | 46319 | 46027 | 37835 |

Less-Than-Carload-Lot-Freight Car Unit



48854 Type Gllmhs 37 "Leig-Einheit" Pair of Cars

The competition from trucks starting in the mid-Twenties caused the DRG to emphasize less-than-carload-freight. The pioneering concept: self-contained trains and the sorting of piece freight in route. A lot was improvised on the so-called "Leichten Eil-Güterzüge" / "Lightweight-Fast-Freight-Trains" (Leig). With the limitation on train lengths, the end effect was that stops could be made exactly at station platforms and the freight transfer could be accelerated accordingly.

Prototype: Type Gllmhs 37 Leig-Einheit / less-than-carload-lot pair of cars with the lettering "Stückgut Schnellverkehr" / "Less-than-Carload-Lot Express Service". German Federal Railroad (DB). The cars look as they around 1958.

Model: Both cars are permanently coupled together and are connected by a diaphragm. The cars have detailed construction with large-scale lettering on the sides "Stückgut Schnellverkehr". Total length over the buffers 26.6 cm / 10-1/2". DC wheel set E700580.

*Now available as a single unit
New car number*



The prototypical imprinting provides additional realism





46138 Type Offs 59 Pair of Auto Transport Cars

Prototype: German Federal Railroad (DB) type Offs 59 auto transport car as a double unit. Bi-level version. The cars look as they did around 1964.

Model: There is a permanent close coupling between the car halves. The upper deck can be lowered. The cars have new car numbers. The cars are 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 E700580.

Highlights:

➤ **VW Beetles in new colors as a new model auto load.**



46128 Type Off 52 Pair of Auto Transport Cars

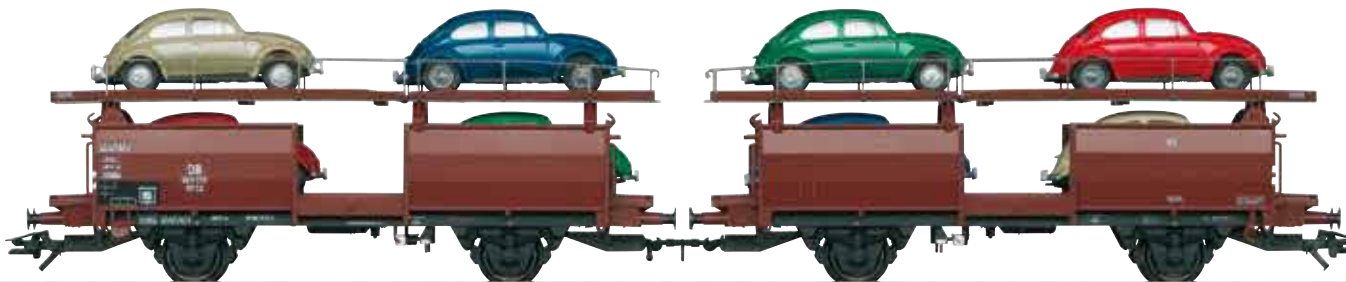
Prototype: German Federal Railroad (DB) type Off 52 auto transport car as a double unit. Bi-level version. The cars look as they did around 1960.

Model: There is a permanent close coupling between the car halves. The upper deck can be lowered. The cars have new car numbers. The cars are

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 E700580.

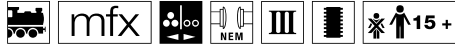
Highlights:

➤ **VW Beetles in new colors as a new model auto load.**



The ramp can be raised and lowered and provides prototypical operating scenes

Small but Oh



26602 Class Köf II Diesel Locomotive Train Set

Prototype: German Federal Railroad (DB) class Köf II diesel locomotive. Version with an open cab. 2 German Federal Railroad (DB) type Rlms 58 stake cars.

Model: The diesel locomotive has an mfx digital decoder and Telex coupler. 2 axles powered. Track adhesion magnets to improve pulling power are included. The locomotive has separately applied metal grab irons. The headlights will work in conventional operation and can be controlled digitally. The 2 stake cars have removable stakes. They are loaded with bricks and construction steel mats. Total length over the buffers approximately 39 cm / 15-3/8".

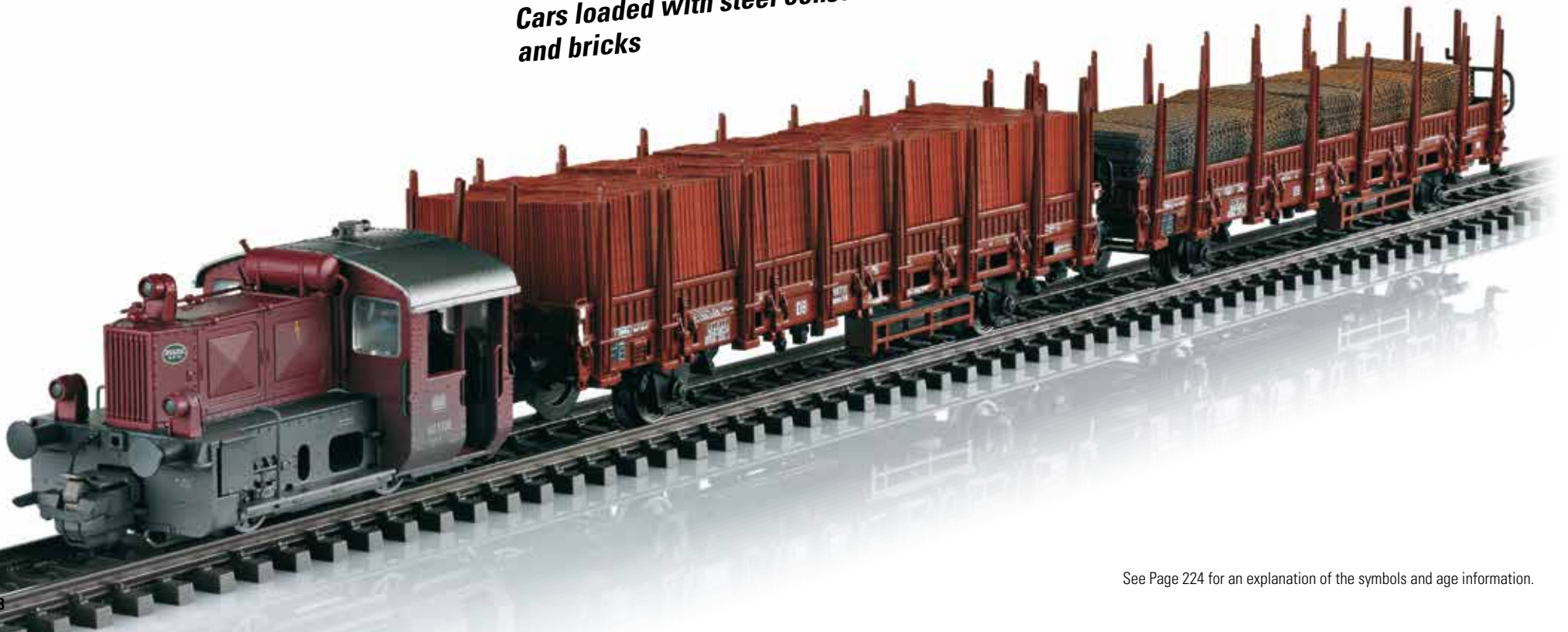
Highlights:

- Telex coupler.
- Headlights can be turned off separately.

One-time series.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Telex coupler on the rear	•	•	•	•
Telex coupler on the front	•	•	•	•
Direct control	•	•	•	•
Headlight(s): Cab2 End		•	•	•
Headlight(s): Cab1 End		•	•	•

Cars loaded with steel construction mats and bricks





The Classic in Passenger Service



37604 VT 11.5 TEE Diesel Powered Rail Car Train

Prototype: German Federal Railroad (DB) class VT 11.5 "Helvetia" TEE diesel powered rail car train. Train route: Zürich – Basle – Mannheim – Frankfurt – Hamburg. 2 type Pw4ü powered end cars, 1 type A4ü compartment car, 1st class, 1 type WR4y intermediate car with galley / dining area. Classic crimson/beige TEE paint scheme. The train looks as it did around 1957.

Model: The train is a 4-part set. It has an mfx+ digital decoder and extensive sound functions. Each powered end car has controlled high-efficiency propulsion. Each powered end car has a truck with both axles powered. Traction tires. The intermediate cars have factory built-in 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. Maintenance-free, warm white and red LEDs are used for the lighting. The train has a power pickup feature whereby power is picked up from the pickup shoe in the powered end car at the front of the train. The train has special multiple conductor close couplings and tight closing diaphragms with guide mechanisms between the cars. The ends of the train has a reproduction of the covered Scharfenberg coupler (non-working) at both ends. Train length over the couplers 88 cm / 34-5/8".

Heavy metal construction

Highlights:

- **The powered end cars and the intermediate cars constructed chiefly of metal.**
- **mfx+ World of Operation digital decoder and extensive sound functions included.**
- **Factory built-in interior lighting with warm white LEDs.**

The 37604 basic set can be extended to a prototypical 7-part train with the 43114 add-on car set.

A DC model of this basic set can be found in the Trix H0 assortment under item number 22261.

One-time series.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Interior lights	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Sound of squealing brakes off	•	•	•	•
Station Announcements		•	•	•
Conductor's Whistle		•	•	•
Station Announcements		•	•	•
Doors Closing		•	•	•
Direct control			•	•
Operating Sounds 1			•	•
Blower motors			•	•
Brake Compressor			•	•
Operating Sounds 2			•	•
Operating Sounds 3			•	•



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See Page 224 for an explanation of the symbols and age information.

Many European railroads purchased powered rail cars for Trans-Europe-Express-service (TEE) that fulfilled the highest demands for comfort and that offered 1st class seating only. The DB decided on a powered rail car train based on the "Kruckenberg" VT 137 155 and the successful V 200. The basic configuration consisted of two powered end cars as well as five intermediate cars. This train could be expanded to a ten-unit consist by adding additional intermediate cars. The drive gear came from the V 200: Each powered end car was equipped with a 1,100 horsepower motor that transmitted propulsion to the wheel sets in the power truck by means of a hydraulic transmission and universal joint shafts. A 296 horsepower auxiliary diesel motor with a generator connected directly to it ensured electrical power exclusively for

the galley and the air conditioning. The following was delivered in 1957/58: 19 powered end cars (VT 11 5001-5019), 23 compartment cars (VM 11 5101-5123), eight open seating cars (VM 11 5201-5208), eight bar cars (VM 11 5301-5308), and nine dining cars (VM 11 5401-5409). The "Helvetia" linked the North of Germany to Switzerland since the start of the TEE network on June 2, 1957 and was among the "founding members" and thereby the first of the TEE trains. Initially, the new class VT 11.5 TEE diesel powered rail car trains were available for this routing (Hamburg – Frankfurt – Mannheim – Basle – Zürich). Yet as early as April 12, 1965 the Helvetia advanced to the first locomotive-hauled TEE in Germany, because with increasing electrification more and more TEE trains were converted to locomotive-hauled trains. The last of the TEE

trains to be converted was the "Mediolanum" on August 20, 1972. From 1971 on, the TEE sets, designated as the class 601/901 from 1968 on, found new activity in the Intercity network. With the introduction of 2nd class in IC service, the class 601 powered rail car trains were once again without work for the summer schedule of 1979. A large part of these units was in use again in tourist service starting in the summer of 1980. These units with their elegant form ran as the "Alpen-See-Express" / "Alps-Sea-Express" from Hamburg and Dortmund to different South German and Austrian vacation regions, sometimes even as double units on certain parts of routes. The last use of the former TEE powered rail car trains as the "Alpen-See-Express" took place on April 9, 1988. Shortly after that, all of the trains were retired.



43114 TEE Add-On Car Set for the VT 11.5

Prototype: Intermediate cars for the German Federal Railroad (DB) class VT 11.5 TEE diesel powered rail car train "Helvetia". Train route: Zürich – Basle – Mannheim – Frankfurt – Hamburg. 1 type A4y open seating car, 1st class. 1 type A4ü compartment car, 1st class. 1 type AR4y compartment car with dining/bar area, 1st class. In the classic crimson/beige TEE paint scheme. The cars look as they did around 1957.

Model: This is a 3 part add-on car set for lengthening the 37604 TEE diesel powered rail car train to a prototypical 7 car train. All of the cars have factory-installed interior lighting. Maintenance-free, warm white LEDs are used for the lighting. The dining/bar area also has lighted

table lamps. A continuous electrical connection through the entire train supplies the interior lighting and the table lamps with power. There are special multi-conductor current-conducting couplings and tightly fitting diaphragms with guide mechanisms between the cars. This set lengthens the train by 62.9 cm / 24-3/4".

Highlights:

- Intermediate cars constructed largely of metal.
- Factory-installed interior lighting with warm white LEDs.
- Also, lighted table lamps in the dining/bar area.

The 37604 basic set can be extended to a prototypical 7-part train with the 43114 add-on car set.

A DC model of this add-on car set can be found in the Trix HO assortment under item number 23261.

One-time series.



| 37604

| 43114

| 37604 |

Elegant Oil Steamer



37085 Class 10 Express Steam Locomotive

Prototype: German Federal Railroad (DB) class 10 express steam locomotive. Oil tender and main firing by oil included.

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 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 running gear lights can also be controlled separately in digital operation. The 72270 smoke unit can be installed in the locomotive. The locomotive and tender are constructed mostly of metal. There is a close coupling between the locomotive and the tender that can be adjusted for the radius of the track. The minimum radius for operation is 360 mm / 14-3/16". Brake hoses are included separately. Length over the buffers 30.5 cm / 12".

Highlights:

- **mfx+ digital decoder included.**
- **Newly designed cab with an open view through it.**
- **Improved locomotive and tender spacing.**

A DC model of this locomotive can be found in the Trix H0 assortment under item number 22104.

One-time series.

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		•	•	•
Running gear lights		•	•	•
Whistle for switching maneuver		•	•	•
Conductor's Whistle		•	•	•
Air Pump			•	•
Letting off Steam			•	•
Injectors			•	•

*New motor in the boiler
Open view through the cab
Locomotive tender improved*



See Page 224 for an explanation of the symbols and age information.

The two class 10 express steam locomotives developed from scratch and placed into service in 1957 at the initiative of the German Federal Railroad were supposed to replace the class 01 and 01.10 locomotives, who were getting on in years, as motive power for modern long distance passenger trains. These DB parade locomotives were built by Krupp and were equipped with partial streamlining, which was supposed to decrease wind resistance

and protect the cylinders from too much dirt. Road number 10 002 was equipped at the time of entering service with an efficient form of oil firing. The high performance boiler of welded construction was used in new locomotive construction and had already proven itself very well in the DB class 01.10 locomotives rebuilt starting in 1953. This design gave both of these new locomotives tremendous reserves of power with 2,500 horsepower / 1,840 kilo-

watts. Nevertheless, the era of steam motive power was clearly nearing its end due to the rapid electrification during the 1960s. These two elegant steam race horses thus remained a single pair despite the instructive results achieved in operation. They are a pair that is still among the legends of that era.



“Bubikopf”



39648 Class 064 Tank Locomotive

Prototype: German Federal Railroad (DB) class 064 steam locomotive. Version with welded water tanks. Without inductive magnet. Locomotive road number 064 136-5. The locomotive looks as it did around 1973.

Model: The locomotive has a 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 triple headlights change over with the direction of travel. They and the smoke unit contact will work in conventional operation and can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. Brake hose detail parts and piston rod protection sleeves are included.

Length over the buffers 14.3 cm / 5-5/8”.

Highlights:

- **mfx+ World of Operation digital decoder and a wide variety of operation and sound functions included.**
- **For still more operating enjoyment in the Märklin “World of Operation”.**

One-time series.

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			•	•
Switching maneuver			•	•



Prototypical with solid wheels

Variation with cab ventilation by means of side ventilation slits



The Living Legend of the German Federal Railroad



39186 Class 218 Diesel Locomotive

Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. "Ocean Blue" / ivory paint scheme. Diesel hydraulic locomotive with electric train heating. Bw Lübeck, assigned to Lübeck. The locomotive looks as it did around 1986.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion. All axles powered. Traction tires. Maintenance-free warm white LEDs are used for the lighting. 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 locomotive has separately applied metal grab irons on the sides and ends. The buffer beams are detailed. Length over the buffers 18.9 cm / 7-7/16".

Highlights:

➤ **mfx+ digital decoder included.**

One-time series.

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



Prototypical imprinting included

**Separately applied metal grab irons
Based at Bw Lübeck**



In Freight Service



47311 Gbs 256 Corrugated Wall Boxcar

Prototype: German Federal Railroad (DB) type Gbs 256 two-axle boxcar with corrugated sheet steel walls. Version without truss rods. The car looks as it did around 1978.

Model: Length over the buffers 16.2 cm / 6-3/8".
DC wheel set E700580.



47048 Type Sgs 693 Flat Car for Containers.

Prototype: German Federal Railroad (DB) type Sgs 693 four-axle flat car for combined freight service. Loaded with 2 DB type Htt 6 land containers. The car looks as it did around 1988.

Model: The car has type Minden-Siegen trucks. A standing car brake (hand wheels) are on one truck. The flat car has a partially open floor constructed of metal. The flat car is loaded with 2 DB land containers that can be removed.

Length over the buffers 22.9 cm / 9".
DC wheel set E700580.





46819 Sliding Wall Boxcar with a Kaelble and a Culemeyer Trailer

Prototype: German Federal Railroad (DB) type Hbis 297 two-axle sliding wall boxcar with “Schwaben Bräu” lettering. Kaelble ZV6 tractor with a 4-axle Culemeyer trailer.

Model: The superstructure for the tractor is constructed of metal. It has a spare wheel on the flatbed. The model of the Culemeyer design road roller is a 4-axle version.

Length with drawbar 21 cm / 8-1/4”.

Length over the buffers for the sliding wall boxcar 16.2 cm / 6-3/8”.

DC wheel set E700580.

One-time series.



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46925 Set with 2 Type Kbs Stake Cars

Prototype: Two German Federal Railroad (DB) type Kbs stake cars. Used to transport brewery tanks (storage tanks). The car looks as it did around 1965.

Model: The stakes are removable. The cars are loaded with brewery tanks. The cars have different lettering and car numbers. Total length over the buffers approximately 47.1 cm / 18-1/2”.

One-time series.

DC wheel set E700580.



Freight Cars



46304 Set with 3 Dump Cars

Prototype: 3 German Railroad, Inc. (DB AG) type Tds side dump cars. Version with hinged roofs above the load area. Used to transport lime.

Model: The cars are finely constructed with many separately applied details. They have separately applied chute extensions. The hinged roofs

can be swung open. The cars have authentic heavy weathering. All of the cars have different car numbers and come individually packaged. There is also a master package.

Total length over the buffers 34 cm / 13-3/8".
DC wheel set E700580.

Highlights:

- Authentic weathering.
- Hinged roof can be opened.
- Ideally used in unit trains.

New car number



47324 Type lbbpls 379 Refrigerator Car

Prototype: Type lbbpls 379 two-axle refrigerator car with insulated, smooth side walls and an ice hatch with an icing platform at one end of the car. Privately owned car for the firm Union Deutsche Lebensmittelwerke GmbH / Union of German Food Processors, Inc., branch location in Mannheim, Germany, used on the German Federal Railroad (DB). The car looks as it did around 1973.

Model: One end of the car has an ice hatch and icing platform.
Length over the buffers 16.2 cm / 6-3/8".
DC wheel set E700580.

Union Deutsche Lebensmittelwerke GmbH



47329 Type Gbs 254 Boxcar

Prototype: German Federal Railroad (DB) type Gbs 254 two-axle boxcar. Version with panel walls and with truss rods, without end wall doors and without a brakeman's platform. The car looks as it did around 1972.

Model: Length over the buffers 16.2 cm / 6-3/8".
DC wheel set E700580.





47000 Type Res 676 Low Side Car

Prototype: German Railroad, Inc. (DB AG) type Res 676 four-axle low side car. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with steel side walls, stakes, and rectangular buffers. The car looks as it did in Era V.

Model: The car has type Y 25 trucks. It also has a metal insert for good running characteristics. The underbody detailing is specific to the car. The car has many separately applied details. Length over the buffers 22.9 cm / 9". DC wheel set E700580.



48535 Type Lbgjs 598 Container Transport Car

Prototype: German Federal Railroad (DB) type Lbgjs 598 2-axle container transport car. Loaded with 5 type pa beer containers for the Bavarian State Brewery Weihenstephan, Freising, Germany. The car looks as it did around 1985.

Model: The car has high-efficiency buffer beams and inset grab irons. It is loaded with 5 removable beer containers. The beer containers are painted and lettered for the Bavarian State Brewery Weihenstephan and are extensively imprinted. All of the containers have different registration numbers. Restraints for mounting the beer containers on the transport car are included. Length over the buffers 17 cm / 6-11/16". DC wheel set E700580.

This car is being produced in a one-time series for the 500th anniversary of the German Purity Law.



500 Years of the Purity Law



Class 628 – The Successor to the Rail Busses



37728 Class 628.2 Diesel Powered Rail Car Train

Prototype: German Federal Railroad (DB) class 628.2 with a class 928.2 cab control car in "Mint Turquoise" and "Light Gray" paint scheme. Based in Kempten around 1989.

Model: The powered rail car train has an mfx+ digital decoder and 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 powered rail car train has factory-installed interior lighting that will work in conventional operation and that can be controlled digitally. The powered rail car train has lighted destination signs at the ends. Maintenance-free LEDs are used for the lighting. There is a special close-coupled connection between the powered car and cab control car. The powered rail car train has real life couplers and brake hoses modelled on it. Length over the buffers 52.5 cm / 20-11/16".

Highlights:

- Sound functions included for the first time.
- LED lighting.
- mfx+ digital decoder.

One-time series.





Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Interior lights	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Warning Sound	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Station Announcements		•	•	•
Doors Closing		•	•	•
Conductor's Whistle		•	•	•
Letting off Air			•	•

Sound functions included for the first time
LED lighting
mfx+ digital decoder



Class 112



39112 Class 112 Electric Locomotive

Prototype: German Federal Railroad (DB) class 112. Express locomotive with aerodynamic ends, with the so-called “Bügelalte” / “Pants Crease” look. Crimson/ivory paint scheme. Continuous rain gutter, skirting, and buffer cladding included. The locomotive looks as it did in 1973.

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 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 LEDs are used for the lighting. The locomotive has separately applied metal grab irons. The cabs have interior details including a separately applied control wheel. The roof walks are separately applied.

Length over the buffers 18.9 cm / 7-7/16”.

Highlights:

➤ **mfx+ digital decoder included.**

One-time series.

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



“Hamburg Design” Express Powered Rail Car Train



37776 Class SVT 137 Express Diesel Powered Rail Car

Prototype: German Railroad, Inc. (DB AG) Class 137 “Hamburg Design” express diesel powered rail car. Visually very similar to the condition of the rail car under the German State Railroad Company (DRG), in the elegant ivory / dark blue basic paint scheme. Two-part unit with a Jakobs truck. Road number 137 225 a/b. The unit looks as it currently does in real life on the museum track at the Leipzig Main Station.

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 Jakobs 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 and cab lighting, both of which can be controlled separately in digital operation. 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”.

Highlights:

- **mfx decoder with extensive sound and light functions.**
- **Factory-installed interior lighting.**
- **Cab lighting included.**
- **Reproduction of the unit on the museum track at the Leipzig Main Station.**

A DC model of this rail car can be found in the Trix H0 assortment under item number 22676.

One-time series.

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			•	•
Engineer's cab lighting			•	•
Engineer's cab lighting			•	•



See Page 224 for an explanation of the symbols and age information.

Freight Cars



44403 Märklin Start up – Petroleum Oil Tank Car

Prototype: Privately owned car painted and lettered for OMV Deutschland GmbH.

Model: The car has a brakeman's platform. It also has Relex couplers. Length over the buffers 11.5 cm / 4-1/2". DC wheel set E700580.



44600 Märklin Start up – Type Taems 890 Car with a Hinged Roof

Prototype: German Railroad, Inc. (DB AG) type Taems 890 car with a hinged roof.

Model: The car has a brakeman's platform. It also has Relex couplers. Length over the buffers 15.9 cm / 6-1/4". DC wheel set E700580.

Roof can be opened





44610 Märklin Start up – Talbot Ballast Car

Prototype: German Railroad, Inc. (DB AG) type Talbot ballast car.

Model: The unloading hatches can be opened with hand levers. The car has Relex couplers.

Length over the buffers 9.5 cm / 3-3/4". DC wheel set E700500.



44700 Märklin Start up – Container Car

Prototype: Container transport car with end walls.

Model: The transport car is loaded with two 20 ft. containers. The containers are made for children and can be opened. The car has Relex couplers.

Length over the buffers 16 cm / 6-5/16". DC wheel set E700580.

Highlights:

- **Sturdy construction for the car and the containers.**
- **Removable containers made for children's hands.**
- **The containers can be opened and loaded.**



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”.

One-time series.

Highlights:

- mfx+ digital decoder.
- Extensive sound functions.

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 E700580.

One-time series.

Highlights:

- First time as a “Little Mint” in 1 : 93,5 scale.



See Page 224 for an explanation of the symbols and age information.



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 E700580.

One-time series.

Highlights:

➤ First time as a "Little Mint" in 1 : 93,5 scale.



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".

One-time series.

Highlights:

➤ First time as a "Little Mint" in 1 : 93,5 scale.



| 43834

| 43814

| 43804

| 37007

The Three-Phase Current Pioneer

The class 120 marked the technological change to three-phase current propulsion. This principle promised compact motors largely free of parts that would wear out, without commutators, commutator rings, brushes, and mechanical contacts. Because a wide torque range and rpm range can be mastered with three-phase current technology, the performance specifications for this new development were broadly formulated. The class 120 was designed to pull 200 km/h or 125 mph fast InterCity trains and 5,400 metric ton freight trains and be equipped with push/pull controls and electric regenerative brakes. In 1977, the DB ordered

five experimental units, which were thoroughly tested on test stands, on test runs, and in operational use. Startup, tractive effort, acceleration, running characteristics, braking power, power consumption, and stability were part of these tests. Comparison tests with other makes of locomotives as well as startup tests on the Lötschberg and Semmering grades confirmed the effectiveness of the technology. The speed record was 265 km/h or 165 mph. During the test phase, new developments were introduced, for example: microprocessors for faster monitoring and control. Components were constantly improved until all five units were technically

at the same level in 1982 and were ready for regular production. During the several years of development, the purchasing policy changed, however. Instead of all-round locomotives, special locomotives were once again preferred on the basis of common development platforms with many parts in common. Therefore, only the first production run of 60 units of the class 120 were purchased. The five prototypes continue to be used for test purposes, and the regular production locomotives are still proving themselves in daily railroad operations.



EC Tiziano



43308 EC Tiziano: Type WRmz 135.0 Dining Car

Prototype: German Railroad, Inc. (DB AG) type WRmz 135.0 dining car for the EC 9 "Tiziano", in use between Braunschweig and Chiasso. Product paint scheme. Single-arm pantograph and a small roof transformer included. The car looks as it did in the summer of 1995.

Model: The dining car has an mfx digital decoder and extensive sound functions. The minimum radius for operation is 360 mm / 14-3/16". The underbody and skirting are specific to the type of car. The dining car has type Minden-Deutz heavy trucks with disk brakes and magnet brakes. It also has factory-installed interior lighting that can be controlled digitally. Different light functions can be controlled separately in digital operation. Maintenance-free LEDs are used for the lighting. A pickup shoe is mounted on the car. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers can be installed on the car. The loading of the dining car with beverage crates or filling the refrigerators can be heard as background sounds. There are also different typical sounds from this time. Passengers order breakfast or beverages and then complain. The waiter and the cook are also in the dialog. Total length over the buffers 28.3 cm / 11-1/8".

Highlights:

- **Type WRmz 135.0 for the first time in the scale of 1:93.5.**
- **mfx digital decoder.**
- **Extensive light and sound functions.**
- **Factory-installed LED interior lighting.**
- **Different light functions that can be controlled separately in digital operation.**

One-time series.



Digital Functions	CU	MS	MS 2	CS
Interior lighting for the corridor	•	•	•	•
Table Lamps	•	•	•	•
Interior lighting for the dining area	•	•	•	•
Surrounding sounds	•	•	•	•
Surrounding Sounds 1		•	•	•
Order		•	•	•
Dialog		•	•	•
Order		•	•	•
Dialog			•	•
Dialog			•	•
Cooking		•	•	•
Washing up			•	•
Surrounding Sounds 2			•	•
Surrounding Sounds 3			•	•



43876 EC Tiziano: Type Bpmz 291.3 Express Train Passenger Car

Prototype: Type Bpmz 291.3 open seating car, 2nd class. Folding steps, steep roof, and MD 52 trucks included. Add-on to the EuroCity 9 "Tiziano" with the car routing Braunschweig – Hannover – Dortmund – Essen – Düsseldorf – Cologne- Bonn – Mainz – Mannheim – Basle SBB – Lucerne – Gotthard – Chiasso – Milan. The car looks as it did in the summer of 1995.

Model: The minimum radius for operation is 360 mm / 14-3/16". The skirting is specific to the type of car. The car has type MD 52 trucks. The car destination signs and train order numbers are imprinted. The 7319

current-conducting coupling or 72020/72021 current-conducting coupler, the 73400/73401 (2 per car) lighting kit, 73406 pickup shoe, and 73407 marker light kit can be installed on the car. Length over the buffers approximately 28.3 cm / 11-1/8". DC wheel set E700580.

One-time series.



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43310 EC Tiziano: Express Train Passenger Car Set

Prototype: 3 different design express train passenger cars, 2nd class, for the EC 9 "Tiziano", in use between Braunschweig and Chiasso or Milan. 2 type Bpmz 291.3 open seating cars and 1 type Bpmbz 291.5 open seating car. The cars look as they did in the summer of 1995.

