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JAHRE

märklin

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One-Time Series for 2009.



EXCLUSIV

1/2009



The Märklin "Exklusiv" Program is an association of mid-sized toy and model railroad dealers in Germany (MHI).

Since 1990, the MHI / Märklin "Exklusiv" Program has supported its members with one-time special series that can only be purchased from Märklin "Exklusiv" dealers.

"Exklusiv" special productions are innovative products differing from regular models in their paint scheme, imprinting, and technical features for the for experienced model railroaders or also replicas from Märklin's past.

"Exklusiv" products are manufactured exclusively in one-time series and are only available in limited quantities. The dealers

in our association are distinguished in particular by carrying the Märklin full line program and by special qualifications in help and service.

"Exklusiv" dealers in your area can be found on the Internet at www.maerklin.com www.marklin.com (for North America).

Replica of the Yacht "Jolanda".



I

16064 "Jolanda" Propeller-Driven Steam Ship.

Model: Reproduction of a Märklin propeller-driven steam ship from around 1910. The hull and the superstructure are constructed of metal. The ship comes with an anchor chain with an anchor. The anchor

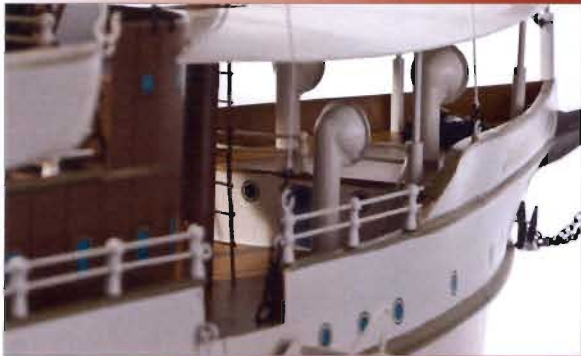
can be raised with a sprocket wheel. The ship has a movable ladder on the larboard and starboard sides. The superstructure parts, intake guides, rescue boats, masts with the rigging, etc. are finely represented. The ship has a built-in windup motor for driving the ship's

propeller. The rudder can be moved with the wheel on the deck. A wave base that can be rolled is included and the ship can placed on it for decoration and can be moved with it. Length of the ship approximately 82.0 cm / 32-1/4".



HIGHLIGHTS

- The ship will float.
- Windup mechanism included.



Maintenance for Catenary.

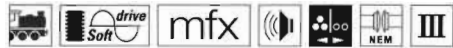
Powered Catenary Maintenance Rail Cars.

The increasing electrification of railroad routes also necessitated maintenance vehicles for the catenary wires. Between 1955 and 1974, the German Federal Railroad (DB) purchased 92 powered catenary maintenance rail cars (late the class 701) based on the proven

Uerdinger VT 98 rail bus. These powered rail cars have a maximum speed of 90 km/h / 56 mph. There is a rest area between the engineer's cabs that is equipped with a small workshop with shelves, a work bench, and places to sit and to wash. The pantograph on the roof

is used only for grounding and to check the position of the catenary wire. The hydraulic work platform has a capacity for up to 300 kilograms / 661 pounds and it can be raised and turned. It offers almost unlimited access to the catenary wire. In addition, there is a floodlight on

the roof and an observation cupola. The powered catenary maintenance rail cars were originally painted in crimson until the German Federal Railroad prescribed a striking yellow paint scheme for its maintenance vehicles.



39971 Powered Catenary Maintenance Rail Car with a Catenary Wire Parts Car.

Prototype: German Federal Railroad (DB) class TVT 6219 Esn maintenance vehicle as an adjustment/monitoring powered rail car. Movable work platform and double arm pantograph included. A type X 05 low side cart with a brakeman's platform included as a catenary wire parts car. Loaded with cable drums, tool boxes, and ladders. Used for servicing and checking catenary.

Model: This model has an mfx digital decoder and a sound effects generator. It also has controlled, high-efficiency Softdrive Sine propulsion and a compact-design, maintenance-free motor. 2 axles powered. Traction tires. The headlights (warm white LEDs) and the red marker

lights are maintenance-free LEDs, they will work in conventional operation, and can be controlled digitally. The engineer's cab has interior details. The separately applied details are: skylight, antenna, horn, work lights, and ladders. The work platform can be raised, lowered, and turned mechanically. The double arm pantographs can be raised and lowered mechanically; they are not wired to take power from catenary. The catenary parts car comes loaded with reproductions of cable drums, tool boxes, and ladders. There is a special coupling between the powered catenary maintenance car and the catenary parts car.

Total length over the buffers 27.6 cm / 10-7/8".

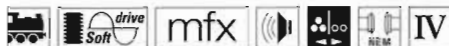
Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Diesel locomotive op. sounds		x	x	x
Warning Sound		x	x	x
Direct control		x	x	x
Sound of squealing brakes off			x	x
Surrounding sounds			x	x





"City-Bahn".

Branch lines have always been problem children for the German railroad. In 1984, the German Federal Railroad took a new approach to increase the attractiveness of service on little used routes. The project went under the name "City-Bahn" and initially one route for selected for this service: Cologne – Gummersbach. "Silberlinge" / "Silver Coins" commuter cars were used as rolling stock and were rebuilt to the latest standard at that time. A train café was set up in one of the cars and the exterior of these trains was borrowed from the paint scheme for the S-Bahn in the Rhine/Ruhr area. The paint scheme for the locomotives was adapted to that of the trains in order to achieve a high level of recognition for the "City-Bahn" product. Class 218 diesels were used on the route Cologne – Gummersbach. The railroad was able to register a clear increase in passengers thanks to the "City-Bahn", and this increase was the result of the dense service at regular intervals. Without a doubt the "City-Bahn" concept kept rail service alive on routes threatened with abandonment until it was replaced by its successor, the "Stadt-Express" or "City-Express".



39182 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating. Version in a pure orange / light gray paint scheme as the "City-Bahn" locomotive on the route Cologne – Gummersbach.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled Softdrive Sine high-efficiency propulsion and a compact design maintenance-free motor. 4 axles powered by means of cardan shafts. Traction tires. The headlights are maintenance-free warm white LEDs, they will work in conventional operation, and can be controlled digitally. The locomotive has separately applied metal grab irons on the sides and ends. It also has detailed buffer beams.

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

This model can be found in a DC version in the Trix H0 assortment under item no. 22234.

Appropriate "City-Bahn" cars can be found in the Märklin H0 assortment under the item numbers 43808 and 43818.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Front Headlights off		x	x	x
Rear Headlights off		x	x	x
Diesel locomotive op. sounds		x	x	x
Direct control		x	x	x
Locomotive whistle			x	x
Sound of squealing brakes off			x	x





43818 "City-Bahn" Add-On Car.

Prototype: German Federal Railroad (DB) commuter car, 1st/2nd class (type ABnrzb 772.1). "Silberling" / "Silver Coins" design with a rounded roof painted and lettered for "City-Bahn", with a cafeteria area.

Model: The car has the new longer length. The minimum radius for operation is 360 mm / 14-3/16". The car has underbody details specific to this design. The trucks have disk brakes. The car is ready for installation of the 7319 current-conducting coupling or the 72020/72021 current-conducting couplers, 73406 pickup shoes, the 73400/73401 (2 per car) lighting kit, and the 73409 marker light kit.

Length over the buffers 28.2 cm / 11-1/8".

DC wheel set: 4 x 700580.

The class 218 "City-Bahn" locomotive and a "City-Bahn" car set to go with this car can be found in the Märklin HO assortment under item nos. 39182 and 43808.

This model can be found in a DC version in the Trix HO assortment under item no. 23435.



43808 "City-Bahn" Car Set.

Prototypes: German Federal Railroad (DB) "City-Bahn" type Bnrzb 778.1 commuter car, 2nd class, "City-Bahn" type ABnrzb 772.1 commuter car, 1st/2nd class, and "City-Bahn" type BDnrzf 784 commuter cab control car, 2nd class.

Models: The cars have the new, longer length. The minimum radius for operation is 360 mm / 14-3/16". The cars have underbody details specific to the different cars. The trucks have disk brakes. The cars are ready for installation of the 7319 current-conducting coupling or the 72020/72021 current-conducting couplers, 73406 pickup shoes, the 73400/73401 (2 per car) lighting kit, and the 73409 marker light kit. The cab control car has triple

headlights that change over to dual red marker lights by means of a friction switch; these lights will work in analog and digital operation. The cab control car has maintenance-free, warm white LEDs. All of the cars come individually packaged in a master package.

Length over the buffers for each car 28.2 cm / 11-1/8". DC wheel set: 4 x 700580 for each car.

The class 218 "City-Bahn" locomotive and a "City-Bahn" car set to go with this car set can be found in the Märklin HO assortment under item nos. 39182 and 43818.

This model can be found in a DC version in the Trix HO assortment under item no. 23434.



150 Years of Märklin: Fascination that originates in perfection.



Dear Märklin Fans,

this new items brochure is quite special: It's appearing 150 years after the founding of Märklin and thus marks a milestone in our long history. And, how much history this brochure will also make again at Märklin – and perhaps even a desired collector's piece. So, pay close attention to this brochure.

As is appropriate for an even anniversary year, this year there are many particularly interesting new items for you to look forward to. Among other things, the Heritage Collection with reissued historic Märklin models.

If you have not been fortunate enough to already own these historic Märklin locomotives, now you can make up for it. You'll discover that the Heritage trains are so well detailed that now there are two types of originals – the old and the new.

You'll discover even more fascinating things when you leaf through this brochure. So much, that the selection will probably become tortuous. Should I buy this? Or that? Or perhaps both? And maybe that too?

Take heart: Since the dawn of Märklin, there have been generations of Märklin fans, who have struggled day and often night with newly issued catalogs. But, even if the choice is difficult – your decision will always be the right one. Because our products not only have a price, they also have a value.

And this value frequently climbs with the years. Many Märklin locomotives, which decades ago under the Christmas tree caused children's eyes to glow, fetch the highest prices at auctions.

Even if the consistent and climbing value of our products has settled down somewhat, the most important thing should not be forgotten: The joy that comes from playing with Märklin and collecting Märklin. A fascination that never stops and that stays with many of us from early childhood on into advanced age.

150 years are a very long time – much longer than a human being's life lasts. The first children, who played with Märklin, are the

great, great, great, great, grandparents of today's children, who are now discovering model railroading for themselves. Therefore, Märklin is not just a firm manufacturing model trains; it has become a part of our culture. A culture lived and loved by countless people.

Among them are great and small, less known and very well known people. Discretion forbids us from naming names, but you would be astonished how many prominent people retire to their hobby basement after being done with acting, managing, or political work and pursue in our view the most beautiful of leisure time activities: playing with trains.



150 Years of Märklin: Fascination that originates in perfection.



Why does Märklin jump easily over the age boundary at which people normally stop playing? Surely not because Märklin only attracts idiosyncratic personalities such as Martin Walser describes in his book "In Defense of Childhood". The reason is something else: You can certainly play marvelously with Märklin, but Märklin is not a toy. Märklin is much more a perfect world in miniature. A world that is all the more fascinating, the more perfect it is.

And therefore we have never stopped making our locomotives and cars, our track and control systems more and more perfect.

Märklin products are today a technical tour de force causing engineers and other experts to doff their hats. Anyone thrilled by technology will also be thrilled by Märklin. The fact that this technology can be experienced and that it is not closed up, invisible in a housing, such as a watch accounts for the special attraction of Märklin.

Also, let's not leave out an educational view point: Anyone experiencing technology playing as a child may make a profession out of

it. We suspect that many capable engineers, inventors, and discoverers grew up with Märklin.

150 years of Märklin are reason to celebrate. And, this celebration is to last an entire year:

You can visit terrific exhibitions, take part in trips on historic trains, and much more. We'll be on the road in many cities and make the world of Märklin something that can be experienced by a large audience. And then we still have a big surprise waiting for you starting in the fall at our headquarters in Göppingen.

Frequent visits to our Internet page maerklin.de will be worth it to find out where and when something is going on close to you.

But first, we hope you will enjoy this anniversary brochure very much. We're sure you will be thrilled.

Your Märklin Team

Exclusive Collector Edition.



The Special Series of Products for all Märklin Collectors in our Anniversary Year:

Seven-part Märklin H0 special edition for the anniversary "150 Years of Märklin", consisting of 7 exclusive collector models from the countries of Belgium, German, France, the

Netherlands, Austria, Sweden, and Switzerland. Additional product details for the individual locomotives can be found on the pages indicated.



39123 Electric Locomotive, page 85



37268 Electric Locomotive, page 140



The image of the display case is only a suggestion of what the final product may look like.



37356 Electric Locomotive, page 118



39404 Electric Locomotive, page 128



39682 Electric Locomotive, page 120



37671 Diesel Locomotive, page 136



37941 Heavy Diesel Locomotive, page 145

The Märklin Factory in the Stuttgarter Straße / Stuttgart Street.



One-time series for the
"150th anniversary of Märklin".

I - V

72150 Building Kit for the Märklin Factory on the Stuttgarter Street.

Prototype: Factory building from 1910 based on the prototype of the firm Gebr. Märklin & Cie. GmbH in Göppingen, Germany.

Model: This is an absolutely scale, professional industrial architectural model with all of the building parts ready for assembly as a kit. The building parts and the

façade elements are made of a special architectural quality cardstock precision cut with a laser. All of the parts come in a realistic base color, but they can be weathered and painted further with no problem. The roof has a plain tile covering with self-adhesive, individual laser-cut roof tile rows. Also included is prototypical, historic "Air Advertising" that can be installed on the building or current Märklin lettering that can be installed

on the façade of the building. Polycarbonate sheeting is included for window material.

Dimensions of the finished model:
length 116 cm / 45-5/8", width 15 cm / 5-7/8",
height 29 cm / 11-3/8".



HIGHLIGHTS

- Scale model of the Märklin plant in Göppingen, Germany.
- Wonderful Wilhelminian architecture protected as a national monument.
- Only a small amount of space required despite the impressive façade.
- Can be used from Era I to Era VI.

This model can also be used as a management building, a railroad management office, a school, a factory for all sorts of products, etc. It can fit on many layouts due to its small depth of 15 cm / 5-7/8" and it can serve as an impressive, architecturally challenging backdrop on a corner of the layout or along a railroad parade route.



The Heraldic Animal of Märklin.



All of the Crocodile sets are consecutively numbered for a worldwide edition of 1859 units. A certificate that is also consecutively numbered is proof of the authenticity of this exclusive set for the 150th anniversary of the firm Märklin. The locomotives come in a prestigious collector case.



31859 "150 Years of Märklin" Crocodile Set.
Prototype: 3 different class Ce 6/8 III Swiss "Crocodile" freight locomotives. Design with Winterthur diagonal drive rod propulsion. 1 white version lettered for the New York Central Lines, based on a hand sample produced by Märklin as a unique item in the Thirties for the USA, 1 brown version lettered for the Swiss Federal Railways (SBB/CFF/FFS) as it originally looked around 1930, and 1 pine green version lettered for the Swiss Federal Railways (SBB/CFF/FFS) as it looked in early Era III before 1956.
Model: White Crocodile: The locomotive has an mfx digital decoder. It has controlled propulsion. The locomotive also has a large, centrally mounted motor. 6 axles and 2 jackshafts powered. Traction tires. The locomotive has articulated running gear for better negotiation of curves. It has a 3-part metal body with hoods that can swing out. The triple headlights

will work in conventional operation and can be controlled digitally. The locomotive has the Swiss headlight / marker light changeover. This locomotive is a heavy metal version based on the legendary Märklin model 3015. Length over the buffers 26.6 cm / 10-1/2".
 Green Crocodile: The locomotive has an mfx digital decoder. It has controlled propulsion. The locomotive also has a large, centrally mounted motor. 6 axles and 2 jackshafts powered. Traction tires. The locomotive has articulated running gear for better negotiation of curves. It has a 3-part metal body with hoods that can swing out. The triple headlights will work in conventional operation and can be controlled digitally. The locomotive has the Swiss headlight / marker light changeover. This locomotive is a heavy metal version based on the legendary Märklin model 3015. Length over the buffers 26.6 cm / 10-1/2".

Brown Crocodile: The locomotive has an mfx digital decoder and a sound generator. It has controlled Softdrive Sine propulsion and a maintenance-free compact design motor. 3 axles and a jackshaft powered. Traction tires. The locomotive has articulated running gear for better negotiation of curves. It has a 3-part metal body with hoods that can swing out. The locomotive has detailed roof equipment. The headlights / marker light are maintenance-free, warm white LEDs. The triple headlights will work in conventional operation and can be controlled digitally. The locomotive has the Swiss headlight / marker light changeover. Length over the buffers 23.0 cm / 9-1/16".

One-time series.

HIGHLIGHTS

- Reproduction of a Märklin classic for the 150th anniversary of Märklin.
- Metal construction.
- mfx decoder.
- Prestigious collector case.
- Certificate of authenticity included.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Marker light(s)		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x



"Crocodiles".

The Swiss mountain locomotives that pulled heavy freight trains over the Gotthard grades were known as "Crocodiles". The design (articulated hoods, extended shape) and the color green was the source of the name. When traversing combinations of turnouts and "S" curves, these locomotives "snaked" through the curves like a reptile.

"Six-axle full gauge locomotive, only for large curves, true reproduction of the ,Crocodile locomotive' ...", this was the way the reproduction of the latest Swiss locomotive was presented in the 1933/34 Märklin

catalog. The design and the pulling power of the original locomotive impressed people so much at that time that it became a synonym for progress and power. A mystique that henceforth lingered on in the history of Märklin. This legendary piece of motive power was in all of the scales offered by Märklin. First in 1 Gauge and 0 Gauge, then H0 and even in Z Gauge Mini Club. It was the top product offered everywhere in the assortment and thus became the unofficial "heraldic animal" of Märklin. The color green dominated over the longest period of its service life on the Gotthard grades and left the original color brown almost forgotten. Märklin did not bring out a "Crocodile" in brown on the market until 1984 in a limited quantity in 1 Gauge as an offering for the 125 anniversary of the company. There never was a white "Crocodile" in reality. Despite that, a large Märklin dealer in New York ordered single samples of large 0 Gauge locomotives in special paint schemes. He chose the color white, which is totally atypical in the prototype. It can't be denied that the locomotives in this fantasy paint scheme had a special effect on observers. Despite this, there was only the one order for some unknown reason. These locomotives were thereby one-off pieces seen by only a few people. Amazingly, they became very well known in collector circles. Perhaps, because who could imagine a "Crocodile", the Swiss mountain locomotive, which was typically green, in a white paint scheme?

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x



Rarities in Tin-Plate.



28590 "Le Capitole" Express Train.

Prototype: French State Railways (SNCF) "Le Capitole" express train. The train consists of a class BB 9200 express locomotive and 4 express train passenger cars in the typical paint scheme of the "Le Capitole". The train looks as it did at the start of the Seventies.

Model: This is a reproduction of classic Märklin models in metal and "tin-plate" construction. The train comes in the elegant ruby red paint scheme of the "Le Capitole" express train. The locomotive has a metal body and frame. It also has a digital decoder. 2 axles powered. Traction tires. The dual headlights change over with the direction of travel. There are coupler hooks with advance uncou-

pler tabs at both ends of the locomotive. The express train passenger cars have "tin-plate" construction. They are 1st class cars, have interiors and different car numbers. They also have RELEX couplers.

Total length of the train 119 cm / 46-7/8".

One-time series.

HIGHLIGHTS

- Reproduction of classic Märklin models constructed of metal.
- The locomotive is up-to-date with a digital decoder.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x



Special Edition Metal Construction Set.



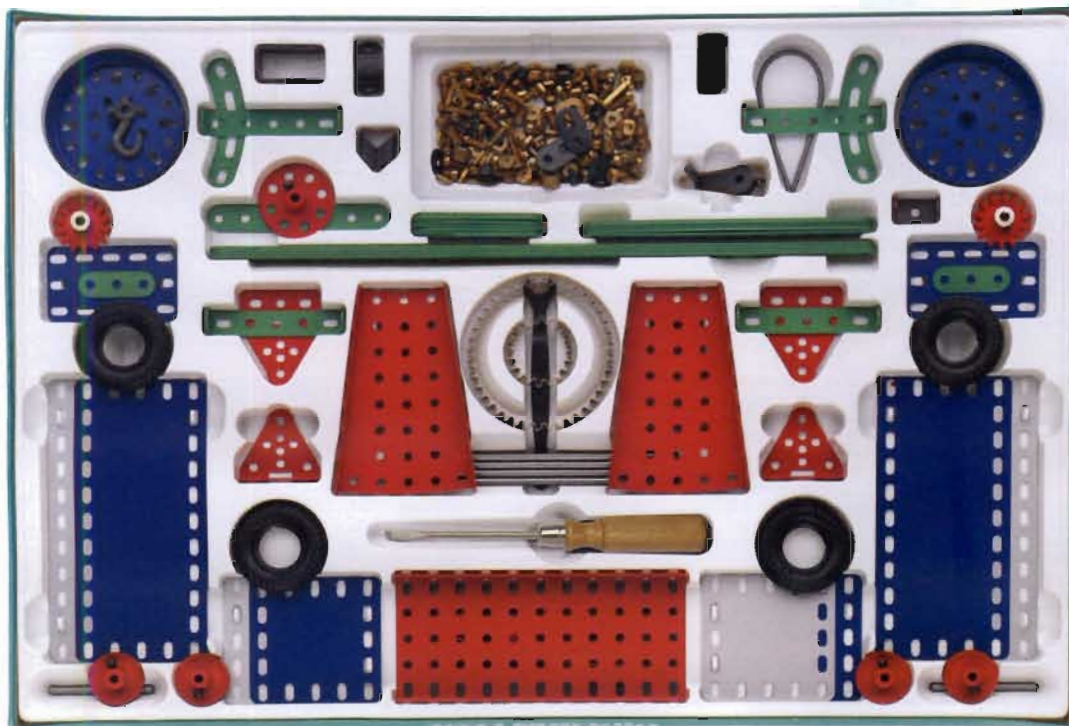
Reproduction of a Märklin metal construction set exclusively for the "150th Anniversary of Märklin".

10110 Metal Construction Set.

Model: This is a Märklin basic metal construction set with 242 parts. It is a one-time special edition of a legendary metal construction set that was manufactured for a long time by Märklin as a regular item. It is being produced for the "150th Anniversary of Märklin". This construction set is being produced only once exclusively in the Märklin anniversary year as a special edition. Instructions for building different models are included.

HIGHLIGHTS

- Many different possible models that can be constructed.
- Specially designed anniversary packaging.
- Instructions for building models included.



Replica Model Vehicles.



18103 Set with 12 Reproduction Model Automobiles in a Display.
Prototype: Different automobiles of the Opel "Manta", Ford "Capri", Audi "100 Coupe", and BMW "2000".
Model: The bodies and floors of these automobiles are made of die-cast metal. The interiors and the wheel rims are made of plastic. The cars have rubber tires. The bumpers and the headlights are set

off in colors different from the rest of the automobiles. Each type of automobile comes in 3 different colors. The automobiles come individually packaged and marked.
Length of the Opel approx. 100 mm / 3-15/16", length of the Ford approx. 100 mm / 3-15/16", length of the Audi approx. 106 mm / 4-3/16", and length of the B BMW approx. 101 mm / 4".

One-time series.

HIGHLIGHTS

- Reproduction of classics.
- Reproductions produced with the original tooling of the former models.
- Packaging made of cardboard in an historic design.



"Unimog" as a Reproduction.



18310 "Unimog" General-Purpose Vehicle as a Reproduction from Original Tooling.

Prototype: "Unimog" general-purpose vehicle with these accessories: a trailer for logs, 1 dump body, 1 water tank, 1 frontend loader, 1 roller, and 1 power shovel.

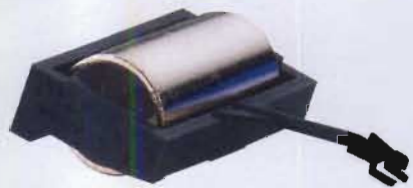
Model: The body and the flatbed for the tractor are made of die-cast metal, have metal floors, and plastic wheels. The bumpers and the "jeweled headlights" are set off in colors different from the rest of the vehicle.

The vehicle length without accessories is approx. 9.5 cm / 3-3/4". The accessory parts are made of metal and partly of plastic.

One-time series.

HIGHLIGHTS

- Reproduction of a classic with a broad assortment of accessories.
- All of the parts are produced from the original tooling for the former model.
- Packaging made of cardboard in an historic design.



Examples of Applications.



Märklin H0 – the Original.



Celebrations should be celebrated as they happen according to the saying. 2009 is a year with a lot to celebrate. Märklin becomes a proud 150 years old. It has been a long and sometimes very eventful history behind these three digits – also a history of success. This is due in large part to H0 Scale. It is and remains probably the most important scale in model railroading. Perhaps that is also the reason that the new items fireworks in 1:87 has turned out to be particularly magnificent this year. Many people will succumb helplessly to the charm of the new items. One thing right up front: Märklin models are unique. They are proof of the highest in craftsmanship and industrial perfection, they are peerless. The technical standard is high. Every model is thus a valuable piece in its own right. In these days in which even highly traded investments are turning out to be dubious, the fine models from Göppingen can offer consistently high perceived value.

Locomotives leaving our company in 2009 will still have their value many years from now.

2009 will also be a special year again for Insiders. The H0 model for this exclusive club is the class 39 – a locomotive whose prototype has Prussian roots. It also proved to be an important piece of motive power in Era III and gave good service for many years chiefly on steeply graded routes in the Eifel area, in the Black Forest, or in the Allgäu area. To go with this model, again only for Insiders, a classic “Eilzug” / “Fast Passenger Train”, as it looked in operation in the Sixties on many routes. No Insider H0 layout should be missing this wonderful train.

No less rich in tradition is the class 23. It disappeared many years ago from the Märklin assortment. Now it's back. The perfect model of a class 23 is rolling onto the market no

less expressive than its prototype. Thanks to mfx decoders both locomotives offer a lot of sound, the class 39 as well as the class 23. The only thing missing is the new Central Station to coax everything out of the small speakers.

If you're not so thrilled with steam railroading, and if the mountain routes in the Alps make you wax lyrical, then you'll be happy to hear about two powerful electric locomotives: Finally, the SBB's class Re 6/6 – and in two variations – and the ÖBB's newest locomotive, the class 1216, are going to be delivered. This will put two milestones of the more recent railroad technology history in the Märklin H0 assortment.

For fans of the early German Federal Railroad there is new tooling for the standard design electric locomotives on the pages of this brochure: the E 10 and the E 40, two

classics, now in a contemporary reproduction of the prototype. There is also a lot of new tooling the area of cars, of which only three can be mentioned here: the “Hechte” / “Pike” passenger cars, the “Oppeln” freight cars, and the modern type Sgns flat cars for containers.

On the subject of anniversaries. There are still some surprises to expect for this. But, we can mention a special product: a seven-part Märklin H0 special edition for the anniversary “150 Years of Märklin”. It represents in a worthy manner the principal markets of our firm's history with its rich tradition.

H0 Scale
Gauge 16.5 mm / 5/8"
Scale 1:87

"My Start with Märklin" Starter Set.

My Start with Märklin.

The classic steam powered train operations were still indispensable as motive power on the German Federal Railroad well into the Seventies. These heavy locomotives created an incomparable atmosphere with their impressive background of sounds, fascinating running gear movement, and immense clouds of smoke and steam. The "My Start with Märklin" steam freight train starter set provides a living impression in model form of this unforgettable era.



29161 "My Start with Märklin" Starter Set. 230 Volts.

