

märklin



Complete Program 2003 / 2004 E

General Information For The Hookup And Operation Of Märklin Model Railroads

Märklin products adhere to the European safety regulations (EU standards) for toys. Achieving the greatest possible safety in practice requires, however, that the individual products are used in accordance with regulations. In the instructions accompanying the products, directions are therefore given for their correct hookup and operation which are to be followed at all times.

It is recommended that parents sit down and go through the instructions with their children before the trains are operated for the first time. This will provide safety and many years of enjoyment in the use of the model railroad.

Several important points of general significance are given on this page.

Electrical Equipment for Building a Layout

All Märklin products intended for electrical/electronic operation may be used only with Märklin transformers or low voltage, plug-in power packs designed for this purpose.

Hookup of Track Layouts

Every electrical conductor has an electrical resistance. Naturally, this is also true for model railroad track, especially for the rail joint or the electrical connection between two sections of model railroad track. To minimize the drop in voltage that results from this, we recommend that additional voltage connections be made every 2-3 meters or about 6-9 feet

(depending on how clean or corroded the rail joints in the track are) using a feeder track or other feeder connection, to enable trouble-free operation and a safe way to shut off power in the event of excess current (example: short circuits from derailments).

Please note:

The transformer may be operated only with alternating current. Operation in damp or wet areas or outdoors is not permitted. When Märklin transformers are properly used, it is virtually impossible to have damage due to overloads.

In the event of a short circuit the built-in thermal switch shuts off the current automatically. We recommend that you set the speed control knob to "0" and that you wait about one minute. After the cause of the short circuit has been corrected, you will then be able to continue operation.

If the transformer should shut off several times during operation without the presence of a short circuit, then it is probably overloaded by having too many electric accessories (such as turnouts, signals, etc.) connected to it. In this instance you must connect up a second or third transformers according to the instructions included with these units and divide the users into several power circuits. These power circuits must not be connected to each other in parallel under any circumstances.

Transformers should be examined regularly for possible damage (example: to the power cord, plug or housing). Damaged transformers must not be used.

Installation of Digital Equipment

Because of the many possibilities for control with Märklin Digital, it is recommended that on very large layouts the control components be installed at various points around the layout. The 6038 and 6039 adapter cables enable you to install individual components in a decentralized manner.

Please note:

The sum of all distances between the individual components may be a maximum of six meters or 20 feet.

Interference Suppression on Model Railroad Layouts

All Märklin products as delivered from the factory meet the current EU regulations for preventing interference with radio and television reception. Worn out parts and/or faulty maintenance of our products as well as operation of the latter in a manner other than that indicated in the operating instructions can lead to increased interference with radio and television reception.

In addition to this general information, please follow the instructions included with individual Märklin products to maintain their operating reliability.

This catalog contains **no price list** from Märklin. Please see your local, authorized dealer for his price list.

The pictorial symbols next to individual items will give you clear, simple information about our quality and system features. The handy foldout page at the end of this catalog explains the different symbols.

The factory sells only through its authorized dealer network. Your local dealer will be happy to show you the full range of Märklin model trains and will gladly advise you about them.

We reserve the right to make changes and availability is not guaranteed. Electrical and mechanical data and dimensions given may vary in accuracy. **Some of the models illustrated are handmade samples. The regular production models may differ slightly from the models illustrated.**

This Märklin full line catalog supercedes all previous Märklin catalogs.

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Dear Märklin Enthusiast,

märklin

Model railroading wins. Quality and enduring value mean more to many people than the quick "kick" or the short lived consumption. The current term for something of lasting effect seems to have been discovered just for model railroading.



Model railroading offers a leisure time activity for the entire family – for many a lifetime hobby – that goes beyond the spontaneous play experience.

Because Märklin technology is compatible over decades of time, new functions can be retrofitted into older equipment, investments remain protected and even increase many times in value – something that cannot be claimed by many leisure time activities.

We also follow the economic laws of our times. We are consequently developing new models for several gauges, bringing new items to the market faster, improving the procurement and production processes for optimal results. It is important to us that Märklin is producing over 90 percent of the added value in Europe, the lion's share of it in our own plants in Göppingen, Sonneberg, Nürnberg and Győr (Hungary). Production in our home regions safeguards workers' jobs and purchasing power; it is the basis for our proverbial quality leading to a recognized price-value relationship.

Models from the prototypes of American railroads have long been a Märklin tradition. Our models of the Big Boy, the Alco PA and the Mikado have demonstrated the great interest that we are awakening with high quality models from foreign prototypes.

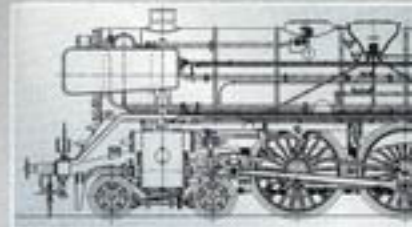


In this sense we are also targeting other markets in addition to our important home markets in Central Europe and will expand our export program in the future.

Another commitment on Märklin's part is to encourage public enthusiasm for model railroading. The over 40,000 visitors to this year's Model Railroad Meet in Göppingen and the growing numbers of visitors to display layouts are proof of the power of attraction exerted by model railroading. The newest project is TrainCity at the Belgian North Sea resort of Blankenberge. This symbol of the city, the stylistically restored pier, houses an adventure cinema underwater, different operating Märklin layouts, and a large, historic Märklin collection. With TrainCity we are reaching into a vacation center for a wide mix of the public that otherwise would not come into contact with model railroading.



We would like to draw special attention to several of our model developments. Our new H0 color light signals are visually as well as technically a milestone in model railroading and prove how important the further development of layout technology is for us. Our series of high quality H0 new developments are being continued with the models of the class 38, the Mikado, and the double unit Alco PA. The model of the multifaceted class 38 in particular will excite many model railroaders, because this popular locomotive is now appearing as a completely new piece of tooling with the modern Märklin technology. And finally, we are presenting the most demanding 1 Gauge project in Märklin's history – the model of an 01. You can hardly take your eyes off of it, it's so detailed and authentic. We decided to develop this model, because it was at the top of our 1 Gauge customers' wish list.



We extend our best wishes to your for much enjoyment and a good season with model railroad – and with Märklin.

Your Märklin Team

N

15660 CD-ROM Catalog for 2003/2004.

The new Märklin CD-ROM contains the entire Märklin program from the German catalog with photographs and descriptions in German, English, French, and Dutch. The sounds of models such as locomotive whistles, diesel motors and much more can be heard here. The search function enables you to find a desired model quickly using different criteria. This CD-ROM can be used on PCs with Windows 98 or higher as well as on MAC PCs with System 8.6 to 9.22.