Model: The cars have skirting and interior details specific to the car types. The cars have type Minden-Deutz 52 trucks. The car destination signs and train order numbers are imprinted. The 73400/73401 (2 per car) lighting kit, 73406 pickup shoe, and 73407 marker light kit can be installed on all of the cars. The 7319 current-conducting coupling or 72020/72021 current-conducting coupler can also be installed on the cars. Total length over the buffers approximately 85.5 cm / 33-5/8". DC wheel set E700580.

One-time series.

Highlights:

➤ Bpmz includes interior details specific to the car type.



43309 EC Tiziano: Express Train Passenger Car Set

Prototype: 2 different design express train passenger cars for the EC 9 "Tiziano", in use between Braunschweig and Chiasso or Milan. 1 type Avmz 207 compartment car and 1 type Apmz 121 open seating car. The cars look as they did in the summer of 1995.

Model: The cars have underbodies and skirting specific to the car types. The type Avmz has Fiat trucks with magnetic rail brakes and stabilizer bars. The type Apmz has type Minden-Deutz heavy trucks, disc brakes

as with the prototypes, magnetic rail brakes, and stabilizer bars. The type Apmz has folding steps and updated windows. The car destination signs and train order numbers are imprinted. The 73400/73401 (2 per car) lighting kit, 73406 pickup shoe, and 73407 marker light kit can be installed on both of the cars. The 7319 current-conducting coupling or 72020/72021 current-conducting coupler can also be installed on the cars. Total length over the buffers approximately 57 cm / 22-7/16". DC wheel set E700580.

Highlights:

➤ Apmz includes folding steps and updated windows.

One-time series.



| 43876 | 43310 | 43309 | 43308 | 43309 | 37529 |

See Page 224 for an explanation of the symbols and age information.

On Rail



46458 Chlorine Gas Tank Car

Prototype: 4-axle chlorine gas tank car as a privately owned car for the firm On Rail GmbH, used on the German Railroad, Inc. (DB AG). The car looks as it did around 2005.

Model: The car has a detailed, partially open frame. The trucks are type Minden-Dorstfeld. The brakeman's platform is separately applied and the ladders with the platform are specific to this car type. Length over the buffers 14.6 cm / 5-3/4". DC wheel set E700580.

One-time series.

New car numbers

Ladders with the platform are specific to this car type





A Team from City to City



36218 Märklin Start up – Class 216 Diesel Locomotive

Prototype: German Railroad, Inc. (DB AG) class 216 diesel locomotive.
Version in "Traffic Red" paint scheme.

Model: The locomotive has an mfx digital decoder and high-efficiency propulsion. 2 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has close couplers. Length over the buffers 18.2 cm / 7-1/8".

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

Affordable beginner's model



36218

40500

40501

40502

40503



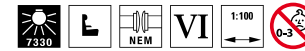
40500 Märklin Start up – Intercity Express Train Passenger Car, 1st Class

Prototype: German Railroad, Inc. (DB AG) type Apmz 125.3 Intercity open seating car, 1st class.

Model: The 7319 current-conducting coupling or the 72020/72021 operating current-conducting coupler can

be installed on this car by inserting it in the coupler pocket. The car has adjustable buffers. Length over the buffers 27 cm / 10-5/8".

DC wheel set E700580.



40501 Märklin Start up – Intercity Express Train Passenger Car, 2nd Class

Prototype: German Railroad, Inc. (DB AG) type Bpmz 294.3 Intercity open seating car, 2nd class.

Model: The 7319 current-conducting coupling or the 72020/72021 operating current-conducting coupler

can be installed on this car by inserting it in the coupler pocket. The car has adjustable buffers. Length over the buffers 26.4 cm / 10-3/8".

DC wheel set E700580.



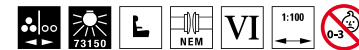
40502 Märklin Start up – Intercity Bistro Car, 1st Class

Prototype: German Railroad, Inc. (DB AG) type ARkimbz 266.7 Intercity Bistro car, 1st class.

Model: The 7319 current-conducting coupling or the 72020/72021 operating current-conducting coupler can

be installed on this car by inserting it in the coupler pocket. The car has adjustable buffers. Length over the buffers 27 cm / 10-5/8".

DC wheel set E700580.



40503 Märklin Start up – Intercity Express Train Cab Control Car, 2nd Class

Prototype: German Railroad, Inc. (DB AG) type Bimdzf 271.0 Intercity cab control car, 2nd class with an engineer's cab for shuttle train operations.

Model: The engineer's cab has interior details. The car has a detailed buffer beam. It has a separately applied front cowling. The 7319 current-conducting coupling or the 72020/72021 operating current-conducting coupler can be installed on this car by inserting it in the coupler pocket. Length over the buffers 27.5 cm / 10-13/16".

When operated control car first, triple white headlights shine on the cab control car. When operated control car last, dual red marker lights shine on the cab control car.



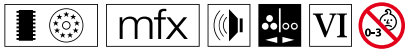
Underway in Commuter Service

With the LINT (= Leichter Innovativer Nahverkehrs-Triebwagen / Lightweight Innovative Commuter Service Powered Rail Car) Alstom LHB, Inc. emerged relatively late on the stage of builders of regional powered rail cars. Four variants are currently being marketed internationally under the label "Coradia LINT": The LINT 27 is a one-part, four-axle powered rail car, while LINT 41 six-axle and two-axle versions are coming along. The LINT 54 is being offered with eight axles as a two-part unit but with longer car bodies. It can be expanded to the LINT 81 by inserting another motored center car. The number behind the name in each case gives the approximate train length in meters. The design of the LINT is set up modular fashion based on the criteria of modern locomotive and car construction so that adjustments can be

done at any time to meet customer wishes. On the underbody, welded reinforced steel shapes are used at the ends of the cars. The car bodies are constructed as "warp resistant tubes" mostly of non-rusting types of steel using welded lightweight steel fabrication methods. Fiberglass-reinforced plastic parts bolted and cemented under the end of the car provide a reinforced steel construction for the required safety. A combination rubber-air suspension ensures the required riding comfort. The heart of the drive system is a 6-cylinder diesel motor from MTU with 315 kilowatts / 422 horsepower output. A hydrodynamic Voith fluid transmission transfers the motor power to the two driving wheel sets in the truck. To date in 2000/2001 the DB has placed 30 units of the LINT 27 into service as the class 640. As the first private rail-

road in Germany "vectus" ordered another ten units (VT 201-210) at the end of 2004 for use on the Lahntal Line as well as the Unterwesterwald Line and the Oberwesterwald Line. In 2005, the Veolia subsidiary HEX (Harz-Elbe-Express) put seven LINT 27 as road numbers VT 870-876 into operation for service on the lines Halberstadt – Blankenburg and Könnern – Bernburg (Saale). After winning the bidding for the 3Länder Line (connections in the Three States Corner of Germany between Rhineland-Palatinate, Hesse, and North Rhine-Westphalia) in December of 2014, the Hessian State Railroad (HLB) took over the LINT 27 units from "Vectus", gradually modernized them, and had them painted in the HLB colors.





36641 Märklin Start up – LINT 27 Diesel Powered Commuter Rail Car

Prototype: Hessian State Railroad, Inc. (HLB) LINT 27 diesel powered commuter rail car.

Model: The powered rail car has controlled high-efficiency, an mfx digital decoder, 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. Warm white and red LEDs are used for the lighting. There are train destination signs at the ends that are lighted prototypically with yellow LEDs. Both ends of the train have a representation of the center buffer coupler. The train has tinted windows and low-level entries. Total length 28.8 cm / 11-3/8".

Highlights:

- **Completely new tooling for the LINT 27.**
- **Powered rail car with built-in mfx decoder and a wide variety of sound functions.**
- **Detailed, affordable beginner's model with extensive features.**

A DC model of this powered rail car can be found in the Trix H0 assortment under item number 22272.

One-time series.

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

*Completely new tooling
Complete sound features
Red/white light changeover
Lighted train destination sign*



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Since the locomotive families "Europrinter" and "Eurorunner" no longer correspond to the latest standards, Siemens presented the locomotive platform "Vectron" at the InnoTrans 2010 transportation exhibition in Berlin as a further development. It is being offered in two performance classes as an AC, a DC, and a multiple system locomotive as well as also as a diesel locomotive. By the fall of 2010, Siemens built five electric prototypes in different versions: 193 901 and 902 (multiple system – MS), 193 921 and 922 (alternating current – AC) and 191 951 (direct current – DC). In October of 2011 followed another DC locomotive in the form of 191 952.

The underbody of a Vectron consists of two side sills, a center sill, two pivot cross members, two transformer cross members, and

the cross members for the ends. Standard as well as wide gauge trucks can be installed on this locomotive. The welded truck has a wheel set guide with triangular control arms whereby the power transmission is done with deeply linked pivots and flexi-coil springs. The self-supporting superstructure consists of the cabs, the engine room side walls, and three removable roof segments. Crash elements on the ends of the locomotive are designed to collapse in a controlled manner in the event of collision and thus protect the engineer from injuries. The proven partially spring-loaded pinion hollow shaft drive that has been developed further is used as the drive on the locomotive.

The "Vectrons" have quickly enjoyed popularity among private operators and leasing firms. Meanwhile over 200 units in different

configurations have left the Siemens plant. Around another 200 units have been ordered. Mitsui Rail Capital Europe (MRCE) with 56, European Locomotive Leasing (ELL) with 43, Railpool with 14, and Unicredit Leasing, Inc. with eight locomotives have the largest batches of "Vectrons". Private operators with larger rosters are BLS Cargo AG (15) and boxXpress (8). The German Railroad, Inc. has not yet ordered any "Vectrons", but does order as needed from the leasing firms. By contrast, DB Schenker Rail Polska (DBSRP) that belongs to DB runs 23 DC Vectrons on its roster for freight service in Poland.



36190 Märklin Start up – Class 193 Electric Locomotive

Prototype: Class 193 electric locomotive painted and lettered for Railpool GmbH, Munich, Germany. Built by Siemens as a regular production locomotive from the Vectron type program.

Model: This electric locomotive is constructed of metal and has an mfx digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered through 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 at both ends of the locomotive are turned off, then there is a double "A" light function at both ends. Warm white and red LEDs are used for the lighting. The locomotive has 2 mechanically working pantographs that are not wired to take power. Length over the buffers 21.8 cm / 8-9/16".

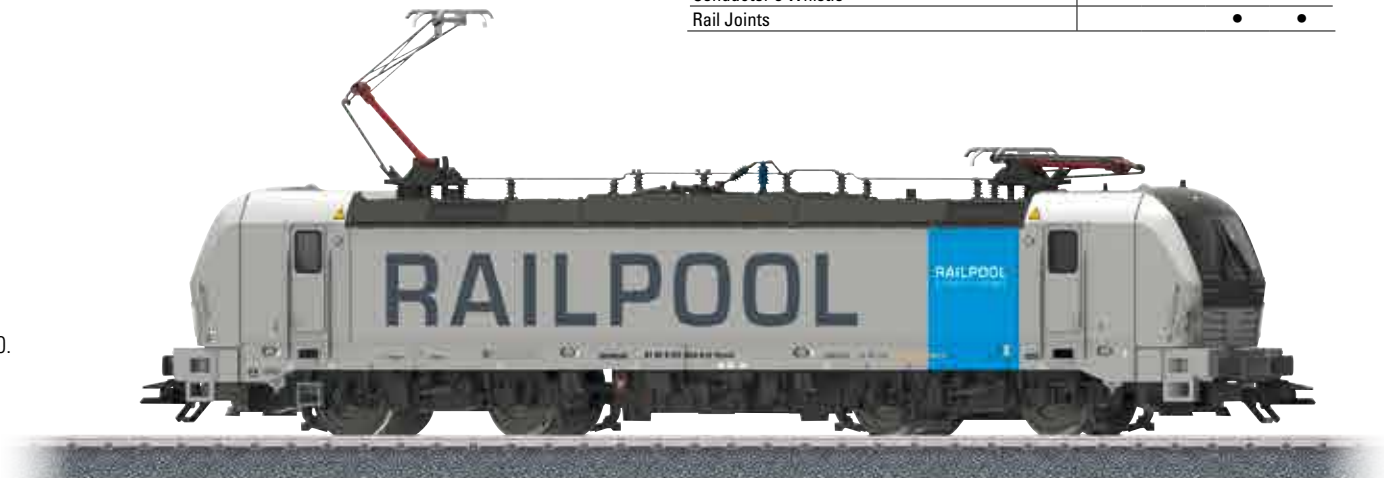
A car set to go with this locomotive to make up a train can be found in the Märklin H0 assortment under item number 46190.

A DC model can be found in the Trix H0 assortment under item number 22190.

Highlights:

- **Completely new tooling for the modern Siemens Vectron electric locomotive.**
- **Locomotive includes a built-in mfx decoder and a wide variety of sound functions.**
- **Detailed, affordable beginner's model that has extensive features.**

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			•	•



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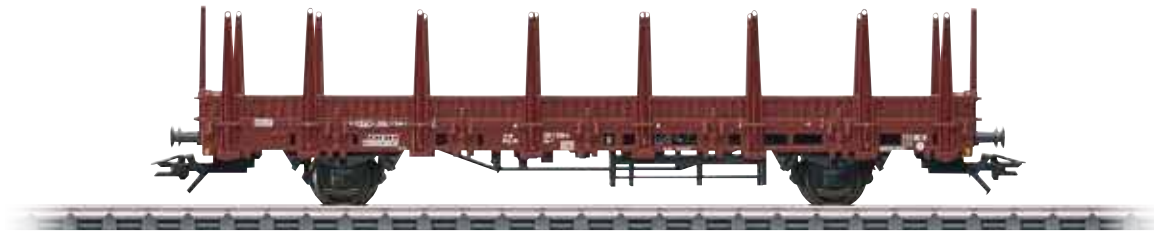
46190 "Modern Freight Service" Car Set

Prototype: One type Eaos 106 gondola, one type Kbs 443 stake car, and one "Aral" four-axle tank car, used on the German Railroad, Inc. (DB AG).

Model: The tank car has a detailed, partially open frame. The stakes on the Kbs car can be removed.

Total length over the buffers 49.5 cm / 19-1/2".

The modern class 193 electric locomotive available in the Märklin Start up assortment under item number 36190 goes well with this car set to make up a train.



46190

36190

Freight Service Up Close



45805 Type Faccns Bulk Freight Car Set

Prototype: 3 different type Faccns four-axle hopper cars. Privately owned cars painted and lettered for the firm HVLE, Havelland Railroad, Inc., Berlin, Germany. Cars with platforms at both ends and ladders at the ends going up from the platforms. The cars look as they did in 2015.

Model: All of the cars have detailed, partially open frames. They also have separately applied platforms and end ladders. All of the cars have different car numbers and are individually packaged. There is also a master package.

Length over the buffers per car 14.5 cm / 5-3/4"

One-time series.

Highlights:

- **New car type in the Märklin program.**
- **Different car numbers.**
- **Each car individually packaged.**



Completely new tooling
Very rich in details

Lettering executed in detail





37200 Class G 2000 BB 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 mounted on 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".

Highlights:

- **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			•	•

One-time series.

Completely new tooling



Ideal Sets for Unit Trains



46266 Three Type Falns Hopper Cars

Prototype: 3 type Falns hopper cars painted and lettered for European Rail Rent (ERR), registered in Germany. The cars look as they did in 2015.

Model: The cars have metal platform handrails. They also have type Y 25 trucks. The cars have different car numbers. All of the cars are individually packaged.

One-time series.

Total length over the buffers 39.9 cm / 15-3/4". DC wheel set E700580.





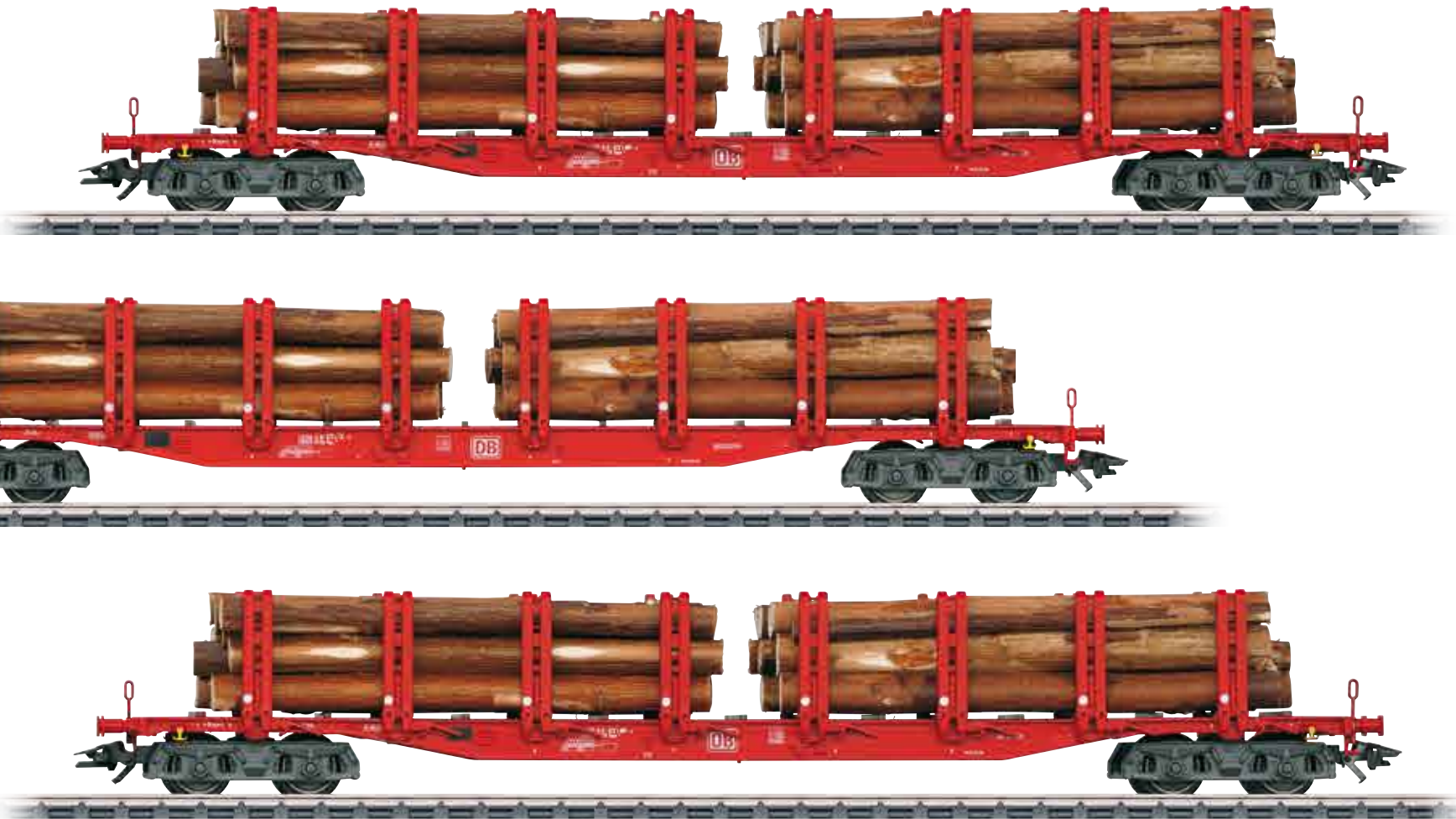
47144 Set with 3 Type Snps Stake Cars

Prototype: Three German Railroad, Inc. (DB AG) type Snps 719 double stake cars.

Model: The cars are each loaded with 2 stacks of lumber. The cars have finely detailed, fixed double stakes with tension levers. The load surfaces are picked out in a different color. The cars are individually packaged. Total length over the buffers approximately 72 cm / 28-3/8". DC wheel set E700580.

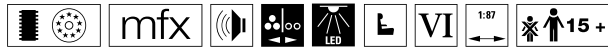
One-time series.

All of the cars loaded with real wood



See Page 224 for an explanation of the symbols and age information.

Excursion to the German Corner



37719 Class 648.2 (LINT) 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 on the Lahntal Line, with the train destination display "RE25 Koblenz Hbf". The rail car looks as it did in 2015.

Model: The model consists of a powered unit and a non-powered dummy unit. The powered unit 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 the Jakobs truck. 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. On the dummy unit, there are triple headlights and dual red marker lights only at the end functioning as the end of the train, and they change over with the direction of travel. The end of the dummy unit coupled to the powered unit has no headlights and marker lights. Both units have a 5-conductor coupling and 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, destination displays, interior lights, 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 with 41 figures from the firm Preiser. The model

has 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 96.4 cm / 37-15/16".

Highlights:

- Interior details with 41 figures from the firm Preiser.
- Factory-installed interior lighting.
- mfx digital decoder with extensive sound functions.
- Lighted destination displays.

One-time series.

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



Just like the prototype: "Koblenz Main Station", the train destination of the Lahntal Line





Underway for Breakfast



47323 Type Ibbpls 379 Refrigerator Car

Prototype: Type Ibbpls 379 two-axle refrigerator car with insulated, smooth side walls and an ice hatch with an icing platform at one end of the car. Privately owned car for the firm Zentis, Aachen, Germany, registered in Germany. The car looks as it currently does in real life.

Model: The car is painted and lettered in an advertising theme for the firm Zentis. One end of the car has an ice hatch and icing platform. Length over the buffers 16.2 cm / 6-3/8". DC wheel set E700580.



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. 3 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".

New with LED lighting
Single-arm pantographs included for the first time

Highlights:

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

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

One-time series.



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			•	•

Freight Cars



44214 Märklin Start up – Refrigerator Car

Prototype: Privately owned car painted and lettered for Unilever Deutschland Holding GmbH, Hamburg, Germany.

Model: The car has Relex couplers.
Length over the buffers 11.5 cm / 4-1/2". DC wheel set E700580.



44811 Märklin Start up – Container Car

Prototype: Container car with "PUMA" advertising. Privately owned car painted and lettered for PUMA SE, Herzogenaurach, Germany.

Model: The car has a 30 ft. container superstructure. It also has Relex couplers.
Length over the buffers 11.5 cm / 4-1/2". DC wheel set E700580.



Lösch-Zwerg



45023 Beer Car

Prototype: Type Tehs 50 privately owned beer refrigerator car painted and lettered for the brewery Schimpfle GmbH & Co KG, Gessertshausen, Germany. Decorated with a "Lösch-Zwerg" advertising theme.

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 E32376004.



“Weihenstephan” Brewery Kit



72701 “Weihenstephan” Brewery Kit Part 1

“Weihenstephan” Brewery Kit Part 1 includes the following buildings (basic dimensions in parentheses):

- Administration building with mural (330 x 130 mm / 13” x 5-1/8”).
- Entrance with tower (110 x 130 mm / 4-5/16” x 5-1/8”).
- Seminar building (216 x 198 mm / 8-1/2” x 7-13/16”).
- Brew house with chimney (345 x 158 mm / 13-9/16” x 6-1/4”).
- Residential building with corridor (320 x 118 mm / 12-5/8” x 4-5/8”).
- Beer pub (320 x 118 mm / 12-5/8” x 4-5/8”).

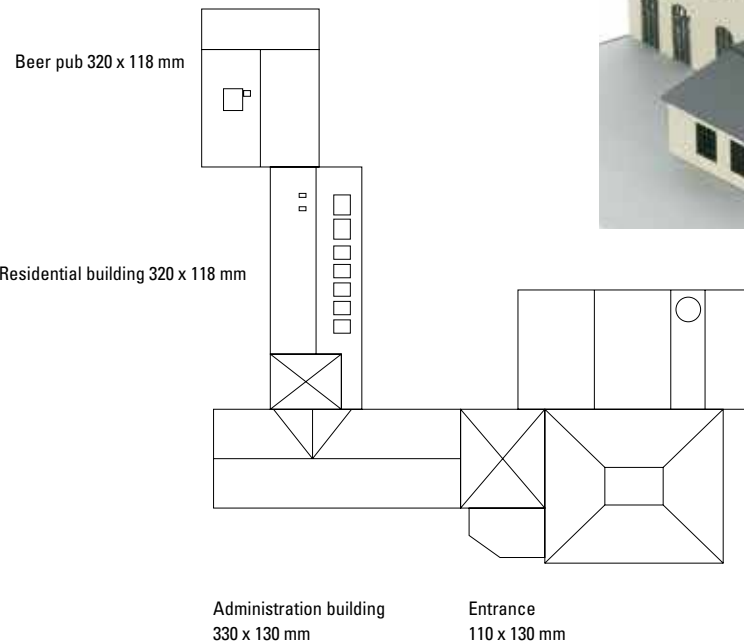
Part 2 available under item number 72702 is required to represent the brewery as it currently looks and the substructure available under item number 72703 is required for prototypical construction on a slope.

This kit consists of laser-cut, colored architectural hard cardstock. It has the finest laser-engraved details. Extensive instructions for building the kit are included.

This kit is being produced in a one-time series as part of the anniversary “500 Years of the German Beer Purity Law”.

Highlights:

- The oldest brewery in Germany for the first time as a model in 1:87 scale.



Brew house with chimney
345 x 158 mm

Seminar building
216 x 198 mm





72702 "Weihenstephan" Brewery Kit Part 2

"Weihenstephan" Brewery Kit Part 2 includes the following buildings (basic dimensions in parentheses):

- Kustermann Hall with a steel framework (458 x 348 mm / 18" x 13-11/16").
- Vaulted cellar with an annex (458 x 262 mm / 18" x 10-5/16").
- Beer containers (255 x 146 mm / 10" x 5-3/4").
- Bottle cellar building (486 x 282 mm / 19-1/8" x 11-1/8").

Part 1 available under item number 72701 is required to represent the brewery as it currently looks and the substructure available under item number 72703 is required for prototypical construction on a slope.

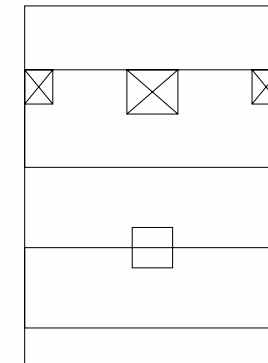
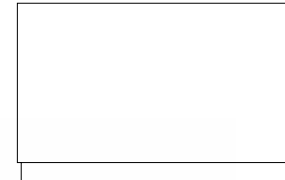
This kit consists of laser-cut, colored architectural hard cardstock. It has the finest laser-engraved details. Extensive instructions for building the kit are included.

This kit is being produced in a one-time series as part of the anniversary "500 Years of the German Beer Purity Law".

Highlights:

- **The oldest brewery in Germany for the first time as a model in 1:87 scale.**

Bottle cellar building
486 x 282 mm



Vaulted cellar
458 x 262 mm

Beer containers
255 x 146 mm

Barrel filling building
458 x 348 mm



“Weihenstephan” Brewery Kit



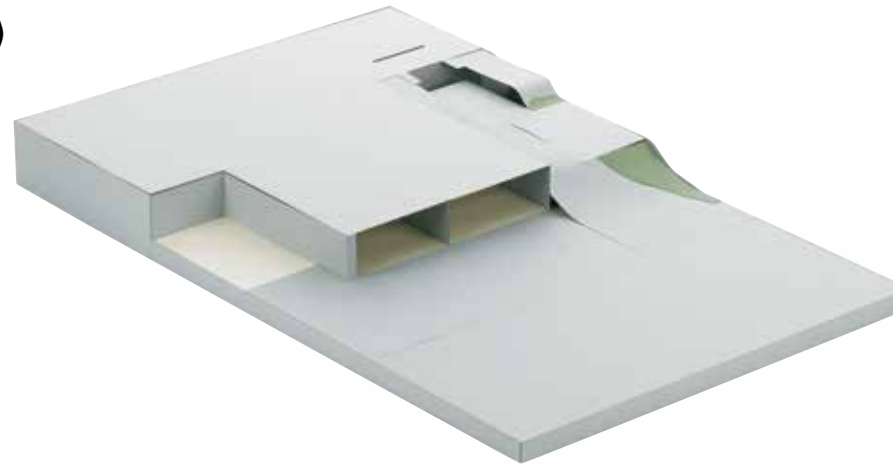
72703 “Weihenstephan” Brewery Kit Part 3 (Substructure)

“Weihenstephan” Brewery Kit Part 3 includes the substructure for the buildings from Parts 1 and 2 for prototypical construction on a slope (basic dimensions in parentheses):

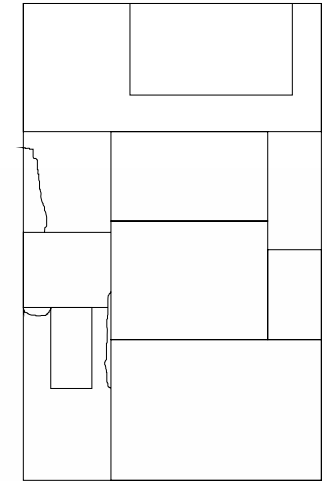
- Substructure for the historic buildings (750 x 750 mm / 29-1/2” x 29-1/2”)
- Substructure for the modern buildings (630 x 630 mm / 24-13/16” x 24-13/16”)

This kit consists of laser-cut, colored architectural hard cardstock. Extensive instructions for building the kit are included.

This kit is being produced in a one-time series as part of the anniversary “500 Years of the German Beer Purity Law”.