Prototype: German Federal Railroad (DB) class 74 tank locomotive. German Federal Railroad (DB) type E1-u 061 gondola and type Kbs stake car, privately owned type lchus-u 377 refrigerator car (used on the DB).

Model: The locomotive comes with a digital decoder. 3 axles powered. Traction tires.

The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has NEM coupler pockets. 1 each gondola, stake car, and refrigerator car. All of the cars come with Relex couplers. Train length 47.2 cm / 18-1/2".

Contents: 12 no. 24130 curved track, 2 no. 24172 straight track, 1 no. 24188 straight track,

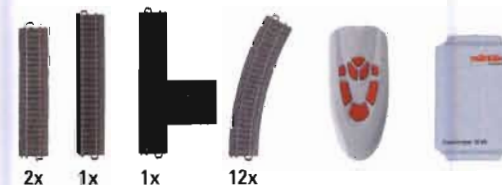
1 no. 24089 base station, 230 volt / 18 VA transformer and a wireless infrared controller. A "freight shed" cardstock cut-out sheet is also included. This set can be expanded with the C Track extension sets and the entire C Track program. C Track oval 112 x 76 cm / 45" x 30".



Almost all of the current Era III cars from Central European railroad prototypes go well with this train set.



29161



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x

HIGHLIGHTS

- Digital infrared controller for control of up to 4 trains.
- With the wireless infrared controller you have freedom to move around your layout.
- Easy-to-set-up C Track layout.



"Construction Site" Starter Set.



29181



9x



4x



1x



12x



3x



1x

2x



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Light Function1		x	x	x
Direct control		x	x	x



"Construction Site" Track Extension Set.

V

78080 "Construction Site" Track Extension Set with C Track, 2 Freight Cars and a Construction Vehicle.

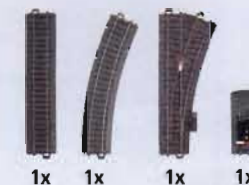
Prototype: Low side car and a dump car painted and lettered for a construction train. Modern design steam roller.

Model: Both cars have Relex couplers. Total length over the buffers 23.4 cm / 9-3/16".

Contents: 1 no. 24188 straight track, 1 no. 24224 curved track, 1 no. 24612 right turnout and 1 no. 24977 track bumper. The construction vehicle is a metal model. The set included a load of "stones".

HIGHLIGHTS

- **Expansion:** Stub end siding with a track bumper.
- **Operation:** Steam roller made of die-cast metal.



78080



29181 "Construction Site" Starter Set. 230 Volts.

Prototype: Type DHG 700 industrial diesel locomotive. Krupp-Ardelt crane car with a crane tender car. Low side car for transporting a power shovel.

Model: The locomotive has a metal frame. It also has a digital decoder and a special motor. 3 axles powered. Traction tires. The triple headlights change over with the direction of travel and can be controlled. There is a warning light on the roof of the engineer's cab.

The crane car has a cab that can be turned, a boom that can be raised and lowered, and a hand crank for the crane line. The crane tender car has a boom support. The low side car comes with a metal model of a power shovel. All of the cars have Relex couplers. Train length approximately 48.0 cm / 18-7/8".

Contents: 12 no. 24130 curved track, 9 no. 24172 straight track, 4 no. 24188 straight track, 1 no. 24089 base station, 3 no. 24224 curved track, 2 no. 24612 right turnout, and 1 no. 24611 left turnout. 230 volt / 18 VA trans-

former and a wireless infrared controller. A "Construction Site" cardstock cut-out sheet is included. This set can be expanded with the C Track extension sets and the entire C Track program. The 74490 electric turnout mechanism can be installed in the turnouts.

The 78080 theme extension set makes a prototypically realistic addition to this train.

HIGHLIGHTS

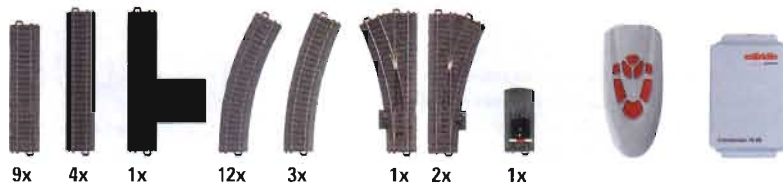
- **Construction train with a locomotive, crane car, and a power shovel.**
- **Digital locomotive with a warning light and headlights.**
- **Digital infrared controller for control of up to 4 trains.**
- **With the wireless infrared controller you have freedom to move around your layout.**

"Fire Department" Digital Starter Set.



184 x 76 cm
73" x 30"

29757



9x

4x

1x

12x

3x

1x

2x

1x

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Light Function 1		x	x	x
Direct control		x	x	x



"Emergency Train" Track Extension Set.

V

78051 "Special Use Train" Theme Extension Set.

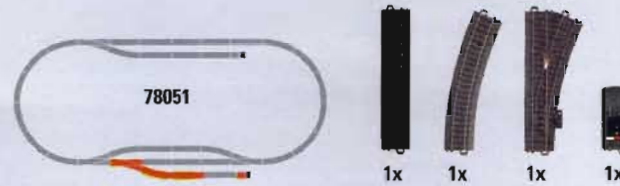
Prototype: A tank car and a low side car in an attractive fire department paint scheme.

Model: This set has railroad and road model vehicles as well as C Track for expanding a layout by using a fire department theme.

Contents: Track: 1 no. 24612 right turnout, 1 no. 24188 straight track, 1 no. 24224 curved track, 1 no. 24977 track bumper. Rolling stock: 1 two-axle tank car for fire extinguishing water, 1 low side car. 2 model fire department vehicles.

Length over the buffers of the freight car set 27.5 cm / 10-13/16".

This extension set goes well with the 29757 starter set.



HIGHLIGHTS

- Emergency train for fighting fires.
- A wide variety of ways to play.
- The fire department vehicles can be used as a load and to play with by themselves.
- Track for expanding a C Track layout.



29757 "Fire Department" Digital Starter Set. 230 Volts.

Prototype: Class 212 diesel locomotive, an equipment car, a low side car, and a stake car in an attractive fire department paint scheme.

Model: The locomotive has a digital decoder, controlled high-efficiency propulsion, and controllable lighting. It has a blue warning light on the cab roof. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The train comes with

1 equipment car, 1 low side car loaded with 2 fire department helicopters, and 1 stake car loaded with a mobile emergency headquarters. The cars have Relex couplers. Train length 54.0 cm / 21-1/4".

Contents: 14 no. 24130 curved track, 4 no. 24188 straight track, 1 no. 24089 base station, 9 no. 24172 straight track, 2 no. 24612 right turnout, 1 no. 24611 left turnout, 3 no. 24224 curved track, and 1 no. 24977 track bumper. 230 volt / 18 VA transformer and a wireless infrared controller. The set comes with an

illustrated instruction book with many tips and ideas. A "Fire Station" cardstock cut-out sheet is also included. This set can be expanded with the C Track extension sets and with the entire C Track program. The 74490 electric turnout mechanism can be installed in the turnouts.

The 78051 theme extension set makes a realistic addition to this train set.

HIGHLIGHTS

- Locomotive in an attractive fire department paint scheme with a digitally controlled blue warning light.
- A world of play with action: fire department emergency train with helicopters.
- Digital infrared controller for control of up to 4 trains.
- With the wireless infrared controller you have freedom to move around your layout.

"Looney Tunes" Starter Set.



29610 "Looney Tunes" Starter Set.
230 Volts.

Prototype: Class 246 diesel locomotive in a fictitious "Looney Tunes" design. 1 refrigerator car, 1 low side car, and a 2-axle passenger car. The cars are designed with "Looney Tunes" themes.

Model: The locomotive is constructed of metal. It comes with a digital decoder and a special motor. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. 1 passenger car, 1 low side

car loaded with "Looney Tunes" figures, and 1 refrigerator car. All of the cars have Relex couplers. Train length 55.7 cm / 21-15/16".
Contents: 12 no. 24130 curved track, 7 no. 24172 straight track, 4 no. 24188 straight track, 1 no. 24089 base station, 2 no. 24224 curved track, and 1 pair of no. 24611 and 24612

turnouts. 230 volt / 18 VA transformer and a wireless infrared controller. This set can be expanded with the C Track extension sets and the entire C Track program. The 74490 electric turnout mechanism can be installed in the turnouts.

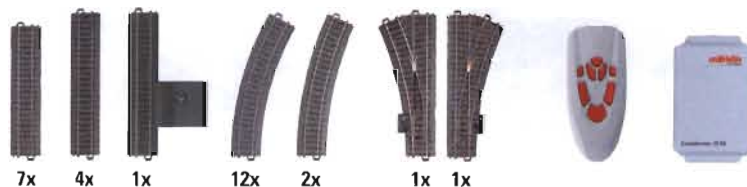
HIGHLIGHTS

- An attractive train with merry "Looney Tunes" themes.
- Digital infrared controller for control of up to 4 trains.
- With the wireless infrared controller you have freedom to move around your layout.
- Easy-to-set-up C Track layout with a passing siding.

Due to licensing legalities, this model is only available in the following countries: Germany, Austria, Switzerland, Netherlands, Belgium, and Luxembourg.



29610



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x



"Freight Train" Digital Starter Set.



29534 "Freight Train" Digital Starter Set.
230 Volts.

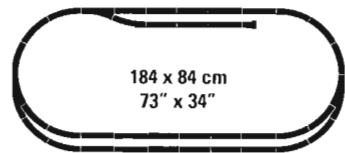
Prototype: German Federal Railroad (DB) class 86 tank locomotive and 5 freight cars.

Model: The locomotive has a digital decoder, controlled high-efficiency propulsion, and Telex couplers for remote-controlled switching. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled

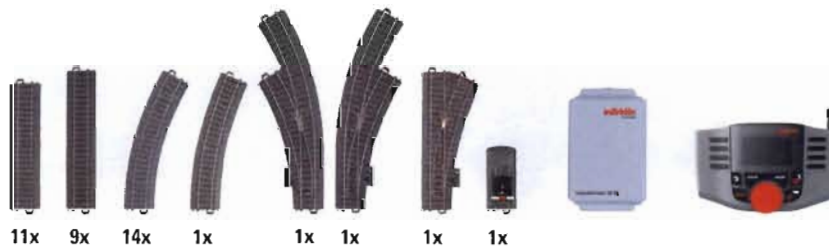
digitally. The train comes with 1 boxcar, 1 stake car, 1 gondola, 1 tank car, and 1 baggage car. The cars have Relex couplers. Train length 75.5 cm / 29-3/4".

Contents: 14 no. 24130 curved track, 9 no. 24188 straight track, 11 no. 24172 straight track, 1 pair of no. 24671 and no. 24672 curved turnouts, 1 no. 24612 right turnout, 1 no. 24224 curved track, and 1 no. 24977 track bumper. Track connector box. 230 volt / 18 VA

transformer. Mobile Station. The set comes with an illustrated instruction book with many tips and ideas. A "Warehouse" cardstock cut-out sheet is also included. This set can be expanded with the C Track extension sets and with the entire C Track program. The 74490 electric turnout mechanism can be installed in the turnouts.



29534



11x 9x 14x 1x 1x 1x 1x 1x



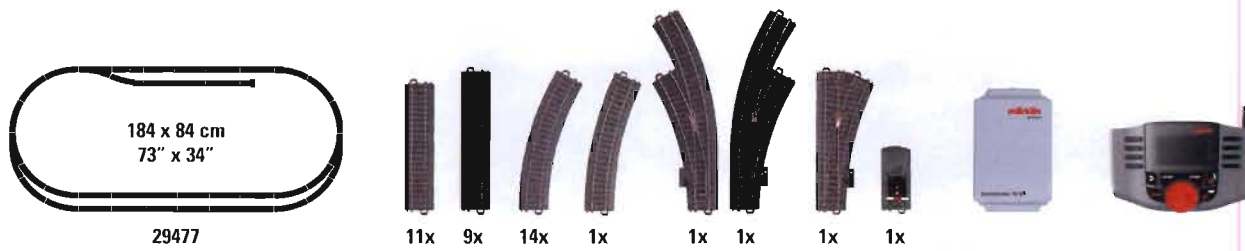
HIGHLIGHTS

- The way to get started in the digital world of Märklin.
- New Mobile Station included.
- Locomotive includes controlled high-efficiency propulsion and Telex couplers for remote-controlled switching.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Telex coupler(s)		x	x	x
Direct control		x	x	x



"Regional Express" Digital Starter Set.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x



"Regional Express" Track Extension Set.



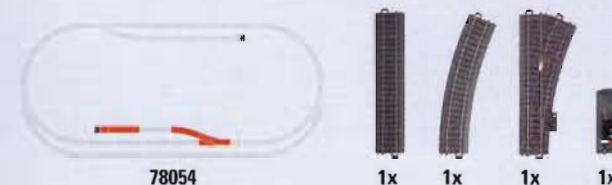
78054 "Regional Express" Theme Extension Set.
Prototype: 1 German Railroad, Inc. (DB AG) bi-level commuter car, 2nd class.
Model: Expand your layout with commuter cars and with more C Track.

Contents: Track: 1 no. 24612 right turnout, 1 no. 24188 straight track, 1 no. 24224 curved track, 1 no. 24977 track bumper. 1 model bus. The cars come with tinted side windows. Length over the buffers 26.8 cm / 10-9/16".

HIGHLIGHTS

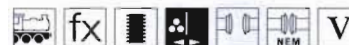
- A variety of ways to play with a realistic linkage of rail and road transportation.
- Track to expand a C Track layout.

This extension set goes well with the 29477 "Regional Express" starter set.



HIGHLIGHTS

- Modern passenger train.
- The way to get started in the digital world of Märklin.
- New Mobile Station included.



29477 "Regional Express" Digital Starter Set. 230 Volts.
Prototype: German Railroad, Inc. (DB AG) class 218 diesel locomotive and 2 bi-level commuter cars, 2nd class.
Model: The locomotive has a digital decoder and controlled high-efficiency propulsion. 2 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The cars have tinted windows. Train length 71.9 cm / 28-5/16".

Contents: 14 no. 24130 curved track, 9 no. 24188 straight track, 11 no. 24172 straight track, 1 pair of no. 24671 and no. 24672 curved turnouts, 1 no. 24612 right turnout, 1 no. 24224 curved track, and 1 no. 24977 track bumper. 230 volt / 18 VA transformer. Mobile Station II. The set comes with an illustrated instruction book with many tips and ideas. A "Station Platform" cardstock cut-out sheet is also included. This set can be expanded with the C Track extension sets and with the entire C Track program. The 74490 electric turnout mechanism can be installed in the turnouts.

Item nos. 43470 and 78055 make a prototypically realistic addition to this train set.



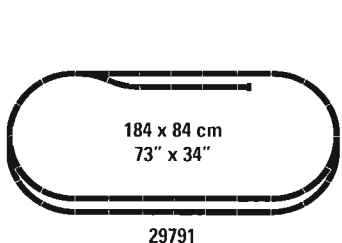
"ICE 2" Digital Starter Set.



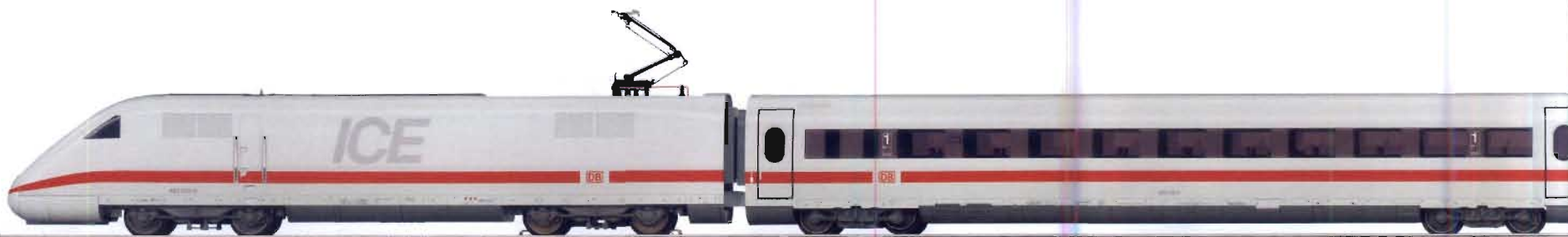
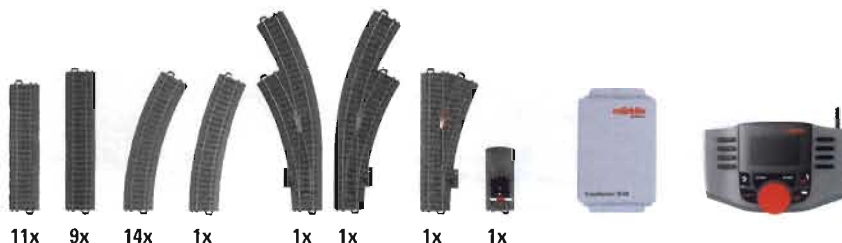
29791 "ICE 2" Digital Starter Set. 230 Volts.
Prototype: German Railroad, Inc. (DB AG) class 402 InterCity Express. Four-car train set: powered end car, open seating car, 1st class, BordRestaurant dining car, cab control car, 2nd class.
Model: The powered end car has a digital decoder and a sound generator. It also has a special motor. 2 axles powered. Traction tires. The headlights will work in conventional op-

eration and they can be controlled digitally in the powered end car (they are on constantly in the cab control car. The pantographs work mechanically but have no electrical connections.
 Train length 102.7 cm / 40-7/16".
Contents: 14 no. 24130 curved track, 9 no. 24188 straight track, 11 no. 24172 straight track, 1 pair of 24671 and 24672 curved turnouts, 1 no. 24612 right turnout, 1 no. 24224

curved track, and 1 no. 24977 track bumper. Track connector box. 230 volt / 18 VA transformer. Mobile Station digital controller. An Illustrated instruction manual with all sorts of tips and ideas for setting up the starter set is included. This set can be expanded with the C Track extension sets and the entire C Track program. The 74490 electric turnout mechanism can be installed on the turnouts.



29791



HIGHLIGHTS

- The modern way to get started in digital model railroading.
- New Mobile Station included.
- Horn and station announcement sound effect included.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Horn		x	x	x
Station Announcements		x	x	x
Direct control		x	x	x



"Swiss Freight Train" Digital Starter Set.



29482 "Swiss Freight Train" Digital Starter Set. 230 Volts.

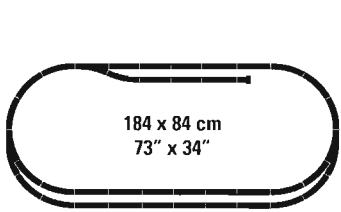
Prototype: Swiss Federal Railways, Freight Service Area (SBB Cargo) class 421. Four different Swiss freight cars: a type Eaos four-axle gondola and a two-axle stake car. Four-axle tank car and an SBB two-axle sliding wall boxcar.

Model: The locomotive is constructed of metal. It comes with an mfx digital decoder. 2 axes powered. Traction tires. The triple headlights and 1 white marker light change

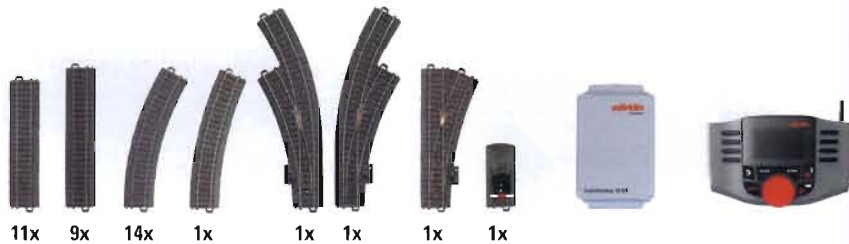
over with the direction of travel, will work in conventional operation, and can be controlled digitally. The cars have close couplers. Train length 84.7 cm / 33-3/8".

Contents: 14 no. 24130 curved track, 9 no. 24188 straight track, 11 no. 24172 straight track, 1 pair of no. 24671 and no. 24672 curved turnouts, 1 no. 24612 right turnout, 1 no. 24224 curved track, and 1 no. 24977 track bumper. Track connector box. 230 volt / 18 VA transformer. Mobile Station II. The set comes with an illustrated instruction book with many

tips and ideas. This set can be expanded with the C Track extension sets and with the entire C Track program. The 74490 electric turnout mechanism can be installed in the turnouts.



29482



11x 9x 14x 1x 1x 1x 1x 1x

HIGHLIGHTS

- The way to get started in the digital world of Märklin.
- Mobile Station II included.
- Detailed locomotive constructed of metal.
- mfx digital decoder.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Long distance headlights		x	x	x
Direct control		x	x	x





Modern Commuter Service.



26552 "ALEX" Train Set.

Prototype: Bavarian "ALEX" (Arriva Provincial Railroad Express) commuter train. Operated by the Regental Railroad, Inc. Arriva Provincial Railroad Express "ALEX" class ER 20 diesel locomotive. Diesel electric design. 1 type Bm compartment car, 2nd class, 1 type Bn open seating car, 2nd class, and 1 type ARmh "ALEX Treff" dining car.

Model: The locomotive is constructed of metal with many cast-on details. The locomotive has a digital decoder and a special motor. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. The cars have interior details and are ready for installation of current-conducting couplers or couplings. Total length over the buffers 102.3 cm / 40-1/14".

The 42954 express train passenger car is the ideal add-on for this train.

This model can be found in a DC version in the Trix H0 assortment under item no. 21343.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x





42954 "ALEX" Express Train Passenger Car.

Prototype: Type Bm compartment car, 2nd class, painted and lettered for the "ALEX" Arriva Provincial Railroad Express.

Model: The car has interior details, and the 7319 current-conducting coupling can be installed in it. The car also has adjustable buffers.

Length over the buffers 27.1 cm / 10-5/8".

This model can be found in a DC version in the Trix H0 assortment under item no. 23243.

This express train passenger car is the ideal add-on for the 26552 train set.



Modern Freight Transport.



26553 "Claas" Train Set.

Prototype: 1 class 185.2 electric locomotive and 2 flat cars loaded with farm machinery.

Model: The locomotive is constructed of metal with many cast-on details. It has a digital decoder and a special can motor. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are

maintenance-free LEDs. The locomotive has 2 mechanically working pantographs (they are not wired to take power from catenary). The train has one flat car loaded with 2 Claas model tractors (Claas Axion 850) and a flat car loaded with 1 model of a Claas large hay bailer (Claas Quadrant 3400).

Total length over the buffers 53.4 cm / 21".

HIGHLIGHTS

- Locomotive constructed of metal.
- Sturdy farm machinery models constructed of metal.
- A wide variety of play options.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x



The T 12 as a Beginner's Model.



36741 Tank Locomotive.

Prototype: Royal Prussian State Railways (K.P.E.V.) class T 12.

Model: The locomotive has a digital decoder and a special motor with a flywheel. 3 axles powered. Traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has many separately applied details.

Length over the buffers 12.7 cm / 5".

This model can be found in a DC version in the Trix HO assortment under item no. 22853.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x

HIGHLIGHTS

- Built-in digital decoder.
- Detailed, affordable beginner's model.



4035

36741

InterRegio.



36216 Diesel Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 216 diesel locomotive. Version in a Chinese red paint scheme.

Model: The locomotive has a digital decoder and controlled high-efficiency propulsion. 2 axes powered.

Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has close couplers. Length over the buffers 18.2 cm / 7-3/16".



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x



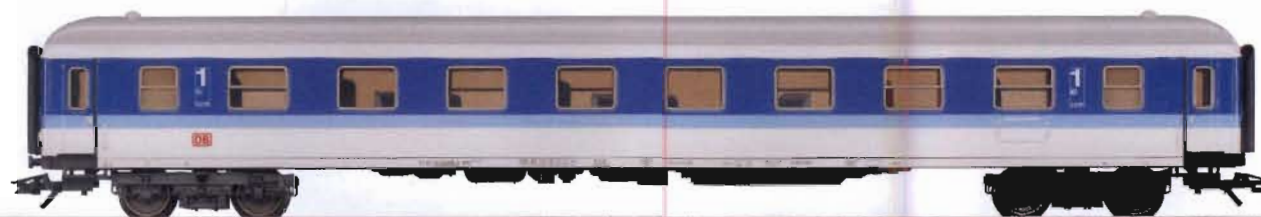
43500 Express Train Passenger Car.

Prototype: German Railroad, Inc. (DB AG) type Aim 260 InterRegio car. 1st class.

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

in the car. The car has adjustable buffers. Length over the buffers 27.0 cm / 10-5/8".

DC wheel set 4 x 700580.





43501 Express Train Passenger Car.
Prototype: German Railroad, Inc. (DB AG) type Bim 263 InterRegio car. 2nd class.
Model: The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler can be installed

in the car. The car has adjustable buffers.
 Length over the buffers 27.0 cm / 10-5/8".
 DC wheel set 4 x 700580.



43550 Cab Control Car.
Prototype: German Railroad, Inc. (DB AG) type Bimdzf 269.0 InterRegio cab control car. 2nd class with an engineer's cab for shuttle train operation.
Model: The engineer's cab has interior details. The car has a

detailed buffer beam. It also has separately applied end skirting. The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler can be installed in the car. Length over the buffers 27.5 cm / 10-13/16".



When operated cab control car first, white triple headlights shine on the cab control car.



When operated cab control car last, dual red marker lights shine on the cab control car.

Diesel Electric Service at Regular Intervals.



36650 Diesel Locomotive.

Prototype: Class 246 diesel electric road engine painted and lettered for the Metronom Railroad Company, Inc., Uelzen, Germany. Built by Bombardier as a regular production locomotive from the TRAXX program.

Model: The locomotive is constructed of metal with many cast-on details. The locomotive has a digital decoder and a special motor.

4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs.

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

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x

HIGHLIGHTS

- New tooling.
- Locomotive constructed of metal.
- Detailed, affordable beginner's model.



The Class 246 – Diesel TRAXX.

In 2006, the firm Bombardier presented the class 246 at the Innotrans show. This class is a diesel electric locomotive derived and developed directly from the electric locomotives in the TRAXX family. This locomotive has a maximum speed of 160 km/h / 100 mph, weighs 82 metric tons, has a nominal performance of 2,200 kilowatts / 2,991 horsepower, and is planned for passenger service. The state of Lower Saxony ordered 11 units that have again been leased to the Railroad Company. These locomotives have the attractive blue and yellow paint scheme of the Metronom trains and together with the modern bi-level cars they stand for modern, punctual, reliable service on regular schedules.



Cross-Border Train Service.



36600 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 185.2 general-purpose locomotive. Used for the freight railroad Railion Deutschland/DB Logistics. Dual system locomotive built by Bombardier as a regular production locomotive from the TRAXX program.

Model: The locomotive is constructed of metal with many cast-on details. The locomotive has a digital

decoder and a special motor. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. 2 pantographs that can be raised and lowered (they are not wired to take power from catenary). Length over the buffers 21.7 cm / 8-1/2".



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x

The Class 185.2 and Class 485.2.

The locomotive classes 185.2 for the DB AG and the 485.2 for the BLS originated in Bombardier's TRAXX (Transnational Railway Applications with eXtreme fleXibility) family. These locomotives are used for medium heavy passenger and freight domestic service as well as for cross-border operations. New regulations forced Bombardier to make changes to the locomotives from 2005 on: these locomotives have been equipped with a locomotive body better able to sustain crashes, which makes them look brawnier and more powerful compared to the predecessor classes 185.1 and 485.1. Other changes involve the electric power converter system, which does not affect the looks of the locomotives. Other railroads are also making use of these innovative locomotives, since individual wishes and requirements are relatively easy to satisfy with innovative "package" solutions.

HIGHLIGHTS

- New tooling.
- Locomotive constructed of metal.
- Detailed, affordable beginner's model.



