

New Items for 2017







Märklin Dealer Initiative 4



Märklin my world 21



Märklin H0 30



Accessories 136/158



Märklin Z Gauge 138



Märklin 1 162

Dear Märklin Fans,

This year we are once again presenting many fascinating models for your gauge in our new items brochure. The new theme worlds in my world or Start up can be played with to your children's heart's content. Beginners and returning fans will find sophisticated, visually impressive locomotives in the proven Märklin quality.

Starting on Page 31, there are many new items for advanced model railroaders, collectors, and everyone wanting to become one.

Railroading has left its mark on the life of entire cities and regions across many generations. It is thus no wonder that we have given special importance to freight service as models. This year we are spreading the entire range across model railroad rails. Regardless of whether it is the impressive class 42 steam locomotive of the early Fifties or the exclusive "TransEuropExpress" locomotives and trains that are celebrating their 60th anniversary this year. Come with us to explore this concept of elegant comfortable travel in long-distance passenger service.

For fans of soccer, we have a quite special surprise ready: a locomotive and 3 car sets with all of the teams of the German Fußball Bundesliga. You can find this offer starting on Page 32.

You will find perfection down to the smallest detail in our Z Gauge. It is offering inspiring additions for your layout with an entire KPEV set or with the V 80. 1 Gauge is becoming quite impressive. Here, you can experience close up this year the change in a double diesel locomotive in its development over time. Have we aroused your curiosity?

Welcome to the Märklin world and our new items for 2017! Enjoy our perfect reproductions of the legendary TEE trains and locomotives with their splendid innovations in form and technology. Make your railroad dreams come true.

We hope you will have a lot of fun building, collecting, and discovering our new items for 2017.

Your Märklin Team

PS We are offering a great deal of other information or visual and acoustic highlights with our Märklin AR app. Just look for this logo!





At the beginning of the Fifties, the central European railroads began to grapple intensively with the competition from airplanes and automobiles in order to win back for the railroads the well-to-do clientele of business travelers. Seven railroads (CFL, DB, FS, NS, SBB, SNCB, and SNCF) thus established in 1954 the so-called "TransEuropExpress Committee" in order to win back potential customers for long-distance service on medium distances with speed and a high level of service. It was quickly agreed that diesel powered rail cars were suitable vehicles for international train routes. Eight European railroads then agreed for the annual schedule for 1957/58 (the ÖBB came later) to introduce a system of high-quality fast trains exclusively for 1st class – the Trans-Europe-Express (TEE). Not all of the initially planned connections came into effect, but agreement was finally reached on 13 pairs of trains on a route network of 5,100 kilometers / 3,187 miles. Ten of these TEE trains with sonorous names went into operation for the summer schedule starting June 2, 1957: "Rhein-Main" (Amsterdam – Frankfurt), "Saphir" (Oostende – Dortmund), "Helvetia" (Hamburg – Zürich), "Paris-Ruhr" (Paris – Dortmund), "Edelweiss" (Amsterdam – Zürich), "Étoile du Nord" (Paris – Amsterdam), "Oiseau Bleu" (Paris – Brussels), "Arbalète" (Paris – Zürich), "Île de France" (Paris – Amsterdam), and "Mont Cenis" (Lyon – Milan). Added to this for the winter schedule in 1957 were the three remaining connections: "Mediolanum" (Munich – Innsbruck – Milan), "Ligure" (Marseille – Nice – Genoa – Milan), and "Parsifal" (Paris – Cologne – Dortmund). The DB, the FS, the NS/SBB, and the SNCF purchased diesel powered rail cars for these TEE services, fulfilled the demands for the highest level of comfort, and ran only 1st class. The DB had decided on the VT 11.5 powered rail car train that was based on the "Kruckenberg" VT 137 155 and the successful V 200.

The increasing electrification of routes led then in 1963 to TEE trains pulled by an electric locomotive for the first time between Paris and Brussels. Two years later, more names that were sonorous were added to the TEE network with the TEE "Mistral", "Rheingold", and "Rheinpfeil" hauled by electric locomotives. Starting in 1969 the Spanish RENFE enriched the elite ranks of locomotive-hauled TEE trains with its "Catalan Talgo". Locomotive-hauled TEE trains now dominated around two thirds of the TEE's 35,000 kilometers / 21,870 miles served daily. In the next five years, the network was expanded further and finally extended across the "Vogelfluglinie" / "As the Crow Flies Line" as far as Copenhagen. The TEE network reached its greatest extent with around 15,200 km / 9,500 miles in May of 1974. The largest number of trains was in the following winter schedule with 45 pairs of trains – of them 30 international ones – a daily

run of around 60,000 kilometers / 37,500 miles. Yet now new thinking set in due to stagnating or shrinking numbers of passengers. The elite TEE trains with exclusively 1st class became a discontinued model. The DB was also part of this process. At the start of the summer schedule for 1979 on May 27, the DB introduced an hourly schedule with mixed class trains ("IC 79") on its four IC lines running previously only 1st class for the most part. At the same time, some of the TEE trains were changed to dual class IC or D express trains. The sonorous TEE names disappeared successively in the Eighties and the participating railroads decided at

their schedule conference in September of 1986 to introduce for the year's schedule for 1987 dual class quality trains under the brand name EuroCity trains (EC). All that remained were the TEE "Gottardo" (Zürich – Milan) as well as the internal French TEE "Kléber" (Paris – Nancy – Strasbourg), "Faidherbe" and "Watteau" (both Paris – Lille – Tourcoing) as well as "Jules Verne" (Paris – Nantes). The Gottardo ran on September 24, 1988 for the last time and the French TEE trains ended their career on May 26, 1989. After 32 years, the model "TEE" had finally ceased to be useful.

30390 Class E 10.12 Electric Locomotive



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40850 Rheingold "Tin-Plate" Car Set



Page 8/9

39170 Class 103.1 Electric Locomotive



Page 16/17

43856 TEE 32 Parsifal Express Train Passenger Car Set



Page 18/19

39082 VT 08.5 "Paris-Ruhr" TEE Diesel Powered Rail Car Train



Page 52/53

26608 TEE L'Étoile du Nord Train Set



Page 102/103

Technically Well-Engineered as Visually Impressive Beginner's Models in the Proven Märklin Quality.

Our affordable locomotives with full sound can be reduced to a common denominator in this way, because these models appeal intentionally to returning customers but are also still interesting for price-conscious advanced model railroaders.

Whether as individual locomotives or in complete starter sets, all of the models in this line will win you over with a very good price-value relationship. In addition to the variety of sound functions and sturdy metal construction, we also offer here – Märklin in every detail.

Including our completely new tooling for the class 187.1.

In the prototype, it is at home on many routes as a regular production locomotive from the TRAXX 3 type program from Bombardier.

More impressive models can also be found under these item numbers:

36244 Class 187.0 Electric Locomotive



Page 51

36290 Class 247 Diesel Locomotive



Page 80

36291 Class 247 Diesel Locomotive



Page 81

36631 Class 187.0 Electric Locomotive



Page 98

Affordable Electric Locomotive with Full Sound



A hand sample is shown in the image.






One-Time Series for 2017

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.





A Märklin Classic Is Back

DB Class E 10.12 Electric Locomotive as Rheingold Interim Locomotive


In 1960, the DB decided to update the "Rheingold" and its corresponding "Rheinfeil" with an exclusive and particularly comfortable pool of cars. A brand new "Rheingold" was running between Amsterdam and Basle with the start of the summer schedule on May 27, 1962. Due to the progress in electrification in the German area, the train was able to run from Basle to Duisburg with electric locomotives. The DB had decided on a modified version of the already proven E 10 with a new streamlined body ("Bügelalten" / "Pants Crease" E 10). Since the first of these units would not be available until the fall of 1962, the DB managed with six units of the standard design with its boxy body. As with all standard design locomotives, these locomotives had a bridge frame and box framework of steel shapes of welded construction on which the sheet metal sheathing was welded. The sheathing formed a self-supporting unit with its bridge-style beams and roof design. The four traction motors produced 3,620 kilowatts / 4,852 horsepower and the SSW rubber ring spring drive served as the propulsion system. Only their gearboxes were modified for a maximum speed of 160 km/h / 100 mph and they were then designated as the subclass E 10.12. With a paint scheme adapted to the two-color "Rheingold" scheme in cobalt blue / beige road numbers E 10 1239-1244 took a special place in the DB motive power pool. Yet these lasted only a short time because with delivery of the final Rheingold locomotives between September 1962 and February 1963 the interim units were converted back to regular locomotives with the road numbers E 10 239-244. Since the "Rheinfeil" was running with new "Rheingold" cars starting with the summer schedule of 1963, there were once again five units painted cobalt blue / beige and modified for 160 km/h / 100 mph with road numbers E 10 250 to 254 stationed in Nürnberg. Between September 1963 and January 1964, these units were also converted back to the regular version.

Over the years, the box-style former Rheingold locomotives (starting in 1968 the class 110) also had to undergo like most units countless conversions and paint variations. Just to mention a few there was the conversion of the vents, the removal of the roof gutters, etc. Road number 110 250 was even converted in November of 1994 to 139 250 (retired on September 22, 2010). The units were taken out of service between 2000 and 2011, the last one being road number 110 243 on May 30, 2011. Road number 110 239

was already retired on July 5, 2006 and was take over shortly thereafter by the Wuppertal "Locomotive Club 103" with the goal of restoring it to its condition when delivered as a Rheingold locomotive. Finally the extensive restoration work was completed in the summer of 2008 and with a new cobalt blue / beige paint scheme done by the Dessau maintenance facility this locomotive has since been operational as road number E 10 1239 for special runs.



© Otto Blaschke

 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 193 for warranty terms.



30390 Class E 10.12 Electric Locomotive

Prototype: German Federal Railroad (DB) class E 10.12 electric locomotive. Cobalt blue / beige basic paint scheme as the interim Rheingold locomotive. Version with 5 lamps on each end, high-efficiency vents with vertical grills, and a continuous rain gutter. Road number E 10 1242. The locomotive looks as it did in spring/summer of 1962.

Model: This is a reissue of a Märklin classic. It has an mfx digital decoder. The locomotive also has controlled high-efficiency propulsion. 2 axles powered in one truck. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive body and frame are constructed of metal. Both ends of the locomotive have a Relex coupler. The packaging has a colored representation of the locomotive borrowed from the historic packaging. Length over the buffers 18 cm / 7-1/16".

The "Tin-Plate" passenger car set to go with the class E 10.12 Rheingold locomotive can be found in the Märklin H0 assortment under item number 40850.

One-time series for the start of European TEE service 60 years ago on June 2, 1957.

Highlights:

- **Märklin classic from the Sixties.**
- **Elegant Rheingold paint scheme.**
- **mfx digital decoder included.**
- **Packaging includes a colored representation of the locomotive borrowed from the historic packaging for the class E 10.**

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					
Direct control					

Version with 5 lamps on each end



40850

30390



Comfortable and Special



40850 Rheingold "Tin-Plate" Car Set

Prototype: 5 different design German Federal Railroad (DB) four-axle TEE passenger cars. Cobalt blue / beige Rheingold paint scheme. 2 type Av4üm-62 TEE compartment cars, 1st class. 1 type AD4üm-62 TEE vista dome car, 1st class. 1 type WR4üm TEE dining car. 1 type Ap4üm-62 TEE open seating car, 1st class. The cars look as they did in the summer of 1962.

Model: All of the cars have Relex couplers and rubber type diaphragms. They also have imprinted train destination signs. The cars have different car numbers. 1 compartment car has factory-installed marker lights. Each car comes in packaged in its own marked box with the packaging design borrowed from the historic packaging of that time. There is also a master package.

Length over the buffers per car 24 cm / 9-1/2".

The class E 10.12 Rheingold electric locomotive to go with this car set can be found in the Märklin H0 assortment under item number 30390.

One-time series for the start of European TEE service 60 years ago on June 2, 1957.

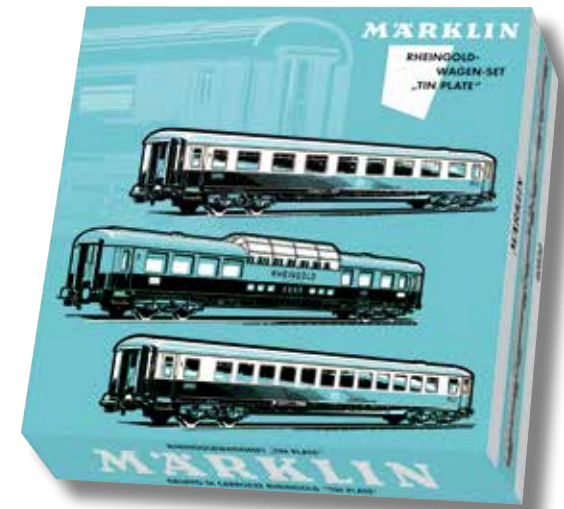
Highlights:

- **Elegant Rheingold paint scheme.**
- **The start of European TEE service 60 years ago on June 2, 1957.**



"Tin-Plate" version with a car length of 24 cm / 9-1/2"





Prototypical train marker light



40850

30390

The Powerful One



37008 Class V 100.20 Diesel Locomotive

Prototype: German Federal Railroad (DB) class V 100.20 diesel locomotive. Crimson red version for Era III. The locomotive looks as it did around 1965. Road number V 100 2263.

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 locomotive has Telex couplers front and rear that can be controlled separately. 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. 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".

Highlights:

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

One-time series.

V 100 with Telex couplers front and rear



Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					
Telex coupler on the front					
Diesel locomotive op. sounds					
High Pitch Horn					
Telex coupler on the rear					
Direct control					
Headlight(s): Cab2 End					
Low Pitch Horn					
Headlight(s): Cab1 End					
Sound of squealing brakes off					
Letting off Air					
Conductor's Whistle					
Switching maneuver					
Sound of Couplers Engaging					
Coupler procedure for uncoupling					
Operating sounds					



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 193 for warranty terms. See Page 192 for an explanation of the symbols and age information.



45082 "VW Type T2 Bus Transport" Auto Transport Car Set

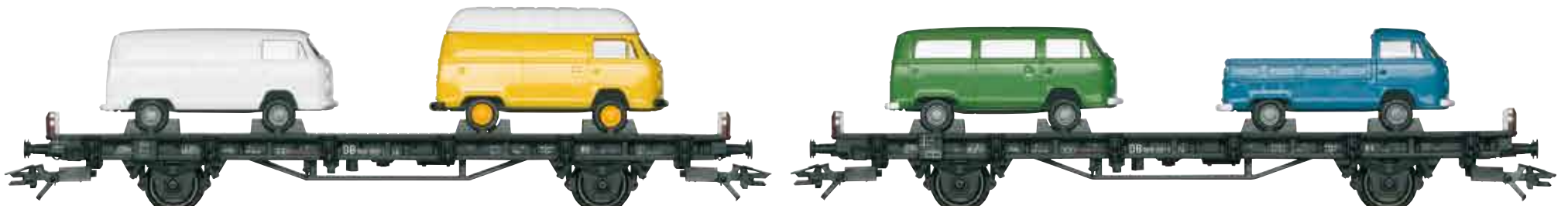
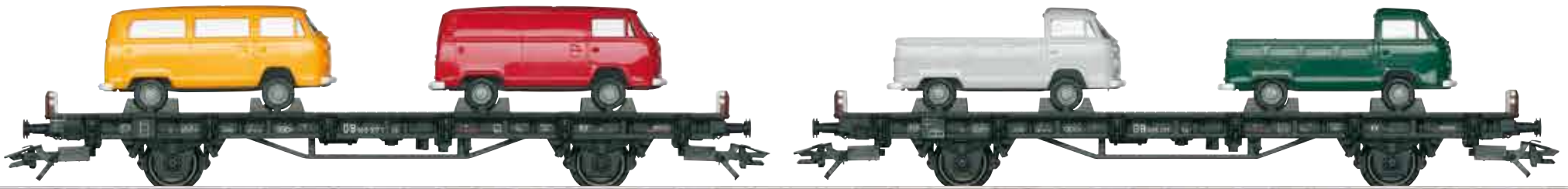
Prototype: 4 German Federal Railroad (DB) Interchange Design type Sm 24 flat cars, as gondola cars, to transport road vehicles. Each flat car is loaded with 2 VW type T2 Bus Transporters in different colors and versions. VW busses in the versions as station wagons, panel trucks, flatbed trucks, and panel trucks with a high roof. The cars and vehicles look as they did at the end of the Sixties.

Model: The flat cars have a long wheelbase. The flat car superstructures have restraints for road vehicles. All of the flat cars have different car numbers. Each flat car is loaded with 2 VW Bus models from the firm Brekina, in different colors and versions. The cars are individually packaged.

Total length over the buffers 63 cm / 24-13/16".

DC wheel set per car E700580. Trix Express wheel set 33357811.

One-time series.



45082

37008



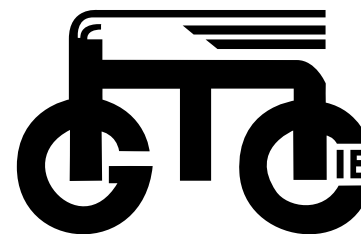
45083 Auto Transport Car with 2 VW Type T1 "Märklin" Bus Transporters


Prototype: German Federal Railroad (DB) Interchange Design type Sm 24 flat car, as a gondola car, to transport road vehicles. The flat car is loaded with 2 VW type T1 "Märklin" Bus Transporters. The VW busses are in the versions as a panel truck and a flatbed truck. The car and vehicles look as they did around 1965.

Model: The flat car has a long wheelbase. The flat car superstructure has restraints for road vehicles. The flat car is loaded with 2 VW Bus models from the firm Brekina, in the versions as a panel truck and a flatbed truck. Length over the buffers 15.5 cm / 6-1/8".

DC wheel set E700580. Trix Express wheel set 33357811.

One-time series.



 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 193 for warranty terms.



Designed for Heavy Loads



39225 Class 194 Heavy Freight Train Electric Locomotive

Prototype: German Federal Railroad (DB) class 194. Version in a "Ocean Blue" / ivory paint scheme. Road number 194 178-0. The locomotive looks as it did in 1980.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It has controlled high efficiency propulsion. 3 axles powered. Traction tires. The locomotive has an articulated frame to allow it to negotiate curves better. 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 both ends can be turned off. When the switching range is on, then the "Double ‚A‘ Light" function is on. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has separately applied grab irons. Length over the buffers 21 cm / 8-1/4".

Highlights:

- **msd3 digital decoder.**
- **Extensive sound functions included.**
- **mfx+.**
- **Telex coupler front and rear.**

A freight car set with 5 cars to go with this locomotive is being offered exclusively for the MHI under item number 47689.

One-time series.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					CS3
Telex coupler on the rear					Blower motors
Electric locomotive op. sounds					Blower motors
Warning Sound					Brake Compressor
Telex coupler on the front					Letting off Air
Sound of squealing brakes off					Operating Sounds 1
Headlight(s): Cab2 End					Conductor's Whistle
Whistle for switching maneuver					Doors Closing
Headlight(s): Cab1 End					Cab Radio
Direct control					Compressor
Station Announcements					Cab Radio
Sanding					Blower motors
Cab Radio					Operating Sounds 2
Switching maneuver					Station Announcements
Coupler procedure for uncoupling					Station Announcements
Warning announcement					Pantograph Sounds

Telex couplers front and rear





47689 Container Flat Car Set with 5 Cars

Prototype: Four type Lbgjs 598 2-axle container flat cars and one type Skz-z 707 4-axle deep-well flat car, all painted and lettered for the German Federal Railroad (DB). Loaded with 20-foot and 40-foot containers respectively for different firms. The cars and containers look as they did around 1980.

Model: High-performance buffer beams and inset grab irons are modelled on the 2-axle container flat cars. The frame, floor, and load area of the 4-axle deep-well flat car are constructed of metal. The car has special, low design trucks. It also has many separately applied details. The load restraints can be adjusted. All of the cars are loaded with 20-foot and 40-foot containers respectively for different firms. All of the cars and containers have different car numbers or registration numbers. Length over the buffers for the 2-axle cars approximately 17 cm / 6-11/16". Length over the buffers for the deep-well flat car approximately 18.9 cm / 7-7/16".

DC wheel set for the 2-axle cars E700580.
DC wheel set for the 4-axle car E320577.

Highlights:

- All of the cars include different car numbers.
- Extensively imprinted containers with different registration numbers.

Close couplers included on all of the cars

One-time series.



47689

39225

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 193 for warranty terms. See Page 192 for an explanation of the symbols and age information.



Our Insider Model for 2017



39170 Class 103.1 Electric Locomotive

Prototype: German Federal Railroad (DB) class 103.1 electric locomotive. Version with extended cabs, buffer sheathing, and end skirting, with the road number 103 243-2 in a crimson / beige paint scheme. Based at Hamburg-Eidelstedt. The locomotive looks as it did at the end of the Seventies.

Model: The locomotive has an mSD3 mfx+ digital decoder and extensive sound functions. The decoder supports the digital formats mfx, MM1, MM2, and DCC. The locomotive has five-pole high-efficiency propulsion with a flywheel, centrally mounted. Two axles in each truck are 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. The cab lighting can be controlled digitally. The engine room lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. Movable locomotive engineers in both cabs can be controlled digitally. The locomotive engineer can also be changed with a change of direction in analog operation. The locomotive has new, finely detailed single-arm pantographs. The pantographs can be controlled digitally. The locomotive has separately applied windshield wipers. It also has separately applied metal grab irons and roof conductors. Brake hoses that can be mounted on the locomotive and coupler hooks are included separately.

Length over the buffers 23.2 cm / 9-1/8".

Locomotive engineer changes with the direction of travel for the first time, prototypical roof equipment, and the long class 103 in 1:87



Highlights:

- **Completely new tooling.**
- **Metal locomotive frame and body.**
- **Movable locomotive engineer figures in both cabs.**
- **Locomotive engineer also changes with a change of the direction of travel in analog operation.**
- **New, finely detailed single-arm pantographs.**
- **Pantographs can be controlled digitally.**

A passenger car set to go with this locomotive is being offered exclusively for Insider members under item number 43856.

This model can be found in a DC version in the Trix H0 assortment exclusively for Trix Club members under item number 22932.

The class 103.1 electric locomotive with item number 39170 is being produced in 2017 in a one-time series only for Insider members.



© B. Wiesmüller Eisenbahnstiftung



Type SBS 65 pantograph is new tooling



Still not a club member?
Registration form on Page 189.

Digital Functions	CU	MS	MS2	CS1-2	CS3
Headlight(s)					
Pantograph control					
Electric locomotive op. sounds					
Locomotive whistle					
Pantograph control					
Engineer's cab lighting					
Headlight(s): Cab2 End					
Whistle for switching maneuver					
Headlight(s): Cab1 End					
Direct control					
Sound of squealing brakes off					
Locomotive engineer					
Interior lights					
Conductor's Whistle					
Special Function					
Blower motors					

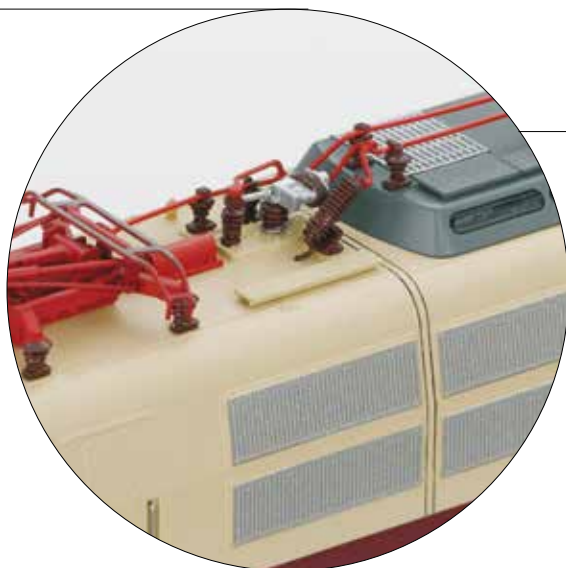
The Class 103.1

At the start of the Sixties, the DB decided to expand the growing passenger train service with the development of a powerful locomotive. At the end of 1962, four test locomotives of the class E 03 were ordered from Henschel (mechanical equipment) and Siemens-Schuckert (electrical equipment). These units were finished in time for the International Transportation Exhibition in 1965 in Munich.

Starting in 1969 regular production of the class 103 was done for the InterCity service (IC 71) planned to begin in 1971, but with new specifications. The effective load for TEE and IC trains with speeds of 200 km/h / 125 mph increased from 300 to 480 metric tons, and 800 metric ton D-Zug express trains had to be able to run

at 160 km/h / 100 mph. The 145 regular production locomotives – now designated as the class 103.1 – had a basic design that followed that of the prototypes with a bridge frame, locomotive body consisting of five segments, and three-axle trucks. The same end shape was taken from the pre-production locomotives. The most striking thing externally was the doubling of the ventilation openings by a second five-part row of vent grills in the lower half of the side walls. This was caused by a larger air intake due to the greater performance of the locomotive. With a main transformer adjusted for maximum performance (continuous tractive effort output of 6,250 kilovolt amps) and type WBM 368/17f lightweight traction motors with a continuous rating of 1,240 kilowatts the result was a full increase in performance of 25.3% compared to the prototypes – an impressive 7,440 kilowatts or 10,116 horsepower. The last thirty units (road numbers 103 216-245) were equipped with a frame lengthened by 700 mm / 27-1/2" with larger cabs in order to realize the increase in size of the cramped cabs requested urgently by locomotive engineers. In addition, a more powerful air conditioning unit that could control the supply of warm or cool fresh air independent of the outside temperature contributed to the well-being of the engineers.

After being delivered in the years 1970 to 1974 the class 103.1 units immediately took over the new IC trains as well as the prestigious TEE trains that had now been partially integrated into the new IC network. The regular production locomotives ran in regular service until December of 2002, over thirty years of use in heavy, high-quality passenger train service running at the highest levels of performance. Several units remained on the roster for reserve and special service. Two units (road numbers 103 113 and 245) are still kept operational at the Munich maintenance facility by the DB Inc. for long distance service and get a workout regularly.



Prototypical roof equipment for road number 103 243-2

The new item in model railroad operations:
A locomotive engineer that changes cabs with the direction of travel



43856

39170



TEE Parsifal Insider Model



43856 TEE 32 Parsifal Express Train Passenger Car Set

Prototype: 5 different design TEE express train passenger cars for the TEE 32 "Parsifal", used between Hamburg-Altona and Paris Nord via Bremen, Münster, Dortmund, Essen, Cologne, Aachen, Liège, Namur, and St. Quentin. 1 type Apmz 121 open seating car, 1 type ARDmh 105 bar car, 1 type WRmh 132 dining car, and 2 type Avmz 207 compartment cars. The cars look as they did at the end of the Seventies.

Model: The cars have underbodies and skirting specific to the car types. The type Apmz has a steep-pitched roof, black skirting, Minden-Deutz design trucks, disk brakes like the prototype, magnetic rail brakes, anti-roll shock absorbers, and no generator. The type ARDmh has a steep-pitched roof, black skirting, Minden-Deutz design trucks with disk brakes, magnetic rail brakes, and a separately applied generator. The type WRmh has a steep-pitched roof, black skirting, Minden-Deutz design trucks with disk brakes, magnetic rail brakes, and a separately applied generator. Both type Avmz cars have red skirting and Fiat trucks with disk brakes, magnetic rail brakes, and anti-roll shock absorbers. All of the cars have factory-installed LED interior lighting and operating current-conducting couplers. Maintenance-free warm white LEDs are used for the lighting. A pickup shoe is mounted on one car in the set. The 73407 marker light

kit can be installed on all of the cars. One type Avmz has built-in marker lights.

Total length over the buffers approximately 142 cm / 55-7/8".

Highlights:

- **Factory-installed LED interior lighting included on all of the cars.**
- **Operating current-conducting couplers.**
- **Built-in marker lights and a pickup shoe mounted on one car.**

The class 103.1 electric locomotive to go with this car set is being offered exclusively for Insider members under item number 39170.

This passenger car set can be found in a DC version in the Trix H0 assortment under item number 23475 exclusively for Trix Club members.

The 43856 passenger car set is being produced in 2017 in a one-time series only for Insider members.



Prototypical train marker light



The "Parsifal" in use between Hamburg-Altona and Paris Nord



TEE "Parsifal" and 60 Years of the TEE

Eight European railroad managements agreed to introduce a high-class express train service exclusively for 1st class for the 1957/58 annual schedule – the Trans-Europe-Express (TEE). Not all of the initially planned connections were implemented, yet finally agreement was reached on 13 pairs of trains on a route network with 5,100 kilometers / 3,188 miles. Ten of these TEE trains with euphonious names went into operation for the summer schedule starting June 2, 1957: "Rhein-Main" (Amsterdam – Frankfurt), "Saphir" (Oostende – Dortmund), "Helvetia" (Hamburg – Zürich), "Paris-Ruhr" (Paris – Dortmund), "Edelweiss" (Amsterdam – Zürich), "Étoile du Nord" (Paris – Amsterdam), "Oiseau Bleu" (Paris – Brussels), "Arbalète" (Paris – Zürich), "Île de France" (Paris – Amsterdam), and "Mont Cenis" (Lyon – Milan). The three remaining connections came for the 1957 winter schedule: One was the TEE 155/190 "Parsifal" introduced on October 3, 1957. Richard Wagner's famous opera about the noble knight "Parsifal"

lent its name to the train. The "Parsifal" now formed the counterpart train to the TEE "Paris-Ruhr" in the schedule. The "Parsifal" started at Paris Nord in the early morning, returned in the evening from Dortmund, and on the way served the French stop of Maubeuge, the Belgian stations Charleroi, Namur, Liège, Verviers, and Herbesthal, and in Germany Aachen, Cologne, and Essen. Added to this train was the TEE "Mediolanum" (Munich – Milan) and "Ligure" (Marseille – Milan).

Initially, an SNCF class RGP 825 powered rail car ran as the TEE "Parsifal". With the extension of the train route up to Hamburg (952.4 km / 595.25 miles) on May 29, 1960 a seven or eight-part DB class VT 11.5 diesel powered rail car train took over. On September 29, 1968, the "Parsifal" was converted to a locomotive-hauled train after the completion of electrification on the German side. It now consisted of two type Avüm compartment cars, one type Apüm open seating car, a type WRüm dining car, and a type ARDüm bar car. The train was reinforced between Aachen and

Hamburg by the addition of another type Avüm and Apüm. Initially, the class 112 (E 10.12) locomotives and from 1971 on the flagship of the German Federal Railroad – the high stepping six-axle class 103.1 – pulled this TEE on the German section Aachen/Cologne – Hamburg. Between 1969 and 1974, 145 of these powerful units entered the DB roster with the road numbers 103 101-245. Right from the start, they had been designed for speeds up to 265 km/h / 167 mph, but they were only allowed to run up to 200 km/h / 125 mph. With their elegant streamlined shape and the Siemens rubber ring spring cardan drive the class 103 locomotives were the most powerful German electrics and had an hourly rating of 7,780 kilowatts / 10,581 horsepower. Yet the latest motive power could not prevent the decrease in ridership, and at the end of the winter schedule for 1978/79, the TEE "Parsifal" service was halted. In the next schedule period, the "Parsifal" only ran between Cologne and Paris as a two-class express train D 434/435.



43856

39170



18035 Krupp Flatbed Front Steering Truck with a Trailer

Prototype: Krupp front steering truck with a 2-axle trailer to go with it.

Model: The truck superstructure is constructed of die-cast metal, the underbody of sheet steel. The metal wheels are turned parts with rubber tires. The radiator grill, headlights, brake lights, and other details are painted to contrast with the basic color of the truck. The cab has a window insert. The trailer is also constructed of die-cast metal and the rims are turned metal parts with rubber tires. The paint scheme for the trailer fits that of the truck.

Vehicle length approximately 22 cm / 8-5/8".

The vehicle and the packaging are permanently marked as replicas.

The 18035 Krupp truck with a trailer is being produced in 2017 in a one-time series only for Insider members.

Highlights:

- **Reproduction of an absolute classic: the Krupp front steering truck with a trailer from the Sixties.**
- **Replica of the truck, produced from the original tooling of the earlier 8034 model.**
- **Cardstock packaging with an historic design.**
- **The Krupp truck is being delivered with a certificate of authenticity.**



Welcome to Märklin my world.

Welcome to Märklin my world. Unpack, set up, and you are ready to run trains. This will delight even small model train fans. You can experience this with Märklin my world. The sets are ideal for children ages 3 and older, they are tough, and thanks to USB and the new rechargeable battery, the trains with these batteries recharge on their own – endless play fun with the light and horn always available!

These sturdy trains are designed for the age group and they provide all kinds of creative, carefree play fun with their magnet couplers and especially robust components.

New in the Märklin my world product world:

All kinds of fun and fantasy is coming to your children's room with our new theme worlds! Whether it is the high speed of the new ICE starter set or the "Farm" adventure. All of the sets offer different ways that they can be set up. Märklin my world means unlimited play fun with the large assortment of accessories.

You give the signal and your new ICE zooms at high speed through your children's room. Punctual down to the minute – press on the button on the Märklin Power Control Stick and sound the horn. By contrast, you start the day enjoyably on the farm. All of the animals want to be fed and they want to be brought out to the pasture. It is good that your train is standing ready at the feed silo. The bales of hay are loaded, and you are ready to go.

Do you want to experience the wide American prairie and travel through the endless grasslands of the mustangs and bison? With the great "Santa Fe", you are there in no time at all.



"ICE 3" Starter Set



29330 "ICE 3" Starter Set

Prototype: A high-speed train based on the ICE 3. Five-part train set.

Model: The train has a battery-powered drive and magnetic couplers between the individual cars. There is a permanently coupled unit consisting of a motorized end car and a passenger car with built-in battery holder. The train has 3 speed levels in both forward and reverse, 3 sound functions, and dual headlights.

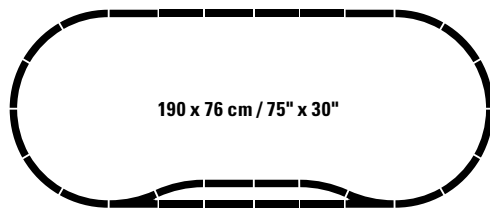
Train length 63 cm / 24-13/16".