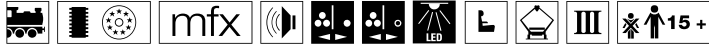


Grounds substructure
Old and new buildings for the brewery
1450 x 900 mm



A treat for every model layout –
The entire “Weihenstephan” Brewery

The SBB Red Arrow



37868 Class RBe 2/4 Electric Express Powered Rail Car

As the "Rote Pfeile" / "Red Arrows" the Swiss Federal Railways (SBB) lightweight powered rail cars built in the Thirties quickly achieved a great deal of fame. Originally planned for service on routes with weak passenger loads, these popular powered rail cars soon drifted into excursion service. They were retired between 1966 and 1986 after different rebuilding programs and several new designations. Three "Rote Pfeile" / "Red Arrows" have remained preserved: RAe 2/4 1001 (SBB Historic), RBe 2/4 1003 (Transportation Museum in Lucerne), and RBe 2/4 1007 as an historic unit on the Oensingen-Balsthal Railroad (OeBB).

Prototype: Swiss Federal Railways (SBB) class RBe 2/4, "Roter Pfeil" / "Red Arrow", 2nd class, in the basic red paint scheme. Road number 607. The rail car looks as it did around 1957.

Model: The powered rail car has an mfx decoder and extensive sound functions. It also has controlled high-efficiency propulsion. The powered rail car has a special motor with a flywheel and a cardan shaft to the powered truck. 2 axles powered. Traction tires. The Swiss light code, 3 headlights in the front and 1 white marker light, changes over with the direction of travel, will work in conventional operation, and can be controlled digitally. In addition, the white marker light can be switched to a red marker light. The powered rail car has factory built-in interior lighting.

Maintenance-free warm white and red LEDs are used for the lighting. This powered rail car comes from the factory with a figure of the driver and numerous passengers. In addition, different surrounding sounds can be activated by means of the function buttons. The powered rail car has a double arm pantograph with a narrow contact strip. Length over the buffers 25.7 cm / 10-1/8".

Highlights:

- **Factory built-in interior lighting.**
- **Warm white LEDs for the headlights and interior lighting.**
- **Can be switched to a red marker light.**
- **Passengers already seated in the car.**
- **mfx decoder and extensive sound functions.**

A DC model of this powered rail car can be found in the Trix H0 assortment under item number 22868.

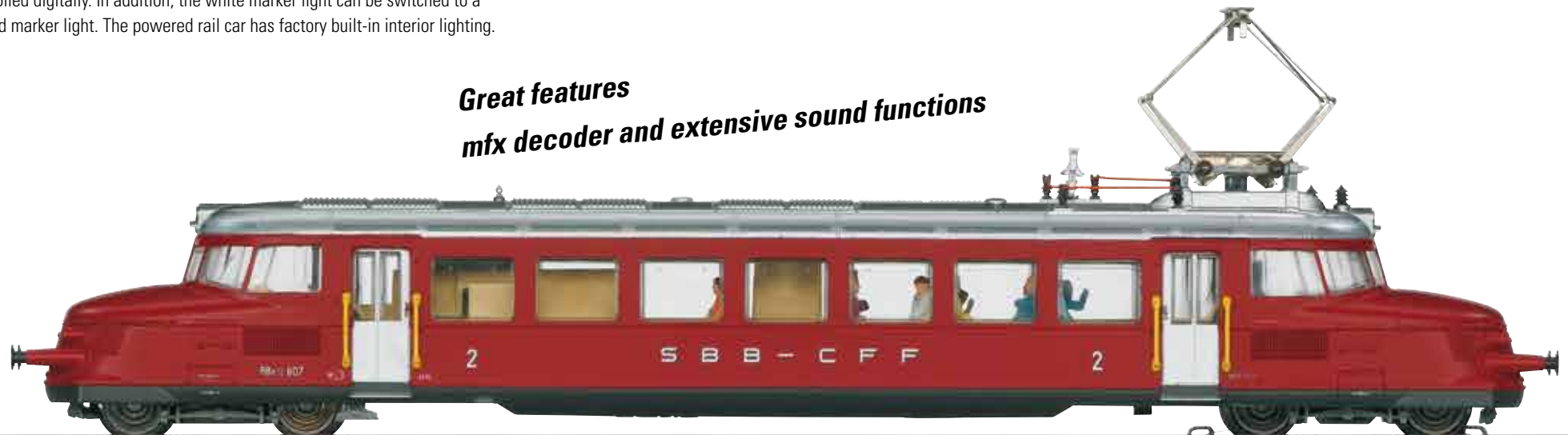
One-time series.

Figures correct for the era included for realistic operating scenes

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Interior lights	•	•	•	•
Locomotive operating sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Marker light(s)		•	•	•
Stat. Announce. – Swiss		•	•	•
Conductor's Whistle		•	•	•
Doors Closing			•	•
Pantograph Sounds			•	•
Brake Compressor			•	•
Rail Joints			•	•
Surrounding Sounds 1			•	•
Surrounding Sounds 2			•	•



Great features
mfx decoder and extensive sound functions



Largest Swiss Steam Locomotive

After the Swiss Federal Railways (SBB) took over the Gotthard Line in 1909, it quickly became apparent that locomotives had to be acquired with greater performance in order to make operations on the steep grades on the Gotthard and the approach lines on flat territory more efficient. In addition to serving as motive power for freight locomotives, these locomotives also had to be capable of pulling express trains on the steep grades, which required a maximum speed of 65 km/h / 41 mph in addition to high pulling power. The two prototypes, road numbers 2901 and 2902, of the class C 5/6 were available for testing as early as 1913. They were equipped with four-cylinder running gear and simple expansion, which did not turn out particularly well. On the regular production locomotives, recourse was therefore made to the good experience with the running gear for the C 4/5 locomotives in the series 2701–32 and four-cylinder compound running gear based on Von-Borries was installed. In this instance, the two inboard high-pressure cylinders drove the second driving wheel set, and the outboard low-pressure cylinders drove the third driving wheel set. The rear coupled wheel set had 25 mm / 1 inch side play and the treads on the center wheel set were made narrower to ensure good running on curves. Between 1913 and 1917, 28 regular production

units were placed into service with the road numbers 2951-2978, whereby road number 2978 was also the last standard gauge steam locomotive delivered to the SBB.

However as early as 1921, these units (immediately designated as "Elephants") became superfluous with the complete electrification of the Gotthard Line, and they were transferred to flat territory as well as to large switchyards. There they survived even with partially forced use on the DRG and after the end of the war on the SNCF well into the Fifties, when the first units were placed in storage. At least the steam era on the SBB ended befitting the status of these locomotives because the last C 5/6 built, road number 2978, took the last official SBB steam train on November 30, 1968 to Winterthur.

Just four "Elephants" remain preserved: The Swiss Transportation Museum in Lucerne houses road number C 5/6 2965. It was displayed until 1982 as a memorial in Erstfeld. Road number 2969 is being overhauled by Eurovapor (locomotive maintenance facility in Sulgen), whereby road number 2958 is functioning as a source of spare parts. Road number 2978 of SBB Historic is still operational and is stored at Delémont.



Especially finely detailed metal construction. Free-standing lanterns and finely detailed, separately applied entry ladders.



46056

39250

See Page 224 for an explanation of the symbols and age information.



39250 Class C 5/6 "Elephant" Steam Locomotive with a Tender

Prototype: Swiss Federal Railways (SBB) class C 5/6 "Elephant" Gotthard steam locomotive, with a 3-axle tender, for used in freight and express train service on the Gotthard line. Road number 2965, still currently on display in the Transportation Museum in Lucerne.

Model: The locomotive has an 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 chiefly of metal. The locomotive has a factory-installed 72270 smoke unit. The triple headlights and 2 lights on the tender 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 can also be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. There is an adjustable coupling with a guide mechanism between the locomotive and tender. The front of the locomotive has an NEM pocket and a close coupler. The rear of the tender has an NEM pocket, a close coupler, and a guide mechanism. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included. Length over the buffers 22.3 cm / 8-3/4".

A freight car set to go with this locomotive can be found in the Märklin H0 assortment under item number 46056.

A DC model of this locomotive can be found in the Trix H0 assortment under item number 22925.

Completely new tooling
100 Years of the "Elephant" – 2965
The largest Swiss Steam Locomotive

Highlights:

- **The most powerful SBB steam locomotive, with the nickname "Elephant".**
- **Built as a Gotthard locomotive precisely 100 years ago in 1916.**
- **Locomotive road number 2965 can still be seen now in the Transportation Museum in Lucerne.**
- **Completely new tooling, with partially open bar frame and many separately applied details.**
- **Cab lighting can also be controlled digitally.**
- **Factory-installed smoke unit.**
- **mfx+ World of Operation decoder and extensive operation and sound functions included.**
- **For still more operating enjoyment in the Märklin "World of Operation".**

The legendary 39250 Gotthard steam locomotive is being produced in a one-time series in 2016 for the dedication of the new Gotthard base tunnel.

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		•	•	•
Letting off Steam		•	•	•
Sound of coal being shoveled			•	•
Grate Shaken			•	•
Air Pump			•	•
Water Pump			•	•
Injectors			•	•
Switching maneuver			•	•



More than reality!

Discover our models all over again with the new Märklin AR App. This is how easy it is: Download the app and watch the page with the camera on a Smartphone.



Switzerland



46056 Freight Car Set for the Class C 5/6 Steam Locomotive

Prototype: 4 different design freight cars, of them 3 cars for the Swiss Federal Railways (SBB) and 1 car for the Italian State Railways (FS). 2 type K3 boxcars with a brakeman's cab. 1 pair of load cradle cars with a load of wood, 1 type F boxcar. All of the cars look as they did at the start of the Sixties.

Model: The type K3 boxcars have sliding doors that can be opened. The roof for the boxcar with a peaked roof is made of metal. The pair of load cradle cars is loaded with real wood. A drawbar for a permanent connection between the pair of cards is included. All of the cars are individually packaged. There is also a master package.
Total length over the buffers 59.3 cm / 23-3/8". DC wheel set E700580.

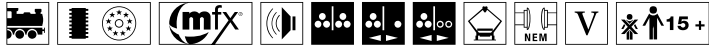
The class C 5/6 "Elephant" steam freight locomotive goes with these cars and can be found under item number 39250.

One-time series.



46056

39250



37464 Class 460 Electric Locomotive

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 460 fast general-purpose locomotive. Neutral "Fire Red" basic paint scheme. Locomotive name: "Bözberg", Locomotive road number: 460 101-9. The locomotive looks as it did around 1994.

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, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can each be turned off separately in digital operation. Long-distance headlights can be controlled digitally. You can change between Swiss headlight / single marker light changeover and white headlight / red marker light changeover. The headlights / marker lights are maintenance-free warm white and red LEDs. The locomotive has separately applied grab irons. The engineer's cabs have interior details. Length over the buffers 21.3 cm / 8-3/8".

Highlights:

- **mfx+ digital decoder.**
- **European and Swiss headlight / marker light changeover.**

One-time series.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Light Function	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Headlight(s): Cab2 End		•	•	•
Conductor's Whistle		•	•	•
Headlight(s): Cab1 End		•	•	•
Long distance headlights			•	•
Blower motors			•	•



Switzerland



39863 Class 189 Electric Locomotive

Prototype: Class 189 electric locomotive as ES 64 F4 for the firm MRCE Dispolok GmbH, Munich, Germany, leased to SBB Cargo International. Multi-system locomotive with 4 pantographs. Locomotive road number 189 983-0. The locomotive looks as it did around 2014.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered through 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. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. The locomotive has a double "A" light function. Long-distance lights 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".

Highlights:

- **mfx+ World of Operation decoder and extensive operation and sound functions included.**
- **For still more operating enjoyment in the Märklin "World of Operation".**

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

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			•	•
Sanding			•	•
Sound of Couplers Engaging			•	•





46870 Type Shimmns Flat Car Set with Telescoping Covers

Prototype: 3 different Swiss Federal Railways (SBB) type Shimmns four-axle flat cars with telescoping covers, used for the freight area SBB Cargo. Aqua basic paint scheme. The cars look as they did in 2015.

Model: All of the cars have permanent end walls and 3 telescoping covers that can be slid back and forth. The cars have 5 load cradles with adjustable restraint arms. 3 coils are included. The cars have type Y 25 trucks. All of the cars have different car numbers and are individually packaged. There is also a master package. Length over the buffers per car 13.8 cm / 5-7/16". DC wheel set E700580.

All of the cars have different car numbers and are individually packaged



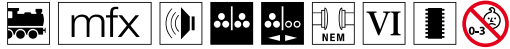
For real prototype scenes with sliding telescope covers



46870

39863

Switzerland



36193 Märklin Start up – Class 193 Electric Locomotive

Prototype: Class 193 electric locomotive painted and lettered for ELL Austria GmbH, leased to SBB Cargo International. Built by Siemens as a regular production locomotive from the Vectron type program.

Model: This electric locomotive is constructed of metal and has an mfx digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered through 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 at both ends of the locomotive are turned off, then there is a double "A" light function at both ends. Warm white and red LEDs are used for the lighting. The locomotive has 2 mechanically working pantographs that are not wired to take power.
Length over the buffers 21.8 cm / 8-9/16".

Highlights:

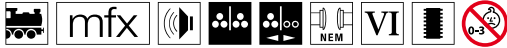
- **Completely new tooling for the modern Siemens Vectron electric locomotive.**
- **Locomotive includes a built-in mfx decoder and a wide variety of sound functions.**
- **Detailed, affordable beginner's model that has extensive features.**

A DC model can be found in the Trix H0 assortment under item number 22194.

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			•	•

*Completely new tooling
Affordable beginner's model with full sound*





36624 Märklin Start up – Class 486 Electric Locomotive

Prototype: BLS AG, Cargo Business Area, class 486 electric locomotive with the advertising lettering "Die Alpinisten". 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 through 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 at both ends of the locomotive are turned off, then there is a double "A" light function at both ends. Warm white and red LEDs are used for the lighting. The locomotive has 4 mechanically working pantographs that are not wired to take power. Length over the buffers 21.7 cm / 8-1/2".

Highlights:

- **Locomotive includes a wide variety of light and sound functions.**
- **mfx decoder included.**
- **Warm white and red LEDs for the lighting.**

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			•	•

*Affordable beginner's model
with full sound*



Switzerland



42174 Mark IV Dining Car

Prototype: Swiss Federal Railways (SBB/CFF/FFS) Mark IV express train dining car (EW IV). The car looks as it did around 2015.

Model: The 7319 current-conducting coupling or the 72020/72021 operating current-conducting coupler can be installed on this car. The car has adjustable buffers. Length over the buffers 26.4 cm / 10-3/8". DC wheel set E700580.

One-time series.

Highlights:

- This dining car goes with the express train passenger cars, item numbers 42152 and 42160.



47148 Set with 3 Type Snps Stake Cars

Prototype: Three Swiss Federal Railways (SBB/CFF/FFS) type Snps double stake cars. Used to transport lumber.

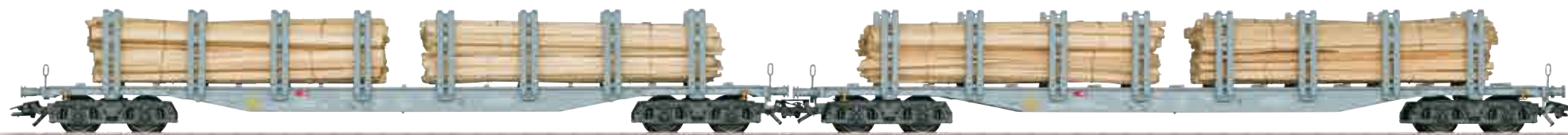
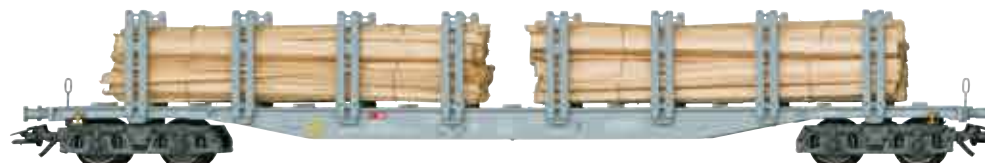
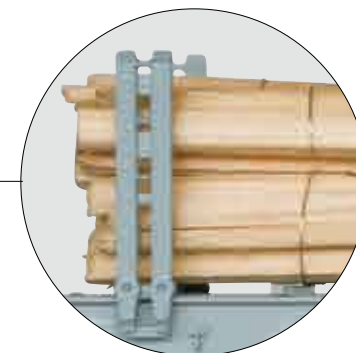
Model: The cars have detailed, fixed double stakes. The cars have different car numbers. All of the cars are loaded with wood. The cars are individually packaged. Total length over the buffers 72 cm / 28-3/8". DC wheel set E700580.

One-time series.

Highlights:

- Real load of wood included.

Real load of wood included



Austria



29020 Märklin Start up – “Austria Era V” Digital Starter Set. 230 Volts

Prototype: Austrian Federal Railways (ÖBB) class 2016 “Hercules” general-purpose locomotive, type Rlms low side car, and type Eaos gondola.

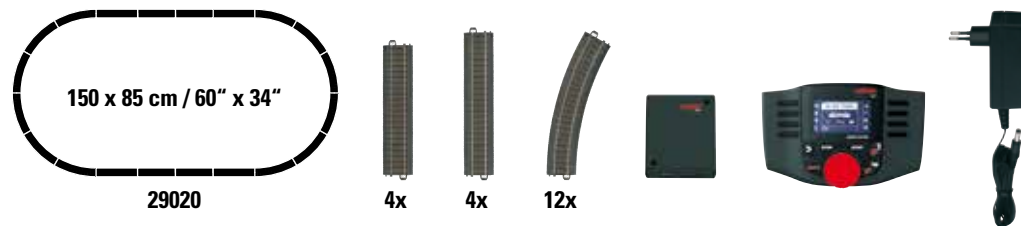
Model: The locomotive has an mfx digital decoder. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free LEDs are used for the lighting. Total length over the buffers 53.8 cm / 21-3/16”.

Contents: 12 no. 24130 curved track, 4 no. 24188 straight track, 4 no. 24172 straight track. A track connector box, a 36 VA/230 volt switched mode power pack, and a Mobile Station are included. An illustrated instruction manual with many tips and ideas is included. This set can be expanded with the C Track extension sets and with the entire C Track program.

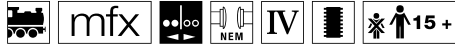
Highlights:

- **The ideal way to get started in the digital world of Märklin H0.**
- **Automatic registration at the Mobile Station with the built-in mfx decoder.**
- **Easy-to-expand C Track layout.**

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



Austria



36818 Class X 112 Small Diesel Locomotive

Prototype: Austrian Federal Railways (ÖBB) class X 112 (Köf II). Version with an enclosed cab. The locomotive looks as it did at the beginning of the Seventies.

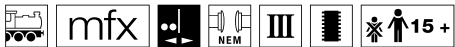
Model: The locomotive has an mfx digital decoder and Telex couplers. 2 axles powered. Track adhesion magnets are included to improve pulling power. The locomotive has separately applied metal grab irons. The headlights will work in conventional operation and can be controlled digitally. Length over the buffers 7.4 cm / 2-7/8".

Highlights:
 ➤ Telex couplers.

One-time series.



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Telex coupler on the rear	•	•	•	•
Telex coupler on the front	•	•	•	•
Direct control	•	•	•	•
Headlight(s): Cab2 End		•	•	•
Headlight(s): Cab1 End		•	•	•



36864 Class 688 Tank Locomotive

Prototype: Austrian Federal Railways (ÖBB) class 688. The locomotive looks as it did in Era III around 1953.

Model: The locomotive has an mfx digital decoder. It has a miniature motor in the boiler. 2 axles powered. Traction tires. The dual headlights change over with the direction of power, will work in conventional operation, and can be controlled digitally. The interior boiler is constructed of metal. The locomotive has numerous separately applied handrails and grab irons. The boiler details and other details are finely modelled. Length over the buffers 8 cm / 3-1/8".

One-time series.



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

Numerous separately applied handrails and grab irons
Boiler details are finely modelled



37822 Class 221 Heavy Diesel Locomotive

Prototype: RTS Rail Transport Service GmbH Swietelsky, A-Fischamend class 221 heavy diesel hydraulic general-purpose locomotive. Orange basic paint scheme. Locomotive road number 221.134. The locomotive looks as it did around 2013.

Model: The locomotive has a new mfx+ digital decoder and extensive operation and 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 at both ends of the locomotive are turned off, then there is a double "A" light function at both ends. Warm white and red LEDs are used for the lighting. The locomotive has side and end metal grab irons. The couplers can be replaced with closed end skirting pieces. Length over the buffers 21 cm / 8-1/4".

Highlights:

- **Heavy metal construction.**
- **Prototypical tooling changes.**
- **mfx+ World of Operation digital decoder and extensive operation and sound functions included.**
- **For still more operating enjoyment in the "World of Operation".**

One-time series.

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

Prototypical tooling changes



48457

37822

Austria



48457 Type Eamos Side Dump Car Set

Prototype: 5 type Eamos open side dump cars. Privately owned cars for the firm RTS Rail Transport Service GmbH, A-Fischamend, Austria, registered in Austria. The cars look as they did in 2015.

One-time series.

Model: The hopper can be tipped to both sides and has a guide mechanism. The compressed air cylinders and pneumatic rams can be moved. There are 2 unloaded hatches on both sides. All of the cars are individually packaged and have different car numbers. There is also a master package.

Total length over the buffers 70 cm / 27-9/16".

DC wheel set E700580.



48457

37822



42730 Eurofima Passenger Car

Comfortable Travelling in the Seventies – A 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 E700580.



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.

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 E700580.

Highlights:
➤ **New tooling.**



Lettering specific to the country included



Highlights:
➤ **New tooling.**

Detailed door area and completely new tooling for the truck



France



36625 Märklin Start up – Class E 186 Electric Locomotive

Prototype: Akiem S.A.S., Clichy, France, class TRAXX 2 E 186 general-purpose electric locomotive, leased to the French State Railways (SNCF), assigned to the freight service area (FRET). Two-system locomotive with 4 pantographs. The locomotive looks as it did around 2010.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered through 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 at both ends of the locomotive are turned off, then there is a double "A" light function at both ends. Warm white and red LEDs are used for the lighting. The locomotive has 4 mechanically working pantographs that are not wired to take power. Length over the buffers 21.7 cm / 8-1/2".

Highlights:

- **Locomotive includes a wide variety of light and sound functions.**
- **mfx decoder included.**
- **Warm white and red LEDs for the lighting.**
- **Metal body for the locomotive.**

A DC model of this locomotive can be found in the Trix H0 assortment under item number 22165.

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			•	•
Sanding			•	•

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47062 Type Rils Sliding Tarp Car Set

Prototype: 3 French State Railways (SNCF) type Rils four-axle sliding tarp cars. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with rectangular buffers.

Model: The cars have type Y 25 trucks. They also have a metal insert for good running characteristics. The underbody detailing is specific to the cars. The cars have many separately applied details. The cars are modeled with a closed tarp. The cars have different car numbers. All of the cars are individually packaged, and there is a master package. Length over the buffers per car 22.9 cm / 9". DC wheel set E700580.

One-time series.

In use all over Europe



Italy



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 E700580.



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.

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 E700580.

Highlights:

- New tooling.



Lettering specific to the country included



Highlights:

- New tooling.

Detailed door area and completely new tooling for the truck



Italy



36628 Märklin Start up – Class 483 Electric Locomotive

Prototype: OCEANOGATE class 483 electric locomotive.

Model: The locomotive has an mfx digital decoder and extensive sound functions. 4 axles powered through 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 at both ends of the locomotive are turned off, then there is a double "A" light function at both ends. Warm white and red LEDs are used for the lighting. The locomotive has 2 mechanically working pantographs that are not wired to take power. Length over the buffers 21.7 cm / 8-1/2".

*Affordable beginner's model
with full sound*

Highlights:

- Locomotive includes a wide variety of light and sound functions.
- mfx decoder included.
- Warm white and red LEDs for the lighting.

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			•	•



47095 Type Sgns Container Transport Car Set

Prototype: 2 AAE type Sgns four-axle container transport cars, leased to Cemmat S.p.A. Each loaded with two 20 ft. MSC containers. The cars look as they did around 2015.

Model: The cars have type Y 25 trucks. The transport car floors are prototypically partially open and are constructed of metal with striking fish belly type side sills. Each transport car is loaded with two

containers. The cars have different car numbers and are individually packaged. There is also a master package. Total length over the buffers 46 cm / 18-1/8". DC wheel set E700580.



47095

36628

Netherlands



29256 "Dutch Construction Train" Digital Starter Set. 230 Volts

Prototype: Dutch State Railways (NS) construction train. Class 1600 electric locomotive, 1 Krupp-Ardelt crane car with a crane tender car, 1 type Eaos gondola, and 1 type Gs boxcar.

Model: The locomotive has an mfx digital decoder and a controllable horn sound. 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, warm white and red LEDs are used for the lighting. The crane car has a superstructure that can be turned, a movable boom, and a hand crank for the crane line. The crane tender car has a boom support. Train length 68.4 cm / 26-15/16".

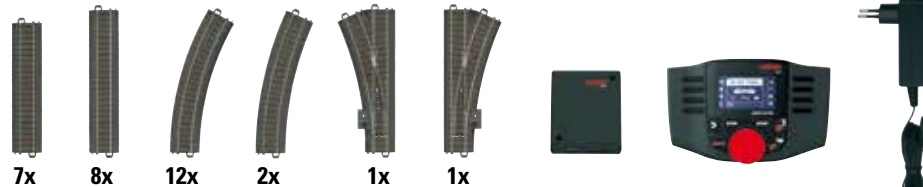
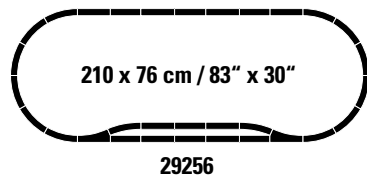
Contents: 12 no. 24130 curved track, 8 no. 24188 straight track, 7 no. 24172 straight track, 2 no. 24224 curved track, and 1 pair of 24611 and 24612 turnouts. Track connector box, 36 VA / 230 volt switched mode power pack, and a Mobile Station are included. An illustrated instruction manual with many tips and ideas is also included. This set can be expanded with the C Track extension sets and with the entire C Track program.

Highlights:

- **The ideal entry into the digital world of Märklin H0.**
- **Automatic registration at 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)	•	•	•	•
Low Pitch Horn	•	•	•	•
Direct control	•	•	•	•
Headlight(s): Cab2 End		•	•	•
Headlight(s): Cab1 End		•	•	•

One-time series.



New paint scheme



Netherlands



48772 Beer Refrigerator Car

Prototype: Two-axle boxcar as a beer refrigerator car with the brakeman's stand removed. Privately owned car painted and lettered for Brouwerij de 3 Hoefijzers, Breda, Netherlands, used on the Dutch State Railways (NS). The car looks as it did around 1950.

Model: The side walls model a vertical board structure. The car has non-opening refrigeration area doors. Length over the buffers 10.6 cm / 4-3/16". DC wheel set E700270.

One-time series.



47027 Type Regs Low Side Car Set

Prototype: 2 type Regs four-axle low side cars. Privately owned cars for the firm Railpro, Netherlands, registered in Bulgara. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with steel side walls, stakes, and rectangular buffers. The car looks as it did in 2015.

Model: The cars have type Y 25 trucks. They also have a metal insert for good running characteristics. The underbody detailing is specific to the cars. The cars have many separately applied details. Both cars are individually packaged and have different car numbers. Length over the buffers per car 22.9 cm / 9". DC wheel set E700580.

One-time series.





46317 Set with 3 Dump Cars

Prototype: Dutch State Railways (NS) type Fcs side dump cars. The cars look as they did around 1980.

Model: The cars are finely constructed with many separately applied details. They have separately applied chute extensions. The cars have load inserts with a layer of real coal. All of the cars have different car numbers

and come individually packaged. There is also a master package. Total length over the buffers 34 cm / 13-3/8". DC wheel set E700580.



Just like the prototype: unloading lever and slide extension separately applied



46626 Three Type Uces Spherical Container Cars

Prototype: Three type Uces spherical container cars used on the Dutch State Railways (NS). Cars include 2 each containers. Lettered with "Nederlands Cement", the logo for the Dutch State Railways and "Cement Enci Maastricht".

Model: The cars have partially open frames. The lines, platforms, and other details are separately applied. Length over the buffers 10.5 cm / 4-1/8". DC wheel set E700580.

One-time series.

Prototypical superstructure: lines, platform, and other details as separately applied parts



Netherlands



37207 Class G 2000 BB 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 headlamps and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlamps at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlamps 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 mounted on 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".

Highlights:

- **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".**

One-time series.

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			•	•



See Page 224 for an explanation of the symbols and age information.



37247 Class 140 Electric Locomotive

Prototype: Belgian State Railways (SNCB/NMBS) class 140 general-purpose locomotive in a green basic paint scheme with authentic weathering. The locomotive looks as it did in Era III around 1960.

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 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 engineer's cabs have interior details. The locomotive has metal grab irons and other details separately applied. The couplers can be replaced by end skirting. The locomotive is authentically weathered.

Length over the buffers 21 cm / 8-1/4".

Highlights:

- Extensive sound functions included.
- Authentic weathering.

One-time series.

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			•	•





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 E700580.

Highlights:
➤ **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.

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 E700580.

Highlights:
➤ **New tooling.**



Belgium



47213 Type Shimmns Sliding Tarp Car

Prototype: Belgian State Railways (SNCB) type Shimmns four-axle sliding tarp car, assigned to the freight service area (SNCB Cargo). Transport car for rolled coils of steel. The car looks as it did at the start of 2000.

Model: The car has a closed tarp. It also has type Y 25 welded trucks. Length over the buffers 13.8 cm / 5-7/16". DC wheel set E700580.



48029 Type Habbins High-Capacity Sliding Wall Boxcar

Prototype: Type Habbins high-capacity sliding wall boxcar. Privately owned car painted and lettered for the firm AAE, used on the Belgian State Railways (SNCB), assigned to the freight service area (SNCB Cargo). The car looks as it did around 1996.