44198 Refrigerator Car.

Prototype: Privately owned car painted and lettered for Bionade GmbH, Ostheim/Rhön.

Model: The car has Relex couplers.

Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 700580.



44199 Beer Car.

Prototype: Privately owned car painted and lettered for Dinkelacker-Schwaben-Bräu GmbH & Co KG, Stuttgart, Germany.

Model: The car has Relex couplers.

Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 700580.



"Passenger Train" Digital Starter Set.



29011 "Passenger Train" Digital Starter Set. Includes a Large C Track Layout and a Mobile Station. 230 Volts.

Prototype: Class 01.10 express locomotive. Standard design oil-fired locomotive. 1 compartment car, 1st class (A4üm-63), and 2 compartment cars, 2nd class (B4üm-63).

Model: The locomotive has an mfx digital decoder and a sound effects generator. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The 7226 smoke generator can be installed in the

locomotive. The triple headlights will work in conventional operation and can be controlled digitally. The cars have different car numbers. The 7319 current-conducting couplings or the 72020 current-conducting couplers and interior lighting can be installed in the cars. Minimum radius for operation 360 mm / 14-3/16".

Total train length 112.3 cm / 44-3/16".

Contents: 14 no. 24130 curved track, 9 no. 24188 straight track, 11 no. 24172 straight track, 1 pair of a no. 24671 left turnout and a

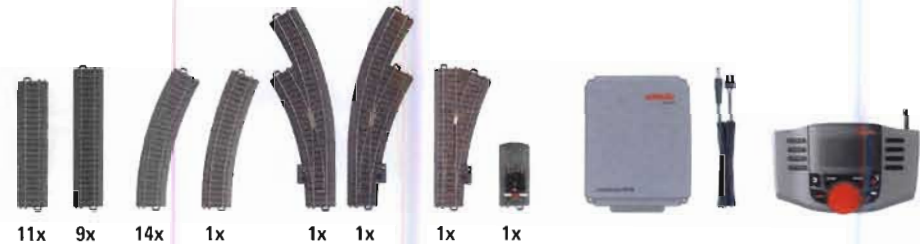
no. 24671 right turnout, 1 no. 24612 right turnout, 1 no. 24224 curved track, and 1 no. 24977 track bumper. 230 volt / 60 VA transformer. Mobile Station with a back-lit black/white full graphic display. An illustrated instruction book with many tips and ideas is included in this set. The set can be expanded with the entire C Track program. The 74490 electric turnout mechanism can be installed on the turnouts.

Item nos. 43910, 43920, 43930, 43940, and 43950 from the Märklin H0 assortment make a prototypically realistic addition to this train.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Steam locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Sound of squealing brakes off			x	x
Running gear lights			x	x
Whistle for switching maneuver			x	x
Air Pump			x	x



29011



HIGHLIGHTS

- New Mobile Station with back-lit black/white full graphic display.
- Large C Track layout with advanced expansion options.
- Typical train composition from the DB steam era.
- Express steam locomotive with controlled high-efficiency propulsion.
- mfx digital decoder with a wide variety of sound and special functions.
- New road number for the class 01.10.





"150 Years of Märklin" Mega Digital Starter Set.



29015 "150 Anniversary of Märklin" Digital Mega Starter Set with 3 Trains. 230 Volts. Express Train, Rail Bus with Trailer, and Freight Train with a Large C Track Layout, 60 VA Transformer, and 2 Mobile Stations. Prototype: German Federal Railroad (DB) class 41 steam locomotive, class E 8 electric locomotive, and class VT 98 rail bus with a class VS 98 trailer. 3 "Schürzenwagen" / "Skirted Cars" express train passenger cars and 5 freight cars, all painted and lettered for the German Federal Railroad (DB).

Model: The locomotives have mfx digital decoders. They also have controlled high-efficiency propulsion. The rail bus has controlled Softdrive Sine high-efficiency propulsion and a compact design, maintenance-free motor. The lights for all of the locomotives and the sound effects generators in the steam locomotive and the rail bus can be controlled. The steam locomotive also has connections for a smoke generator that can be installed in it. These cars are included in the set: 1 "Schürzenwagen" express train passenger car, 1st/2nd class, 2 "Schürzenwagen" express train passenger cars, 2nd class; 1 freight train baggage car, 1 pressurized gas tank car with a heat shield, 1 side dump car,

1 type BT container car, and 1 loaded low side car.

Train lengths 92.7 cm / 36-1/2", 92.4 cm / 36-3/8", and 32.2 cm / 12-11/16".

Contents: 12 no. 24130 curved track, 12 no. 24230 curved track, 34 no. 24188 straight track, 4 no. 24172 straight track, 2 no. 24611 left turnout and 4 no. 24612 right turnout, and 2 no. 24977 track bumper, 2 Mobile Station digital controllers and a track connector box. 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. The 74490 electric turnout mechanism can be installed on the turnouts.



HIGHLIGHTS

- Getting started in digital model railroading with 3 trains.
- New Mobile Station controller with many auxiliary functions.
- All of the locomotives come with mfx decoders and high-efficiency propulsion.
- Great sound: diesel motor, steam chuffing, and more.



29015

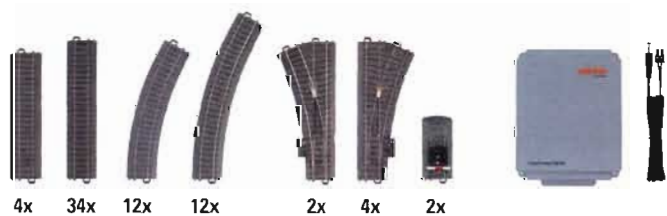




Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Marker light(s)		x	x	x
Diesel locomotive op. sounds		x	x	x
Horn		x	x	x
Direct control		x	x	x
Sound of squealing brakes off			x	x
Doors Closing			x	x
Bell			x	x
Conductor's Whistle			x	x



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Telex coupler(s)		x	x	x
Steam locomotive op. sounds		x	x	x
Direct control		x	x	x
Locomotive whistle			x	x
Air Pump			x	x
Whistle for switching maneuver			x	x
Sound of squealing brakes off			x	x
Letting off Steam				x
Sound of coal being shoveled				x
Grate Shaken				x



"Freight Train" Digital Starter Set.

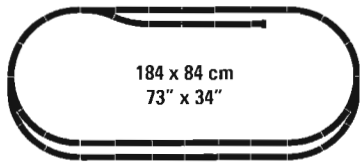


29150 "Freight Train – Era IV" Digital Starter Set. Freight Train with a Large C Track Layout, Transformer, and a Mobile Station. 230 Volts.

Prototype: German Federal Railroad (DB) class 151 electric locomotive. Five different German Federal Railroad freight cars. Two "Unimog" vehicles in different paint schemes. **Model:** The locomotive has an mfx digital decoder and a sound effects generator. It also has controlled high-efficiency propulsion. The triple headlights change over with the direction of travel, will work in conventional

operation, and can be controlled digitally. The set has 1 flat car with stakes, 1 gondola with a sliding roof, 1 sliding wall boxcar, 1 petroleum oil tank car, and 1 stake car. Train length: 113.2 cm / 44-9/16". The set has 2 different Unimog models. **Contents:** 14 no. 24130 curved track, 9 no. 24188 straight track, 11 no. 24172 straight track, 1 pair of 24671 and 24672 curved turnouts, 1 no. 24612 right turnout, 1 no. 24224 curved track, and 1 no. 24977 track bumper. 230 volt / 60 VA transformer. Mobile Station with a back-lit black/white full graphic

display. An illustrated instruction book with many tips and ideas is included in this set. The set can be expanded with the entire C Track program. The 74490 electric turnout mechanism can be installed on the turnouts. This set can be expanded with the C Track extension sets and with the entire C Track program. The 74490 electric turnout mechanism can be installed in the turnouts.



29150



11x 9x 14x 1x 1x 1x 1x 1x



HIGHLIGHTS

- New Mobile Station with back-lit black/white full graphic display.
- New road number for the class 151.
- All of the Era IV freight cars in the Märklin H0 assortment make a prototypically realistic addition to this train.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Blower motors		x	x	x
Horn		x	x	x
Direct control		x	x	x



"Switzerland" Mega Digital Starter Set.



29019 "Swiss" Digital Mega Starter Set. 230 Volts.

2 Freight Trains with a Large C Track Layout, a 60 VA Transformer, and 2 Mobile Stations.

Prototype: 2 Swiss Federal Railways (SBB/CFF/FFS) freight trains. 1 class Ae 6/6 electric locomotive in a pine green paint scheme, 1 class Re 4/4 IV electric locomotive in a blazing red paint scheme, 4 depressed floor flat cars with truck loads, privately owned cars painted and lettered for the firm HUPAC S.A. for the "Rollende Landstraße" / "Rolling Road" transit service, 2 four-axle high side gondolas, 1 flat car with telescoping covers, and 1 silo container car for powdered bulk freight.

Model: Both locomotives have mfx digital decoders and sound effects generators. They also have controlled high-efficiency propulsion. 3 or 2 axles powered. Traction tires. The headlights change over with the direction of travel, have the Swiss headlight / marker light code (triple headlights / 1 white marker light), will work in conventional operation, and can be controlled digitally. Train lengths 113.8 cm / 44-13/16" and 74.2 cm / 29-3/16".

Contents: Contents: 14 no. 24130 curved track, 9 no. 24188 straight track, 11 no. 24172 straight track, 1 pair of a no. 24671 left turnout and a no. 24671 right turnout, 1 no. 24612 right turnout, 1 no. 24224 curved track, and 1 no. 24977 track bumper. 2 Mobile Stations and a track connector box. 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. The 74490 electric turnout mechanism can be installed on the turnouts.



29019



11x 9x 14x 1x 1x 1x 1x 1x





Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Blower motors		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Sound of squealing brakes off			x	x
Main Relay			x	x

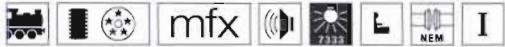
HIGHLIGHTS

- Getting started in digital model railroading with 2 trains.
- New Mobile Station controller with many auxiliary functions.
- Locomotives come with mfx decoders and high-efficiency propulsion.
- Sound generators.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Blower motors		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Sound of squealing brakes off			x	x
Main Relay			x	x



The Swabian Railroad.



26556 Württemberg Express Train.

Prototype: Royal Württemberg State Railways (K.W.St.E.) express train from around 1910. The train consists of: 1 class C express steam locomotive in a grayish blue paint scheme, 1 type BCCi open platform

coach, 2nd/3rd class, 1 type Cci open platform coach, 3rd class, 1 type Cci open platform coach, 3rd class, 1 type C4 open platform coach, 4th class, 1 type Gep baggage car, with a service area and a pet compartment, and 1 type P mail car.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. It has a powerful can motor with a bell-shaped armature, mounted in the boiler. 3 axles powered through side rods. Traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. The tender is constructed of metal. There is

a close coupling between the locomotive and the tender. The passenger car floors have replaceable truss rods and separately applied details. The end platforms with railings and the roof supports are constructed of metal. The baggage car has sliding doors that can be opened and a cupola.

Total length of the train over the buffers 129.8 cm / 51-1/8".

One-time series.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Steam locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Sound of coal being shoveled			x	x
Air Pump			x	x
Sound of squealing brakes off			x	x
Injectors			x	x
Letting off Steam				x
Operating sounds				x





Beer Cars and Other Freight Cars.



45250 Beer Car Set.

Prototype: 3 different privately owned beer cars painted and lettered for the breweries "Löwenbräu", "Franziskaner-Leistbräu", and "Eberlbräu" of Munich, used on the Royal Bavarian State Railways (K.Bay.Sts.B.). Version with a brakeman's cab.

Model: The cars have authentic paint and lettering for Era I. The car frames and bodies are well detailed. The cars have spoked wheels. The cars have NEM coupler pockets with a close coupler mechanism. Total length over the buffers 21.0 cm / 8-1/4". DC wheel set 6 x 36669200.



45260 Freight Car Set.

Prototype: Different, short Bavarian freight cars painted and lettered for the Royal Bavarian State Railways (K.Bay.Sts.B.). One boxcar with a brakeman's cab and one livestock car, version without brakes and a brakeman's cab. The cars look as they did around 1896.

Model: The car frames and bodies are well detailed. They also have spoked wheels. The cars have different car numbers. The cars come individually packaged and there is also a master package for the cars. The cars have NEM coupler pockets with a close coupler mechanism.

Length over the buffers per car 8.1 cm / 3-3/16".
DC wheel set per car 2 x 36669200.

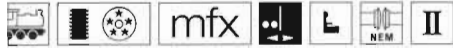
Similar cars with other car numbers can be found in a DC version in the Trix H0 assortment under item nos. 24101 and 24100.

HIGHLIGHTS

- First time for the car types in the Märklin H0 assortment.
- Finely detailed construction.
- Authentic paint schemes.



The Kittel.



37256 Steam Powered Rail Car.

Prototype: German State Railroad (DRB) class CidT "Kittel" design steam powered rail car with the road number "4 Karlsruhe". Built starting in 1915, originally for the Grand Ducal Baden State Railways. The rail car looks as it did in Era II in the typical red/cream paint scheme for powered rail cars. The car looks as it did at the end of the Thirties.

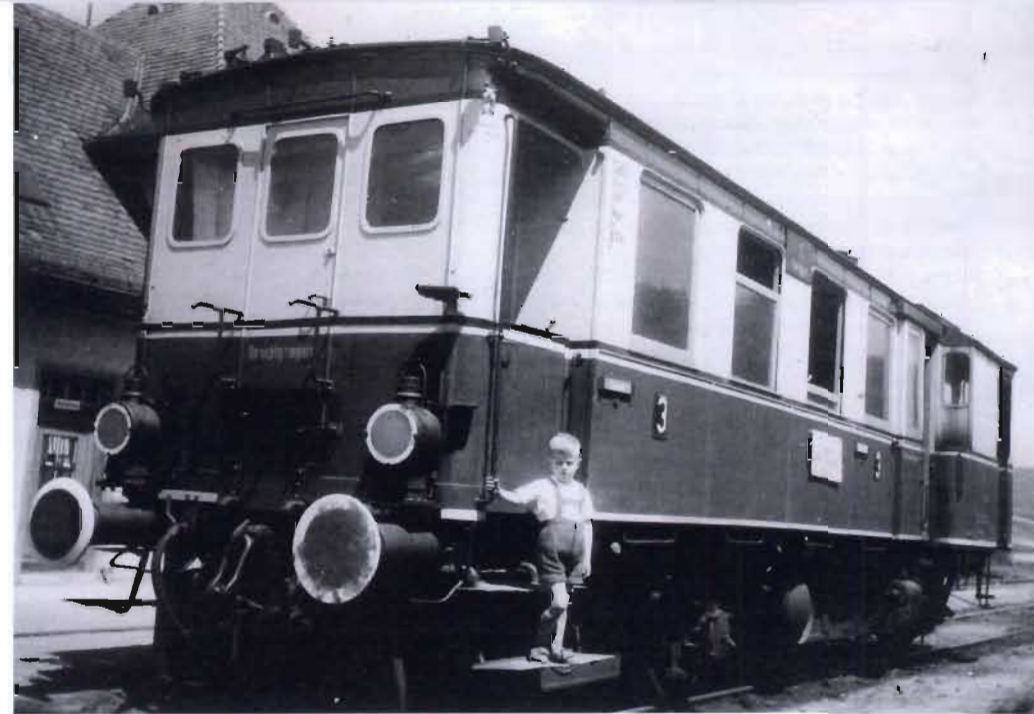
Model: The car has an mfx digital decoder. It also has a controlled miniature can motor. The frame is constructed of die-cast metal. 2 axles powered. The dual headlights change over with the direction of travel. The

headlights are maintenance-free, warm white LEDs. The car has NEM coupler pockets. It also has many separately applied details. There is a clear view through the area of the engineer's cab, and the car has a reproduction of the boiler. The headlights will work in conventional operation and can be controlled digitally. Length over the buffers 13.0 cm / 5-3/16".

This model can be found in a DC version in the Trix H0 assortment under item no. 22027.

HIGHLIGHTS

- Tooling change: version with gas lighting.



From the book "Kittel-Dampfrtriebswagen" published by EK-Verlag, photograph from Helmuth Bohner.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x

In Honor of the Old Master – Bellingrodt Edition Part 4.

Carl Bellingrodt, born April 7, 1897 in Cologne, was undoubtedly one of the most famous German railroad photographers. He began to photograph various subjects as early as before World War I, but soon specialized in landscapes and above all railroad photography. Although he was a government official and pursued photography as a hobby, he amassed more than 30,000 images over the course of his activity, and many of them rank among the classic masterpieces. In addition to his systematically generated groups of images of entire classes of locomotives, his images of the railroad in a landscape as well as his extremely dense photographs of stations with their typical environment achieved near cult status. In this manner Carl Bellingrodt set the style for many other railroad photographers, many of whom still make the pilgrimage to the beloved "Bellingrodt photography sites" in order to photograph the trains of our time in the classic perspective

of the old master. Märklin has been carrying out plans for a special five-part series of sought-after H0 models in memory of this railroad photograph pioneer, who died on September 24, 1971 in Wuppertal and who will certainly live on in the memory of many people for a long time. One locomotive per year has been produced as a limited series in exquisite detailing and with premium technical features. Each of these models is delivered with a decorated display case with the Bellingrodt photograph of the locomotive in question mounted on the back wall of the case. In front of this in the lower part of the case is a glass display floor on which the model can be attractively presented. This allows a direct comparison between the Bellingrodt photograph of the prototype locomotive and the exquisite reproduction as a model. The glass front wall offers effective protection against dust.



37052 Streamlined Steam Locomotive with a Tender.

Prototype: German State Railroad Company (DRG) class 05 express locomotive. Version with full streamlining.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion can motor with a flywheel and a bell-shaped armature, in the locomotive's boiler. 3 axles powered. Traction tires. The locomotive has closed side streamlining without added cut-outs. Minimum radius for operation 360 mm / 14-3/16". The headlights and other lighting

are maintenance-free, warm white LED's. The headlights will work in conventional operation and can be controlled digitally. A 7226 smoke generator can be installed in the locomotive. The tender is constructed of metal. There is a permanent close coupling between the locomotive and the tender. The decoder can be accessed by pushing back the cover on the tender.

Length over the buffers 30.7 cm / 12-1/16".

One-time edition in a limited series (model 4 of 5).



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Steam locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Light(s) for Oncoming Train			x	x
Sound of coal being shoveled			x	x
Whistle for switching maneuver			x	x
Letting off Steam			x	x
Sound of squealing brakes off				x
Air Pump				x
Grate Shaken				x

Road No. 05 002 World Record in the Olympic Year.

In 1936, the highest level of performance was expected of and offered by more than the Olympic Games in Berlin; the German State Railroad Company (DRG) also made everyone sit up and take notice with a world record for steam locomotives. On May 11, 1936, the streamlined steam locomotive with road number 05 002 reached a speed of 200.4 km/h / 125.25 mph on a level route between Hamburg and Berlin near Friesack with a performance measured at 3,400 horsepower. This unbelievable act of power was the consequence of bitter competition

between the types of motive power, a competition that broke out due to the fast combustion powered rail cars and the increasingly more powerful electric locomotives. The Borsig designers in Berlin were responsible for the class 05, of which only two units were built however. A third, modified unit came later. These 26,265 mm / 86 foot 2 inch long and 129.9 metric ton heavy locomotives with a driving wheel diameter of 2,300 mm / 90-1/2 inches were given a full streamlined cladding, i.e. the sleek outer skin surrounded the entire locomotive and tender and extended down almost to the railhead. The running gear was accessible by means of roll-down covers. A striking red paint scheme with

discrete striping enhanced this immense locomotive visually, and it quickly became a symbol for progress and speed. The prestigious world record for road no. 05 002 was broken two years later however by the British locomotive "Mallard" (LNER class A4) with 201.2 km/h / 125.75 mph and a short term peak of 202.6 km/h / 126.63 mph on a lightly sloping route. After World War II, the three class 05 locomotives lost their streamlining and were indispensable for a few more years as motive power for F-Zug long distance expresses; the final end came only with the introduction of the V 200.

HIGHLIGHTS

- "Carl Bellingrodt Edition 4".
- Appropriate collector's case for each model in the edition.
- Metal locomotive boiler, streamlining, and metal tender body.
- Tender cover can be opened.
- Controlled high-efficiency propulsion with a motor with a bell-shaped armature.
- mfx decoder with sound functions.
- Road no. 05 002 as it looked in May of 1936 for the world record run.



Into the New World by Train.



37193 Express Locomotive with a Tender.

Prototype: German State Railroad Company (DRG) class 17.0. Former Prussian class S 10.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled propulsion. The locomotive has a powerful motor with a bell-shaped armature and a flywheel, in the boiler. 3 axles powered. Traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The engineer's cab has interior details. There is a permanent coupling between the locomotive and tender. The locomotive has many separately applied details. Length over the buffers 24.0 cm / 9-7/16".

One-time series.

The "Hapag-Lloyd" passenger car set goes well with the DRG class 17.0 and can be found under item no. 42229 in the Märklin H0 assortment.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Steam locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Air Pump			x	x
Sound of squealing brakes off			x	x
Letting off Steam			x	x
Grate Shaken			x	x
Sound of coal being shoveled				x





42229 "Hapag-Lloyd" Passenger Car Set.

Prototype: 4 different German State Railroad Company (DRG) express train passenger cars. 1 type A4ü "Hechtwagen" / "Pike Cars" compartment car, 1st class, 2 type B4ü "Hechtwagen" / "Pike Cars" compartment car, 2nd class, and 1 type Pw4ü "Hechtwagen" / "Pike Cars" baggage car. The baggage cars look as they did at the end of the Twenties.

Model: The car is constructed with many details and comes in the full length for the scale. The trucks for the baggage car are specific to that car and the "swan neck" trucks are specific to the passenger cars. The cars are reproduced to look as they did in Era II. The 7319 current-conducting coupler or the 72020/72021 current-conducting coupler, the 73400/73401 (2 per car) lighting kit, and the 73405 pickup shoe can be installed in the cars. Minimum radius for operation 360 mm / 14-3/16".

Total length over the buffers 92.8 cm / 36-1/2".
DC wheel set 16 x 700580.

One-time series.

The class 17 locomotive goes well with this set of cars and can be found in the Märklin H0 assortment under item no. 37193.

HIGHLIGHTS

- The "Hechtwagen" / "Pike Cars" family is totally new tooling.

Hapag-Lloyd Trains – Long-Distance Travel and Emigration.

After World War I maritime ship service and the overseas trips associated with it almost succumbed to the high inflation and the draconian reparations obligations. The great steam ships of the prewar period were handed over to the victors and the German shipping lines began pretty much at the "Zero Hour". The overseas ship cruise gradually became good business again due to the large number of people in Germany ready to emigrate. Among the companies for whom this became good business again was Hapag-Lloyd, which brought countless Germans to the New World from Bremerhaven and also from Cuxhaven; their baggage often consisted of nothing more than a little bit of hope for a better life. The German State Railroad Company (DRG) reacted quickly to the stream of "one-way" travelers and placed special trains in operation that ran from Bremen to Bremerhaven and from Hamburg to Cuxhaven. The upswing in the economy revived travel

and more and more people could once again afford a trip abroad. The German State Railroad Company (DRG) purchased on their own pure 1st and 2nd class "Hechtwagen" / "Pike Cars" in order to make the trip to the deluxe cabins on ships such as the legendary "Bremen" as pleasant as possible. These cars were arranged in trains with émigrés, who crowded into the 3rd class cars. Motive power was often a class 17, the former Royal Prussian State Railways (K.P.E.V.) class S 10. They were by design the motive power for the Imperial Court Train of Wilhelm II and were being increasingly replaced by more powerful standard design locomotive such as the class 01. The Hapag-Lloyd special trains were the beginning of a challenge for all travelers, the start of the unknown, for some because of a lark and a love of adventure, for the others due to the bitter necessity to begin a new life in the hope of finding good fortune in the new world.



37193

42229

Airplane Transport.



37023 Steam Locomotive with a Tub-Style Tender.

Prototype: Heavy freight locomotive based on a design by Borsig in 1943. Planned as the German State Railroad (DRG) class 53.0. The largest German steam locomotive design, never finished due to the war.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. Two of the 7226 smoke generator can be installed in the locomotive. The headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally.

Length over the buffers 31.4 cm / 12-3/8".

One-time series.

HIGHLIGHTS

- Rerun of a model on wish lists for years.
- Version with a tub-style tender.
- mfx decoder and a sound generator included.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Steam locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Air Pump			x	x
Sound of squealing brakes off			x	x
Whistle for switching maneuver			x	x
Letting off Steam			x	x
Sound of coal being shoveled				x
Grate Shaken				x



45097 "Airplane Transport" Car Set.

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

Model: The set has 3 long-wheelbase flatcars and load frames for transporting airplane fuselages, 3 short-wheelbase flatcars with brakeman's platforms or brakeman's cabs and load frames for transporting pairs of wings, and 1 freight train baggage car. 3 airplane models (Busch) are included. The fuselage and Tragflächen for each plane are preassembled and secured with load frames. The railroad cars and the airplanes are not available separately.

Total length over the buffers 94.7 cm / 37-1/4".
DC wheel set 14 x 700580.

One-time series.



The appropriate motive power for the car "Airplane Transport" car set is the class 53 steam freight locomotive, which can be found in the Märklin H0 assortment under item no. 37023.



Branch Line Railroad in the Economic Miracle Period.



26555 Branch Line Passenger Train.

Prototype: Branch line passenger train as it looked in early Era III around 1955. The train consists of a German Federal Railroad (DB) class 89.70-75 tank locomotive (former Prussian T3), 1 type PwPost4i postal baggage car, 1 type BC4i passenger car, 2nd/3rd class, 1 type C4itr passenger car with a baggage area, 3rd class, and 1 type C4i passenger car, 3rd class.

Model: The locomotive has an mfx digital decoder. It also has controlled propulsion with a miniature can motor in the boiler. 3 axes powered. Traction tires. The locomotive has detailed running gear with a representation of the Allan valve gear. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There is a clear view through the engineer's cab. The locomotive has many separately applied details. The German Federal Railroad (DB) Langenschwalbach design passenger cars

with trucks come in a "bottle green" paint scheme with closed and/or open vestibules. The trucks are specific to the types of cars. The steps, grab irons, and walkover plates are separately applied. The 7319 current-conducting couplings or the 72020/72021 current-conductor couplers, the 73405 pickup shoe (1 for the train), and the 73400/73401 lighting kit (1 per car) can be installed in the cars. Total length of the train over the buffers 70.2 cm / 27-5/8". DC wheel set for each car 4 x 700580.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x





You Never Have Enough Brown Freight Cars.



00773 Display with 20 "Oppeln" Freight Cars.

Prototype: Different type Ghs "Oppeln" interchange design freight cars built with welding technology, used on the German Federal Railroad (DB). Versions with a short frame without a brakeman's platform or brakeman's cab and versions with a long frame with a brakeman's platform or brakeman's cab.

Model: The car designs are included in an attractive display with 10 each of the cars with short frames, 5 each of the cars with a long frame and a brakeman's platform, and 5 each of the cars with a long frame and a brakeman's cab. All of the cars have different car numbers. Each of the cars comes packaged individually and marked.

Length over the buffers for each car 10.4 cm / 4-1/8" and 11.3 cm / 4-7/16".

DC wheel set for each car 2 x 700580.

One-time series.

HIGHLIGHTS

- Completely new tooling for the "Oppeln" family of freight cars.
- Available individually at your authorized dealer in this well-arranged display.
- Road numbers for long trains.

Fast Freight Cars.