N

15337 Video Cassette "A Year with Märklin".

European VHS System. Running time 60 Min. German narration only.



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H0

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From the Center of Life. Into the Center of Life.

There may be toys that promise more “action”. There may be hobbies that are trendier, that are more focused on prestige. There may be leisure time activities that release more adrenalin. Why then should you or your children choose model railroading, a toy that even our great grandparents knew?

The answer is quite simple: Because model railroading, especially from Märklin, contains all of this – action, trends, emotions. Perhaps less superficial, therefore all the more enduring. Anyone who wants to can fantasize just for himself/herself, plan, build, try out, operate, play. Or he or she can do this with others: with brothers and sisters, parents, friends, or club members – modern multi-train technology makes model railroading a very communicative hobby that goes beyond all age limits.



Better Than Reality

Märklin is a high quality technical toy with a strong relationship to historical and current reality. The models follow the prototypes, the operational functions also follow the prototype in principle. This makes model railroading a reflection of life. And yet the model railroader is free of any considerations. His/her transportation policy follows pure reason, the spatial planning concentrates on a few square meters or square yards, the permission process remains within the family, and the operating plan for the trains is whatever he/she wants it to be.

Variations on a Theme

Model railroading is a very personal enjoyment. There is no model railroad for everyone and everything. Every model railroader concentrates on different things, depending on available space, interest, and commitment. Märklin therefore produces different scales and systems, each with their own special features:

Our smallest is called Mini-Club. With a scale ratio of 1:220 it is the smallest mass-produced model railroad system in the world. Its specialty is mini layouts in the smallest of spaces, in a briefcase for example. Or sweeping layouts where you can watch prototypically long trains on elegantly laid out main lines. This argument can also apply to the somewhat larger N Gauge, where the scale ratio of 1:160 allows additional detailing. N Scale is offered by the Märklin Group under the Minitrix brand name.

The gauge in the middle is H0, large enough to still recognize fine detailing with the naked eye. The space requirements for the scale ratio of 1:87 is of course larger, but then you can handle the models with ordinary manual dexterity. There are different operating systems for H0 Scale, the most popular being the Märklin AC power system with center conductor stud contact track. Märklin offers high quality H0 models for DC power operation on 2-conductor track under the Trix brand name. There is an almost unlimited array of accessories for H0.

The royal class is 1 Gauge with a scale ratio of 1:32. Here we offer two versions. With Maxi most of the models are made with tinplate construction and are suitable for small radius curves 600 mm / 23-5/8" and larger. The standard 1 Gauge requires large radius curves and has almost no compromises regarding construction and fidelity to the prototype. Often these models are shown in display cases or on small layouts in order to fully enjoy their operation. And: Märklin models in all of our gauges are a real feast for the eyes and very easy to collect.



1 Scale, Scale Ratio of 1:32

The World Famous Brand Name

When a firm exists for over 144 years, is famous all over the world and constantly sets new standards with models and technology, then it is probably doing more right than wrong. Two cornerstones of our firm's philosophy are important for this success:

We look for contact with small and large model railroaders. Such as with the Märklin Insider Club, which offers it members exclusive, exciting Club products, with the children's club 1.FC Märklin, with shows, with the Märklin Magazin and with different books and brochures. Our loyalty to the effective specialty

dealer as a competent partner guarantees expert customer-oriented advice, presentation of the models as well as service for conversions and spare parts. The Internet is gaining in importance as a current, in-depth and interactive information platform between customers, dealers and manufacturer.



Locomotive builder plates of all scales in the original scale of 1:1



Z Scale, Scale Ratio of 1:220



N Scale, Scale Ratio of 1:160



H0 Scale, Scale Ratio of 1:87



Railroads

On these pages anyone wanting more information will find an overview of historical eras and emblems of historic and current European railroad companies. The pictograms described here can also be found next to the models in this catalog, so that you can assemble prototypical trains from a particular era. The division of the eras follows the NEM standards, but in the earlier eras the cutoffs are not always very clear. In the prototype the features of different eras often overlap.

The Railroads			
Country	Abbreviation	Original Name	Railroad
Belgium	SNCF	Société Nationale des Chemins de fer Belges	Belgian State Railways (Walloon)
	NMBS	Nationale Maatschappij van de Belgische Spoorwegen	Belgian State Railways (Flemish)
Germany	KPEV	Königlich Preußische Eisenbahn-Verwaltung	Prussia, Hesse, North and West Germany (1878 – 1918)
	K.Bay.Sts.B.	Königlich Bayerische Staatseisenbahn	Bavaria and Palatinate, South Germany (1844 – 1920)
	K.W.St.E.	Königlich Württembergische Staatseisenbahnen	Württemberg, Southwest Germany (1845 – 1920)
	DRG	Deutsche Reichsbahn (-Gesellschaft)	German State Railroad (1924 – 1949)
	DB	Deutsche Bundesbahn	German Federal Railroad (1949 – 1993)
	DR	Deutsche Reichsbahn	German State Railroad of East Germany (1949 – 1993)
	DB AG	Deutsche Bahn AG	German Railroad, Inc. (from 1994 on)
Denmark	DSB	Danske Statsbaner	Danish State Railways
France	SNCF	Société Nationale des Chemins de fer Français	French State Railways
Italy	FS	Ferrovie dello Stato Italiane	Italian State Railways
Luxemburg	CFL	Société Nationale des Chemins de fer Luxembourgeois	Luxembourg State Railways
Netherlands	NS	Nederlandse Spoorwegen	Dutch State Railways
Norway	NSB	Norges Statsbaner	Norwegian State Railways
Austria	ÖBB	Österreichische Bundesbahnen	Austrian Federal Railways
Spain	AVE	Alta Velocidad Española	Spanish High Speed Lines
Sveden	SJ	Statens Järnvägar	Swedish State Railways
Swizz	SBB	Schweizerische Bundesbahnen	Swiss Federal Railways (German)
	CFF	Chemins de fer Fédéraux Suisses	Swiss Federal Railways (French)
	FFS	Ferrovie Federali Svizzere	Swiss Federal Railways (Italian)
	BLS	BLS Lötschbergbahn AG	Alpine Bern-Lötschberg-Simplon
Hungary	MAV	Magyar Államvasutak Vezérigazgatósága	Hungarian State Railroad Administration
USA	AT & SF	Atchison, Topeka & Santa Fe Railway	Midwest and Southwest USA (1859 – 1995)
	U.P.	Union Pacific Railroad	Midwest and Western USA (from 1862 on)
	NYC	New York Central System	Northeast USA (1869 – 1968)

Beam Yourself through Time and Countries.

märklin

Whether you are a nostalgic or an historian, whether you have homesickness or wanderlust, or whether you simply have an eye for the right time at the right place – the Märklin assortment varies by historical eras, countries, and nations. All of the characteristic features, color schemes, details, and lettering of the models follow their prototypes. While in Era II a standardization office had to decrease the multiplicity of designs from numerous builders by means of development regulations, this problem has solved itself with the concentration of the railroad industry. More

and more locomotives and cars are built on the same development platforms and are being used in different countries in Europe. Examples of this are the electric locomotives in the Sprinter family (Taurus, Dispo (Lease) and multi-system locomotives), the class MaK G diesel locomotives as well as different car designs. You'll find many models from these prototypes for other European railroads. This will allow

you to assemble European long distance passenger trains and freight trains just like the prototype. The Export program also offers additional models and one-time series that are produced for the countries in question and that are also available from your authorized dealer.