Model: The car has adjustable buffers and trucks. Length over the buffers 26.7 cm / 10-1/2". DC wheel set E700580.

One-time series.





37206 Class 57 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 "Umbr 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 mounted on 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".

Highlights:

- **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".**

One-time series.

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			•	•



Belgium



46344 Type Uapps Grain Hopper Car Set

Prototype: 3 high capacity hopper cars with smooth side walls for transporting grain (Céréaliier), used on the Belgian State Railways (SNCB). Privately owned cars in the standard design and in different paint and lettering schemes.

Model: The cars have a metal insert for a low center of gravity and smooth running. They also have many separately applied details. The cars have different car numbers and come individually packaged and marked. Total length over the buffers 51.5 cm / 20-1/4". DC wheel set E700580.

One-time series.



Denmark



48778 Type ZB Beer Car Set

Prototype: 2 different beer cars as privately owned cars for the Tuborg Brewery, used on the Danish State Railways (DSB). The cars look as they did in Era IV.

Model: Both beer cars have brakeman's platforms. They also have numerous separately applied details. Both cars have different car numbers and are individually packaged. There is also a master package.
Total length over the buffers 20.2 cm / 7-15/16".

One-time series.



48054 Type Habbilns High-Capacity Sliding Wall Boxcar

Prototype: Type Habbilns high-capacity sliding wall boxcar. Privately owned car for the firm AAE, leased to the Danish State Railways (DSB). The car looks as it did around 2000.

Model: The car has adjustable buffers and trucks.
Length over the buffers 26.7 cm / 10-1/2". DC wheel set E700580.

New car numbers

One-time series.



Sweden



36350 Class Ue Electric Switch Engine

Prototype: Swedish State Railways (SJ) class Ue electric switch engine. Orange / Steel Blue basic paint scheme. Road number Ue 499.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has a miniature motor with a flywheel. 3 axles and a jackshaft powered. Traction tires. The locomotive has dual headlights at Locomotive End A and B as well as 1 red light at Locomotive End B. They do not change over with the direction of travel, but they will work in conventional operation and can be controlled digitally. You can switch to headlight / marker light changeover 2 x white and 1 x red. Other headlight / marker light combinations can be activated in digital operation. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has separately applied roof equipment. It also has separately applied metal grab irons. Brake hoses and prototypical couplers can be installed on the buffer beam. Length over the buffers 11.2 cm / 4-7/16".

Highlights:

- **First time with Telex couplers, each end of the locomotive can be controlled separately in digital operation.**
- **mfx decoder with extensive light and sound functions.**

One-time series.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Headlight(s)	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Warning Sound	•	•	•	•
Telex coupler on the front	•	•	•	•
Sound of squealing brakes off		•	•	•
Light Function 1		•	•	•
Telex coupler on the rear		•	•	•
Light Function 2		•	•	•
Direct control			•	•
Sound of Couplers Engaging			•	•
Letting off Air			•	•
Blower motors			•	•
Brake Compressor			•	•
Pantograph Sounds			•	•
Switching maneuver			•	•



For switching ranges close to real life:
The Ue 499 with controllable Telex couplers



mfx decoder with extensive light and sound functions
Drive prototypically by means of a jackshaft



47217 Type Shimmns Sliding Tarp Car Set

Prototype: 2 different type Shimmns short four-axle sliding tarp cars for the firm AAE, leased to Green Cargo, registered in Sweden. The cars look as they did around 2011.

One-time series.

Model: Both cars have closed tarps. They also have type Y 25 welded trucks. Both cars have different car numbers and are individually packaged. There is also a master package. Length over the buffers per car 13.8 cm / 5-7/16". DC wheel set per car E700580.



47724 Type Lgjns Container Transport Car Set

Prototype: 3 Swedish State Railways (SJ) type Lgjns two-axle container transport cars. Each car loaded with 2 WoodTainer XXL containers registered for the Austrian firm InnoFreight Spedition Inc., Bruck an der Mur, Austria. High volume containers with a capacity of 46 cubic meters / 1,624.5 cubic feet, painted and lettered for "green cargo", the SJ's freight service area. The cars look as they currently do in real life.

Highlights:

- New car numbers on the container transport cars and new registration numbers on the WoodTainer XXL containers.
- Ideal cars for unit trains.

Model: The transport cars have partially open metal floors. The frames have side truss rods. They also have separately applied destination boards. Each transport car comes loaded with 2 WoodTainer XXL containers. The containers can be removed. All of the containers have different registration numbers and the transport cars have different car numbers.

Total length over the buffers 51.2 cm / 20-1/8".
DC wheel set E700580.

One-time series.



See Page 224 for an explanation of the symbols and age information.

Sweden



46373 Type Mas IV Ore Car Set

Prototype: 12 Swedish State Railways (SJ) type Mas IV three-axle ore cars with brakeman's platforms and hand brake wheels in a brown basic paint scheme, for use on the ore rail line Lulea – Kiruna – Narvik. Authentic weathering. The cars look as they did around 1970.

Model: The ore cars have detailed construction with partially open floors. They have a detailed representation of the axle bearings with springs and brake rigging. The ore car bodies are constructed of metal. All of the cars have brakeman's platforms and brake cranks. All of the ore cars have different car numbers and authentic weathering. The ore cars have load inserts and are loaded with real, scale-sized iron ore. All of the ore cars are individually packaged.

Total length over the buffers approximately 88.5 cm / 34-13/16".
DC wheel set E700580.

An ore car set with another 6 new car numbers can be found in a DC version in the Trix H0 assortment under item number 24240.

One-time series.

Highlights:

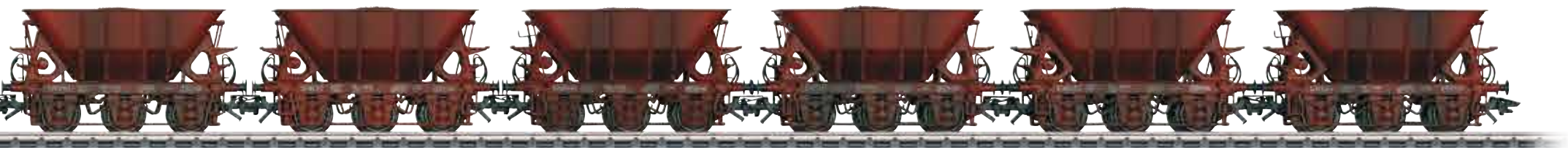
- Ore cars individually packaged.
- New car numbers.
- Authentic weathering included.



All of the cars have brakeman's platforms and brake cranks

Ore cars individually packaged
New car numbers
Authentic weathering included





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".

Highlights:

➤ **mfx+ digital decoder included.**

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			•	•
Switching maneuver			•	•



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 E700580.

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

One-time series.



See Page 224 for an explanation of the symbols and age information.

USA



37935 "Mikado" Steam Locomotive with a Tender

Prototype: Atchison, Topeka & Santa Fe Railway (A.T. & S.F.) "Mikado" 2-8-2 design fast freight locomotive.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has a controlled, powerful motor. 4 axles powered. Traction tires. A 72270 smoke generator can be installed in the locomotive. The headlight and the smoke generator contact will work in conventional operation and can be controlled digitally. Maintenance-free LEDs are used for the lighting. The locomotive has steam locomotive sounds synchronized with the speed, a whistle sound, bell sound, and acceleration and braking delay that can be controlled digitally. A non-working knuckle coupler is mounted on the pilot of the locomotive. There is a close coupling between the locomotive and tender. The locomotive has separately applied metal grab irons. It also has many separately applied details. A figure of a locomotive engineer and a fireman are included with the locomotive. The locomotive is authentically weathered. Minimum radius for operation is 360 mm / 14-3/16". Length over the couplers 29 cm / 11-7/16".

Highlights:

- **mfx+ digital decoder.**
- **Extensive sound functions.**
- **Improved locomotive/tender spacing.**
- **Authentic weathering.**

A DC model of this locomotive can be found in the Trix H0 assortment under item number 22591.

A car set to go with this locomotive can be found in the Märklin H0 assortment under item number 45662.

One-time series.

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		•	•	•
Warning Sound		•	•	•
Bell		•	•	•
Air Pump		•	•	•
Injectors			•	•
Auxiliary Blower			•	•
Sound of Couplers Engaging			•	•
Rail Joints			•	•
Operating Sounds 2			•	•

*New motor and an mfx+ digital decoder included
Locomotive engineer and fireman included*



Authentic weathering



45662

45662

37935







USA



39621 F7 Diesel Electric Locomotive

Prototype: General Motors EMD class F7 painted and lettered for Great Northern Railway (GN). Double unit consisting of two A units. Road numbers 309-A and 309-C. Reddish orange and black green paint scheme.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion in both A units. 2 axles powered in each A unit. Traction tires. The headlights change over with the direction of travel, will work in conventional operation, and can

be controlled digitally. The lighted number boards and the classification lights 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 cabs have interior details. The locomotive has separately applied metal grab irons. There is a permanent drawbar between the locomotive units. Snowplows are included. Length over the couplers approximately 35 cm / 13-3/4".

Highlights:

- **mfx+ digital decoder.**
- **Warm white LEDs for lighting.**
- **Lighted number boards and classification lights.**
- **Cabs with interior details.**

The car set to go with this locomotive can be found in the Märklin H0 assortment under item number 45661.

One-time series.

*Double unit consisting of two A units with full sound and the Great Northern paint scheme
A snowplow for winter operation is included*



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Number Board Lights	•	•	•	•
Diesel locomotive op. sounds	•	•	•	•
Low Pitch Horn	•	•	•	•
Direct control	•	•	•	•
Sound of squealing brakes off		•	•	•
Cab Radio		•	•	•
Bell		•	•	•
Sound of Couplers Engaging		•	•	•
Letting off Air			•	•
Rail Joints			•	•
Switching maneuver			•	•



45661

45661

39621

USA



45661 Set with 3 Hopper Cars

Prototype: 3 40 foot hopper cars painted and lettered for the American railroad Great Northern (GN). Version with 3 unloading hoppers. The cars look as they did in Era III.

Model: The car frames are constructed of metal. The cars have detailed trucks with special wheel sets. The ladders and other details are separately applied. The cars have different car numbers. The couplers can be replaced by other makes of couplers. All of the cars are packaged individually.

Length over the couplers per car 16 cm / 6-5/16".
DC wheel sets E320552 (NEM), E320389 (RP25).

The locomotive to go with these cars can be found in the Märklin H0 assortment under item number 39621.

One-time series.



The ladders and other details are separately applied

See Page 224 for an explanation of the symbols and age information.



45662 Set with 3 Tank Cars

Prototype: 3 American design tank cars painted and lettered for the American car leasing company Shipper's Car Line. The cars look as they did in Era III.

Model: The cars have detailed, partially open metal frames and separately applied details. The cars have detailed trucks with special wheel sets. The cars have different lettering and car numbers. The couplers can be replaced by other makes of couplers. All of the cars are packaged individually.

Length over the couplers per car 14 cm / 6-5/16".

DC wheel sets E320552 (NEM), E320389 (RP25).

The locomotives to go with these cars can be found in the Märklin HO assortment under item numbers 37935 and 39621.

One-time series.

*Prototypical:
Two cars with a platform and one car without*



45662

45661

39621

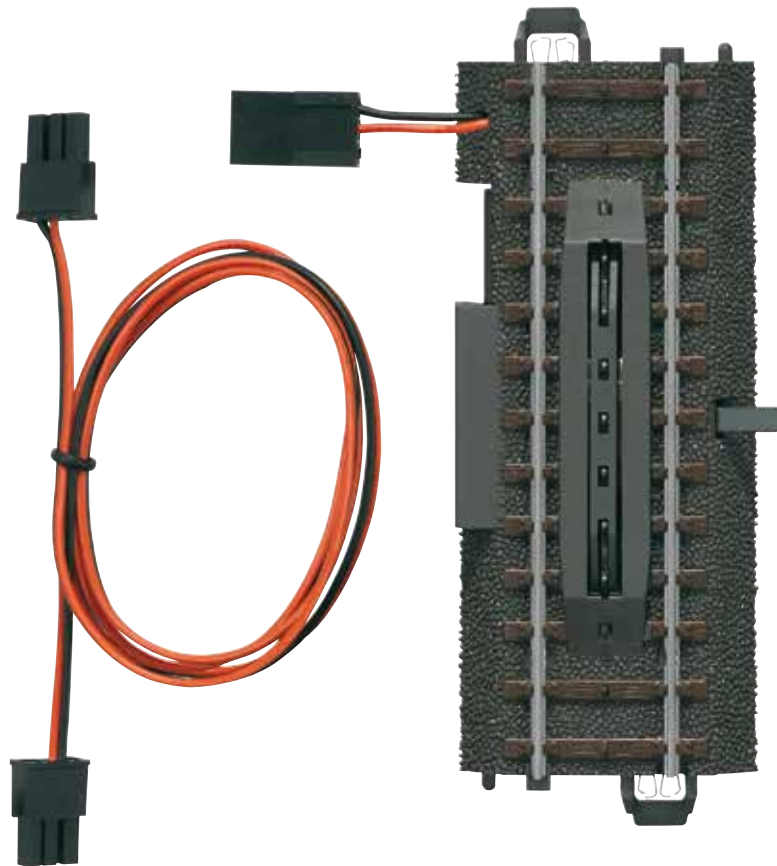


20997 Märklin Start up – Uncoupler Track

94.2 mm / 3-11/16"

Package Quantity: 1 piece.

This is an uncoupler track for manual and electric uncoupling. The electric operation can be done only with the 72752 control box and the cable included with this track.



Wide Radius Curved Turnouts

A long-standing wish of Märklin fans is being fulfilled with the wide radius curved turnouts. Prototypical track plans are now no longer a problem. Märklin is thereby setting a new standard in turnout geometry in which the conception of elegant track patterns reaches new dimensions.



24315 Curved Track

R3 = 515 mm / 20-1/4" / 15°. Removable roadbed slopes. This track section is required on both branches of the 24771 and 24772 wide radius curved turnouts.

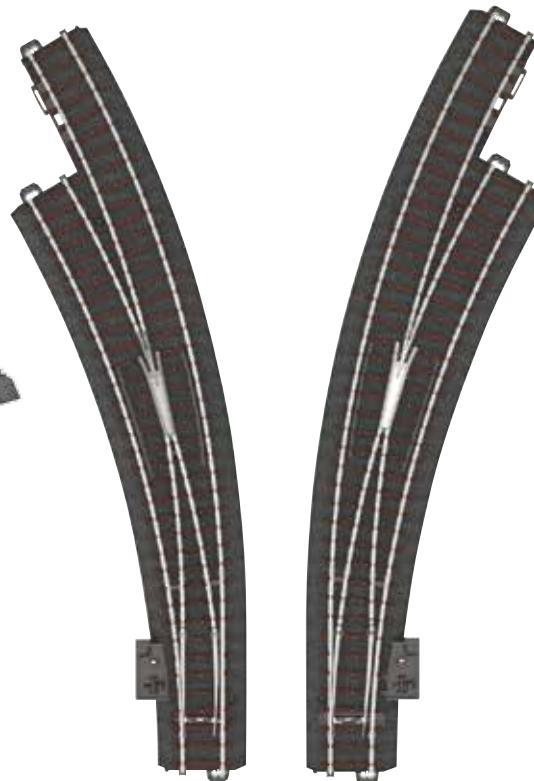


Wide radius transition from Radius 3 (R3) to Radius 4 (R4)



24771 Left Curved Turnout

Inner curve: R3 = 515 mm / 20-1/4" / 30°. Outer curve: 30° with a parallel curve spacing of 64 mm / 2-1/16". Hand lever included. Two (2) each 24315 track are required on the inner and outer curve of the turnout. A roadbed piece to fit here is included. The 74491 electric turnout mechanism, the 74461 digital decoder, and the 74470 turnout lanterns can be installed on this turnout.



24772 Right Curved Turnout

Inner curve: R3 = 515 mm / 20-1/4" / 30°. Outer curve: 30° with a parallel curve spacing of 64 mm / 2-1/16". Hand lever included. Two (2) each 24315 track are required on the inner and outer curve of the turnout. A roadbed piece to fit here is included. The 74491 electric turnout mechanism, the 74461 digital decoder, and the 74470 turnout lanterns can be installed on this turnout.



More than reality!

Discover our models all over again with the new Märklin AR App. This is how easy it is: Download the app and watch the page with the camera on a Smartphone.

Digital



60970 Decoder Tester (without figure)

This device is for fast testing of the new märklin LokDecoder3 and märklin SoundDecoder3 as well as all other decoders that use the following interface connections: NEM 651, NEM 652, MTC14, MTC21, PluX22, and NEXT18. Other decoders such as for 1 Gauge, LGB, or those with individual wires must be connected with set screw terminals.

The other features include:

- LED monitoring for the peak signal, for Aux 1-6, track input, Aux 3, and 4 amplified and not amplified
- Track connections for the digital central controller
- Speaker
- Motor
- Separate terminal clips for another motor
- Direct connections to the märklin Decoder Programmer

Highlights:

- **Easy testing of decoder functions.**



60116 Digital Connector Box

This is for connecting a 66361/66365 switched mode power pack and up to 2 Mobile Stations (60657 and 60653 / Trix 66955 and 66950). Suitable for Märklin H0 Gauge, Trix H0 Gauge, and Minitrix.

Dimensions 96 x 85 x 40 mm / 3-3/4" x 3-3/8" x 1-9/16".

***Now in the new look of the
Central Station 3***



A New Dimension - CS3 plus



More than reality!

Discover our models all over again with the new Märklin AR App. This is how easy it is: Download the app and watch the page with the camera on a Smartphone.

Digital Control with the System



60226 Central Station 3 60216 Central Station 3plus

As a multi-protocol controller the Central Station 3 with its high resolution, modern color touch screen, 2 locomotive controllers as well as a built-in central track diagram control board offer the possibility of simple, easy control of locomotives and of the entire layout. Up to 32 functions can be controlled on locomotives, and up to 320 Motorola or 2,048 DCC solenoid items can be controlled among accessories.

In addition, the Central Station 3 has 2 built-in locomotive card readers (for saving locomotive data on a locomotive card or for fast call-up of the locomotive by plugging in the locomotive card), an SD card slot for expanded storage as well as a built-in speaker for playing back typical model railroad sounds. A powerful Booster is built in to power the layout with current for trains and for accessories.

The Central Station 3 is multiple device capable, i.e. several Central Station 3 plus (60216) units can be operated together on a layout with the optional cable (60123). Additional locomotive controllers, additional Layouts, and Keyboards expand the operation of the layout whereby joint and separate configurations can be maintained in the Central Station 3 (plus) for the layout areas to be controlled.

More on Page 55

**The new CS3 immediately attracts attention
with the large, high-resolution display**



Always on the cutting edge

See the product trailer with the new Märklin AR App



At <http://maerklin.de/en/products/new-items/cs3>
you will find additional information about this item

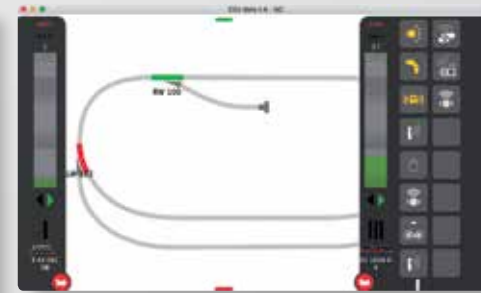
Dimensions 320 x 195 x 80 mm / 12-5/8" x 7-11/16" x 3-1/8"



The attractive, more realistic track diagram is always the centerpiece with this new, easy-to-use operating concept. Operate is thereby even simpler and more manageable.



Different operating elements such as solenoid items, locomotive lists, or the locomotive controllers can be opened and closed by intuitively wiping across the display.



Setting up the track diagram is done easily by directly touching the touch screen. The track diagram is always visible. Up to 32 locomotive functions and many other layout functions are easy to control and they will sort themselves.



The Assistants help with the first setup and with more complex settings or questions.



Central Station 3 – the Most Innovative Controller for Your Märklin World of Operation

Many auxiliary devices such as feedback modules, Booster, other CS2 units, and the CS3plus can be connected with the built-in expansion bus for controlling larger layouts.



Many Possibilities for Networking and Control

Multi-touch for Operating a Layout with Intuitive Movements

Functions can be controlled with a fine touch by using the capacitive touch screen.

The modern multi-touch function supports simple operation by means of intuitive movements.

CS3 and CS3 Plus at a glance:

The Central Station 3 has 2 built-in USB hosts (such as for a mouse, keyboard, USB stick), a USB loading socket, a network connection for communication with a PC, connections for 2 Mobile Stations, a connection for external speakers as well as others for the Märklin Bus system. S88 connections can be done externally by means of the Link s88 (60883).

CS3plus – The Small but Fine Difference:

The CS3plus offers a comprehensive entry into digital model railroading. Equipped with the same performance features as the CS3 the CS3plus also offers an s88 connection for s88 feedback modules and the possibility of using as many CS3plus devices as desired as an add-on. The use of several CS3plus units expands the possibilities for controlling a layout (additional locomotive controllers, additional Keyboards, expanded control possibilities) as well as the Booster performance that is made available. The track connection for the CS3 can be used as a Booster connection.

Tip:

A Central Station 2 (60214 and 60215) can be integrated in the same manner as the CS3plus. Existing control with the new central units can thereby be expanded at any time.

	CS3 60226	CS3 Plus 60216
High-resolution, modern color screen.	17.78 cm (7") TFT color display with a resolution of 1024 x 600 pixels	
Touch operation	Capacitive touch with recognition of several touch points	
Industrial quality, sturdy housing	Industrial quality central stop button and 2 rotary controllers included	
Locomotive card reader	2	
USB hosts (examples: mouse, keyboard, USB stick, etc.)	2	
USB charging socket	1 (for charging mobile devices or for supplying power to external devices)	
Network connection	1 GB connection	
Built-in speaker	Yes	
External speaker	Line Out connection for active speaker	
Built-in SD card slot for expanding the memory	Yes	
Built-in powerful Booster	Max. 5.0 amps (60101/L51095 switched mode power pack, recommended for 1 Gauge, LGB) Max. 3.0 amps (60061/60065 switched mode power pack, recommended for HO, N Gauge)	
Programming track connection	Yes	
Controllable locomotive functions	Up to 32	
Multi-protocol capable	Yes - mfx, mfx Plus, DCC, MM	
Built-in, central track diagram control board	Scalable and adaptable in size	
Controllable solenoid accessory items	Up to 320 in Motorola and 2,048 in DCC	
Route control (including shuttle train control)	Yes, number limited by the memory size	
Direct Mobile Station connection	2 (front)	
Märklin Bus output (for expansion of other control devices, Booster, feedback units,...)	1	
Märklin Bus input	No	Yes
Märklin Bus connection (for direct connection of Boosters, feedback devices, ...)	2	1
Direct S88 connection	No	Yes, RJ45 connection
External expansion possibility with Link S88 (60883)	Yes	



Industrial quality, sturdy housing with industrial quality central stop button, and 2 rotary controllers



Direct connections for 2 Mobile Stations



Built-in SD card slot



Direct S88 connection

**7 times better performance
with a faster processor
4 GB internal memory**



Proven Technology in the New Look



60657 Mobile Station

This is a digital hand control unit. 11 locomotives can be controlled with direct access. Locomotive selection can be done with the built-in Märklin Digital locomotive database or by means of digital addresses. 16 locomotive functions and 320 solenoid items can be controlled. There is automatic display of the function status in the built-in background-lighted b/w full graphic display using self-explanatory pictograms for mfx locomotives and when selecting locomotives from the built-in locomotive database. The Mobile Station has a built-in locomotive card reader. It also has a lighted red Stop button. There is a 1.9 amp output power section in the optionally available track connector box (60114/60116). 2 Mobile Stations (60657) can be connected independently of each other to the track connector box. When the Mobile Station is operated connected to the (60213-60216 and 60226), there is access to the Central Station settings (Central Station's complete locomotive list, all solenoid items on the Central Station's keyboards and with their designations). Locomotives and powered units can be run and controlled in the formats Motorola, mfx, and DCC. Solenoid items can be controlled in the formats Motorola und DCC. Dimensions 160 x 100 x 39 mm / 6-5/16" x 3-15/16" x 1-1/2".

Note: The 60114 (1 Gauge) or the 60116 (H0) Connector Box is required to connect the Mobile Station.

Highlights:

- **Simple, easy operation.**
- **Background-lighted graphic display with self-explanatory pictograms.**
- **16 controllable auxiliary functions.**
- **320 solenoid items can be controlled.**
- **Built-in locomotive card reader.**
- **Simple wiring (Plug & Play) to the track connector box and the Central Station.**
- **Built-in Märklin Digital locomotive database.**

*Now in the new look of the
Central Station 3*



Developed for still more realistic operating enjoyment!



märklin Decoder Tool Software

This is the easiest way to describe the new generation of decoders with their programmer and specially developed software from Märklin. In addition to the well-known programming by means of the track and the CS2, model railroaders can now change and adapt the function characteristics of their locomotives within minutes.



60971 Decoder Programmer

This unit is for fast programming of the new märklin LokDecoder3 and märklin Sounddecoder3. You can connect it easily to your PC/laptop by means of a USB port. You will require the märklin Decoder Tool Software (mDT) that can be downloaded easily on our homepage. The mDT software will help you transfer existing sound or sound you have recorded on your own quickly and easily. You can now also program very easily all other settings such as maximum speed, braking behavior, etc.

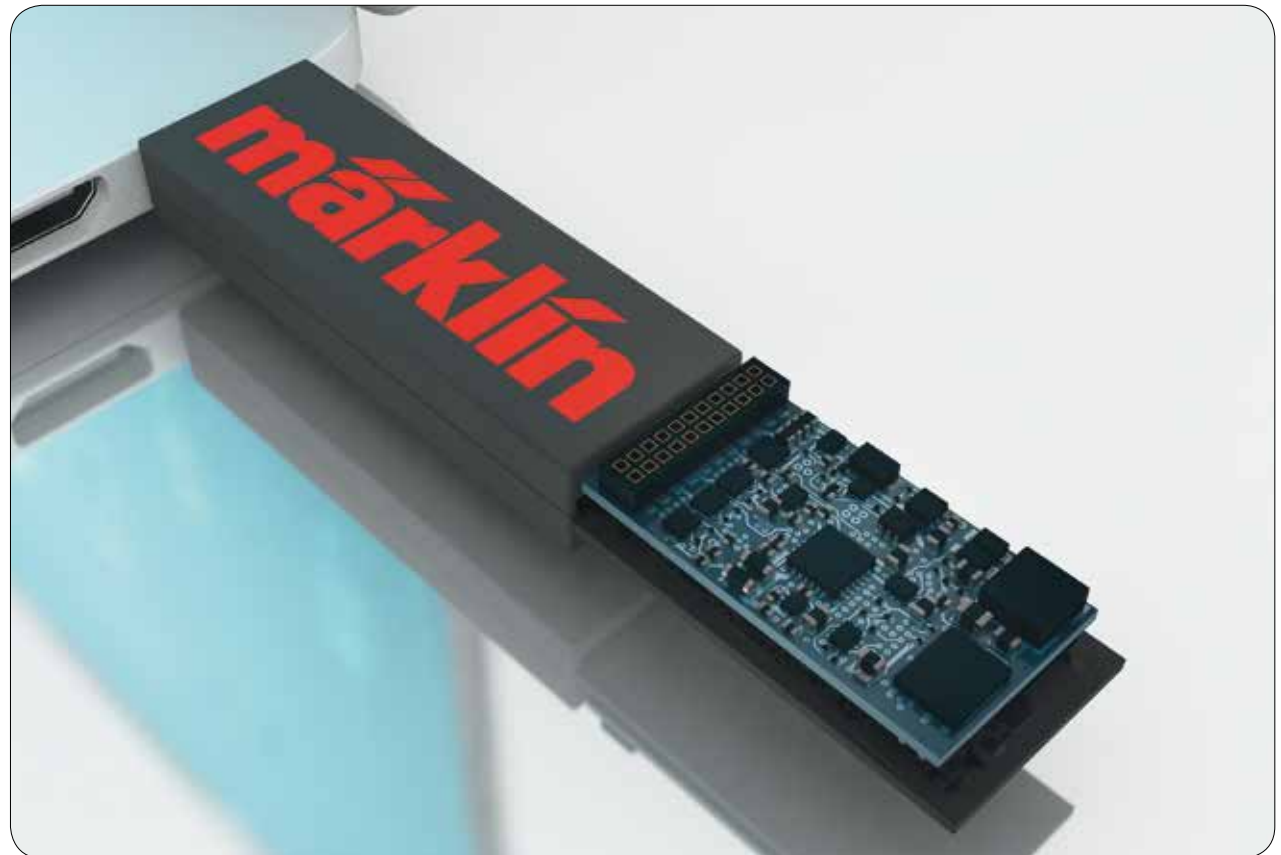
Highlights:

- **Fast programming of the new märklin mLD3 and mSD3 decoders at a PC/laptop.**
- **Equipped with a USB interface connection and a decoder interface connection.**
- **Can be used in conjunction with the märklin Decoder Tool Software (www.maerklin.de).**

64 Mbit sound memory
Ready for 32 functions
Advanced mapping process control
Easier to use by means of modern tooling
Programming by means of mDP in a few minutes



The Dashboard – functional and easy to manage



More than reality!

Discover our models all over again with the new Märklin AR App. This is how easy it is: Download the app and watch the page with the camera on a Smartphone.

Personalized operating experience



60975 märklin mSD3 SoundDecoder.

The decoder has preset sound for a steam locomotive.

60976 märklin mSD3 SoundDecoder.