Contents: The set has 12 sections of curved plastic track (R1), 7 sections of straight plastic track (length 171.7 mm / 6-3/4"), 5 sections of straight plastic track (length 188.3 mm / 7-13/32"), 2 sections of curved plastic track (turnout curve), 1 left turnout and 1 right turnout. An easy-to-use wireless Märklin Power Control Stick and a rerailer, and 4 AA and 2 AAA batteries are included with this set. The train can be operated in 2 different frequencies (A/B) so another battery-powered train can be operated with this set at the same time. Expand this set with the 23300 Plastic Track Extension Set.

Highlights:

- **Battery powered train with light and sound functions.**
- **The infrared Märklin Power Control Stick was designed to be easily held by children.**
- **Connecting cars together is as easy as child's play with the magnet couplers.**
- **Very suitable toy train for children ages 3 and up.**
- **Sturdy plastic track designed for quick setup and takedown – even on the floor.**
- **Batteries and a rerailer included.**

Functions	Battery train
Headlight(s)	■
Station Announcements	■
Horn	■
Doors Closing	■



12x



5x



7x



2x



1x



1x



4x



2x



Station Platform with Light



72213 Station Platform with Light

This snap-together kit is made of sturdy plastic. The Station Platform kit can be assembled easily from just a few parts by children ages 3 and up. In addition, the station platform has a battery-powered light function. A sheet of stickers, assembly instructions and 2 AAA batteries are included.

This station platform is the ideal add-on to the battery-operated trains, item numbers 29100, 29209, 29212, 29301, 29302, 29303, 29304, 29308, 29309, 29330, and 29331.

Highlights:

- **Kit consisting of a few snap-together parts – ideal for children ages 3 and up.**
- **The light function on the station platform provides maximum play fun.**
- **Batteries included.**



See Page 192 for an explanation of the symbols and age information.

“Freight Train” Starter Set



29309 “Freight Train” Starter Set

Prototype: Freight train consisting of a diesel locomotive and two container flat cars, loaded with two 20-foot containers or a 40-foot container.

Model: The locomotive has a rechargeable battery drive and a magnet coupler on the back. The motor, battery, and electronics are designed to be inaccessible by children. The locomotive can be recharged with the included charging cable. The locomotive has 3 speed levels in forward and reverse, 3 sound functions, and triple headlights. The features on the locomotive are easily controlled with the child-friendly Märklin Power Control Stick. The sturdy container cars have magnet couplers and can be opened and loaded easily. A permanently installed metal piece in the container cars allows them to be loaded and unloaded magnetically when using the 72211 Freight Loading Station. Train length 47.7 cm / 18-3/4”.

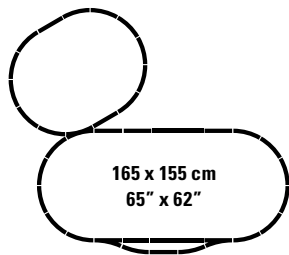
Contents: The set has 22 sections of curved plastic track (R1), 7 sections of straight plastic track (length 171.7 mm / 6-3/4”), 4 sections of straight plastic track (length 188.3 mm / 7-13/32”), 2 sections of curved plastic track (turnout curve), 1 left turnout, 1 right turnout,

1 crossing, and a easy-to-use wireless Märklin Power Control Stick. A rerailer, a charging cable for the locomotive, and 2 AAA batteries are included. There is also a sheet of stickers of different foreign railroads for the locomotive. The train can be operated in 2 different frequencies (G/H) so another battery-operated train can be used with this set. Expand this set with the 23300 Plastic Track Extension Set.

Highlights:

- **Stickers of foreign railroads for applying onto the locomotive included.**
- **Diesel locomotive with rechargeable battery, and light and sound functions.**
- **The locomotive can be recharged easily with the charging cable.**
- **The infrared Märklin Power Control Stick was designed to be easily held by children.**
- **Connecting cars together is as easy as child’s play with the magnetic couplers.**
- **Very suitable toy train for children ages 3 and up.**
- **Sturdy plastic track designed for quick setup and takedown– even on the floor.**
- **A rerailer included.**

Functions	Battery train
Headlight(s)	■
Sound of squealing brakes off	■
Conductor’s Whistle	■
Horn	■





29308 Farming Starter Set

Prototype: Freight train consisting of a steam locomotive with tender and two animal transport cars.

Model: The train has a battery drive and magnetic couplers between the individual cars. The locomotive and tender are a permanently coupled unit with a built-in battery holder. The locomotive has 3 speed levels in forward and reverse, 3 sound functions and dual headlights. **In addition,** the locomotive has a **water-based smoke generator so that the locomotive can steam from the smoke stack.**

Train length 70.2 cm.

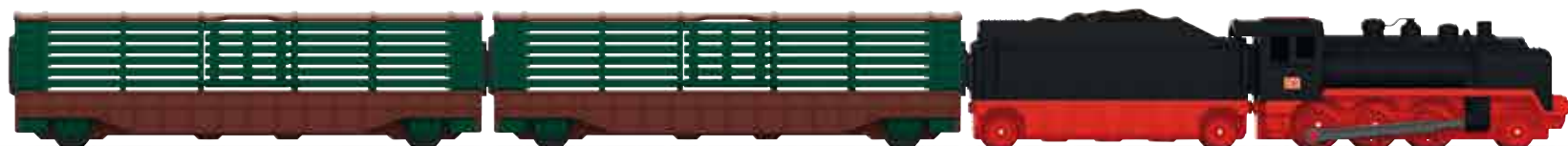
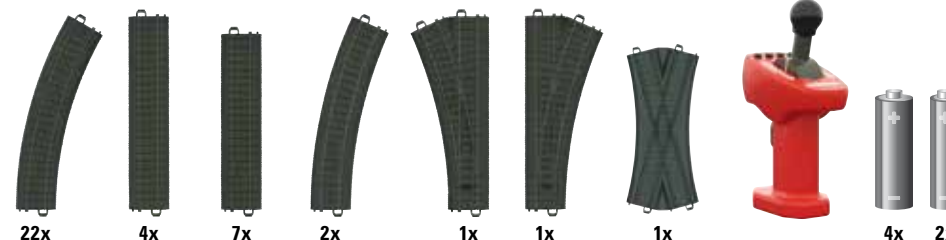
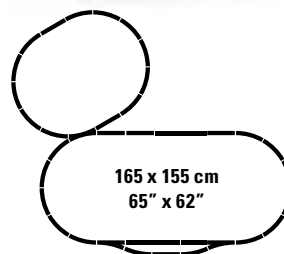
Contents: The set has 22 sections of curved plastic track (R1), 7 sections of straight plastic track (length 171.7 mm / 6-3/4"), 4 sections of straight plastic track (length 188.3 mm / 7-13/32"), 2 sections of curved plastic track (turnout curve), 1 left turnout, 1 right turnout, and 1 crossing. An easy-to-use, wireless infrared controller is also included. Different farm animals, a model of a tractor, a reloader, and 4 AA and 2 AAA batteries are included with this set. The train can be operated in 2 different frequencies so another battery-powered train can be operated with this set at the same time. This set can be expanded with the 23300 Plastic Track Extension Set.

This starter set can be expanded with the Farm (item number 72212) into a fun-filled farm themed play world.

Highlights:

- **Newly developed, battery-operated steam locomotive with a tender and light, steam and sound functions.**
- **Animal transport cars with an unloading ramp for the animals.**
- **Connecting cars together is as easy as child's play with the magnetic couplers.**
- **The infrared Märklin Power Control Stick was designed to be easily held by children.**
- **Very suitable toy train for children ages 3 and up.**
- **Sturdy plastic track designed for quick setup and takedown – even on the floor.**
- **Themed accessories included for added play value.**
- **Batteries included.**

Functions	Battery train
Headlight(s)	■
Steam locomotive op. sounds + steam	■
Conductor's Whistle	■
Locomotive whistle	■



Theme Area of Farming



72212 Farm

Farm kit for children, with four different ways to set it up.

This is a sturdy kit with a few parts that snap together. **The farm has animal figures, stalls, bales of hay, and a feed silo.** The bales of hay can be loaded with a hoist. The kit comes unassembled.

This farm is the ideal add-on for the 29308 Farming Starter Set.

Highlights:

- **Maximum play fun with a snap-together kit designed for children. The kit has a wide variety of setup and play possibilities.**
- **Together with the Farming Starter Set, you can create of multi-faceted play world that will thrill children.**



Back page

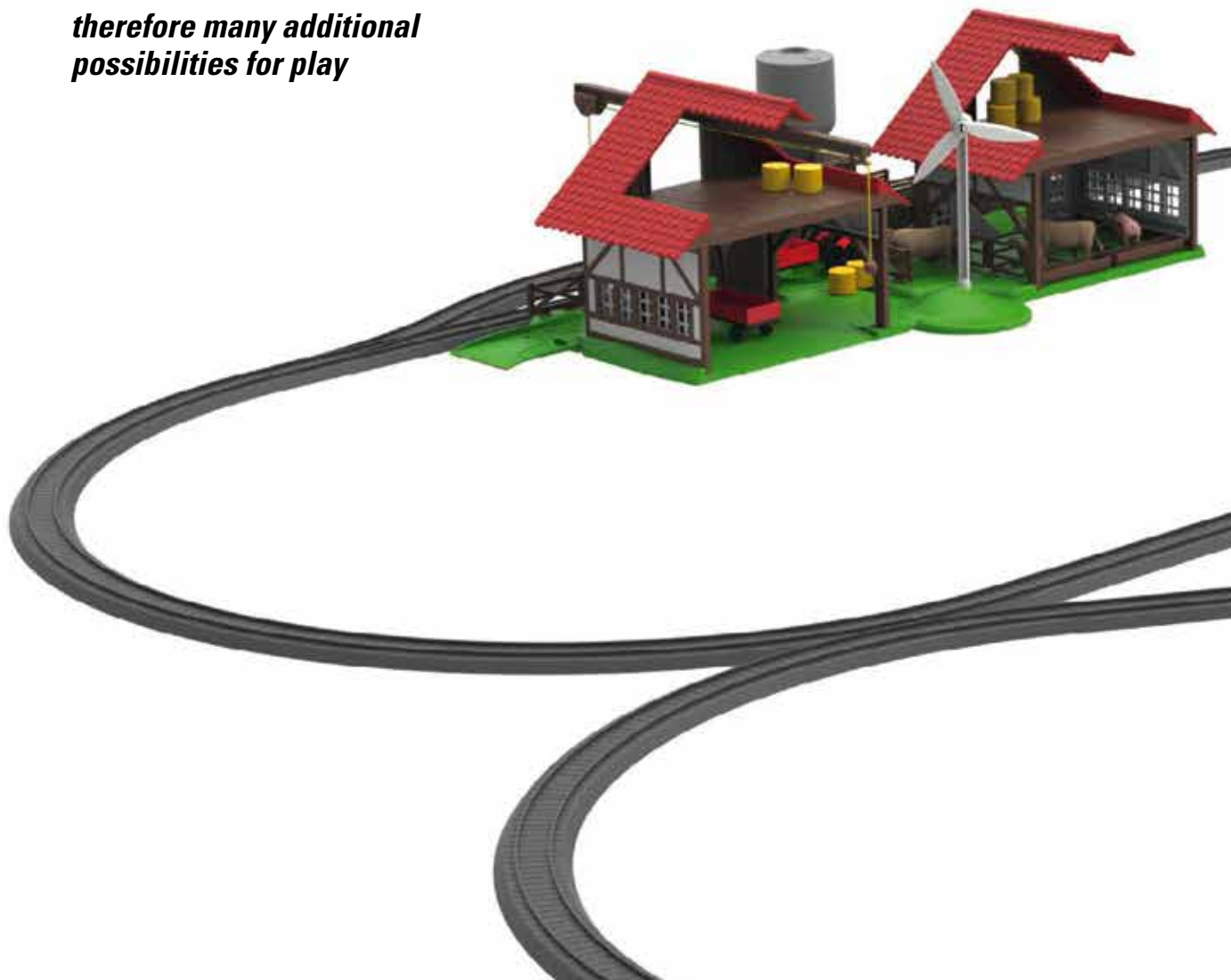


Front page

Fully compatible with



therefore many additional possibilities for play



"Santa Fe" Starter Set



29331 "Santa Fe" Starter Set

Prototype: Passenger train consisting of an F7 diesel locomotive (A and B unit) and three passenger cars.

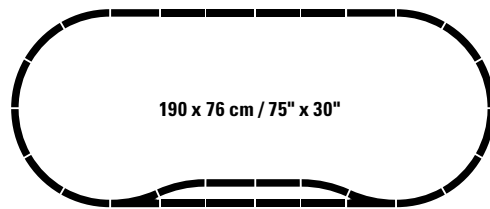
Model: The train has a battery drive and magnetic couplers between the individual cars. The F7 diesel locomotive (A unit) and the B unit are a permanently coupled unit with a built-in battery holder. The train has 3 speed levels in forward and reverse, 3 sound functions, and dual headlights. Train length 59.2 cm / 23-5/16".

Contents: The set has 12 sections of curved plastic track (R1), 7 sections of straight plastic track (length 171.7 mm / 6-3/4"), 5 sections of straight plastic track (length 188.3 mm / 7-13/32"), 2 sections of curved plastic track (turnout curve), 1 left turnout and 1 right turnout. An easy-to-use wireless Märklin Power Control Stick and a rerailer, and 4 AA and 2 AAA batteries are included with this set. The train can be operated in 2 different frequencies so another battery-powered train can be operated with this set at the same time. This set can be expanded with the 23300 Plastic Track Extension Set.

Highlights:

- **Newly developed, battery powered train with light and sound functions.**
- **Connecting cars together is as easy as child's play with the use of magnetic couplers.**
- **The infrared Märklin Power Control Stick was designed to be easily held by children.**
- **Very suitable toy train for children ages 3 and up.**
- **Sturdy plastic track designed for children for quick setup and takedown – even on the floor.**
- **Batteries and rerailer included.**

Functions	Battery train
Headlight(s)	■
Diesel locomotive op. sounds	■
Horn	■
Cab Radio	■



12x



5x



7x



2x



1x



1x



4x



2x





A hand sample is shown
in the image.





A Longer Cab and a Perfect Start to the Season

After the public presentation of our long 103 as an Insider model early this year, we are getting started with innovation and all kinds of operating enjoyment.

In cooperation with the German Bundesliga, we are presenting a specially designed set of all 18 Bundesliga clubs for all fans of soccer.

A set that is more than just something for model railroad fans, because this year all of the teams for the coming season 2017/2018 will get their own container car in an extensive unique design. It is clear that this set also has to have a suitable locomotive with a top soccer design.

The motive power of the early Fifties, the class 42 will win model railroaders over right in the first months of this year in two variations as completely new tooling. One time as an mfx+ version with full sound and another one with a different road number as an mfx version.

This year we are also bringing an entire array of locomotives and cars from all eras to your model railroad layout, such as the newest classes of the Vectron and Traxx family. Have a TRAXX 3 run the last kilometers to an industrial area by switching to the diesel motor. Without contact to the catenary, an attention getter as a model and in real life.

2017 is also the year of the "TransEuropExpress", because just 60 years ago seven railroads started with their ambitious plans to bring elegant, comfortable travel to the rails. Come with us and explore this concept through the eras of the history of long distance passenger service.

We hope you will have fun leafing through this new items brochure and trying out the new AR functions.

Your Märklin Team

Off to the stadium



36655 "Bundesliga" Diesel Locomotive

Prototype: Class 285 diesel locomotive from the TRAXX type program.

Model: The model is a class 285 "Bundesliga" diesel locomotive in a fictitious paint scheme with illustrations of all German club logos for the 2017/2018 season. The locomotive is constructed of metal with many built-in details. It has a special motor, an mfx digital decoder, and two sound functions independent of the locomotive's speed. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Warm white LEDs are used for lighting. Length over the buffers 21.7 cm / 8-1/2".

One-time series.

Highlights:

- "Bundesliga" diesel locomotive with illustrations of all German club logos for the 2017/2018 season.
- Locomotive constructed of metal with a built-in mfx digital decoder and two sound functions.
- Warm white LEDs for lighting.

This model is only available in Germany due to licensing reasons.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)	█	█	█	█	█
Surrounding Sounds 1	█	█	█	█	█
Surrounding Sounds 2	█	█	█	█	█
Direct control	█	█	█	█	█



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All of the "Bundesliga" clubs included

Right side of locomotive



The products shown here show the associations for the 2016/2017 season.

Left side of locomotive



VI 

44812 "Bundesliga" Car Set, Set 1

44813 "Bundesliga" Car Set, Set 2

44814 "Bundesliga" Car Set, Set 3

Prototype: Car set consisting of 3 container transport cars and 3 refrigerator cars.

Model: This car set is for 6 "Bundesliga" clubs and consists of 3 container transport cars and 3 refrigerator cars. Each car has a fictitious paint scheme and lettering with the logo for a "Bundesliga" club for the 2017/2018 season. The container cars have a 30 ft. container superstructure. The cars have Relex couplers. All of the cars are individually packaged.

Length over the buffers per car 11.5 cm / 4-1/2". DC wheel set E700580.

Highlights:

- Each car decorated with the logo of a "Bundesliga" club for the 2017/2018 season.

This model is only available in Germany due to licensing reasons.

One-time series.

The products shown here show the associations for the 2016/2017 season.



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Set 1



Set 2



Set 3



An Invitation to Play



44215 Refrigerator Car

Prototype: Privately owned car painted and lettered "Nimm 2" for August Storck KG in Berlin, Germany.

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



44736 Building Block Car Set

Model: The car set consists of a four-axle low side car as a building block car and 3 building sets for different car bodies. The car is provided with the familiar pegs that invite you to build with building blocks. A building set for a passenger car, a gondola, and a tank car are included with the car set to build different car bodies. The building sets each contain the building blocks for the car bodies, the building instructions for each car body, and stickers for fictitious car lettering. The car has Relex couplers. Length over the buffers 16 cm / 6-5/16". DC wheel set E700580.

This is a product of the brand BanBao and should not be confused with other products from other manufacturers.

Highlights:

- Building block car with 3 building sets for different car bodies.

The building block car can be found in the Märklin Start up assortment as an individual item under item number 44734.

Sets include building blocks from the brand BanBao, building instructions, and stickers





72781 "Restaurant" 3D Building Puzzle

This is a multi-story half-timbered house with a restaurant on the ground floor, in 1:87 scale. The building can be assembled easily from 44 parts without using tools or cement. The assembly time is about 2-2.5 hours. This 3D puzzle is designed for children ages 8 and up.



Highlights:

- The appealing design of the building will be an attention getter on any model railroad layout.
- 3D building puzzle can be built without tools and cement.
- This building will thrill children and adults alike with its realistic look.

3D puzzle fun



72782 "Theater" 3D Building Puzzle

This is a multi-story theater, in 1:87 scale. The building can be assembled easily from 55 parts without using tools or cement. The assembly time is about 2-2.5 hours. This 3D puzzle is designed for children ages 8 and above.



72784 "Residential and Commercial Buildings" 3D Building Puzzle

These are multi-story residential and commercial buildings in 1:87 scale. This row of buildings can be assembled easily from 93 parts without using tools or cement. The assembly time is about 2-2.5 hours. This 3D puzzle is designed for children ages 8 and above.



72783 „Corner Building with a Bank" 3D Building Puzzle

This is a multi-story corner building with a bank branch on the main floor, in 1:87 scale. The building can be assembled easily from 94 parts without using tools or cement. The assembly time is about 2-2.5 hours. This 3D puzzle is designed for children ages 8 and above.



These buildings can be used individually on a layout, or they can be put together as a row of buildings.

Theme Area of Construction Sites



29184 "Construction Site" Starter Set. 230 Volts

Prototype: Henschel class DHG 500 industrial diesel locomotive. One type Kbs freight car, one low side car, and a boxcar painted and lettered for a construction train.

Model: The locomotive has a digital decoder and a special motor. 1 axle powered. Traction tires. The locomotive has triple headlights that change with the direction of travel, will work in conventional operation, and can be controlled digitally. There is a blinking light on the cab roof. Rolls with catenary wire and a construction vehicle constructed of metal are included with the set to load the freight cars. All of the cars have Relex couplers.

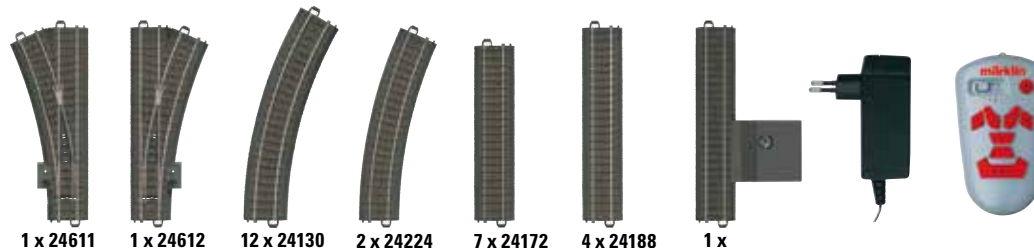
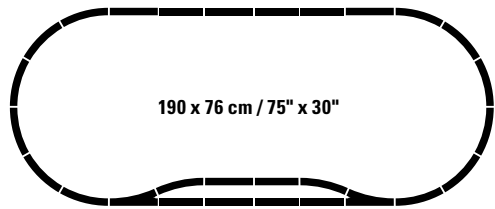
Train length 49.9 cm / 19-5/8".

Contents: 12 no. 24130 curved track, 4 no. 24188 straight track, 1 base station, 7 no. 24172 straight track, 2 no. 24224 curved track, 1 no. 24612 right turnout and 1 no. 24611 left turnout. A switched mode power pack and a wireless infrared controller are included. This set can be expanded with the C Track extension sets and with the entire C Track program. The 74492 turnout mechanism can be installed in the turnouts.

Highlights:

- **Sturdy construction train – ideal for children ages 6 and older.**
- **Digital locomotive with a controllable blinking light and triple headlights.**
- **Loads provide a variety of ways to play around the theme of track construction.**
- **Freedom of movement around the layout with the wireless IR controller.**
- **C Track layout that is easy to set up.**

The 78184 theme extension set and the 44083 freight car set are ideal as an expansion of the theme world of a construction site.



Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)	█	█	█	█	█
Flashing Warning Light	█	█	█	█	█
Direct control	█	█	█	█	█





78184 "Construction Site" Theme Extension Set

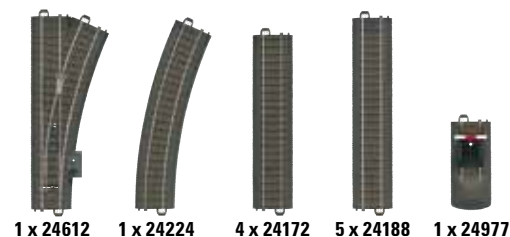
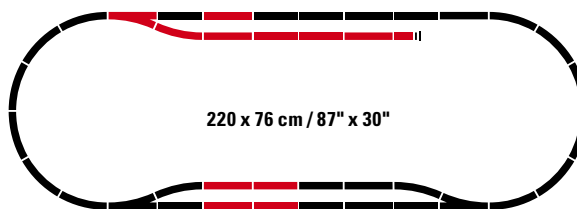
Prototype: Low side car, stake car with a stack of ties, and a gondola with a load insert of "ballast", all in a construction train version. Modern design construction vehicle.

Model: All of the cars have Relex couplers.
Length of the freight car set 34.5 cm / 13-9/16".

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 vehicle constructed of metal.

Highlights:

- **Sturdy models – ideal for children ages 6 and above.**
- **Track for expanding a C Track layout.**
- **A variety of ways to play provided by the construction vehicle and the freight load.**



1 x 24612 1 x 24224 4 x 24172 5 x 24188 1 x 24977



78184

29184

"Freight Service" Digital Starter Set



29400 "Freight Service" Digital Starter Set. 230 Volts

Prototype: German Federal Railroad (DB) class 140 electric locomotive, 1 type Eaos 106 gondola, 1 type Fad 167 hopper car, 1 type Kbs 443 stake car, and 1 petroleum oil tank car painted and lettered for VTG, Inc., used on the German Federal Railroad (DB). The locomotive and cars look as they did around 1979.

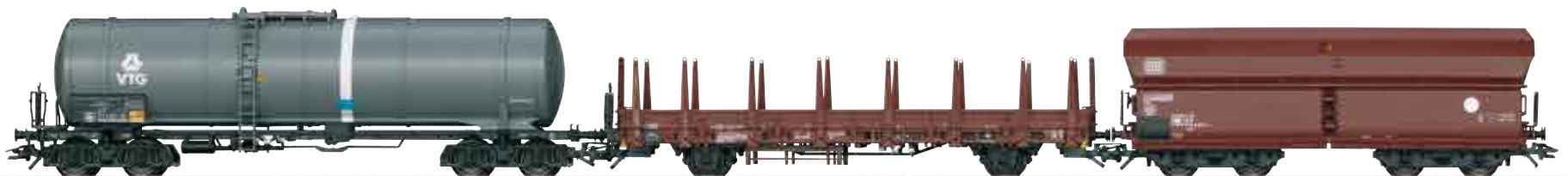
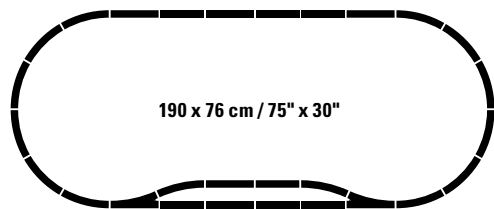
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation and, can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. Train length 81.7 cm / 32-1/8".

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

Highlights:

- This is the ideal way to get started in the digital world of Märklin H0.
- The locomotive has a built-in mfx digital decoder that registers automatically in the Mobile Station.
- The C Track layout is easy to set up.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
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					
Compressor					
Letting off Air					
Blower motors					
Sanding					



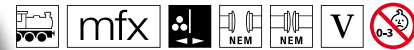
See Page 192 for an explanation of the symbols and age information.



29074 "Era III Freight Train"
Digital Starter Set. 230 Volts



29711 "German Federal Railroad Main Line Service"
Digital Starter Set. 230 Volts



29060 "Era V Freight Train"
Digital Starter Set. 230 Volts



29792 "ICE 2"
Digital Starter Set. 230 Volts



29020 "Austria Era V"
Digital Starter Set. 230 Volts



29721 "Era III Freight Service"
Digital Starter Set. 230 Volts



29479 "Regional Express"
Digital Starter Set. 230 Volts



29351 "Benelux"
Digital Starter Set. 230 Volts



29841 "Modern Freight Service"
Digital Starter Set. 230 Volts



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

A Rarity for Connoisseurs



37484 Class EG 2x2/2 Electric Locomotive

Prototype: Bavarian State Railways class EG 2x2/2 electric locomotive. The locomotive looks as it did around 1920.

Model: This electric locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles and jackshafts powered. 2 traction tires. The locomotive has articulated running gear to negotiate sharp curves. The running gear is mounted to pivot under the fixed end areas of the locomotive. Maintenance-free warm white and red LEDs are used for the lighting. The headlights and marker lights will work in conventional operation and can be controlled digitally. Length over the buffers 14.3 cm / 5-5/8”.

The freight car set from the Märklin H0 assortment available under item number 46066 goes well with this locomotive. This model can be found in a DC version in the TRIX H0 assortment under item number 22269.

Highlights:

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

One-time series.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					
Locomotive whistle					
Electric locomotive op. sounds					
Light Function					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Bell					
Headlight(s): Cab1 End					
Rail Joints					
Pantograph Sounds					
Operating sounds					
Sound of Couplers Engaging					
Blower motors					
Brake Compressor					
Sanding					



Drive system prototypically be means of a jackshaft



Full sound



43989 Baggage Car

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

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

Highlights:

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

One-time series.

With new car numbers



46066 Freight Car Set

Prototype: 3 different design Royal Bavarian State Railroad (K.Bay.Sts.B.) freight cars. One beer car with the advertising "Franziskaner Leistbräu", a type Oq gondola with a gable bar, and a tank car for alcohol with the advertising "Spritfabrik".

Model: The paint and lettering on the cars are authentic for Era I. The frames and superstructures have detailed construction. The tank car has finely detailed construction with a partially open car floor. It also has

a reproduction of the pump shed and a brakeman's cab is included. The ladder for the tank is separately applied and has a handrail. Total length over the buffers 25.5 cm / 10". All of the cars are individually packaged. DC wheel set for the beer car E36669200. Trix Express wheel set 36669300. DC wheel set for the gondola E32301211. Trix Express wheel set 36669300. DC wheel set for the tank car E36669200. Trix Express wheel set 36669300.

Highlights:

- Finely detailed construction of the cars.

The electric locomotive available as item number 37484 and the freight train baggage car available as item number 43989 from the Märklin H0 assortment go with this car set.

One-time series.

All of the cars are individually packaged



| 43989 |

| 46066 |

| 37484 |

100 Years with Full Steam



37587 Class 58.10-21 Freight Steam Locomotive

Prototype: German State Railroad (DRG) class 58.10-21 (former Prussian G 12) freight steam locomotive. With Reichsbahn lanterns and a type 3T 20 tender. Road number 58 1880. The locomotive looks as it did around 1936.

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. There is a smoke unit contact and a 7226 smoke generator kit can be installed in the locomotive. The dual headlamps 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 permanent close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with an NEM coupler pocket and guide mechanism on the front of the locomotive. There is an NEM coupler pocket and guide mechanism with a Telex coupler on the rear of the tender. The locomotive has many separately applied details such as piping and sand pipes. It also has cab lighting. Piston rod protection sleeves and brake hoses are included. Length over the buffers 21.2 cm / 8-3/8".

This model can be found in a DC version in the Trix H0 assortment under item number 22937.



46983 Type PwG Pr 14 Freight Train Baggage Car

Prototype: German State Railroad (DRB) type PwG Pr 14 freight train baggage car. The car looks as it did around 1936.

Model: This is a freight train baggage car with a cupola. The car has a brownish green paint scheme. Length over the buffers 9.6 cm / 3-3/4". DC wheel set E700580.

One-time series.

Highlights:

- **Especially finely detailed metal construction.**
- **Partially open bar frame.**
- **mfx+ digital decoder and extensive operating and sound functions included.**
- **A smoke generator can be installed in the locomotive.**

One-time series.



Digital Functions	CU	MS	MS 2	CS1-2	CS3
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					
Tipping grate					
Air Pump					
Water Pump					
Generator Sounds					



This car can also be an add-on for the Trix H0 steam freight locomotive with item number 22937 or other Märklin H0 freight car sets such as item number 46088.



See Page 192 for an explanation of the symbols and age information.



46065 Freight Car Set

Prototype: 4 different design German State Railroad (DRG) freight cars. 1 type GI Interchange Design Dresden high-capacity boxcar. 1 type Om Interchange Design Königsberg gondola. 1 type Gr Interchange Design Kassel boxcar with a brakeman's cab. 1 type R Stuttgart stake car, Interchange Design with wood stakes. The cars look as they did around 1936.

Model: The GI Dresden boxcar has a reddish brown paint scheme. The Om Königsberg gondola has a reddish brown paint scheme and is loaded with coal. The boxcar has a reddish brown paint scheme. The stake car has a reddish brown paint scheme and a load of wood. All of the cars are individually packaged.

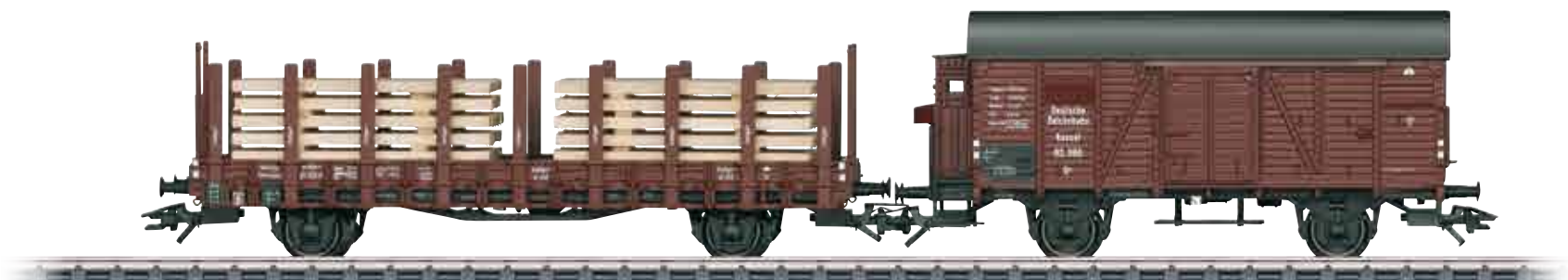
Total length over the buffers approximately 49.3 cm / 19-3/8".
DC wheel set E700580.

One-time series.

Highlights:

➤ **Cars include loads and different car numbers.**

All of the freight cars are individually packaged



46983

46065

37587

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Powerful and Elegant



37168 Class 94.5 Steam Tank Locomotive

Prototype: German State Railroad Company (DRG) class 94.5-17 (former T 16.1) freight tank locomotive. Without a bell, with a feed water heater on the top of the boiler, with a rounded cab roof, smokebox door with a central locking device, and with older design buffers. Locomotive road number 94 1036. The locomotive looks as it did around 1931.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions such as replenishing water, coal, and sand. It 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 generator can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke generator 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. Protective piston rod sleeves and brake hoses are included. Length over the buffers 14.6 cm / 5-3/4".

Highlights:

➤ **World of Operation mfx+ digital decoder and extensive operation and sound functions included.**

A freight car set to go with this locomotive can be found in the Märklin H0 assortment under item number 46065.

This model can be found in a DC version in the Trix H0 assortment under item number 22292.

One-time series.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					
Smoke generator contact					Replenishing fuel
Steam locomotive op. sounds					Replenishing fuel
Locomotive whistle					Sound of Couplers Engaging
Direct control					
Sound of squealing brakes off					
Air Pump					
Whistle for switching maneuver					
Letting off Steam					
Sound of coal being shoveled					
Tipping grate					
Water Pump					
Injectors					
Rail Joints					
"Switcher Double "A" Light"					
Sanding					

Full sound

DRG class 94.5 with three domes and pre-heater on the boiler



See Page 192 for an explanation of the symbols and age information.