I Era I 1835 to 1925



Provincial and privately owned railroads, some with extensive route networks, came into being in the beginning phase of railroading. Era I is characterized by a multitude of car and locomotive types, colors, and lettering.

II Era II 1925 to 1945



The large national state railroads were established in Europe. In Germany the provincial railroads were merged into the German State Railroad Company (DRG). Standard designs cut down on the multiplicity of car and locomotive types.

III Era III 1945 to 1970



The German Federal Railroad (DB) in the west and the German State Railroad (DR) in the east of Germany were founded. Era III is one of the most interesting phases with steam, diesel, and electric motive power.

IV Era IV 1970 to 1990



Computer UIC lettering was introduced all over Europe. The cars could now be used across Europe. New color concepts made railroading more colorful.

V Era V 1990 to the present



State railroads are partially privatized in Europe. The DB and the DR are merged into the German Railroad, Inc. (DG AG). Private railroad companies take over regional routes.

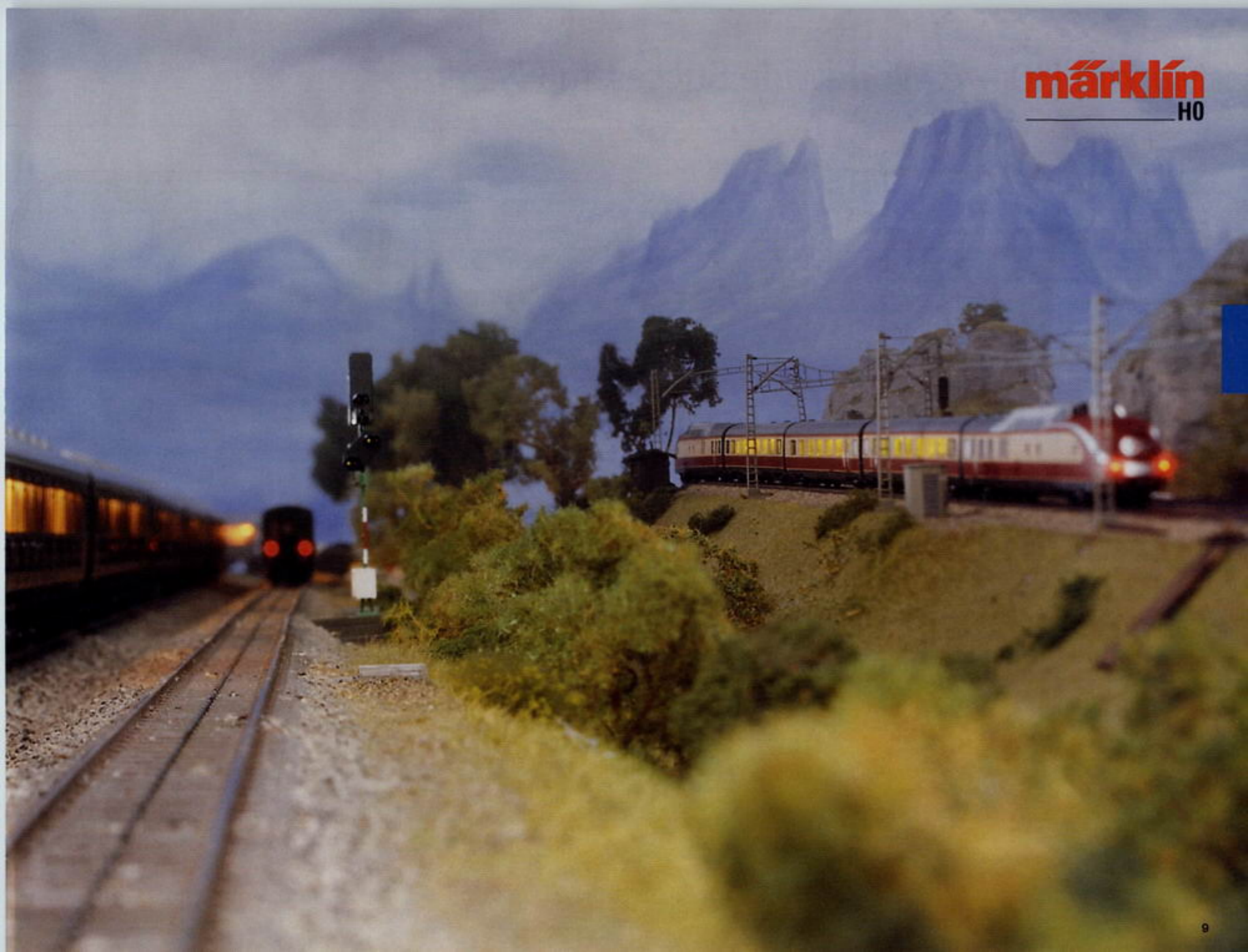
Nostalgia and High Tech

The models of the class 38 and the add-on intermediate cars for the VT 11.5 are new items from perhaps one of the most interesting eras in railroading. What strikes one as so historical is in truth the latest model railroad technology - metal construction, adjustable high-efficiency propulsions, digital electronic circuits with numerous working features such as lights and sound effects. These same features also apply to other highlights of our H0 assortment: The American models of the Mikado steam locomotive as well as the double unit Alco diesel locomotive - two mighty machines that are controlled in a synchronized fashion from a common digital decoder.

We are proudly presenting the assortment of our new color light signals. Exact scale signal masts and signal heads with bright mini-LED's provide an amazingly prototypical effect. Not a single wire or contact is visible to disturb the fine appearance. The effectively simple setup with a minimum of wiring directly to the track sets a milestone in model railroading technology.