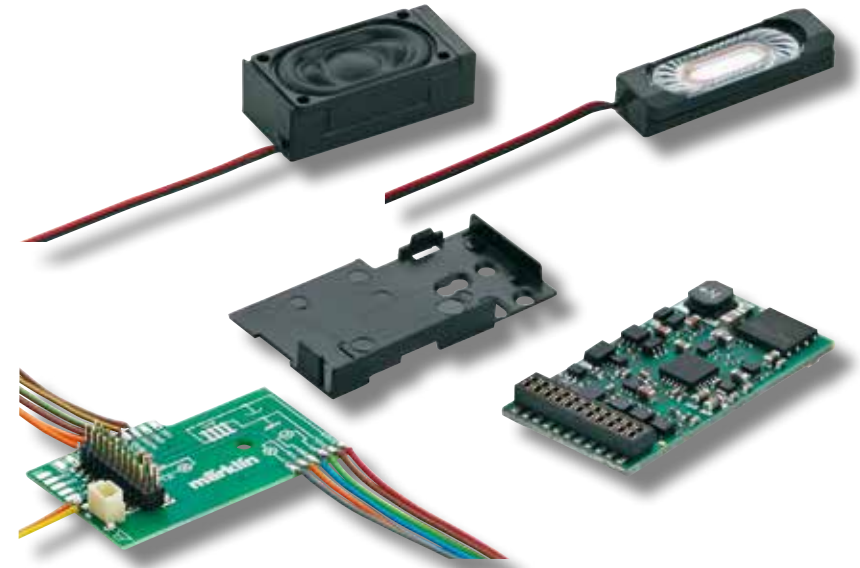
The decoder has preset sound for a diesel locomotive.

60977 märklin mSD3 SoundDecoder.

The decoder has preset sound for an electric locomotive.

This decoder is for converting Märklin/Trix H0 locomotives with built-in high-efficiency motors or other DC motors. The märklin SoundDecoder3 has a 21-pin interface connector and an accompanying interface connector circuit board for converting analog and digital locomotives.

The märklin SoundDecoder3 supports the digital formats mfx, MM1, MM2, and DCC.



60985 märklin mSD3 SoundDecoder.

The decoder has preset sound for a steam locomotive.

60986 märklin mSD3 SoundDecoder.

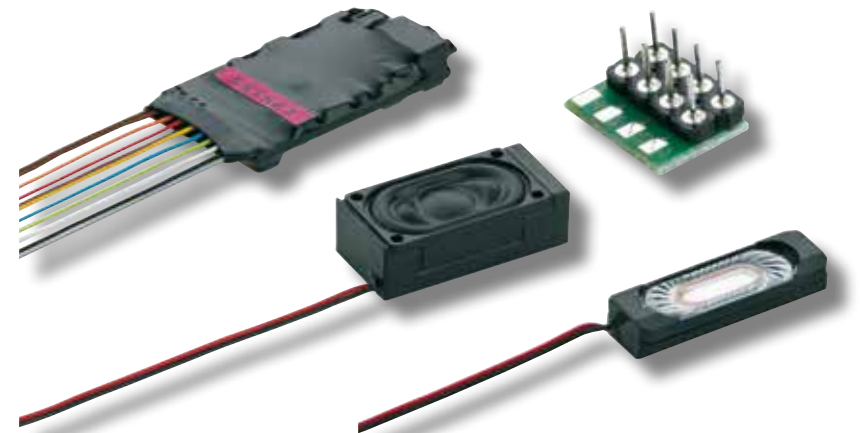
The decoder has preset sound for a diesel locomotive.

60987 märklin mSD3 SoundDecoder.

The decoder has preset sound for an electric locomotive.

This decoder is for converting Märklin/Trix H0 locomotives with built-in high-efficiency motors or other DC motors. The märklin SoundDecoder3 has a wiring harness soldered to it with an eight-pin NEM interface connector plug for installation in many locomotives with the appropriate NEM interface connector and locomotives with a lack of space.

The märklin LokDecoder3 supports the digital formats mfx, MM1, MM2, and DCC.



See Page 224 for an explanation of the symbols and age information.

More individuality

märklin
H0



mSD₃
märklin Sound-Decoder

60978 märklin mSD3 SoundDecoder.
The decoder has preset sound for a diesel locomotive (Hercules).

This decoder is for converting Märklin/Trix H0 36000 series Hobby locomotives. The märklin SoundDecoder3 has a 21-pin interface connector and an accompanying interface connector circuit board for converting 36000 series locomotives with trucks.

60979 märklin mSD3 SoundDecoder.
The decoder has preset sound for an electric locomotive (TRAXX).

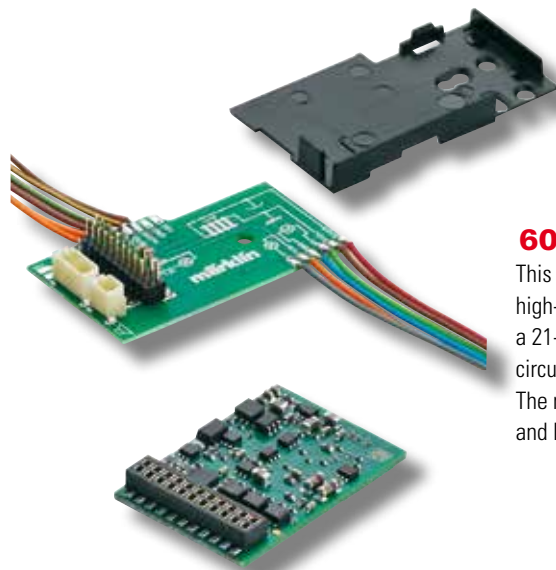
The märklin SoundDecoder3 supports the digital formats mfx, MM1, MM2, and DCC.



mLD₃
märklin Lok-Decoder

60982 märklin mLD3 SoundDecoder.

This decoder is for converting Märklin/Trix H0 locomotives with built-in high-efficiency motors or other DC motors. The märklin SoundDecoder3 has a wiring harness soldered to it with an eight-pin NEM interface connector plug for installation in many locomotives with the appropriate NEM interface connector and locomotives with a lack of space. The märklin LokDecoder3 supports the digital formats mfx, MM1, MM2, and DCC.



mLD₃
märklin Lok-Decoder

60972 märklin mLD3 LokDecoder.

This decoder is for converting Märklin/Trix H0 locomotives with built-in high-efficiency motors or other DC motors. The märklin LokDecoder3 has a 21-pin interface connector and an accompanying interface connector circuit board for converting analog and digital locomotives. The märklin LokDecoder3 supports the digital formats mfx, MM1, MM2, and DCC.



The image of the model shown is only a suggestion of what the final product may look like

60973 Pickup Shoe Changeover Circuit Board.

This circuit board is for installation in locomotives and powered rail car trains with 2 pickup shoes. It enables operation with the pickup shoe at the "front" of the unit (depending on the direction of travel) picking up power. This guarantees that units such as an ICE come to a halt at the right location in a stop block. An mLD3 or mSD3 decoder is also required.





Known by many also as “Mini-Club”, it has always fascinated people and will do so in the future. The attraction of the miniature locomotives and cars is to be found in the miniaturization of reality. Paired with the knowledge that these models also meet the highest technical and fine mechanical requirements, impresses not only model railroaders who are in the hobby. With a scale of 1:220, Märklin Z Gauge is the smallest electric mass-produced model trains in the world.

This year we have also realized a number of delights in Z Gauge for the many collectors and model railroaders. We are offering the right stuff this season for every model railroader’s heart in the form of impressively beautiful models, some of them completely new tooling or fervently desired add-ons. Thus, you will find just a few pages further the first images of the sets with the class 80 that are extremely rich in details. The standard design locomotive for switching work and branch lines that was also affectionately known as “Bulli” / “Little Bull”.

Many non-railroaders and people from the coal mining industry are also familiar with this locomotive as a regular image at loading stations for the mines. No surprise then that this locomotive is being offered with a 5-part freight car set. A valid reason to become a Märklin Insider!

Z Gauge would not be the ultimate model railroad scale, if entire scale landscapes and building complexes could not also be modelled here. For this reason too, we have been delighted to take on this year’s anniversary for the Bavarian Beer Purity Law. Now you have the possibility of integrating into your layout the entire historic building complex for the first brewery in the world still in existence.

Tourism



88789 Locomotive Set of Diesel Locomotives

Prototype: 2 German Railroad, Inc. (DB AG) class 218 diesel locomotives in the "Touristik" / "Tourism" paint scheme.

Models: Both trucks are powered on each locomotive. They have triple headlights and red marker lights that change over with the direction of travel. Maintenance-free warm white and red LEDs are used for the lighting. The locomotives have a finely executed, extensive paint scheme and lettering.

Length over the buffers approximately 75 mm / 2-15/16".
Packaged in a book package.

The 87303 car set is the ideal add-on to the 88789 locomotive set to make up a prototypical train.

The 88789 "Touristik" / "Tourism" set of diesel locomotives is being produced in a one-time series exclusively for the Märklin Dealer Initiative.

*Extensive paint scheme
Multiple unit combination like the original*



87303

88789



87303 DB AG "Touristikzug" Passenger Car Set 2

Prototype: Era V passenger car set in the striking "Touristikzug" / "Tourism Train" paint scheme, consisting of 1 type Bvmkz 810 passenger car, 2nd class, 2 type Bpkmz 811 passenger cars, 2nd class, 1 type Dmsdz 813 baggage car, and 1 type WRkmz 858.1 dining car.

Model: This is a 5-part car set consisting of 2 cars, 2nd class, and a dining car that is new tooling with a single-arm pantograph. All of the cars are extensively and finely painted and lettered. All of the cars have black nickel-plated wheel sets. All of the cars have close coupler hooks. Total length over the buffers approximately 605 mm / 23-13/16".

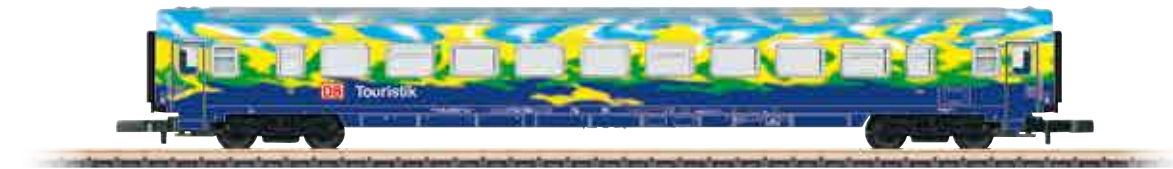
*Dining car with a single-arm pantograph
as new tooling
Black nickel-plated metal wheel sets*

The 88789 locomotive is the perfect add-on for the 87303 car set.

The 87303 car set is being produced in a one-time series for the Märklin Dealer Initiative.

Highlights:

➤ All of the cars include close coupler hooks.



This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 225 for warranty terms. See Page 224 for an explanation of the symbols and age information.

Our Insider Model for 2016



81352 Freight Train for Coal Transport Consisting of a Class 80 Steam Locomotive and 5 Gondolas

Prototype: Class 80 steam tank locomotive (so-called "Bulli" / "Little Bull", road number 80 032) and 5 type O 10/O 11 gondolas. Of them 4 type O 11 cars, of them 1 car with a brakeman's cab and 3 cars without a brakeman's cab, and 1 type O 10 Association Design gondola without a brakeman's cab. DB locomotive and cars from Era III, used to transport coal.

Model: The model of the class 80 steam locomotive is completely new tooling, extremely finely detailed and manufactured of metal. The locomotive has a built-in, powerful motor and LED headlights that change over with the direction of travel. It also has finely modelled, complete, working valve gear. The locomotive also models imitations of the brakes, rail clearance devices, and larger buffer plates. The cars have removable load inserts with real coal. The locomotive and cars have correct, finely executed paint schemes. The wheels are black nickel-plated. The models are not available separately.

Length over the buffers approximately 245 mm / 9-5/8".


Highlights:

- Locomotive as completely new tooling.
- Frame and body constructed of metal.
- LED headlights.
- Finely detailed, working valve gear.
- Brake shoes are modelled.
- Newest generation of a powerful motor.

One-time series only for Insider members.

*Locomotive as completely new tooling
The Insider model for all Z Gauge fans*



 This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 225 for warranty terms.

See Page 224 for an explanation of the symbols and age information.

Class 80 Steam Locomotive and 5 Gondolas

The class 80 tank locomotives were among the first DRG standardized designs and were intended for switching work in large passenger stations. The idea behind their design was to save as much as possible in weight in favor of an efficient boiler. The driving wheels on this locomotive were reduced to a diameter of 1,100 mm / 43-5/16" instead of the originally planned 1,250 mm / 49-1/4". Since only 45 km/h / 28 mph was required as a maximum speed, the driving wheel diameter selected seemed large enough. Additional savings in weight could be realized in the cylinders, the wheels, and the running gear. One big problem was the springing for the low frame, but in the end the support springs could be arranged below the wheel mounts and thereby still maintain clearance with worn down wheel treads.

The standardized type program made it possible for four different firms (Hohenzollern, Union, Hagans/Wolf, and Jung) to deliver 39 units (80 001-039) between 1927 and 1929. These locomotives immediately took up their duties at many stations all over Germany. All of the locomotives survived World War II: 22 came to the DR/GDR and 17 remained with the DB. The "Bullis" / "Little Bulls" on the DR roster became superfluous starting in 1962/63 with the delivery of the new class V 75 diesel switch engines. At least 20 of these units with their three coupled driving axles found new work and industrial locomotives at different railroad maintenance facilities. The last one to survive in this kind of work, road number 80 019, was not stored until November of 1984 at Engelsdorf. It was then scrapped in May of 1987. Road numbers 80 009 (privately

owned in Berlin) and 023 (SEM in Chemnitz) are two DR locomotives that have been preserved and can be admired into the future. From 1946 on all 17 locomotives later on the DB (80 005, 013-016, 028-039) were based in Nürnberg. At the end of their career, the class 80 locomotives were still based only in Schweinfurt. The last unit, road number 80 031, was taken out of service on April 15, 1964. Ten units were given a new chance as industrial locomotives at mining operations in North Rhine-Westphalia and Lower Saxony. Former road number 80 039 was still under steam until August of 1977 at Ruhr Coal, Inc. Five of these coal mine "little bulls" were preserved in the form of road numbers 80 013 (DDM), 014 (SEM Heilbronn), 030 (DGEG), 036 (VSM Netherlands), and 039 (Hammer EF).



The Kittel – A Durable Steam-Powered Rail Car

As early as the end of the 19th century, procurement was begun of a first series of seven steam-powered rail cars that were chiefly run on branch lines in the southwest part of Germany. Eugen Kittel, chief mechanical engineer for the Royal Württemberg State Railways (K.W.St.E.) designed a more efficient boiler, which led in 1905 to the order for another 10 steam-powered rail cars in

Württemberg. The first series was rebuilt accordingly. At the time of the German State Railroad, the remaining steam-powered rail cars were designated under the road numbers 9 Stuttgart to 14 Stuttgart. Another series of steam-powered rail cars under the class 121a was delivered in 1914/15 for the Grand Ducal Baden State Railways, and they were later designated on the DRG under

the road numbers CidT 1 to 8. Two steam-powered rail cars from this Baden series were acquired by the German Federal Railroad after 1945, and they were painted in the crimson color scheme customary for powered rail cars. In 1951 and 1953, these two steam-powered rail cars from the provincial railroad period were retired from service on the German Federal Railroad.



88145 Class Kittel CidT 8 Steam-Powered Rail Car

Prototype: German Federal Railroad (DB) class Kittel CidT 8 steam-powered rail car.

Model: This is the class Kittel CidT 8 steam-powered rail car in a crimson paint scheme. This is completely new tooling and is finely detailed. The frame is constructed of metal. The valve gear and the cab equipment are modelled. The powered rail car has many separately applied parts. The powered rail car has larger buffer plates. The rear of the car has a Z Gauge system coupler. The buffer beam is prototypically modelled on the front of the car. The car has dual headlights with warm white LEDs that change over with the direction of travel. This unit has a new, powerful motor. Both axles are powered. The wheels are black nickel-plated. Length over the buffers approximately 51 mm / 2".

Highlights:

- Completely new tooling.
- The model's frame is constructed of metal.
- Valve gear modelled.
- The newest generation of a powerful motor.
- Warm white LEDs for the headlights.
- Rear of the model includes Z Gauge system coupler.
- Buffer beam modelled correctly on the front.
- Many separately applied parts.

*Completely new tooling
Finely detailed*



© Dr. Günter Scheingraber/
Sig. Märklin



81770 "Commuter Train" Train Set

Prototype: German Federal Railroad (DB) commuter train, consisting of a class V 36.2 diesel locomotive, 2 type Bib standard design "Donnerbüchse" / "Thunder Box" passenger car, 2nd class, and 1 type ABib standard design "Donnerbüchse" / "Thunder Box" passenger car, 1st and 2nd class.

Model: The locomotive is new tooling with all axles powered. The body and frame are constructed of metal. The locomotive has a powerful motor and black nickel-plated wheels. Maintenance-free warm white / red LEDs that change over with the direction of travel are used for the lighting. The locomotive and cars are extensively and prototypically imprinted. Length over the buffers approximately 230 mm / 9-1/16".

Highlights:

- **Metal body and frame.**
- **New generation of a powerful motor.**



See Page 224 for an explanation of the symbols and age information.

Express Locomotive with a Tender



88184 Express Locomotive with a Tender

Prototype: German Federal Railroad (DB) class 18.1 as it looked in Era IIIa around 1954.

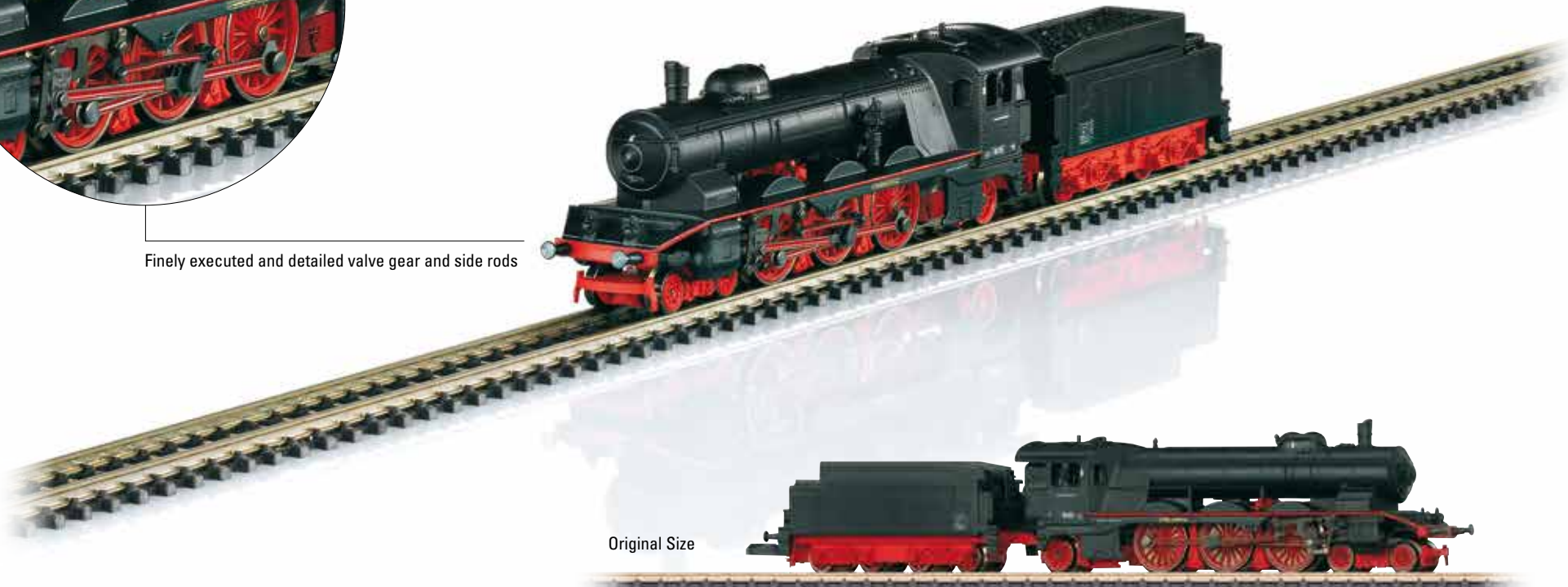
Model: This model has been extensively reworked and is finely detailed. The locomotive body and frame are constructed of metal. The imitation of the brakes, the sand pipes, rail clearance devices, etc. on the underside of the body are finely modelled. The valve gear and rods are finely detailed. The locomotive and tender have larger buffer plates. The locomotive has a 5-pole motor. All 3 driving axles are powered. The locomotive has dual headlights. The tender has spoked wheels. Length over the buffers approximately 112 mm / 4-3/8".

Highlights:

- Locomotive frame and body constructed of metal.
- Finely detailed rods and valve gear.
- Brake riggings, rail clearance devices, etc. modelled.
- 5-pole motor.
- Dual headlights.



Finely executed and detailed valve gear and side rods



Always in Use and Ideal for Unit Trains



82261 Type GI 11 Boxcar

82262 Type GI 11 Boxcar

82263 Type GI 11 Boxcar

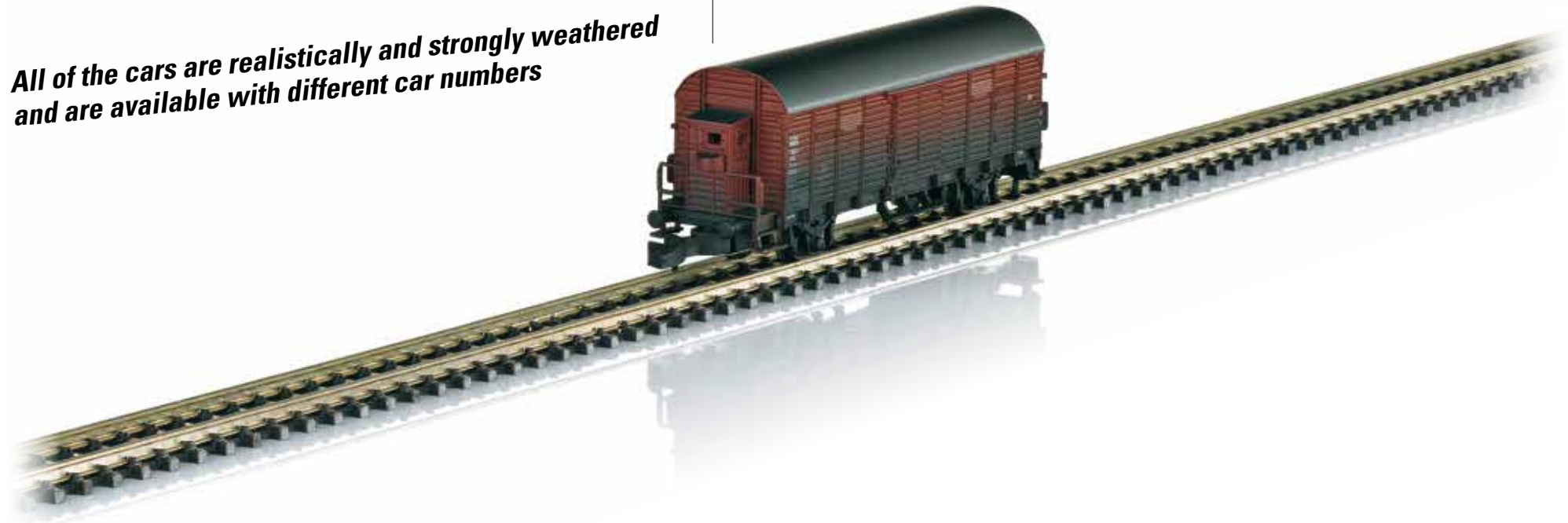
Prototype: German Federal Railroad (DB) type GI 11 Association Design boxcar from Era III. Version with a brakeman's cab.

Model: The car is extensively painted and lettered and has realistic strong weathering. It also has black nickel-plated wheel sets. Length over the buffers 56 mm / 2-3/16".

Version with a brakeman's cab



All of the cars are realistically and strongly weathered and are available with different car numbers



Always in Use and Ideal for Unit Trains



82175 Type GI 11 Boxcar

82176 Type GI 11 Boxcar

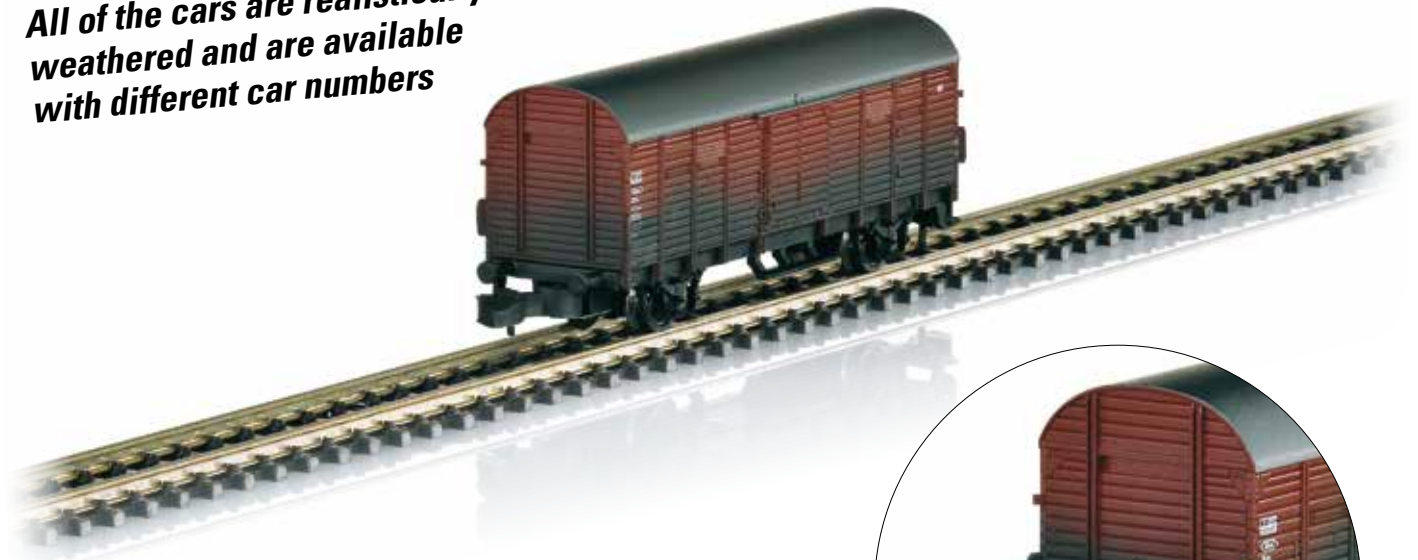
82177 Type GI 11 Boxcar

82178 Type GI 11 Boxcar

Prototype: German Federal Railroad (DB) type GI 11 Association Design boxcar from Era III. Version without a hand brake.

Model: The car is extensively painted and lettered and has realistic strong weathering. It also has black nickel-plated wheel sets. Length over the buffers 53 mm / 2-1/8".

All of the cars are realistically and strongly weathered and are available with different car numbers



Version with a brakeman's platform



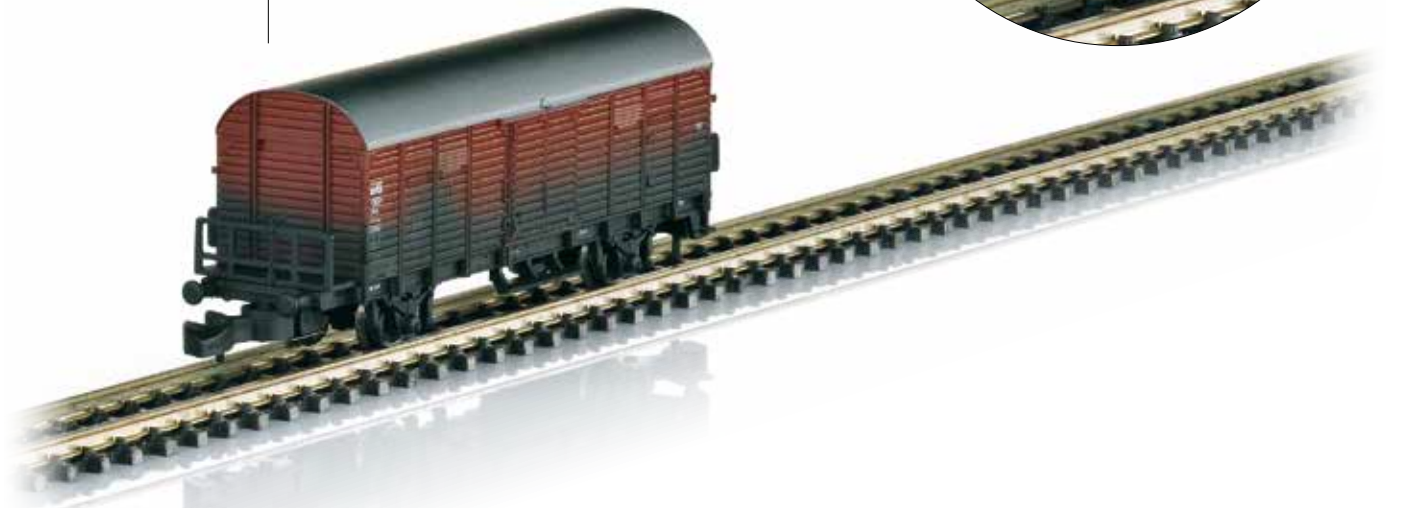
82264 Type GI 11 Boxcar

82265 Type GI 11 Boxcar

82266 Type GI 11 Boxcar

Prototype: German Federal Railroad (DB) type GI 11 Association Design boxcar from Era III. Version with a brakeman's platform.

Model: The car is extensively painted and lettered and has realistic strong weathering. It also has black nickel-plated wheel sets. Length over the buffers 56 mm / 2-3/16".