39054 Class 05 Streamlined Steam Locomotive with a Tender

Prototype: German State Railroad (DRB) class 05 streamlined express steam locomotive. Version with powdered coal firing and the engineer's cab at the front. Deep black basic paint scheme with a white decorative stripe. Road number 05 003. Locomotive 14.555 in the delivery book for the Borsig Locomotive Works, Hennigsdorf, Germany.

Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. Powdered coal being moved with a compressor (Operating Sounds 1) can be activated by means of the function button. The locomotive has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. Minimum radius for operation is 360 mm / 14-3/16". Cutouts in the side streamlining for smaller track curves can be filled in with add-on fill pieces. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. A third headlight as a headlight for oncoming trains can be controlled separately in digital operation. The engineer's cab lighting can be controlled separately in digital operation. Maintenance-free, warm white LEDs are used for the lighting. The locomotive and tender have numerous, separately applied grab irons. A 7226 smoke generator can be installed on the locomotive. There is a permanent close coupling between the locomotive and tender. Length over the buffers 31.0 cm / 12-1/4".

A suitable collector's case made of wood and glass is included, and there is a relief of the characteristic Borsig gate of the Borsig Locomotive Works on the back wall of the case. An engraved metal plate including the factory number is mounted on the base of the display case. A high quality excerpt from the delivery book is included.

Highlights:

- "Borsig Edition 5".
- Locomotive and tender constructed mostly of metal.
- mfx+ digital decoder included, for even more operating enjoyment.
- Locomotive includes extensive operating and sound functions.
- A suitable collector's case with a relief for each model of the edition.
- Excerpt from the Borsig delivery book included.

One-time series (Model 5 of 5).

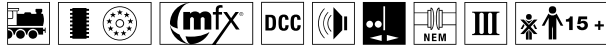
New item from 2016.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
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					
Light(s) for Oncoming Train					
Operating Sounds 1					
Water Pump					
Injectors					
Letting off Steam					
Air Pump					
Sanding					

5th locomotive of the Borsig Edition
Suitable collector's case



The Powerhouse of the Boom Years



39042 Class 42 Heavy Steam Freight Locomotive with a Tub-Style Tender

Prototype: German Federal Railroad (DB) class 42 heavy steam freight locomotive, with a type 2'2'T30 tub-style tender. Black/red basic paint scheme. With Witte standard version smoke deflectors, pilot truck with solid wheels, both lower headlights on the front of the locomotive built into the cylinder block. No smokebox access step below the smokebox door. Locomotive road number 42 1417. The locomotive looks as it did around 1950.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and the tub-style tender are constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. The double 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 cab lighting can be controlled in digital operation. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. The 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, and imitation prototype couplers are included. Length over the buffers 26.4 cm / 10-3/8".



Cylinder block with a light

Highlights:

- **Completely new tooling.**
- **Especially finely detailed metal construction.**
- **mfx+ World of Operation digital decoder and a variety of operation and sound functions included.**
- **Partially open bar frame with mostly open view between the frame and the boiler.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**

Four-axle Erz Id hopper cars for the transport of iron ore to go with this locomotive can be found under item number 00722 as a display of 24 pieces with different car numbers in the Märklin H0 assortment. Another 12 cars with different car numbers can be found in the Trix H0 assortment under item number 24120, with the specification for the required AC wheel sets.

This model can be found in a DC version in the Trix H0 assortment under item number 22224.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
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					
Letting off Steam					
Sound of coal being shoveled					
Tipping grate					
Air Pump					
Water Pump					
Injectors					
Replenishing fuel					
Rail Joints					
					CS3

mfx+ and full steam locomotive sound included



DB Class 42 Heavy Steam Freight Locomotive

In World War II there was already discussion in 1941 about a wartime steam locomotive with an 18 metric ton axle load, the boiler of the class 44, and the running gear of the class 50 for use on lines in the Eastern March (Austria) and the occupied areas in Russia. Two projects were finally favored from the 20 project suggestions for this so-called "Third Wartime Steam Locomotive" (KDL 3). After that, 8,000 units (a little later reduced to 5,000) were to be built of the class 42. Finally, the "Design" steering committee determined the following quantities: 2,500 locomotives with a stay bolt boiler and a bar frame, 1,150 locomotives with a Brotan boiler and a sheet metal frame, and 650 locomotives with a Brotan boiler and a condensation tender. Henschel delivered the first two units in 1943 with a Brotan boiler and the road numbers 42 0001

and 42 0002. Schwartzkopff built the first locomotive with a stay bolt boiler in 1944 as road number 42 501. The class 42 units were a completely new design compared to the predecessor class 52 wartime locomotives derived from the class 50. Externally they had the simple construction of the wartime locomotives with an enclosed cab and only one side window, simple Degenkolb smoke deflectors, and solid wheels on the pilot truck. Yet they offered a striking appearance with the lanterns built into the cylinder block and the short running boards falling to the cylinders. The dome arrangement and the dome sheathing was also unusual. The originally planned quantities were not achieved because of the war. The industry delivered all total 865 of these 80 km/h / 50 mph fast and approximately 1,800 horsepower units. Subse-

quent production after World War II in Poland and Vienna-Flörsdorf increased the quantity in the end to 1,063 units. In the western zones, there were still 701 locomotives left, many of them not operational however. The DB distanced itself rather quickly from them. The last was put into storage on March 27, 1956. Yet with the incorporation of Saarland in 1957, class 42 units came back to the DB roster. Up until October of 1962, they were used mostly in the greater Saarbrücken area to pull ore trains and in heavy pusher service. In the neighboring country of Luxembourg road number 5519 (planned as 42 2718, built in 1948 in Vienna-Flörsdorf) is still in existence as the last operational unit of this class and it is used for special runs under steam.



39043 Class 42 Heavy Steam Freight Locomotive with a Tub-Style Tender

Model: mfx digital decoder included. See the text for the 39042 locomotive for more information about this model.

One-time series.

Numéro d'immatriculation 42 555

Digital Functions	CU	MS	MS2	CS1-2	CS3
Headlight(s)	█	█	█	█	█
Smoke generator contact	█	█	█	█	█
Engineer's cab lighting	█	█	█	█	█
Switching maneuver	█	█	█	█	█
Direct control	█	█	█	█	█



From Emden to the Ruhr Area



00722 Display with 24 Erz Id Hopper Cars

Prototype: 24 German Federal Railroad (DB) type 00t Saarbrücken and 00tz 44 Erz Id four-axle hopper cars. Version with very low upper superstructure and brakeman's platform. Some of the cars still lettered for the Brit.-US-Zone. Used to transport iron ore. Standard design pressed sheet metal trucks with welded underframes as reinforcement. The cars look as they did around 1952.

Model: The hopper cars have detailed construction with different car numbers. All of the cars have brakeman's platforms and end locking wheels. The hopper cars have load inserts for freight loads consisting of scale-sized real iron ore. All of the cars are individually packaged. Length over the buffers per car 11.5 cm / 4-1/2". DC wheel set per car E700580.

Highlights:

- New tooling for the Erz Id hopper car.
- Loaded with real iron ore.
- Many different car numbers.
- Ideal for unit trains.

The class 42 heavy steam freight locomotive to go with these cars can be found under item numbers 39042 and 39043 in the Märklin H0 assortment.

An Erz Id hopper car set with another 12 car numbers can be found in a DC version in the Trix H0 assortment under item number 24120.

One-time series.

24 hopper cars loaded with real-iron ore



00722

39042



48693 Type SSym 46 Heavy-Duty Flat Car

Prototype: German Federal Railroad (DB) type SSym 46 heavy-duty flat car for transporting heavy freight. The car looks as it did around 1961.

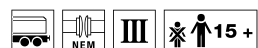
Model: The car's frame is constructed of metal. Stakes and chock blocks that can be installed on the car are included.

Length over the buffers 15.2 cm / 6".

DC wheel set E700580. Trix Express wheel set 33357811.



Both variations included prototypical individual imprinting



48694 Type SSym 46 Heavy-Duty Flat Car

Prototype: German Federal Railroad (DB) type SSym 46 heavy-duty flat car for transporting heavy freight. The car looks as it did around 1961.

Model: The car's frame is constructed of metal. Stakes and chock blocks that can be installed on the car are included.

Length over the buffers 15.2 cm / 6".

DC wheel set E700580. Trix Express wheel set 33357811.

Both heavy-duty flat cars include stakes and chock blocks



See Page 192 for an explanation of the symbols and age information.



The "Prairie Pony"



36244 Class 24 Steam Locomotive with a Tender

Prototype: German Federal Railroad (DB) class 24 steam passenger locomotive with a tender. Standard design locomotive with Witte smoke deflectors. Locomotive road number 24 044. The locomotive looks as it did around 1957.

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

Length over the buffers 19.4 cm / 7-5/8".

Highlights:

- Locomotive includes an mfx decoder and a variety of sound functions.
- Factory-installed smoke unit.

Delivered with Wagner smoke deflectors



Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					
Smoke generator					
Steam locomotive op. sounds					
Locomotive whistle					
Direct control					
Sound of squealing brakes off					
Bell					
Whistle for switching maneuver					
Letting off Steam					
Air Pump					
Sound of coal being shoveled					
Grate Shaken					
Injectors					
Generator Sounds					

See Page 192 for an explanation of the symbols and age information.

Early German Federal Railroad Flagship Train and the Wonder of Bern. The first five sets of the VT 08 express powered rail car trains were available to the German Federal Railroad as early as the summer schedule of 1952. The thoughts given to the new development of diesel powered rail car trains with hydraulic transmissions went all the way back to the foundation of the German Federal Railroad. Thus, thirteen three-unit trains from the first production series were built by 1953 for important long distance express passenger service as part of the new construction program. Another six engine cars with dining car arrangements and seven intermediate cars were added by 1954 in the second production run. These units were used primarily to lengthen the existing trains to four and five-unit consists with powered end cars at both ends.

The modern, comfortable VT 08 represented the epitome of the new German Federal Railroad and enjoyed great popularity among the passengers. The smooth rounded form of the ends of the train quickly led to the nickname "Egg Heads." These deluxe trains provided service on long distance routings with sonorous names such as "Rheinblitz," "Münchner Kindl," "Roland," "Schauinsland," or "Saphir." These fast trains were also used on foreign routes such as the "Paris-Ruhr" (Dortmund-Paris) as well as the "Helvetia" (Hamburg-Zürich).

The heyday for the VT 08 extended well into the Sixties. After electrification of many major routes, the VT 08 trains were still used partially in TEE service. Later, these trains were rebuilt to simpler standards for plain fast train service.



© André Papazian

60 Years of the TEE

A long-distance passenger train with the typical striking looks of the industrial design of the Fifties



See Page 192 for an explanation of the symbols and age information.

Heavy Tank Locomotive for Steep Grades



37099 Class 85 Freight Steam Locomotive

Prototype: German Federal Railroad (DB) class 85 freight tank locomotive. Version with Witte smoke deflectors. Road number 85 005. The locomotive looks as it did around 1959.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 5 axles powered. Traction tires. A 7226 smoke generator can be installed in the locomotive. The locomotive has numerous separately applied details. The ladders to the coalbunker are made of metal. The triple headlights change over with the direction of travel. They and the 7226 smoke unit contact will work in conventional operation and can be controlled digitally. Length over the buffers 18.6 cm / 7-15/16".

Highlights:

- **mfx+ digital decoder and extensive sound functions.**
- **Frame and most of the body are constructed of metal.**
- **Articulated frame for better running on curves.**



Impressively realized:
the smokebox supports for road number 85 005

Digital Functions	CU	MS	MS 2	CS1-2	CS3
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					
Rail Joints					



See Page 192 for an explanation of the symbols and age information.

Class E 41 with Double Lamps



39417 Class E 41 Electric Locomotive

Prototype: German Federal Railroad (DB) class E 41. Includes 5 lamps, rounded ventilation grills, vertical fins, and continuous rain gutter. Chrome oxide green paint scheme. Road number E 41 225. The locomotive looks as it did in September of 1962.

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 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. When the switching range is on, the double "A" light function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has operating, current-conducting couplers that can be controlled digitally. The locomotive has separately applied grab irons. The cabs have interior details. The roof walks are separately applied. The locomotive has detailed buffer beams. Brake hoses and coupler hoses that can be attached to the locomotive are included. Length over the buffers 18.0 cm / 7-1/8".

Highlights:

- **Operating, current-conducting couplers that can be controlled digitally.**
- **mfx+ digital decoder.**

Passenger cars to go with this locomotive can be found in the Märklin HO assortment under item numbers 43173, 43183, 43184, and 43193.

One-time series.



Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)	█	█	█	█	█
On/off function	█	█	█	█	█
Electric locomotive op. sounds	█	█	█	█	█
Locomotive whistle	█	█	█	█	█
Direct control	█	█	█	█	█
Sound of squealing brakes off	█	█	█	█	█
Headlight(s): Cab2 End	█	█	█	█	█
Bell	█	█	█	█	█
Headlight(s): Cab1 End	█	█	█	█	█
Sanding	█	█	█	█	█
Blower motors	█	█	█	█	█
Station Announcements	█	█	█	█	█
Letting off Air	█	█	█	█	█
Whistle for switching maneuver	█	█	█	█	█
Switching maneuver	█	█	█	█	█
Sound of Couplers Engaging	█	█	█	█	█

Double Cars for Passenger Train Service



43173 Pair of Passenger Cars, Type AB3ygeb with Type B3ygeb

Prototype: Type AB3ygeb, 1st/2nd class and type B3ygeb, 2nd class, "Umbauwagen" / "Rebuild Cars", each car with three wheel sets. Permanently coupled double car. The cars look as they did in 1962.

Model: The cars have factory-installed LED interior lighting. They also have a current-conducting plug-in coupling in NEM coupler pockets

between the cars. The cars have operating current-conducting couplers on the outer car ends. One car with current-conducting couplers and a pickup shoe is required to supply power to the cars. Length over the buffers approximately 30.5 cm / 12".

One-time series.

Built-in interior lighting and current-conducting couplers included on all cars

The class E 41 electric locomotive with current-conducting couplers goes with these cars and can be found in the Märklin H0 assortment under item number 39417.



43183 Pair of Passenger Cars, Type B3ygeb

Prototype: Two type B3ygeb, 2nd class, "Umbauwagen" / "Rebuild Cars", each car with three wheel sets. Permanently coupled double car. The cars look as they did in 1962.

Model: The cars have factory-installed LED interior lighting. They also have a current-conducting plug-in coupling in NEM coupler pockets between the cars. The cars have operating current-conducting couplers on

the outer car ends. One car with current-conducting couplers and a pickup shoe is required to supply power to the cars. Length over the buffers approximately 30.5 cm / 12".

One-time series.





43184 Pair of Passenger Cars, Type B3ygeb

Prototype: Two type B3ygeb, 2nd class, "Umbauwagen" / "Rebuild Cars", each car with three wheel sets. Permanently coupled double car. The cars look as they did in 1962.

Model: The cars have factory-installed LED interior lighting. They also have a current-conducting plug-in coupling in NEM coupler pockets between the cars. The cars have operating current-conducting couplers on

the outer car ends. One car with current-conducting couplers and a pickup shoe is required to supply power to the cars. Length over the buffers approximately 30.5 cm / 12".

One-time series.



43193 Pair of Passenger Cars, Type AB3ygeb with Type BD3ygeb

Prototype: One type AB3ygeb, 1st/2nd class, and one type BD3ygeb, 2nd class with a baggage area, "Umbauwagen" / "Rebuild Cars", each car with three wheel sets. Permanently coupled double car. The cars look as they did in 1962.

Model: The cars have factory-installed LED interior lighting. They also have a current-conducting plug-in coupling in NEM coupler pockets between the cars. The cars have operating current-conducting couplers on

the outer car ends. One car with current-conducting couplers and a pickup shoe is required to supply power to the cars. Length over the buffers approximately 30.5 cm / 12".

One-time series.



43193

43173

43183

43184

39417

With a Heavy Load



48680 Type Ssym 46 Heavy-Duty Flat Car with Steel Beams

Prototype: German Federal Railroad (DB) type Ssym 46 heavy-duty flat car for transporting heavy freight.

Model: The car's superstructure is constructed of metal. The car has "I" profile steel beams as a load. Stakes that can be installed on the car are included. Length over the buffers 15.2 cm / 6".

DC wheel set E700580. Trix Express wheel set 33357811.

*New production run
New car number included*



48688 Type Ssym 46 Heavy-Duty Flat Car with a Continuous Casting Load

Prototype: German Federal Railroad (DB) type Ssym 46 heavy-duty flat car for transporting heavy freight.

Model: The car's superstructure is constructed of metal. The car has a continuous casting load. Stakes that can be installed on the car are included. Length over the buffers 15.2 cm / 6".

DC wheel set E700580. Trix Express wheel set 33357811.



48689 Type Ssym 46 Heavy-Duty Flat Car with Steel Slabs

Prototype: German Federal Railroad (DB) type Ssym 46 heavy-duty flat car for transporting heavy freight.

Model: The car's superstructure is constructed of metal. The car has steel slabs as a load. Stakes that can be installed on the car are included. Length over the buffers 15.2 cm / 6". DC wheel set E700580.



See Page 192 for an explanation of the symbols and age information.

With advancing electrification, powered catenary maintenance rail cars for maintenance work on the electrified route network took on increasing importance on the new German Federal Railroad. Starting in 1954, the firm Waggon- und Maschinenbau GmbH in Donauwörth (WMD) working in a contract and in close cooperation with the German Federal Railroad's central office in Munich therefore developed the so-called standard powered catenary maintenance rail car (TVT, also VT 55 or VT 93, from 1968 on: 701). These units made wide use of design elements of the two-motor VT 98 rail busses. Since there was no question of electrical propulsion, combustion motors were selected as a source of propulsion. Two Büssing motors (type U9A) each with a performance of 95.5 kilowatts / 128 horsepower were still sufficient for the running gear on the first production series (701 001-010 and 024). On all of the successor series the two water-cooled motors mounted below the floor (Büssing type U10) with a total performance of 300 horsepower / 221 kilowatts were the same as the motors for the VT 98 (798). A special rpm speed regulator allowed a constant "creeping speed" of 5 km/h / 3 mph. The drive systems mounted in the frame were analogous to the VT 98 and were designed for a trailing load of 40 metric tons. In addition, this powered rail car could be used in switching maneuvers with a total trailing load of 200 metric tons. To do this the unit was equipped with standard drawbar and buffer equipment of a standard lightweight construction. There was a workshop area between the two cabs of about 26 square meters / 260 square feet area, where you could climb into the viewing cupola to observe the catenary. In addition, there was a specially protected roof exit as well as a pantograph on the roof for grounding and testing. In the middle of the roof was a platform with almost 6 square meters / 60 square feet of area that could be raised and lowered in height and turned from side to side. It could be raised up to one meter / 39 inches. An extendable ladder was also present on this platform, and it could be used for work up to 15 meters / about 48 feet in height. A speaker system was installed for communication between the cab, the lookout, and the lifting platform. The car also had compressed air disk brakes, cold water heating, and two separate 12 volt power supply systems.

By 1974, the DB purchased 162 dual-motored powered catenary maintenance rail cars, which were given the class designation 701 starting in 1968. Originally, all of the powered catenary maintenance rail cars had a crimson paint scheme (RAL 3004). Starting in 1975, they were successively repainted in the customary "Gold Yellow" (RAL 1004) as part of major maintenance for DB

maintenance units. Starting in 2002, a lack of spare parts and the advanced age of the units led to many being retired, which was completed in 2013 with the last powered catenary maintenance rail car being put into storage. Numerous class 701 units were sold to private railroad companies and museum railroads. They are thus now and then still in use for everyone to admire.



Powered Catenary Maintenance Rail Car



39974 TVT Powered Catenary Maintenance Rail Car

Prototype: German Federal Railroad (DB) TVT (later class 701) maintenance vehicle. Movable work platform and double arm pantograph included. Used for servicing and checking catenary. The unit looks as it did after 1957.

Model: The unit has an mfx+ digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion. The unit has a compact-design, maintenance-free motor. 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 unit has the double "A" light function. Maintenance-free warm white LEDs are used for the lighting. The engineer's cab has interior details. The work platform can be raised, lowered, and turned in digital operation. The double arm pantograph can be raised and lowered in digital operation. The pantograph does not pick up power from the catenary. Separately applied details are: skylight window, horn, floodlights, and ladders. Length over the buffers 16.0 cm / 6-5/16".

Digitally controlled work platform
Full sound and 32 functions

Highlights:

- Full array of function features with up to 32 functions.
- mfx+ digital decoder and extensive sound functions included.
- Work platform and pantograph can be controlled digitally.

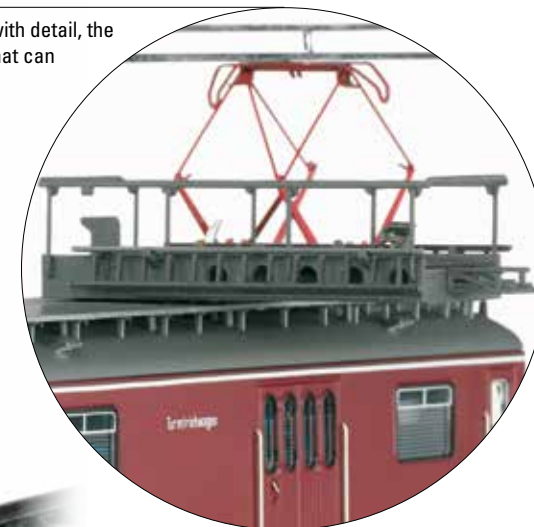
This model can be found in a DC version in the Trix H0 assortment under item number 22974.

One-time series.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					Surrounding sounds
On/off function					Surrounding sounds
Diesel locomotive op. sounds					Surrounding sounds
Horn					Horn
Direct control					Sound of Couplers Engaging
Sound of squealing brakes off					Cab Radio
Raise/Lower Work Platform					Sanding
Rotate Work Platform					Rail Joints
Pantograph control					Switching maneuver
Special Function					Headlight(s): Cab2 End
Procedure function					Headlight(s): Cab1 End
Procedure function					Warning announcement
Surrounding sounds					Dialog
Surrounding sounds					Dialog
Surrounding sounds					Dialog
Surrounding sounds					Dialog



Manufactured with detail, the work platform that can be turned





49966 Henschel Design Steam Powered Rotary Snowplow

Prototype: German Federal Railroad (DB) Henschel design steam powered rotary snowplow. Type 2'2'T 26 tender without hatch covers. The unit looks as it did around 1970.

Model: The steam powered rotary snowplow has a digital decoder, powered rotating rotary snowplow wheel, and auxiliary functions. The snowplow superstructure is constructed of metal. The snowplow has separately applied handrails. There is a detailed reproduction of the rotary snowplow's front housing. The side wings and guide blade are movable. The work lights and the headlights light up and can be controlled digitally. The snowplow has a factory-installed smoke unit. The work lights, the snowplow blade wheel, and the smoke generator will work in conventional operation. These functions, the headlights, and the steam engine sounds can be controlled digitally with the 6021 Control Unit. Length complete 24.2 cm / 9-1/2".

Highlights:

- Working digital model with light and sound functions.
- Snowplow blade wheel rotates.
- Factory-installed smoke unit.

This model can be found in a DC version in the Trix H0 assortment under item number 24966.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Light Function 1	█	█	█	█	█
Smoke generator	█	█	█	█	█
Surrounding sounds	█	█	█	█	█
Locomotive operating sounds	█	█	█	█	█
Light Function 2	█	█	█	█	█
Locomotive whistle	█	█	█	█	█

DCC/mfx decoder included
Powered rotating rotary snowplow wheel
Movable side wings



Unique Classic



37836 Class 050 Steam Freight Locomotive with a Cabin Tender

Prototype: German Federal Railroad (DB) class 050 steam freight locomotive with a cabin tender. Witte smoke deflectors, 4 boiler domes, shortened running boards, DB Reflex glass lamps, and inductive magnets. Locomotive road number 050 045-4. The locomotive looks as it did around 1970.

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. The cab lighting and the cabin lighting in the tender cabin can be controlled separately in digital operation. Maintenance-free warm white LEDs are used for the lighting. There is a figure in the tender cabin of a train conductor, installed at the factory. There is a 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". Figures of a locomotive engineer and a fireman as well as protective piston sleeves and brake hoses are included. Length over the buffers 26.5 cm / 10-7/16".

Highlights:

- Cab lighting digitally controlled.
- Lighting in the tender cabin digitally controlled.
- Train conductor in the tender cabin.
- Especially finely detailed metal construction.
- Partially open bar frame and many separately applied details.

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

This model can be found in a DC version in the Trix H0 assortment under item number 22786.

Digital Functions	CU	MS	MS 2	CS 1-2	CS 3
Headlight(s)					Replenishing fuel
Smoke generator contact					Replenishing fuel
Steam locomotive op. sounds					Sanding
Locomotive whistle					Cab chatter
Direct control					Switching maneuver
Sound of squealing brakes off					
Light in compartment					
Bell					
Engineer's cab lighting					
Whistle for switching maneuver					
Air pump / compressor					
Letting off Steam					
Sound of coal being shoveled					
Grate Shaken					
Water Pump					
Injectors					



**Conductor, engineer, and fireman
as accessories**
Controllable light in the tender cab

Everything in view





37601 Class 261 Diesel Switch Engine

Prototype: German Federal Railroad (DB) class 261 diesel switch engine. Diesel hydraulic propulsion with a jackshaft. Road number 261 841-1. The locomotive looks as it did around 1977.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. The decoder supports the formats mfx, DCC, and MM. The locomotive has controlled high-efficiency propulsion. 3 axles and a jackshaft powered. Traction tires. The locomotive has a Telex coupler front and rear, and they can be controlled separately in digital operation. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The double "A" light feature can be controlled. The handrails are constructed of metal. Length over the buffers 12.0 cm / 4-3/4".

Highlights:

- **Telex coupler front and rear.**
- **mfx+ digital decoder.**
- **Coupler back and forth feature.**



Digital Functions	CU	MS	MS 2	CS 1-2	CS 3
Headlight(s)					
Telex coupler on the front					
Diesel locomotive op. sounds					
Horn					
Telex coupler on the rear					
Direct control					
Rear Headlights off					
Warning Sound					
Front Headlights off					
Sound of squealing brakes off					
Switching maneuver					
Brake Compressor					
Letting off Air					
Cab Radio					
Coupler procedure for uncoupling					



44500 Type Gs 210 Boxcar

Prototype: German Federal Railroad (DB) type Gs 210 boxcar. The car looks as it did around 1983.

Model: The boxcar has a reddish brown paint scheme. The car has close couplers with a guide mechanism. Length over the buffers 11.5 cm / 4-1/2". DC wheel set E700580.



With More Horsepower to Lindau



39188 Class 210 Diesel Locomotive

The DB considered an increase in power for the class V 160 locomotives for the heavy passenger service on the route from Munich to Lindau. At that time, this route was still not electrified and had many curves, and there was a need to increase the speed and efficiency of the operation between Munich and Zürich. The V 160 was planned for medium heavy service, and the decision was thus taken by the German Federal Railroad to purchase 8 class 210 diesel locomotives with supplemental gas turbine drive.

Prototype: German Federal Railroad (DB) class 210 general-purpose diesel locomotive, used for premium passenger service on the Allgäu Line. Diesel hydraulic locomotive with a supplemental gas turbine and gas turbine exhaust hoods. Locomotive road number 210 003-0. The locomotive looks as it did around 1972.

Model: The locomotive has an mfx+ digital decoder and extensive sound and light 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. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" lights are on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons on the sides and ends. It also has a detailed buffer beam. Length over the buffers 18.9 cm / 7-7/16".

Highlights:

- **Metal construction.**
- **Typical gas turbine exhaust hoods included.**
- **"World of Operation" mfx+ decoder with gas turbine sounds and other light and sound functions.**

One-time series.



Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					Letting off Air
Operating Sounds 1					Blower motors
Diesel locomotive op. sounds					Brake Compressor
Low Pitch Horn					Replenishing fuel
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
High Pitch Horn					
Headlight(s): Cab1 End					
Surrounding sounds					
Station Announcements					
Conductor's Whistle					
Doors Closing					
Greeting					
Train announcement					
Sanding					

This stack was also the visually striking feature that set the class 210 apart from its close sibling the class 218





42918 Express Train Passenger Car Set for D 360 Express Train

Prototype: 5 different design German Federal Railroad (DB) express train passenger cars, for the D 360 express train from Munich via Buchloe, Kempten, Immenstadt, to Lindau. 2 type Büm 234 compartment cars, 2nd class. 2 type ABüm 225 compartment cars, 1st/2nd class. 1 type Düms 905 baggage car. The cars look as they did around 1975.

Model: The minimum radius for operation is 360 mm / 14-3/16". The trucks on the cars are "Minden-Deutz schwer" designs, with a reproduction of disk brakes or brake shoes and generator units. The 7319 current-conducting coupling or the 72020/72021 current-conducting couplers as well as the 73400/73401 lighting kit (2 per car) and the 73406 pickup shoe can be installed on all of the cars. The baggage car comes from the factory with marker lights. All of the cars have train route signs and the passenger cars have different sequence numbers in the train consist. Total length over the buffers 142 cm / 55-7/8". DC wheel sets per car E700580.

Highlights:

- D 360 express train from Munich to Lindau.
- Train consist in the following order: Büm – Büm – ABüm – ABüm – Düms.
- Baggage car includes factory-installed marker lights.

One-time series.



D 360 express train, Munich – Lindau



42918

39188

On a Panorama Run



37584 Class 491 Powered Observation Rail Car

Prototype: German Federal Railroad (DB) class 491 "Glass Train" electric powered observation car. Cream white / gentian blue paint scheme. The car has double lamps low on the ends. Air intake openings for ventilation and horns on the roof. 1 double-arm pantograph and 1 single-arm pantograph, each with double contact strips. Powered rail car road number 491 001-4. The car looks as it did around 1986.

Model: The car has an mfx+ digital decoder and extensive sound functions. A welcoming announcement from the period as well as a list of destinations, an additional note for the passengers, and the end station (train announcement) can be activated by means of the function buttons. The car also has controlled high-efficiency propulsion. 2 axles in one truck powered. Traction tires. The car has built-in interior details. The car comes from the factory with a driver and numerous passengers. The car has factory-installed interior 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. Maintenance-free, warm white and red LEDs are used for the lighting. The interior lighting can be dimmed as a digital auxiliary function. The trucks have different wheelbases like the prototype. The panorama windows are inset. The car has air intakes for ventilation and horns on the roof. This car is the version with 1 double-arm pantograph and 1 single-arm pantograph, each with double contact strips. Length over the buffers 23.7 cm / 9-5/16".



Highlights:

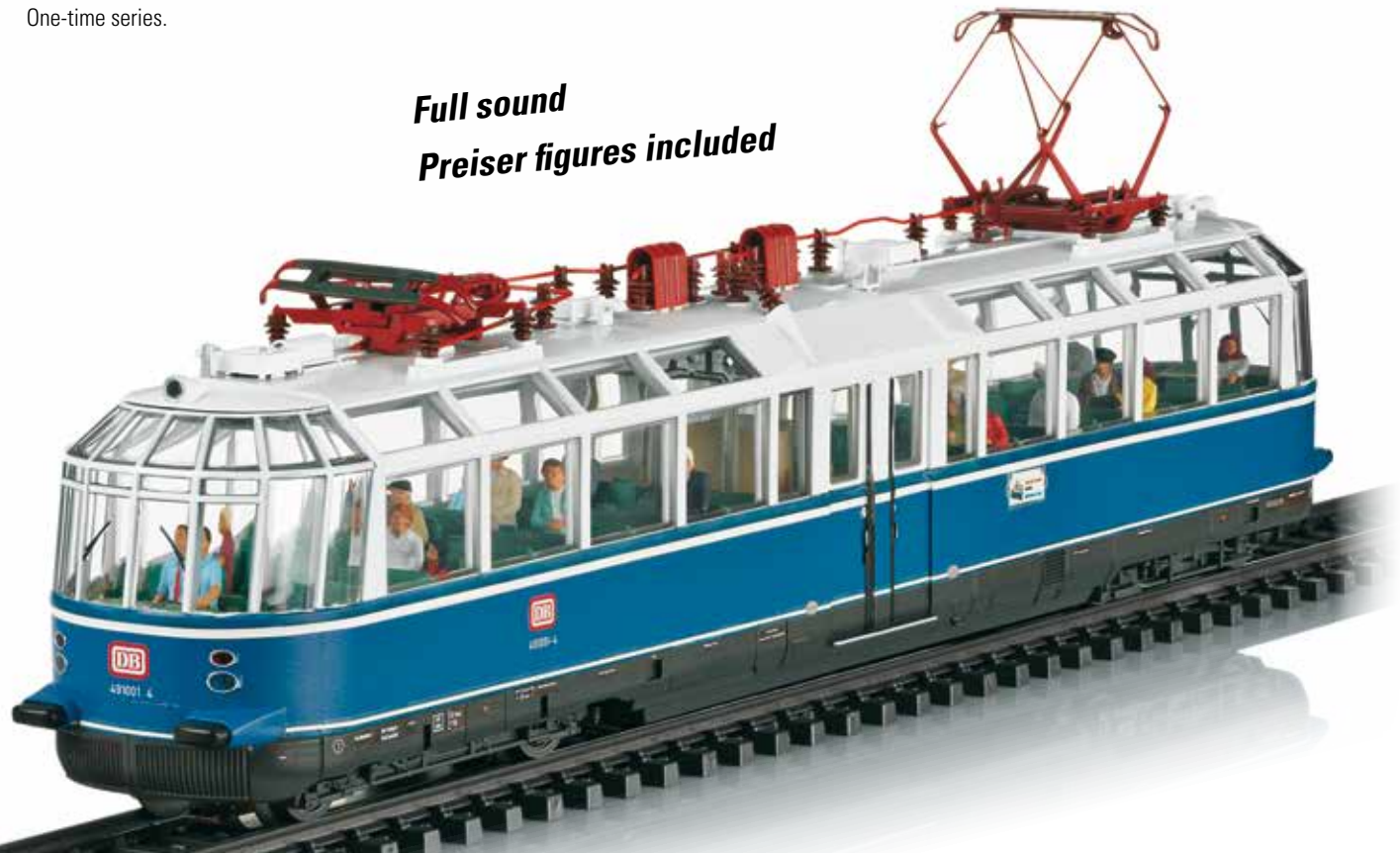
- **Special additional announcements such as a welcome and different station announcements that can be controlled digitally.**
- **Factory-installed interior lighting.**
- **Driver and numerous passengers installed in the car at the factory.**
- **Imprinted train route sign included, "Reisen und Schauen mit dem Gläsernen Zug" / "Travel and Look with the Glass Train".**

This model can be found in a DC version in the Trix H0 assortment under item number 22193.