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



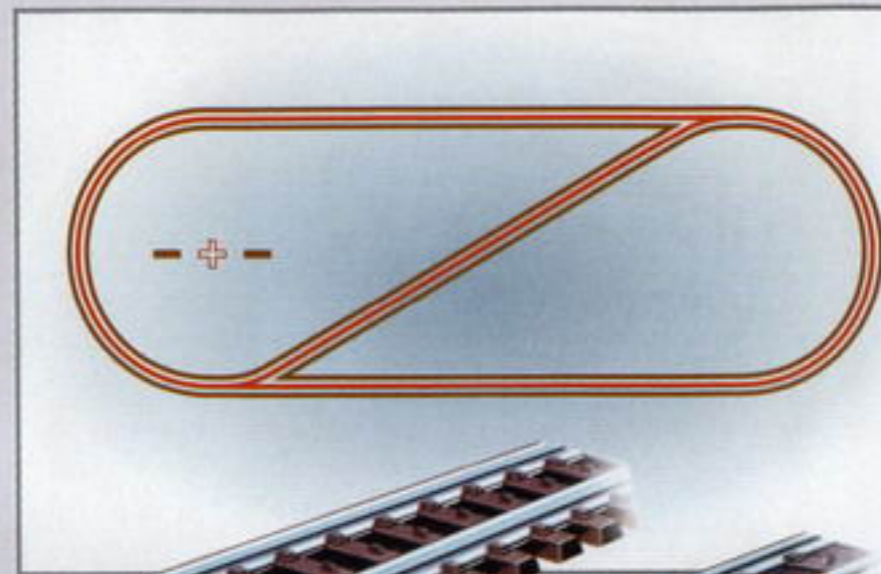


Märklin H0 – A Worldwide Successful System.

H0 Scale was introduced in 1935 in order to save material and space compared to the 0 Scale prevalent at that time. The mechanisms completely filled up the models and the detailing was greatly simplified. But the public was enthralled. Finally, you could build interesting layouts in an average sized living space. The most popular scale developed gradually from this original compromise.

Thanks to the progress in technology practically everything is possible in H0 today. All of the features of the prototypes are translated into the model with the finest of detailing. Electronically controlled mechanisms reproduce the running characteristics of the real life locomotives exactly, and operating processes can be controlled just as in real life. And above all: The joint play experience, the spontaneous enjoyment in setting up and running the trains is reaching new dimensions thanks to modern multi-train technology.

If there is still a question about the right system: Anyone who constantly expands his/her layout over a period of years has made an investment in passion and money. And they want the certainty that these investments were wisely made over time. Right from the start you have to decide on a system whose reliability is proverbial and that is always at the top with innovative technology: Märklin H0.



Proven Ready for Hard Layout Operation Every Day, All the Time

A toy for children and a challenging hobby for adults – Märklin H0 is right for both. For children with its simple setup and robust construction, for adults with its enduring value and realistic technology. Märklin models offer the best synthesis of proven practical qualities and prototypical realism. The Hobby models are purposefully made simpler and give you an easy start with model trains.

Lasting Metal Construction

Märklin's high quality locomotive models are made mostly of metal. The high-pressure casting process, done partially in a vacuum, is demanding and enables the finest of detailing. Whether you talking about the smooth surfaces of a modern electric locomotive or the complex shape of a steam locomotive – metal makes the models incomparably authentic and enduring in value.

Center Conductor Principle with Symmetrical Current Conduction

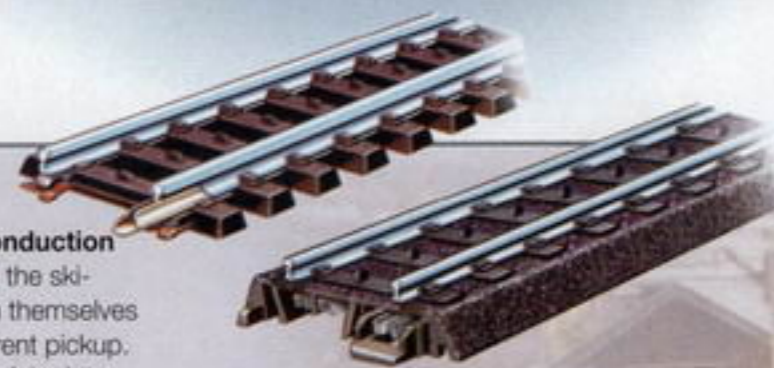
The center conductor track and the ski-shaped pickup shoes that clean themselves in operation provide reliable current pickup. All of the wheels on both sides of the locomotives and cars can be used for the ground return. Compared to two-conductor DC current track systems, this double contact basis makes the Märklin system reliable and unaffected by dirt on the track. Because the polarity is the same in the rails and the center conductor at all times – the center conductor is always in the middle – the electrical wiring remains remarkably simple. Even reverse loops and wye tracks do not need any special circuits.

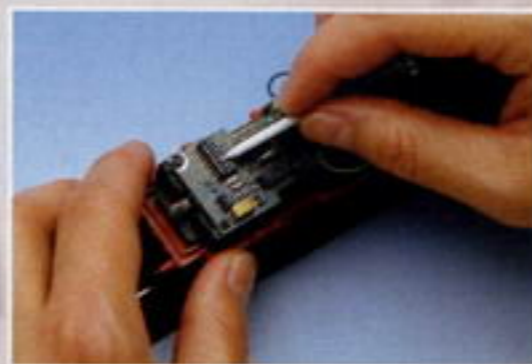
Nothing has changed in this principle since its discovery; the track systems themselves have been developed further and expanded. A big step towards model track was made 50 years ago, when Märklin hid the center conductor out of sight under the roadbed. All you see are the stud contacts sticking up through the ties. This M Track with its roadbed was a proven system until Märklin introduced the innovative C Track in 1996.

C Track System

Safe for Children and Right for the Pros

The C Track System is everything in one: easy for a child to set up; mechanically robust, electrically reliable, and prototypically realistic in its appearance. A layout goes together lightning fast click by click. The double contacts are safely protected. The electrical features offer all of the conditions for reliable digital operation. Turnout mechanisms, decoders, and other components can be added in steps and located under the roadbed. Thanks to its sturdy roadbed, C Track can be stepped on and is suitable for a temporary setup on the carpet. The combination of these features makes the C Track system so uniquely functional and forward-looking.





Compatible and Here for the Future

Märklin locomotives, powered rail cars, and technology have been mostly compatible for decades. Most of the locomotive models from the 1950s can also run on the new C Track. Many older locomotives can be retrofitted with a digital decoder and high-efficiency propulsion. You can convert your layout to Märklin Digital step by step. Old and new track layouts can be connected together by means of adapter tracks. The newest technology models such as the color light signals can work analog as well as digitally.