The general efforts to make rail service more attractive and faster also influenced the German State Railroad Company's (DRG) purchasing policy regarding freight cars. Slow freight trains blocked the increasingly faster passenger trains in many places and the utilization of the routes thereby did not achieve the desired mass. The decision was therefore made to develop new freight cars in the medium term that could run fast. A condition for increasing the speed was to improve the operational smoothness provided by the longer wheelbases. After several experiments at the beginning of the Thirties with freight cars from the "Dresden" family of cars with a wheelbase of 7.7 meters / 25 feet 3-1/8

inches, the green light was given for development of a new car type that would not cause problems in everyday use. Most of the DRG's track scales could only handle a length of 7 meters / 22 feet 11-5/8 inches, so the engineers were required to design the ideal mean for a freight car on the basis of length, speed, load capacity, and suitability for operation. The result was a car built entirely using welding technology, with a wheelbase of 7 meters / 22 feet 11-5/8 inches, a load surface of 24.2 square meters / 260.49 square feet, and a tare weight of 15 metric tons. The new car family name "Oppeln" was created for these new, fast boxcars, and 1,663 units were built between 1934 and 1937.





A Legendary Märklin Locomotive Is Back.



39230 Passenger Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 23 passenger steam locomotive.

2-6-2 wheel arrangement, from the first production run. Built starting in 1950. The locomotive looks as it did around 1958. The boiler bands are the version with polished bare metal.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled Softdrive Sine high-efficiency propulsion, and a compact design, maintenance-free can motor. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. There is a close coupling with a guide mechanism between the locomotive and the tender. A 7226 smoke generator can be installed in the locomotive.

The headlights are maintenance-free, warm white LEDs. The triple headlights change over with the direction of travel. The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. The front of the locomotive and the back of the tender have a close coupler with a guide mechanism and an NEM coupler pocket. Minimum radius for operation is 360 mm / 14-3/16". Separate parts for brake hoses and piston rod protection sleeves are included.

Length over the buffers 24.5 cm / 9-5/8".

This model can be found in a DC version in the Trix H0 assortment under item no. 22230.

HIGHLIGHTS

- Completely new tooling.
- Especially well detailed metal construction.
- Compact design Softdrive Sine high-efficiency propulsion.
- A wide variety of operation and sound functions that can be controlled digitally.
- mfx decoder.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Steam locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Air Pump			x	x
Sound of coal being shoveled			x	x
Whistle for switching maneuver			x	x
Letting off Steam			x	x
Sound of squealing brakes off				x
Grate Shaken				x



The Class 23.

Right after World War II the new German Federal Railroad still had to rely on steam motive power. Henschel developed the class 23 to cover the demand for passenger and lightweight steam locomotives. The 105 units built from 1950 to 1959 had a 2-6-2 wheel arrangement and were equipped with a welded frame, boiler, and tender. The maximum speed was 110 km/h / 69 mph forward and 85 km/h / 53 mph in reverse, which was enough to equip several locomotives with shuttle train controls. These locomotives performed their task without a great deal of fanfare in the areas of service planned for them. On January 1, 1968, the class 23 was changed to the computer designation class 023 and the last units of this class remained in service on the German Federal Railroad network until 1976. During this period they were assigned to the Crailsheim District. Road number 23 105 also wrote German railroad history. It was the last German Federal Railroad steam locomotive put into service, which lent it museum status. However, it was a victim of the catastrophic fire on October 17, 2005 at the Transportation Museum in Nürnberg, where it was heavily damaged. There are several examples of the class 23 preserved as museum locomotives, some of them even operational, due to the good condition of all of these locomotives, when they were retired from regular service.



39235 Passenger Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 23 passenger steam locomotive. 2-6-2 wheel arrangement, from the first production run. Built starting in 1950. The locomotive looks as it did around 1959. The boiler bands are the version with black painted metal.

Model: The locomotive has an mfx digital decoder. It also has controlled Softdrive Sine high-efficiency propulsion, and a compact design, maintenance-free can motor. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. There is a close coupling with a guide mechanism between the locomotive and the tender. A 7226 smoke generator can be installed in the locomotive. The headlights are maintenance-free, warm white LEDs. The triple headlights change over with the direction of travel. The headlights and the smoke generator contact will work in conventional operation and

can be controlled digitally. The front of the locomotive and the back of the tender have a close coupler with a guide mechanism and an NEM coupler pocket. The locomotive has a different road number from that for item no. 39230. Minimum radius for operation is 360 mm / 14-3/16". Separate parts for brake hoses and piston rod protection sleeves are included.

Length over the buffers 24.5 cm / 9-5/8".

One-time series.

This model can be found in a DC version in the Trix HO assortment under item no. 22231.

HIGHLIGHTS

- Completely new tooling.
- Especially well detailed metal construction.
- Compact design Softdrive Sine high-efficiency propulsion.
- mfx decoder.
- Different road number from that for 39230.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Direct control		x	x	x

The "Hechtwagen" / "Pike Cars", Standard Designs 1921–1923.



42230 Express Train Passenger Car.

Prototype: German Federal Railroad (DB) "Hechtwagen" / "Pike Cars" compartment car, 1st class. Type A4ü. The car looks as it did around 1959.

Model: The car is constructed with many details and comes in the full length for the scale. The underbody and the "swan neck" trucks are specific to this car. The car is made to look as it did in Era III with a "bottle green" paint scheme. The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler, the 73400/73401 (2 per car) lighting kit, and the 73405 pickup shoe can be installed in the cars.

Minimum radius for operation
360 mm / 14-3/16".
Length over the buffers 23.7 cm /
9-5/16".
DC wheel set 4 x 700580.

The class 23 and 39 are appropriate
motive power for these cars and
can be found in the Märklin H0
assortment under item nos. 39230
and 39390.

A similar model in a DC version can
be found in the Trix H0 assortment
with Era IIIa lettering under item
no. 23383.

HIGHLIGHTS

- The "Hechtwagen" / "Pike Car" family is completely new tooling.



42250 Express Train Passenger Car.

Prototype: German Federal Railroad (DB) "Hechtwagen" / "Pike Cars" compartment car, 2nd class. Type B4üwe. The car looks as it did around 1959.

Model: The car is constructed with many details and comes in the full length for the scale. The underbody and the "swan neck" trucks are specific to this car. The car is made to look as it did in Era III with a "bottle green" paint scheme. The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler, the 73400/73401 (2 per car) lighting kit, and the 73405 pickup shoe can be installed in the cars.

Minimum radius for operation
360 mm / 14-3/16".
Length over the buffers 23.7 cm /
9-5/16".
DC wheel set 4 x 700580.

The class 23 and 39 are appropriate
motive power for these cars and
can be found in the Märklin H0
assortment under item nos. 39230
and 39390.

A similar model in a DC version can
be found in the Trix H0 assortment
with Era IIIa lettering under item
no. 23384.

HIGHLIGHTS

- The "Hechtwagen" / "Pike Car" family is completely new tooling.





42251 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) "Hechtwagen" / "Pike Cars" compartment car, 2nd class. Type B4üwe. The car looks as it did around 1959.

Model: The car is constructed with many details and comes in the full length for the scale. The underbody and the "swan neck" trucks are specific to this car. The car is made to look as it did in Era III with a "bottle green" paint scheme. The car has a different car number from item no. 42250.

The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler, the 73400/73401 (2 per car) lighting kit and the 73405 pickup shoe can be installed in the

cars. Minimum radius for operation 360 mm / 14-3/16".
Length over the buffers 23.7 cm / 9-5/16".
DC wheel set 4 x 700580.

The class 23 and 39 are appropriate motive power for these cars and can be found in the Märklin HO assortment under item nos. 39230 and 39390.

A similar model in a DC version can be found in the Trix HO assortment with Era IIIa lettering under item no. 23385.

HIGHLIGHTS

- The "Hechtwagen" / "Pike Car" family is completely new tooling.
- The car has a different car number from item no. 42250.



42260 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) "Hechtwagen" / "Pike Cars" baggage car. Type Pw4ü. The car looks as it did around 1959.

Model: The car is constructed with many details and comes in the full length for the scale. The underbody and the trucks are specific to this car. The car is made to look as it did in Era III with a "bottle green" paint scheme. The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler, the 73400/73401 (2 per car) lighting kit, and the 73405 pickup shoe can be

installed in the cars. Minimum radius for operation 360 mm / 14-3/16".
Length over the buffers 21.7 cm / 8-1/2".
DC wheel set 4 x 700580.

The class 23 and 39 are appropriate motive power for these cars and can be found in the Märklin HO assortment under item nos. 39230 and 39390.

A similar model in a DC version can be found in the Trix HO assortment with Era IIIa lettering under item no. 23387.

HIGHLIGHTS

- The "Hechtwagen" / "Pike Car" family is completely new tooling.



Passenger Service.

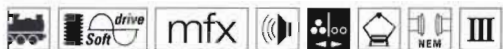
The E 10 – 50 Years and Still Not Tired.

After the founding of the German Federal Railroad, the most important goal for the new firm was to renew the worn out motive power roster. An essential objective was to replace economically expensive steam motive power with diesel and electric locomotives. For that reason the German Federal Railroad's committee responsible for motive power decided in 1950 on a standardization program that comprised 4 different types with essentially the same components. After intensive testing with 5 pre-production class E 10.0 locomotives, the class E 10.1 to E 10.3 was selected for express train service. A total of 379 units were to be delivered to the German Federal Railroad and were built starting in 1956

in several production runs by the firms Krauss-Maffei, Krupp, Henschel-Werke (mechanical part) as well as SSW (Siemens-Schuckert-Werke), AEG, and BBC (electrical part). A welded box-style body with simple, later double lamps, and vent grills rested on welded trucks of box-style construction with truck center pins. Starting with road number E 10 288, the elegant "pant's crease" locomotive body of the E 10.12 was also used with the standard E 10, which was then designated as the class E 10.3. The locomotives were equipped with indirect working Knorr design air brakes; for switching they were equipped with direct working auxiliary brakes and also with electric resistance brakes coupled to the air brakes. The E 10 was also equipped with the rubber ring spring

propulsion proven on the pre-production locomotives and four type WB 372 14-pole traction motors, which were used on later locomotive classes such as the class 111 and class 151. The transformers were the first regular production units in Germany to have high voltage control and were cooled with oil. A relay system with 28 speed steps was connected to the transformers. The E 10 was also equipped with a form of automatic control, i.e. the locomotive engineer selected the speed step, and the relay system accelerated up to the desired setting. The engineer's cabs also had mechanical and electrical safety equipment that was adapted to new standards over the years; the engineer could also now sit down in the cab to run the train. These locomotives weighed

85 metric tons, measured 16,490 mm / 54 feet 1-3/16" in length, had a maximum speed of 140 km/h / 87 mph, and had a continuous performance rating of 3,700 kilowatts / 4,961.78 horsepower. Over the course of many years of use the external appearance of the locomotives changed due to numerous rebuilding and modernization programs as well as because of new paint schemes, the designation of the class (from 1968 on as the class 110), and the area of use. In the first years the E 10 was the backbone of the express train service until faster, more powerful locomotives such as the class E 03/103 and then the class 101 supplanted them. Currently, the majority of the remaining units are used in regional service.



39110 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 10. Express locomotive in a steel blue basic paint scheme. With a continuous rain gutter, Schweiger vents with vertical fins and 3 headlights. The locomotive looks as it was delivered about 1958.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has Softdrive Sine high-efficiency propulsion and a compact design, maintenance-free motor, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The triple headlights (maintenance-free, warm white LEDs) and dual red marker lights (maintenance-free red LEDs) will work in conventional operation, and can be controlled digitally. The upper headlight is the original design with a large lamp diameter. 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

- Completely new tooling for the class E 10 / E 40.
- Metal construction.
- High efficiency, compact design Softdrive Sine propulsion.
- mfx decoder and a sound generator included.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Blower motors		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Lights Cab 2 End			x	x
Lights Cab 1 End			x	x





00774 Display with 16 "Umbauwagen" / "Rebuild" Cars.

Prototype: 16 different German Federal Railroad (DB) 4-axle passenger cars. Type AB4yge "Umbauwagen" / "Rebuild" car, 1st/2nd class, type B4yge "Umbauwagen" / "Rebuild" car, 2nd class, and type BD4yge "Umbauwagen" / "Rebuild" car, 2nd class with a baggage area. The cars look as they did in Era III in the mid-Sixties.

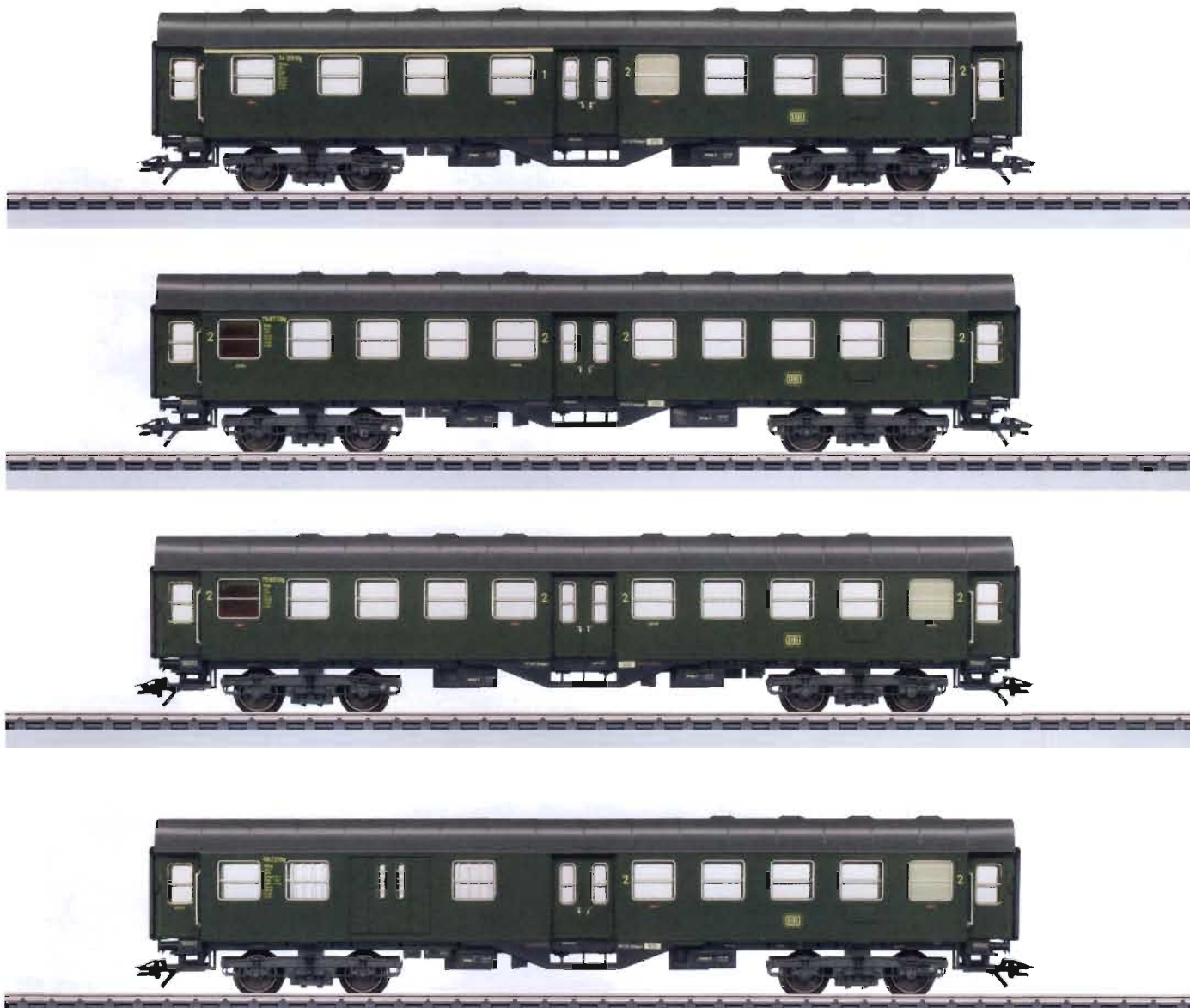
Model: The 16 cars come with different car numbers in an attractive display, 4 each of type AB4yge and 4 each of type BD4yge, and 8 each of type B4yge. The cars have a reproduction of the Minden-Deutz trucks. Each car comes individually packaged and marked. Length over the buffers for each car 22.4 cm / 8-13/16". DC wheel set for each car 4 x 700580.

One-time series.

The "Umbauwagen" / "Rebuild" cars go particularly well with the class 23, item no. 39230, and with the class 39, item no. 39390.

HIGHLIGHTS

- 16 cars to choose from.
- All of the models come highly detailed.
- Different car numbers.
- Available individually at your authorized dealer in a well-arranged display.



The Insider Model for 2009.



39390 Passenger Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 39.0-2 passenger steam locomotive, 2-8-2 wheel arrangement. Built starting in 1922 as the class P 10 for the Prussian State Railways. The locomotive looks as it did around 1964. Use: Standard passenger trains and light express and fast passenger trains.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled Softdrive Sine high-efficiency propulsion, and a compact design, maintenance-free can motor. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. There is a close coupling with a guide mechanism between the locomotive and the tender and it can be adjusted for curves. A 7226 smoke genera-

tor can be installed in the locomotive. The headlights are maintenance-free, warm white LEDs. The triple headlights change over with the direction of travel. The headlights and the smoke generator, which can be installed in the locomotive, will work in conventional operation and can be controlled digitally. The back of the tender has a close coupler with a guide mechanism and an NEM coupler pocket. Minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves are included. Length over the buffers 26.6 cm / 10-1/2".

The 39390 steam locomotive is being produced in 2009 in a one-time series only for Insider members.

HIGHLIGHTS

- Completely new tooling.
- Particularly fine metal construction.
- Compact design Softdrive Sine high-efficiency propulsion.
- mfx decoder.
- A wide variety of operation and sound functions that can be controlled digitally.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Steam locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Air Pump			x	x
Flickering Light in Fire Box			x	x
Whistle for switching maneuver			x	x
Letting off Steam			x	x
Sound of squealing brakes off				x
Sound of coal being shoveled				x
Grate Shaken				x



The Class P10 / BR 39 – A Powerful Locomotive in the Mittelgebirge Region.

In 1919, development began at the firm of Borsig in Berlin for a passenger locomotive with a 2-8-2 "Mikado" wheel arrangement. Its job was chiefly to master heavy express train operation in the Mittelgebirge region.

It could often be seen on the Main-Weser line, the Eifel line, the Schwarzwald or Black Forest line, the Gäu line, and in Saxony.

Between 1922 and 1927, a total of 260 units of this locomotive with four driving axles left the builder's halls that the German State Railroad Company (DRG) designated as the class 39 and that were indispensable after World War II in both of the German states.

These locomotives measured 22,890 mm / 75 feet 1-3/16 inches long and weighed 100.4 metric tons. They reached a maximum

speed of 110 km/h / 68 mph with their three-cylinder running gear and had an indexed performance of 1,620 horsepower. However, the class 39 exceeded the required axle load of 17 metric tons considerably so that several of these powerful locomotives could not be used until the rail lines had been improved.

The P 10 was considered to be the most powerful passenger locomotive among the provincial state railroads. On the German Federal Railroad most of these locomotives were equipped with Witte smoke deflectors and the type 2'2' T 34 tender, which replaced the type pr2'2' T 31,5 tender. The DB retired the class 39 in Stuttgart, where the last three units disappeared from service in 1967. For the German State Railroad of East Germany the 85 locomotives remaining there were indispensable

and they were included in the rebuilding program there and afterwards designated as the class 22. Road number 39 230 on the German Federal Railroad was preserved and you can currently see this impressive locomotive in the German Steam Locomotive Museum in Neuenmarkt in Upper Franconia at the foot of the famous/infamous "Schiefe Ebene" grade.



The Insider Model for 2009.



42269 "Eilzug" / "Fast Passenger Train" Car Set.

Prototype: E 554 "Eilzug" / "Fast Passenger Train" Münster – Lünen – Dortmund – Essen-Altenessen – Düsseldorf – Cologne – Gerolstein – Trier – Saarbrücken. This "Eilzug" / "Fast Passenger Train" consists of a type D4ü "Hechtwagen" / "Pike Cars" baggage car, a type A4üe "Hechtwagen" / "Pike Cars" passenger car, 1st class, a B4üwe "Schürzenwagen" / "Skirted Car" passenger car, 2nd class, and two type B4n "Silberlinge" / "Silver Coins" passenger cars, 2nd class. The cars look as they did in the winter of 1964/65.

Model: "Hechtwagen" / "Pike Cars": The cars are constructed with many details and come in the full length for the scale. The underbodies are specific to the cars. The cars are made to look as they did in Era III with a chrome oxide green paint scheme. The trucks on the baggage car are specific to that car and the "swan neck" trucks are specific to the passenger cars. The 7319 current-conducting coupler or the 72020/72021 current-conducting coupler, the 73400/73401 (2 per car) lighting kit and the 73405 pickup shoe can be installed in the cars.

"Schürzenwagen" / "Skirted Car": This car

comes in the full length for the scale. The car is made to look as it did in Era III with a chrome oxide green paint scheme. The 7319 current-conducting coupler or the 72020/72021 current-conducting coupler, and the 73150 lighting kit can be installed in the car.

"Silberlinge" / "Silver Coins" cars: These cars have the new longer length. The underbodies are specific to the cars. The cars have a white aluminum/black paint scheme. The trucks have brake shoes. The 7319 current-conducting coupler or the 72020/72021 current-conducting coupler, the 73406 pickup

shoe, and the 73400/73401 (2 per car) lighting kit, and the 73409 marker light kit can be installed in the cars. Total length over the buffers 126.1 cm / 49-5/8". DC wheel set per car 4 x 700580.

The German Federal Railroad class 39 is the right motive power for the E 554 "Eilzug" / "Fast Passenger Train" and can be found as an Insider model for 2009 in the Märklin H0 assortment under item no. 39390.

The 42269 car set is being produced in 2009 in a one-time series only for Insider members.



Great "Hechte" / "Pike" in the "Eilzug" / "Fast Passenger Train".

The "Eilzug" / "Fast Passenger Train" concept introduced in 1902 in Bavaria designated as a rule a fast train run over medium distances with few, short stops at the most important stations. Over the years it was customary to use older express train passenger cars in "Eilzug" trains, hence the use of the "Hechtwagen" / "Pike Cars" in the Fifties and Sixties that were formerly used in high quality express train service. The "Eilzug"

train was particularly interesting for commuters, who streamed daily in and out of the large metropolitan areas. Many "Eilzug" runs were therefore done in the large metropolitan areas themselves on short routes and also in the surrounding areas on less frequented branch lines routes; the latter were popularly known as "Heckeneilzüge" / "Hedge Fast Passenger Trains" and had for all intents and purposes a long-distance

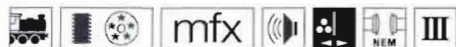
service function. The modernization of the German railroad had no more use for the name "Eilzug" / "Fast Passenger Train". The "City Bahn" / "City Railroad", the "Interregio" or even more the Regional Express epitomizes best the task of the "Eilzug" / "Fast Passenger Train" of the past.



HIGHLIGHTS

- Reproduction of an authentic Era III "Eilzug".
- Appropriate motive power for an "Eilzug" is the class 39 passenger steam locomotive (Insider model for 2009).
- Completely new tooling for the "Hechtwagen" / "Pike Car" family.

Steam Locomotive.



37097 Steam Locomotive.

Prototype: German Federal Railroad (DB) class 85 heavy tank locomotive. Version with Witte smoke deflectors and spelled out ownership lettering "Deutsche Bundesbahn". The locomotive looks as it did around 1959/1960.

Model: the locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. 5 axles powered. Traction tires. The locomotive is ready for installation of the 7226 smoke

generator. The locomotive has numerous separately applied details. The ladders to the coal bunker are made of metal. The triple headlights change over with the direction of travel. The headlights as well as the 7226 smoke generator that can be installed on the locomotive are on continuously in conventional operation and can be controlled in digital operation. The acceleration and braking delay can be control in digital operation. Length over the buffers 18.6 cm / 7-15/16".

HIGHLIGHTS

- mfx digital decoder and a sound generator.
- Frame and most of the body are constructed of metal.
- Articulated frame for better running on curves.



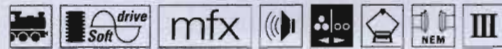
© Blaschke, Sammlung Estler

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Steam locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Sound of squealing brakes off			x	x
Air Pump			x	x
Whistle for switching maneuver			x	x
Letting off Steam			x	x
Sound of coal being shoveled				x
Grate Shaken				x

Countries Edition for Germany.



This model is part of the 7-piece Märklin H0 special edition for the "150th Anniversary of Märklin" and represents one of the main markets for our company history with its rich tradition.



39123 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 10.12. Express locomotive with aerodynamic ends, high-performance trucks, and end skirting. Version in the TEE paint scheme. The locomotive looks as it did in 1967.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has Softdrive Sine high-efficiency propulsion and a compact design, maintenance-free motor, centrally mounted. 4 axes 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 are

maintenance-free, warm white LEDs, and the marker lights are maintenance-free red LEDs. 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". An appropriate collector's display case made of wood and glass, with a reproduction of a photograph of the prototype on the background is included.

One-time series.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Station Announcements		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x

HIGHLIGHTS

- 7-part edition for "150 Years of Märklin".
- Appropriate collector's display case for each model in the edition included.

The "Blauer Enzian" / "Blue Gentian" TEE.



37575 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 03 express locomotive. Preproduction version in crimson/beige TEE paint scheme, with a single row of side vents, striping, end skirting, and single-arm pantographs. Built in 1965.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The triple headlights and dual red marker lights will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. The engineer's cabs have interior details. The locomotive has 18 separately applied metal grab irons. It also

has detailed roof equipment. The open end skirting and couplers can be replaced by closed end skirting with brake hoses and a reproduction prototype coupler that can be installed on the locomotive.

Length over the buffers 21.9 cm / 8-5/8".

One-time series.

The class E 03 is the ideal motive power for the "Blauer Enzian" TEE, which you can find in the display under item no. 00776 in the Märklin H0 assortment.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Interior lights		x	x	x
Electric locomotive op. sounds		x	x	x
Warning Sound		x	x	x
Direct control		x	x	x
Main Relay			x	x
Lights Cab 2 End			x	x
Lights Cab 1 End			x	x



The "Blauer Enzian" / "Blue Gentian" TEE 55/56 from 00776.

37575



00776 "Blauer Enzian" / "Blue Gentian" TEE 55/56 Car Display.

Prototype: 4 type Avümh 111 TEE compartment cars, 1st class, with roofs rounded on the ends, 4 type Apümh 121 TEE open seating cars, 1st class, with roofs rounded on the ends, 2 type TEE ARDümh 105 bar cars, 1st class, with roofs with vertical ends, and 2 type WRümh 132 TEE dining cars with roofs with vertical ends, all painted and lettered for the German Federal Railroad (DB). The cars look as they did in the fall of 1967.

Model: This set is 12 TEE cars with different lettering in an attractive display. The cars have the new, longer length. The underbodies and skirting are specific to the cars. The trucks are Minden-Deutz design and have regular brake shoes or disc brakes with separately applied generators according to the prototype and the type of car. The 7319 current-conducting couplings or the 72020 / 72021 current-conducting couplers that can be uncoupled as well as the 73400 / 73401 (2 per car) lighting kit, the 73406 pickup shoe, and the 73407 marker light kit can be installed in the cars. Each of the cars comes individually packaged.

Length over the buffers for each car 28.2 cm / 11-1/8".

DC wheel set for each car 4 x 700580.