The Oldest Brewery in the World



82394 Anniversary Set for 500 Years of the German Beer Purity Law

Prototype: 2 different beer refrigerator cars painted and lettered with advertising for the Weihenstephan Brewery, used on the German Federal Railroad (DB). Buildings of the Weihenstephan Brewery, Freising, Germany (Bavaria).

Model: The car set comes with building kits. This is a one-time edition. The models are not available separately. Both cars are extensively and finely imprinted and custom lettered. Total length 96 mm / 3-3/4".

The kits are prototypical models of 6 building parts for the Weihenstephan Brewery, Freising, Germany (Bavaria). The building models are laser-cut from architectural quality cardstock and are kits for advanced model railroaders. The clearances, openings, windows, doors, bases, and walls are

of course exactly positioned. The kit consists of the following buildings (dimensions in millimeters / inches):

Administration building (with mural) dimensions:

L: 132 mm / 5-3/16" x W: 52 mm / 2-1/16" x H: 80 mm / 3-1/8"

Entrance (with tower):

L: 45 mm / 1-3/4" x W: 52 mm / 2-1/16" x H: 139 mm / 5-1/2"

Seminar building:

L: 85 mm / 3-3/8" x W: 78 mm / 3-1/16" x H: 81 mm / 3-3/16"

South building (with chimney):

L: 138 mm / 5-7/16" x W: 64 mm / 2-1/2" x H 76 mm / 3"

Chimney: H 160 mm / 6-5/16"

Residential building (with corridor):

L: 128 mm / 5" x W: 48 mm / 1-7/8" x H: 133 mm / 5-1/4"

Beer tavern:

L: 91 mm / 3-9/16" x W: 61 mm / 2-3/8" x H: 68 mm / 2-11/16"

The buildings can in part also be set up differently from the illustration.

Highlights:

- High quality architectural type cardstock kit.
- One-time edition for the anniversary of 500 years of the German Beer Purity Law.

One-time edition in the anniversary year.



Like the original:
the handcrafted painting in the main building



See Page 224 for an explanation of the symbols and age information.

Railroad Maintenance Facility

I - V  15 +

89806 "Small Maintenance Facility" Architectural Building Kit Set Part 2

Prototype: Kits for a typical maintenance facility in the steam locomotive era. 1 two-stall locomotive shed. 1 Prussian style water tower. 1 sanding tower, 1 tube blasting rack, 2 inspection pits. 1 Fuchs type 300 coal power shovel with a high-mounted cab and a coal shovel.

Model: These are architectural models for advanced model railroaders and include all of the building parts ready for assembly as kits. These kits are made of special high-quality architectural hard cardstock and are precision laser cut. Clearances, openings, windows, doors, bases, and exposed brickwork are of course exactly positioned.

Contents: 1 each two-stall locomotive shed, 1 each Prussian style water tower. 1 each sanding tower, 1 each tube blasting rack, 2 each inspection pits, and 1 each Fuchs 300 type coal power shovel with a high-mounted cab and a coal shovel. The superstructure for the Fuchs power shovel is constructed of metal. The model can be rolled and has built-in window glazing and rubber tires.

The dimensions for the finished models are given in millimeters / inches: Locomotive shed approximately 130 mm / 5-1/8" x 53 mm / 2-1/8" x 44 mm / 1-3/4" (LxWxH). Water tower approximately 30 mm / 1-3/16" x 30 mm / 1-3/16" x 67 mm / 2-5/8" (LxWxH). Sanding tower approximately 28 mm / 1-1/8" x 13 mm / 1/2" x 36 mm / 1-7/16" (LxWxH). Inspection pit 80 mm / 3-1/8" x 10 mm / 3/8" x 5 mm / 3/16" (LxWxD) Tube blasting rack 16 mm / 5/8" x 8 mm / 5/16" x 18 mm / 11/16" (LxWxH). Track for the inspection pits is not included. Track used with the inspection pits must be adapted according to the building instructions.



Locomotive not included in the set



82572 Power Shovel Transport Freight Car Set. Consisting of 3 Cars, Types Ssw 07, Ro 10, and R 10

Prototype: 3 different German Federal Railroad (DB) freight cars for the theme "Power Shovel Transport". 1 type SSw 07 flat car with stakes and a brakeman's cab, 1 type R 10 stake car with a brakeman's platform, and 1 type Ro 10 gondola. Freight load of a Fuchs type 300 power shovel with 3 scrap grabbing tools.

Model: The car set has one four-axle flat car loaded with a Fuchs type 300 power shovel on a load frame, one staked car loaded with 3 scrap grabbing tools and one flat car without stakes. All of the cars are custom lettered. Stakes that can be installed on the cars are included. Total length 192 mm / 7-9/16".



Loaded with scrap claws





V 160 Pre-Production Series

In 1956 the German Federal Railroad's central office in Munich contracted with the locomotive builder Krupp in Essen to develop a single-motor, general-purpose diesel locomotive. Originally, the plan was for a unit with a nominal power output of 1,600 horsepower and a class designation of V 160 in keeping with the conventions of that time. The plan for the locomotive was for two engineer's cabs, two two-axle trucks, a maximum speed of 120 km/h / 75 mph, a maximum length over the buffers of around 16,000 mm / 52 feet 6 inches as well as sufficient train heating for an express train of ten cars. A maximum axle load of 18 metric tons was planned to enable operation on expanded branch lines. Hydraulic fluid transmissions were planned for transmitting power

to the wheels. It was planned that the new V 160 would replace the provincial steam locomotives with the class numbers 38.10, 39, 55.25, 56.20, and 57.10 as well as the standard design locomotive with the class numbers 03 and 50. During the development phase of the V 160 it was possible to increase the motor performance to 1,900 horsepower with improved supercharging and forced air cooling. In 1960/61 the firm of Krupp delivered six prototypes as the road numbers V 160 001-006, which were equipped with different 1,900 horsepower motors and gear drives. In 1962/63 four additional units followed (V 160 007-010) from Henschel. The first nine locomotives had fully rounded ends beneath the windshields which quickly gave them the nickname "Lollo" (after the Italian

film star Gina Lollobrigida). The tenth locomotive by contrast had the angled look taken from the V 320 001, that was to become the typical characteristic of the entire V 160 family. The frame and the superstructure were of lightweight steel construction, completely welded. Between the two engineer's cabs insulated against sound was the engine room with its propulsion layout, cooling equipment, and oil-fired forced-flow boiler for train heating. It was accessible by a side corridor. The power transmission was done with a Voith fluid transmission that had to be developed from scratch for motors of the performance class. In addition, road numbers V 160 001-009 also had equipment for shuttle train operation and multiple unit lashups.



88785 Diesel Locomotive

Prototype: German Federal Railroad (DB) class V 160 "Lollo" pre-production general-purpose locomotive. Prototype paint scheme. Different vent and window arrangement on the sides. Road number V 160 005. The locomotive looks as it did around 1962.

Model: Both trucks 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 locomotive has a finely executed, extensive paint scheme and lettering. It also has larger buffer plates. Length over the buffers approximately 75 mm / 2-15/16".



Ore and Steel



86213 Crude Iron Car Set

Prototype: Crude iron ladle cars. Industrial design, used in many plant facilities for producing steel starting in Era III.

Model: The set has two cars with different car numbers and realistic weathering. The cars has special short design trucks. They also have load hoppers that can be moved.

Total length over the buffers 95 mm / 3-3/4".



*Realistic weathering
New car numbers*



86214 Slag Car Set

Prototype: Slag cars. Industrial design, used in many plant facilities for producing steel starting in Era III.

Model: The set has two cars with different car numbers and realistic weathering. The cars has special short design trucks. They also have load hoppers that can be moved.

Total length over the buffers 95 mm / 3-3/4".



See Page 224 for an explanation of the symbols and age information.



500 Years of the German Beer Purity Law



82395 Anniversary Set 2

Prototype: 2 different type Lgjs 598 container transport cars for the Weihenstephan Brewery, used on the German Federal Railroad (DB). DB curved hood delivery truck with a semi-trailer.

Model: Each car is loaded with 5 type Pa containers. All of the containers are printed with different registration numbers. Both cars are extensively and finely imprinted and they are lettered with different car numbers.

Total length 96 mm / 3-3/4". The delivery truck is constructed of metal and is loaded with a type Pa container lettered with its own registration number.

One-time edition in the anniversary year.

Highlights:

- Delivery truck constructed of metal is new tooling.



Delivery truck constructed of metal



88134 Heavy Diesel Locomotive

Prototype: German State Railroad (DR/GDR) class 132 heavy diesel locomotive as it looked around 1982.

Model: The locomotive is extensively painted and imprinted. The cab interiors are suggested. The locomotive has a 5-pole motor. Both trucks are powered. Triple headlights and dual red marker lights change over with the direction of travel. Maintenance-free warm white and red LEDs are used for the lighting.

Length over the buffers approximately 95 mm / 3-3/4".

Extensively painted and imprinted



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. During the rebuilding work, the two outer six-seat compartments of the nine existing units were removed and the space was converted to galley space or to a baggage area so that each car then had 42 seats. The cars were painted and decorated externally and inside to the Lufthansa

design. The standard electric locomotive, road number 111 049 was chosen as motive power. It was repainted for this purpose and was transferred from Munich to Frankfurt. Initially, two daily pairs of trains were offered. The travel time between Stuttgart and Frankfurt was 2 hours. There were no intermediate stops on the route to the south. The Airport Express was also planned to run on the new construction route Stuttgart – Mannheim when the latter went into operation on June 2, 1991. However, it was done with the class 103 electric locomotive and at 200 km/h / 125 mph maximum speed instead of the 160 km/h / 100 mph of the class 111. Everything had begun on March 27, 1982. Planned use of the Lufthansa Airport Express with the class 403 powered rail cars on

the Rhine route between Düsseldorf Main Station and the Frankfurt Airport started at the initiative of the German Transportation Ministry. What had initially begun as a twelve-month experiment developed with time into a demonstration of integrated transportation: For eleven years, Lufthansa was the only airline company to operate its own trains in addition to its fleet of airplanes. The Lufthansa Airport Express was halted on May 23, 1993 despite low operating costs and relatively high passenger numbers. Since this time, special seating in regular ICE trains between Cologne, Frankfurt, and Stuttgart is reserved by Lufthansa.



81281 “Lufthansa Airport Express” Train Set

It is more than just visually marvelous: the Lufthansa Airport Express. In Z Gauge, it offers the finest of high tech. The cars are equipped with LED interior lighting and interior details are modelled in the cars. All of that in the scale 1:220. It really does not get any finer or more exclusive.

Prototype: 1 German Federal Railroad (DB) class 103 electric locomotive. 3 cars of the same railroad, 1 type Avmz compartment car, 1st class, and 2 type Bpmz open seating cars, 2nd class.

Model: The locomotive has a 5-pole motor. All of the axles are powered. Maintenance-free LEDs are used for lighting. The triple headlights change over with the direction of travel. The cars have LED interior lighting for the first time, and the modelling of interior details in the locomotive and cars is a special version. The locomotive and cars are not available separately. Train length approximately 450 mm / 17-3/4”.

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Highlights:

- ✦ Cars include LED interior lighting and modelling of interior details.
- ✦ Maintenance-free LEDs for lighting of the locomotive and cars.

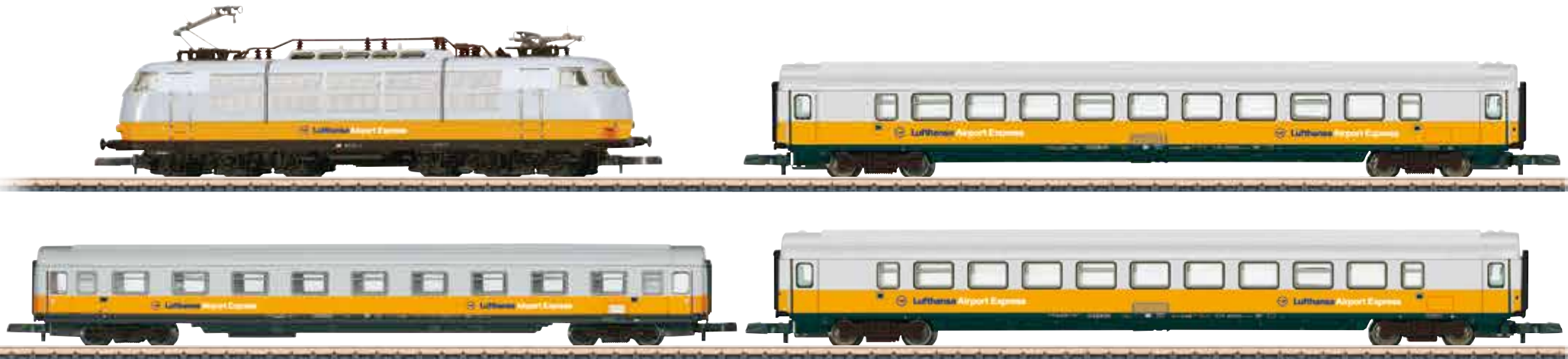
One-time production.



Lufthansa

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See Page 224 for an explanation of the symbols and age information.

Always an Attention Getter

Road Number 182 560 in a Special Paint Scheme for "25 Years of German Reunification"

In the summer of 2000, the ÖBB refused permission in general for the DB class 152 to operate on the former's rails. The DB AG reacted very quickly and ordered 25 two-system locomotives from Siemens that were extensively similar in design to the ÖBB class 1116 "Taurus" (Bull). The German dual-system locomotives can be considered as a further development of the class 152. Delivery of the new DB class 182 began in July of 2001 and was completed as early as December of 2001. Its main electrical components, the single wheel set control with four pulse converters, the three four-quadrant controllers switched in parallel for the two DC in-

termediate circuits, as well as the control and operation are very similar to the class 152. Essential differences are in the shape of the locomotive ends and in the design of the trucks. The striking rounded end shape with the fiberglass hood made of plastic provides an aerodynamic look. The new truck is designed for high speeds and was used for the first time on the Spanish Euro Sprinter. Its core piece is the so-called high-efficiency propulsion with separated brake shaft (HAB) that in principle corresponds to a hollow shaft propulsion with rubber cardan joints.

In the Siemens nomenclature, the dual-system locomotives are known as the "ES 64 U2". These units are in use on not just the DB and the ÖBB, but also on different "state" and private transport

firms. A considerable number of them consist of leased locomotives, a number of which are used by MRCE Dispolok GmbH (formerly Siemens Dispolok). Most of them have been painted in an inconspicuous black scheme. In April of 2015 ES 64 U2-060 (road number 182 560) was selected from this pool to mark "25 Years of German Reunification" with attractive adhesive film. Their ends are adorned with the striking slogan of the Leipzig Monday Demonstrations "Wir sind ein Volk" / "We are one people". In addition, one side of the locomotive celebrates "25 Jahre Deutsche Wiedervereinigung" / "25 Years of German Reunification" while the other side marks the "Tag des Mauerfalls" / "The Day the Wall Fell" in Berlin. The MRCE locomotive is used by TX Logistik.



88587 Electric Locomotive

Prototype: TX Logistik/MRCE class ES 64 U2 (Taurus) fast general-purpose locomotive. Road number 91 80 6182 560-3 painted and lettered as the so-called "Germany Locomotive".

Model: The locomotive is a tooling variation with a third single-arm pantograph. The two outer pantographs are wired to take power. The catenary selector switch is located out of sight inside the locomotive. Both trucks are powered. Maintenance-free warm white / red LEDs are used for the locomotive's headlights / marker lights that change over with the direction of travel. The locomotive has dark wheel treads and pantographs. Length over the buffers 87 mm / 3-7/16".

The day the Wall came down and 25 years of German reunification in an impressive puzzle look
Many individual graphics elements included
Both locomotive sides imprinted differently





82540 Swiss Sugar Beet Harvest Car Set

Prototype: 5 Swiss Federal Railways (SBB) type EANOS high-side gondolas. Use: moisture-sensitive freight, sugar beets here. Sugar beet loading facility at Behringen, Germany.

Model: The car type is completely new tooling. The car bodies are made of plastic and are finely detailed and imprinted. They are also prototypically lettered. The cars have a prototypical partially separately applied brake handle and air tank. They also have type Y 25 trucks with a close coupler. Length over the buffers approximately 420 mm / 16-1/2". Included with the cars is a model building kit for the "Behringen" sugar beet loading facility. This model is finely laser-cut in architectural quality cardstock and will captivate you with perfect fit and prototypical realism. Dimensions without the base plate in mm / inches: L: 77 mm / 3" x W: 14 mm / 9/16" x H: 29 mm / 1-1/8".

Highlights:

- **New tooling for the car type.**
- **All of the cars are custom lettered and include a "sugar beets" load insert.**
- **Partially separately applied details.**
- **Architectural quality kit of a sugar beet loading facility included.**



France



88956 Class 130 TB Steam Tank Locomotive

Prototype: French State Railways (SNCF) class 130 TB steam locomotive (former Prussian T 12 and DB 74).

Model: This model is the French State Railways (SNCF) class 130 TB steam locomotive. It has been extensively reworked and is finely detailed. The locomotive body and frame are constructed of metal. The brake rigging, rail clearance devices, etc. have been modelled on the underside of the locomotive. The valve gear and rods are finely detailed. The locomotive has larger buffer plates. The front of the locomotive has a new Z Gauge coupler made of plastic. 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".

Technically reworked side rods and valve gear included

Highlights:

- Metal locomotive frame and body.
- Finely detailed side rods / valve gear.
- The braking rigging and rail clearance devices are modelled.
- 5-pole motor.
- Warm white LEDs for the headlights.
- Plastic coupler hooks at both ends of the locomotive.



87502 Passenger Car Set

Prototype: 4 different French State Railways (SNCF) passenger cars for Era III. 3 compartment cars without a brakeman's cab, 1 compartment car with a brakeman's cab.

Model: The 4 different passenger cars are finely painted and lettered. All of the cars have different car numbers and close couplers. These models are not available separately. Total length over the buffers 230 mm / 9-1/16".

The 87502 car set is the perfect add-on for the 88956 steam locomotive.

Highlights:

- Car bodies reworked for a better appearance.
- Close couplers.

Car bodies reworked for a better appearance



87502

88956



88198 American Diesel-Electric Locomotive as a Three-Unit Combination

Prototype: Three-unit locomotive consisting of an A unit, a B unit, and an A unit. General Motors EMD type F7 painted and lettered for the American railroad Denver & Rio Grande Western.

Model: Both A units have a 5-pole motor powering both trucks. The B unit is not powered. The number boards are lighted. The front and rear Z Gauge coupler on the A units can be replaced by a pilot included with

the model. All 3 locomotive units are permanently coupled together with drawbars.

Total length 227 mm / 8-15/16".



80416 Z Gauge Easter Car for 2016

Prototype: Modern type sliding wall boxcar.

Model: The car comes decorated for Easter. Length over the buffers 64 mm / 2-1/2".

The Easter car for 2016 is presented in a clear Easter egg. It comes in an Easter basket filled with Easter grass.

One-time series exclusively in 2016.

The special Easter surprise







The True Size: Märklin 1

1 Gauge locomotives and cars from Märklin have always attracted special attention. For models in the scale of 1:32 offer all sorts of advantages. Many details that cannot be represented or that can only be indicated can be done here in downright prestigious grandeur and size.

With over 40 new items in the new model year for 2016, we are offering more than just something new to fans of large, heavy steam locomotives with their impressive looks.

Equally impressive is the new tooling and the variations of the E 18/118 electric locomotive with its double-arm pantographs that can be raised and lowered by servomotors and the digitally controlled Telex couplers. Models that can rightfully be called highly detailed.

Or, complete your layout with the prototypical Era III freight cars. These type G10 freight cars are correct for the era and come realistically with or without hand brakes depending on the car number.

The T 16.1 / class 94 tank locomotive with its completely new tooling will really attract attention. It is a powerful unit for pusher and freight train service. The smoke box door, sand boxes, and dome cover can be opened on this highly detailed model and they have many original details. A real powerhouse for your layout.

You will recognize our premium partners by a special logo. And of course, by the intensive, competent advice and good service, the large assortment, the optimal presentation, the wide variety of possibilities for assessing the products as well as the demonstration on a roller test stand tested and approved by Märklin with steam and sound functions.

Class T 16.1 Tank Locomotive



55940 Class T 16.1 Tank Locomotive

The famous Prussian locomotive department head Robert Garbe initiated the development of a five-axle tank locomotive in 1904, whose frame and running gear was to be designed using the Gölsdorf Principle for better running on curves. His Prussian T 16.1 can rightfully be viewed as a successful model with 1,236 units built by 1924. They were not just powerful units for pusher and freight train service, for they replaced uneconomical rack rail operations on different steeply grades lines.

Prototype: Prussian State Railroad (K.P.E.V.) class T 16.1 steam tank locomotive. Road number 8118, Magdeburg.

Model: The locomotive is new tooling and the frame, body with boiler, and the tender are constructed of die-cast zinc. Other applied parts are mostly constructed of metal. This is a highly detailed model with many separately applied details and a prototypically detailed cab. The locomotive has a cab with a rounded roof without a ventilation installation, riveted water tanks, a coalbunker without added sides and filled with real coal. The smoke box door has a central locking device and can be opened. There are signs on the sides of the smoke box and a reproduction of the smoke box equipment. The sand container cover and water tank covers can be opened and the cab doors can be opened. The locomotive has sprung buffers, triple headlights with kerosene lamps, and much more. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound generator with running sounds synchronized with the motion of the wheels as well as extensive sound functions. The locomotive can be operated with AC, DC, Märklin Digital, and DCC. All of the driving axles are powered. The locomotive has a built-in smoke generator with chuffing synchronized with the motion of the wheels, multiple step cylinder steam, 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, cab lighting, firebox lighting, and running gear lights. The locomotive has newly designed, remote controlled Telex couplers front and rear that can be replaced by the reproduction prototype couplers included with the model. The valve gear switchover is done with a servomotor (forward, reverse, continuous operation). An accessory package with reproduction prototype couplers, smoke

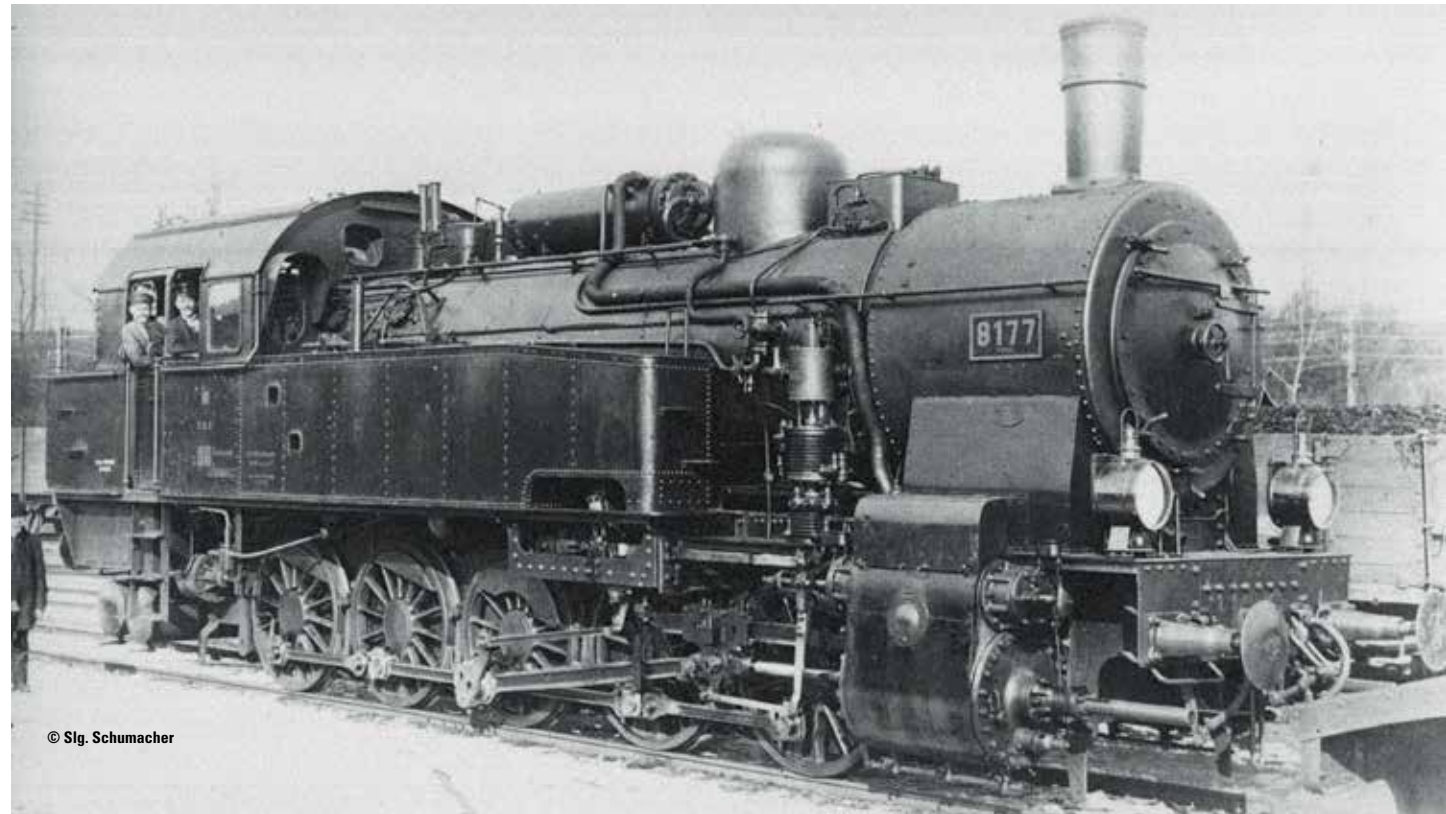
fluid, and a figure of a locomotive engineer and a fireman is included with the locomotive. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 39.5 cm / 15-9/16".

Highlights:

- **Completely new tooling.**
- **Highly detailed full metal construction.**
- **Frame, superstructures, boiler, etc. constructed of die-cast zinc.**
- **Smoke generator with chuffing synchronized with the motion of the wheels, multiple step cylinder steam.**
- **Load-controlled running sounds synchronized to the motion of the wheels.**
- **Smoke box door, sand boxes, and dome hatch can be opened, many original details included.**
- **Headlights with light color correct for the era, warm white LEDs used for the lighting.**

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Engineer's cab lighting	•	•	•	•
Telex coupler on the front		•	•	•
Sanding		•	•	•
Telex coupler on the rear		•	•	•
Direct control		•	•	•
Sound of squealing brakes off			•	•
Sound of coal being shoveled			•	•
Bell			•	•
Water Pump			•	•
Air Pump			•	•
Injectors			•	•
Letting off Steam			•	•

- **Multiple color firebox flickering.**
- **mfx decoder for operation with AC, DC, Märklin Digital, and DCC.**



© Slg. Schumacher

Class E 60 Electric Locomotive



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, type H II S D 2 double-arm pantograph with double-contact strips, dual standard design headlights with an additional upper marker light. 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 type H II S D 2 double-arm pantograph with 2 contact strips can be raised and lowered in digital operation by means of a motor. The white dual headlights are LEDs. They will work in conventional operation, and can be controlled digitally. An upper marker light also comes on depending on the direction of travel. The cab has warm white LED lighting. The cab doors can be opened, there are extensive 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”.

Highlights:

- **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.**

One-time series.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Pantograph control	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Interior lights	•	•	•	•
Telex coupler on the front		•	•	•
Front Headlights off		•	•	•
Telex coupler on the rear			•	•
Rear Headlights off			•	•
Sound of squealing brakes off			•	•
Direct control			•	•
Bell			•	•
Light(s) for Oncoming Train			•	•
Letting off Air			•	•
Operating sounds			•	•
Whistle for switching maneuver			•	•



A Rarity for Connoisseurs



55603 Electric Locomotive

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.

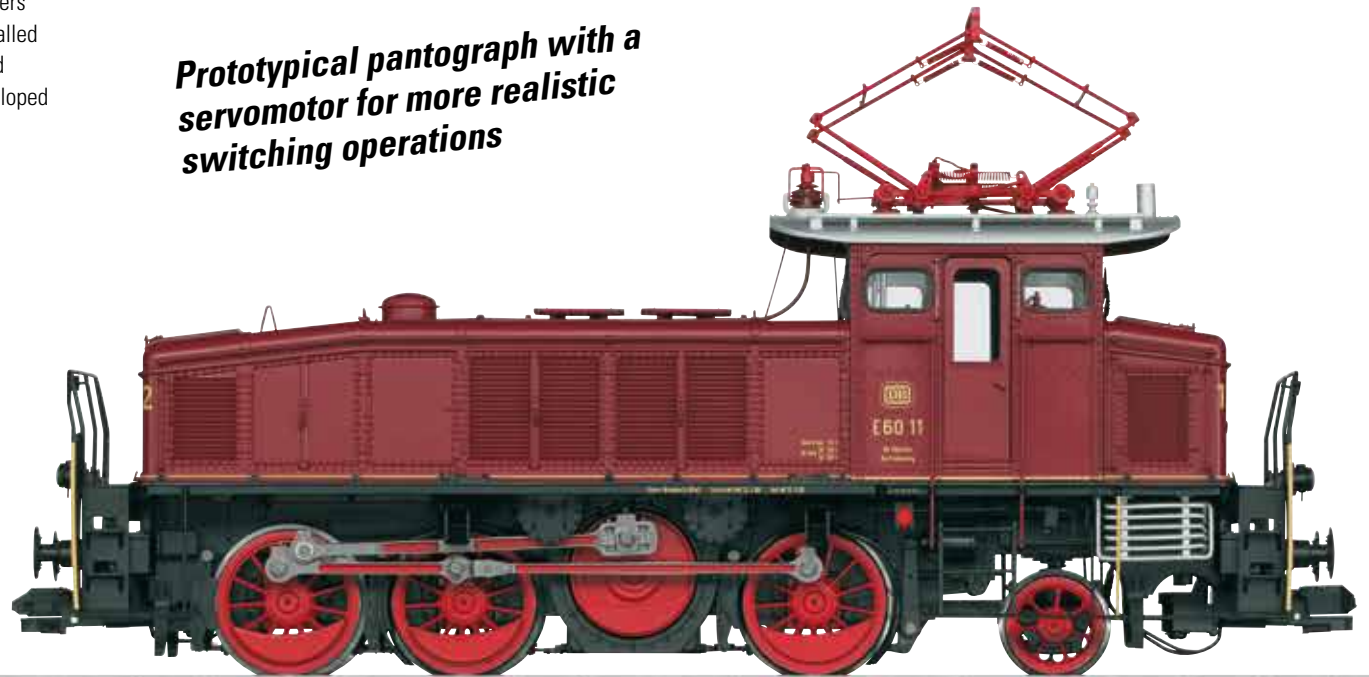
Model: The locomotive is completely new tooling. The frame and locomotive body are constructed of metal. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions. It can be operated with AC power, DC power, Märklin Digital, and DCC. All of the driving 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 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".