Delta Multi-Train System and Märklin Digital

The Delta multi-train system controls four to five locomotives individually on a single power circuit. The receive electronic circuit is built into almost all Märklin locomotives at the factory and the Delta controller comes in many starter sets.

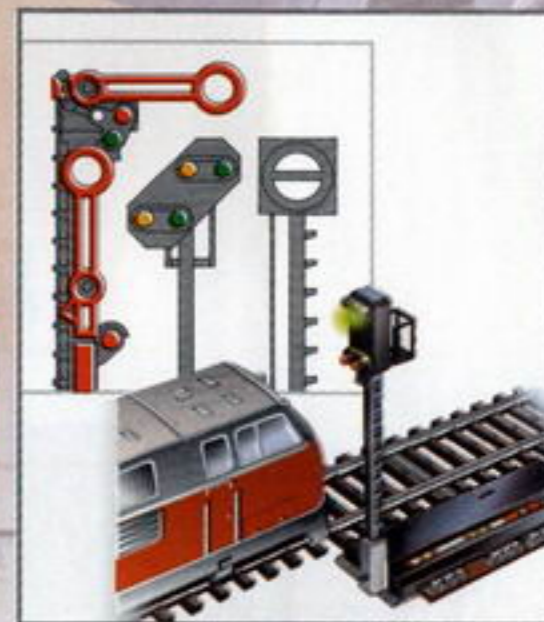
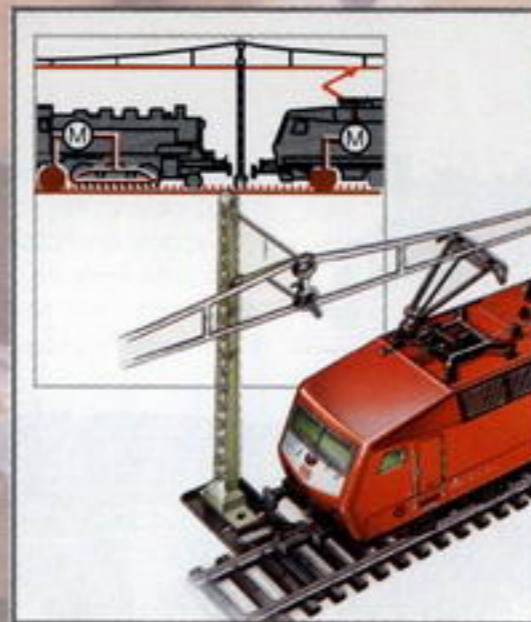
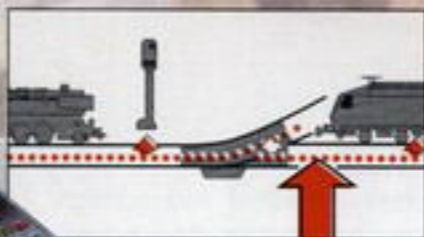
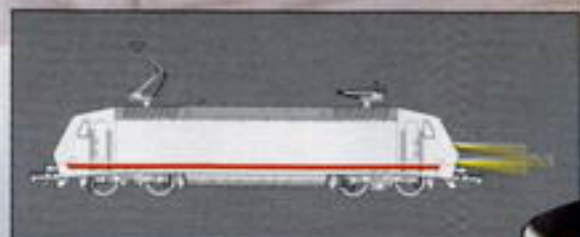
Märklin Digital controls up to 80 locomotives individually. High-efficiency propulsion systems offer prototypically controllable running characteristics. Remote controlled working features such as lights, smoke generator, horns, whistles, bells, and motor sounds, miniature propulsion systems or Telex couplers allow realistic operations.

Anyone wanting to control accessories digitally can take advantage of practical controls such as the Keyboard and Memory. The connection to a PC makes it possible to run trains and control accessories from a computer monitor screen.

Everything You Could Want

The Märklin H0 system is complete in itself. It offers everything that makes operations on a model railroad layout varied and prototypical: conventional and digital system technology, two complete track systems, operating

models, signals, catenary and other accessories. In addition, there are numerous manufacturers offering extensive assortments of operating accessories and layout accessories, from all countries and eras.



Propulsion Systems: With Power and Intelligence

The laws of physics apply to models as well as to the prototype and are independent of the scale: All electrical and mechanical propulsion components – electronic circuit, motor, drive gear, cardan shafts, axles, wheels, traction tires, current transfer, frame, controls – must be designed to work together exactly. Only then will the propulsion system reach the typically good Märklin performance levels and a high level of durability. This results in different propulsion concepts, each designed exactly for the model and its characteristics.

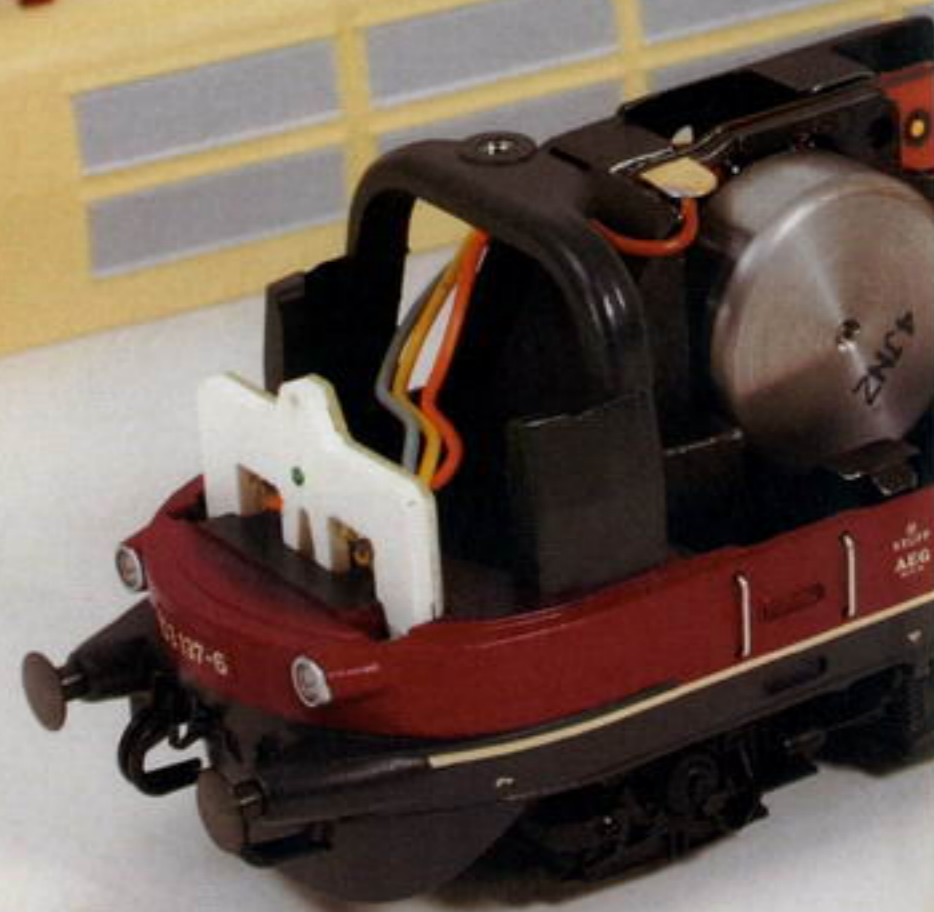
Continuously Reliable: Märklin Rotating Armature Motors