All of the cars from this display are available separately. Two complete, prototypical trains of the "Blauer Enzian" / "Blue Gentian" TEE can be reproduced with the cars, one from Hamburg to Munich and one from Munich to Hamburg.

One-time series.



HIGHLIGHTS

- Authentic reproduction of the "Blauer Enzian" / "Blue Gentian" TEE 55/56 from Hamburg Altona to Munich Main Station and from Munich Main Station to, each train with 6 cars.
- All of the cars available separately at your authorized dealer.

Heavy Freight Service.



39140 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 40. Freight locomotive in a chrome oxide green basic paint scheme. With a continuous rain gutter, Schweiger vents with vertical fins and 3 headlights. The locomotive looks as it did around 1965.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has Softdrive Sine high-efficiency propulsion and a compact design, maintenance-free motor, centrally mounted. 4 axes powered through

cardan shafts. Traction tires. The triple headlights (maintenance-free, warm white LEDs) and dual red marker lights (maintenance-free red LEDs) will work in conventional operation, and can be controlled digitally. The upper headlight is the rebuilt design with a small lamp diameter. 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

- Completely new tooling for the class E 10 / E 40.
- Metal construction.
- High efficiency, compact design Softdrive Sine propulsion.
- mfx decoder and a sound generator included.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Blower motors		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Lights Cab 2 End			x	x
Lights Cab 1 End			x	x

The E 40 – Backbone of Freight Service.

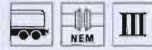
The class E 40/140 also came from the new procurement program of the Fifties. From a technical point of view the class E 40 is a class E 10.1 modified for freight service. It had the same locomotive body, almost the same mechanical and electrical systems, but it differed in several features from its faster siblings.

The class E 40 had no electric brakes, a different gear ratio, which meant a lower top speed, and a different roof with fewer ventilation grills. The classic chrome oxide green was chosen for the paint scheme; the elegant blue was kept only for express locomotives. The class E 40, from 1968 on designated as the class 140, was designed for medium heavy freight service, but it wandered into other types of service, particularly when the top speed was raised from 100 km/h / 63 mph to 110 km/h / 69 mph. It could be seen pulling "Silberlinge" commuter cars and during the 1972 Olympic Games in Munich in S-Bahn service too. The main area of use remained and still is freight service.

Like all other locomotives, the class E 40/140 underwent modernization programs, which changed the appearance of the locomotives markedly in addition to different paint schemes.

Thirty one of the class E 40 locomotives were specially equipped with direct current resistance brakes for use on steep grades such as the Höllentalbahn or Valley of Hell Railroad. They were designated as the class E 40.11 and later starting in 1968 as the class 139. Later, the remaining class 139 locomotives were assembled together in Munich, where they were used along with the class 140 locomotives in service up to the Brenner Pass.

The class E 40/140, with its sub-variations, was the locomotive type built in the largest quantities in the standard design program of the new German Federal Railroad. A total of 879 units were mainly responsible for medium heavy freight service over a period of decades. Except for a few locomotives, they are in the process of being retired or are already completely retired.



48719 Heavy-Duty Flat Car Set.

Prototype: 3 different German Federal Railroad (DB) type SSy 45 four-axle heavy-duty flat cars with brakeman's platforms. Loaded with steel slabs. The cars look as they did in Era III at the beginning of the Sixties.

Model: The car frames are constructed of metal. Stakes that can be installed on the cars are included. Steel slab loads are included as a load. The cars have different car numbers. The cars come individually packaged. Total length over the buffers 37.2 cm / 14-5/8". DC wheel set 12 x 700780.

One-time series.



The German Crocodile.



37225 Electric Locomotive Double Set.

Prototype: 2 different versions of the legendary "German Crocodile". One as the class E 94 in the "bottle green" basic color scheme as it looked around 1950, and one in the "chrome oxide green" basic color scheme as the class 194 as it looked around 1981.

Model: Both locomotives have digital decoders. They also have controlled high-efficiency propulsion. 3 axles powered. Traction tires. Both locomotives have articulated frames for better negotiation of curves. They also have separately applied grab irons. The headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. Both locomotives come individually packaged and marked. There is also a master package. Length over the buffers for each locomotive 21.0 cm / 8-1/4".

One-time series.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x



The Sixties and Seventies.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Steam locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Sound of squealing brakes off			x	x
Flickering Light in Fire Box			x	x
Whistle for switching maneuver			x	x
Air Pump			x	x
Letting off Steam				x
Sound of coal being shoveled				x
Grate Shaken				x

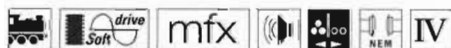


39012 Express Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 001 steam locomotive. The locomotive looks as it did around 1969 with Witte smoke deflectors.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has a controlled Softdrive Sine high-efficiency propulsion system and a compact design, maintenance-free motor. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. There is an adjustable close coupling

between the locomotive and tender for different curves. A 7226 smoke generator can be installed in the locomotive. The lighting is warm white LEDs. The triple 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. There is a close coupler with a guide mechanism and an NEM pocket on the tender. The minimum radius for operation is 360 mm / 14-3/16". Length over the buffers 27.5 cm / 10-13/16".



39803 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 220 heavy diesel hydraulic locomotive. V 200.0 general-purpose locomotive in the crimson paint scheme as the locomotive looked at the beginning of the Seventies.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has a controlled Softdrive Sine high-efficiency propulsion system and a compact design, maintenance-free motor. 2 axles powered. Traction tires. The headlights will work in conventional operation

and can be controlled digitally. The separately applied side and end grab irons are made of metal. The couplers can be replaced with close end skirting pieces. Length over the buffers 21.0 cm / 8-1/4".



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Rear Headlights off		x	x	x
Diesel locomotive op. sounds		x	x	x
Warning Sound		x	x	x
Direct control		x	x	x
Letting off Air			x	x
Sound of squealing brakes off			x	x

Freight Service.



37293 Electric Locomotive.

Prototype: German Federal Railroad (DB) class 191. Rebuilt version with small lamps and a chrome oxide green paint scheme. The locomotive looks as it did around 1970.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The engine

room has interior details. The locomotive has separately applied grab irons and roof walk boards. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally.

Length over the buffers 19.9 cm / 7-7/8".



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x

HIGHLIGHTS

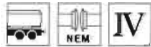
- Metal construction.
- mfx decoder included.
- Locomotive whistle module included.
- Many separately applied details.



46206 Refrigerator Car.

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

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



47041 Flat Car.

Prototype: German Federal Railroad (DB) type Sgs 693 flat car for "Combined Load Service". European standard design with a length of 19.90 meters / 65 feet 3-71/6 inches. Version with round buffers without a flat area. The cars look as they did around 1992.

Model: The car has type Minden-Siegen trucks. The underbody is specific to the car. The partially open flat car floor is constructed of metal. The convertible truck transport units can be removed. Stands are included for prototypical storage of the convertible truck transport units.

Length over the buffers 22.9 cm / 9".

DC wheel set 4 x 700580.



ET 420 – Powered Rail Cars with the Status of a Cult.



37501 S-Bahn Powered Rail Car Train.

Prototype: German Federal Railroad (DB) class 420 S-Bahn powered rail car train. Original version of the 4th production series for the Stuttgart S-Bahn network. The train looks as it did at the end of the Seventies. Road numbers 420 312-1, 421 312-0, 420 812-0.

Model: The train has an mfx digital decoder and a sound generator. 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. The lighting is done with warm white LEDs, and it will work in conventional operation. Triple headlights and dual red marker lights 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 headlights / marker lights can be controlled digitally. There is a close coupler guide mechanism and electrical connections between the cars. The special coupler 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 a multi-color interior. 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".

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Front Headlights off		x	x	x
Rear Headlights off		x	x	x
Operating sounds		x	x	x
Direct control		x	x	x
Station Announcements			x	x
Doors Closing			x	x
Sound of squealing brakes off			x	x
Horn			x	x
Interior lights				x

The era of the ET 420 powered rail car train began in Munich in 1972 with the introduction of the S-Bahn service at the same time that the Olympic Games were taking place. In the period following this, the use of this proven, three-part design (whose middle car was designated as the class 421) was expanded to other S-Bahn networks such as Frankfurt and Stuttgart. These were modern, fast units at that time. They were to play a significant role in commuter service and made it easier for millions of commuters to get to work faster. One unit offers space for 448 passengers, of which 194 had to be content with standing room. There is no passage way between the three cars constructed of aluminum, and an ET 420 has two electrical layouts independent of each other, hence two main relays, two transformers, etc. Each car has two power trucks, i.e. all 12 axles on a train are driven by means of nose-suspended, single-axle traction motors. The 67.40 meter / 221 foot 1-9/16 inch long train has an hourly rating of 2,400 kilowatts / 3,218 horsepower and reaches a maximum speed of 120 km/h / 75 mph. The ET 420 can be separated and coupled quickly and easily



by means of the Scharfenberg coupler at the ends of the trains. Up to three coupled units are run in S-Bahn service and they enable the flexible use of a powered rail car train configured in this way. The large number of doors, 24 per unit, allows fast boarding and disembarking of passengers and enables short dwell times in stations. Over time, the second pantograph has been removed and on some S-Bahn networks 1st class has been eliminated to increase capacity. The ET 420 was bought in 8 production groups, which naturally differ from one another and which have different paint schemes. The Munich trains originally had a blue window band; the well-known orange / light gray paint scheme quickly spread everywhere. Today, the trains are all in the "traffic red" scheme customary for commuter service. The ET 420 opened up a new, successful chapter in commuter service in the urban areas; for many people it simply is the S-Bahn! And although it was still partially in service, one unit has already been transferred to the Nürnberg Transportation Museum to remain preserved for future generations.



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Stuttgart S-Bahn.



37502 S-Bahn Powered Rail Car Train.

Prototype: German Federal Railroad (DB) class 420 S-Bahn powered rail car train. Original version of the 5th production series for the Stuttgart S-Bahn network. The train looks as it did at the end of the Seventies. Road numbers 420 339-4, 421 339-3, 420 839-0 with "Schwabenbräu" advertising.

Model: The train has an mfx digital decoder and a sound generator. 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. The lighting is

done with warm white LEDs, and it will work in conventional operation. Triple headlights and dual red marker lights 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 headlights / 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 a multi-color interior. 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".

One-time series.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Front Headlights off		x	x	x
Rear Headlights off		x	x	x
Direct control		x	x	x
Interior lights				x





Stuttgart Commuter Service Area.



37503 S-Bahn Powered Rail Car Train.

Prototype: German Railroad, Inc. (DB AG) class 420 S-Bahn powered rail car train. Rebuilt version with a pantograph for the Stuttgart S-Bahn network. The train looks as it currently does in the "traffic red" commuter service paint scheme. Road numbers 420 379-0, 421 379-9, 420 879-9.

Model: The train has an mfx digital decoder and a sound generator. 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. The lighting is done with warm white LEDs, and it will work in conventional operation. Triple headlights and dual red marker lights 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 headlights / 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 a multi-color interior. 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".

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Front Headlights off		x	x	x
Rear Headlights off		x	x	x
Operating sounds		x	x	x
Direct control		x	x	x
Station Announcements			x	x
Doors Closing			x	x
Sound of squealing brakes off			x	x
Horn			x	x
Interior lights				x





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Modern Commuter Service.



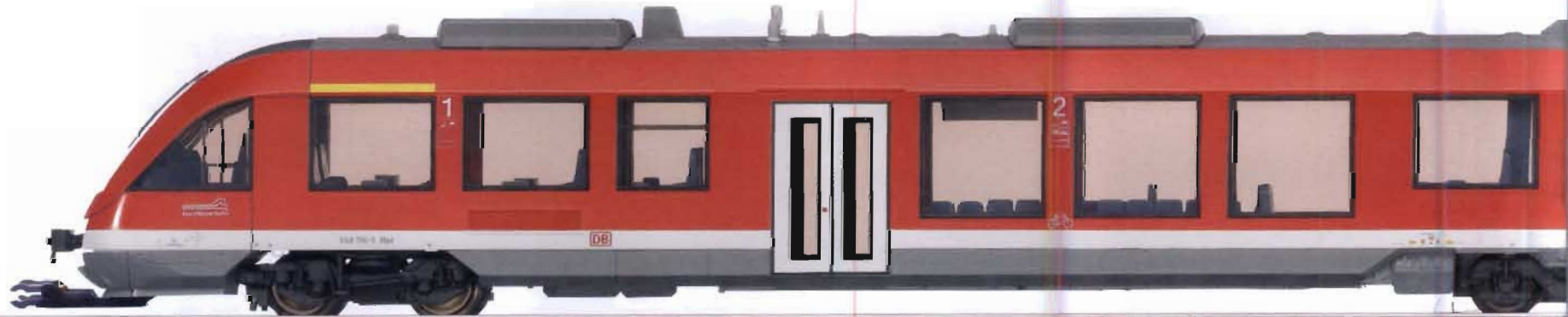
41730 Commuter Powered Rail Car.

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

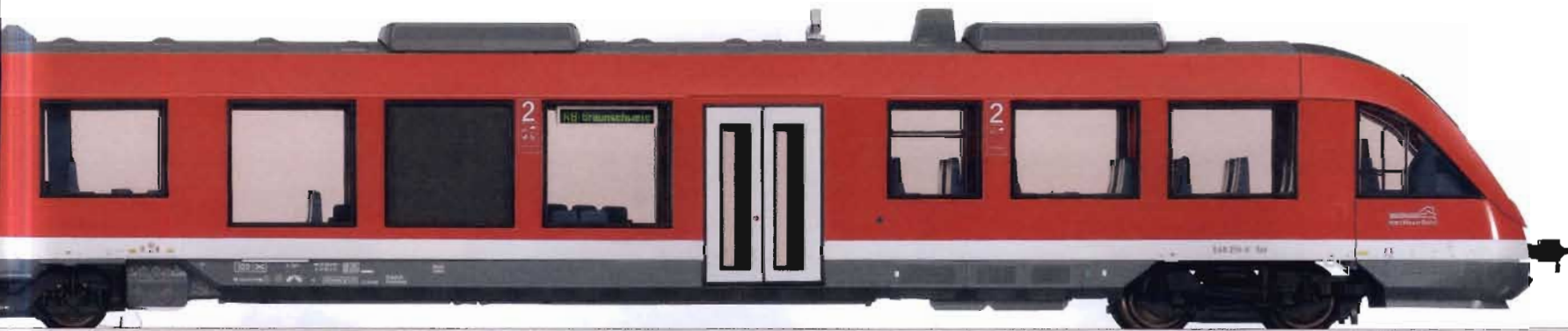
Model: This is an unpowered dummy unit with a permanently mounted 5-pin coupling on one side of the powered rail car, for extending the motorized diesel powered rail car, item no. 37730, to a 2-part or 3-part unit. An additional 5-poliges 5-pin coupling for plugging into the

motorized unit is included. There are triple headlights and red marker lights only at the non-coupled end of the dummy unit, and they change over with the direction of travel. The coupled end of the dummy unit does not have lighted headlights. The rail car has factory-installed interior lights. The headlights and the interior lighting are maintenance-free, warm white LEDs. The destination signs are prototypically correct with yellow LEDs. The headlights, interior lights, destination

signs, and dual red marker lights will work in conventional operation and can be controlled digitally from the motorized unit. The running gear and the body are well detailed and there is a clear view through the windows. The rail car has interior details, and a closed diaphragm and a guide mechanism on the Jakobs truck between the two halves of the unit. Center buffer couplers are represented at the ends of the powered rail car. Total length 48.1 cm / 18-15/16".



This non-powered dummy unit is the ideal addition to expand the motorized diesel powered rail car, item no. 37730, to prototypical double or multiple unit consist.



37730

41730

Unit Train for Transporting Lime.



26551 "Lime Transport" Freight Train.

Prototype: German Railroad, Inc. (DB AG) class 232 "Ludmilla". 6 German Railroad, Inc. (DB AG) type Tds 930 side dump cars. Version with a hinged roof over the load area. Used to transport lime. The train looks as it did around 2005.

Model: The locomotive is constructed of metal. It has a digital decoder and a special can motor with a flywheel. 4 axles powered. Traction tires. The triple headlight change over with the direction of travel, work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. The cars are

finely constructed with many separately applied details. The chute extensions on the cars are separately applied. The hinged roofs on the cars can be opened and closed. The cars have different car numbers. The cars are strongly weathered, which is authentic. Total length over the buffers 91.9 cm / 36-3/16".

An add-on set to go with this train can be found in the Märklin H0 assortment under item no. 46303.

One-time series.



46303 Lime Transport Car Set.

Prototype: 6 German Railroad, Inc. (DB AG) type Tds 930 side dump cars. Version with hinged roofs above the load area. Used to transport lime. The cars look as they did around 2005.

Model: The cars are finely constructed with many separately applied details. They have separately applied chute extensions. The hinged roofs can be swung open. The cars have different car numbers. They also have authentic, extensive weathering. All of the cars come individually packaged.

Total length over the buffers 68.0 cm / 26-3/4". DC wheel set 12 x 700580.

One-time series.



46303

26551

HIGHLIGHTS

- Locomotive constructed of metal.
- Engineer's cab interiors reproduced.
- Hinged roofs on the cars can be opened/closed.
- Very fine construction.
- Authentic car weathering.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x



A freight train for this set of cars can be found in the Märklin H0 assortment under item no. 26551.

HIGHLIGHTS

- The hinged roofs can be opened.
- Ideal for use in unit trains.
- Very fine construction.
- Authentic weathering.



Heavy Freight Service.



39502 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 150 heavy freight locomotive. The largest class of the standard design electric locomotives from the new construction program of the Fifties. The locomotive looks as it did around 2000 in the "traffic red" paint scheme as a pusher locomotive on routes with steep grades.

Model: The locomotive has an mfx digital decoder and a sound generator. It has controlled Softdrive Sine high-efficiency propulsion and a compact design, maintenance-free motor. 4 axes powered by

means of cardan shafts. Traction tires. The headlights are maintenance-free, warm white LEDs. The headlights and marker lights will work in conventional operation and can be controlled digitally. The locomotive has separately applied metal grab irons on the sides and ends. The engineer's cabs and engine room have interior details in relief. Length over the buffers 22.4 cm / 8-13/16".

This model can be found in a DC version in the Trix H0 assortment under item no. 22154.

HIGHLIGHTS

- **Headlights with maintenance-free, warm white LEDs.**
- **Digitally controlled lights at the ends of the locomotive.**
- **Telex couplers.**

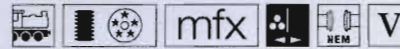
Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Telex coupler(s)		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Rear Headlights off			x	x
Front Headlights off			x	x



Diesel Locomotive.

The Class 150 – Pusher Service in the Mittelgebirge Region.

The class 150 was without a doubt the most powerful locomotive from the standard design locomotive program of the Fifties. For decades it was not only the backbone of heavy freight service on the German Federal Railroad, it was also indispensable in pusher service in the Spessart region and on the Geislingen Grade, where class 194 locomotives had been used for this purpose until 1987. The use of a train with an uncoupled pusher locomotive between Geislingen and Amstetten is limited to a speed of 60 km/h / 37 mph; the normal maximum speed on the grade is 70 km/h / 43 mph. The DB AG's intensive new procurement policy was supposed to remove the remaining units of the class 150 from service and thereby also the pusher locomotives by the end of the Nineties, but their retirement was delayed until 2003 due to their reliability. The class 150 was replaced by the class 151 on the Geislingen Grade. The latter class is used primarily for freight trains over the grade; in passenger service the new, powerful electric locomotives usually do not require pusher service.



37723 Diesel Hydraulic General-Purpose Locomotive.
Prototype: German Railroad, Inc. (DB AG), DB Cargo business area, class 212. Version in "traffic red" paint scheme. The locomotive looks as it did around 2002.
Model: The locomotive has an mfx digital decoder. It also has controlled high-efficiency propulsion. The locomotive has a metal frame. 2 axles powered. Traction

tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has metal grab irons. It also has scale narrow hoods. Length over the buffers 14.1 cm / 5-9/16".

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x



Heavy Freight Service.



00778 Set with 12 Heavy-Duty Flat Cars in a Display.

Prototype: Different type Sahmms 709 and type Sahmms 709 6-axle heavy-duty flat cars, painted and lettered for the German Railroad, Inc. (DB AG).

Model: The cars come in an attractive display of 4 each of a car type with different lettering and different car numbers. Each car comes individually packaged and marked.

4 type Sahmms 709 heavy-duty flat cars with load equipment for transporting coils of. Length over the buffers 18.7 cm / 7-3/16" per car.

4 type Sahnms 709 heavy-duty flat cars loaded with reproductions of layers of steel plates.

Length over the buffers 18.7 cm / 7-3/16" per car.

4 type Sahnms 709 heavy-duty flat cars loaded with reproductions of aluminum pipe.

Length over the buffers 18.7 cm / 7-3/16" per car.

DC wheel set for each car 6 x 700580.

HIGHLIGHTS

- A large selection in Era V.
- Well-arranged presentation in an attractive display.
- Different car numbers for long trains.



Cars from item no. 00778

39502



Freight Cars.



47562 Petroleum Oil Tank Car.

Prototype: Privately owned car painted and lettered for German BP, Inc., Bochum, Germany. Funnel-flow tank car with a ladder at one end, used on the German Railroad, Inc. (DB AG).

Model: The tank car has a finely detailed, partially open frame. The platform and walkway are separately applied. The tank car has type Y 25 trucks. Length over the buffers 18.0 cm / 7". DC wheel set 4 x 700580.



46541 Tank Car Set.

Prototype: 5 different petroleum oil tank cars, used on the German Railroad, Inc. (DB AG). Privately owned cars painted and lettered for the Swiss firm Wascosa AG, Zug, Switzerland. Non-insulated tank, "Zans" design. The cars look as they currently do in the prototype.

Model: The cars have detailed, partially open frames. They also have rectangular buffers. The cars have type Y 25 welded trucks. They also have separately applied details. All of the cars come individually packaged with a master package.

Length over the buffers per car 18.0 cm / 7-1/16".
DC wheel set per car 4 x 700580.

One-time series.





46618 Powdered Freight Transport Car.

Prototype: German Railroad, Inc. (DB AG) type Ucs 908.

Advertising for the firm akw Amberger Kaolinwerke GmbH, Hirschau, Germany. The car looks as it did around 2004.

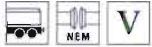
Model: The car has metal ladders.

Length over the buffers 10.0 cm / 3-15/16".

DC wheel set 2 x 700580.



Container Transport.



47072 Flat Car for Containers.

Prototype: German Railroad, Inc. (DB AG) type Sgns 691 four-axle flat car for containers. 3 "Eurotainer" 20 foot tank containers with continuous support and protective frames.

Model: The car has type Y 25 trucks. The car also has a prototypical partially open flat car floor constructed

of metal with striking fish belly style side sills. The "Eurotainer" 20 foot tank containers can be removed and have different registration numbers. Length over the buffers 22.9 cm / 9". DC wheel set 4 x 700580.

HIGHLIGHTS

- Completely new tooling the type Sgns flat car for containers.
- Interesting load.



Combined Loading Service in a Unit Train.



47071 "Winner" Container Car Set.

Prototype: 1 type Sdgkms 707 four-axle deep well flat car and 2 different type Sgns 691 flat cars for containers, painted and lettered for the German Railroad, Inc. (DB AG). Loaded with a semi-truck trailer and 4 convertible truck transport units painted and lettered for the moving firm Spedition Winner.

Model: Deep well flat car: The frame, floor, and load area are constructed of metal. The car has special design low riding trucks. It also has many separately applied details. The load restraints are adjustable. The car comes loaded with a model of a semi-truck trailer. Flat

cars for containers: The cars have type Y 25 trucks. The cars also have prototypical partially open flat car floors constructed of metal with striking fish belly style side sills. Each car comes loaded with 2 each convertible truck transport units. Stands are included for the convertible truck transport units. The cars and loads have different car numbers / registration numbers and come individually packaged. There is also a master package. Total length over the buffers 64.3 cm / 25-5/16".

One-time series.

HIGHLIGHTS

- Completely new tooling for the type Sgns flat car for containers.
- Interesting load.



© Klaus Eckert



Switzerland.



37546 "Gray Mouse" Powered Rail Car Train.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class RABe four system electric powered rail car train. 6-car unit with 1 cab control car, 1st class, 1 open seating car, 1st class, 1 motor car with galley, 1 bar car with a 2nd class open seating area, 1 open seating car, 2nd class, and 1 cab control car, 2nd class. Rebuilt version in the typical SBB light and dark gray EC paint scheme. The train looks as it did when delivered in 1993 as Euro-City train 154 "Killesberg".

Model: The power car is behind the 1st class open seating car in the 6-car train. It has an mfx digital decoder and a sound effects generator. It also has a 5-pole skewed armature motor with a flywheel, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The headlights (they change over with the direction of travel) and interior lights are maintenance-free, warm white LEDs; the marker lights are maintenance-free red LEDs. The lights will work in conventional operation and can be controlled digitally. The train has four different pantographs in an offset arrangement and detailed roof equipment. The

train also has separately applied metal grab irons. The engineer's cabs and the passenger areas have interior details. There is a special close coupled mechanical and electrical connection between the cars. Both end cars have pickup shoes, and the power pickup switches automatically to the pickup shoe at the front of the train. The ends of the train have a representation of the Scharfenberg coupler (non-working). Minimum radius for operation 360 mm / 14-3/16". Train length approximately 161.0 cm / 63-3/8".

HIGHLIGHTS

- 6-car unit.
- Prototypical changes to the bodies and interiors.
- mfx decoder and sound generator.
- 5-pole skewed armature motor with a flywheel.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Station Announcements		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x

The EC RABe – A Gray Mouse in Cheese Land.

After the end of TEE service and the beginning of Euro-City connections in 1987, the 5 class RAe powered rail car trains now operating as 6-car trains were rebuilt. Second class seating was installed, the class designation was therefore changed to RABe, these powered rail car trains were given a light gray / dark gray paint scheme in keeping with the EC look, but one that was rather monotone compared to the elegant TEE paint scheme. These trains were run on the routes Zürich –

Milan and Zürich – Stuttgart and were soon known as "Gray Mice". The trains' age however became increasingly noticeable, and when transformer damage and axle breaks mounted up, they were reduced to TGV feeder service between Bern and Frasné and were retired by 1999. One of the trains was overhauled and restored in 2003 to the original TEE paint scheme; it is now an historic, operational train belonging to the group "SBB Historic".



Switzerland – Concentrated Power on the Gotthard.

The Re 10/10 – Double Pack on the Gotthard.

Transporting freight over the Gotthard route has always represented one of the greatest challenges to the Swiss Federal Railways (SBB). One of the most remarkable solutions in recent years has been the introduction of the Re 10/10 double unit motive power consist. This is not an immense locomotive but the use of a Re 6/6 and a Re 4/4 II

or Re 4/4 III in pairs. Such a tandem motive power combination transports the maximum train load of 1,300 metric tons over the 2.6k% grades on the Gotthard route. An additional pusher locomotive must be used for trains up to 1,600 metric tons, since otherwise the coupling hooks on the train's cars would no longer stand the load. The two locomotives

are controlled from the engineer's cab at the front by means of multiple unit control systems. The main area of use for this power package is the Gotthard route, but it is also employed on other steeply graded routes in the Swiss Confederation.



37320 "Re 10/10" Electric Locomotive Double Motive Power Consist.

Prototype: Swiss Federal Railways (SBB) Re 10/10 double multiple unit locomotive consist, one each class Re 6/6 electric locomotive with the city coat-of-arms for "Bischofszell" and a class Re 4/4 II electric locomotive. Used mainly on the Gotthard route for long, heavy freight trains. The locomotives look as they did around 1980.