One-time series.

Digital Functions	CU	MS	MS 2	CS 1-2	CS 3	CS 3
Headlight(s)						Sanding
Interior lights						Brake Compressor
Locomotive operating sounds						
Horn blast 1						
Direct control						
Sound of squealing brakes off						
Conductor's Whistle						
Horn blast 2						
Doors Closing						
Greeting						
Train announcement						
Train announcement						
Train announcement						
Interior lights						
Rail Joints						
Surrounding sounds						

**Full sound
Preiser figures included**



First Time with a "V" Shaped Warning Stripe



39124 Class 110.3 Electric Locomotive

Prototype: German Federal Railroad (DB) class 110.3 electric locomotive. With "Bügefalten" / "Pants Crease" ends, continuous ventilation bands, continuous rain gutter, without end buffer sheathing and without skirting. B-B wheel arrangement. Cobalt blue paint scheme with "V" shaped warning stripe on the ends. Road name 110 365-4. The locomotive looks as it did around 1979.

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 headlights. The locomotive has separately applied metal grab irons. The engineer's cabs have interior details including a separately applied speed control wheel. The locomotive has separately applied roof walks. Length over the buffers 18.9 cm / 7-7/16".

Highlights:

- Design with continuous rain gutter, without end buffer sheathing and without skirting.
- mfx+ digital decoder.

One-time series.



© Thomas Estler

*Experimental paint scheme
First time in the assortment*



Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					
Station Announcements					
Electric locomotive op. sounds					
Warning Sound					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Whistle for switching maneuver					
Headlight(s): Cab1 End					
Sanding					
Blower motors					
Conductor's Whistle					
Compressor					
Letting off Air					
Warning announcement					

See Page 192 for an explanation of the symbols and age information.

Next Stop – Marienplatz



37507 Class 420 S-Bahn Powered Rail Car Train

Prototype: German Federal Railroad (DB) class 420 S-Bahn powered rail car train. Version of the Munich S-Bahn in an orange / "Gravel Gray" paint scheme. The train looks as it did around 1990.

Model: The train has an mfx digital decoder and extensive sound functions. It also has a 5-pole skewed armature motor with a flywheel, centrally mounted. Four axles on the intermediate car are powered through cardan shafts. The frame for the intermediate car is constructed of die-cast metal. Maintenance-free warm white LEDs are used for the lighting. The train has triple headlights and dual red marker lights that change over with the direction of travel. The end cars have a pickup shoe changeover feature so that the pickup shoe at the front of the train is the one picking up power. Lighted destination signs along with the head-

lights / marker lights can be controlled digitally. There is a close coupler guide mechanism and electrical connections between the cars. The special coupling included with the train allows it to be coupled to other ET 420 units for prototypical operation. The train has factory-installed interior lighting. The bodies for the train are made of highly detailed plastic with many separately applied details such as grab irons, electrical connections, windshield wipers, antennas, whistles, and horns. The train has interior details. The ends of the train have a detailed representation

of the Scharfenberg coupler (a dummy coupler). Different authentic destination signage is included with the train. Length over the couplers 77.5 cm / 30-1/2".

Highlights:

- ✓ mfx digital decoder and extensive sound functions included.
- ✓ Authentic reproduction for the Munich S-Bahn service.
- ✓ Factory-installed interior lighting.



46116 „Klima“ 845 Snowplow

Prototype: German Federal Railroad (DB) "Klima" design 845 snowplow.

Model: The cab has an open view through it. The side wings of the plow can be folded. The ladders are constructed of metal. The snowplow has separately applied air tanks and lines. The flood lights work and can be turned off with a sliding switch. Length 11.7 cm / 4-5/8".

This model can be found in a DC version in the Trix H0 assortment under item number 24125.

*Working flood light
Side wings can be folded*



See Page 192 for an explanation of the symbols and age information.

This model can be found in a DC version in the Trix H0 assortment under item number 22654.

One-time series.

*Lighted destination sign
End lighting in the cab
Munich S-Bahn service
Interior lighting*

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					
Interior lights					
Operating sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Rear Headlights off					
Doors Closing					
Front Headlights off					



37314 Class 111 Electric Locomotive

Prototype: German Federal Railroad (DB) class 111 general-purpose electric locomotive. Original version. Road number 111 014-7. The locomotive looks as it did in 1975.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It has controlled high-efficiency propulsion. Two axles powered. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double ‚A‘ Light" function is on at both ends. The cab lighting can also be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has a mechanism for raising and lowering both pantographs in digital operation. Length over the buffers 19.1 cm / 7-1/2".

Highlights:

- Mechanism for raising and lowering both pantographs.
- Cab lighting.
- World of Operation mfx+ decoder.

One-time series.

Pantographs that can be raised and lowered



Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					
Electric locomotive op. sounds					
Locomotive whistle					
Direct control					
Engineer's cab lighting					
Headlight(s): Cab2 End					
Conductor's Whistle					
Headlight(s): Cab1 End					
Sound of squealing brakes off					
Pantograph control					
Blower motors					
Pantograph control					
Compressor					
Letting off Air					

Into Maneuvers with the Railroad



26606 Freight Train with Military Freight for the German Federal Army

Prototype: Freight train with military freight for the German Federal Army consisting of a class 232 diesel locomotive in an "Orient Red" paint scheme, a type Bn 720 commuter car ("Silberling" / "Silver Coin"), and six German Federal Army type Rlmpms heavy-duty flat cars loaded with German Federal Army Leopard 2A6 tanks. The diesel locomotive and the commuter car are painted and lettered for the German Railroad, Inc. (DB AG), and the heavy-duty flat cars are painted and lettered for the German Federal Army used on the German Railroad, Inc. (DB AG). The train looks as it did around 2002.

Model: The diesel locomotive has an mfx digital decoder and extensive sound functions. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. Length over the buffers 23.9 cm / 9-3/8".

The commuter car has an underbody specific to the car type. The trucks are type MD 42 with a generator. The 7319 current-conducting coupling or the 72020/72021 current-conducting couplers, the 73406 pickup shoe, the 73400/73401 lighting kit (2 per car), and the 73409 marker lights can be installed on the car. Length over the buffers 28.2 cm / 11-1/8".

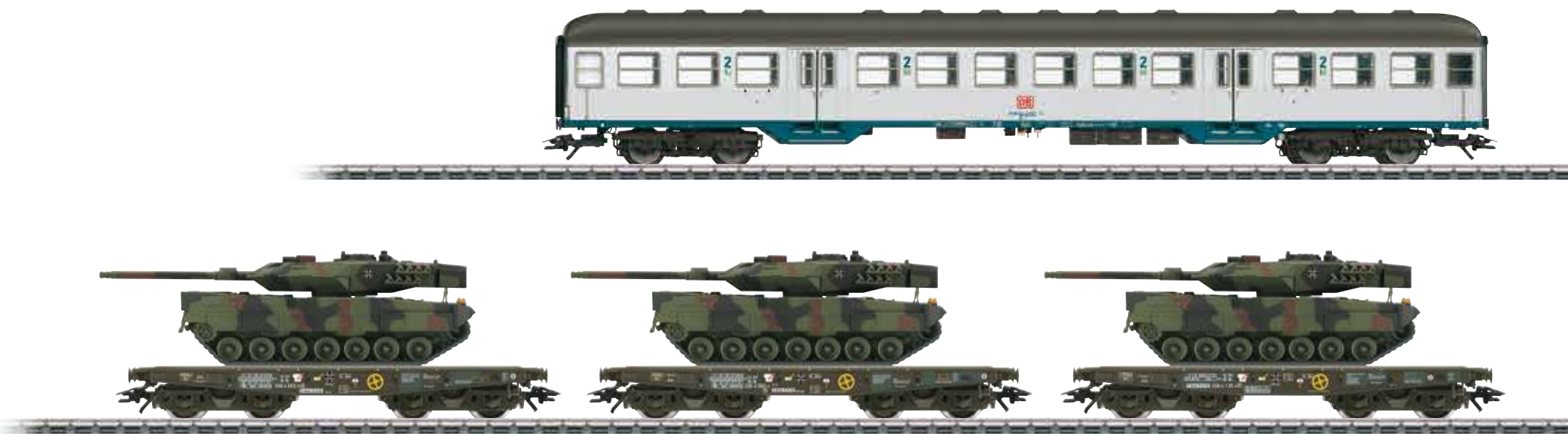
The frames for the heavy-duty flat cars are constructed of metal. The cars have load restraints. All the cars have different car numbers. The models of the military vehicles have detailed underbodies, superstructures, and chain drives constructed of metal. Other separately applied components are detailed plastic parts. The turret and the weapon on the tanks can be moved. The tanks have authentic paint schemes. They also have different identification lettering. Length approximately 8.9 cm / 3-1/2", with the cannon approximately 11.0 cm / 4-5/16". The models of the military vehicles are from Schuco. Length over the buffers of heavy-duty flat car 12.4 cm / 4-7/8". Total length of the train approximately 127.5 cm / 50-3/16".

Highlights:

- **Heavy-duty flat car frames constructed of metal.**
- **Models of the military vehicles constructed of metal.**
- **Turret and weapon are movable.**
- **Authentic paint schemes including different identification lettering.**

One-time series.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)	█	█	█	█	█
Station Announcements	█	█	█	█	█
Diesel locomotive op. sounds	█	█	█	█	█
Horn	█	█	█	█	█
Direct control	█	█	█	█	█
Sound of squealing brakes off	█	█	█	█	█
Headlight(s): Cab2 End	█	█	█	█	█
High Pitch Horn	█	█	█	█	█
Headlight(s): Cab1 End	█	█	█	█	█
Sanding	█	█	█	█	█
Whistle for switching maneuver	█	█	█	█	█
Compressor	█	█	█	█	█
Letting off Air	█	█	█	█	█
Sound of Couplers Engaging	█	█	█	█	█
Switching maneuver	█	█	█	█	█
Train radio	█	█	█	█	█



Includes 6 models of "Leopard 2A6"



See Page 192 for an explanation of the symbols and age information.

For a Quiet Ride



43750 Type Avmz 107 Compartment Car

Prototype: German Railroad, Inc. (DB AG) type Avmz 107 compartment car, 1st class. Airtight version in product paint scheme. The car looks as it did in 2001.

Model: The minimum radius for operation is 360 mm / 14-3/16". The skirting is specific to the car. The car has Fiat design type Y 0270 S trucks with lateral motion shock absorbers. The car has the design features of an

airtight car such as SIG diaphragms, entry doors, and windows. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers, the 73400/73401 lighting kits (2 each per car), and the 73406 pickup shoe can be installed in the car. Train route signs are imprinted on the car. Length over the buffers approximately 28.2 cm / 11-1/8". DC wheel set E700580.

Highlights:

- **Airtight version.**
- **SIG diaphragms included.**



43760 Type Bpmz 293.2 Open Seating Car

Prototype: German Railroad, Inc. (DB AG) type Bpmz 293.2 open seating car, 2nd class. Airtight version in product paint scheme. The car looks as it did in 2001.

Model: The minimum radius for operation is 360 mm / 14-3/16". The skirting is specific to the car. The car has MD design trucks without a generator. The car has the design features of an airtight car such as SIG

diaphragms, entry doors, and windows. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers, the 73400/73401 lighting kits (2 each per car), and the 73406 pickup shoe can be installed in the car. Train route signs are imprinted on the car. Length over the buffers approximately 28.2 cm / 11-1/8". DC wheel set E700580.

Highlights:

- **Airtight version.**
- **SIG diaphragms included.**





43761 Type Bpmbz 293.6 Open Seating Car

Prototype: German Railroad, Inc. (DB AG) type Bpmbz 293.6 open seating car, 2nd class. Airtight version in product paint scheme. The car looks as it did in 2001.

Model: The minimum radius for operation is 360 mm / 14-3/16". The skirting and the interior details are specific to the car. The car has MD design trucks without a generator. The car has the design features of an

airtight car such as SIG diaphragms, entry doors, and windows. The 7319 current-conducting couplers or the 72020/72021 current-conducting couplers, the 73400/73401 lighting kits (2 each per car), and the 73406 pickup shoe can be installed in the car. Train route signs are imprinted on the car. Length over the buffers approximately 28.2 cm / 11-1/8". DC wheel set E700580.

Highlights:

- Interior details specific to the car.
- Airtight version.
- SIG diaphragms included.



48487 Pressurized Gas Tank Car

Prototype: GATX pressurized gas tank car, registered in Germany.

Model: This four-axle pressurized gas tank car has a heat shield. It also has numerous separately applied details. Length over the buffers 18 cm / 7-1/6". DC wheel set E700580.



See Page 192 for an explanation of the symbols and age information.

At Home on All Routes



39270 Class 217 Diesel Locomotive

Prototype: German Railroad, Inc. (DB AG) class 217 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating. Exhaust hoods included. The locomotive looks as it did in 2012. Road number 217 014-0.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. All four 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 cab lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied exhaust hoods. It also has separately applied metal grab irons on the sides and ends. The locomotive has detailed buffer beams. Brake hoses that can be mounted on the locomotive are included. Length over the buffers approximately 18.9 cm / 7-7/16".

Highlights:

- **Prototypical window and vent arrangement.**
- **Roof includes exhaust hoods for the motor and the diesel engine for train heating.**
- **mfx+ digital decoder included.**
- **Cab lighting.**

This model can be found in a DC version in the Trix H0 assortment under item number 22417.

One-time series.



Digital Functions	CU	MS	MS2	CS1-2	CS3
Headlight(s)					
Engineer's cab lighting					
Diesel locomotive op. sounds					
Warning Sound					
Direct control					
Sound of squealing brakes off					
Rear Headlights off					
Whistle for switching maneuver					
Front Headlights off					
Conductor's Whistle					
Station Announcements					
Compressor					
Sanding					
Switching maneuver					
Sound of Couplers Engaging					



48104 Type Facns 133 Hopper Car

Prototype: German Railroad, Inc. (DB AG) type Facns 133 four-axle hopper car.

Model: The car has a "Traffic Red" basic paint scheme with the lettering DB Cargo. The car is very finely constructed with numerous separately applied details. The car has an etched brakeman's platform with partial open grating. The piston valves and additional chutes are separately applied. The load area is picked out in another color. The car has yellow switching anchors. Length over the buffers 18.4 cm / 7-1/4". DC wheel set E700580.

The 48105 hopper car from the Märklin H0 assortment goes with this car.

Authentic weathering





48105 Type Facns 133 Hopper Car

Prototype: German Railroad, Inc. (DB AG) type Facns 133 four-axle hopper car.

Model: The car has a "Traffic Red" basic paint scheme with the lettering DB Cargo. The car is very finely constructed with numerous separately applied details. The car has an etched brakeman's platform with partial open grating. The piston valves and additional chutes are separately applied. The load area is picked out in another color. The car has yellow switching anchors.

Length over the buffers 18.4 cm / 7-1/4". DC wheel set E700580.

The 48104 hopper car from the Märklin H0 assortment goes with this car.

Authentic weathering



47058 Type Sgnss Container Transport Car

Prototype: Type Sgnss four-axle container transport car for combined load service. Privately owned car painted and lettered for the firm Ermewa SA, F-Puteaux Cédex, registered in Germany. Loaded with a 40-foot box container. The car looks as it did around 2016.

Model: The car has type Y 25 trucks. The prototypically partially open flat car floor is constructed of metal with striking fish belly style side sills. The car has a hand wheel for setting brakes from the car floor. The car is loaded with a removable 40-foot box container.

Length over the buffers 22.7 cm / 8-15/16". DC wheel set E700580.

Modern electric freight locomotives to go with this car are the classes 185, 189, or 193 that can be found in the Märklin H0 assortment.

One-time series.

Used all over Europe



See Page 192 for an explanation of the symbols and age information.

Freight Service Up Close



39851 Class 152 Electric Locomotive

Prototype: Railion Germany, Inc. (DB Logistics) class 152 fast general-purpose locomotive. Road number 152 127-7. The locomotive looks as it did around 2008.

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. Long distance headlights and two other light functions can be controlled digitally. The following light functions can thereby be switched: headlights dimmed, headlights, long distance headlights can be dimmed, and long distance headlights. The double "A" light comes on automatically with the switching range function. Maintenance-free warm white and red LEDs are used for the lighting. The engineer's cabs have interior details. The locomotive has separately applied handrails. Length over buffers 22.5 cm / 8-7/8".

Highlights:

- Two additional light functions that can be controlled.
- mfx+ digital decoder.

One-time series.

Digital Functions	CU	MS	MS 2	CS1-2	CS3	CS3
Headlight(s)						Light Function 2
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						
Station Announcements						
Blower motors						
Sound of Couplers Engaging						
Compressor						
Letting off Air						
Switching maneuver						
Light Function1						





00720 Freight Car Display with 12 Type Zans and Zacns Tank Cars

Prototype: Twelve (12) 95,000 liter / 25,096 gallon type Zans and Zacns tank cars with non-insulated tanks and ladders on the ends. Privately owned cars with different operator companies. Registered in Germany and France. The cars look as they did in 2008.

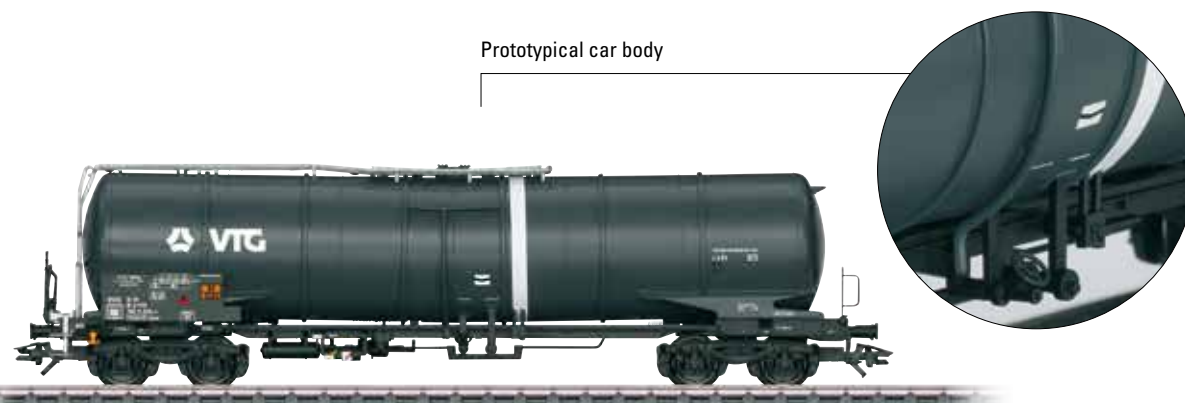
Model: The cars are scale new tooling. All of the cars have modern type Y25Lsd1 trucks that are new tooling, double brake shoes, and brakeman's platforms. All of the cars have ladders on the ends. The gratings on the catwalks are constructed of metal. Depending on the operator company, the cars have different connections modelled, different arrangements for the dome covers, and different size destination boards. The brake rigging, emptying pipes, deflection bars, and numerous other levers and grab irons are separately applied. The deflection bars are constructed of metal. The VTG cars have separately applied drain channels. All of the cars are extensively imprinted and have different car numbers. All of the cars in the sales display are individually packaged. Length over the buffers per car approximately 19.6 cm / 7-11/16". DC wheel set per car E700580.

A freight car set with tank cars of the same design but with different paint and lettering for different operator companies is being offered in the Trix H0 assortment under item number 24206.

One-time series.

Highlights:

- **Completely new tooling.**
- **Modern Y25Lsd1 trucks.**
- **Catwalk gratings and deflection bars constructed of metal.**
- **Different destination boards and emptying pipes.**
- **Numerous separately applied levers and grab irons.**



Prototypical car body

Completely new tooling
An impressive set with many different details
Every car is one of a kind



Prototypical industrial lettering included



See Page 192 for an explanation of the symbols and age information.

Supply for the Sawmill



47047 Three Type Roos 639 Stake Cars

Prototype: Three German Railroad, Inc. (DB AG) type Roos 639 stake cars. European standard design cars with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with high end walls, detachable stakes, and rectangular buffers. The cars look as they did around 2009.

Model: The cars have a metal insert for good running characteristics. They also have permanent end walls and removable stakes. The underbodies are specific to this type of car. The cars have type Y 25 trucks. The cars have stacks of real wood. All of the cars have different car numbers. The cars are individually packaged. Length over the buffers per car 22.9 cm / 9".

Highlights:

- Different car numbers included on all of the cars.
- Individually packaged.
- Real wood load.
- Removable stakes.

One-time series.



Loaded with real wood and extensive individual imprinting included





48456 Type Fas 680 Bulk Freight Dump Car Set

Prototype: 3 type Fas 680 four-axle open dump cars. Privately owned car painted and lettered for the firm On Rail GmbH, Mettmann, leased to the firm Railpro Netherlands. Registered in Germany. The cars look as they did between 2008 and 2013.

Model: The hoppers can be dumped to both sides. The cars are constructed with ribbed side walls. The compressed air cylinders and the pneumatic rams are movable. All of the cars have different car numbers and are packaged individually. There is also a master package. Total length over the buffers 42 cm / 16-1/2". DC wheel set E700580.

One-time series.

All of the bulk material cars individually packaged



45024 Beer Car

Prototype: Privately owned type Ibopqs beer refrigerator car painted and lettered for Tucher Bräu GmbH & Co. KG, Fürth, Germany. Decorated with the advertising theme "Zirndorfer Kellerbier Naturtrüb".

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. Trix Express wheel set 36667900.

Continuation of the popular refrigerator car series



See Page 192 for an explanation of the symbols and age information.

Larger than Its Brothers

Siemens Class 247 (Vectron DE)

At the Berlin Innotrans show in 2010 Siemens presented a surprise for all customers and competitors in the form of the diesel electric Vectron DE 247 901 as another member of its Vectron platform. Like its predecessor the Eurorunner, the Vectron DE transfers pulling power by means of pivots, the pinion quill drive that is easy on track, the straight, panic-proof side passages, and between them the uncluttered engine room arrangement with optimal access

and when necessary easier replacement of components. The engine room is divided into three separate compartments. The underbody of the locomotive consists of two side sills, a center sill, two pivot cross members, two power pack cross members, cross members at the ends. Both standard and wide gauge trucks can be installed on this locomotive. The welded trucks have wheel set steering with wishbones whereby the power transmission is

done with low-hinged pivots and Flexicoil springs. The self-supporting superstructure consists of the cabs, the engine room side walls, and three removable roof segments. The crash elements on the ends of the locomotive with their striking end shape are designed to crumple in collisions in a controlled fashion and thus protect the engineer from injuries. Aside from the pantographs, the Vectron DE differs very little from its electric siblings and is



36290 Class 247 Diesel Locomotive

Prototype: Class 247 diesel electric locomotive (Vectron DE) from Siemens Mobility, Munich.

Model: This diesel locomotive is constructed of metal and has an mfx digital decoder and extensive sound functions. It has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double ‚A‘ Light" function is on at both ends. Warm white and red LEDs are used for the lighting. Length over the buffers 22.9 cm / 9".

A DC model can be found in the Trix H0 assortment under item number 22281.

Highlights:

- New tooling for the modern Siemens Vectron DE diesel electric locomotive.
- A built-in mfx decoder and a variety of sound functions included on the locomotive.

Digital Functions	CU	MS	MS 2	CSI-2	CS3
Headlight(s)					
Operating Sounds 1					
Diesel locomotive op. sounds					
Low Pitch Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
High Pitch Horn					
Headlight(s): Cab1 End					
Sound of Couplers Engaging					
Operating Sounds 2					
Letting off Air					
Blower motors					
Conductor's Whistle					
Sanding					
Station Announcements					

Left side of locomotive



New in the assortment



Right side of locomotive



just a meter / 39 inches longer. The core of the locomotive is a motor from the newest generation of the successful MTU class 4000, specifically a type 16V 4000 R84 motor with 2,400 kilowatts / 3,217 horsepower performance. This motor is considerably below the European Level EU IIIB emissions regulations in effect since 2012 for railroad drive systems. Attached to the motor is the generator to provide current for the four three-phase asynchro-

nous traction motors. This power module (motor and generator) is centrally mounted in the center compartment und compared to the locomotive body is mounted elastically on lateral motion absorbers. The motor compartment is especially soundproof to reduce noise emissions considerably. In addition to its field of activity in freight service, the maximum speed of 160 km/h / 100 mph also allows the locomotive to be used with no problem

in regional passenger service. Since January of 2015 road number 247 901 has been available as "PCW 9" to the Siemens test center in Wegberg-Wildenrath. In the second half of 2015, Siemens built three more Vectron DE (247 902-904) units at its own cost that can be made available or leased on request to interested transportation companies for testing. There are however no orders yet for this diesel electric variation.



36291 Class 247 Diesel Locomotive

Prototype: Fictitious class 247 diesel electric locomotive (Vectron DE) in the well-known "Traffic Red" paint scheme of the German Railroad, Inc. (DB AG).

Model: This diesel locomotive is constructed of metal and has an mfx digital decoder and extensive sound functions. It has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double ‚A‘ Light" function is on at both ends. Warm white and red LEDs are used for the lighting. Length over the buffers 22.9 cm / 9".

Highlights:

- **New tooling for the modern Siemens Vectron DE diesel electric locomotive.**
- **A built-in mfx decoder and a variety of sound functions included on the locomotive.**

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					
Operating Sounds 1					
Diesel locomotive op. sounds					
Low Pitch Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
High Pitch Horn					
Headlight(s): Cab1 End					
Sound of Couplers Engaging					
Operating Sounds 2					
Letting off Air					
Blower motors					
Conductor's Whistle					
Sanding					
Station Announcements					

Left side of locomotive



Right side of locomotive



See Page 192 for an explanation of the symbols and age information.

A Unique Model



36194 Class 193 Electric Locomotive

A unique model that no Märklin fan should pass up. In a one-time special paint scheme the electric locomotive, road number 91 80 6193 876-0, for Mitsui Rail Capital Europe reminds the observer of “25 Years of German Reunification” as well as “The Day the Wall Fell” in Berlin. Its ends quote the striking saying of the Leipzig Monday demonstrations “We are one people”. More than just especially historically valuable.

Prototype: Mitsui Rail Capital Europe electric locomotive, road number 91 80 6193 876-0. Built by Siemens as a regular production locomotive from the Vectron type program.

Model: The electric locomotive is constructed of metal, has an mfx digital decoder, and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the “Double ‚A‘ Light” function is on at both ends. Warm white and red LEDs are used for the lighting. 2 mechanically working (not connected for catenary power) pantographs. Length over the buffers 21.8 cm / 8-9/16”.

Highlights:

- Both locomotive sides imprinted differently from each other.
- Locomotive includes a built-in mfx decoder and a variety of sound functions.

This model can be found in a DC version in the Trix H0 assortment under item number 22094.

One-time series.

New item from 2016.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)	█	█	█	█	█
Operating Sounds 1	█	█	█	█	█
Electric locomotive op. sounds	█	█	█	█	█
Low Pitch Horn	█	█	█	█	█
Direct control	█	█	█	█	█
Sound of squealing brakes off	█	█	█	█	█
Headlight(s): Cab2 End	█	█	█	█	█
High Pitch Horn	█	█	█	█	█
Headlight(s): Cab1 End	█	█	█	█	█
Sound of Couplers Engaging	█	█	█	█	█
Operating Sounds 2	█	█	█	█	█
Letting off Air	█	█	█	█	█
Blower motors	█	█	█	█	█
Conductor's Whistle	█	█	█	█	█
Rail Joints	█	█	█	█	█

Left side of locomotive



Affordable electric locomotive with full sound

Right side of locomotive



See Page 192 for an explanation of the symbols and age information.

In 2011, Bombardier presented the latest TRAXX generation – the AC3. From a technical point of view, there was little new, because merely new control software was implemented. The spectacular feature was the optional “Last Mile” function, a diesel motor that

could be integrated later (Deutz 2013 BR-4V) with 230 kilowatts / 308 horsepower performance that could be used to bridge sections of track without catenary. This saves the use of a diesel switch engine because the AC3 can still reach up to 50 km/h /

31 mph and can pull trains with up to 2000 metric tons for eight to ten hours. numbers 187 004-008 to BLS Cargo...

The continuation can be found on Page 98.



36630 Class 187.1 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 187.1 electric locomotive (TRAXX AC3). Built by Bombardier as a regular production locomotive from the TRAXX 3 type program.

Model: This electric locomotive is constructed of metal and has an mfx digital decoder and extensive sound functions. It has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the “Double ‚A‘ Light” function is on at both ends. Warm white and red LEDs are used for the lighting. There are 2 mechanically working pantographs (no power pickup from catenary). Length over the buffers 21.7 cm / 8-1/2”.

Highlights:

- **Completely new tooling for the modern Bombardier TRAXX 3 electric locomotive.**
- **A built-in mfx decoder and a variety of sound functions included on the locomotive.**
- **Version with imitation flex panels on the sides of the locomotive.**

A DC model can be found in the Trix H0 assortment under item number 22278.

Digital Functions	CU	MS	MS 2	CS 1-2	CS 3
Headlight(s)					
Operating Sounds 1					
Electric locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
High Pitch Horn					
Headlight(s): Cab1 End					
Sound of Couplers Engaging					
Operating Sounds 2					
Letting off Air					
Blower motors					
Conductor's Whistle					
Sanding					

The newest generation of TRAXX



A hand sample is shown in the image.



Underway in Commuter Service



36640 Class 640 Diesel Powered Commuter Rail Car

Prototype: German Railroad, Inc. (DB AG), DB Regio company area, class 640 (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:

➤ **Powered rail car with built-in mfx decoder and a wide variety of sound functions.**

New item from 2016.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
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	█	█	█	█	█

Affordable powered rail car with full sound



See Page 192 for an explanation of the symbols and age information.



36634 Class 185.2 Electric Locomotive

Prototype: CAPTRAIN Germany, Inc. class 185.2 general-purpose electric locomotive, registered in Germany. With advertising for the 150th anniversary of the Hamburg Harbor Railroad. Dual system locomotive with 4 pantographs. Locomotive road number 185 578-2. The locomotive looks as it currently does in 2016.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double ‚A‘ Light" function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. There are 4 mechanically working pantographs (no power pickup from catenary). Length over the buffers 21.7 cm / 8-1/2".

Highlights:

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

The type Sgnss 4-axle container transport cars to go with this locomotive can also be found in the Märklin HO new items assortment.

This model was made possible with the friendly support of Captrain Germany, Inc., Berlin, Germany and the Hamburg Port Authority, Hamburg, Germany.

This model can be found in a DC version in the Trix HO assortment under item number 22653.

One-time series.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)	█	█	█	█	█
Operating Sounds 1	█	█	█	█	█
Electric locomotive op. sounds	█	█	█	█	█
Horn	█	█	█	█	█
Direct control	█	█	█	█	█
Sound of squealing brakes off	█	█	█	█	█
Headlight(s): Cab2 End	█	█	█	█	█
Whistle for switching maneuver	█	█	█	█	█
Headlight(s): Cab1 End	█	█	█	█	█
Sound of Couplers Engaging	█	█	█	█	█
Operating Sounds 2	█	█	█	█	█
Letting off steam / air	█	█	█	█	█
Blower motors	█	█	█	█	█
Conductor's Whistle	█	█	█	█	█
Rail Joints	█	█	█	█	█







Switzerland



37514 Class Ae 3/6 II Electric Locomotive

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Ae 3/6 II express locomotive. Fir green paint scheme. Road number 10443. The locomotive looks as it did around 1935.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles and 2 jackshafts powered. Traction tires. The triple headlight and one white marker light (Swiss headlight code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The lighting can be switched to a red marker light. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. Length over the buffers 16 cm / 6-5/16".

Highlights:

- Extensive sound functions for the first time.
- LED lighting for the first time.

One-time series.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					
Light Function					
Electric locomotive op. sounds					
Locomotive whistle					
Direct control					
Sound of squealing brakes off					
Rear Headlights off					
Whistle for switching maneuver					
Front Headlights off					
Stat. Announce. – Swiss					
Conductor's Whistle					
Letting off Air					
Blower motors					
Brake Compressor					
Sanding					

Full sound and LED lighting for the first time





42386 Three Passenger Cars

Prototype: Swiss Federal Railways (SBB-CFF-FFS) older "standardized" designs. Type AB4, 2nd and 3rd class. Type C4, 3rd class. Type F4, baggage car.

Model: The cars have inset roof vents. The diaphragms can be changed. Total length over the buffers 67.8 cm / 26-11/16".

One-time series.



Switzerland

SBB Ae 8/14 11801

The growing requirements for power and speed, the growth in traffic on the Gotthard, and the provision of motive power for the grades on the Gotthard and on the Monte Ceneri led to the construction of two double locomotives at the start of 1930. These units, road numbers Ae 8/14 11801 and 11851, were placed into service by the Swiss Federal Railways (SBB) in the years 1931 and 1932. They were capable of 100 km/h / 63 mph and pulled 600 metric ton passenger trains at 62 km/h / 39 mph and 750 metric ton freight trains at 50 km/h / 31 mph up 2.7% grades. Externally, both units were mostly identical with their wheel arrangement (2A)A2A(A2)+(2A)A2A(A2). Where they differed considerably was in their propulsion concepts. Road number 11801 realized as a model had a Buchli drive per powered wheel set that was almost identical to the Ae 4/7. This produced 5,514 kilowatts / 7,391 horsepower of performance. The two outer powered wheel sets for each locomotive half were put together with the end wheel sets

to form a truck in the running gear. Since the middle wheel sets had side play, each locomotive half was guided merely by the centering of the trucks. These units could thus negotiate curves of 100 meters / 325 feet radius. The main frame of each locomotive half was suspended at four main support points, whereby the suspension springs for all the powered wheel sets and the middle non-powered wheel set were connected by equalization levers. A new feature was the relief of the strain on the middle wheel sets for each locomotive half for difficult startups by increasing the pressure on the powered wheel sets. The latter went from around 20 to about 21.5 metric tons and thereby increased the adhesion weight from 160 to 172 metric tons. Also new was the voltage and speed control on the high voltage side of the transformer with a high voltage control with 28 speed levels. Road number Ae 8/14 11801 was available for the SBB starting in December of 1931 and was assigned to the Erstfeld Depot. Naturally, the loco-

motive was tested intensively and numerous partially stubborn teething problems were repaired. It was used on the Gotthard and on the approach lines whereby it came to Lucerne and Zürich with passenger trains. It was in heavy freight train service however that the Ae 8/14 designated by locomotive crews as "The Big One" could really show what it had. The handwriting was not on the wall for this double locomotive until the Re 6/6 was first put into service. It was retired in 1977 after over 5,800,000 km / 3,620,000 miles of operation. It was overhauled and made operational again for the celebration of the 100th anniversary of the Gotthard in 1981. In 1984, it went as an historic locomotive into the SBB's museum roster and it has since been maintained by the workers at the Erstfeld Depot in operational condition.