Highlights:

- **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.**

One-time series.

Prototypical pantograph with a servomotor for more realistic switching operations



Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Pantograph control	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Engineer's cab lighting	•	•	•	•
Telex coupler on the front		•	•	•
Front Headlights off		•	•	•
Telex coupler on the rear			•	•
Rear Headlights off			•	•
Sound of squealing brakes off			•	•
Direct control			•	•
Cab Radio			•	•
Brake Compressor			•	•
Letting off Air			•	•
Operating sounds			•	•
Whistle for switching maneuver			•	•



Class E 18 Electric Locomotive



55181 Class E 18 Electric Locomotive

In the first half of the Fifties, the E 18 gleamed as the star locomotive in the German Federal Railroad's (DB) express train service. It was a feast for the eyes with its now steel blue paint scheme, which is reflected also in the model of road number E 18 32 based in Nürnberg. It is prototypically equipped with type SBS 38 pantographs and the type DBS 54 contact strip as well as the older design flat lamps on the lower part of the ends.

Prototype: German Federal Railroad (DB) class E 18 in the "Steel Blue" paint scheme of Era III. Express locomotive with type SBS 38 pantographs with a type DBS 54 contact strip and flat lamps below (old design). Road number E 18 32, BD Nürnberg, Bw Nürnberg Hbf, assigned to Nürnberg.

Model: The locomotive is completely new tooling. The frame and body are constructed of metal. The locomotive has many separately applied metal parts. It also has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions such as running sounds, locomotive whistle, and much more. The locomotive can be operated with AC, DC, Märklin Digital, and DCC. It has a centrally mounted powerful motor with all driving axles driven. The type SBS 38 double arm pantographs can be raised and lowered with a servomotor in digital operation. The white headlights with LEDs change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There is white LED lighting in the cabs; it will work in conventional operation and can be controlled digitally. The cab doors can be opened, there are interior details, and one cab has a figure of a locomotive engineer. The locomotive has metal grab irons and many other separately applied details: signs, 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 reproduction prototype couplers included with the model. The locomotive has built-in, remote controlled Telex couplers front and rear.

Minimum radius for operation 1,020 mm / 40-3/16".

Length over the buffers 52.9 cm / 20-13/16".

Highlights:

- **Completely new tooling, locomotive constructed of metal.**
- **Highly detailed model for advanced model railroaders.**
- **Double arm pantographs that can be raised and lowered with a servomotor in digital operation.**
- **Digital remote-controlled Telex couplers front and rear.**
- **Reproduction prototype couplers included.**

One-time series.

Completely new tooling

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Pantograph 1	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Pantograph 2	•	•	•	•
Telex coupler on the front		•	•	•
Front Headlights off		•	•	•
Telex coupler on the rear			•	•
Rear Headlights off			•	•
Sound of squealing brakes off			•	•
Direct control			•	•
Engineer's cab lighting			•	•
Switching maneuver			•	•
Letting off Air			•	•
Compressor			•	•
Station Announcements			•	•



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55183 Class E 18 Electric Locomotive

Right after it was founded in 1949, the DB began to overhaul the DRG paint schemes and to develop its own color concepts. Starting in 1950 the E 18 was given a bottle green scheme for the locomotive body and a white aluminum roof based on the paint schemes for passenger cars in order to preserve a uniform look for the trains. This is shown perfectly in the model of road number E 18 24 that was based in Munich.

Prototype: German Federal Railroad (DB) class E 18 in the "Bottle Green" paint scheme of Era III. Express locomotive with type SBS 38 pantographs with a type DBS 54 contact strip and flat lamps (old design). Road number E 18 24, BD München, Bw München Hbf, assigned to Munich.

Model: The locomotive is completely new tooling. The frame and body are constructed of metal. The locomotive has many separately applied metal parts. It also has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions such as running sounds, locomotive whistle, and much more. The locomotive can be operated with AC, DC, Märklin Digital, and DCC. It has a centrally mounted powerful motor with all driving axles driven. The type SBS 38 double arm pantographs can be raised and lowered with a servomotor in digital operation. The white headlamps with LEDs change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There is white LED lighting in the cabs; it will work in conventional operation and can be controlled digitally. The cab doors can be opened, there are interior details, and one cab has a figure of a locomotive engineer. The locomotive has metal grab irons and many other separately applied details: signs, 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 reproduction prototype couplers included with the model. The locomotive has built-in, remote controlled Telex couplers front and rear.

Minimum radius for operation 1,020 mm / 40-3/16".

Length over the buffers 52.9 cm / 20-13/16".

Highlights:

- **Completely new tooling, locomotive constructed of metal.**
- **Highly detailed model for advanced model railroaders.**
- **Double arm pantographs that can be raised and lowered with a servomotor in digital operation.**
- **Digital remote-controlled Telex couplers front and rear.**
- **Reproduction prototype couplers included.**

One-time series.

Completely new tooling

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Pantograph 1	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Pantograph 2	•	•	•	•
Telex coupler on the front		•	•	•
Front Headlights off		•	•	•
Telex coupler on the rear			•	•
Rear Headlights off			•	•
Sound of squealing brakes off			•	•
Direct control			•	•
Engineer's cab lighting			•	•
Switching maneuver			•	•
Letting off Air			•	•
Compressor			•	•
Station Announcements			•	•



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Class 94.5-17 Tank Locomotive



55943 Class 94.5-17 Tank Locomotive

In 1950, the DB still claimed ownership of 679 class 94.5-17 (Prussian T 16.1) locomotives. For decades, the class 94 units remained indispensable chiefly at large switchyards and thus many units were even equipped for switching by radio. There was no adequate replacement until the mid-Sixties, yet the last class 94 units held on until even the end of 1974. The prototype of our model, road number 94 1232, was based for a long time in Mannheim and was used there fully on the large track layouts of the switchyard.

Prototype: German Federal Railroad (DB) class 94.5-17 steam tank locomotive. Road number 94 1232, Bw Mannheim, assigned to Mannheim.

Model: The locomotive is new tooling and the frame and body with boiler, and the tender are constructed of die-cast zinc. Other applied parts are mostly constructed of metal. This is a highly detailed model with many separately applied details and a prototypically detailed cab.

The locomotive has a cab with a ventilation installation, riveted water tanks, a coalbunker with smooth welded add-on sides. The smoke box door does not have a central locking device and can be opened. There is a reproduction of the equipment on the smoke box door. The sand box cover and water tank covers can be opened and the cab doors can be opened. The locomotive has sprung buffers, triple headlights, the lower lights being DRB lamps for electric lighting and the upper light being a DB Reflex glass lamp, and much more. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound generator with running sounds synchronized with the motion of the wheels as well as extensive sound functions. The locomotive can be operated with AC, DC, Märklin Digital, and DCC. All of the driving axles are powered. The locomotive has a built-in smoke generator with chuffing synchronized with the motion of the wheels, multiple step cylinder steam, 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, cab lighting, firebox lighting, and running gear lights. The locomotive has newly designed, remote controlled Telex couplers front and rear that can be replaced by the reproduction prototype couplers included with the model. The valve gear switchover is done with a servomotor (forward, reverse, continuous operation).



An accessory package with reproduction prototype couplers, 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 39.5 cm / 15-9/16".

Highlights:

- **Completely new tooling.**
- **Highly detailed full metal construction. Frame, superstructures, boiler, etc. constructed of die-cast zinc.**
- **Smoke generator with chuffing synchronized with the motion of the wheels, multiple step cylinder steam.**
- **Load-controlled running sounds synchronized to the motion of the wheels.**
- **Smoke box door, sand boxes, and dome hatch can be opened, many original details included.**
- **Headlights with light color correct for the era, warm white LEDs used for the lighting.**

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Engineer's cab lighting	•	•	•	•
Telex coupler on the front		•	•	•
Running gear lights		•	•	•
Telex coupler on the rear		•	•	•
Direct control		•	•	•
Sound of squealing brakes off			•	•
Sound of coal being shoveled			•	•
Bell			•	•
Water Pump			•	•
Generator Sounds			•	•
Injectors			•	•
Letting off Steam			•	•

Completely new tooling

- **Multiple color firebox flickering.**
- **Running gear lights.**
- **Cab lighting.**
- **mfx decoder for operation with AC, DC, Märklin Digital, and DCC.**
- **Valve gear switchover with a servomotor.**
- **Telex couplers front and rear.**

Class E 94 Electric Locomotive



55223 Class E 94 Electric Locomotive

In the first decades of the DB, the class E 94 "Crocodiles" formed the backbone of heavy freight service. Initially, these units could be found all over the entire (electrified) South German area. With increasing expansion of electrical operations, their use expanded to Frankfurt/Main. Starting in 1960, the Crocodiles reached out to the Saarland area and to the south, they went down to Basle. Naturally, part of their daily work was pusher service on the steep grades in the Frankenwald region, the Spessart region, and the Geislingen Grade. Additional electrification in Northern and Western Germany in the Sixties brought an expansion of train service to new regions, yet the E 94 units always remained true to their South German maintenance facilities.

Prototype: German Federal Railroad (DB) class E 94. Heavy freight locomotive with roof extensions, 3 DB style lanterns, and visible cooling pipes. Chrome oxide green basic paint scheme.

Model: This is a finely detailed model with a lot of pulling power. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions. The locomotive can be operated with AC, DC, Märklin Digital, and DCC. It has a centrally mounted powerful motor with drive to all of the axles. The double-arm pantographs can be raised and lowered by servomotors in digital operation. Warm white LEDs are used for the headlights. They will work in conventional operation and can be controlled digitally. There is white LED lighting in the cabs. LED approach lights ("Hella" lamps).

The cab doors can be opened, there are interior details, and Cab 1 has a figure of a locomotive engineer. The pantographs can be raised and lowered by servomotors in digital operation. The locomotive has claw couplers installed at the factory that can be replaced by 2 reproduction prototype couplers included with the locomotive. An extensive accessory package is included with buffer beam latches, steps, cross connectors between the rail clearance devices, and brake shafts. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 58.7 cm / 23-1/8".

Highlights:

- **Double-arm pantographs that can be raised and lowered by servomotors in digital operation.**
- **Warm white LED headlights.**
- **Approach light can be turned on and off.**
- **Pivot pin spacing can be adjusted from a radius of 1,020 mm / 40-3/16" to a radius of 1,555 mm / 61-1/4".**

One-time series.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Engineer's cab lighting	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Blower motors			•	•
Light Function 1			•	•
Pantograph 1		•	•	•
Sound of squealing brakes off			•	•
Pantograph 2		•	•	•
Light Function 2			•	•
Special Function			•	•
Sanding			•	•
Station Announcements			•	•
Whistle for switching maneuver			•	•
Operating Sounds 1			•	•



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Controllable approach lamp included
Pantographs powered with servomotors





Steam Locomotive with a Tub-Style Tender



55387 Steam Locomotive with a Tub-Style Tender

Over 3,300 units built, it is still an icon of passenger service: the Prussian P8. The version with a tub-style tender is outstanding. When it acquired the locomotives, the German Federal Railroad (DB) replaced not only the smoke deflectors (with Witte design units) it also equipped a large number with the modern tender design. The metal tender is completely new tooling, constructed of die-cast zinc and highly detailed. A piece of art by itself.

Prototype: German Federal Railroad (DB) class 38.10-40 steam locomotive with a tender, with Witte smoke deflectors and 2 boiler attachments. 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 on the locomotive and the tender 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. The lighting is maintenance-free,

warm white LEDs. 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, a figure of a locomotive engineer and a fireman, and smoke fluid 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".

Highlights:

- **Completely new tooling for the tub-style tender.**
- **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.**
- **Two-color flickering firebox light.**
- **Hinged water tank hatch, can be opened from the cab like the prototype.**
- **Randomly controlled steam ejection from the safety pressure valve.**
- **Headlights include light color correct for the era and warm white LEDs.**

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			•	•

- **Running gear lights and engine cab lighting included.**
- **mfx decoder for operation with AC power, DC power, Märklin Digital, and DCC.**
- **About 7.5 kilograms / 16-1/2 pounds weight (locomotive 4.6 kilograms / 10 pounds); length of the tub-style tender 28.9 cm / 11-3/8".**



“Hobum” Tank Car



58068 “Hobum” Tank Car

Prototype: Privately owned car with advertising lettering for the firm Harburger Oelwerke Brinckmann Mergell, used on the German Federal Railroad (DB).

Model: The car has a brakeman’s platform, side ladders, and a small platform under the tank dome. It has a partially open frame with sepa-

rately applied details. The car’s frame is new and has the brake valves and associated details, a brake triangle, and brake rigging. The car has shorter claw couplers. Reproduction prototype couplers and brake hoses are included with the car.

Minimum radius for operation 600 mm / 23-5/8”.
Length over the buffers 27.5 cm / 10-13/16”.

Highlights:

- Improved detailing.
- Shorter couplers.



Type Pwg Pr 14 Freight Train Baggage Car



58119 Type Pwg Pr 14 Freight Train Baggage Car

Prototype: German Federal Railroad (DB) type Pwg Pr 14 freight train baggage car as it looked in Era IIIb around 1959 without a cupola. Car number 132 543.

Model: The frame and car body are made of high quality plastic with many separately applied parts. The interior is highly detailed. The car has an extensive paint scheme and lettering. The car has a built-in lighting decoder. The lighting for the baggage area and the conductor's compartment can be controlled separately. The car's doors can be opened. Minimum radius for operation 600 mm / 23-5/8". Length over the buffers 26.5 cm / 10-7/16".

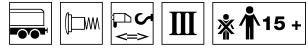
Highlights:

- Extensive interior details.
- Highly detailed model.
- Doors that can be opened.
- Interior lighting that can be controlled separately for different parts of the car.

Digital Functions	CU	MS	MS 2	CS
Interior lights	•	•	•	•
Light Function 1	•	•	•	•
Light Function 2	•	•	•	•



Container Transport Car Set



58472 Container Transport Car Set

This set harkens back to the great period of “Von Haus zu Haus” / “From Door to Door” service by rail and road and from customer to customer with large containers in the Fifties and Sixties. All types of liquid or solid freight could be transported in these newly built, standardized “pa” large containers (pa = porteur aménager). Open and closed containers for all kinds of freight were available, and there were special containers for liquids, foodstuffs, and frozen goods. Initially, the frames of prewar type G 10 cars damaged in the war were used for the transport cars because they were available in abundance. These rebuilt cars were designated as the type BT 10.

Prototype: German Federal Railroad (DB) type BT 10 container transport car with a brakeman’s platform, loaded with 3 type Ekrtr “pa” containers for the firm Contrans, and a delivery truck Magirus type 120d 10S rectangular hood truck with a DB Ackermann design “pa” trailer also loaded with an Ekrtr container for the firm Contrans.

Model: The container transport car frame is constructed of metal. The car has many separately applied parts made of high quality plastic. The car is loaded with 3 removable containers. The containers have separately applied details such as “Contrans” signs and different registration numbers. All of the containers are held in place by diagonal braces. Minimum radius for operation 600 mm / 23-5/8”.

Length over the buffers 30.6 cm / 12-1/16”.

The Magirus delivery truck with a trailer is made of plastic and is loaded with a type Ekrtr “pa” container for “Contrans”.

One-time series.



Class 41 Steam Locomotive with a Tender



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, and 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 / 29-3/8".



Highlights:

- **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 and 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.**

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Telex coupler on the rear	•	•	•	•
Engineer's cab lighting		•	•	•
Running gear lights		•	•	•
Whistle for switching maneuver		•	•	•
Direct control		•	•	•
Sound of squealing brakes off			•	•
Sound of coal being shoveled			•	•
Grate Shaken			•	•
Air Pump			•	•
Injectors			•	•
Water Pump			•	•
Letting off Steam			•	•

Hand sample



Full Power Distributed to 4 Axles



55414 Steam Locomotive with a Tender

The freight train classic in the version with an oil tender: The German Federal Railroad equipped 40 units of the legendary class 41 with oil firing. This model is also highly detailed with full metal construction with all of the essential components such as the locomotive frame, superstructures, and boiler constructed of die-cast zinc. A visual delight and Era III pure and unadulterated.

Prototype: German Federal Railroad (DB) class 41 steam locomotive with a new design high-efficiency boiler and a type 2'2'T34 oil tender as the locomotive and tender looked in Era III.

Model: 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 74.7 cm / 29-3/8".

Highlights:

- **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.**
- **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	•	•	•	•
Telex coupler on the rear	•	•	•	•
Engineer's cab lighting		•	•	•
Running gear lights		•	•	•
Whistle for switching maneuver		•	•	•
Direct control		•	•	•
Sound of squealing brakes off			•	•
Operating sounds			•	•
Bell			•	•
Brake Compressor			•	•
Generator Sounds			•	•
Water Pump			•	•
Letting off Steam			•	•

*Completely new tooling
Highly detailed full metal construction
Home Base: Bw Osnabrück Hbf*





G 10



58941 Type G 10 Boxcar

Prototype: German Federal Railroad (DB) Association Design boxcar with a brakeman's cab and car end reinforcements. The car looks as it did around 1960. Car number 146 330.

Model: The boxcar is an improved version. The doors can be opened and the car's end reinforcements are modelled. The car has separately applied imitation brakes with the brake valves and associated details, a brake triangle, and brake rigging. Minimum radius for operation 600 mm / 23-5/8". Length over the buffers 30.0 cm / 11-13/16".

Brake hoses and reproduction prototype couplers are included.

This new item is available with a different car number as a variation.

58944 Type G 10 Boxcar

Car number 143 507





58942 Type G 10 Boxcar

Prototype: German Federal Railroad (DB) Association Design type G 10 boxcar with the brakeman's cab removed and with car end reinforcements. The car looks as it did in Era IIIb around 1960. Car number 137 419.

Model: The boxcar is an improved version. The doors can be opened and the car's end reinforcements are modelled. The car has separately applied imitation brakes with the brake valves and associated details, a brake triangle, and brake rigging. Minimum radius for operation 600 mm / 23-5/8". Length over the buffers 30.0 cm / 11-13/16".

Brake hoses and reproduction prototype couplers are included.

This new item is available with a different car number as a variation.

58943 Type Gklm-10 Boxcar

Car number 142 715



A Rarity for Connoisseurs



55605 Electric Locomotive

Remarkable form, unusual task: the E 60 – one of 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. They acquired their unique look – small electric DRB lanterns – in their characteristic shape in the small series down to road number E60 13.

Prototype: German Federal Railroad (DB) class E 60 as it looked in Era IIIa. Switch engine with cab windows as they originally looked in real life, without switching platforms, type SBS 10 pantograph, 2 DB design headlights, and 1 marker light. Green basic paint scheme. Road number E 60 13, based in Treuchtlingen.

Model: Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 35 cm / 13-3/4".

One-time series.

*The Flat Iron – now new in 1 Gauge
Completely new tooling constructed
of metal
Small DRB electric lanterns like the
prototype
Prototypical propulsion by means of
a jackshaft*

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Pantograph control	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Interior lights	•	•	•	•
Telex coupler on the front		•	•	•
Front Headlights off		•	•	•
Telex coupler on the rear			•	•
Rear Headlights off			•	•
Sound of squealing brakes off			•	•
Direct control			•	•
Bell			•	•
Light(s) for Oncoming Train			•	•
Letting off Air			•	•
Operating sounds			•	•
Whistle for switching maneuver			•	•



The special look of road number E 60 13: small electric DRB lanterns





55224 Class 194 Electric Locomotive

Prototype: German Federal Railroad (DB) class 194 as it looked in Era IV around 1982. Heavy freight locomotive with roof extensions, 3 DB style lanterns, visible cooling pipes, and separately mounted approach lights. Chrome oxide green basic paint scheme. Road number 194 111-1, based in Freilassing, Munich District.

Model: This is a finely detailed model with a lot of pulling power. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions. The locomotive can be operated with AC, DC, Märklin Digital, and DCC. It has a centrally mounted powerful motor with drive to all of the axles. The double-arm pantographs can be raised and lowered by servomotors in digital operation. Warm white LEDs are used for the headlights. They will work in conventional operation and can be controlled digitally. There is white LED lighting in the cabs. The LED approach lights ("Hella" lamps) work and can be controlled. The cab doors can be opened, there are interior details, and Cab 1 has a figure of a locomotive engineer. The pantographs can be raised and lowered by servomotors in digital operation. The locomotive has claw couplers installed at the factory that can be replaced by 2 reproduction prototype couplers included with the locomotive. An extensive accessory package is included with buffer beam latches, steps, cross connectors between the rail clearance devices, and brake shafts. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 58.7 cm / 23-1/8".

Highlights:

- **Double-arm pantographs that can be raised and lowered by servomotors in digital operation.**
- **Warm white LED headlights.**
- **Approach light can be turned on and off.**
- **Pivot pin spacing can be adjusted from a radius of 1,020 mm / 40-3/16" to a radius of 1,555 mm / 61-1/4".**

One-time series.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Engineer's cab lighting	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Direct control	•	•	•	•
Blower motors			•	•
Light Function 1			•	•
Pantograph 1		•	•	•
Sound of squealing brakes off			•	•
Pantograph 2		•	•	•
Light Function 2			•	•
Special Function			•	•
Sanding			•	•
Station Announcements			•	•
Whistle for switching maneuver			•	•
Operating Sounds 1			•	•

Controllable approach lamp included
Pantographs powered with servomotors



E 118 in Cobalt Blue



55184 Class E 118 Electric Locomotive

Prototype: German Federal Railroad (DB) class E 118 in the “Cobalt Blue” paint scheme of Era IV. Express locomotive with type SBS 38 pantographs with a type DBS 54 contact strip and DB standard design lamps. Road number 118 025-6, BD Nürnberg, Bw Würzburg 1, assigned to Würzburg.

Model: The locomotive is completely new tooling. The frame and body are constructed of metal. The locomotive has many separately applied metal parts. It also has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions such as running sounds, locomotive whistle, and much more. The locomotive can be operated with AC, DC, Märklin Digital, and DCC. It has a centrally mounted powerful motor with all driving axles driven. The type SBS 38 double arm pantographs can be raised and lowered with a servomotor in digital operation. The white headlights with LEDs change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There is white LED lighting in the cabs; it will work in conventional operation and can be controlled digitally. The cab doors can be opened, there are interior details, and one cab has a figure of a locomotive engineer. The locomotive has metal grab irons and many other separately applied details: signs, 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 reproduction prototype couplers included with the model. The locomotive has built-in, remote controlled Telex couplers front and rear.

Minimum radius for operation 1,020 mm / 40-3/16”.

Length over the buffers 52.9 cm / 20-13/16”.

Highlights:

- **Completely new tooling, locomotive constructed of metal.**
- **Highly detailed model for advanced model railroaders.**
- **Double arm pantographs that can be raised and lowered with a servomotor in digital operation.**
- **Digital remote-controlled Telex couplers front and rear.**
- **Reproduction prototype couplers included.**

One-time series.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Pantograph 1	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Pantograph 2	•	•	•	•
Telex coupler on the front		•	•	•
Front Headlights off		•	•	•
Telex coupler on the rear			•	•
Rear Headlights off			•	•
Sound of squealing brakes off			•	•
Direct control			•	•
Engineer's cab lighting			•	•
Switching maneuver			•	•
Letting off Air			•	•
Compressor			•	•
Station Announcements			•	•



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See Page 224 for an explanation of the symbols and age information.

Oil Fired



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. Road number 042 096-8, assigned to Rheine.

Model: 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 74.7 cm / 29-3/8".

Highlights:

- **Completely new tooling.**
- **Highly detailed full-metal construction.**

Completely new tooling
Highly detailed full metal construction

Home Base:
BW Rheine

- **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.**
- **Running gear lights and 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	•	•	•	•
Telex coupler on the rear	•	•	•	•
Engineer's cab lighting		•	•	•
Running gear lights		•	•	•
Whistle for switching maneuver		•	•	•
Direct control		•	•	•
Sound of squealing brakes off			•	•
Operating sounds		•	•	•
Bell			•	•
Brake Compressor			•	•
Generator Sounds			•	•
Water Pump			•	•
Letting off Steam			•	•



For Heavy Loads



55717 Diesel Locomotive

Prototype: German Federal Railroad (DB) class 218 diesel hydraulic general-purpose locomotive with weathering.

One-time series.

Model: The locomotive is realistically weathered and has road number 218 247-5. It has an mfx digital decoder and extensive sound functions. The locomotive can be operated with AC, DC, Märklin Digital, and DCC. It has a centrally mounted, powerful motor with a central gearbox and cardan shafts to auxiliary gearboxes in both trucks. All axles are powered. The headlights and red marker lights will work in conventional operation and can be controlled digitally. The cabs have interior details and a figure of a locomotive engineer in the front cab. The engine room has details in relief. The locomotive comes from the factory with claw couplers mounted on it, and 2 reproduction prototype couplers are included that can replace the claw couplers.

Minimum radius for operation 1,020 mm / 40-3/16".

Length over the buffers 51.5 cm / 20-1/8".

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

Prototypical weathering included
Reproduction prototype couplers included
Home base: Bw Lübeck



Continuation of the Success Story



55388 Steam Locomotive with a Tub-Style Tender

The popularity and approval of the technology used on the Prussian P8 is reflected in the fact that approximately 300 units were still in use after 1968 in Era IV. This made this locomotive design a frequently encountered representative of this type of propulsion right up to the end of regular steam operation. The individual models differ significantly from each other in details due to technical changes during the many years the locomotives were built. This differentiation is also due to subsequent overhauls and conversions, which resulted in the special charm of each individual locomotive of this class for every steam locomotive fan.

Prototype: German Federal Railroad (DB) class 038.10-40 steam locomotive with a tub-style tender, with Witte smoke deflectors and 3 boiler attachments (feed 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 buffers have replicas of the warning stripes. 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 on the locomotive and the tender 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. The lighting is maintenance-free, warm white LEDs. The locomotive has engine cab, firebox lights, and running gear lights. The locomotive has a reproduction of the prototype coupler on the front and a claw coupler on the rear of the tender. An accessory package with a reproduction of the prototype coupler, a claw coupler, a figure of a locomotive engineer and a fireman, and smoke fluid 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".

Highlights:

- **Completely new tooling for the tub-style tender.**
- **Highly detailed metal construction.**
- **A smoke generator with smoke exhaust synchronized with the wheels included. Cylinder steam and steam whistle included.**
- **Operating sounds synchronized with the wheels and controlled by the load.**
- **Smoke box door with many original details, can be opened.**
- **Two-color flickering firebox light.**
- **Hinged water tank hatch, can be opened from the cab like the prototype.**
- **Randomly controlled steam ejection from the safety pressure valve.**

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			•	•

- **Headlights include light color correct for the era and warm white LEDs.**
- **Running gear lights and engine cab lighting included.**
- **mfx decoder for operation with AC power, DC power, Märklin Digital, and DCC.**
- **About 7.5 kilograms / 16-1/2 pounds weight (locomotive 4.6 kilograms / 10 pounds); length of the tub-style tender 28.9 cm / 11-3/8".**



See Page 224 for an explanation of the symbols and age information.

The Classic in Commuter Service



58435 "Silberling" Commuter Car, 2nd Class

Prototype: German Federal Railroad (DB) type Bnb 719 "Silberling" / "Silver Coin Design" commuter car, 2nd class. Car number Bn 508022-12232-1.

58436 "Silberling" Commuter Car, 2nd Class

Prototype: German Federal Railroad (DB) type Bnb 720 "Silberling" / "Silver Coin Design" commuter car, 2nd class. Car number Bn 508022-11435-1.

58437 "Silberling" Commuter Car, 1st/2nd Class

Prototype: German Federal Railroad (DB) type ABnb 703 "Silberling" / "Silver Coin Design" commuter car, 1st/2nd class. Car number Bn 508031-53259-1.

Model: The car body is finely constructed of plastic with complete detailed interior and many separately applied details. The car reproduces the original, typical "peacock's eye" pattern. The car is prototypically weathered. The car has a detailed underbody specific to the car type. The trucks are Minden-Deutz designs with double brake shoes and separately applied generators. The car has built-in interior lighting and marker lights as well as a built-in mfx decoder to control them digitally. The interior lighting will work in conventional operation. Maintenance-free, warm white LEDs are used for the interior lighting. The couplers have close coupler mechanisms. The car has a scale length at 82.5 cm / 32-1/2". Minimum radius for operation 1,020 mm / 40-3/16" (1,550 mm / 61" for operation with parallel curves). Length over the buffers 82.5 cm / 32-1/2".

One-time series.