Model: Both locomotives have mfx digital decoders, and the Re 6/6 also has a sound generator. Both locomotives have controlled high-efficiency propulsion. 2 axles powered on each locomotive. Traction tires. The headlights change over with the direction of travel, have the Swiss headlight / marker light code (triple headlights / 1 white marker light), will work in conventional operation, and can be controlled digitally. The lighting is maintenance-free, warm white LEDs. The locomotives have separately applied metal grab irons. The couplers can be replaced by detailed end skirting. Minimum radius for operation 360 mm / 14-3/16". Total length over the buffers 39.4 cm / 15-1/2".

HIGHLIGHTS

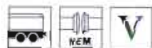
- New tooling for the class Re 6/6.
- Metal frame and body.
- mfx decoder with sound functions, can be controlled digitally.
- Impressive, prototypical double unit consist.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x
Lights Cab 2 End			x	x
Lights Cab 1 End			x	x

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Blower motors		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Rear Headlights off			x	x
Front Headlights off			x	x



Switzerland.



47070 Container Car Set with Convertible Truck Transport Units.

Prototype: 3 different Swiss Federal Railways (SBB/CFF/FFS), "SBB Cargo" business area, type Sgns four-axle flat cars for transporting containers. Each car loaded with 2 each convertible truck transport units painted and lettered for the firm Crossrail.

Model: The cars have type Y 25 trucks. They also have prototypical partially open flat car floors constructed of metal with striking fish belly style side sills. Each car comes loaded with 2 each convertible truck transport units. Stands are included for the convertible truck transport units. The cars and loads have different car numbers / registration numbers and come individually packaged. There is also a master package. Total length over the buffers 68.1 cm / 26-13/16". DC wheel set 12 x 700580.

One-time series.

HIGHLIGHTS

- Completely new tooling the type Sgns car.
- Interesting load.
- Ideal for unit trains.





**46331 "Weiacher Kies" / "Weiacher Gravel"
Dump Car Set.**

Prototype: 3 privately owned cars painted and lettered for the Swiss firm Weiacher Kies AG, Weiach, Switzerland. Type Falls. Used on the Swiss Federal Railways (SBB/CFF/FFS). The cars look as they did around 2000.

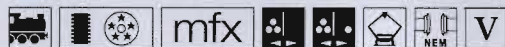
Model: The cars have a reddish brown basic paint scheme with separately applied details. Total length over the buffers 40.8 cm / 16-1/16". DC wheel set 12 x 700580.



Countries Edition for Switzerland.



This model is part of the 7-piece Märklin H0 special edition for the "150th Anniversary of Märklin" and represents one of the main markets for our company history with its rich tradition.



37356 Electric Locomotive.

Prototype: Swiss Federal Railways (SBB) class Re 4/4 II. Rebuilt version in a red paint scheme. Road number 11239 with the coat-of-arms for the city of "Porrentruy". The only class Re 4/4 II locomotive with a coat-of-arms.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The headlights change over with the direction of travel, have the Swiss headlight / marker light code (triple headlights / 1 white marker light), will work in

conventional operation, and can be controlled digitally. The lighting is warm white LEDs. The locomotive has separately applied metal grab irons. The couplers can be replaced by detailed end skirting. Minimum radius for operation 360 mm / 14-3/16". Total length over the buffers 17.1 cm / 6-3/4". An appropriate collector's display case made of wood and glass, with a reproduction of a photograph of the prototype on the background is included.

One-time series.



The image of the display case is only a suggestion of what the final product may look like.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Long distance headlights		x	x	x
Direct control		x	x	x

HIGHLIGHTS

- 7-part edition for "150 Years of Märklin".
- Appropriate collector's display case for each model in the edition included.

The Class 185.2 and Class 485.2.

The locomotive classes 185.2 for the DB AG and the 485.2 for the BLS originated in Bombardier's TRAXX (Transnational Railway Applications with eXtreme fleXibility) family. These locomotives are used for medium heavy passenger and freight domestic service as well as for cross-border operations. New regulations forced Bombardier to make changes to the locomotives from 2005 on: these locomotives have been equipped with a locomotive body better able to sustain crashes, which makes them look brawnier and more powerful compared to the predecessor classes 185.1 and 485.1. Other changes involve the electric power converter system, which does not affect the looks of the locomotives. Other railroads are also making use of these innovative locomotives, since individual wishes and requirements are relatively easy to satisfy with innovative "package" solutions.



36601 Electric Locomotive.

Prototype: Class 185.5 general-purpose locomotive painted and lettered for the firm Angel Trains, used on the BLS Lötschberg Railroad, Inc. (Bern-Lötschberg-Simplon). Dual system locomotive with 4 pantographs, built by Bombardier as a regular production locomotive from the TRAXX program.

Model: The locomotive is constructed of metal with many cast-on details. The locomotive has a digital decoder and a special motor. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. 4 pantographs that can be raised and lowered (they are not wired to take power from catenary). Length over the buffers 21.7 cm / 8-1/2".

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x

HIGHLIGHTS

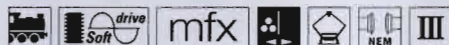
- New tooling.
- Locomotive constructed of metal.
- Detailed, affordable beginner's model.



Countries Edition for Austria.



This model is part of the 7-piece Märklin H0 special edition for the "150th Anniversary of Märklin" and represents one of the main markets for our company history with its rich tradition.



39682 Electric Locomotive.

Prototype: Austrian Federal Railways (ÖBB) class 1018.101 express locomotive. Rebuilt locomotive constructed between 1950 and 1952 from the former locomotives with road numbers E 18 046 and E 18 206 that were damaged in the war.

Model: The locomotive has an mfx digital decoder. It also has controlled Softdrive Sine high-efficiency propulsion and a compact design, maintenance-free motor. 2 axles powered. Traction tires. The engineer's cabs and the engine room have interior details. The metal grab irons and other details are

separately applied. The locomotive has finely detailed running gear with a prototypical reproduction of the quill-drive wheels. The triple headlights will work in conventional operation and can be controlled digitally. Length over the buffers 19.5 cm / 7-11/16". An appropriate collector's display case made of wood and glass, with a reproduction of a photograph of the prototype on the background is included.

One-time series.



The image of the display case is only a suggestion of what the final product may look like.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x

HIGHLIGHTS

- 7-part edition for "150 Years of Märklin".
- Appropriate collector's display case for each model in the edition included.



Austria.



37226 Heavy Electric Freight Locomotive.

Prototype: Austrian Federal Railways (ÖBB) class 1020 (former E 94). Last version in the "traffic red" paint scheme with light gray stripes ("Valousek" paint scheme) as it looked at the beginning of the Nineties.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion, 3 axles powered. Traction tires. The locomotive has an articulated frame for better negotiation of curves. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free, warm white LEDs and the marker lights are maintenance-free LEDs. The locomotive has separately applied grab irons.

Length over the buffers 21.0 cm / 8-1/4".

One-time series.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Warning Sound		x	x	x
Direct control		x	x	x
Lights Cab 2 End			x	x
Lights Cab 1 End			x	x

Austria.



37308 High Performance Electric Locomotive.

Prototype: Austrian Federal Railways (ÖBB) class 1012 express locomotive. Built in 1997 by SGP, ELIN, and Siemens as a series of 3 prototypes. Road number 1012.002-0.

Model: The locomotive has an mfx digital decoder. It also has a 5-pole skewed can motor with a flywheel, centrally mounted. The frame is constructed of die-cast metal. 4 axles powered through cardan shafts. Traction tires. The headlights are maintenance-free warm white LEDs, and they will work in conventional operation. The locomotive has

separately applied grab irons and many other details. It also has detailed roof equipment. The engineer's cabs have interior details; the front one has a figure of a locomotive engineer. The locomotive has NEM coupler pockets and a close coupler mechanism. The couplers can be replaced by closed end skirting. Brake hoses can be installed on the locomotive.

Length over the buffers 22.2 cm / 8-3/4".

One-time series.

This model is available with 2 road numbers: Item no. 37308 is 1012.002-0, item no. 37309 is 1012.003-8.

This model can be found in a DC version in the Trix H0 assortment under item no. 22600.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Long distance headlights		x	x	x
Direct control			x	x
Lights Cab 2 End			x	x
Lights Cab 1 End			x	x

HIGHLIGHTS

- mfx digital decoder included.
- 5-pole skewed can motor with a flywheel.
- Headlights are maintenance-free warm white LEDs.
- Figure of a locomotive engineer included.



37309 High Performance Electric Locomotive.

Prototype: Austrian Federal Railways (ÖBB) class 1012 express locomotive. Built in 1997 by SGP, ELIN, and Siemens as a series of 3 prototypes. Road number 1012.003-8.

Model: The locomotive has an mfx digital decoder. It also has a 5-pole skewed can motor with a flywheel, centrally mounted. The frame is constructed of die-cast metal. 4 axles powered through cardan shafts. Traction tires. The headlights are maintenance-free warm white LEDs, and they will work in conventional operation. The locomotive has

separately applied grab irons and many other details. It also has detailed roof equipment. The engineer's cabs have interior details; the front one has a figure of a locomotive engineer. The locomotive has NEM coupler pockets and a close coupler mechanism. The couplers can be replaced by closed end skirting. Brake hoses can be installed on the locomotive. Length over the buffers 22.2 cm / 8-3/4".

One-time series.

This model is available with 2 road numbers: Item no. 37308 is 1012.002-0, item no. 37309 is 1012.003-8.

This model can be found in a DC version in the Trix H0 assortment under item no. 22601.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Long distance headlights		x	x	x
Direct control		x	x	x
Lights Cab 2 End		x	x	x
Lights Cab 1 End		x	x	x

HIGHLIGHTS

- mfx digital decoder included.
- 5-pole skewed can motor with a flywheel.
- Headlights are maintenance-free warm white LEDs.
- Figure of a locomotive engineer included.

Austria.



42726 EC Express Train Passenger Car Set.

Prototype: 5 different Austrian Federal Railways (ÖBB) EC express train passenger cars. 2 type Ampz 18-71.0 open seating cars, 1st class, 2 type Bmz 21-71.0 compartment cars, 2nd class, and 1 type Bmpz 29-91 open seating car, 2nd class. The cars are in the current Austrian Federal Railways Eurocity paint and lettering scheme. They look like the cars currently in use.

Model: The cars have adjustable buffers. The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler can be installed in the cars.

Total length over the buffers 132.0 cm / 52".
DC wheel set 20 x 700580.

One-time series.



39836 Electric Locomotive.

Prototype: Fast multiple-system electric locomotive for cross-border passenger and freight service. Austrian Federal Railways (ÖBB) class 1216.

Model: The locomotive has an mfx digital decoder, controlled Softdrive Sine high-efficiency propulsion, a compact design, maintenance-free motor, and a sound effects generator. 2 axles powered. Traction tires. The headlights are maintenance-free, warm white LEDs, and the marker lights

are maintenance-free LEDs. The headlights and marker lights will work in conventional operation and can be controlled digitally. The engineer's cabs have interior details. The locomotive has separately applied metal grab irons.

Length over the buffers 22.5 cm / 8-7/8".

HIGHLIGHTS

- New tooling.
- Metal construction.





Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Long distance headlights		x	x	x
Electric locomotive op. sounds		x	x	x
Horn		x	x	x
Direct control		x	x	x
Main Relay			x	x
Lights Cab 2 End			x	x
Letting off Air			x	x
Lights Cab 1 End			x	x



Klaus Eckert



42726

39836

France.



36742 Tank Locomotive.

Prototype: French State Railways (SNCF) class 130TB, former Royal Prussian State Railways (K.P.E.V.) class T 12.

Model: The locomotive has a digital decoder and a special motor with a flywheel. 3 axles powered. Traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. The locomotive has many separately applied details.

Length over the buffers 12.7 cm / 5".

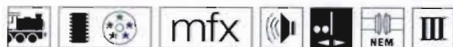
This model can be found in a DC version in the Trix H0 assortment under item no. 22858.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x

HIGHLIGHTS

- Built-in digital decoder.
- Detailed, affordable beginner's model.



37556 Freight Locomotive with a Tender.

Prototype: French State Railways (SNCF) class 040 D EST. Former Prussian class G 8.1.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion with a can motor with a bell-shaped armature and a flywheel, mounted in the boiler. 4 driving axles powered. Traction tires. The dual headlights change over with the direction of travel, and they and the smoke generator contact will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. A 72270 smoke generator can be installed in the locomotive. The engineer's cab has interior details. There is a close coupling between the locomotive and the tender. The locomotive has many separately applied details.

Length over the buffers 21.0 cm / 8-1/4".

One-time series.



HIGHLIGHTS

- Frame, boiler, and tender constructed of metal.
- Motor and gear drive built into the locomotive.
- Motor with a bell-shaped armature and a flywheel.
- mfx decoder and a sound generator included.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Steam locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Sound of squealing brakes off			x	x
Air Pump			x	x
Whistle for switching maneuver			x	x
Letting off Steam			x	x
Sound of coal being shoveled				x
Grate Shaken				x

This model can be found in a DC version in the Trix H0 assortment under item no. 22369.



37335 Electric Locomotive.

Prototype: French State Railways (SNCF) class BB 12 000. Version in a grayish blue basic paint scheme.

Model: The locomotive has a digital decoder and controlled high-efficiency propulsion. It also has a special motor with a fly wheel. 4 axles powered. Traction tires. The dual headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are warm white LEDs and the marker lights are red LEDs. The pantographs are mounted on free-standing frames. The locomotive has numerous separately applied grab irons. Brake hoses and reproduction prototype couplers can be installed on the buffer beams. Length over the buffers 17.5 cm / 6-7/8".

One-time series.

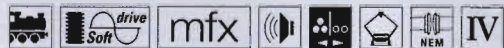


Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Marker light(s)		x	x	x
Direct control		x	x	x

Countries Edition for France.



This model is part of the 7-piece Märklin H0 special edition for the "150th Anniversary of Märklin" and represents one of the main markets for our company history with its rich tradition.



39404 Electric Locomotive.

Prototype: French State Railways (SNCF) class CC 40100 express locomotive. Four-system locomotive for the Benelux, France, and Germany. The locomotive looks as it did around 1975. Version with the road number "40107" and the coat-of-arms for "COMPIÈGNE".

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled Softdrive Sine high-efficiency propulsion and a compact design, maintenance-free motor. 4 axles powered through cardan shafts. Traction tires. The headlights are maintenance-free, warm white LEDs; they

will work in conventional operation and can be controlled digitally. 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 25.3 cm / 9-15/16". An appropriate collector's display case made of wood and glass, with a reproduction of a photograph of the prototype on the background is included.

HIGHLIGHTS

- 7-part edition for "150 Years of Märklin".
- Appropriate collector's display case for each model in the edition included.

One-time series.



The image of the display case is only a suggestion of what the final product may look like.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Marker light(s)		x	x	x
Electric locomotive op. sounds		x	x	x
Horn		x	x	x
Direct control		x	x	x





41874 "L'Oiseau Bleu" PBA TEE Express Train Passenger Car Set.

Prototype: INOX cars (constructed of stainless steel) for the Trans Europe Express between Paris, Brussels, and Amsterdam (TEE PBA). 2 type A8tu 41 and A8tu 42 open seating cars, painted and lettered for the Belgian State Railways (SNCB/NMBS). Type A5rtu 21 dining car with galley and type A2Dx 4 generator car with a service compartment, painted and lettered for the French State Railways (SNCF). All of the cars are 1st class. Built starting in 1964. Used for the "L'Oiseau Bleu" TEE train.

Model: The cars are reproduced to scale without compromise in all 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 113 cm / 44-1/2". DC wheel set per car 4 x 700580.

One-time series.

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 addition of the bar car and the compartment car in the 41875 set to the 41874 set brings the latter up to a prototypical train composition for the "L'Oiseau Bleu" TEE. The locomotives to go with this train are the 39401 (France) and 39402 and 39403 (Belgium) models.

A similar TEE with PBA cars is offered by Trix for the DC system.

HIGHLIGHTS

- Full scale length.
- Precise detailing.
- Perfect INOX finish.
- Multiple color interior details.
- Complete series of cars available.



41874

41875

39404

France.



41875 "L'Oiseau Bleu" PBA TEE Express Train Passenger Car Set.

Prototype: INOX cars (constructed of stainless steel) for the Trans Europe Express between Paris, Brussels, and Amsterdam (TEE PBA). 2 type A8u 31 and A8u 33

compartment cars and 1 type A3rtu 15 bar car, painted and lettered for the French State Railways (SNCF). All of the cars are 1st class. Built starting in 1964. Used for the "L'Oiseau Bleu" TEE train.

Model: The cars are reproduced to scale without compromise in all 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 coupler 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 per car 4 x 700580.

HIGHLIGHTS

- Full scale length.
- Precise detailing.
- Perfect INOX finish.
- Multiple color interior details.
- Complete series of cars available.



One-time series.

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 addition of the 41875 set to the open seating cars and dining car in the in 41874 set brings the latter up to a prototypical train composition for the "L'Oiseau Bleu" TEE. The locomotives to go with this train are the 39401 (France) and 39402 and 39403 (Belgium) models.

A similar TEE with PBA cars is offered by Trix for the DC system.



41874

41875

**The L'Oiseau Bleu TEE –
The Blue Bird.**

The name of one of the most famous TEE trains goes back to the year 1929, when the "Compagnie International des Waggon Littés" (CIWL) christened its new deluxe train from Paris via Brussels to Antwerp with the name "The Blue Bird", in the original "L'Oiseau Bleu". With a short interruption during World War II, the train took up its original route again in 1947, but this time only between Paris and Brussels. In 1957, the age of the TEE was ushered in and the famous "L'Oiseau Bleu" train connection was a core TEE route right from the beginning. Like all TEE locomotives and cars, the newest motive power and rolling stock was used here to offer passengers a swift, comfortable trip in 1st class only. For a long time the characteristic PBA design INOX cars were typical for the "L'Oiseau Bleu" and the motive power was usually either the French class CC 40100 or the Belgian class 18, which were essentially the same locomotives. With reorganization of the connection between Paris and Brussels TEE service was stopped between these two metropolitan areas and with it the prestigious name "L'Oiseau Bleu" disappeared on June 3, 1984 after 55 years.



46341 Grain Hopper Car Set.

Prototype: 2 high-capacity hopper cars with rounded side walls and 1 high-capacity hopper car with smooth side walls for transporting grain (Cerealier), used on the French State Railways (SNCF). Privately owned cars in a gray paint scheme for "GROUPE SOUFFLET".

Model: The cars have a metal insert for a low center of gravity and for smooth running. They also have many separately applied details. The cars have different car numbers and come individually packaged and marked. Total length over the buffers 51.5 cm / 20-1/4". DC wheel set 12 x 700580.

One-time series.



Luxembourg.



37334 Electric Locomotive.

Prototype: Luxembourg State Railways (CFL) class 3600. Version is a basic color of wine red. The locomotive looks as it did at the beginning of the Nineties. French design similar to the BB 12 000.

Model: The locomotive has a digital decoder and controlled high-efficiency propulsion. It also has a special motor with a fly wheel. 4 axles powered. Traction tires. The headlights will work in conventional operation and can be controlled digitally. The headlights are warm white LEDs. The pantographs are mounted on free-standing frames. The locomotive has numerous separately applied grab irons. Brake hoses and reproduction prototype couplers can be installed on the buffer beams. Length over the buffers 17.5 cm / 6-7/8".

One-time series.

This model can be found in a DC version in the Trix H0 assortment under item no. 22366.

HIGHLIGHTS

- Metal construction.
- All axles powered.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Marker light(s)		x	x	x
Direct control		x	x	x



43809 Commuter Car Set.

Prototype: 3 different "Silberling" / "Silver Coin" commuter cars painted in an ivory/green color scheme for the Luxembourg State Railways (CFL). 1 commuter car, 1st/2nd class, and 2 commuter cars, 2nd class.

Model: The cars have the new longer length. Minimum radius for operation 360 mm / 14-3/16". The underbodies and trucks are specific to the cars. The 7319 current-conducting coupler or the 72020/72021 current-conducting coupler, the 73406 pickup shoe, and the 73400/73401 (2 per car) lighting kit, and the 73409 marker light kit can be installed in the cars.

Total Length over the buffers 84.6 cm / 33-5/16".

DC wheel sets 12 x 700580.

One-time series.



The class 3600 is the right motive power for these cars and can be found in the Märklin H0 assortment under item no. 37334.



Luxembourg.



47012 Flat Car with Stakes.

Prototype: Luxembourg State Railways (CFL) type Rs. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with a stop brake, stakes, and rectangular buffers.

Model: The car has type Y 25 welded trucks. The car has a metal insert for good running characteristics. The stakes can be turned down. The underbody is specific to this type of car. The car has many separately applied details. The car has a reproduction of steel plates as a load.

Length over the buffers 22.9 cm / 9".
DC wheel set 4 x 700580.

One-time series.



47017 Set with 2 Sliding Tarp Cars.

Prototype: Luxembourg State Railways (CFL), "CFL Cargo" business area, type Rils. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches.

Model: The two cars have different car numbers. They also have type Y 25 trucks. The cars have metal inserts for good running characteristics. The underbodies are specific to the cars. The cars have many separately applied details.

Total length over the buffers 45.9 cm / 18-1/6".
DC wheel set 8 x 700580.

One-time series.



Belgium.



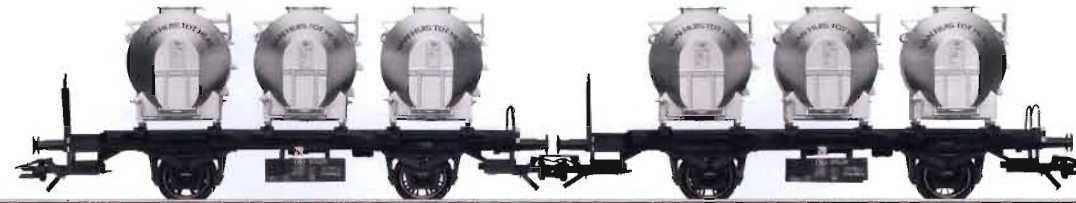
48948 Container Car Set.

Prototype: 2 Belgian State Railways (SNCB/NMBS) type Bt 10 container cars for medium size containers in the "Van Huis tot Huis" system. The cars look as they did around 1960.

Model: The 2 cars have different car numbers. They have separately applied destination boards. They each come loaded with 3 removable type Efkr "pa" fine bulk freight containers with different registration numbers. Both cars come individually packaged and marked.

Total length over the buffers 22.8 cm / 9".
DC wheel set 4 x 700630.

One-time series.



36743 Tank Locomotive.

Prototype: Belgian State Railways (SNCB/NMBS) class 96 tank locomotive. Former Royal Prussian State Railways (K.P.E.V.) class T 12.

Model: The locomotive has a digital decoder and a special motor with a flywheel. 3 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and

can be controlled digitally. The locomotive has many separately applied details. Length over the buffers 12.7 cm / 5".

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x

HIGHLIGHTS

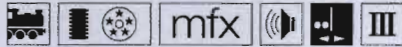
- Built-in digital decoder.
- Detailed, affordable beginner's model.



Countries Edition for Belgium.



This model is part of the 7-piece Märklin H0 special edition for the "150th Anniversary of Märklin" and represents one of the main markets for our company history with its rich tradition.



37671 Diesel Locomotive.

Prototype: Belgian State Railways (SNCB/ NMBS) class 204 general-purpose locomotive. Diesel electric Europe locomotive from the cooperation of the firms GM/NOHAB/AFB.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The dual headlights

change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Length over the buffers 20.5 cm / 8-1/16". An appropriate collector's display case made of wood and glass, with a reproduction of a photograph of the prototype on the background is included.

One-time series.

HIGHLIGHTS

- 7-part edition for "150 Years of Märklin".
- Appropriate collector's display case for each model in the edition included.



The image of the display case is only a suggestion of what the final product may look like.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x



39403 Electric Locomotive.

Prototype: Belgian State Railways (SNCB/NMBS) class 18 express locomotive. Four-system locomotive for the Benelux, France, and Germany. The locomotive looks as it did around 1980. Version in yellow/blue "Chiquita" paint scheme.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled Softdrive Sine high-efficiency propulsion and a compact design, maintenance-free motor, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The headlights are maintenance-free, warm white LEDs; they will work in conventional operation and can be controlled digitally. 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 25.3 cm / 9-15/16".

One-time series.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Marker light(s)		x	x	x
Electric locomotive op. sounds		x	x	x
Warning Sound		x	x	x
Direct control		x	x	x



Netherlands.



36422 Heavy Diesel Locomotive.

Prototype: Railion Netherlands class 232 "Ludmilla". Former German Railroad, Inc. (DB AG) class 232.

Model: The locomotive is constructed of metal. It has a digital decoder and a special can motor with a flywheel. 4 axles powered. Traction tires. The triple headlamps change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free LED's are used for the headlamps. Length over the buffers 23.9 cm / 9-7/16".

One-time series.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x



39896 Electric Locomotive.

Prototype: German Railroad, Inc./Railion (DB AG) class 189 fast general-purpose locomotive. Multiple system locomotive with 4 pantographs. Version for service into the Netherlands with warning and contrast areas at the ends. Use: Fast cross-border freight trains.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has high-efficiency Softdrive Sine propulsion and a compact-design, maintenance-free motor. 2 axles powered. Traction tires. The triple headlamps (warm white LEDs) and marker lights are maintenance-free LEDs, they will work in conventional operation, and can be controlled digitally. The engineer's cabs have interior details. The locomotive has separately applied grab irons.

Length over the buffers 22.5 cm / 8-7/8".

One-time series.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Long distance headlamps		x	x	x
Marker light(s)		x	x	x
Warning Sound		x	x	x
Direct control		x	x	x



37626 Diesel Locomotive.

Prototype: Type MaK 1206 general-purpose locomotive. Privately owned locomotive painted and lettered for the firm ACTS with large format lettering "PORTFEEDERS", used on the Dutch State Railways (NS).

Model: The locomotive has an mfx digital decoder. It also has controlled high-efficiency propulsion. It also has a powerful can motor with a bell-shaped armature and a fly wheel. 4 axles powered. Traction tires. The headlights are maintenance-free, warm white LEDs and the marker lights are maintenance-free LEDs. The triple headlights and dual red marker lights will work in conventional operation, and can be controlled digitally. The platform railings are all 4 sides of the locomotive are constructed of metal. Length over the buffers 16.5 cm / 6-1/2".

One-time series.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x
Lights Cab 2 End			x	x
Lights Cab 1 End			x	x

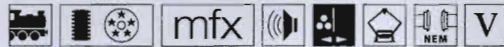


© Remi van Waas

Countries Edition for the Netherlands.



This model is part of the 7-piece Märklin H0 special edition for the "150th Anniversary of Märklin" and represents one of the main markets for our company history with its rich tradition.



37268 Electric Locomotive.

Prototype: Dutch State Railways (NS), Railion Business Area, class 1600 general-purpose locomotive. Road number 1601 with the coat-of-arms for the city of "Amsterdam".

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The headlights will work in conventional operation and can be controlled digitally.

Length over the buffers 22.5 cm / 8-1/4".

One-time series.

HIGHLIGHTS

- 7-part edition for "150 Years of Märklin".
- Appropriate collector's display case for each model in the edition included.



The image of the display case is only a suggestion of what the final product may look like.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Warning Sound		x	x	x
Direct control		x	x	x

Netherlands.



42652 Express Train Passenger Car.

Prototype: Dutch State Railways (NS Inter-City car.
Type ICR-A10 open seating car, 1st class.

Model: The 7319 current-conducting coupling or the
72020/72021 current-conducting coupler can be installed
in the car.