37595 Class Ae 8/14 Double Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Ae 8/14 double electric locomotive. Fir green basic paint scheme. Version with 2 pantographs. Older design buffers with rectangular buffer plates. Locomotive road number 11801. The locomotive looks as it did after 1964.

Model: This locomotive has an mfx+ digital decoder and extensive light and sound functions. Controlled high-efficiency propulsion with a flywheel is in each locomotive half. 2 axles powered in each locomotive half. Traction tires. The triple headlights and 1 white marker light change over with the direction of travel, will work in conventional operation and can be controlled digitally. The white marker light can be changed to 1 red marker light when the locomotive is running "light." The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" lights are on at both ends. The cab lighting for each locomotive half can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. There are mechanisms to raise and lower both pantographs, which can be controlled separately in digital operation.

On both ends there are prototypical imprinted chalkboards on the sheet metal frame of the buffer beams. A booklet about the history of the locomotive is included.

Length over the buffers 39.1 cm / 15-3/8".

Highlights:

- **Mechanisms for raising and lowering both pantographs in digital control are included for the first time.**
- **Lighting in each cab can be controlled separately in digital operation.**
- **An mfx+ World of Operation digital decoder and a variety of operation and sound functions included.**

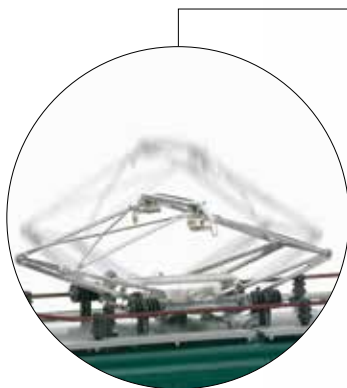
One-time series.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					CS3
Marker light(s)					
Electric locomotive op. sounds					
Pantograph control					Headlight(s): Cab2 End
Pantograph control					Headlight(s): Cab1 End
Sound of squealing brakes off					Conductor's Whistle
Engineer's cab lighting					Stat. Announce. - Swiss
Locomotive whistle					Doors Closing
Engineer's cab lighting					
Direct control					
Whistle for switching maneuver					
Pantograph Sounds					
Sound of Couplers Engaging					
Operating sounds					
Blower motors					
Brake Compressor					

This model can be found in a DC version in the Trix H0 assortment under item number 22397.

Booklet about the history included

Pantographs can be raised and lowered by a motor



See Page 192 for an explanation of the symbols and age information.

Switzerland



36333 Class Ee 3/3 Electric Switch Engine

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Ee 3/3 switch engine. "Fir Green" basic paint scheme. Second production series starting in 1932, with a cab in the middle. 2 switchman platforms. Locomotive road number 16356. The locomotive looks as it did around 1950.

Model: The locomotive has an mfx digital decoder and a miniature can motor with a flywheel. 3 axles and a jackshaft powered. Traction tires. The triple headlights and dual white marker lights will work in conventional operation and can be controlled digitally. The locomotive also has Swiss headlight / marker light changeover with a white marker light when the locomotive is couple to cars and a red marker light when the locomotive is running "light". These lights can be controlled digitally. Maintenance-free warm white and red LEDs for used for the lighting. The roof equipment is separately applied. The locomotive 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:

- Telex couplers included, can be controlled separately at each end of the locomotive.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)	█	█	█	█	█
Marker light(s)	█	█	█	█	█
Telex coupler on the front	█	█	█	█	█
Telex coupler on the rear	█	█	█	█	█
Marker lights	█	█	█	█	█
"Switcher Double "A" Light"	█	█	█	█	█
Direct control	█	█	█	█	█



47061 Type Rilns Sliding Tarp Car

Prototype: Type Rilns four-axle sliding tarp car. Sliding tarp car for the firm AAE, leased by SBB Cargo. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with rectangular buffers.

One-time series.

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. The car is modeled with a closed tarp.

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





46912 Type Fas High-Side Gondola Set

Prototype: 6 SBB Cargo type Fas four-axle high-side gondolas. High-side gondolas with reinforcement metal shapes on the car walls.

Model: The four-axle high-side gondolas have reinforcement metal shapes on the car walls. The cars have type Y 25 trucks. The cars have a gray paint scheme. The cars are not loaded. All of the cars have different car numbers. All of the cars are individually packaged. Length over the buffers per car 16.1 cm / 6-5/16". DC wheel set E700580.

One-time series.

Highlights:

- **Car body is new tooling.**
- **Reinforcement metal shapes on the car walls for transporting scrap in order to avoid damage.**
- **All of the cars have different car numbers.**
- **Separately applied parts.**



Impressively rich in detail for the reinforcement shapes

Car body is new tooling
All of the high side gondolas are individually packaged



See Page 192 for an explanation of the symbols and age information.

Switzerland



39460 Class Re 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: "Aare", road number: 460 034-2. The locomotive looks as it did in 2015.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. 4 axles powered. 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. Long-distance headlamps can be controlled digitally. The lighting changeover can be changed between the Swiss code and white/red. The cab lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has new, finely modelled single-arm pantographs. The locomotive has separately applied metal handrails. The engineer's cabs have interior details. Length over the buffers 21.3 cm / 8-3/8".

Highlights:

- **New, finely modelled single-arm pantographs.**
- **Centrally mounted motor now included. All four axles powered.**
- **Cab lighting.**
- **European and Swiss light changeover.**
- **mfx+ digital decoder.**

This model can be found in a DC version in the Trix H0 assortment under item number 22948.

**Centrally mounted motor
for the first time
Full sound**

New, finely detailed single-arm pantographs



Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)	█	█	█	█	█
Light Function	█	█	█	█	█
Electric locomotive op. sounds	█	█	█	█	█
Horn	█	█	█	█	█
Long distance headlamps	█	█	█	█	█
Engineer's cab lighting	█	█	█	█	█
Headlight(s): Cab2 End	█	█	█	█	█
Locomotive whistle	█	█	█	█	█
Headlight(s): Cab1 End	█	█	█	█	█
Sound of squealing brakes off	█	█	█	█	█
Direct control	█	█	█	█	█
Blower motors	█	█	█	█	█
Conductor's Whistle	█	█	█	█	█





47096 Two Type Sgnss Container Flat Cars with Interchangeable Transport Units

Prototype: Two Swiss Federal Railways (SBB/CFF/FFS), "SBB Cargo" business area, type Sgnss container flat cars. "Traffic Gray" basic paint scheme. Each car loaded with 2 Cargo Domino interchangeable transport units for trucks.

Model: The cars have type Y 25 trucks. The prototypically partially open flat car floors are constructed of metal with striking fish belly style side sills. Each car is loaded with 2 removable interchangeable transport units. Both flat cars and the interchangeable transport units have different car numbers or registration numbers.

Length over the buffers per car 22.7 cm / 8-15/16".

Total length over the buffers approximately 45.6 cm / 17-15/16".

DC wheel set E700580.

One-time series.



See Page 192 for an explanation of the symbols and age information.



48059 Type Habbiillnss High-Capacity Sliding Wall Boxcar Set

The leasing of special freight cars is the business model of the Swiss family firm WASCOSA. In addition to an extensive car pool of over 7,000 units, the company also has the innovative type Habbiillnss sliding wall boxcars for transporting weather sensitive, high-capacity, palletized freight. With a load area of 62.4 square meters / 671.67 square feet, a maximum load weight of 63.5 metric tons, two or more sliding and locking dividing walls as well as a maximum speed of 120 km/h / 75 mph it sets new standards for functionality and logistics.

Prototype: 3 type Habbiillnss high-capacity sliding wall boxcars. Privately owned cars of the firm Wascosa, leased to the Swiss Postal System, Inc. All of the cars have different advertising designs. The cars look as they currently do in real life.

Model: All of the cars have adjustable buffers and trucks. One each car in a German, a French, and an Italian advertising design. All of the cars have different car numbers and are individually packaged. There is also a master package.

Length over the buffers per car 26.7 cm / 10-1/2". DC wheel set E700580.

Highlights:

- **Current appearance.**
- **Attractive, striking design.**

One-time series.

New item from 2016.

**Individually packaged
in the set**



The beginning of the text can be found on Page 83.

Externally there are significant modifications on the AC3: ribbed side walls due to less costly construction. These walls can be covered with a so-called interchangeable Flex Panels (roll curtains made of canvas) and can thus be adapted at any time to



36631 Class 187.0 Electric Locomotive

Prototype: Railpool, Inc. class 187.0 electric locomotive (TRAXX AC 3 LM), leased to BLS, Inc., Cargo Business Area. Built by Bombardier as a regular production locomotive from the TRAXX 3 type program.

Model: This electric locomotive is constructed of metal and has an mfx digital decoder and extensive sound functions. It has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double ‚A‘ Light" function is on at both ends. Warm white and red LEDs are used for the lighting. There are 4 mechanically working pantographs (no power pickup from catenary). Prototypical modelling of the Last Mile equipment. Length over the buffers 21.7 cm / 8-1/2".

Prototypical sound of the "Last Mile" diesel motor can be controlled digitally



Prototypical modelling of the "Last Mile" equipment

the design wishes of the current operator. The move away from a smooth end shows the new GFK end module with the design, which is put over the end of the steel locomotive body like a mask. The DB is currently taking delivery of three classes: the 187.1 (without Last Mile for freight service), the 147.0 (regional passenger service), and the 147.5 (long-distance passenger

service). The AC3 with "Last Mile" has recently brought several privately owned transportation companies and leasing companies into its roster, such as Railpool, which is currently leasing road numbers 187 004-008 to BLS Cargo.

Highlights:

- **Completely new tooling for the modern Bombardier TRAXX 3 electric locomotive.**
- **A built-in mfx decoder and a variety of sound functions included on the locomotive.**
- **Version with imitation flex panels on the side wall of the locomotive.**
- **Design differences due to the Last Mile equipment are modelled on the locomotive.**

A DC model can be found in the Trix H0 assortment under item number 22279.



Exhaust opening with a bracket in the roof

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					
Operating Sounds 1					
Electric locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
High Pitch Horn					
Headlight(s): Cab1 End					
Sound of Couplers Engaging					
Operating Sounds 2					
Letting off Air					
Blower motors					
Conductor's Whistle					
Sanding					
Operating Sounds 3					



A hand sample is shown in the image.





46332 Weiacher Kies Type Falls Hopper Car Set

Prototype: 3 privately owned cars painted and lettered for the Swiss firm Weiacher Kies AG in Weiach, Switzerland. Type Falls. Used on the Swiss Federal Railways (SBB/CFF/FFS).

Model: The cars have a new look since the firm Weiacher Kies AG has belonged to the Eberhard Enterprises since 2009. The cars have an oxide red basic paint scheme with separately applied details. Total length over the buffers 40.8 cm / 16-1/16". DC wheel set E700580.

Highlights:

➤ All of the cars have different car numbers.



43612 Ralpin AG Type Bcm Driver's Escort Car

Prototype: Type Bcm driver's escort car or passenger car painted and lettered for Ralpin AG Olten. The car looks as it did from the end of 2011.

Model: The minimum radius for operation is 360 mm / 14-3/16". The model is based on a Eurofima design type Bcm car, 2nd class. 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), the 73406 pickup shoe, and the 73407 marker light kit can be installed in the car.

Length over the buffers approximately 28.2 cm / 11-1/8". DC wheel set E700580.

One-time series.



Austria



37179 Class 694 Steam Tank Locomotive

Prototype: Austrian Federal Railways (ÖBB) class 694 (former class 94.5) freight tank locomotive. The locomotive looks as it did in the Fifties.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions such as replenishing water, coal, and sand. It 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 generator can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke generator 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. Protective piston rod sleeves and brake hoses are included. Length over the buffers 14.6 cm / 5-3/4".

Highlights:

➤ **World of Operation mfx+ digital decoder and extensive operation and sound functions included.**

This model can be found in a DC version in the Trix H0 assortment under item number 22293.

One-time series.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
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					
Tipping grate					
Water Pump					
Injectors					
Rail Joints					
"Switcher Double "A" Light"					
Sanding					



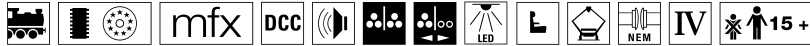


46392 Freight Car Set

Prototype: Three different Austrian Federal Railways (ÖBB) freight cars. One-time series. One boxcar, one type "Klagenfurt" gondola, and one type R 20 stake car with pressed metal stakes. The cars look as they did in Era III.

Model: The type R 20 car has truss rods. Removable stakes are included. Total length over the buffers approximately 41 cm / 16-1/8". DC wheel set E700580.





26608 TEE L'Etoile du Nord Train Set

Prototype: French State Railways (SNCF) class CC 40100 express locomotive. Four-system locomotive for all of France, the Benelux, and Germany. Road number CC 40109. Used in international TEE service. Motive power for the TEE L'Etoile du Nord Amsterdam – Paris. INOX cars (constructed of stainless steel) for the TEE L'Etoile du Nord. A Belgian State Railways (SNCB/NMBS) type A8tu open seating car. A type A8u (SNCF) compartment car, a type A5rtu (SNCF) dining car with a galley, and a type A2Dx (SNCF) generator car with a service compartment. All of the cars are 1st class. The cars look as they did around 1974.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has a 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. Warm white and red LEDs are used for lighting. The locomotive has separately applied metal grab irons. It also has separately applied steps. The locomotive has detailed roof equipment and different pantographs. The engineer's cabs have interior details including a figure of a locomotive engineer at the front. Accessory parts are included for installation on the buffer beams. Length over the buffers approximately 25.3 cm / 9-15/16".

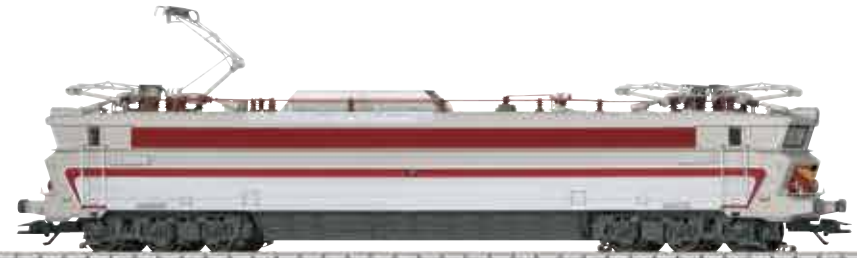
The cars are reproduced to scale without compromise in any of the dimensions. Minimum radius for operation is 360 mm / 14-3/16" (with sufficient clearance). The cars have underbodies specific to the various types of cars. The cars have type Y 24 trucks. The cars have a special paint finish to represent the INOX surface. The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler, the 73405 pickup shoe, and the 73400/73401 (2 per car) lighting kit can be installed in the cars. Total length over the buffers approximately 138.3 cm / 54-7/16".

- Highlights:**
- **Precise detailing.**
 - **Perfect INOX finish.**
 - **Numbered certificate of authenticity.**

One-time limited series.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)	█	█	█	█	█
Operating sounds	█	█	█	█	█
Electric locomotive op. sounds	█	█	█	█	█
Horn	█	█	█	█	█
Direct control	█	█	█	█	█
Sound of squealing brakes off	█	█	█	█	█
Headlight(s): Cab2 End	█	█	█	█	█
Bell	█	█	█	█	█
Headlight(s): Cab1 End	█	█	█	█	█
Stat. Announce. – Fren.	█	█	█	█	█
Blower motors	█	█	█	█	█
Conductor's Whistle	█	█	█	█	█
Compressor	█	█	█	█	█
Letting off Air	█	█	█	█	█
Horn blast 1	█	█	█	█	█
Sound of Couplers Engaging	█	█	█	█	█

Limited to 999 pieces with a consecutively numbered certificate





41879 Set with 3 PBA TEE Express Train Passenger Cars

Prototype: Three INOX cars (constructed of stainless steel) for the Trans Europe Express L'Etoile du Nord between Amsterdam and Paris. One type A8u compartment car and one type A3rtu bar car painted and lettered for the French State Railways (SNCF). One type A8tu open seating car painted and lettered for the Belgian State Railways (SNCB/NMBS). All of the cars are 1st class.

Model: The cars are reproduced to scale without compromise in any of the dimensions. Minimum radius for operation is 360 mm / 14-3/16" (with sufficient clearance). The cars have underbodies specific to the various types of cars. The cars have type Y 24 trucks. The cars have a special paint finish to represent the INOX surface. The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler, the 73405 pickup shoe and the 73400/73401 (2 per car) lighting kit can be installed in the cars.

Total length over the buffers 88.0 cm / 34-5/8".

DC wheel set for each car E700580.

These TEE cars have been designed to scale without compromises for clearance. These models will run on curves with a minimum radius of 360 mm / 14-3/16" or more, but a suitable spacing must be maintained between the track and catenary masts, bridge railings, or signals.

The 41879 set can be added to the 26608 train set.

One-time series.

Highlights:

- ✓ **Precise detailing.**
- ✓ **Perfect INOX finish.**
- ✓ **Multi-color interior details.**



Prototypical version



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26608

41879

26608



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36191 Class 191 Electric Locomotive

Prototype: Class 191 electric locomotive for the firm FuoriMuro, Italy. Built by Siemens as a regular production locomotive from the Vectron type program.

Model: The electric locomotive is constructed of metal, has an mfx digital decoder, and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" lights are on at both ends. Warm white and red LEDs are used for the lighting. 2 mechanically working pantographs (no power pickup from catenary). Length over the buffers 21.8 cm / 8-9/16".

Highlights:

- **Modern electric locomotive from the Vectron type program.**
- **Locomotive includes a built-in mfx decoder and a variety of sound functions.**

This model can be found in a DC version in the Trix H0 assortment under item number 22668.

One-time series.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					Low Pitch Horn
Operating Sounds 1					Rail Joints
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					
Compressor					
High Pitch Horn					

Full sound



See Page 192 for an explanation of the symbols and age information.

Netherlands



48931 Refrigerator Car

Prototype: Two-axle refrigerator car with a brakeman's cab. Privately owned car painted and lettered for "Fyffes" Bananas, used on the Dutch State Railways (NS). The car looks as it did at the start of the Thirties.

One-time series.

Model: The car models 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.



48949 Type Bt 10 Container Transport Car

Prototype: Type Bt 10 two-axle container transport car, with a brakeman's platform. Dutch State Railways (NS). The car looks as it did in Era III.

One-time series.

Model: The car is loaded with 3 removable type pa containers, each with a different container registration number. The containers have no load. 3 restraint clamps are included to fix the type pa containers in place.

Length over the buffers 11.4 cm / 4-1/2".

DC wheel set E700580. Trix Express wheel set 33357811.





37129 Class 1200 Electric Locomotive

Prototype: Dutch EETC class 1200 heavy general-purpose locomotive. Road number 1251. The locomotive looks as it did between 2012 and 2015.

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

Highlights:

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

One-time series.



Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					
Stat. Announce. – Dutch					
Electric locomotive op. sounds					
Horn blast 1					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Whistle for switching maneuver					
Headlight(s): Cab1 End					
Blower motors					
Conductor's Whistle					
Compressor					
Letting off Air					
Operating sounds					
Switching maneuver					



36629 Class E 186 Electric Locomotive

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

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double „A' Light" function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. 4 mechanically working (not connected for catenary power) pantographs. Length over the buffers 21.7 cm / 8-1/2".

Highlights:

- **Locomotive includes a new road number.**
- **mfx decoder and a variety of light and sound functions included.**
- **Locomotive includes a metal body.**

One-time series.

New item from 2016.



Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					
Operating Sounds 1					
Electric locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Whistle for switching maneuver					
Headlight(s): Cab1 End					
Sound of Couplers Engaging					
Operating Sounds 2					
Letting off steam / air					
Blower motors					
Conductor's Whistle					
Rail Joints					

The express train passenger car set to go with this locomotive can be found in the Märklin H0 assortment under item number 42648.

See Page 192 for an explanation of the symbols and age information.

Netherlands



42648 ICRm IC Express Train Passenger Car Set

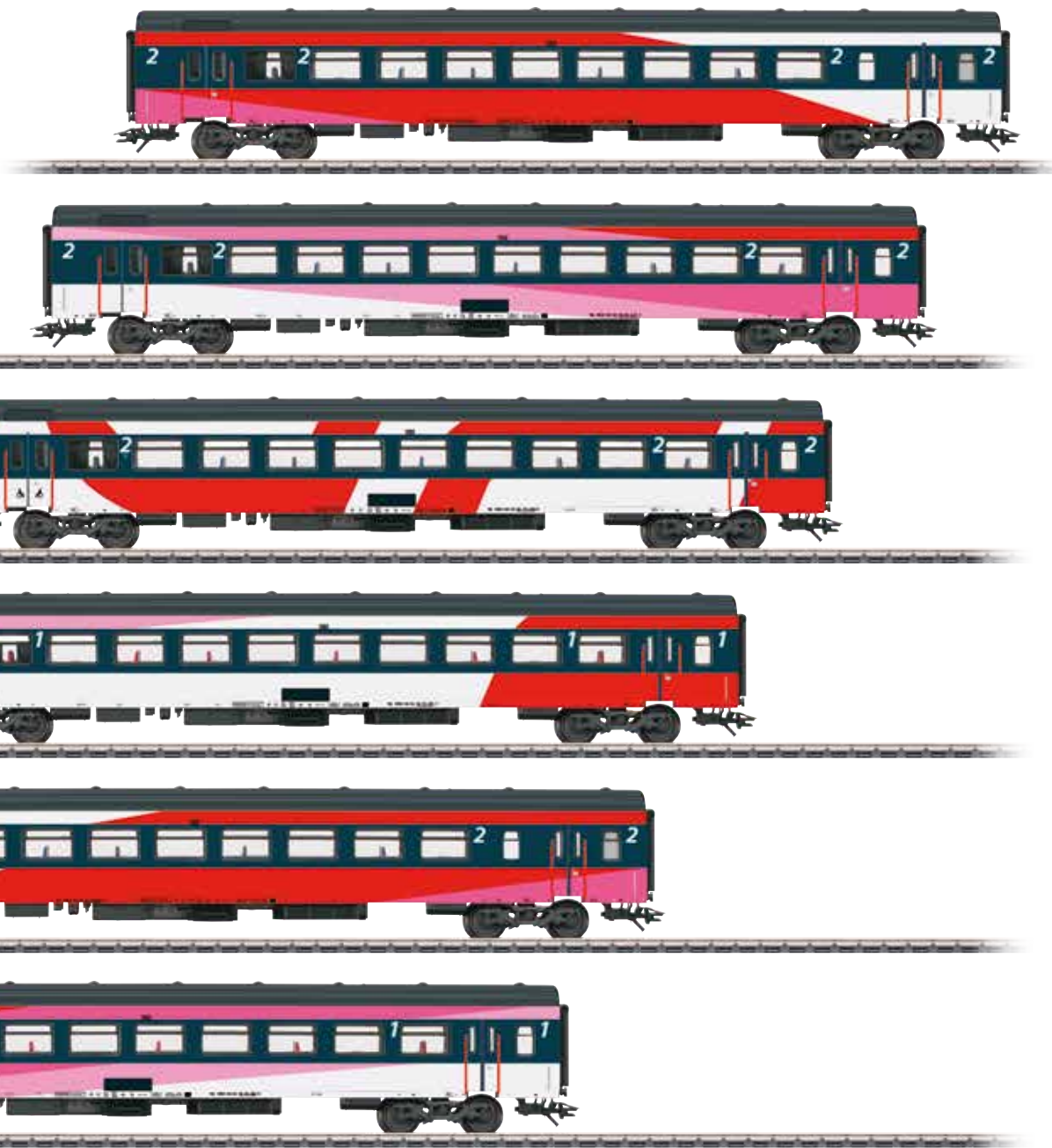
Prototype: 6 different Dutch Railways (NS) ICRm IC express train passenger cars, in the paint scheme HST PRIO A and HST PRIO B. Of them 4 ICRm express train passenger cars, 2nd class, and 2 ICRm express train passenger cars, 1st class. The cars look as they currently do in 2016.

Model: The 7319 current-conducting coupling, the 72020/72021 operating current-conducting couplers and the 7330 lighting kit can be installed on the cars. All of the cars have different car numbers. Total length over the buffers 159.4 cm / 62-3/4". DC wheel set E700580.

The class E 186 electric locomotive is the ideal motive power for the 42648 express train passenger car set and is available under item number 36629 that is also offered in the Märklin assortment.

One-time series.

New item from 2016.





37219 Class 1600 Electric Locomotive

Prototype: EETC class 1600 general-purpose locomotive, leased to Captrain, with advertising for Raillogix (NL). Road number 1619. The locomotive looks as it did in 2016.

One-time series.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The locomotive has triple headlights and dual red marker lights that change over with the direction of travel, will work in conventional operation, and that can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. Length over the buffers 21 cm / 8-1/4".

An attention getter every time it goes by



Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					
Stat. Announce. – Dutch					
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					
Blower motors					
Conductor's Whistle					
Compressor					
Letting off Air					
Operating sounds					
Switching maneuver					



46305 Type Tds Hopper Cars

Prototype: Three Dutch State Railways (NS) type Tds hopper cars. Version with hinged load area roof cover. The cars look as they did in the mid-Nineties.

Model: The cars are finely detailed, are painted blue, and have many separately applied details. The cars have separately applied chute extensions. The hinged roof can be opened. All of the cars have different car numbers. They are individually packaged.

Length over the buffers per car approximately 11.2 cm / 4-3/8".
DC wheel set E700580. Trix Express wheel set 33357811.

Highlights:

- Hinged roof covers can be opened.
- Car type ideal for unit train use.
- Very finely detailed construction.

One-time series.



See Page 192 for an explanation of the symbols and age information.





29474 "Era VI Passenger Train" Digital Starter Set

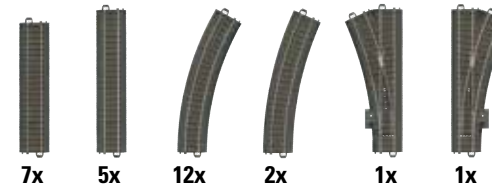
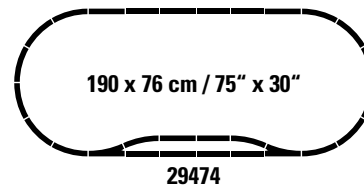
Prototype: Siemens Vectron electric locomotive as the EuroSprinter ES 2007 class HLE 18 and 2 NMBS/SNCB bi-level cars. 1 type M6 A bi-level car, 1st class and 1 type M6 B bi-level car, 2nd class.

Model: The Vectron locomotive and the bi-level cars are based on the prototype. The 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 by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are turned off at both ends of the locomotive, both ends will have the double "A" light function on. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has two mechanically working pantographs (no power pickup from catenary). The bi-level cars have tinted side windows. Train length approximately 75.4 cm / 29-11/16".

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

Highlights:

- This is the ideal way to get started in the digital world of Märklin HO.
- The locomotive has a built-in mfx digital decoder that registers automatically in the Mobile Station.
- The C Track layout is easy to set up.



Digital Functions	CU	MS	MS 2	CS 1-2	CS 3
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					
Compressor					
Rail Joints					





46383 Two Type Glm Boxcars

Prototype: Two Belgian State Railways (SNCB/NMBS) type Glm boxcars, former Dresden design. Both cars include high end wall doors on both ends of the cars. Reddish brown paint scheme. The cars look as they did around 1963.

Model: Both cars include indicated high end wall doors at both ends of the cars. Both cars have truss rods, additional running boards, and different car numbers. Each car is individually packaged in a marked box. Length over the buffers 13.9 cm / 5-1/2". DC wheel set E700580.

One-time series.



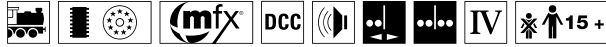
48435 Type Fals Hopper Car Set

Prototype: Three Belgian State Railways (SNCB/NMBS) type Fals hopper cars (Minéraliers). One-time series.

Model: The cars have load inserts to represent ore. The cars have different car numbers, are individually packaged and marked. Length over the buffers approximately 12.8 cm / 5". DC wheel set E700580.



Belgium



37696 Class 80 Diesel Locomotive

Prototype: Belgian State Railways (SNCB/NMBS) class 80 switch engine. Diesel hydraulic drive with a jackshaft.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles and a jackshaft 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 Telex couplers front and rear that can be controlled separately. The handrails on the ends of the locomotive are constructed of metal. Length over the buffers 12 cm / 4-3/4".

Highlights:

- **mfx+ digital decoder.**
- **Telex couplers.**
- **Controllable switching light.**

One-time series.



Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					
Telex coupler on the rear					
Diesel locomotive op. sounds					
Horn					
Telex coupler on the front					
Direct control					
Rear Headlights off					
Warning Sound					
Front Headlights off					
Sound of squealing brakes off					
Switching maneuver					
Brake Compressor					
Operating sounds					



36618 Class 29 Electric Locomotive

Prototype: Alpha Trains NV/SA, Antwerp, Belgium class E 186 general-purpose electric locomotive, leased as the class 29 to the Belgian State Railways (SNCB). Two-system locomotive with 4 pantographs. The locomotive looks as it did around 2012.

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.**

One-time series.



Digital Functions	CU	MS	MS 2	CS1-2	CS3
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					

See Page 192 for an explanation of the symbols and age information.



47055 Type Sgnss Container Transport Car

Prototype: Belgian State Railways (SNCB), B-Cargo Freight Service, type Sgnss four-axle container transport car for combined load service, leased to Inter Ferry Boats (IFB). Loaded with two 20-foot box containers. The car looks as it did around 2012.

Model: The car has type Y 25 trucks. The prototypically partially open flat car floor is constructed of metal with striking fish belly style side sills. The car is loaded with two removable 20-foot box containers. Length over the buffers 22.7 cm / 8-15/16". DC wheel set E700580.

The class 29 electric locomotive to go with this car can be found in the Märklin H0 assortment under item number 36618.

One-time series.



47056 Type Sgnss Container Transport Car

Prototype: Belgian State Railways (SNCB), B-Cargo Freight Service, type Sgnss container transport car for combined load service, leased to Inter Ferry Boats (IFB). Loaded with two 20-foot box containers. The car looks as it did around 2010.

Model: The car has type Y 25 trucks. The prototypically partially open flat car floor is constructed of metal with striking fish belly style side sills. The car is loaded with two removable 20-foot box containers. Length over the buffers 22.7 cm / 8-15/16". DC wheel set E700580.

The class 29 electric locomotive to go with this car can be found in the Märklin H0 assortment under item number 36618.

One-time series.



47063 Type Rils Sliding Tarp Car

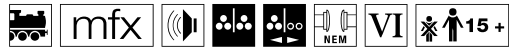
Prototype: Belgian State Railways (SNCB) type Rils four-axle sliding tarp car, assigned to the freight service area (SNCB Cargo). European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with rectangular buffers. The car looks as it did approximately at the start of 2001.

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. The car is modeled with a closed tarp. Length over the buffers 22.9 cm / 9". DC wheel set E700580.

Highlights:
 ✦ New car number.



Luxembourg



36632 Class 185 Electric Locomotive

Prototype: Class 185 electric locomotive. Alpha Trains NV/SA Antwerp is the owner of the locomotive, leased to CFL Cargo Germany, Inc. The locomotive looks as it currently does in real life.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double ‚A‘ Light" function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. There are 2 mechanically working pantographs (no power pickup from catenary).

Length over the buffers 21.7 cm / 8-1/2".

Highlights:

- **A variety of light and sound functions included on the locomotive.**
- **mfx decoder included.**
- **Warm white and red LEDs for lighting.**
- **Metal body for the locomotive.**

One-time series.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)	█	█	█	█	█
Operating Sounds 1	█	█	█	█	█
Electric locomotive op. sounds	█	█	█	█	█
Horn	█	█	█	█	█
Direct control	█	█	█	█	█
Sound of squealing brakes off	█	█	█	█	█
Headlight(s): Cab2 End	█	█	█	█	█
Whistle for switching maneuver	█	█	█	█	█
Headlight(s): Cab1 End	█	█	█	█	█
Sound of Couplers Engaging	█	█	█	█	█
Operating Sounds 2	█	█	█	█	█
Letting off steam / air	█	█	█	█	█
Blower motors	█	█	█	█	█
Conductor's Whistle	█	█	█	█	█
Rail Joints	█	█	█	█	█





47050 Flat Car Set

Prototype: 1 CFL type Rnss stake car. 1 CFL type Res stake car. 1 CFL type Rns stake car, leased to AAE. The cars look as they did around 2013. One-time series.

Model: All of the cars are loaded with iron beams. All of the cars have different paint schemes and car numbers. The cars have separately applied hand wheels. All of the cars are individually packaged. Total length over the buffers approximately 68.7 cm / 27". DC wheel set E700580.

Highlights:

- All of the cars are loaded with iron beams and have weathering that goes with such loads.

*Authentic weathering and repaired areas
Iron beams as a freight load*



See Page 192 for an explanation of the symbols and age information.



39675 Class MY 1100 Diesel Locomotive

Prototype: Danish State Railways (DSB) class MY 1100 diesel locomotive. NOHAB general-purpose locomotive in the wine red paint scheme of Era IV. Road number 1132. The locomotive looks as it did in 1983.

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

Highlights:

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

One-time series.



Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					
Engineer's cab lighting					
Diesel locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Horn					
Headlight(s): Cab1 End					
Operating sounds					
Blower motors					
Conductor's Whistle					
Compressor					
Letting off Air					
Switching maneuver					
Heating equipment					



48777 Type ZB Beer Car Set

Prototype: 2 different beer cars as privately owned cars for the Tuborg Brewery, used on the Danish State Railroad (DSB). Both cars include a separately applied shield at one end of the car roof. The cars look as they did in Era IV.

Model: Both beer cars have a brakeman's platform and a separately applied shield at one end of the car roof. The cars have numerous separately applied details. Both cars have different car numbers and are packaged individually. There is also a master package. A set of figures with festival guests and beer tables is also included. Total length over the buffers 20.2 cm / 7-15/16".

Highlights:

- **Original design with a shield on the car roof.**

One-time series.





37720 LINT 41 Diesel Powered Commuter Rail Car Train

Prototype: LINT 41 diesel powered commuter rail car train painted and lettered for the private railroad company Arriva Danmark A/S. Version with low entries. The train looks as it currently does in real life.

Model: The model has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. The model has a powerful motor and a flywheel, mounted in a Jakobs truck. 2 axles powered. Traction tires. The model has factory-installed interior lighting. Maintenance-free, warm white LEDs are used for the headlights and interior lights. The destination signs are prototypically correct with yellow LEDs. The headlights, interior lights, destination sign, 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 figures, a closed diaphragm, and a guide mechanism on the Jakobs truck between the two halves of the unit. Center buffer couplers are represented at the ends of the model.

Total length 48.1 cm / 18-15/16".

Highlights:

- **Factory-installed interior lighting included.**
- **mfx digital decoder with extensive sound functions.**
- **Lighted train destination display.**
- **Interior details with figures.**

One-time series.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
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	█	█	█	█	█



The 21 figures provide additional realism

Lighted train destination display
Interior details with 21 figures
Interior lighting



See Page 192 for an explanation of the symbols and age information.



47057 Type Sgnss Container Transport Car

Prototype: Type Sgnss four-axle container transport car for combined load service. Privately owned car painted and lettered for the firm Touax, registered in Germany. Loaded with a 40-foot box container. The car looks as it did around 2014.

Model: The car has type Y 25 trucks. The prototypically partially open flat car floor is constructed of metal with striking fish belly style side sills. The car has a hand wheel for setting brakes from the car floor. The car is loaded with a removable 40-foot box container. Length over the buffers 22.7 cm / 8-15/16". DC wheel set E700580.

Modern electric freight locomotives to go with this car are the classes 185, 189, or 193 that can be found in the Märklin H0 assortment.

One-time series.

In use all over Europe



47059 Type Sgnss Container Transport Car

Prototype: Type Sgnss four-axle container transport car for combined load service. Privately owned car painted and lettered for the firm Touax, registered in Germany. Loaded with two 20-foot box containers. The car looks as it did around 2014.

Model: The car has type Y 25 trucks. The prototypically partially open flat car floor is constructed of metal with striking fish belly style side sills. The car has a hand wheel for setting brakes from the car floor. The car is loaded with two removable 20-foot box containers. Length over the buffers 22.7 cm / 8-15/16". DC wheel set E700580.

One-time series.





29468 "Era VI Swedish Freight Train" Digital Starter Set. 230 Volts

Prototype: Green Cargo class V5 diesel switch engine, 1 stake car, 1 tank car, and 1 boxcar.

Model: The locomotive has an mfx digital decoder and a variety of sound functions. 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.

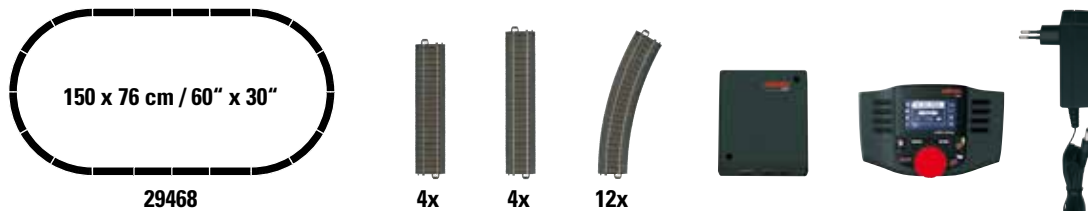
Train length approximately 49.9 cm / 19-5/8".

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

Highlights:

- **This is the ideal way to get started in the digital world of Märklin H0.**
- **The locomotive has a built-in mfx digital decoder that registers automatically in the Mobile Station.**
- **The C Track layout is easy to set up.**

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					
Flashing Warning Light					
Diesel locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Operating Sounds 1					
Sound of Couplers Engaging					
Operating Sounds 2					
Whistle for switching maneuver					
Switching maneuver					
Station Announcements					
Conductor's Whistle					
Rail Joints					
Sanding					



Locomotive with full sound



Sweden



36352 Class Ub Electric Switch Engine

Prototype: Swedish State Railways (SJ) class Ub electric switch engine. Brown basic paint scheme. Locomotive road number Ub 709. The locomotive looks as it did in Era III/IV.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has a miniature can motor with a flywheel. 3 axles and a jackshaft powered. Traction tires. The dual headlights will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs for used for the lighting. The roof equipment is separately applied. The locomotive 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:

- **Telex couplers included, can be controlled separately at each end of the locomotive.**

One-time series.



Digital Functions	CU	MS	MS 2	CS 1-2	CS 3
Headlight(s)					
Electric locomotive op. sounds					
Warning Sound					
Direct control					
Sound of squealing brakes off					
Telex coupler on the rear					
Whistle for switching maneuver					
Telex coupler on the front					
Sound of Couplers Engaging					
Letting off Air					
Blower motors					
Brake Compressor					
Pantograph Sounds					
Sanding					
Switching maneuver					



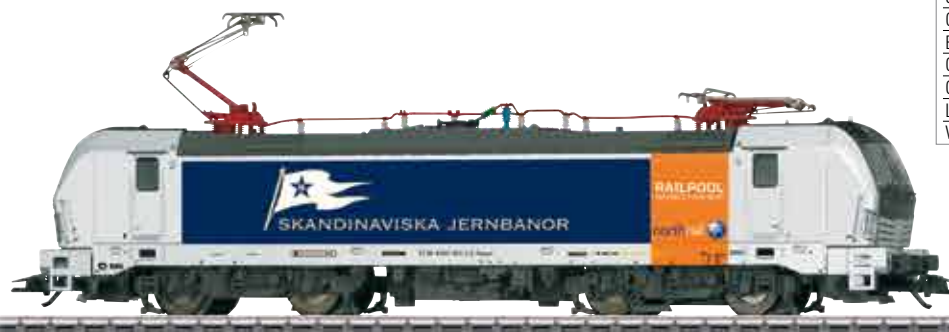
36192 Class 193 Electric Locomotive

Prototype: Railpool Northrail class 193 electric locomotive, leased to Skandinaviska Jernbanor (Sweden). Built by Siemens as a regular production locomotive from the Vectron type program. The locomotive looks as it did in September of 2016.

Model: The electric locomotive is constructed of metal, has an mfx digital decoder, and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double, A' Light" function is on at both ends. Warm white and red LEDs are used for the lighting. 2 mechanically working (not connected for catenary power) pantographs. Length over the buffers 21.8 cm / 8-9/16".

Highlights:

➤ Locomotive includes a built-in mfx decoder and a variety of sound functions.



Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					
Operating Sounds 1					
Electric locomotive op. sounds					
Low Pitch Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
High Pitch Horn					
Headlight(s): Cab1 End					
Sound of Couplers Engaging					
Operating Sounds 2					
Blower motors					
Conductor's Whistle					
Compressor					
Letting off Air					
Whistle for switching maneuver					



47064 Type Sgnss 114 Container Transport Car

Prototype: Type Sgnss 114 four-axle container transport car for combined load service. Privately owned car painted and lettered for the firm AAE Cargo AG, CH-Baar, leased to Green Cargo, registered in Sweden. Loaded with two 20-foot tank containers. The car looks as it did around 2015.

Model: The car has type Y 25 trucks. The prototypically partially open flat car floor is constructed of

metal with striking fish belly style side sills. The car has a hand wheel for setting brakes from the car floor. The car is loaded with two removable 20-foot tank containers. Length over the buffers 22.7 cm / 8-15/16". DC wheel set E700580.

One-time series.



47065 Type Sgnss 114 Container Transport Car

Prototype: Type Sgnss 114 four-axle container transport car for combined load service. Privately owned car painted and lettered for the firm AAE Cargo AG, CH-Baar, leased to Green Cargo, registered in Sweden. Loaded with a 40-foot box container. The car looks as it did around 2015.

Model: The car has type Y 25 trucks. The prototypically partially open flat car floor is constructed of metal

with striking fish belly style side sills. The car has a hand wheel for setting brakes from the car floor. The car is loaded with a removable 40-foot box container. Length over the buffers 22.7 cm / 8-15/16". DC wheel set E700580.

One-time series.

Modern electric freight locomotives to go with this car are the classes 185, 189, or 193 that can be found in the Märklin H0 assortment.

Underway All Over Europe



Norway



36633 Class 185.6 Electric Locomotive

Prototype: Railpool class 185.6 TRAXX 2 type general-purpose electric locomotive, leased to Cargolink A/S, Norway, registered in Germany. Locomotive road number 185 685-5. The locomotive looks as it did around 2010/2011.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double, A' Light" function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. There are 2 mechanically working pantographs (no power pickup from catenary). Length over the buffers 21.7 cm / 8-1/2".

Highlights:

- **A variety of light and sound functions included on the locomotive.**
- **mfx decoder included.**
- **Warm white and red LEDs for lighting.**
- **Metal body for the locomotive.**

One-time series.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
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					

Full sound



47725

47725

47725



47725 Type Lgs Container Transport Car Set

Prototype: 3 Norwegian State Railways (NSB) type Lgs two-axle container transport cars. Each loaded with two "DB Schenker" 20-foot box containers. The cars look as they currently do in 2016.

Model: The cars have partially open flat car floor constructed of metal. The car frames have truss rods. The cars have separately applied destination boards. Each car is loaded with two 20-foot box containers. The containers are removable. All of the containers and flat cars have different registration / car numbers.

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

One-time series.



All of the cars are individually packaged



47725

47725

36633

See Page 192 for an explanation of the symbols and age information.

Pennsylvania Railroad (PRR) GG1

In 1933, the Pennsylvania Railroad (PRR) had a completely new electric locomotive designed for fast heavy passenger train service on its flagship route New York – Washington that was electrified at the start of 1935 – the GG1. A first prototype was built by August of 1934 as a 4-6-6-4 unit at General Electric (GE). It had two powered trucks, each with a two-axle pilot truck. Power transmission from the traction motor to the wheel set was done with a reduction gearbox and a Westinghouse spring drive in which two 288 kilowatt / 386 horsepower GEA-627-A1 electric motors drove each wheel set. The prototype had a streamlined body with a center cab and was impressive at high speeds. On November 10, 1934, the PRR ordered 57 more GG1 units whose locomotive bodies were reworked by the famous industrial designer Raymond Loewy. General Electric built 14 regular production units

in Erie and 18 were built in PRR's shops in Altoona. Final assembly of the remaining 25 GG1 units was done in Altoona with electrical components from Westinghouse and running gear from Baldwin Locomotive Works in Eddystone. Another 81 units of this exceptionally elegant, beautifully shaped American electric locomotive were built between 1937 and 1943 in Altoona.

With their steam boilers for car heating, the GG1 locomotives were in fact thought of as passenger locomotives, but they could also be used to pull freight trains. Their gear reduction was designed however for fast passenger train service. As the GG1 units aged and newer types of locomotives became available, many of the GG1 locomotives ended up in freight train service and were equipped with special gearing for this purpose. Starting in 1955 the PRR equipped a large number of GG1 locomotives with large

air intakes on the end areas. In the same year, three locomotives (4866, 4872, and 4880) were given a special but short-lived paint scheme in silver with broad red stripes for the "Congressional Limited" deluxe trains just modernized for service between New York and Washington. On February 1, 1968, the PRR merged with its archrival of many years, the New York Central Railroad, to form Penn Central (PC), which had to file for bankruptcy as early as 1970. The different successor companies Amtrak (40 units), Conrail (75), and NJ Transit (13) divided the 128 units of the GG1 fleet among themselves. At least 16 locomotives of this class with its beautiful shape are preserved as museum pieces, but none of them is operational.



See Page 192 for an explanation of the symbols and age information.



43616 Four Streamliner Passenger Cars

Prototype: Four Pennsylvania Railroad (PRR) streamliner passenger cars. Two coaches, one dining car, and one observation car.

Model: The car bodies for all of the cars are constructed of aluminum. All of the cars have factory-installed LED interior lighting and current-conducting couplers. The observation car has a red marker light. A pickup shoe is mounted on one car. Total length approximately 105 cm / 41-5/16".

Highlights:

- LED interior lighting.
- Current-conducting couplers.
- Marker light.
- Car bodies constructed of aluminum.

An electric locomotive to go with this car set is being offered in the Märklin H0 assortment under item number 37494.

One-time series.

Prototypical marker lights



Marker lights
Built-in interior lighting





43616

37494



39617 Alco PA-1 Diesel Locomotive

Prototype: USA Pennsylvania Railroad (PRR) double unit Alco class PA-1 heavy diesel locomotive. Road numbers 5752A and 5753A. The locomotives look as they did around 1954.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. 1 controlled high-efficiency propulsion unit in each A unit. Two axles powered in each locomotive. Traction tires. The headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has lighted number boards on the sides. Maintenance-free warm white LEDs are used for the lighting. There are close couplers in standard coupler pockets at both ends; they can be replaced with imitation American couplers or pilot skirting. Imitation couplers and skirting are included. Minimum radius for operation 360 mm / 14-3/16". Length over the couplers approximately 47.2 cm / 18-9/16".

Highlights:

- **Double locomotive constructed of metal.**
- **A heavy unit with impressive pulling power.**
- **Two synchronized high-efficiency propulsion systems.**
- **mfx+ decoder.**

One-time series.



45701 Cabin Car

Prototype: Pennsylvania Railroad (PRR) type N5C cabin car. Version with a streamlined, yellow cupola.

One-time series.

Model: The cabin car has a metal floor. It has detailed trucks with special wheel sets. The roof walkway, brake system, and other details are separately applied. The couplers can be replaced by other makes of couplers. Length over the couplers 11.7 cm / 4-5/8". DC wheel sets E320552 (NEM), E320389 (RP25).



*Double locomotive constructed of metal
A heavy unit with impressive pulling power*

Digital Functions	CU	MS	MS 2	CS 1-2	CS 3
Headlight(s)					
Diesel locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Bell					
Sound of Couplers Engaging					
Rail Joints					
Cab Radio					
Letting off Air					
Switching maneuver					



45709 Caboose

Prototype: Union Pacific Railroad (U.P.) type CA 3/CA-4 caboose. Design One-time series. with a center cupola.

Model: The caboose has a metal frame and floor. It has detailed trucks with special wheel sets. The caboose has platforms at both ends with hand brakes. The roof walk, ladders, and other details are separately applied. The couplers can be replaced with other makes of couplers. Length over the couplers 14.2 cm / 5-9/16". DC wheel sets E320552 (NEM), E320389 (RP25).

A locomotive to go with this caboose is the "Challenger" steam freight locomotive, item number 39911.



See Page 192 for an explanation of the symbols and age information.

USA – Challenger



39911 American Freight Steam Locomotive with an Oil Tender

Prototype: Union Pacific Railroad (UP) heavy American freight steam locomotive from the former class 3900 "Challenger", in the converted version with an oil tender. Locomotive version with road number 3706 (former coal-fired locomotive, road number 3943). The locomotive looks as it did in the Fifties.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. Different operation sounds such as oil and water being replenished or the sounds of opening and closing the sliding windows and the ventilation hatch on the cab can be controlled digitally. The locomotive also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 6 axles powered. Traction tires. The locomotive has an articulated frame enabling it to negotiate sharp curves. It also has Boxpok driving wheels. The headlight, backup light on the tender, and the number board and marker lights are maintenance-free, warm white LEDs. 2 smoke generators (7226) can be installed in the locomotive; the contacts for them are on constantly. The headlight, backup light on the tender, and the contact for the smoke unit will work in conventional operation and can be controlled digitally. The cab lighting and the number board and marker lights can be controlled separately in digital operation. There is a powerful speaker in the tender. An imitation coupler in a standard pocket can be mounted on the pilot at the front of the locomotive. There is a close coupling with a guide mechanism between the locomotive and tender. Steam lines on the front group of driving wheels are mounted to swing out and back with the cylinders. The locomotive has separately applied metal grab irons. There are many separately applied details. Figures of a locomotive engineer and fireman for the engineer's cab are included. Length over the couplers 42.5 cm / 16-3/4". The locomotive comes in a wooden case.

Car sets to go with this locomotive can be found in the Märklin H0 assortment under item numbers 45661, 45662, 45657, 45658, 45659, and 45660.

This model can be found in a DC version in the Trix H0 assortment under item number 22939.

One-time series.

New item from 2016.

Highlights:

- **Completely new tooling, constructed mostly of metal.**
- **Many separately applied details.**
- **Striking smoke deflectors.**
- **mfx+ digital decoder and a wide variety of operation and sound functions included.**



Special refined features are the windows and ventilation hatch that can be opened



See Page 192 for an explanation of the symbols and age information.

Perfect Accessory



77502 "Hunt'sche" Large Coaling Station Based on the Prototype in Saarbrücken

Prototype: "Hunt'sche" large coaling station for loading coal into steam locomotive tenders, based on the prototype in Saarbrücken. Almost identical coaling stations of this type also existed in Munich and Vienna.

Model: This is an advanced model of the "Huntschen" large coaling station in Saarbrücken with all of the building parts ready for assembly as a finished model. The parts for the steel construction, the railings, the handrails, and the walkways are precision laser cut from special architectural quality cardstock. The steps are made of plastic. The underside of the coaling station is laser cut as a kit. The model has working lamps that are already assembled. The center conductor walkways over the coalbunkers are constructed as partially open etched metal parts, dark colored, and electrically connected to the C Track center conductors to supply power to locomotives from the center conductors. All of the parts already have a realistic basic paint scheme, but they can be painted and weathered further with no problem. This model can be used for Märklin and Trix C Track. It can also be used for Märklin K Track with an adapter track. A set of lettering for the coaling stations in Vienna and Munich is included. This model is ready for installation on a model railroad layout. Dimensions of the finished model: Installation dimensions approximately Depth 4.5 cm / 1-3/4", Length 54.5 cm / 21-7/16", Width 22 cm / 8-5/8", total Height above the rails 15.8 cm / 6-1/4".



Highlights:

- Can be used from Era I forward.
- Detailed construction.
- Impressive attention getter on any layout.
- Can be built for Märklin C Track and Trix C Track, and with an adapter track also for the K Track system.



Back page



Front page

See Page 192 for an explanation of the symbols and age information.



39549 ROBEL 54.22 Powered Track Car

Prototype: ROBEL 54.22 powered track car as a construction site vehicle for the DB Network Maintenance. With a movable loading crane. Used for maintenance and monitoring. The unit looks as it currently does in real life.

Model: The model has an mfx+ digital decoder and extensive sound functions. It has controlled high-efficiency propulsion. The model has a compact design maintenance-free motor. 2 axles powered. The model has separately applied grab irons on the cab. The triple headlights and dual red marker lights change over with the direction of travel and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. The model has the double "A" light function. Maintenance-free warm white and red LEDs are used for the lighting. The cab has interior details and controllable interior lighting. The loading crane can be turned by a motor and can be controlled digitally. Length over the buffers 13.4 cm / 5-1/4".

Highlights:

- Loading crane can be controlled digitally.
- mfx+ digital decoder and full sound features included.



Digital Functions	CU	MS	MS 2	CS 1-2	CS 3
Headlight(s)					Surrounding sounds
On/off function					Dialog
Diesel locomotive op. sounds					Dialog
Locomotive whistle					Dialog
Direct control					Surrounding sounds
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Flashing Warning Light					
Headlight(s): Cab1 End					
Engineer's cab lighting					
Horn					
Cab Radio					
Compressor					
Surrounding sounds					
Surrounding sounds					
Surrounding sounds					

This product was done in cooperation with the firm Viessmann Modellspielwaren GmbH.

One-time series.

Loading crane can be controlled digitally



39548 ROBEL Tm 235 Powered Track Car

Prototype: ROBEL Tm 235 powered track car as a construction site vehicle for the BLS, Inc. With a movable loading crane. Test pantograph. Used for maintenance and monitoring. The unit looks as it currently does in real life.

Model: See the text for the 39549 locomotive for more information about this model.

One-time series.



39547 ROBEL X630 Powered Track Car

Prototype: ROBEL X630 powered track car as a construction site vehicle for the Austrian Federal Railways (ÖBB). With a movable loading crane. Used for maintenance and monitoring. The unit looks as it currently does in real life.

Model: See the text for the 39549 locomotive for more information about this model.

One-time series.





60832 m83 Decoder

This is a receiver for switching turnouts, signals, and uncoupler tracks. The m83 supports the digital formats Motorola, DCC, and mfx. The digital address can be set by means of coding switches or by means of the programming track in 4 steps. The address range in the Motorola format is up to 320 and in the DCC format up to 2040. The m83 has 8 outputs that can be controlled separately or in pairs. These outputs are preset for switching up to 4 turnouts. Examples of other functions are switching up to 8 lighting circuits (dimnable) with a defined power-on behavior (example: street lighting, house lighting). External power supply is possible, example: by means of 66360/66365/66367, only in conjunction

with 60822. The m83 and m84 decoders can be arranged in any sequence. A 60821 accessory set is required per pair of outputs for motor drives. Connections on the decoders are done by means of set-screw terminal clips. The maximum current load is 3 amps.

Highlights:

- Supports the mfx digital format.
- LED indicators for fast recognition of operating status.
- Can be updated.



60842 m84 Decoder

This is a receiver for turning on/off continuous current for lighting, motors, Hobby color light signals (74371, 74380, 74391), and other electrical accessories. The m84 supports the digital formats Motorola, DCC, and mfx. The digital address can be set by means of coding switches or by means of the programming track in 4 steps. The address range in the Motorola format is up to 320 and in the DCC format up to 2040. The m84 has 8 relays in 4 galvanically separated groups for switching users. Using the 66360/66365/66367 switched mode power pack allows you to achieve the bi-stable state of the relays and to store the switching status. 4 Hobby color light signals and 4 Hobby distant signals can be controlled with

the simultaneous switching capability of the track current. In addition, the m84 has 8 inputs for manually switching the relays (similar to the 7244 universal relay). The m83 and m84 decoders can be arranged in any sequence. Connections on the decoders are done by means of set-screw terminal clips. The maximum current load per group is 5 amps.

Highlights:

- Supports the mfx digital format.
- LED indicators for fast recognition of operating status.
- Can be updated.

03082 “Controlling Digitally with the Central Station 3” Book

Version with German text.

03092 “Controlling Digitally with the Central Station 3” Book

Version with English text.

This book is an extensive description of the Märklin Digital system. It contains all of the essential information about the Central Station 3. Another focal point is the description of the new generation of decoders. The necessary components are presented systematically. 190 pages in the DIN A4 format.

Highlights:

- **Contains all of the essential information about the Central Station 3.**

Controlling with the CS3



See Page 192 for an explanation of the symbols and age information.





Perfection in the scale 1:220, that is Z Gauge at Märklin. Affectionately called "Mini-Club" by many and the synonym for exclusive precision mechanical qualities in railroad model construction.

This year there are more than just new items for the rails that are undoubtedly impressive. You can expand your model railroad with an impressive roundhouse or with a „Hunt'sche" large coaling station closely modelled on the original and you can thereby create a railroad maintenance facility of real size.

The Industrial Revolution in the 19th century also brought more traffic into the suburbs of Berlin. The KPEV reacted to this and thereby created the model for our new set with a class T12 with passenger cars. Highly detailed and prototypical on this locomotive are the valve gear and rods, the brake system, and the controls on the new T12.

The V 80 was designed in the Fifties as an innovative pioneer for a new generation of locomotives and had to undergo various improvements in the process. This V 80 is now in the program as completely new tooling with the newest generation motor.

This locomotive will become a true evergreen with the suitable car set, because this is how people traveled in the Fifties.

In addition to these models, there are many other new items and much longed-for additions waiting to be discovered by you.

A Bigger Train Load

Class T12 Steam Locomotive (class 74.4-13)

Greater trainloads as well as a greater train density in Berlin's suburban traffic (but also elsewhere) required the building of a tank locomotive with three driving axles on the Prussian State Railways (KPEV) at the start of the 20th century. As early as 1902 the Union Casting Company in Königsberg delivered the first four 2-6-0T units of the class T 12 – at that time still designated as the T 10 – for test operations on the Berlin city, ring, and suburban lines. These locomotives were equipped with the new superheated steam technology and had Schmidt design smokebox superheaters for this. Mostly identical wet steam units, the class T 11, were built for purposes of comparison. Yet extended test runs proved the superiority of the T 12 with considerable savings in coal and water consumption, thus justifying its construction in the future. From 1905 on, 41 additional superheated units were deliv-

ered, now as the T 12. Among other things, they had a lengthened smokebox, larger cylinder diameters, and a longer ventilation hatch. The final form of the T 12 had definitely been found starting in 1911. By 1916, Prussia's state railroad had already purchased 934 locomotives. Regular production deliveries underwent constant improvements up that time such as the installation of new safety valves, two-stage compressors, Kuhnsche crosshead guides, and surface pre-heaters. In addition, T 12 units went to the Imperial Railways in Alsace-Lorraine, the Lübeck-Büchen Railroad (LBE), the Halberstadt-Blankenburg Railroad (HBE), and in 1921 Borsig delivered another 40 units to the Berlin Regional Railroad Administration. All total 1,014 T 12 locomotives were put into service with Union, Borsig, Hohenzollern, and Grafenstaden participating in their construction. Borsig had the biggest share in this at 732 units. In 1925, the DRG took over 899 locomotives

with the road numbers 74 401-543 and 545-1300 in its final new designation plan. After the "Great Electrification" of the Berlin City Railroad lines, numerous units were superfluous there and went to railroad maintenance facilities all over Germany. There they earned a living in switching work and as road engines. Many locomotives were still in use in both parts of Germany after World War II too. Yet since the DB as well as the DR used their T 12 units mostly in switching work, the conversion to diesel reduced the roster relatively quickly. The last of the "Mohicans" on the DB was road number 74 1070 in Düren, which was retired on May 11, 1966. At about the same time the last T 12 units disappeared on the DR too. Three units were preserved for posterity with road numbers 74 1192 and 1230 in Germany as well as the former road number 74 1234 in Poland.



88957 Class T12 Steam Locomotive

Prototype: Royal Prussian Railroad Administration (KPEV) class T12 steam locomotive used in Berlin suburban service. The locomotive looks as it did around 1915.

Model: Warm white LEDs are used for the dual headlights. All three driving axles powered. The locomotive's rods and valve gear are finely detailed. Imitation brakes, sand pipes, and rail clearance devices have been modelled. A train destination sign is separately applied to the end of the locomotive. System couplers are on both ends of the locomotive. The buffer plates have been enlarged. The locomotive has extensive finely done paintwork and imprinting. Length over the buffers approximately 55 mm / 2-1/8".

One-time series for the Märklin Dealer Initiative.

Highlights:

- Locomotive frame and body constructed of metal.
- Finely detailed rods and valve gear.
- Imitation brakes and rail clearance devices modelled.
- Warm white LEDs for headlights.
- Plastic coupler hooks at both ends of the locomotive.

Separately applied train route sign
Dual LED headlights



87041

88957



87041 KPEV Passenger Car Set Consisting of 4 Cars

Prototype: 4 KPEV passenger cars as they looked in Era I.

1 type Pw3 Pr 02 baggage car with 3 wheel sets and a conductor's cupola.
 1 type C3 Pr 04 compartment car, 3rd class, with 3 wheel sets and a brakeman's cab, 1 type BC3 Pr 03 compartment car, 2nd/3rd class, with 3 wheel sets and a brakeman's, and 1 type C3 Pr 04 compartment car, 3rd class, with 3 wheel sets and a brakeman's cab.

Model: The set has 1 baggage car and 3 compartment cars. All of the cars have different car numbers. The cars are finely painted and have detailed lettering. The cars are in a special version and are not available individually.

Total length approximately 230 mm / 9-1/16".

One-time series for the Märklin Dealer Initiative (MHI).



Our Insider Model for 2017

DB Class V 80 Diesel Locomotive

The concept of the V 80 came about as a joint development of the railroad's central office in Munich and the industry: a diesel locomotive with trucks with a high-mounted center cab. The complete heating plant was under the shorter nose, and under the longer one was the motor, cooling equipment, and fuel tank. The gearbox was in the middle of the locomotive under the cab. The trucks, frame, and body were completely welded. Initially, two 800 horsepower units from Daimler-Benz or from MAN as well as a 1,000 horsepower unit from Maybach were available as motors. Five each of the V 80 were delivered in 1951/52 from Maffei and MaK. They were extensively tested as innovative pioneers of a new generation of locomotives and naturally, they also had to undergo various improvements. Important changes were the replacement of the original heating boiler by a vapor-heating unit and the replacement of the original motors by the MTU type

MB 12V 493 with 1,100 horsepower output. After unsatisfactory testing in switching work the locomotives were used in commuter service in the greater Frankfurt and Nürnberg areas, often even with shuttle trains. The operating experience soon showed that the V 80 could not be used as a universal unit. Its performance was not enough for passenger train service and in switching operations it proved to be cumbersome and expensive. Starting in the fall of 1963, all the V 80 units were stationed at Bamberg, where they were used in almost all the services on the main lines and branch lines there. The locomotives designated starting in 1968 as the class 280 in the computer numbering system were retired as a splinter class between 1976 and 1978. Road number 280 010 went in 1977 to the Hersfeld County Railroad. Later it followed the other units to Italy with the exception of road number 280 002. The locomotives found a new life there on privately owned railroads and pulling construction trains. Initially, road

number V 80 002 was preserved as a DB museum locomotive, but it was so heavily damaged in the fire at the DB's museum depot in Nürnberg-Gostenhof that what remained of it had to be scrapped on October 17, 2005. In any event, road number V 80 001 came back from Italy in October of 2005 after being purchased by a private collector. It was completely overhauled and restored technically and visually in the DB style of the 1970s. The DB Museum was able to acquire road number V 80 005 in June of 2008 as a replacement for road number V 80 002, which the steam locomotive works in Meiningen restored externally in its original paint scheme as road number 280 005 by April of 2013. Road number V 80 007 completed the round in August of 2013, when it was bought back from Ludger Guttwein's German Private Railroad, Inc. It now gleams again visually as a gem in DB red.



88803 Era III DB Class V 80 Diesel Hydraulic General-Purpose Locomotive

Prototype: German Federal Railroad (DB) class V 80 general-purpose diesel locomotive in the Era III red basic paint scheme. Version with a single lamp above and double lamps below. The locomotive looks as it did around 1957.

Model: The locomotive is completely new tooling as an Era III version with round metal buffers. The frame is constructed of metal/plastic. The

body is made of plastic. The locomotive has enlarged buffer plates. All axles powered. The locomotive has the new generation motor and triple headlights with warm white LEDs that change over with the direction of travel. The wheel treads are dark nickel-plated. Engine cab details are modelled.

Length over the buffers approximately 58 mm / 2-1/4".

Highlights:

- Completely new tooling.
- New generation motor.
- LED headlights.

One-time production only for Insider Club members.

LED lighting that changes over white/white with the direction of travel



87530

88803



**87530 DB Commuter Train Set Consisting of 4-Axle
"Umbau" / "Rebuild" Cars**

Prototype: 2 type B4yge "Umbauwagen" cars, 2nd class, 1 type AByge "Umbauwagen" car, 1st/2nd class, 1 type BPw4yge "Umbauwagen" car, 2nd class with a baggage compartment. Era IIIb "Bottle Green" paint scheme for the cars.

Model: The 4-axle "Umbau" / "Rebuild" Cars have realistic paint schemes and imprinting. The cars have close coupler hooks and interior details.

Total length over the buffers approximately 360 mm / 14-3/16".

Highlights:

- Realistic paint schemes and imprinting.
- Close coupler hooks.
- Interior details modelled.

The 87530 set is being produced in a one-time series only for Insider members.



© Helmut Dahlhaus



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 193 for warranty terms. See Page 192 for an explanation of the symbols and age information.

Freight Trains of the Sixties



81371 Heavy Freight Train Set

Prototype: German Federal Railroad (DB) class 44 steam locomotive with Witte smoke deflectors and a coal tender, 6 type Ootz 43 hopper cars. The locomotive and cars look as they did in Era III.

Model: The locomotive is visually improved and has a 5-pole motor. The locomotive and frame are constructed of metal. All of the driving axles are powered. The locomotive has finely detailed, working valve gear, imitation brakes are modelled, and the locomotive has triple headlights. The locomotive is weathered. All of the cars have their own car numbers and weathering.

Total length over the buffers approximately 360 mm / 14-3/16".

The set is limited to 499 pieces. It comes with a certificate of authenticity.

Highlights:

- **Finely detailed models with weathering.**
- **Locomotive visually improved.**
- **Limited to 499 pieces.**
- **Delivered with a certificate of authenticity.**

*All of the vehicles are weathered
Limited to 499 pieces with a numbered certificate*





81699 DB "Light Freight Train" Train Set

Prototype: German Federal Railroad (DB) class V 100.20 diesel locomotive. 2 type X 05 low side cars, one with a brakeman's cab and one with a brakeman's platform. 2 Tempo Hanseat trucks with van bodies in different delivery colors. All of the units look as they did in Era III.

Model: All of the axles on the locomotive are powered. The triple headlights and red marker lights change over with the direction of travel. Maintenance-free LEDs are used for the lighting. The two type X 05 low side cars are finely detailed with black nickel-plated solid wheels, each car loaded with a Tempo Hanseat truck with a van body, constructed of metal. The models of the Tempo can be rolled. Total length over the buffers approximately 140 mm / 5-1/2".



© Otto Blaschke



The Set for Railroad Construction



81451 DB Construction Train Set for Track Construction

Prototype: DB Track Construction Group construction train consisting of a class 233 "Tiger" diesel locomotive, 1 DB, Inc. type Res 687 stake car, and 2 DB, Inc. type Fcs 092 hopper cars.