Prototypical weathering

Car body finely constructed of plastic with complete detailed interior and many separately applied details and prototypical reproduction of the "peacock's eye" pattern

Car has a scale length at 82.5 cm / 32-1/2"

Digital decoder to control the interior lighting and marker lights

Digital Functions	CU	MS	MS 2	CS
Interior lights	•	•	•	•
Light Function 1	•	•	•	•
Light Function 2	•	•	•	•
Marker light(s)		•	•	•



58435



58436



58437



58434 “Silberling” Commuter Cab Control Car

Prototype: German Federal Railroad (DB) “Silberling” / “Silver Coin Design” commuter cab control car type Bdnf 735, 2nd class with a baggage compartment. “Karlsruhe” end with a baggage area and an orange-colored warning stripe. Car number 508082–11530-6.

Model: The car body is finely constructed of plastic with complete detailed interior and many separately applied details. The car reproduces the original, typical “peacock’s eye” pattern. The car is prototypically weathered. The car has a detailed underbody specific to the car type. The trucks are Minden-Deutz designs with double brake shoes and separately applied generators. The car has a built-in mfx decoder with extensive sound functions as well as digitally controlled interior lighting and marker lights. The interior lighting will work in conventional operation. Maintenance-free, warm white LEDs are used for the interior lighting. The couplers have close coupler mechanisms. The car has a scale length at 82.5 cm / 32-1/2”. Minimum radius for operation 1,020 mm / 40-3/16” (1,550 mm / 61” for operation with parallel curves). Length over the buffers 82.5 cm / 32-1/2”.

Highlights:

- **Prototypical weathering.**
- **Car body finely constructed of plastic with complete detailed interior and many separately applied details and prototypical reproduction of the “peacock’s eye” pattern.**
- **Car has a scale length at 82.5 cm / 32-1/2”.**
- **mfx decoder with extensive sound and light functions.**

One-time series.

Digital Functions	CU	MS	MS 2	CS
Interior lights	•	•	•	•
Light Function 1	•	•	•	•
Engineer’s cab lighting	•	•	•	•
Light Function 2	•	•	•	•
Light Function	•	•	•	•
Headlight(s)		•	•	•
Marker light(s)		•	•	•
Horn		•	•	•
Rear Headlights off			•	•
Conductor’s Whistle			•	•
Station Announcements			•	•
Doors Closing			•	•
Surrounding sounds			•	•
Surrounding Sounds 1			•	•
Conductor’s Whistle			•	•



See Page 224 for an explanation of the symbols and age information.

Class E 118 Electric Locomotive

In 1933, the German State Railroad (DRG) ordered a 2-8-2 locomotive from AEG for heavy express train service. The first unit of the new class E 18 was delivered in May of 1935 and was promptly entered experimental operation. This locomotive exceeded all expectations and even reached 165 km/h / 103 mph in test runs. Road number E 18 22 was presented at the Paris World Exhibition as the most powerful electric single-frame locomotive in the world and won three Grand Prix there. The streamlined shape was new on these locomotives as was the extensive application of welding technology.

Road numbers E 18 01-44 and 045-053 were delivered by January of 1940. The Austrian railroad also ordered eight units of this successful type in a slightly modified version. After the absorption of Austria in 1938, these units ran on the DRG as the class E 18.2. By the end of the war, numerous units of these locomotives were burned up by bombs or destroyed by accidents. In addition to Austrian E 18.2, road number E 18 42 and the damaged 046 also remained on the ÖBB after 1945. E 18 42 was designated 1118.01 in the numbering system in effect starting in 1953, and the E 18.2 then ran as 1018.01-08. The stored road number E 18 046 was rebuilt again by December of 1952 using parts from road number E 18 206 that had been heavily damaged by an air raid and that had already been retired. E 18 046 then ran as a "hybrid locomotive" under the designation 1018.101.

Eleven locomotives were present in the Soviet occupation zone. After the cessation of electric train operations, they went in 1946 to the USSR and came back in 1952. After years of work, the DB was able to put 39 units back in operation, including the five locomotives acquired from the DR. In addition in 1955 two more locomotives were built (E 18 054 and 055) by Krupp from large parts still available. These 41 units ran all over Southern Germany. Starting in the summer of 1974, these locomotives were now run as the computer-generated class 118 and were concentrated at Würzburg. Three units (118 013, 028, and 049) were even painted in 1975/76 in the ocean blue / ivory paint scheme so unpopular among railroad fans. At the start of the Eighties, the class 118's star began to sink rapidly, and in the beginning of the summer of 1984, regular scheduled use ended. The last 118 locomotives were retired on July 31, 1984.

Between 1958 and 1960 the DR rebuilt road numbers E 18 19, 31, and 40 from their roster of damaged locomotives. In 1969, road numbers E 18 19 and 40 mutated into 180 km/h / 112 mph express locomotives for the VES-M in Halle. However, road number E 18 40 crashed on August 29, 1969 during its acceptance run and had to be stored heavily damaged. In 1970, road number E 18 31 was therefore converted to a second express locomotive with many

parts from the crashed E 18 40. Starting in the fall of 1977 both of these E 18 units (starting in 1970: 218) were kept in reserve and for special runs only.

Road number E 18 047 is currently operational, and road numbers E 18 03, 08, 19, 24, 31, 204 (former 1018.04), and 1018.05 have been preserved.





55186 Class E 118 Electric Locomotive

In 1975/76, three of the class 118 were given the new paint scheme of ocean blue / ivory as an experiment, among them road number 118 028 based in Würzburg. This mutated the three units to the exotic members of their class. A uniform look with passenger cars of the same color was also desired for these older design locomotives.

Prototype: German Federal Railroad (DB) class E 118 in the "Ocean Blue" / "Ivory" paint scheme of Era IV. Express locomotive with type SBS 38 pantographs with a type DBS 54 contact strip and DB standard design lamps. Road number 118 028-0, BD Nürnberg, Bw Würzburg, assigned to Würzburg.

Model: The locomotive is completely new tooling. The frame and body are constructed of metal. The locomotive has many separately applied metal parts. It also has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions such as running sounds, locomotive whistle, and much more. The locomotive can be operated with AC, DC, Märklin Digital, and DCC. It has a centrally mounted powerful motor with all driving axles driven. The type SBS 38 double arm pantographs can be raised and lowered with a servomotor in digital operation. The white headlamps with LEDs change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There is white LED lighting in the cabs; it will work in conventional operation and can be controlled digitally. The cab doors can be opened, there are interior details, and one cab has a figure of a locomotive engineer. The locomotive has metal grab irons and many other separately applied details: signs, 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 reproduction prototype couplers included with the model. The locomotive has built-in, remote controlled Telex couplers front and rear.

Minimum radius for operation 1,020 mm / 40-3/16".

Length over the buffers 52.9 cm / 20-13/16".

Highlights:

- **Completely new tooling, locomotive constructed of metal.**
- **Highly detailed model for advanced model railroaders.**
- **Double arm pantographs that can be raised and lowered with a servomotor in digital operation.**
- **Digital remote-controlled Telex couplers front and rear.**
- **Reproduction prototype couplers included.**

One-time series.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Pantograph 1	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Pantograph 2	•	•	•	•
Telex coupler on the front		•	•	•
Front Headlights off		•	•	•
Telex coupler on the rear			•	•
Rear Headlights off			•	•
Sound of squealing brakes off			•	•
Direct control			•	•
Engineer's cab lighting			•	•
Switching maneuver			•	•
Letting off Air			•	•
Compressor			•	•
Cab Radio			•	•



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Class E 218 Electric Locomotive



55182 Class E 218 Electric Locomotive

Road number 218 019 proved itself starting in 1969 in test runs pulling express train passenger cars as a 180 km/h / 112 mph fast runner from the DR test institute VES-M in Halle/Saale. Its paint scheme was striking with fire red running gear and a bottle green locomotive body. The model is prototypical with type SBS 58 pantographs with servomotors to lower them and double contact strips as well as older design flat lamps on the ends.

Prototype: German State Railroad (DR) class E 218 in the "Bottle Green" / "Fire Red" paint scheme of Era IV. Express locomotive with type SBS 58 pantographs with a lowering mechanism and a double contact strip and flat lamps below (old design). Road number 218 019-8, Bdb Hall, Bw Halle P, assigned to Halle.

Model: The locomotive is completely new tooling. The frame and body are constructed of metal. The locomotive has many separately applied metal parts. It also has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions such as running sounds, locomotive whistle, and much more. The locomotive can be operated with AC, DC, Märklin Digital, and DCC. It has a centrally mounted powerful motor with all driving axles driven. The type SBS 58 double arm pantographs can be raised and lowered with a servomotor in digital operation. The white headlights with LEDs change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There is white LED lighting in the cabs; it will work in conventional operation and can be controlled digitally. The cab doors can be opened, there are interior details, and one cab has a figure of a locomotive engineer. The locomotive has metal grab irons and many other separately applied details: signs, 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 reproduction prototype couplers included with the model. The locomotive has built-in, remote controlled Telex couplers front and rear.

Minimum radius for operation 1,020 mm / 40-3/16".

Length over the buffers 52.9 cm / 20-13/16".

Highlights:

- **Completely new tooling, locomotive constructed of metal.**
- **Highly detailed model for advanced model railroaders.**
- **Double arm pantographs that can be raised and lowered with a servomotor in digital operation.**
- **Digital remote-controlled Telex couplers front and rear.**
- **Reproduction prototype couplers included.**

One-time series.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Pantograph 1	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Pantograph 2	•	•	•	•
Telex coupler on the front		•	•	•
Front Headlights off		•	•	•
Telex coupler on the rear			•	•
Rear Headlights off			•	•
Sound of squealing brakes off			•	•
Direct control			•	•
Engineer's cab lighting			•	•
Switching maneuver			•	•
Letting off Air			•	•
Compressor			•	•
Station Announcements			•	•





Die-casting zinc



Casting processing



Galvanizing



Stamping/pre-assembly



Imprinting/painting



Automatic turning and lathe work



Locomotive assembly

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On September 16 and 17, 2016
from 9:00 AM to 5:00 PM

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www.maerklin.de



- **Factory tour** Factory tour through current production from 9:00 AM to 5:00 PM
- **Model railroad layouts display**
- **Special cars in H0 and Z** "Galvanizing" department
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73033 Göppingen, Germany
9:00 AM to 5:00 PM

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- Locomotive assembly for our visitors
- Food and beverages
- Colorful entertainment program
- Sale of a special car in H0 and Z

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9:00 AM to 6:00 PM

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Indispensable in Switching Service



55944 Class 94.5-17 Tank Locomotive

The German State Railroad (DR) in the GDR had 249 units of the class 94.5-17 (Prussian T 16.1) on its roster. Switching work at more than just large switchyards assured them of many years of livelihood. Service on the steep grades between Ilmenau and Schleusingen on the Rennsteig Line formed a small but fine support function that was carried on into the Seventies by the class 94 units equipped with Riggerbach counter-pressure brakes such as the prototype of our model, road number 94 1601 assigned to Arnstadt.

Prototype: German State Railroad (DR) class 94.5-17 steam tank locomotive. Road number 94 1601-7, Bw Arnstadt, assigned to Arnstadt.

Model: The locomotive is new tooling and the frame and body with boiler, and the tender are constructed of die-cast zinc. Other applied parts are mostly constructed of metal. This is a highly detailed model with many separately applied details and a prototypically detailed cab.

The locomotive has a cab with a ventilation installation, welded water tanks, a coalbunker with smooth welded DR style add-on sides filled with real coal. The smoke box door has a central locking device and can be opened. There is a reproduction of the equipment on the smoke box door. The sand box cover and water tank covers can be opened and the cab doors can be opened. The locomotive has sprung buffers, triple headlights with DRB lamps, and much more. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound generator with running sounds synchronized with the motion of the wheels as well as extensive sound functions. The locomotive can be operated with AC, DC, Märklin Digital, and DCC. All of the driving axles are powered. The locomotive has a built-in smoke generator with chuffing synchronized with the motion of the wheels, multiple step cylinder steam, 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, cab lighting, firebox lighting, and running gear lights. The locomotive has newly designed, remote controlled Telex couplers front and rear that can be replaced by the reproduction prototype couplers included with the model. The valve gear switchover is done with a servomotor (forward, reverse, continuous operation). An accessory package with reproduction prototype

couplers, smoke fluid, and a figure of a locomotive engineer and a fireman is included with the locomotive. Minimum radius of operation 1,020 mm / 40-3/16". Length over the buffers 39.5 cm / 15-9/16".

Highlights:

- **Completely new tooling.**
- **Highly detailed full metal construction.**
- **Frame, superstructures, boiler, etc. constructed of die-cast zinc.**
- **Smoke generator with chuffing synchronized with the motion of the wheels, multiple step cylinder steam.**
- **Load-controlled running sounds synchronized to the motion of the wheels.**
- **Smoke box door, sand boxes, and dome hatch can be opened, many original details included.**
- **Headlights with light color correct for the era, warm white LEDs used for the lighting.**
- **Multiple color firebox flickering.**

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Smoke generator	•	•	•	•
Steam locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Engineer's cab lighting	•	•	•	•
Telex coupler on the front		•	•	•
Running gear lights		•	•	•
Telex coupler on the rear		•	•	•
Direct control		•	•	•
Sound of squealing brakes off			•	•
Sound of coal being shoveled			•	•
Bell			•	•
Water Pump			•	•
Generator Sounds			•	•
Injectors			•	•
Letting off Steam			•	•

- **Running gear lights.**
- **Cab lighting.**
- **mfx decoder for operation with AC, DC, Märklin Digital, and DCC.**
- **Valve gear switchover with a servomotor.**
- **Telex couplers front and rear.**



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The famous Prussian locomotive department head Robert Garbe initiated the development of a five-axle tank locomotive in 1904, whose frame and running gear were to be designed using the Gölsdorf Principle for better running on curves. The first, third, and fifth driving axles were mounted with side play and the drive was on the fourth driving axle. The firm Berliner Maschinenbau AG (BMAG, formerly Schwartzkopff) delivered two prototypes based on this principle as early as 1905. Additional units of the new class T 16 quickly went into service. Due to partially dissatisfactory running characteristics the drive was switched from the fourth to the third driving axle starting in 1910, the latter driving axle now being mounted rigidly. In 1913, systematic changes were made with the installation of a four-part super heater, valve gear with Kuhn slides instead of hanger valve gear as well as an exhaust steam pre-heater that was initially mounted lengthwise and later next to the boiler. The transfer to the T 16.1 was complete with this "reinforced" T 16. Purchases of this T 16.1 stretched out to 1924, i.e. well into the period of the DRG. A total of 1,236 units were built for Prussia and the DRG. In addition to BMAG, Hanomag, Henschel, and Linke-Hofmann also participated in the building of them from 1921 on. In 1915, Grafenstaden delivered another six of the T 16.1 for Alsace-Lorraine. Reparations after the end of World War I decimated the ranks such that the DRG was able to reclassify the remaining T 16.1 locomotives as road numbers 94 502-1380 and 94 1501-1740. The T 16.1 units were more than just powerful locomotives for pusher and freight service. Starting in the Twenties the DRG equipped a number of the T 16.1 locomotives with a Riggenschach counter-pressure brake for operation on steeply graded routes. They were used in part in Thuringia, and in West and South Germany replaced rack railroad operations with rack locomotives there. After the end of World War II, a large number

of the locomotives found new homes in Poland, Austria, Yugoslavia, Hungary, Czechoslovakia, and the USSR. The majority of the class 94 locomotives remained however in the western zones. After units damaged in the war were retired, the DB in 1950 still had 679 of the T 16.1 on its roster while the DR in East Germany still had 249 of these locomotives after the end of the war. The class 94 locomotives remained indispensable on both German railroads for decades, chiefly at large switchyards, and many of them were thus equipped with radio switching equipment. In 1968, 140 locomotives on the DB were given the computer-generated

class designation of 094. Accelerated delivery of the class 290/291 heavy diesel switch engines finally replaced the last of these locomotives with their five driving axles so that in December of 1974 the last of the T 16.1 units was retired. The T 16.1 remained in use on the East German DR only a little bit longer than on the DB. The last units were retired in 1975. At least twelve of the T 16.1 escaped the cutting torch. Road numbers 94 1292 on the Rennsteig Railroad and 94 1538, which has stood for many years as a monument in Gönners, have the best chances of being put back into operational condition.



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Austria

**55185 ÖBB Class 1018.101 Electric Locomotive**

Prototype: Austrian Federal Railroad (ÖBB) class 1018.101 in the "Fir Green" / "Reseda Green" paint scheme of Era IIIa. Express locomotive with type HISE 2 pantographs and flat lamps below (old design). Road number 1018.101, BBD Linz, Zgf Salzburg, assigned to Salzburg.

Model: The locomotive is completely new tooling. The frame and body are constructed of metal. The locomotive has many separately applied metal parts. It also has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions such as running sounds, locomotive whistle, and much more. The locomotive can be operated with AC, DC, Märklin Digital, and DCC. It has a centrally mounted powerful motor with all driving axles driven. The type HISE 2 double arm pantographs can be raised and lowered with a servomotor in digital operation. The white headlights with LEDs change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There is white LED lighting in the cabs; it will work in conventional operation and can be controlled digitally. The cab doors can be opened, there are interior details, and one cab has a figure of a locomotive engineer. The locomotive has metal grab irons and many other separately applied details: signs, 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 reproduction prototype couplers included with the model. The locomotive has built-in, remote controlled Telex couplers front and rear.

Minimum radius for operation 1,020 mm / 40-3/16".

Length over the buffers 52.9 cm / 20-13/16".

Highlights:

- **Completely new tooling, locomotive constructed of metal.**
- **Highly detailed model for advanced model railroaders.**
- **Double arm pantographs that can be raised and lowered with a servomotor in digital operation.**
- **Digital remote-controlled Telex couplers front and rear.**
- **Reproduction prototype couplers included.**
- **Doors can be opened.**

One-time series.

Digital Functions	CU	MS	MS 2	CS
Headlight(s)	•	•	•	•
Pantograph 1	•	•	•	•
Electric locomotive op. sounds	•	•	•	•
Locomotive whistle	•	•	•	•
Pantograph 2	•	•	•	•
Telex coupler on the front		•	•	•
Front Headlights off		•	•	•
Telex coupler on the rear			•	•
Rear Headlights off			•	•
Sound of squealing brakes off			•	•
Direct control			•	•
Engineer's cab lighting			•	•
Switching maneuver			•	•
Letting off Air			•	•
Compressor			•	•
Station Announcements			•	•



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See Page 224 for an explanation of the symbols and age information.

The Pre-School Step to Model Railroading: Ages 3 and Above



Welcome to Märklin my world. Here is where small children can enter the world of model trains.

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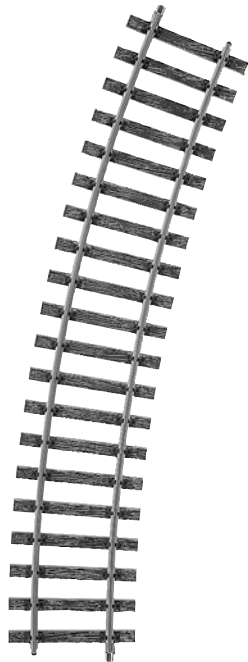
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Accessories

I - V 15 +

59035 Curved Track

Radius 1.020 mm / 40-3/16". 22.5° (H1038-1)



15 +

60114 Digital Connector Box for 1 Gauge

This is for connecting a switched mode power pack and up to 2 Mobile Stations (60657 and 60653).

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Germany

Telephone +49 (0) 7161/608-213

Fax +49 (0) 7161/608-308

E-mail insider-club@maerklin.com

Internet www.maerklin.com

The annual membership costs Euro 79.95, CHF 109.95, US \$ 109.00, (as of 2016), 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. People interested in 1 Gauge will receive as an option an exclusive present instead of the annual car every year.

➤ Annual Chronical

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 Hans-Peter Porsche TraumWerk in Anger, or the DB Museum in the Transportation Museum in Nürnberg. In addition, your personal membership card can be used to order all exclusive club products.

➤ 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.



Club Car 2016 Z Gauge



Club Car 2016 H0 Gauge



* The services mentioned here refer to 2016. Subject to change.

** Depending on availability.

See Page 224 for an explanation of the symbols and age information.

Insider Annual Car for 2016



48166 H0 Insider Annual Car for 2016

Prototype: Two-axle boxcar as a beer refrigerator car with the brake-man's stand removed. Privately owned car painted and lettered for the Bavarian State Brewery Weihenstephan, Freising, Germany, used on the German Federal Railroad (DB). The car looks as it did around 1961.

Model: The side walls model a vertical board structure. The car has non-opening refrigeration area doors. Length over the buffers 10.6 cm / 4-3/16". DC wheel set E700270.

One-time series in 2016 only for Märklin Insider members.



80326 Z Gauge Insider Annual Car for 2016

Prototype: German Railroad, Inc. (DB AG) type Eanos-x 052 4-axle gondola with type Y 25 trucks.

Model: This car is completely new tooling. The car body is made of finely detailed and imprinted plastic and is prototypically lettered. The car is lightly weathered. It has type Y 25 trucks with close coupler hooks. Length over the buffers approximately 84 mm / 3-5/16".

Highlights:

➤ **New tooling.**

One-time series in 2016 only for Märklin Insider members.



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

My dealer

Name _____ Street _____

Postal Code/Zip Code _____ City/State/Province _____

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 interested in 1 Gauge and am receiving the exclusive annual present.

I am particularly interested in

H0 Gauge Z Gauge 1 Gauge 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.

Date _____ Signature _____

I am paying my one year membership fee of EUR 79.95/CHF 109.95/\$ 109.00 U.S. Funds (as of 2016):

D AT BE NL

by means of the following direct debit authorization:

I hereby authorize you, subject to revocation, to debit my checking account to pay for the club membership fee

Account No. _____

Bank Code _____

at this bank _____

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.

Date _____ Signature _____

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 _____

Your current benefits* at a glance:

All 6 Issues of the Märklin Magazine

The leading magazine for model railroaders! You'll find everything about your hobby here: Detailed information on layout construction, product and other technical information straight from the source, exciting reports on models, tips for forthcoming events, and lots more. The Märklin Magazin subscription price of 33 Euros is included in the club membership dues. Existing subscriptions can be carried over.

The Trix Club News 6 Times a Year

On 24 pages and this six times a year you will find everything about "Your Gauge and Your Club". Behind-the-scene articles and looking over the shoulder of the people in production making your models for an in-depth look at the world of Märklin.

Exclusive Club Models

Club models exclusively developed and produced are available only if you are a club member. A personalized and valuable certificate will be sent directly to you at your home address for all locomotive models after they have been delivered.

Club Car of the Year, free of charge

Look forward to the attraction of Car of the Year only available to club members. Choose between H0 Gauge or Z Gauge. Each model a collectible every year. People interested in 1 Gauge will receive as an option an exclusive present instead of the annual car every year.

Annual Chronicle

Re-live the highlights of the Märklin model railroading year on DVD whenever and as often as you like.

Catalog / New Items Brochures

Club members receive the annual main catalogue free of charge from their retailer. We also send you our new items brochures direct to your home.

Club Card

Your personal club card with a new design every year opens up the world of model railroading as a hobby in a special way for you. 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 Hans-Peter Porsche TraumWerk in Anger, or the DB Museum in the Transportation Museum in Nürnberg. In addition, your personal membership card can be used to order all exclusive products offered in the club. In addition, your personal membership card can be used to order all exclusive club products.

Discounts for attending seminars

Club members benefit from lower prices when they book seminars that we arrange.

Favorable shipping terms from the Online Shop

Club members enjoy favorable shipping terms within Germany from our Online Shop.

Club Trips**

Experience your hobby in a special way and connect model railroading with the prototype. You can 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 get discounted entry prices to many shows and events.

Go now to maerklin.de and register on-line under Clubs.

The Club team is available by telephone to members

Monday – Friday from 13:00 PM – 17:00 PM

Mailing Address Märklin Insider Club, Postfach 9 60,
73009 Göppingen, Germany

Telephone + 49 / (0) 71 61 / 608-213

Fax + 49 / (0) 71 61 / 608-308

E-mail insider-club@maerklin.com

Internet www.maerklin.com

* The services mentioned here refer to 2016. Subject to change.

** Depending on availability.

REPLY
Märklin Insider Club
Postfach 9 60
73009 Göppingen
Germany





The Märklin Museum documents the over 150 year history of the Märklin firm in a display space of over 1,000 square meters / 10,000 square feet with a flagship store and a service point.

In the flagship store Märklin enthusiasts will find a complete assortment of all gauges for the brands Märklin, Trix, and LGB as well as accessories. We also offer seconds at attractive prices.

A workshop for the servicing and repair is also present as well as a spare parts inventory with about 500 of the most popular spare parts.

Märklin Museum
Reutlinger Street 2
73037 Göppingen
Germany

Telephone +49 (0) 7161/608-289
Fax +49 (0) 7161/608-151
E-mail museum@maerklin.de
Entry is free.

Please go to www.maerklin.de for information about our hours of operation.



<https://www.facebook.com/maerklinmuseum>

Museum Cars 2016



48116 H0 Museum Car Set for 2016

Prototype: Four-axle standard design tank car, older design with pressed metal trucks and a brakeman's platform. Privately owned car for the firm Zeller + Gmelin GmbH & Co.KG, petroleum oil refinery, Eislingen/Fils, Germany, used on the German Federal Railroad (DB). MB type LP 328 tanker truck as a flat front, front-steering vehicle painted and lettered for the firm Zeller + Gmelin to transport refinery products. The railroad car and truck look as they did in mid to end of the Seventies.

Model: The tank car has special trucks for smooth running. It also has a separately applied ladder and catwalk. The tank car has a separately applied tank sign with the ZG logo.



Length over the buffers 14.2 cm / 5-5/8". Also included is a model of an MB LP 328 tanker truck. DC wheel set 4 x 32376004.

Highlights:

➤ Attractive packaging in a model of an oil barrel.

One-time series.

Available only at the Märklin Museum in Göppingen, Germany.



80027 Z Gauge Museum Car Set for 2016

Prototype: Standard design lightweight tank car for lubrication oil. Used on the German Federal Railroad (DB), with advertising lettering for the firm Zeller + Gmelin GmbH & Co.KG, petroleum oil refinery, Eislingen/Fils, Germany. For the 150th anniversary of the company.

Model: The tank car has an extensive paint scheme and advertising lettering for the firm Zeller+Gmelin GmbH & Co KG. Length over the buffers 54 mm / 2-1/8".

A model of a Büssing truck tanker with rubber tires is included, also in the colors of the firm Zeller+Gmelin, Eislingen.

One-time series. Available only at the Märklin Museum in Göppingen, Germany.



58668 1 Gauge Museum Car Set for 2016

Prototype: Standard design lightweight tank car for lubrication oil. Used on the German Federal Railroad (DB), with advertising lettering for the firm Zeller + Gmelin GmbH & Co.KG, petroleum oil refinery, Eislingen/Fils, Germany. For the 150th anniversary of the company.

Model: The tank car has an extensive paint scheme and advertising lettering for the firm Zeller+Gmelin GmbH & Co KG. Length over the buffers 38.5 cm / 15-1/8". Reproduction prototype couplers are included with this car and can replace the claw couplers.

One-time series.

Available only at the Märklin Museum in Göppingen, Germany.



See Page 224 for an explanation of the symbols and age information.

Service and Repair

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

Telephone +49 (0) 71 61 / 608 -222

Fax +49 (0) 71 61 / 608 -225

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. In addition to these general notes, you should pay close attention to the instructions for use, which accompany Märklin products in order to maintain operating safety.

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

USA

Technical Hotline

Contacts: Curtis Jeung & Rick Sinclair,

Digital Consultants

Hours: 6:00am – 9:00pm PST, Monday through Friday

Telephone 650-569-1318

E-mail digital@marklin.com

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

Ansprechpartner: 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







Explanations 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 32 digitally controlled functions. The quantity depends on the controller being used.
-  Digital decoder mfx+ (Märklin World of Operation).
-  DCC decoder.
-  Z Gauge 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. Exclusive special models for the Märklin Dealer

 Initiative – produced in a one-time series. The Märklin Dealer Initiative is an international association of mid-sized toy and model railroad specialty dealers (MHI International). These models are produced in a one-time series only for the Märklin Dealer Initiative (MHI). **5-year warranty** on all MHI products and club products (Märklin Insider and Trix Club) from 2012 on. See Page 225 for warranty terms.

-  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)

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.**

Index to the Item Numbers/Guarantee conditions

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37604	60	44214	97	48457	114	60976	154				
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37728	70	44452	30	48772	120	60978	155				

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

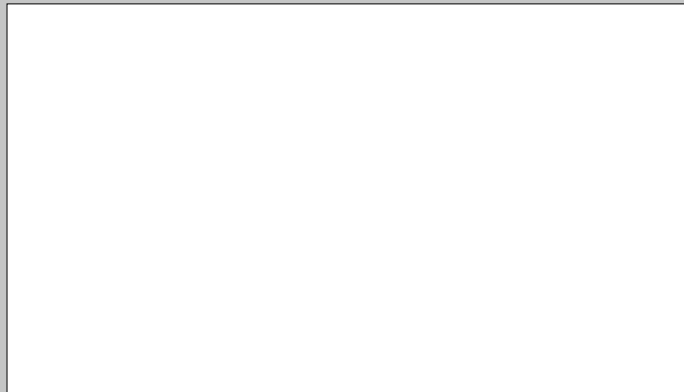
This warranty applies to Märklin assortment products and individual parts that are purchased by a Märklin MHI specialty dealer worldwide. Either the warranty form filled out in full by the Märklin MHI specialty dealer or the purchase receipt will serve as proof of purchase. We therefore recommend that this warranty form should be kept safe along with the purchase receipt. 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.

Contents of the Warranty / Exclusions

- 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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