Length over the buffers 26.4 cm / 10-3/8".

DC wheel set 4 x 700580.

One-time series.



42653 Express Train Passenger Car.

Prototype: Dutch State Railways (NS) Inter-City car.
Type ICR-B10 open seating car, 2nd class.

Model: The 7319 current-conducting coupling or the
72020/72021 current-conducting coupler can be installed
in the car.

Length over the buffers 26.4 cm / 10-3/8".

DC wheel set 4 x 700580.

One-time series.



42654 Express Train Passenger Car.

Prototype: Dutch State Railways (NS Inter-City car.
Type ICR-BKD combination car, 2nd class with a galley
and a baggage area.

Model: The 7319 current-conducting coupling or the
72020/72021 current-conducting coupler can be installed
in the car.

Length over the buffers 26.4 cm / 10-3/8".

DC wheel set 4 x 700580.

One-time series.



Denmark.



37732 Diesel Powered Commuter Rail Car.

Prototype: Vestsjællands Lokalbåner A/S class VT 2029/2129 (class 648.2) diesel powered commuter rail car der. Current version with low-platform entries.

Model: The powered rail car has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. The powered rail car has a powerful full motor with a bell-shaped armature and a flywheel, mounted in the Jacobs truck. 2 axles powered. Traction tires. The powered rail car has factory-installed interior lighting. The headlights and the interior lighting are maintenance-free, warm white LEDs. The train destination signs are yellow LEDs, which is prototypical. The headlights, train destination signs, and 2 red marker

lights will work in conventional operation, and can be controlled digitally. The powered rail car has detailed running gear and bodies, an open view into the interior, interior details, and a closed diaphragm and a guide mechanism on the Jakobs trucks between the two car halves. There is a representation of the center buffer couplers at the ends of the powered rail car. Total length 48.1 cm / 18-15/16".

One-time series.

HIGHLIGHTS

- Factory-installed interior lighting included.
- mfx decoder with a sound generator.
- Lighted train destination signs.



© Vestsjællands Lokalbåner A/S

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Interior lights		x	x	x
Light Function1		x	x	x
Diesel locomotive op. sounds		x	x	x
Direct control		x	x	x
Horn			x	x
Doors Closing			x	x
Sound of squealing brakes off			x	x



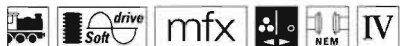
46455 Pressurized Gas Tank Car.

Prototype: Pressurized gas tank car, used on the Danish State Railways (DSB). Privately owned car painted and lettered for the firm Kosan Tankers a/s, Copenhagen, Denmark. The car looks as it did at the beginning of the Eighties.

Model: The car has a detailed, partially open frame. The side sills are "U" shapes with cable eyelets. The trucks are Minden-Dorstfeld designs. The car has a separately applied brakeman's platform.

Length over the buffers 14.6 cm / 5-3/4".
DC wheel set 4 x 700580.





37940 Heavy Diesel Locomotive.

Prototype: Swedish State Railways (SJ) class T44 heavy diesel locomotive.

Model: The locomotive has an mfx digital decoder and Softdrive Sine controlled high-efficiency propulsion. The locomotive has a powerful compact design Softdrive Sine motor, centrally mounted. 4 axles powered.

Traction tires. The headlights are maintenance-free, warm white LEDs. The headlights and marker lights will work in conventional operation and can be controlled digitally. The locomotive has a representation of the engineer's cab interior. The locomotive has separately applied metal grab irons.

Length over the buffers 17.7 cm / 6-15/16".

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Marker light(s)		x	x	x
Direct control		x	x	x



HIGHLIGHTS

- Completely new tooling.
- New compact design Softdrive Sine high-efficiency propulsion.
- All axles powered.
- Correct headlights / marker lights for the Swedish prototype.



48811 Freight Car Set.

Prototype: 3 different Swedish State Railways (SJ) freight cars. 1 spherical container car, 1 flat car with telescoping covers, and 1 high side gondola. The cars look as they did in Era IV.

Model: Spherical container car: This car has a partially open frame. The piping, platform, and other details are separately applied. Flat car with telescoping covers: This car has fixed end walls and 3 sliding telescoping covers. Inside are 5 load wells with movable load restraints. 3 coils are included as freight. Hide side

gondola: This car comes loaded with real wood. All of the cars come individually packaged and marked. There is also a master package. Total length over the buffers 42.5 cm / 16-3/4". DC wheel set 10 x 700580.

One-time series.



Sweden.



36602 Electric Locomotive.

Prototype: Class 241 general-purpose locomotive painted and lettered for the Swedish railroad Hectorrail. Dual system locomotive with 2 pantographs, built by Bombardier as a regular production locomotive from the TRAXX program.

Model: The locomotive is constructed of metal with many cast-on details. The locomotive has a digital decoder and a special motor. 4 axles powered through cardan shafts.

Traction tires. The triple headlamps change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlamps are maintenance-free LEDs. 2 pantographs that can be raised and lowered (they are not wired to take power from catenary).

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

HIGHLIGHTS

- New tooling.
- Locomotive constructed of metal.
- Detailed, affordable beginner's model.

One-time series.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x



37416 Electric Locomotive.

Prototype: Swedish State Railways (SJ) class Rc 3. Version in a black basic paint scheme. The locomotive looks as it did around 2005.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The headlamps will work in conventional operation, and can be controlled digitally. The locomotive has 2 different pilots and pantographs.

Length over the buffers 18.0 cm / 7".

One-time series.

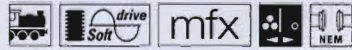


Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Warning Sound		x	x	x
Direct control		x	x	x

Countries Edition for Sweden.



This model is part of the 7-piece Märklin H0 special edition for the "150th Anniversary of Märklin" and represents one of the main markets for our company history with its rich tradition.



37941 Heavy Diesel Locomotive.

Prototype: Swedish State Railways (SJ) class T44 heavy diesel locomotive. Version in a blue paint scheme.

Model: The locomotive has an mfx digital decoder. It also has controlled Softdrive Sine high-efficiency propulsion. The locomotive has a maintenance-free, compact design motor, centrally mounted, with a flywheel and 2 cardan shafts. 4 axles powered. Traction tires. The headlights are maintenance-free, warm white LEDs. The headlights and marker lights will work in conventional operation and

can be controlled digitally. The locomotive has a representation of the engineer's cab interior. The locomotive has separately applied metal grab irons.

Length over the buffers 17.7 cm / 6-15/16". An appropriate collector's display case made of wood and glass, with a reproduction of a photograph of the prototype on the background is included.

One-time series.



© Wolfgang Bleiweis, Schweinfurt



The image of the display case is only a suggestion of what the final product may look like.

HIGHLIGHTS

- 7-part edition for „150 Years of Märklin“.
- Appropriate collector's display case for each model in the edition included.
- Correct headlights / marker lights for the Swedish prototype.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x



37993 Steam Locomotive with Tender.

Prototype: Union Pacific Railroad (UP) class 4000 "Big Boy" heavy freight locomotive. The locomotive looks as it did with road no. 4006.

Model: The locomotive comes with an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion, a powerful motor with a bell-shaped armature and a fly-wheel, mounted in the boiler. 8 axles powered. Traction tires. The locomotive has an articulated frame enabling it to negotiate sharp curves. It also has Boxpok driving wheels. The middle driving axles are spring-loaded. The headlights, backup light on the tender, and the number board lights are maintenance-free, warm white LEDs. 2 smoke generators (Seuthe no. 11) can be installed in the locomotive. The headlight, backup light on the tender, the number board lights,

and the engineer's cab lighting will work in conventional operation and can be controlled digitally. There is a powerful speaker in the tender and the volume can be adjusted.

Coupler hooks can be inserted in the pilot on the front of the locomotive. There is a close coupling between the locomotive and tender. Steam lines are mounted to swing out and back with the cylinders. The locomotive has separately applied metal grab irons. There are many separately applied details. Figures of a locomotive engineer and fireman for the engineer's cab are included.

Length over the couplers 46.5 cm / 18-5/16". The locomotive comes in a wooden case.

One-time series.

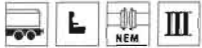
Notes for operating the locomotive: The locomotive can be used on curved track with a radius of 360 mm / 14-3/16" or more, however we recommend larger radii. Signals, catenary masts, bridge railings, tunnel portals, etc. must have installed for sufficient clearance on curves. The track must be well mounted due to the heavy weight of the locomotive. The locomotive can only be run through a turntable or transfer table.

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



45649

37993



45649 American Car Display.

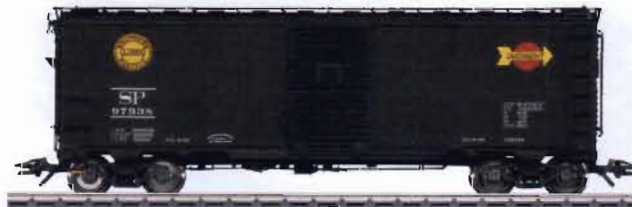
Prototype: 10 different freight cars from several American railroads. 1 caboose, 3 tank cars, 2 boxcars, 2 hopper cars, and 2 refrigerator cars.

Model: 45649-1 UP caboose, 45649-2 "Hooker Chemicals" tank car, 45649-3 "Baker's Chocolate" tank car, 45649-4 "Dupont Metallic Sodium" tank car, 45649-5 "Missouri Pacific Eagle" boxcar, 45649-6 "Southern Pacific Overnight" boxcar, 45649-7 "Burlington" hopper car, 45649-8 "Baltimore & Ohio" hopper car, 45649-9 "NYC – Merchant's Dispatch" reefer, and

45649-10 "Pacific Fruit Express" reefer.

The frames and/or floors are constructed of metal. The cars have detailed trucks with special wheel sets. The ladders and other details are separately applied. The sliding doors can be opened. The couplers can be replaced with other types. Length of the car set over the couplers 150.6 cm / 59-5/16". DC wheel set 40 x 320552 (NEM), 40 x 320389 (RP25).

This display is ideal to go with the Union Pacific "Big Boy" that can be found in the Märklin H0 assortment under item no. 37993.



Accessories.



00788 Sales Package for "Volvo" Construction Machinery in H0.

Prototype: 4 different types of construction machinery: 1 Volvo A 40D "Articulated Hauler", 1 Volvo L150C "Loader", 1 Volvo L180C "High Lift", and 1 Volvo EC240B "Excavator".

Model: 3 of each model type come in the package. All of the vehicles come individually packaged, with a plastic base and clear plastic top cover.

One-time series.

HIGHLIGHTS

- Scale models of construction machinery.
- Finely detailed metal models with separately applied plastic parts.



© istockphoto.com

I-V

72796 Signal Tower Kit.

Prototype: Signal tower with half-timbered construction. Eras I through V.

Model: All of the components are made of sturdy plastic in different realistic colors.

Dimensions 150 x 70 x 170 mm / 5-7/8" x 2-3/4" x 6-11/16".

Polystyrene glue available in hobby and train shops is required to assemble this kit. We recommend a glue that comes in a tube for parts with long mounting edges.

HIGHLIGHTS

- Can be used for all eras.

I-V

72797 "Märklingen" Train Station Kit.

Prototype: Typical branch line station with sheds. Era I through V.

Model: All of the components are made of are made of special architectural quality, precision, laser cut hard cardstock. The doors on the sheds can be opened. All of the parts come in a realistic basic color, and they can be weathered easily and painted further.

Dimensions of the finished model approximately: length 210 mm / 8-1/4", width 110 mm / 4-5/16", height 95 mm / 3-3/4".

A tube of "Bindan" glue is included for assembling the parts.

HIGHLIGHTS

- Can be used for all eras.



Accessories.

I-V

72798 "Lachenheim" Train Station Kit.

Prototype: Small town train station constructed of bricks.
Eras I-V.

Model: All of the components are made of sturdy plastic in different realistic colors.

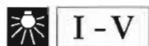
Dimensions 310 x 103 x 135 mm / 12-3/16" x 4-1/16" x 5-5/16".

HIGHLIGHTS

- Can be used for all eras.

Polystyrene glue available in hobby and train shops is required to assemble this kit. We recommend a glue that comes in a tube for parts with long mounting edges.





72883 Locomotive Shed Kit.

Prototype: Three-stall roundhouse locomotive shed constructed of brick. Architectural style in use at the beginning of the 20th century. Still in use for museum operations.

Model: The stalls are arranged at 15° intervals. This locomotive shed can be used with the 7286 turntable. It can be used with C Track and K Track (track not included). The usable track length inside the shed is 30 cm / 11-13/16". The doors close automatically when a locomotive enters a stall. A lighting set with 6 maintenance-free LEDs, wired and ready for installation, is included with the shed. A set of additional truss supports is included so that several locomotive sheds can be joined together without walls between them. Dimensions 350 x 461 mm / 13-3/4" x 18-1/8", height 128 mm / 5-1/16".

HIGHLIGHTS

- Attractive color variation.
- Realistic weathering.
- Authentic for all eras.
- Can also be used for two-rail DC systems.
- Interior details with lighting.



Accessories.

78150 Roller Test Stand.

This is for servicing and presenting locomotives with up to 4 driving axles and coupled axles. It is ideal for models of the class 03, class 41, and the Mikado. It is made of black anodized aluminum sections. Four adjustable pairs of roller brackets with precision ball bearings are included. The aluminum parts of the roller brackets are black anodized. C Track is included for positioning non-powered axles. The test stand has train power connections for a conventional transformer and

for the Delta or Digital System. The roller test stand has a removable center conductor in the roller area. The running rails can be connected separately to a power pack, thus making this test stand suitable for two-rail locomotives. Up to two pairs of 78159 roller brackets or the 78158 measurement device can be installed on this test stand.

Dimensions 400 x 42 x 30 mm / 15-3/4" x 1-5/8" x 1-3/16".

HIGHLIGHTS

- Attractive design in black.



HIGHLIGHTS

- Attractive design in black.



78151 Roller Test Stand.

This is for servicing and presenting locomotives with up to 8 driving axles and coupled axles. It is suitable for the "Big Boy". Eight adjustable pairs of roller brackets with precision ball bearings are included. The aluminum parts of the roller brackets are black anodized. The construction and technical features are the same as the 78150 roller test stand. The 78158 measurement device can be installed on this test stand.

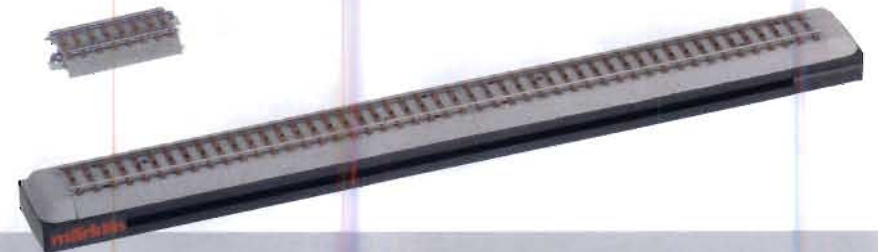
Dimensions 520 x 42 x 30 mm / 20-1/2" x 1-5/8" x 1-3/16".

78157 Extension for the Roller Test Stand.

This is for lengthening the Märklin roller test stand by 40 cm / 15-3/4". This can also be used by itself as a presentation base. This extension is ideal for models of the class 03, class 41, and the Mikado. The superstructure is made of black oxidized aluminum shapes. C Track with removable end sections is included along with an adapter track section for lengthening a roller test stand. Dimensions 400 x 42 x 30 mm / 15-3/4" x 1-5/8" x 1-3/16".

HIGHLIGHTS

- Attractive design in black.



78159 Pair of Roller Brackets.

This is for installing on the 78150 roller test stand in order to have a locomotive with one more coupled axle. These brackets have 4 precision ball bearing bushings. The aluminum parts of the roller brackets are black anodized. Two 78159 pairs of roller brackets can be retrofitted. The roller brackets have guide slots and set screws.

Dimensions 60 x 27 x 13 mm / 2-3/8" x 1-1/16" x 1/2".



78158 Measurement Device with a Pair of Roller Brackets.

This is for installation in the 78100 and 78101 roller test stands. It allows you to measure duration of operation, route distance, and speed. A special pair of roller brackets with a measurement transducer and connections to the measurement device with an LCD display is included. The aluminum parts of the roller brackets are black anodized. The model scale, units, and the measurement range can be selected as desired. The unit is operated with 3 type AA/LR6 batteries (not included).

Dimensions 80 x 70 x 120 mm / 3-1/8" x 2-3/4" x 4-3/4".



60128 Connect-6021.

The Connect-6021 is for bidirectional connections between the former Märklin Digital System and the 60213 Central Station. This allows you to control 80 locomotives (Motorola format as well as mfx) with the 6021 Control Unit, control locomotive auxiliary functions (function, F1-F4), control solenoid accessories with synchronized display of their settings. This connection also allows you to use the 6043 memory as well as the memory functionality of the 60213 Central Station. Connections on the back side: M-Bus cable (for connections to the 60213).

Side connections: Multi-pin strip connector for connections to the "6021 world".

Dimensions 135 x 120 x 80 mm / 5-5/16" x 4-3/4" x 3-1/8".



Märklin Z – the Finest Made.



Even birthdays should be celebrated in a special way. In 2009, the Märklin firm can look back on 150 years of existence. A long and eventful time – ultimately an uncommonly successful one. Märklin model trains always did and will continue to captivate people. It is the reduction of reality that makes up the attraction of these miniature locomotives and cars. A rather special fascination emanates from the high level of detailing for the models.

This applies in particular to Z Scale. This special scale shows an enormous reduction down to the scale of 1:220 from the prototype to the model. If nothing else, a certain part of the firm's successful history may also be justifiably assigned to Z Scale. Even if this miniature model train system did not appear in the catalogs until 1972, at first tentatively and then with a full assortment.

These fine models attract collectors first of all but also many people, who do not neces-

sarily see themselves directly connected with the theme of railroading. The latter simply succumb to the charm of tiny things that are also technically sophisticated. For that reason a train set in Z is and remains a fine gift that simply gives pleasure – like a valuable piece of jewelry.

In 2009, there will also be a colorful mix of wonderful train sets. One of them, for example, will contain an E 18 in addition to four "Schürzenwagen" / "Skirted Passenger Cars" for the earlier Austrian Federal Railways (BBÖ), which can be used to make up a realistic train for that period. The locomotive has a five-pole motor that provides well-balanced running characteristics. Another set has the name "Lime Transport". Included in this set are five type Tds dump cars and a locomotive capable of thrilling people. This piece of motive power is a "Ludmilla", a class 232 heavy, large diesel locomotive that is coming out as new tooling. Both trucks on

the locomotive are powered. Maintenance-free diodes provide prototypical lighting.

By the way, the cars come from the factory already strongly weathered. This gives this freight train a very authentic look.

On the subject of new tooling: There is another large diesel locomotive being honored, namely a German Federal Railroad V 300. This unit is also completely new tooling with numerous details. But, it is reserved for members of the Insider Club. Only these people can acquire this locomotive being produced in a one-time series in 2009.

The "Crocodile" of the Swiss Confederation has long been a legend. In Switzerland it was in operation chiefly on the Gotthard route in brown and green paint schemes. There never was a prototype painted in white. However, a New York dealer had several models in 0 Scale produced with white bodies. They quickly became sought-after collector's pieces. A set composed of

a dark brown as well as a white "Crocodile" commemorates this event. Also included in this set is a certificate documenting the individual numbers and the authenticity of each set. This set is being offered only in the anniversary year.

And one more tip: In 2009, the Adventure World in Göppingen will come up with a particularly attractive Z model in the popular series of museum cars. It is a boxcar with the advertising "Gebr. Märklin & Cie. GmbH", packaged in a tin with a design from an historic prototype. A suitable truck is also included. Don't let this set get away!

Z Scale

Gauge 6.5 mm / 1/4"

Scale 1:220

Anniversary Set.



"Crocodiles".

The Swiss mountain locomotives that pulled heavy freight trains over the Gotthard grades were known as "Crocodiles". The design (articulated hoods, extended shape) and the color green was the source of the name. When traversing combinations of turnouts and "S" curves, these locomotives "snaked" through the curves like a reptile.

"Six-axle full gauge locomotive, only for large curves, true reproduction of the 'Crocodile locomotive' ...", this was the way the reproduction of the latest Swiss locomotive was presented in the 1933/34 Märklin catalog. The design and the pulling power of the original locomotive impressed people so much at that time that it became a synonym for progress and power.

A mystique that henceforth lingered on in the history of Märklin. This legendary piece of motive power was in all of the scales offered by Märklin. First in 1 Gauge and 0 Gauge, then H0 and even in Z Gauge Mini Club. It was the top product offered everywhere in the assortment and thus became the unofficial "heraldic animal" of Märklin. The color green dominated over the longest period of its service life on the Gotthard grades and left the original color brown almost forgotten. Märklin did not bring out a "Crocodile" in brown on the market until 1984 in a limited quantity in 1 Gauge as an offering for the 125 anniversary of the company. There never was a white "Crocodile" in reality. Despite that, a large Märklin dealer in New York ordered single samples of large 0 Gauge locomotives in special paint schemes.

He chose the color white, which is totally atypical in the prototype. It can't be denied that the locomotives in this fantasy paint scheme had a special effect on observers. Despite this, there was only the one order for some unknown reason. These locomotives were thereby one-off pieces seen by only a few people. Amazingly, they became very well known in collector circles. Perhaps, because who could imagine a "Crocodile", the Swiss mountain locomotive, which was typically green, in a white paint scheme?



88888 "150 Years of Märklin" Anniversary Set.

Prototype: 1 Swiss Federal Railways (SBB) class Ce 6/8 and 1 Swiss "Crocodile" in a paint scheme for the New York Central Lines.

Model: Both locomotives have a 5-pole motor. Both trucks are powered on each locomotive. Length over the buffers for each locomotive 91 mm / 3-9/16".



HIGHLIGHTS

- One-time series only in the anniversary year.
- Both locomotives are a special edition.
- Each set will come with an individual, numbered anniversary certificate.

Steam Locomotive.



88999 Passenger Locomotive with a Tender.

Prototype: 1 passenger locomotive with a tender, the class P 8 of the Grand Ducal Baden State Railways.

Model: The locomotive has a 5-pole motor. All of the driving axles are powered.
Length over the buffers 84 mm / 3-5/16".



88610 Streamlined Steam Locomotive.

Prototype: German Federal Railroad (DB) class 61 express tank locomotive with streamlining.

Model: The locomotive has all driving axles powered. The wheel treads are dark nickel plated. The headlights are maintenance-free LEDs. A Scharfenberg coupler is indicated at both ends of the locomotive; below it is the regular Z Gauge coupler.
Length over the buffers 85 mm / 3-3/8".

The Class 61.

In 1935, the locomotive builder Henschel delivered a tank locomotive with streamlining and a 4-6-4T wheel arrangement to the German State Railroad Company (DRG). This unit had a top speed of 175 km/h / 109 mph, driving wheels with a diameter of 2,300 mm / 90-9/16" and was painted in an elegant two-color scheme of cream and violet. It was used on the route between Berlin and Dresden with specially built cars (Henschel-Wegman train). The two-cylinder running gear caused

problems in express service, however, and the DRG therefore purchased road number 61 002 in 1939, a three-cylinder steam locomotive with a 4-6-6T wheel arrangement. This unit has essentially better running characteristics and fewer weaknesses showed up in operation than road number 61 001. During World War II, both of these units were hardly used. Road number 61 001 was restored after the war to running condition by the German Federal Railroad, but it was

used infrequently in lower classes of service with reduced streamlining and a standard black and red paint scheme. It was taken out of service relatively soon and was scrapped. Road number 61 002 remained with the German State Railroad of East Germany and was overhauled after the war. It was stationed at the DR's experimental facility in Halle as road number 18 201.



Insider Model for 2009.



88300 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class V 300 heavy, large diesel locomotive.

Model: Both trucks are powered. The triple headlights and red marker lights change over with the direction of travel. The headlights are maintenance-free, warm white LEDs, and the marker lights are red LEDs.

Length over the buffers approximately 92 mm / 3-5/8".

The 88300 large diesel locomotive is being produced in 2009 in a one-time series only for Insider members.

HIGHLIGHTS

- Completely new tooling.
- Lighting with maintenance-free LEDs.

The V 300 – 6 Axles, Powerful, and Fast.

Krauss-Maffei built a more powerful, faster version of the class V 200 on the basis of the V 200, but with 6 axles. The locomotive was almost identical with 3 units built for the Yugoslavian State Railroad. A great advantage of this 20,270 mm / 66 foot 6-1/16 inch long and 140 km/h / 88 mph fast locomotive was that it could be used on track with grades and curves and with shallow roadbed because the axle load was a low 16 metric tons compared to other locomotives. The internal designation at Krauss-Maffei for the locomotive painted in blue was ML 2200 C'C'. Experimental runs and tests with extreme



loads were conducted on the Black Forest line and on the Semmering line in Austria, and this locomotive passed them with flying colors. Despite this, the locomotive was rebuilt to increase the performance from 2,200 horsepower to 3,000 horsepower and was painted in red with white striping. The new designation for the locomotive was ML 3000 C'C'.

Despite the impressive technology, the German Federal Railroad did not order this locomotive as a regular production unit, but it took ownership of this single unit in 1963 after difficult negotiations with the builder

and designated it as the V 300.1. From that time on the locomotive was on the DB's roster, where it was used in service similar to that for the V 200. In 1977, it was retired as road number V 230 001-0. An attempt to sell it to Italy failed and it ended up as scrap. Despite its being a single unit, it was an important experimental vehicle for Krauss-Maffei. The valuable data from experimental runs with this impressive machine flowed into the further development of large diesel hydraulic locomotives and resulted in sales to North America and Spain.



88632 Diesel Locomotive.

Prototype: Danish State Railways (DSB) class MY 1100 general-purpose locomotive. Diesel electric Europe locomotive from the GM/NOHAB/AFB cooperative project.

Model: The locomotive has a 5-pole motor. Both trucks are powered. The wheels have dark nickel plated wheel treads and flanges.

Length over the buffers 88 mm / 3-7/16".



Freight Cars.

III

86571 Crane Car Set.

Prototype: 1 each German Federal Railroad (DB) low side car and crane car.

Model: The crane car has a crane cab that can be rotated, a movable boom, and boom supports. The crane's hook can be raised and lowered with a hand crank. Total length 93 mm / 3-11/16".



III

82100 Stake Car Set.

Prototype: 2 German Federal Railroad (DB) type R 10 stake cars with brakeman's platforms. Used to transport double-walled oil containers.

Model: The 2 stake cars have brakeman's platforms and are each loaded with 3 oil tank models in a suitable wooden frame.

Total length over the buffers 116 mm / 4-9/16".



Train Set.



81450 "Lime Transport" Train Set.

Prototype: German Railroad, Inc. (DB AG), business area DB Cargo, class 232 large heavy diesel locomotive and 5 different type TDS side dump cars.

Model: The locomotive has a 5-pole motor. Both trucks

are powered. The triple headlights and red marker lights change over with the direction of travel. The headlights and marker lights are maintenance-free white and red LEDs. The cars have hinged roofs that can be opened. The railings, ladders, and locking rods are separately





82356 Heavy Duty Flat Car Set.

Prototype: 2 German Federal Railroad (DB) type SSym flat cars. Loaded with ingot moulds.

Model: Both cars come with a load frame and 3 ingot moulds as a load, realistically painted. Stakes are included that can be installed on the cars. Total length over the buffers 123 mm / 4-7/8".

HIGHLIGHTS

- Ingot moulds made of real metal and painted realistically.
- Load frame for securing the ingot moulds.



applied. The train is very weathered. The cars have different car numbers. Total length over the buffers approximately 310 mm / 12-3/16".