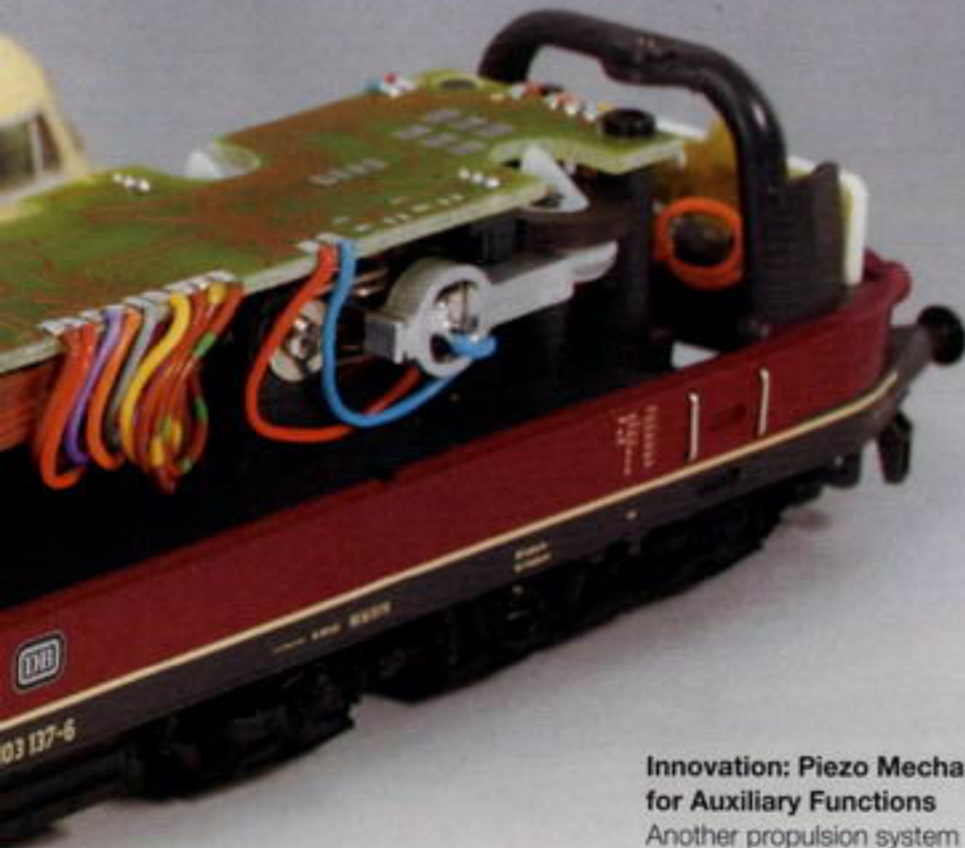
The sturdy construction with few moving parts and powerful torque are identifying characteristics of the classic Märklin motors. A 3 or 5-pole rotating armature is surrounded by a stator with field windings. When current flows through the armature and stator, magnetic fields build up and their alternating effect causes the armature to turn. Commutators and brushes transfer the current to the armature. The brushes do wear down and must be replaced after long periods of operation. On high-efficiency motors a permanent magnet takes over the function of the stator. It builds up its power field without current, which in turn reduces the amount of current draw. In combination with a 5-pole armature, these motors impress people with their quiet running and good control characteristics.



Special Motors for Special Models

Small locomotives or powered rail cars with a unique design, little space, or challenging frames require special solutions for propulsion systems. High-efficiency motors and drive gears designed for size and performance are built into these models to avoid compromises in prototypical realism and detailing.





Propulsion System Management

As with the locomotives and passenger cars, the electronic circuit management of propulsion systems in the model locomotives. The circuit in most locomotives understands analog operation. These models will run in conventional operation on Digital layouts. Electronic components enable individual control. In addition, the electronic circuit enables other remote controlled functions for

Innovation: Piezo Mechanism for Auxiliary Functions

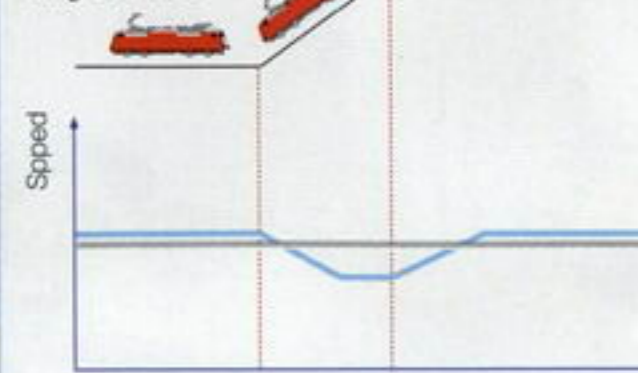
Another propulsion system innovation is the Piezo mechanism, used by Märklin for the first time for model railroading. Current impulses in controllable frequencies send vibrations into special materials, and these vibrations can be translated into propulsion movements. A first application for these finely controlled and functionally reliable mini motors are pantographs that can be raised and lowered on the Insider model of the class 103. Other examples will follow.



Expanded Control and Activation Functions with Märklin Digital

High-efficiency propulsion systems with a digital decoder enable prototypically realistic operations. The maximum speed as well as the acceleration and braking behavior can be set individually. This means you can reproduce the typical running characteristics for switch engines, express locomotives, or freight locomotives. The electronic circuit continuously monitors and controls the motor; during slow running and with changing loads on ascending and descending grades the speed remains near constant. Auxiliary functions can be remote controlled, depending on the model: switching operations, headlights / marker lights, Telex couplers, sound effects functions such as the motor, horns, whistles or bells, smoke generator, and others.