Highlights:

➤ **Finely detailed models.**

Model: The locomotive has a 5-pole motor. All of the axles 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 cab interior is modelled. All of the cars have their own car numbers and are each equipped with a freight load insert of track ballast. Total length over the buffers approximately 275 mm / 10-13/16".



All of the cars include a load insert of gravel



The class 80 tank locomotives were part of the DRG's first standardization plan and were designed for switching work in large passenger stations. The DRG's plan was that weight would be reduced as much as possible in favor of a boiler with good performance. The driving wheels were reduced to 1,100 mm / 43-5/16" from the ones originally designed with a diameter of 1,250 mm / 49-3/16". Since a maximum speed of only 45 km/h / 28 mph was required, the driving wheel diameter selected appeared to be sufficient. Other savings in weight were done in the cylinders, wheel sets, and running gear. The suspension springing on the lower frame was a large problem, but eventually the suspension springs could be located below the wheel set bearings in order to ensure clearance even with worn out wheel tires. The standardized type program enabled four different firms (Hohenzollern, Union,

Hagens/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 the German State Railroad area. All of the locomotives survived World War II: 22 came to the DR, 17 remained with the DB. The "Bullis" / "Little Bulls" put into the DR roster became superfluous starting in 1962/63 with the delivery of new class V 75 diesel switch engines. At least 20 of the 0-6-0 units found new work as industrial locomotives in different maintenance facilities. Road number 80 019 was the last unit to survive in this kind of work. It was not put into storage until November of 1984 at the Engelsdorf maintenance facility and was scrapped in May of 1987. With road number 80 009 (privately owned in Berlin) and 80 023 (SEM in Chemnitz) two DR locomotives can still be admired for posterity. From 1946 on all 17 of the subsequently DB

locomotives (80 005, 013-016, 028-039) were stationed in Nürnberg. At the end of their career, the class 80 units were only stationed in Schweinfurt and road number 80 031 was the last to be 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 as the last one until August of 1977 at Ruhr Coal, Inc. Five of these mining "Bullis" were preserved in the form of road numbers 80 013 (DDM), 014 (SEM Heilbronn), 030 (DGEG), 036 (VSM Netherlands), and 039 (Hammer EF).



88001 Class 80 Museum Steam Locomotive for the Bochum-Dahlhausen Museum

Prototype: Road number 80 030, museum tank locomotive for the railroad museum in Bochum. Version with dual headlights, welded water tanks, smokebox door without a central locking device, coal bunker add-on walls, generator to the left of the smoke stack, and a bell behind the smoke stack.

Model: The model of the class 80 steam locomotive has very fine prototypical details and is constructed of metal. It has a built-in powerful motor, cab windows with windowpanes, and LED headlights that change over with the direction of travel. The locomotive has complete working side rods, drive rods, and valve gear. Imitation brakes, rail clearance devices, and larger buffer plates are modelled. The model comes in a real wooden box with a certificate of authenticity. It forms the start of a loose series of famous German museum locomotives. Length over the buffers approximately 44 mm / 1-3/4".

Highlights:

- ✓ Frame and body constructed of metal.
- ✓ LED headlights.
- ✓ Finely detailed, working rods and valve gear.
- ✓ Brakes modelled.
- ✓ Newest generation of a power motor.
- ✓ Comes in a real wooden box with a certificate of authenticity.
- ✓ Limited series of 499 pieces.

One-time series limited to only 499 pieces.

Limited to 499 pieces
Available in an exclusive wooden box



Uerdinger Rail Bus

Unforgettable Branch Line Growlers.

The experiences with the single-motor class VT 95 (later the class 795) rail busses developed by the firm Waggonfabrik Uerdingen proved the basic suitability of these units for the urgently necessary modernization of branch line service. At the same time, the class VT 95's power plant was too weak for routes with grades, particularly when operated with trailer units. For that reason, three prototypes of the class VT 98.9 (later the class 798.9) rail bus equipped with two 150 horsepower / 110 kilowatt Büssing motors followed a year later. These units fulfilled to a large extent the expectations set for them. However, the three test units still had Scharfenberg center couplers and lightweight spring-loaded

metal straps for protection against contact with locomotives and cars with regular buffers. Delivery of the regular production two-motor class 98.95 (later the class 798.5) rail busses began in 1955. Compared to the test prototypes, the 329 units built were equipped with newly developed frames for the wheel sets with improved running characteristics as well as standard prototype couplers, regular buffers, and a standard design brake system. This enabled these more powerfully motorized rail cars to also pull transfer freight cars if necessary. In addition, the VT 98 units had a form of multiple unit control that enabled not only push/pull operation, but also the control of a motor car at the other end

of the train. Suitable control cars (VS 98) and trailer cars (VM 98) were also placed into service to go with these powered rail cars. These crimson red rail bus sets quickly defined the look on German branch line routes, where they quickly replaced the trains that previously were still hauled by steam locomotives. The Uerdingen rail bus sets left an enduring impression on the memory of many railroad passengers: For decades these red growlers were synonymous for mobility in rural areas. The hearts of many railroad users still belong to these lovable branch line saviors from the time when they were placed into service.



88166 Class VT 98 Rail Bus Motor Car

Prototype: German Federal Railroad (DB) class VT 98 motor car in crimson red from Era III.

Model: The motor car is very finely imprinted with "Uerdinger Rauten" / Uerdingen factory signs, rubber insulation on the folding doors, printed lamp rings and more. The unit has been converted to the new generation of motors and has prototypical modeling of the buffers. The motor car has interior details and the wheels are dark nickel-plated. Length over the buffers 62 mm / 2-7/16".

Metal replica of an "Uerdinger Raute" / Uerdingen factory sign included.

Highlights:

- Model has been reworked.
- New generation of motor.
- Interior details modelled.

Metal replica of an "Uerdinger Raute" / Uerdingen factory sign included



88171 Class VS 98 Rail Bus Control Car

Prototype: German Federal Railroad (DB) class VS 98 control car in crimson red from Era III.

Model: The control car is very finely imprinted with "Uerdinger Rauten" / Uerdingen factory signs, rubber insulation on the folding doors, printed lamp rings and more. The unit has prototypical modelling of the buffers. The control car has interior details and the wheels are dark nickel-plated. Length over the buffers 62 mm / 2-7/16".



88171

88166



88955 Class 74 Steam Tank Locomotive

Prototype: Class 74 steam locomotive.

Model: This is a class 74 steam locomotive. Tooling on it has been extensively altered, and the locomotive is finely detailed. The locomotive body and frame are constructed of metal. Imitation brakes, rail clearance devices, etc. on the locomotive's underside have been modelled. The

locomotive's rods and valve gear are finely detailed. The buffer plates have been enlarged. There is now a plastic coupler hook on the front. Warm white LEDs are used for the triple headlights. The locomotive has a 5-pole motor. All 3 driving axles powered. The wheels are black nickel-plated. Length over the buffers approximately 55 mm / 2-1/8".

Highlights:

- ✓ Locomotive frame and body constructed of metal.
- ✓ Finely detailed rods and valve gear.
- ✓ Brakes and rail clearance devices modelled.
- ✓ 5-pole motor.
- ✓ Warm white LEDs for headlights.
- ✓ Plastic coupler hooks at both ends of the locomotive.



New redesigned rods / valve gear

Original size



One of the Most Powerful German Steam Locomotives

Class 043 Steam Locomotive

A five-axle heavy locomotive with a tender was planned for heavy freight train service as early as 1923 in the type plan from the DRG's standardization office. The locomotive builders Borsig and Henschel in cooperation with the standardization office worked out designs for heavy 2-10-0 freight locomotives in twin cylinder versions as a three-cylinder locomotive and a four-cylinder compound locomotive. Ten each test locomotives in two and three-cylinder designs (classes 43 and 44) were then delivered in 1926/27 similar to the delivery of the express train locomotives. This was done to gain information about the design that was more suitable. Initially, the class 43 units proved more economical compared to the class 44 units. Their steam consumption was clearly less. For that reason after the first 10 pre-production locomotives of the

three-cylinder variants, the 25 units of the twin cylinder variant of the class 43 were initially purchased. Yet things turned in favor of the three-cylinder locomotive: The high piston strength as a result of the large cylinder diameter of 720 mm / 28-3/8" led to damage to the running gear and frame on the class 43 units. The savings from the simpler design were consumed by the greater maintenance costs. Therefore, the three-cylinder class 44 locomotive then went into regular production starting in 1937. By 1944, 1,753 locomotives of this class were in service on the DRG.

The class 44 units fulfilled the expectations set for them in heavy freight train service all over Germany. After World War II 1,242 units remained on the DB and the DR had over 335 units. Beyond that there were locomotives running in Poland, Czechoslovakia,

Austria, France, Belgium, and even in Turkey. The class 44 was indispensable for years on the two German state railroads. They were therefore not only maintained continuously at a high state, but they were also partially rebuilt. In 1950, the DB equipped several units with combustion chambers and starting in 1955 thirty two units were fitted with oil firing that resulted in an increase of performance of around 190 pounds per square inch. Starting in 1968, the oil locomotives were designated as the class 043. The last class 043 units were in use near their base of Rheine by the end of steam motive power on the DB in October of 1977. They proved themselves among other things as multiple unit motive power pulling 4,000 metric ton ore trains. Numerous units remained preserved as museum and memorial locomotives.



88974 Oil-Fired Class 043 Steam Locomotive with a Tender

Prototype: German Federal Railroad (DB) class 043 heavy freight locomotive. Version with oil firing and Witte smoke deflectors. Used for heavy freight trains. The locomotive looks as it did around 1975, road number 043 364-9, Bw Rheine, BD Hannover, assigned to Rheine, Germany.

Model: This model has been extensively reworked. All of the driving axles are powered. The locomotive has dark wheel flanges and valve gear. It also has new complete, working rods and valve gear. The brakes, rail clearance devices, inductive magnet, etc. are modelled. The locomotive has larger buffer plates. It also has a prototypical paint scheme and lettering.

Length over the buffers approximately 112 mm / 4-3/8".

Highlights:

- ✓ Locomotive body constructed of metal.
- ✓ Prototypical rods and valve gear.
- ✓ Brakes, inductive magnet, and rail clearance devices modelled.
- ✓ All driving axles powered.
- ✓ Warm white LEDs for headlights.

First time for an edition of a class 043 with an oil tender



See Page 192 for an explanation of the symbols and age information.

IV  15 +

82189 EVA and VTG Gas Tank Car Set Used on the DB

Prototype: 6 four-axle tank cars for transporting gas. 3 cars painted and lettered for the freight car leasing company EVA and 3 gas tank cars with heat shields for the rail logistical firm VTG mbH in Era Iva.

Model: All of the cars are a special version with close couplers. They are not available separately. 3 cars have heat shields. All of the cars have their own car numbers. The cars are prototypically painted and lettered. Total length over the buffers approximately 450 mm / 17-3/4".

The 82189 car set goes with the 88974 steam locomotive among others.



82189

88974

Prototypical



88340 Class 115 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 115 electric locomotive painted and lettered for Era VI.

Model: The locomotive is an Era VI version with Klatte vents and rectangular engine room windows. The selector screw for catenary operation is located inside the locomotive body. The locomotive has enlarged buffer plates. Both trucks powered. The triple headlights are warm white LEDs that change over with the direction of travel. The wheel treads are dark nickel-plated.

Length over the buffers 76 mm / 3".

Model with Klatte vents



88874 SVT 137 Powered Salon Rail Car

Prototype: German State Railroad (DR) powered rail car with a 4-B-4 wheel arrangement, built starting in 1935 as the SVT 137 for the German State Railroad Company (DRG), beige / ruby red version. Used until 1975 as a powered salon rail car for the GDR government. Starting in 1975 as a museum unit for special runs.

Model: The model has been reworked. The powered rail car has a 5-pole motor. One truck with both axles powered. The Jacobs truck serves as the connection between both units that are permanently coupled together. Triple headlights with warm white LEDs and LED red marker lights change over with the direction of travel. The non-powered unit has interior lighting.

Train length 202 mm / 7-15/16".

One-time series.

Roof equipment modelled prototypically



See Page 192 for an explanation of the symbols and age information.



80727 Type Kkml 431 Stake Car

Prototype: German Federal Railroad (DB) type Kkml 431 stake car with a pile of pipe as a freight load.

Model: This car goes with theme of steel or steel processing. The car has fine paintwork and lettering. It has a removable "Pile of Pipe" as a freight load.

Length over the buffers 56 mm / 2-3/16".

Weathered pile of pipe as a load



82541 Freight Car Set with 3 Cars

Prototype: 3 German Railroad, Inc. (DB AG) type Eanos-x 052 four-axle gondolas with type Y 25 trucks and type ORE brake handles with protective brackets.

Model: The cars are completely new tooling. The car bodies are made of plastic, finely detailed and imprinted, prototypically lettered. The brake handles are separately applied. The cars have type Y 25 trucks with close couplers. Total length over the buffers approximately 252 mm / 9-15/16".

Highlights:

- New tooling.

Separately applied brake lever and air tank included



Wood Load



86238 Wood Load Freight Car Set

Prototype: 2 type Omm 52 gondolas without handbrakes, 1 type Omm 52 gondola with a brakeman's cab, 1 type Kmmks 51 sliding roof car, all painted and lettered for the German Federal Railroad (DB).

Model: The type Omm 52 car is new tooling. All of the car have extensive paintwork, lettering, and individual car numbers. The cars have black nickel-plated metal wheel sets. Each gondola is loaded with a pile of mine timber.

Length over the buffers approximately 190 mm / 7-1/2".

Highlights:

- Type Omm 52 car is new tooling.
- Gondolas loaded with a pile of mine timber as a freight load.

Gondolas with piles of mine timber as a load

Supports for new studs





86602 "Livestock Transport" Car Set, 2 Each Type G 10 Boxcars

Prototype: 2 type G 10 Association Design boxcars based on Sheet A2, one with a handbrake and a brakeman's cab and one without a handbrake and with the brakeman's cab removed. 1 livestock loading ramp with 2 protective grills.

Model: The set has 2 type G 10 boxcars with sliding doors and front grills that can be opened. The cars have new doors laser cut and painted to look like wood. There are grills inside the cars for livestock transport. A kit is included for a livestock loading ramp and 2 protective grills made of laser-cut cardstock.

Car length over the buffers approximately 80 mm / 3-1/8".



*The set has 2 type G 10 boxcars with sliding doors and front grills that can be opened
Doors made of real wood*



See Page 192 for an explanation of the symbols and age information.

Special Edition

IV  15 +

82041 DR Freight Car Set Consisting of 4 Cars

Prototype: 2 type Gs 1204 boxcars, 1 type Uhk 0700 two-axle tank car, and 1 type EI 5044 two-axle high side gondola without a handbrake, all painted and lettered for the German State Railroad (DR) of East Germany as they looked in Era IV.

Model: Of the 2 type Gs 1204 boxcars, one of them has light weathering and the other car is not weathered. The type Uhk 0700 tank car also has light weathering. The type EI 5044 high side gondola (former Omm 52) has

no handbrake. All of the cars have different car numbers. All of the cars are a special version and they are not available individually. Total length approximately 200 mm / 7-7/8".



Includes repaired areas and weathering



Cars authentically weathered





88195 Type ES 64 F4 Electric Locomotive

Prototype: MRCE Dispolok, Inc. type ES 64 F4 (class 189) fast freight locomotive leased to SBB Cargo International. The locomotive looks as it did starting in 2014.

Model: The model has a fine, extensive paint scheme. All axles on both trucks powered. Warm white and red LEDs are used for the headlights and marker lights. The wheel treads are dark nickel-plated. Both inner pantographs can take power from the catenary. The locomotive has long system coupler hooks. Short system coupler hooks are included. Length over the buffers 87 mm / 3-7/16".

Highlights:

- All axles powered.
- Warm white LED headlights change over with red marker lights.



Different pantographs included for cross-border train service

Warm white LED headlights change over with red marker lights



Perfect Accessory



80417 Z Gauge Easter Car for 2017

Prototype: Refrigerator car.

Model: The car is painted and decorated for Easter. Length over the buffers 54 mm / 2-1/8".

This Easter car for 2017 is presented in a translucent Easter rabbit. It comes in an Easter basket filled with Easter grass.

One-time series exclusively in 2017.

Basket and grass included



89759 Single-Track Girder Bridge

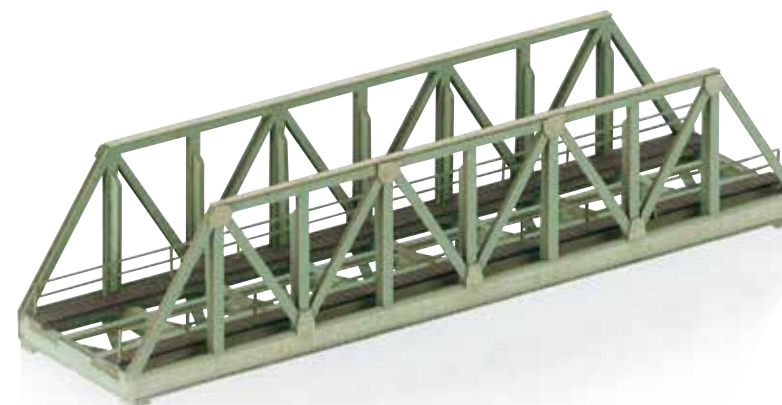
Girder bridge with the look of steel painted green.

This is a kit for a single-track girder bridge with the look of steel. It has abutments, but no pillars. This cardstock kit is made of high quality precision laser-cut architectural quality cardstock. The rivets are modelled on the gusset plates on the side and cross beams, and the footpath has engraved boards. The kit can be built with cements available in train specialty and hobby shops.

Dimensions: 110 mm / 4-5/16" Length x 25 mm / 1" Width x 28 mm / 1-1/8" Height

Highlights:

➤ **Very fine engraving.**



See Page 192 for an explanation of the symbols and age information.

I - V 

89807 Architectural Quality Kit Set for "Maintenance Facility Setup" Part 3

Prototype: Kits for a typical maintenance facility and station area in the steam locomotive era. 1 heating locomotive stack. 1 rack for tools to clean grates and smokeboxes, 1 track scale with a hut, 1 oil standpipe, 1 bicycle handcar, 1 Sulzdorf freight shed.

Model: These are advanced architectural-quality model building kits. They include all the needed building parts and are ready for assembly. The kit components are made of special high-quality architectural cardstock, laser cut with precision. Window and door openings, base, and exposed brickwork align exactly.

The dimensions of the finished models are (LxWxH):

stack 28 x 9 x 50 mm / 1-1/8" x 3/8" x 1-15/16", rack for tools 17 x 2 x 17 mm / 5/8" x 1/16" x 5/8", track scale 21 x 12 x 19 mm / 13/16" x 1/2" x 3/4", oil standpipe 22 x 7 x 28 mm / 7/8" x 1/4" x 1-1/8", handcar 15 x 10 x 10 mm / 5/8" x 3/8" x 3/8", Sulzdorf freight shed 115 x 49 x 40 mm / 4-1/2" x 1-15/16" x 1-9/16"



NOTE: Track for the track scale is not included.

I II III 

89201 "Hunt'sche" Large Coaling Station

Prototype: "Hunt'sche" large coaling station from the firm Pohlig, Cologne, Germany based on the prototype in Saarbrücken. Almost identical coaling stations of this type also existed in Munich and Vienna.

Model: This is an advanced model of the "Huntschen" large coaling station in Saarbrücken made of laser-cut architectural quality cardstock with all the building parts ready for assembly as a finished model. The parts for the steel construction, the railings, the handrails, and the walkways are precision laser cut from special architectural quality cardstock. The underside of the coaling station is also precision laser cut from cardstock. All parts have a realistic basic paint scheme, but additional paint and weathering can easily be added. Lettering signs for Saarbrücken and a second set for Vienna (Wien) are included.

Dimensions of finished bases approximately: 198 mm / 7-3/4"

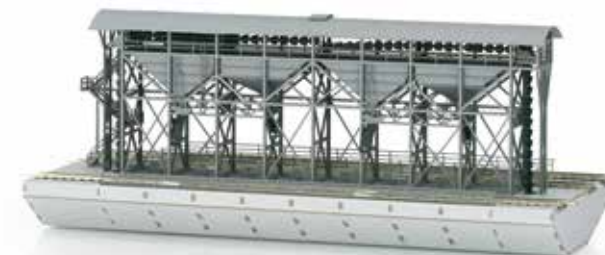
Length x 79 mm / 3-1/8" Width x 20 mm / 3/4" Height

Dimensions of finished building approximately: 61.5 mm / 2-7/16"

Length x 30 mm / 1-3/16" Width x 178 mm / 7" Height

Highlights:

- Use from Era I forward.
- Detailed construction.
- Impressive and eye-catching on any layout.



Back page



Front page

In the Railroad Maintenance Facility

II III IV V VI ✱ 15+

89835 Locomotive Roundhouse

2 each 3-stall roundhouses (dimensions of each: width in the rear 200 mm / 7-7/8", width in the front 100 mm / 3-15/16", length 140 mm / 5-1/2", height approximately 50 mm / 2") which can be converted to 6-stall locomotive sheds, or can be added to 89982 to make 9 or 12-stall locomotive sheds. These cardstock building kits are precision laser-cut from high-quality architectural quality cardstock and can be built with cements available from your local hobby dealer. Also included are 6 special sections of track to stop the locomotives automatically.

Highlights:

- Architectural quality cardstock precision laser-cut.
- Special tracks for stopping locomotives included.

As an add-on to 89983 or 89982.



II III IV V VI ✱ 15+

89983 Turntable with 8 Spoke Tracks

The model is designed for sunken installation on a layout baseboard. It has 8 spoke tracks on the outer edge of the turntable pit. It can be expanded to 24 spoke tracks with the 89971 edge segments that can be snapped onto the turntable pit. The turntable has extensive detailing and prototypical paintwork. It is operated by remote control using a controller included with it. It has a powerful electric motor for a drive mechanism. There is automatic shut-off of power to all tracks not lined up and in contact with the turntable deck. A Z locomotive controller is included for a finer feel in operating locomotives onto the turntable and from the turntable to the stall tracks, as well as in the entire railroad maintenance facility area. The necessary power supply is also included. External turntable diameter 170 mm / 6-11/16". Deck length 132 mm / 5-3/16". The diameter of the opening required for installation on a baseboard is 145 mm / 5-11/16". The installation depth when the wires are connected directly to the turntable is approximately 30 mm / 1-3/16". When plugs are used with the wires, the depth is approximately 50 mm / 2".

Highlights:

- Prototypical turntable.
- Controller for the turntable, a Z locomotive controller, and a power supply included.

Can be expanded with 89971.



See Page 192 for an explanation of the symbols and age information.







The True Size: Märklin 1

Märklin 1 Gauge models are real eye-openers. Not just in a presentation setting or as a collector's piece. They make many hearts beat faster in operation and on a layout too. These models show many details and functions in the scale of 1:32 that are not there or that are only indicated in other model gauges.

This year we are offering more than just surprises for collectors in our over 30 new items. We also have models that are great add-ons and expansions for every 1 Gauge fan and layout builder.

Get ready to be thrilled by a wealth of detail in the completely new tooling for the V 188 in 6 different model variations, and see the small but striking differences in the operating series of this heavy double diesel locomotive.

Many different car sets are bringing tons of play and operating enjoyment this year to your layout. For example, you can enter elegantly into travel from Era III or have the heartbeat of the coal and steel industry experienced in a lively manner with a lot of dust and noise on your layout.

Experience the „Köf III“ switching wonder too, how it delicately carries out coupler maneuvers with its couplers that can be raised and lowered by servomotor.



Look for this logo!

You will recognize our premium partners by this special logo. Naturally also by the intensive, competent advice and the good service, the large assortment, the best presentation, the variety of ways to evaluate the products, and the presentation on a roller test stand approved by Märklin with steam and sound functions.

Heavy Double Diesel Locomotive



55288 Diesel Locomotive, Road Number V 188 001 a/b

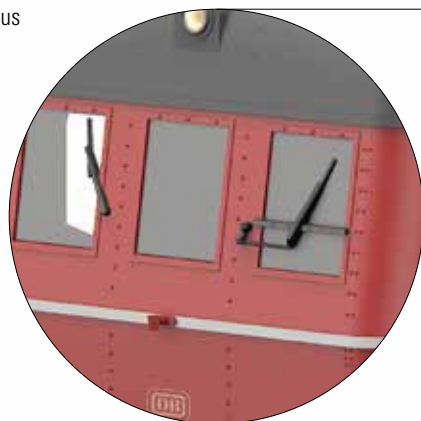
Prototype: German Federal Railroad (DB) double diesel locomotive, road number V 188 001 a/b, in an Era IIIb crimson paint scheme. Converted version without a roof addition with a Maybach motor. Four sand boxes per side and locomotive half. Exhaust for the Webasto equipment mushroom shaped. Windshield wipers, one with rod linkage, one without rod linkage. Stationed at Gemünden/Main.

Model: The locomotive is completely new tooling. The frame and body are constructed of metal. The locomotive has many separately applied brass and metal parts such as grab irons, metal signs, windshield wipers, etc. It also has a DCC digital decoder and extensive sound functions such as running sounds, locomotive whistle, and much more. The locomotive can be operated with AC, DC, Märklin Digital, and mfx. Each locomotive half has a powerful motor with all driving axles powered. 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 that changes over with the direction of travel. Vents in both locomotive halves are electrically powered. There is exhaust smoke from both stacks and it can be controlled electrically. The engine room lighting can be controlled. The engine room details and cab details are modelled. The cab doors can be opened and Cab 1 has a figure of a locomotive engineer. The buffer beams have sprung buffers and separately applied brake lines. The locomotive has factory-installed, electric working Telex couplers at the end of each locomotive half. The Telex couplers can be replaced by 2 reproduction prototype couplers included with the model. The two locomotive halves are connected by a separable drawbar with a guide mechanism. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 70.3 cm / 27-11/16".

Highlights:

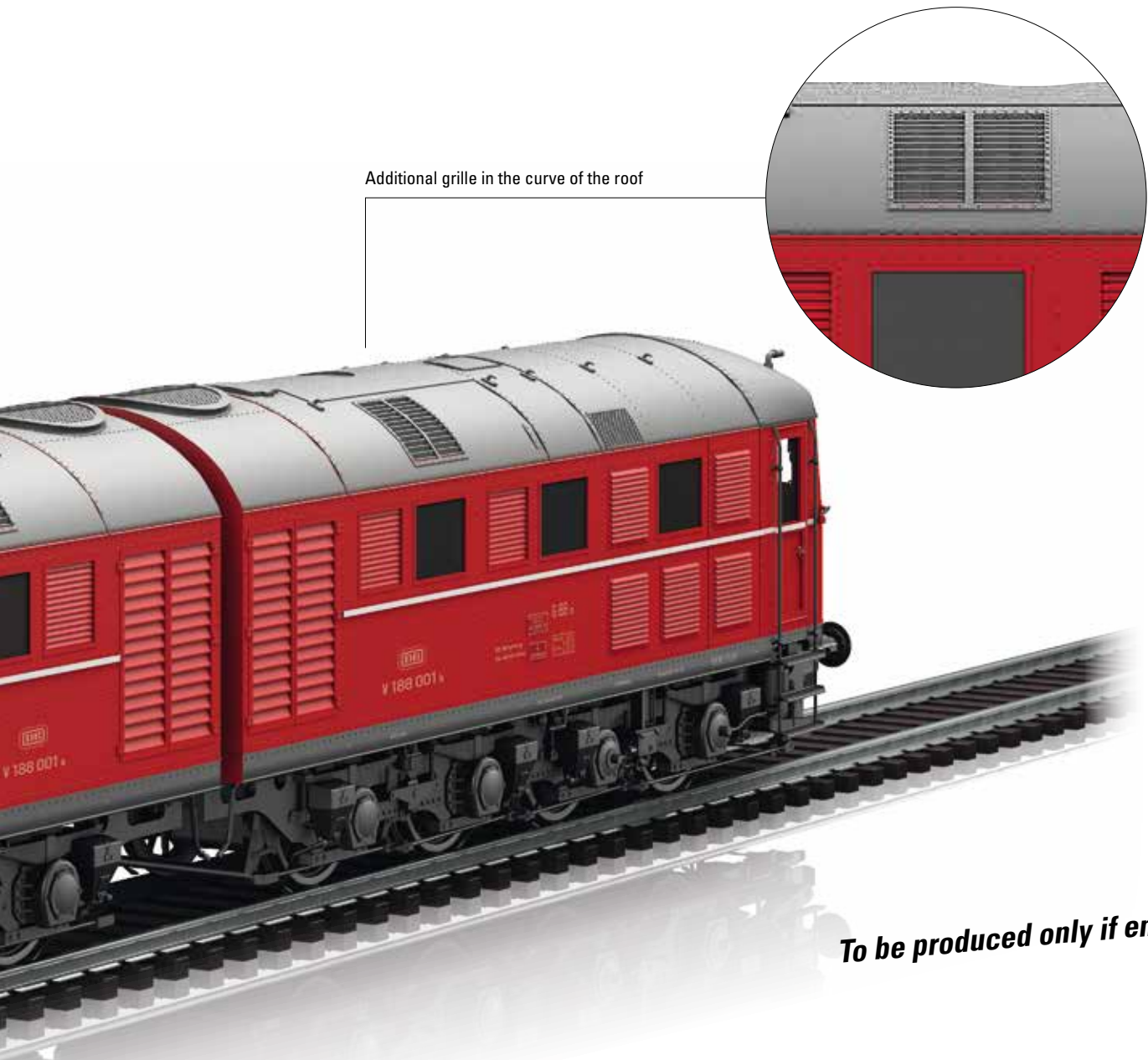
- **Double locomotive with 2 motors.**
- **Completely new tooling constructed of metal with separately applied brass parts.**
- **Roof blowers powered by servomotors.**
- **Exhaust smoke from both stacks.**
- **Full sound.**
- **Engine room lighting can be controlled.**
- **Cab lighting.**
- **All axles powered.**
- **Connecting drawbar between the locomotive halves with a guide mechanism.**
- **Digital remote-controlled Telex couplers front and rear.**

The unique trademark of road number V 188 001!
Windshield wiper conversion with one wiper with a linkage and one without



Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					
Smoke generator					
Diesel locomotive op. sounds					
Telex coupler on the front					
Telex coupler on the rear					
Engineer's cab lighting					
Interior lights					
Whistle for switching maneuver					
Direct control					
Sound of squealing brakes off					
Blower motors					
Sanding					
Brake Compressor					
Letting off Air					
Station Announcements					
Rail Joints					





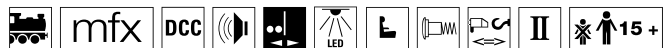
Additional grille in the curve of the roof

The class V 188 double locomotives (from 1968 on: class 288) enriched the motive power roster of the German Federal Railroad until 1972 as exotic diesel electric units with a remarkable past. Three of these double locomotives survived the war, and two of them were overhauled at Krauss-Maffei between 1948 and 1951. The DB assigned them the road numbers V 188 001a/b (former D 311.03A/B), V 188 002a/b (former D 133.04A/B), and V 188 003a/b (former D 311.02A/B). The last unit mentioned was not overhauled but was kept a long time for spare parts.

The two overhauled locomotives were initially assigned to the Aschaffenburg District and were used there for pusher service on the Spessart grade between Laufach and Heigenbrücken. Starting in 1953, they were used somewhat less successfully to haul freight trains to Schweinfurt, Bamberg, and Dillenburg. The old MAN motors increasingly caused problems. The two locomotives were therefore equipped with new 1,000 horsepower (later 1,100 horsepower) Maybach motors by 1957/58 as well as new transmissions from Gmeinder. After that, they worked very well and they were used by the end of 1958 in the Aschaffenburg District, then in the Gemünden District, and from 1967/68 on in the Bamberg District in heavy freight service. After sustaining larger amounts of damage the two war veterans had to be retired on September 25, 1969 (288 001) and on June 15, 1972 (288 002) as part of the general program to rationalize the motive power. A little while later, they were scrapped.

To be produced only if enough orders are received

Heavy Double Diesel Locomotive



55284 D 311.02 A/B Diesel Locomotive

Prototype: D 311.02 A/B heavy double diesel locomotive, later the V 188 on the German State Railroad Company (DRG) **in a black/gray paint scheme** for Era II, in the original version **without a roof addition with a MAN motor and corresponding exhaust opening**. Eight sand boxes per side and locomotive half. Stationed in Essen.



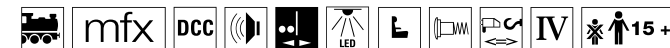
55285 D 311.01 A/B Diesel Locomotive

Prototype: German Federal Railroad (DB) D 311.01 A/B double diesel locomotive, later the German State Railroad Company (DRG) class V 188 001 in an Era II **"Bottle Green" paint scheme** (the locomotive looks as it did around 1941). Original version without a roof addition with a MAN motor and corresponding exhaust opening. Eight sand boxes per side and locomotive half. Stationed in Essen.



55286 Diesel Locomotive Road Number V 188 001 a/b

Prototype: German Federal Railroad (DB) road number V 188 001 a/b double diesel locomotive in an Era IIIa **"Bottle Green" paint scheme**. Original version **with a MAN motor with a roof addition and four sand boxes per side and locomotive half**. The windshield wipers are the original version with visible rod linkage. Stationed in Aschaffenburg.



55287 Diesel Locomotive Road Number 288 002 a/b

Prototype: German Federal Railroad (DB) road number 288 002-9 a/b double diesel locomotive in an Era IV **crimson** paint scheme. **Rebuilt version with a Maybach motor without a roof addition.** Four sand boxes per side and locomotive half. **Exhaust for the Webasto equipment is mushroom shaped.** The windshield wipers are the rebuilt version without visible rod linkage. Stationed in Bamberg.

To be produced only if enough orders are received



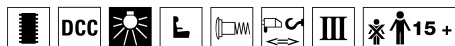
55289 Diesel Locomotive Road Number V 188 002 a/b

Prototype: German Federal Railroad (DB) road number V 188 002 a/b double diesel locomotive in an Era IIIb **crimson** paint scheme. Rebuilt version without a roof addition with a Maybach motor. Four sand boxes per side and locomotive half. **Exhaust for the Webasto equipment is a pipe.** The windshield wipers are the rebuilt version without visible rod linkage. Stationed in Gemünden/Main.