HIGHLIGHTS

- Locomotive as completely new tooling.
- Maintenance-free LEDs for headlights and marker lights.
- Authentic weathering.



Freight Cars.



86201 Torpedo Ladle Car.

Prototype: Special car with 18 axles for transporting molten crude iron. Privately owned cars, used on the German Railroad, Inc. (DB AG).

Model: The cars have 2 main bolsters made of metal, each one with a four-axle and a five-axle truck. The torpedo ladle container is self-supporting and has a machinery unit and a counterweight. Length over the buffers 154 mm / 6-1/16".



Train Set Austria.



81441 "Austrian Express Passenger Train" Train Set.

Prototype: Austrian Federal Railways (BBÖ) class E 18 42 electric locomotive with 4 skirted express train passenger cars. 1 type AB4üh coach, 1st/2nd class, and 3 type C4üh coaches, 3rd class.

Model: The locomotive has a 5-pole motor. All of the driving axles are powered. The headlights are maintenance-free LEDs. The locomotive has older design pantographs. The locomotives and cars are a special edition. They are not available separately. Train length 436 mm / 17-3/16".



V

82624 High Capacity Hopper Car Set.

Prototype: 3 special cars for transporting grain (Ceraliers). Privately owned standard design cars used on the French State Railways (SNCF).

Model: The set has 3 privately owned cars painted and lettered for "Sanders", used on the French State Railways (SNCF). The cars have large format advertising on the sides. They also have finely detailed reproductions of brakeman's platforms, ladders, and hand rails. Total length over the buffers 207 mm / 8-1/8".



HIGHLIGHTS

- E 18 42, later 1118.01 on the ÖBB, in a two-color long distance service paint scheme.



Märklin 1 – the Real Size.



Birthdays are made to be celebrated. Particularly with an even birthday such as Märklin will have in 2009. Even if model trains were not the first product manufactured, later it was a model train scale closely connected with the name Märklin: 1 Gauge. The finest buildings made of lithographed sheet metal, legendary locomotives, and the cars to go with them were made in this scale over the course of decades. And of course a system of track. A new, exciting world was discovered in countless playrooms with this fine toy: the world of model railroad-ing. Much later however, in 1938, Märklin announced the end of 1 Gauge; there was no going back. The decades came and went. Then there was a pleasant bit of news that made model railroad fans sit up and take notice: In the fall of 1968, Märklin disclosed that 1 Gauge would be shown again the following year at the Nürnberg Toy Fair. The

“Royal Gauge” was back and shone in new splendor. Its fascination continues up to the present.

The models in 1:32 scale captivate observers of every stripe. A rather special aura surrounds the world famous Swiss Federal Railways “Crocodile”, which is wonderful to look at. It appeared in 1984 for the 125th anniversary of the Göppingen “locomotive builder”. Now, 25 years later, it’s coming back again, this time reflecting the fully developed technical standard of 2009. An mfx decoder with a multi- sound generator and controlled, high-efficiency propulsion with two motors powering six axles are among the features of this finely detailed model. It can be operated with AC and DC power as well as with Märklin Digital and Märklin Systems. Good reasons to include this new “Crocodile” in your own collection.

If you are about to make your first step into the fascinating world of this large gauge, then we have two new sets for you. Both have the right stuff. The “Freight Train” set contains a cute steam locomotive, several freight cars, and everything else you need to get started the right way.

The “Mega Digital Starter Set” comes with two trains: a passenger and a freight train, an abundance of track, a transformer, and two of the new generation Mobile Station. This calls for pure fun in playing with it and not just in a child’s playroom. These sets make you want more. If you want to get more deeply involved, we recommend a Köf III, the charming “Bubikopf” (class 64) or later perhaps also a wonderful Mallet locomotive: the Royal Bavarian State Railways (K.Bay.Sts.B.) Gt 2x 4/4. This model is chiefly constructed of metal, as it should be for a powerful unit like this. An mfx decoder and controlled, high-

efficiency propulsion make this primeval giant into a modern piece of motive power. With a total of eight axles powered in both groups of running gear, this Mallet has a lot of power – as strong as an ox.

1 Scale

Gauge 45 mm / 1-3/4"

Scale 1:32

Digital Starter Set.



55038 "Freight Train" Digital Starter Set.

Prototype: German Federal Railroad (DB) branch line freight train: class 89.70-75 tank locomotive, type X 05 low side car, livestock car, type Om 12 gondola.

Model: The locomotive is constructed of metal with separately applied plastic parts. It has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator. The locomotive can be run with AC power, DC power, Märklin Delta, Märklin Digital, or Märklin Systems. 3 axles powered. Traction tires. The headlights and the smoke generator will work in conventional operation and can be controlled digitally. The doors on the locomotive engineer's cab can be

opened. The metal grab irons are separately applied. The freight cars have detailed plastic construction with many separately applied parts.

Total length over the buffers 120.8 cm / 47-9/16".

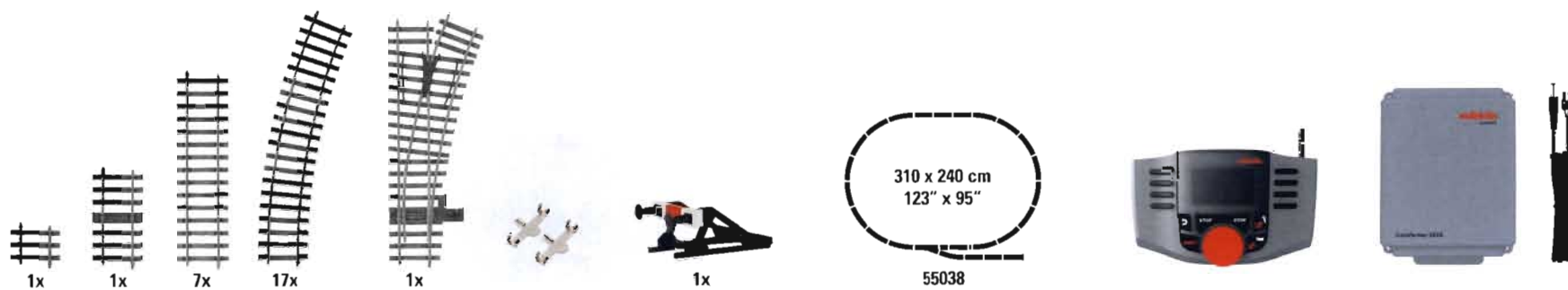
Contents: 7 no. 5903 straight track, 1 no. 5916 and 1 no. 5917 straight track. 17 no. 5935 curved track, one no. 5977 right turnout (without the additional adjustment section) as well as 1 track bumper. 60 VA transformer. Mobile Station digital controller. Hardware for electrical connections and track clips.

Required space for the track layout is about 310 x 240 cm / 123" x 95".

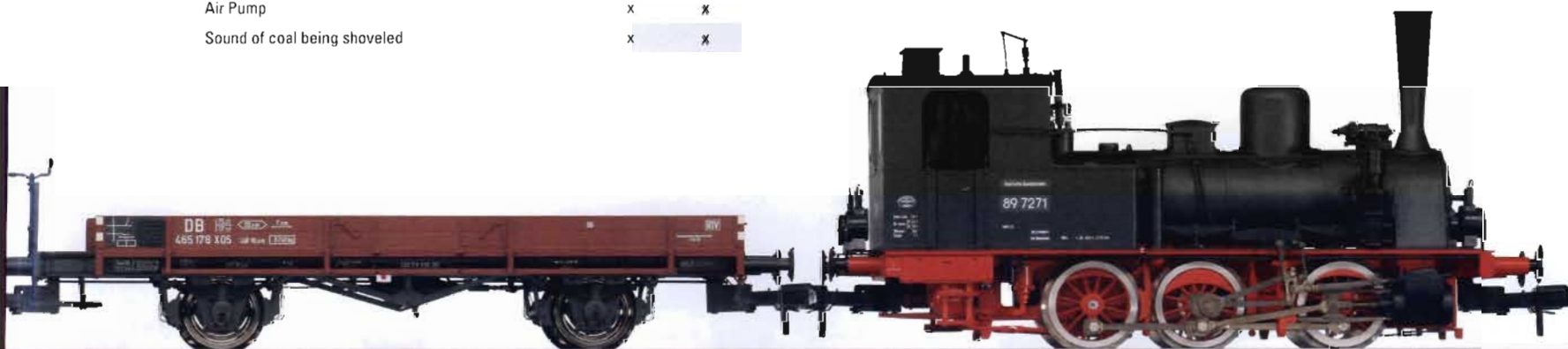
HIGHLIGHTS

- Authentic Era III freight train.
- New Mobile Station and a new track connector box.
- The ideal way to get started in the digital world of Märklin 1 Gauge.





Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Smoke generator		x	x	x
Locomotive whistle		x	x	x
Steam locomotive op. sounds		x	x	x
Direct control		x	x	x
Air Pump			x	x
Sound of coal being shoveled			x	x



Mega Digital Starter Set.

HIGHLIGHTS

- Getting started with 2 trains on a large digital model railroad.
- New Mobile Station digital controller with many auxiliary functions.
- Both locomotives come with high-efficiency propulsion and full sound features.



55039 Digital Mega Starter Set, 230 Volts, with 2 Trains. Passenger Train and Freight Train with a Large Track Layout, Transformer, and 2 Mobile Stations.

Prototype: German Federal Railroad (DB) class E 44 electric locomotive and class 38 passenger locomotive with a tender. Commuter train consisting of 3 "Umbauwagen" / "Rebuild Cars", types B3yge, AB3yge, and B4yge. Freight train consisting of 1 type Omm 52 gondola, 1 type GI 11 boxcar, and 1 type Kmmgks 58 sliding wall boxcar.

Model: Both locomotives come with mfx digital decoders, controlled high-efficiency propulsion, and a sound effects generator. They can be operated with AC power, DC power, Märklin Digital, Märklin Delta, or Märklin Systems. The electric locomotive is constructed of metal

with separately applied plastic parts and has 2 motors. 2 axles powered. Traction tires. The headlights will work in conventional operation and can be controlled digitally. The locomotive has older design pantographs. The engineer's cabs have interior details and doors that can be opened. It also has separately applied metal grab irons.

Length over the buffers 47.8 cm / 18-13/16". The steam locomotive has a heavy metal frame and a detailed boiler. 3 axles powered directly or through side rods. Traction tires. The steam locomotive has a built-in smoke generator and headlights. Both will work in conventional operation and can be controlled digitally. The steam locomotive has sprung buffers. Length over the buffers 65.5 cm / 25-3/4".

The 3-axle "Umbauwagen" / "Rebuild Cars" have a 3-axle frame with the outer axles controlled by the center wheel set. The cars have doors that can be opened. They have imitation rubber diaphragms at the ends of the cars and roll-down barriers that can be opened and closed. The compartments and restroom have detailed interiors.

Length over the buffers for each car 41.6 cm / 16-3/8". The 4-axle "Umbauwagen" / "Rebuild Car" has a complete car body finely constructed of plastic with many separately applied details. It also has a detailed underbody. Length over the buffers 61.0 cm / 24". The 2-axle sliding wall boxcar has many separately applied details. Length over the buffers 31.2 cm / 12-1/4".

The 2-axle high side gondola has a standard frame with truss rods.

Length over the buffers 31.5 cm / 12-3/8". The boxcar has sliding doors that can be opened. It also has many separately applied details. Length over the buffers 37.5 cm / 14-3/4".

Minimum radius for operation 1,020 mm / 40-3/16". **Contents:** 4 each no. 59033, no. 5903, and no. 5916 straight track. 16 no. 5935 curved track as well as 1 pair of no. 5976 and 5977 turnouts (without the additional adjustment section). 60 VA transformer. 2 Mobile Station digital controllers and a track connector box. Hardware for electrical connections, track clips, and extensive instructions are included.





Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Electric locomotive op. sounds		x	x	x
Horn		x	x	x
Telex coupler(s)		x	x	x
Sound of squealing brakes off			x	x
Main Relay			x	x
Sound of Relays Clicking			x	x
Direct control			x	x

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Smoke generator		x	x	x
Steam locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Sound of squealing brakes off			x	x
Air Pump			x	x
Letting off Steam			x	x
Sound of coal being shoveled			x	x



55039



4x



4x



4x



16x

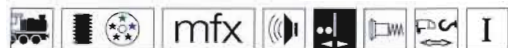


1x



1x

Steam Locomotive.



55962 Heavy Tank Locomotive.

Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) class Gt 2 x 4/4. Mallet design with articulated running gear as well as high and low pressure cylinders. 0-8-8-0 wheel arrangement, built starting in 1913.

Model: The body and frame are constructed mostly of metal. Different, separately applied parts are made of high quality materials. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator with many functions. The locomotive can be run with AC power, DC power,

Märklin Digital, and Märklin Systems. 8 axles in both groups of driving wheels powered. The locomotive has a built-in smoke generator. The dual headlights change over with the direction of travel, and they and the smoke generator will work in conventional operation and can be controlled digitally. The standard 1 Gauge couplers can be replaced by reproduction prototype couplers included with the locomotive. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 54.8 cm / 21-9/16".

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Smoke generator		x	x	x
Steam locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Engineer's cab lighting			x	x
Sound of coal being shoveled			x	x
Letting off Steam			x	x
Injectors			x	x
Sound of squealing brakes off				x
Air Pump				x
Grate Shaken				x
Sound of Couplers Engaging				x



Freight Car Set.



58206 Set with 3 Freight Cars.

Prototype: Different Royal Bavarian State Railroad (K.Bay.Sts.B.) freight cars. Type Ommk(u) gondola with a brakeman's cab, in a pine green paint scheme, type Ommk(u) gondola in a pine green paint scheme, and an acid transport car with a brakeman's cab, in a reddish brown paint scheme.

Model: The cars have finely constructed representations of the car bodies and the frames. The cars have many separately applied parts. Minimum radius for operation 1,020 mm / 40-3/16". Total length over the buffers 93.2 cm / 36-11/16".



58206

55962

Electric Locomotive.



55563 Heavy Freight Locomotive.

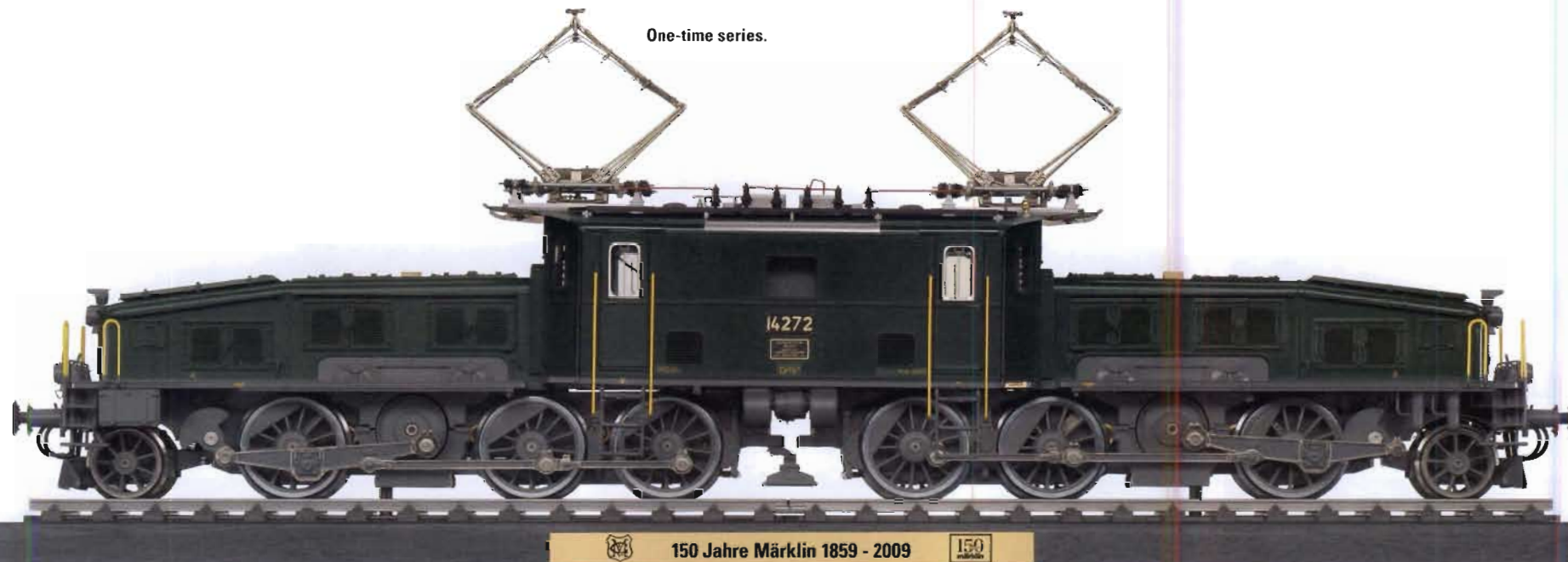
Prototype: Swiss Federal Railways (SBB) class Ce 6/8 II. Version with 4 doors to the engineer's cabs.

Model: The locomotive has an mfx decoder with a multiple sound effects generator. It also has controlled high-efficiency propulsion with two motors. 6 axles powered. The locomotive can be operated with AC current, DC current, Märklin Digital, and Märklin Systems. The headlights change over with the direction of travel; they will work in conventional operation and can be controlled digitally. The locomotive has a three-part body with a finely detailed frame. The drive rods and side rods are die-cast metal. Each

of the hoods for the locomotive has 2 grab iron posts as well as a separately applied walk-over plates. The locomotive has 4 doors that can be opened. The roof sections have numerous separately applied details as well as 2 working older design pantographs. The buffer beams have prototypical sprung buffers with sleeves. The locomotive comes from the factory with claw couplers installed on it, which can be replaced with two reproduction prototype couplers included with the locomotive. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 60.6 cm / 23-7/8". The locomotive comes on a presentation board.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Engineer's cab lighting		x	x	x
Electric locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Sound of Couplers Engaging			x	x
Letting off steam / air			x	x
Stat. Announce. - Swiss			x	x
Sound of squealing brakes off			x	x
Blower motors				x
Brake Compressor				x

One-time series.



Passenger Cars.

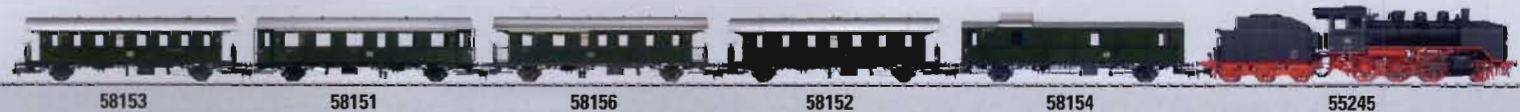


58156 Passenger Car.

Prototype: German Federal Railroad (DB) type Abi "Donnerbüchse" / "Thunder Box" standard design car. 1st and 2nd class.

Model: The car has a finely detailed frame with many separately applied parts. The car body has separate

interior side walls, a complete interior, separately applied roof vents, etc. Digital lighting is installed. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 43.5 cm / 17-1/8".



58153

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55245

Steam Locomotive.



55641 Tank Locomotive.

Prototype: German Federal Railroad (DB) class 064 general-purpose steam locomotive. Version with welded water tanks.

Model: The body and frame are constructed mostly of metal. The engineer's cab and separately applied parts are made of plastic. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator with many functions. It can be operated with AC current, DC current, Märklin Digital,

and Märklin Systems. 3 axles powered. The locomotive has a built-in smoke generator. The triple headlights change over with the direction of travel. The headlights and the smoke generator will work in conventional operation and can be controlled digitally. The regular 1 Gauge couplers can be replaced with reproduction prototype couplers included with the locomotive. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 38.5 cm / 15-1/8".

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Smoke generator		x	x	x
Steam locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Engineer's cab lighting			x	x
Water Pump			x	x
Bell			x	x
Whistle for switching maneuver			x	x
Sound of squealing brakes off				x
Letting off Steam				x
Brake Compressor				x
Sound of coal being shoveled				x
Generator Sounds				x
Injectors				x
Grate Shaken				x



58167

58165

58166

55641



Passenger Cars and Baggage Cars.



58166 Passenger Car.

Prototype: German Federal Railroad (DB) type Byg 514 "Umbauwagen" / "Rebuild Car". 2nd class.

Model: The car is finely constructed of plastic and has a complete interior and many separately applied details. It also has a detailed car underbody. The car

has built-in interior lighting and marker lights with a factory-installed digital decoder that can control the lighting in digital operation; the lighting will also work in

conventional operation. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 61.0 cm / 24".

HIGHLIGHTS

- Digital decoder for turning the interior lights and marker lights on and off.



58165 Passenger Car.

Prototype: German Federal Railroad (DB) type AByg 503 "Umbauwagen" / "Rebuild Car". 1st and 2nd class.

Model: The car is finely constructed of plastic and has a complete interior and many separately applied details. It also has a detailed car underbody. The car

has built-in interior lighting and marker lights with a factory-installed digital decoder that can control the lighting in digital operation; the lighting will also work in

conventional operation. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 61.0 cm / 24".

HIGHLIGHTS

- Digital decoder for turning the interior lights and marker lights on and off.





58167 Passenger Car.

Prototype: German Federal Railroad (DB) type BDyg 533 "Umbauwagen" / "Rebuild Car". 2nd class with a baggage area.

Model: The car is finely constructed of plastic and has a complete interior and many separately applied details. It also has a detailed car underbody. The car

has built-in interior lighting and marker lights with a factory-installed digital decoder that can control the lighting in digital operation; the lighting will also work in conventional operation. Minimum radius for operation 1,020 mm / 40-3/16".

Length over the buffers 61.0 cm / 24".

HIGHLIGHTS

- Digital decoder for turning the interior lights and marker lights on and off.



58167

58165

58166

55641

Diesel Locomotive.



55332 Small Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 332 (Köf III) small locomotive.

Model: The locomotive is constructed of metal with separately applied plastic parts. 2 axles powered. The locomotive has an mfx digital decoder. It also has controlled high-efficiency propulsion. The locomotive can

be operated with AC current, DC current, Märklin Digital, and Märklin Systems. It has a built-in sound effects generator. The headlights will work in conventional operation and can be controlled digitally. Minimum radius for operation 600 mm / 23-5/8". Length over the buffers 24.5 cm / 9-5/8".

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Telex coupler on the front		x	x	x
Diesel locomotive op. sounds		x	x	x
Warning Sound		x	x	x
Telex coupler on the rear		x	x	x
Engineer's cab lighting			x	x
Rear Headlights off			x	x
Front Headlights off			x	x
Direct control			x	x
Sound of squealing brakes off				x
Sound of Couplers Engaging				x



58689

58625

55332

Freight Cars.



58625 Powdered Freight Silo Container Car.

Prototype: German Federal Railroad (DB) type Ucs 908 powdered freight silo container car.

Model: The main frame is constructed of metal. The buffer sleeves, grab irons, and the railings are constructed of brass. The car body and numerous separately applied parts are made of high quality plastic. Minimum radius for operation 600 mm / 23-5/8". Length over the buffers 26.5 cm / 10-7/16".



58689 Boxcar.

Prototype: German Federal Railroad (DB) type Glms 200 boxcar with a brakeman's platform.

Model: The main frame is constructed of metal. The car body and numerous separately applied parts such as the grab irons, steps, and sliding door stops are made of high quality plastic. The doors can be opened. Minimum radius for operation 600 mm / 23-5/8". Length over the buffers 30.6 cm / 12".



II III IV

56190 Finished Model of a Water Tower.

Prototype: Water tower for the former maintenance facilities at Duisburg-Wedau. Includes a small outbuilding as a service area. Currently preserved steel construction: Eras II through IV.

Model: This model has many components made of sturdy, high quality graphics card-stock finished in different realistic colors. The water tank is made of plastic and is finely detailed. The doors on the outbuilding can be opened. The windows have see-through window material. This water tower has many separately applied parts.

Total height about 106 cm / 41-3/4", base dimensions about 32 cm x 32 cm / 12-5/8" x 12-5/8".



HIGHLIGHTS

- Completely new tooling.
- Can be used for Eras II-IV.



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80319 "Ford" Kit
Z Gauge Insider Annual Car for 2009.
Prototype: 1 boxcar. Privately owned car painted and lettered for the firm Ford Works, Inc., used on the German Federal Railroad (DB).
Model: This car is a kit in honor of the former 4937 kit. All of the

individual parts for the car come unassembled in the packaging. Complete instructions for building the kit are included. Length over the buffers 54 mm / 2-1/8".

The 80319 car is being produced in 2009 in a one-time series only for Insider members.



48159 H0 Insider Annual Car for 2009.

Prototype: Boxcar used on the German Federal Railroad (DB). Privately owned car painted and lettered for the firm Ford Works, Inc. in Cologne, Germany. The car looks as it did in the Seventies.

Model: H0 car kit as a reproduction of the former Märklin item no. 4937. This freight car was in the Märklin assortment from 1970 to 1977 as a car kit. Exact instructions included. Length over the buffers for the built-up car 13.5 cm / 5-5/16".

The 48159 car being produced in 2009 in a one-time series only for Insider members.



HIGHLIGHTS

- **Reproduction of the "Ford" car kit from the Seventies.**
- **Marked as a reproduction.**
- **New car number.**

18145 „Ein Jahr mit Märklin“ / „A Year with Märklin“ Annual Chronicle.

German Version for 2008. This DVD shows the high points of the previous year for Märklin model railroading. Running time approximately 90 minutes. (DVD: item no. 18145) German version, (DVD: item no. 18146) international version (English, French, Dutch).



Museum Cars.

III

80020 Z Gauge Museum Car Set for 2009.

Prototype: German Federal Railroad (DB) type GL "Dresden" boxcar. Lettered with advertising for the firm "Gebr. Märklin & Cie. GmbH", Göppingen. Magirus "Curved Hood" truck with a flatbed and a tarp cover.

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

The model truck is constructed of metal and has historic lettering.

One-time series.

Only available at the Märklin World of Adventure in Göppingen.

Packed in a metal tin with an historic design.



NEM III

48009 H0 Museum Car Set for 2009.

Prototype: Type Gllmghs 37 "Leig-Einheit" pair of cars, privately owned cars lettered for the firm Märklin, used on the German Federal Railroad (DB). The cars look as they did in 1959 for the 100th anniversary of the firm Märklin, Göppingen, Germany. Magirus curved-hood "Merkur" truck with a flatbed and a tarp.

Model: Both cars are permanently coupled together and connected with a diaphragm. They have finely detail construction with large format lettering "Gebr. Märklin & Cie. GmbH" on one side and "Fabrik Feiner Metallspielwaren" ("Manufacturer of Fine Metal Toys") on the other side.

Total length over the buffers 26.6 cm / 10-1/2".

The model truck is largely constructed of metal with separately applied plastic detail parts, also painted and lettered for the firm Märklin, Göppingen, Germany.

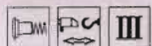
DC wheel set 4 x 700580.

One-time series.

Only available at the Märklin World of Adventure in Göppingen.

The packaging design borrows from the historic Märklin packaging at that time.





58364 1 Gauge Museum Car Set for 2009.
Prototype: German Federal Railroad (DB) type G1 "Dresden" large boxcar. Association design. Painted and lettered for the 100th anniversary of the firm Märklin in 1959. 1 Tempo three-wheel truck with an imprinted tarp.

Model: The car has a long car body with a barrel-shaped roof and a reproduction of walls constructed of boards. The doors can be opened. The car has many separately applied details. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 37.5 cm / 14-3/4". The Tempo three-wheel truck comes with a "Märklin" imprint.

One-time series.
Only available at the Märklin World of Adventure in Göppingen.

IN & CIE. GM
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