High Efficiency Propulsion Running Qualities



Superior
for High
High-efficiency
decoder
motors
running
While you
with dig
advanta
The silk
switchin
speed is
the acc
feature
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The Principle of Three-Phase Current in the Model

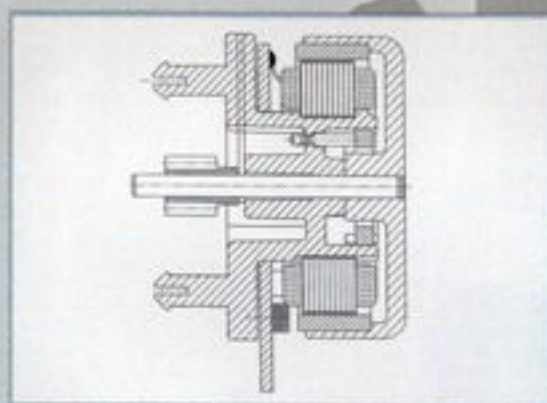
A Märklin innovation receiving much attention is the C-Sine motor. It turns the classic principle of design on its head: Nine windings form the fixed stator, and the magnetic rotor sits over it like a bell. The stator generates a rotating magnetic field according to the principle of three-phase current, and this field causes the 12-pole rotor to rotate. The C-Sine motor begins to turn smoothly even at low levels of operating voltage and produces a constant high level of torque

across the entire range of rpm. Compared to classic motors, the current draw is reduced by about half. Contacts that wear such as commutators and brushes are not necessary; the motor requires no maintenance for operation. The C-Sine motor is very compact and can be mounted with spur gears as a truck-mounted propulsion system. Thanks to a special electronic circuit, it can work in all modes of operation and can be controlled with a very fine touch.

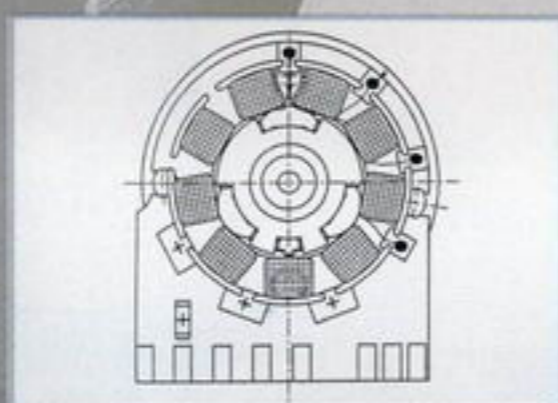
Here for the Future and It Can Be Retrofitted

Many older Märklin HO models can be retrofitted with a Delta electronic circuit for multi-train operation and an auxiliary function. Most locomotives with the drum-style commutator motor (even a number of models with the flat commutator motor) can also be retrofitted with the digitally controlled high-efficiency propulsion. This open principle guarantees that your models will always be at the current level of technology. You can use your old treasures on the latest layouts with multi-

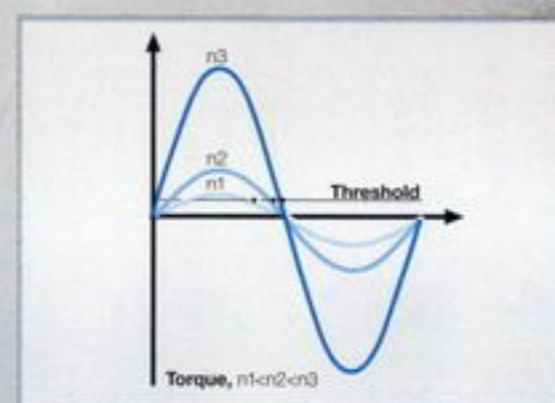
train and digital operation. Your authorized dealer will be happy to tell you about this and do the right conversion for your model.



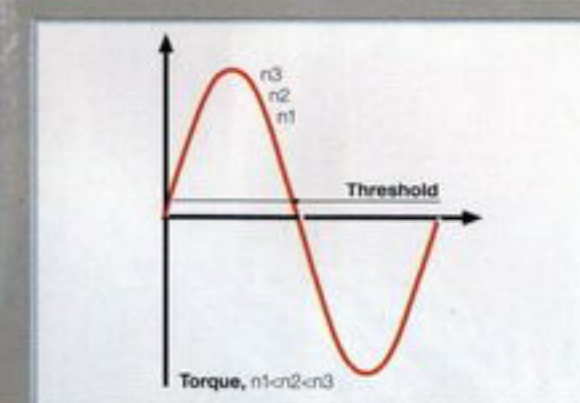
The rotor has a twelve-pole permanent magnet. It surrounds the stator like a bell.



The nine windings on the C-Sine motor form a fixed stator. Brushes are no longer necessary to supply power.

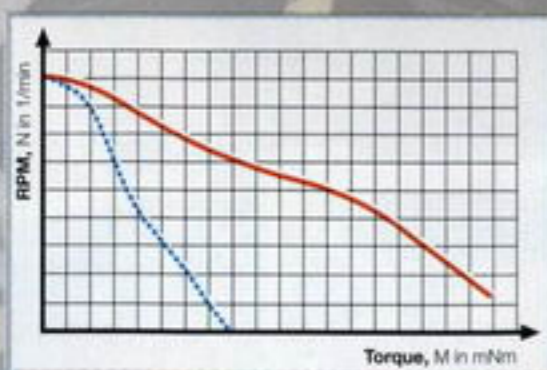


With a conventional motor the strength of the control signal varies with the motor's rpm.



With the C-Sine motor the strength of the control signal from the Hall sensors is constantly and consistently high.

Torque



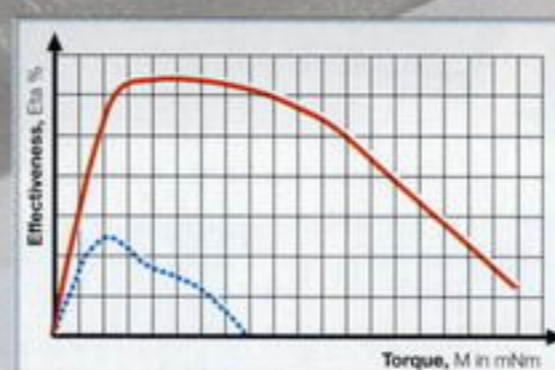
Even at low rpm levels the C-Sine motor reaches a high level of torque and there is good pulling power.

Current Draw



Compared to the traditional motor, the C-Sine motor has a clearly lower current draw.

Effectiveness



The clearly higher level of effectiveness increases the power reserves for the locomotive controller (transformer).

Highlight of the "C Sine Motor"

- This motor is maintenance-free, since it doesn't need brushes.
- Outstanding control with increases in the load.
- Excellent slow speed characteristics.
- Very good coasting characteristics.
- Can be used in conventional and digital operation.
- Switching speed can be turned on digitally.

— C-Sine Motor
..... Conventional motor

Every Beginning Is Märklin.