See Page 192 for an explanation of the symbols and age information.

Elegant Traveling



58171 Type AB4 Passenger Car, 1st/2nd Class

Prototype: German Federal Railroad (DB) type AB4 compartment car, 1st/2nd class with the brakeman's cab removed. "Bottle Green" paint scheme. Car number 030 871 Mainz.

Model: The car body is finely constructed of plastic without a brakeman's cab. The car has complete interior details and many separately applied details. The car floor is detailed. The car has built-in interior lighting with a factory-installed digital decoder. The lighting can be controlled digitally by compartment and will work in conventional operation. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 58 cm / 22-13/16".

Highlights:

- Without a brakeman's cab.
- Digital decoder for controlling the interior lighting by compartment.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Interior lights	█	█	█	█	█
Light in compartment 1	█	█	█	█	█
Light in Compartment 2	█	█	█	█	█
Light in Compartment 3	█	█	█	█	█
Light in Compartment 4	█	█	█	█	█
Light Function1	█	█	█	█	█
Light Function 2	█	█	█	█	█



58172 Type B4w Passenger Car, 2nd Class

Prototype: German Federal Railroad (DB) type B4w compartment car, 2nd class with the brakeman's cab removed. "Bottle Green" paint scheme. Car number 020 841 Frankfurt.

Model: The car body is finely constructed of plastic without a brakeman's cab. The car has complete interior details and many separately applied details. The car floor is detailed. The car has built-in interior lighting with a factory-installed digital decoder. The lighting can be controlled digitally by compartment and will work in conventional operation. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 58 cm / 22-13/16".

Highlights:

- Without a brakeman's cab.
- Digital decoder for controlling the interior lighting by compartment.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Interior lights	█	█	█	█	█
Light in compartment 1	█	█	█	█	█
Light in Compartment 2	█	█	█	█	█
Light in Compartment 3	█	█	█	█	█
Light in Compartment 4	█	█	█	█	█
Light Function1	█	█	█	█	█
Light Function 2	█	█	█	█	█





58173 Type B4 Passenger Car, 2nd Class

Prototype: German Federal Railroad (DB) type B4 compartment car, 2nd class with the brakeman's cab removed. "Bottle Green" paint scheme. Car number 042 026 Frankfurt.

Model: The car body is finely constructed of plastic without a brakeman's cab. The car has complete interior details and many separately applied details. The car floor is detailed. The car has built-in interior lighting with a factory-installed digital decoder. The lighting can be controlled digitally by compartment and will work in conventional operation. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 58 cm / 22-13/16".

Highlights:

- Without a brakeman's cab.
- Digital decoder for controlling the interior lighting by compartment.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Interior lights	█	█	█	█	█
Light in compartment 1	█	█	█	█	█
Light in Compartment 2	█	█	█	█	█
Light in Compartment 3	█	█	█	█	█
Light in Compartment 4	█	█	█	█	█
Light Function1	█	█	█	█	█
Light Function 2	█	█	█	█	█



58174 Type B4 Passenger Car, 2nd Class

Prototype: German Federal Railroad (DB) type B4 compartment car, 2nd class with the brakeman's cab removed. "Bottle Green" paint scheme. Car number 042 641 Mainz.

Model: The car body is finely constructed of plastic without a brakeman's cab. The car has complete interior details and many separately applied details. The car floor is detailed. The car has built-in interior lighting with a factory-installed digital decoder. The lighting can be controlled digitally by compartment and will work in conventional operation. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 58 cm / 22-13/16".

Highlights:

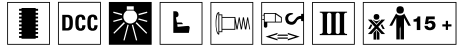
- Without a brakeman's cab.
- Digital decoder for controlling the interior lighting by compartment.

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Interior lights	█	█	█	█	█
Light in compartment 1	█	█	█	█	█
Light in Compartment 2	█	█	█	█	█
Light in Compartment 3	█	█	█	█	█
Light in Compartment 4	█	█	█	█	█
Light Function1	█	█	█	█	█
Light Function 2	█	█	█	█	█



See Page 192 for an explanation of the symbols and age information.

Always in Use



58175 Baggage Car

Prototype: German Federal Railroad (DB) type Pw3 Pr 02 Prussian design fast train baggage car with three wheel sets. "Bottle Green" paint scheme. Car number 0110 183 Mainz.

Model: The car body is finely constructed of plastic without a brakeman's cab. The car has complete interior details and built-in interior lighting with a factory-installed digital decoder. The lighting can be controlled digitally in steps and will work in conventional operation. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 39.1 cm / 15-3/8".

Highlights:

- Digital decoder for controlling the interior lighting.



See Page 192 for an explanation of the symbols and age information.

This track cleaning car will make itself useful when you put it in your train. Two flexible cleaning blocks are mounted between the wheel axles; they wipe dust and grit from the rails. Keep the track cleaning car running in your train so that your track remains clean and thus ensures good electrical contact for locomotives.



58269 Track Cleaning Freight Car

Prototype: German Federal Railroad (DB) type Gmhs 53 boxcar.

Model: This is a two-axle boxcar with built-in track cleaning equipment. The rails on the track are cleaned by two cleaning blocks installed parallel to each other on the underside of the car. The two cleaning blocks are mounted separately. Minimum radius for operation 600 mm / 23-5/8". Length over the buffers 31.5 cm / 12-3/8".

A must for every layout



The Rheingold



58086 "Rheingold 1962" Compartment Car

Prototype: German Federal Railroad (DB) type Av4üm-62 compartment car. 1st class. Special design for long-distance service, version with rounded roof ends. Paint scheme for the "Rheingold" of 1962.

Model: This express train passenger car looks as it did around 1962. The roof shapes, side walls, underbodies, and skirting are specific to the type of car. The trucks are Minden-Deutz designs with brake shoes and magnet rail brakes and separately applied generators. The car roof can be removed from the car. The car has a detailed interior and built-in interior lighting. The car has guide mechanisms for the couplers in order to provide close-coupled car spacing. Reproduction prototype couplers can be installed on the cars.

The minimum radius for operation is 1,020 mm / 40-3/16".
Length over the buffers 75 cm / 29-1/2".

The cars from the 58058 set are now being offered individually in response to many customer requests.

The class E 10.12 electric locomotive, item number 55010, goes ideally with this "Rheingold" car.

Upon request now available as individual cars



| 58096 | 58095 | 58097 | 58088 | 58087 | 58086 | 55010 |

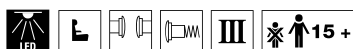


58087 "Rheingold 1962" Compartment Car

Prototype: German Federal Railroad (DB) type Av4üm-62 compartment car. 1st class. Special design for long-distance service, version with rounded roof ends. Paint scheme for the "Rheingold" of 1962.

Model: This express train passenger car looks as it did around 1962. The roof shapes, side walls, underbodies, and skirting are specific to the type of car. The trucks are Minden-Deutz designs with brake shoes and magnet rail brakes and separately applied generators. The car roof can be removed from the car. The car has a detailed interior and built-in

interior lighting. The car has guide mechanisms for the couplers in order to provide close-coupled car spacing. Reproduction prototype couplers can be installed on the cars. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 75 cm / 29-1/2".



58088 "Rheingold 1962" Vista Dome Car

Prototype: German Federal Railroad (DB) type AD4üm-62 vista dome car. 2 small compartments, 1st class, a large raised panorama compartment, under it service areas. Special design for long-distance service, version with rounded roof ends. Glassed dome area with 8 side windows. Paint scheme for the "Rheingold" of 1962.

Model: This vista dome car looks as it did around 1962. The roof shapes, side walls, underbodies, and skirting are specific to the type of car. The trucks are Minden-Deutz designs with brake shoes and magnet rail brakes and separately applied generators. The car roof parts can be removed from the car. The car has a detailed interior and built-in interior light-

ing. The car has guide mechanisms for the couplers in order to provide close-coupled car spacing. Reproduction prototype couplers can be installed on the cars. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 75 cm / 29-1/2".



See Page 192 for an explanation of the symbols and age information.

The Rheingold



58097 "Rheingold 1962" Dining Car

Prototype: German Federal Railroad (DB) type WR4üm-62 dining car. 1st class. Special design for long-distance service, version with rounded roof ends. Paint scheme for the "Rheingold" of 1962.

Model: This dining car looks as it did around 1962. The roof shapes, side walls, underbodies, and skirting are specific to the type of car. The trucks are Minden-Deutz designs with brake shoes and magnet rail brakes and separately applied generators. The car roof can be removed from the car. The car has a detailed interior and built-in interior lighting. The car has guide mechanisms for the couplers in order to provide close-coupled car spacing. Reproduction prototype couplers can be installed on the cars. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 75 cm / 29-1/2".

The cars from the 58059 set are now being offered individually in response to many customer requests.

The class E 10.12 electric locomotive, item number 55010, goes ideally with this "Rheingold" car.

Upon request now available as individual cars



58096

58095

58097

58088

58087

58086

55010

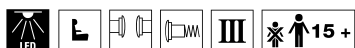


58096 "Rheingold 1962" Open Seating Car

Prototype: German Federal Railroad (DB) type Ap4üm-62 open seating car. 1st class. Special design for long-distance service, version with rounded roof ends. Paint scheme for the "Rheingold" of 1962.

Model: This open seating car looks as it did around 1962. The roof shapes, side walls, underbodies, and skirting are specific to the type of car. The trucks are Minden-Deutz designs with brake shoes and magnet rail brakes and separately applied generators. The car roof can be removed from the car. The car has a detailed interior and built-in interior

lighting. The car has guide mechanisms for the couplers in order to provide close-coupled car spacing. Reproduction prototype couplers can be installed on the cars. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 75 cm / 29-1/2".



58095 "Rheingold 1962" Compartment Car

Prototype: German Federal Railroad (DB) type Av4üm-62 compartment car. 1st class. Special design for long-distance service, version with rounded roof ends. Paint scheme for the "Rheingold" of 1962.

Model: This express train passenger car looks as it did around 1962. The roof shapes, side walls, underbodies, and skirting are specific to the type of car. The trucks are Minden-Deutz designs with brake shoes and magnet rail brakes and separately applied generators. The car roof can be removed from the car. The car has a detailed interior and built-in

interior lighting. The car has guide mechanisms for the couplers in order to provide close-coupled car spacing. Reproduction prototype couplers can be installed on the cars. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 75 cm / 29-1/2".



See Page 192 for an explanation of the symbols and age information.

Self-Unloading in Seconds



58366 Type Fad 50 Ootz Hopper Car

Prototype: German Federal Railroad (DB) type Fad-50 Ootz high-capacity hopper car with transition lettering. Used in unit trains for volume freight service with coal, coking coal, and ore.

Car number 613 784.

Model: The car has hinged unloading hatches on the sides. The minimum radius for operation is 1,020 mm / 40-3/16". The couplers can be each be set in 3 positions for length.

Length over the buffers 37.0 cm / 14-9/16".

Prototype couplers are included.

Highlights:

- **Prototype couplers included.**
- **Working unloading hatches on the sides.**

4 different hopper cars for impressive unit trains



Hinged unloading hatches as in the prototype





58367 Type Fad 50 Ootz Hopper Car

Prototype: German Federal Railroad (DB) type Fad-50 Ootz high-capacity hopper car with transition lettering. Used in unit trains for volume freight service with coal, coking coal, and ore.
Car number 614 217.

Model: The car has hinged unloading hatches on the sides. The minimum radius for operation is 1,020 mm / 40-3/16". The couplers can be each be set in 3 positions for length.
Length over the buffers 37.0 cm / 14-9/16".
Prototype couplers are included.

Highlights:

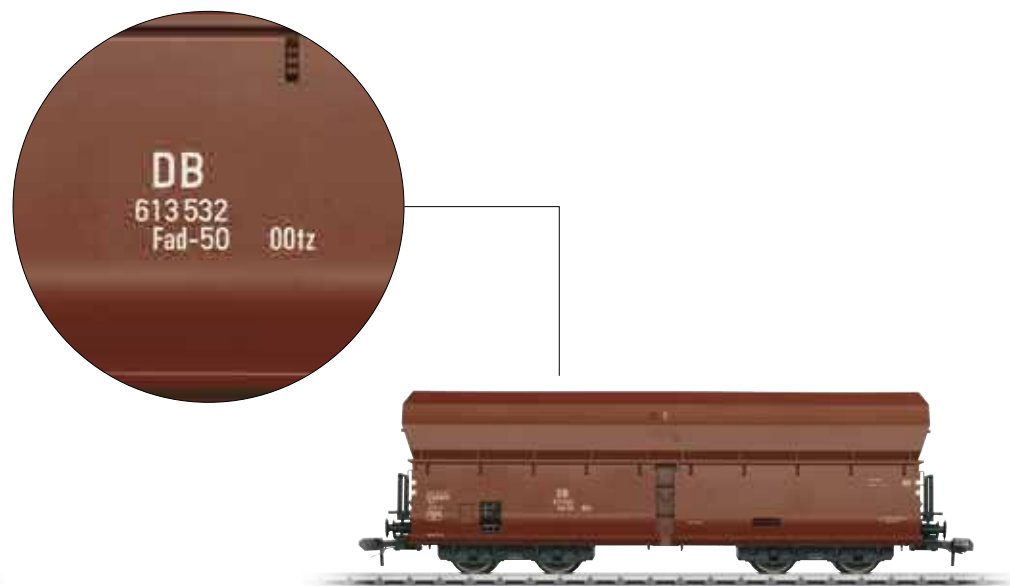
- **Prototype couplers included.**
- **Working unloading hatches on the sides.**



58368 Type Fad 50 Ootz Hopper Car Car number 614 479.



58369 Type Fad 50 Ootz Hopper Car Car number 613 532.



See Page 192 for an explanation of the symbols and age information.

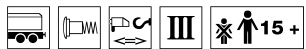


58616 Type Kds 56 Powder Freight Silo Car

Prototype: German Federal Railroad (DB) type Kds 56 powder freight silo car with compressed air unloading, former type UCS 909.

Model: The car's main frame is constructed of metal. The buffer sheathing, grab irons, and handrails are constructed of brass. The car superstructure and numerous separately applied parts are made of high quality plastic. The car is weathered extensively and realistically. The minimum radius for operation is 600 mm / 23-5/8". Length over the buffers 26.5 cm / 10-7/16".

All of the cars include realistic weathering



58617 Type Kds 56 Powder Freight Silo Car

Prototype: German Federal Railroad (DB) type Kds 56 powder freight silo car with compressed air unloading, former type UCS 909.

Model: The car's main frame is constructed of metal. The buffer sheathing, grab irons, and handrails are constructed of brass. The car superstructure and numerous separately applied parts are made of high quality plastic. The car is weathered extensively and realistically. The minimum radius for operation is 600 mm / 23-5/8". Length over the buffers 26.5 cm / 10-7/16".

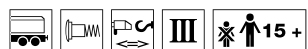




58626 Type Kds 54 Powder Freight Silo Car

Prototype: German Federal Railroad (DB) type Kds 54 powder freight silo car with compressed air unloading. Former type Ucs 908.

Model: The car's main frame is constructed of metal. The buffer sheathing, grab irons, and handrails are constructed of brass. The car superstructure and numerous separately applied parts are made of high quality plastic. The car is weathered realistically. The minimum radius for operation is 600 mm / 23-5/8". Length over the buffers 26.5 cm / 10-7/16".



58627 Type Kds 54 Powder Freight Silo Car

Prototype: German Federal Railroad (DB) type Kds 54 powder freight silo car with compressed air unloading. Former type Ucs 908.

Model: The car's main frame is constructed of metal. The buffer sheathing, grab irons, and handrails are constructed of brass. The car superstructure and numerous separately applied parts are made of high quality plastic. The car is weathered realistically. The minimum radius for operation is 600 mm / 23-5/8". Length over the buffers 26.5 cm / 10-7/16".



See Page 192 for an explanation of the symbols and age information.

Impressive down to the Details



55380 Steam Locomotive with a Tub-Style Tender

Prototype: German Federal Railroad (DB) class 038.10-40 steam locomotive with a tub-style tender and with Witte smoke deflectors and 3 boiler domes (steam feeder dome, sand dome, steam dome). Inductive signal magnets and inductive boxes. Former Prussian P8. Road number 038 958-5, Stuttgart District, Rottweil Sub District.

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 buffer warning stripes are modelled on the locomotive. 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. 3 axles powered. The locomotive has a built-in smoke unit with smoke exhaust and cylinder steam synchronized with the wheels. The triple headlights have a light color correct for the era and change over with the direction of travel. The headlights and the smoke generator will work in conventional operation and can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has engine cab, firebox, and running gear lights. The locomotive has a reproduction of the prototype coupler on the front and a system 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:

- **Highly detailed metal construction.**
- **Inductive box and inductive magnet modelled on the locomotive.**
- **A smoke generator with smoke exhaust and cylinder steam synchronized with the wheels included.**
- **Randomly controlled steam exhaust from the safety valve.**
- **7.5 kilograms / 16 pounds 8 ounces weight (locomotive 4.6 kilograms / 10 pounds 2 ounces); Length of the tub-style tender 28.9 cm / 11-3/8".**

Former Prussian P8 with inductive magnet box installed retroactively



Digital Functions	CU	MS	MS 2	CS1-2	CS3
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					



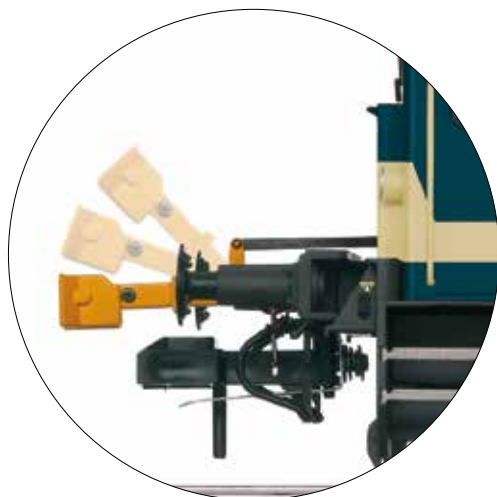


55334 Köf III Small Diesel Locomotive

Prototype: German Railroad, Inc. (DB AG) class 335 (Köf III) diesel hydraulic switch engine with so-called "Magerkeks" / "Lean Cookies" (reference to the DB emblem). Version with front vents, remote radio control, and automatic switching couplers. Road number 335 105-3.

Model: The locomotive is constructed of metal with separately applied plastic parts. Both axles powered. The locomotive has Telex couplers. It also has a digital decoder for mfx, DCC, etc. and many sound functions. The locomotive has controlled high-efficiency propulsion. The locomotive can be operated with AC power, DC power, Märklin Digital, and DCC. The headlights will work in conventional operation and can be controlled digitally. Minimum radius for operation is 600 mm / 23-5/8". Length over the buffers 25.2 cm / 9-15/16".

Digital Functions	CU	MS	MS 2	CS1-2	CS3
Headlight(s)					
Telex coupler on the front					
Diesel locomotive op. sounds					
Warning Sound					
Telex coupler on the rear					
Sound of squealing brakes off					
Front Headlights off					
Direct control					
Sound of Couplers Engaging					
"Switcher Double "A" Light"					
Brake Compressor					
Letting off Air					
Blower motors					



The easiest switching thanks to automatic switching couplers



Red DB "Cookies" included



Chain drive by means of movable chain links as in the prototype



Switzerland



58789 SBB Freight Car Set

Prototype: Swiss Federal Railways (SBB/CFF/FFS) type E high side gondola and a telescoping cover car.

Model: Both cars have a frame and car body made of plastic with many separately applied details. The high side gondola is loaded with rolls of wire, and the telescoping cover car is loaded with steel coils. Prototype couplers are included. The minimum radius for operation is 1,020 mm / 40-3/16".

Length over the buffers for the Shimms 37.6 cm / 14-13/16", for the high side gondola 31.5 cm / 12-3/8".

Both cars are individually packaged.

Individually packaged





56404 "Seated Passengers" Group of Figures

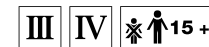
This is a set of 10 seated passenger figures. Four of them are men and 6 are women, all of them in different colors. They can be used for different eras. These figures are not available separately.

Highlights:

- 10 different seated passengers.



A wood crate included as a load



18220 Magirus Merkur 120 S

Prototype: Magirus Merkur 120 S so-called "Rundhauber" / "Curved Hood Truck" with a flatbed and a tarp superstructure.

Model: This is the Magirus Merkur 120 S delivery vehicle with a flatbed and a tarp superstructure. Also included is a kit for a wood shipping crate so that the model vehicle can be loaded with it. The model is finely detailed, equipped with locator rods on the fenders and mirrors, and it is being made of plastic with real rubber tires. Vehicle length approximately 17 cm / 6-11/16".



Building Kit



56179 Building Kit of the Frasdorf (Bavaria) Single-Stall Locomotive Shed with a Locomotive Engineer's Residence

Prototype: Frasdorf (Bavaria) locomotive shed on the route Rosenheim – Frasdorf near Chiemsee. A locomotive engineer's residence is attached to the locomotive shed.

Model: The model is finely laser cut and fits together exactly and it has numerous details. The model frame, interior area, and superstructure are made of medium density fiberboard, and the wood facade in the area of the gable is made of dark brown stained plywood. The locomotive shed and the locomotive engineer's residence can also be set up separately. The doors on the locomotive shed can be opened manually. The interior details of the locomotive shed are modelled in the form of a workbench and a cabinet.

Dimensions of the locomotive shed approximately 500 mm x 160 mm x 195 mm / 19-11/16" x 5-7/8" x 7-11/16" (LxWxH)
H= ridge height.

Dimensions of the residence approximately 220 x 150 x 195 mm / 8-11/16" x 6-1/4" x 7-11/16" (LxWxH)

Highlights:
✔ Can be used for many eras.



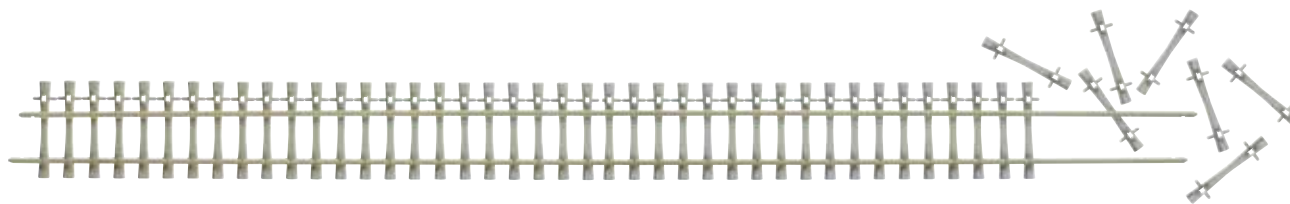


59989 Track Kit for Track with Concrete Ties

Kit for track with concrete ties (H1027-2)

Kit for prototypical modelling of track with concrete ties.

Contents: 2 rails 900 mm / 35-7/16" long made of nickel silver, 48 concrete ties made of plastic, and 6 rail joiners.



59985 Tie Strip

1 Gauge tie strips (H1011)

Contents: 75 tie strips for laying your own track.



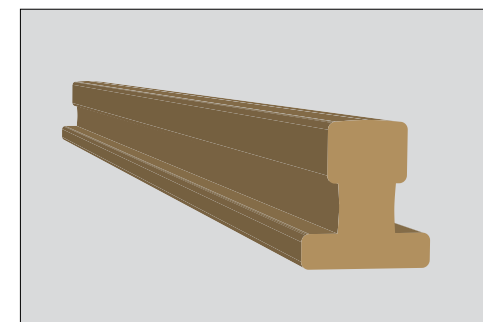
Rails to go with these tie strips can be found under item numbers 59986 (3 meters / 117" long, **sold only in the Märklin Museums Shop**) and 59987 (1 meter / 39" long) also in the Märklin program.



59987 Nickel Silver Rail

1 Gauge Rail (H1010).

Contents: 15 rails 1 meter / 39" long. Enough for 7.5 meters / 24 feet 7-1/16 inches of track.



I - VI  15 +

59986 Nickel Silver Rail

1 Gauge Rail (H1023)

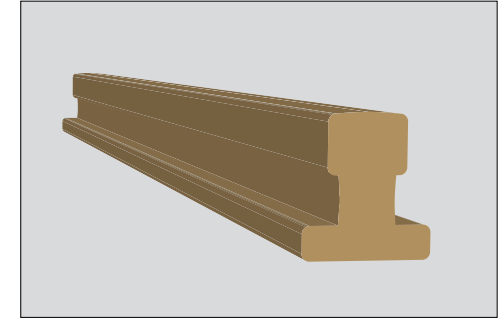
Contents: 33 rails 3 meters / 117" long = 99 meters / 321 feet 9 inches.

Sold only in the Märklin Museum Shop in Göppingen.

Mail order not possible!!!

The tie strips to go with this rail can be found under item number 59985 also in the Märklin program.

Sold only in the Märklin Museum Shop



Märklin Museum



Fotos © Hardy Mann

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.

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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.



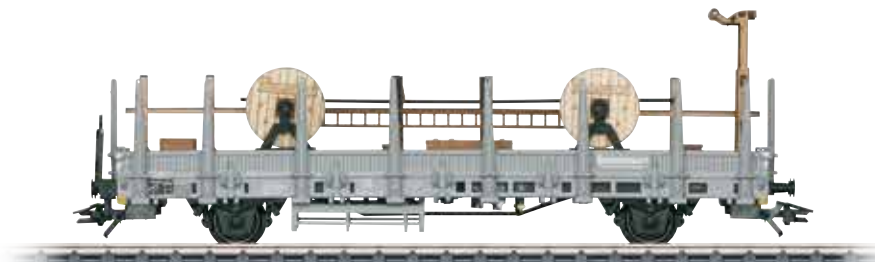
<https://www.facebook.com/maerklinmuseum>



48117 H0 Museum Car Set for 2017

Prototype: Type Rlmms two-axle stake car, as a catenary wire car with a brakeman's platform and stakes that can be plugged into place on the car. Privately owned car painted and lettered for the firm Sommerfeldt, Hattenhofen, Germany, used on the German Federal Railroad (DB). The car looks as it did around 1964.

Model: The car has a load with 2 drums for catenary wire, crates, a ladder, and a guide frame for directing the catenary wire. 20 stakes are included for mounting on the car. Length over the buffers 15.7 cm / 6-3/16". DC wheel set E700580.



Highlights:

- Attractive packaging in a metal tin as a reproduction of a toolbox.

One-time series. Available only at the Märklin Museum in Göppingen, Germany.



80028 Z Gauge Museum Car Set for 2017

Prototype: German Federal Railroad (DB) type G1 11 boxcar with advertising for the firm Sommerfeldt Railroad Models, Hattenhofen, Germany. Tempo three-wheel delivery truck with a van body.

Model: The type G1 11 boxcar has an extensive paint scheme with advertising for the firm Sommerfeldt, Hattenhofen, Germany. Length over the buffers 53 mm / 2-1/16".

The model of a Tempo-Dreirad / Tempo three-wheel truck with a van body included in this set has rubber tires, can be rolled, and is also painted in the colors of the firm. The Tempo model is constructed of metal.

One-time series. Available only at the Märklin Museum in Göppingen.



58423 1 Gauge Museum Car Set for 2017

Prototype: Association design stake car (R10) with hand brakes and a brakeman's cab, equipped for catenary construction (so-called "drum car") painted and lettered for the firm Sommerfeldt, Hattenhofen, Germany near Göppingen, used on the DB. Car number 512 523 P.

Model: The stake car has many separately applied details such as brake air lines, brake air tank, rigging, brake shoe holders, and brake crank. The car has an extensive paint scheme. The load is a laser-cut catenary construction cart made of real wood. Length over the buffers 37.5 cm / 14-3/4".

One-time series. Available only at the Märklin Museum in Göppingen.



See Page 192 for an explanation of the symbols and age information.



48167 H0 Insider Annual Car for 2017

Prototype: German Federal Railroad (DB) type Tbes-t-68 two-axle sliding roof / sliding wall boxcar. End platforms included. The car looks as it did around 1963.

Model: The car has separately applied end platforms. Length over the buffers 16.1 cm / 6-5/16". DC wheel set E700580.

One-time series in 2017 only for Märklin Insider members.



80327 Z Gauge Insider Annual Car for 2017

Prototype: German Federal Railroad (DB) type Gl 11 2-axle boxcar with the identification DB/Brit-US-Zone. Version in zinc yellow basic paint scheme with the advertising "ALAK" for the Spangenberg Works, Hamburg, Germany.

Model: The car body is made of plastic and is finely detailed and prototypically lettered. The solid wheels are black nickel-plated. Length over the buffers approximately 56 mm / 2-3/16".

One-time series in 2017 only for the Märklin Insider members.



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Mr. Mrs./Ms.

Title _____

*Last Name, First Name (please print) _____

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*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 PressUp

Yes, my Subscription No. _____ no

Fields marked with * must be completed.

I am paying my one year membership fee of EUR 79.95/CHF 109.95/\$ 109.00 U.S. Funds (as of 2017):

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.

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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.

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Märklin Insider Club – Postfach 9 60 – 73009 Göppingen, Germany.

The deadline begins with the mailing of this application. Mailing in the cancellation promptly will be sufficient to ensure the deadline. I have taken notice of my right of withdrawal.

Data protection notice:

I agree that my data will be stored and may be used by Märklin companies to keep me informed of products, events and other activities. In accordance with Article 28 section 4 of the Federal Data Protection Act I may revoke this agreement at any time.

My data shall be used only for this one Märklin Insider Club transaction and shall not be used for any other contact, marketing or promotional purposes.

You can withdraw your consent at anytime by e-mail at insider-club@maerklin.com or by letter to the club address appearing on the other side of this form, and this withdrawal will be effective in the future.

Date _____ Signature _____

Date _____ Signature _____

Date _____ Signature _____

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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. Because as a member you are more than our premium customer, you also receive a **bundle of advantages at the over 100 partners currently working with us.**

Among them are the Miniature Wonderland in Hamburg, the Hans-Peter Porsche Dream Works in Anger, or the VGB Railroad Publishing Group. 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.

Just go to club.maerklin.de now and register online.

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 2017. Subject to change.

** Depending on availability.

REPLY
Märklin Insider Club
Postfach 9 60
73009 Göppingen
Germany

Full Steam Ahead into the World of Märklin – Become an Insider!

Did you already know? At Märklin, there is the exclusive club of all fans of Märklin model trains. An association with many advantages for the club member. You will receive from us exclusive information, benefits, products not available to everyone, and much more. Get information here in detail about the advantages awaiting you and register right now.

Just register online at the Club page <http://club.maerklin.de> or fill out the membership form on Page 189 and send it to us by mail.



Märklin Insider Club
Postfach 9 60
73009 Göppingen
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 2017), 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. Because as a

member you are more than our premium customer, you also receive a **bundle of advantages at the over 100 partners currently working with us.** Among them are the Miniature Wonderland in Hamburg, the Hans-Peter Porsche Dream Works in Anger, or the VGB Railroad Publishing Group. 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 2017 Z Gauge
































Club Car 2017 H0 Gauge

















See Page 192 for an explanation of the symbols and age information.


* The services mentioned here refer to 2017. Subject to change.
** Depending on availability.







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 193 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)

Service



"Frequently Asked Questions" – FAQs

You will find additional practical tips and a lot of information on our website in the service area at:
<http://www.maerklin.de/de/service/kundenservice/haeufig-gestellte-fragen>

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.

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29468	121	39417	55	47058	75	58423	187		
29474	111	39460	94	47059	120	58616	178		
29479	39	39547	135	47061	92	58617	178		
29711	39	39548	135	47063	115	58626	179		
29721	39	39549	135	47064	123	58627	179		
29792	39	39617	130	47065	123	58789	182		
29841	39	39675	118	47096	96	59985	185		
30390	7	39676	112	47689	15	59986	186		
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36291	81	42386	89	48167	188	72213	23		
36333	92	42648	108	48435	113	72781	35		
36352	122	42918	65	48456	79	72782	35		
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Märklin MHI Guarantee conditions

When you buy these Märklin MHI products (these products are identified with the pictogram), the firm Gebr. Märklin & Cie. GmbH will also grant you independent of the legal, national warranty rights available to you in regard to your Märklin MHI specialty dealer as your contracting partner or your rights from product liability a manufacturer's warranty of 60 months from the date of purchase under the terms given below. This allows you independent of the location of the purchase the possibility to claim defects or malfunctions directly from the firm of Märklin as the manufacturer of the product. The Märklin manufacturer's warranty only applies to the technology of the models. Visual defects or incomplete products can be claimed within the framework of the warranty obligations of the seller of the product.

Warranty Conditions

This warranty applies to Märklin assortment products and individual parts that are purchased by a Märklin MHI specialty dealer worldwide. Either the warranty form filled out in full by the Märklin MHI specialty dealer or the purchase receipt will serve as proof of purchase. We therefore recommend that this warranty form should be kept safe along with the purchase receipt. 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.

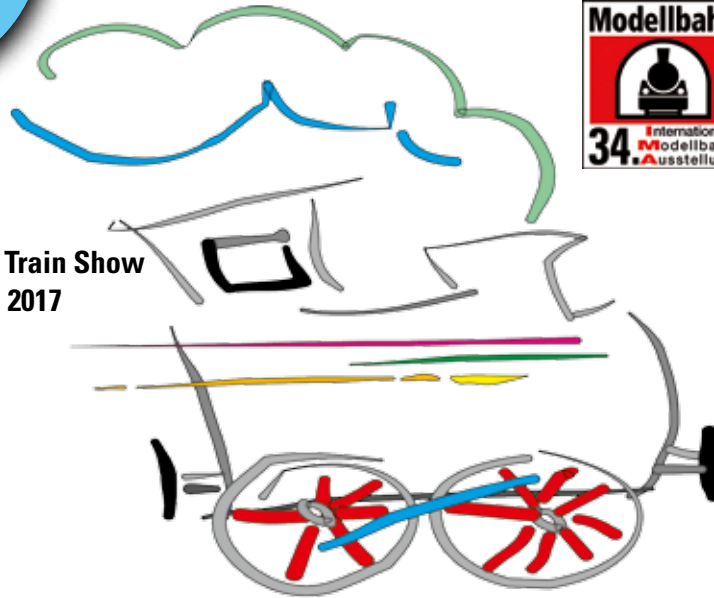
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