The name Märklin stands for the invention of "model railroading with a track system" over 100 years ago. We pass this experience on in our products. When you decide on Märklin, you decide on a system here for the future, for reliable models, and for exciting play value right from the start. Using the increasingly international motto Plug & Play Märklin starter sets are complete from start to finish: Put the track together click by click, connect two wires, start the train. Almost all of the starter sets come from the factory with a Delta electronic circuit in

the locomotive and with a Delta controller, and are thereby ready for multi-train operation. And the premium starter sets takes you directly into the digital future with two trains and a central unit. Most of the track layouts are designed with turnouts and a passing siding for all kinds of operating fun. The models of the cars and the accessories promise interesting loading and transportation scenes. The long and the short of it: With Märklin you are always on the right side.



Many Great Careers Have Started Out In A Small Way.

It belongs today on every wish list just as it did in the past, the electric model railroad. Unlike electronic media, fantasy and creativity don't vanish into virtual space with a model railroad; they develop in reality. A model railroad creates playfully in the best sense of the word, what personnel advisers have to do for management with great effort in expensive seminars: A model railroad

shapes social competence, it allows you to grasp relationships and their effects. The joint act of playing with a model railroad overcomes hierarchies and age barriers, and promotes communication. With so many profound arguments for a model railroad, only one thing more needs to be said: This potential is present even in the smallest Märklin starter set. Have fun.



29185 230 volts

29186 120 volts

"My Start with Märklin" Freight Train Starter Set with Oval of C Track and Transformer.

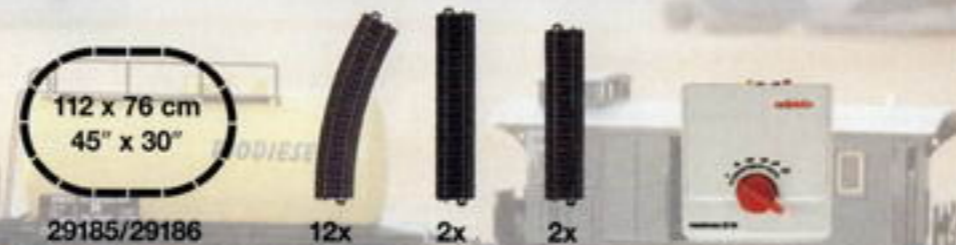
Prototype: German Federal Railroad (DB) class 81 tank locomotive, 3 different freight cars and 1 baggage car.

Model: Locomotive comes with a Delta electronic circuit, 1 no. 4459 stake car, 1 no. 4423 low side car, 1 tank car, 1 no. 4038 baggage car. 1 model of a tractor. Rolls of straw for a load. An assortment of animals included. 12 no. 24130 curved track, 2 no. 24172 straight track, 2 no. 24188 straight track, feeder wire set, 32 VA transformer with stepless speed control and connections for electric accessories. Illustrated instruction book with numerous tips and ideas. Can be expanded with the C Track extension sets or the entire C Track program.

The transformer in these starter sets has connections for the track and for electric accessories. Other locomotives and also turnouts and signals can be operated or powered with this transformer.



- ▶ Locomotive with Delta electronic circuit.
- ▶ Metal body.



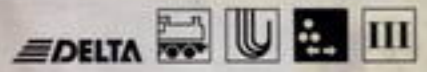
A Favorite Mix.

If you're starting out and haven't decided on a theme yet, then you will like this mixture. Because this starter set combines both freight and passenger service. The car consist is that of a mixed service train that was customary on branch lines in Era III. It already contains the seed for alternative operations with pure freight

and passenger trains, especially since the layout is ready for multi-train operation with the Delta Control 4 f.



► Locomotive comes with Telex couplers.

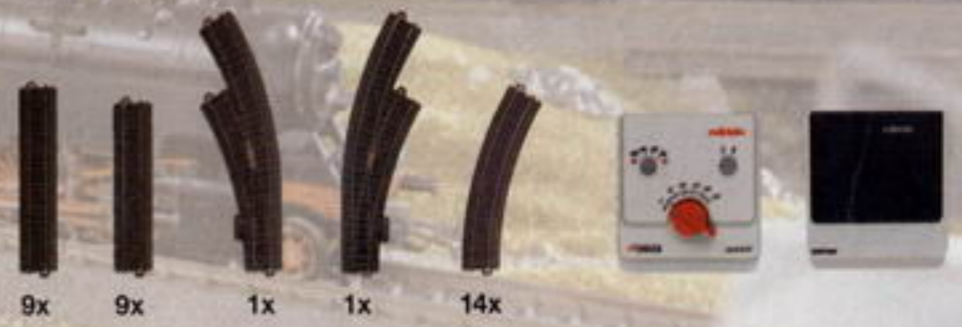


29537 230 volts
29538 120 volts
Starter Set with Large C Track Layout, Transformer and Delta Control 4 f.
Prototype: German Federal Railroad (DB) class 86 tank locomotive. 3 freight cars and 2 passenger cars.
Model: Locomotive comes with a Delta electronic circuit. Locomotive also comes with Telex couplers for remote control uncoupling from the cars anywhere on the layout. 1 no. 4410 boxcar. 1 no. 4440 tank car. 1 no. 4459 stake car. 2 passenger

cars. 14 sections 24130 curved track. 9 sections 24172 straight track. 9 sections 24188 straight track. 1 no. 24671 curved turnout. 1 no. 24672 curved turnout. 1 Delta Control 4 f that can be used to control up to 4 locomotives (with built-in Delta electronic circuit) individually. Feeder wire set. 52 VA transformer (42 VA with item no. 29538). Illustrated instruction book with numerous tips and ideas. Set can be expanded with the C track extension sets or the entire C Track program. The turnouts can be retrofitted with the 74490 electric mechanism.



29537/29538



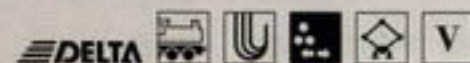
Just In Time.

There is more to modern freight service than transportation from A to B. It is also concerned with fast, affordable and above all punctual delivery "just in time" directly to the assembly line. Naturally, this requires skilled management of the transportation capacity, among other things, providing cars and fast locomotives. The starter set for modern freight

service contains just such a train. The layout for this starter set comes with a transformer and a Delta Control 4 f and is ready for multi-train operation. The different car types and the large oval of track with a passing siding offer interesting possibilities for operation right out of the starter set, precisely "just in time".



- ▶ Heavy freight locomotive.
- ▶ Removable freight load.



29646 230 volts
Freight Train Starter Set with Large C Track Layout, Transformer and Delta Control 4 f.

Prototype: German Railroad, Inc., DB Cargo (DB AG) class 151 electric locomotive. 5 different freight cars.

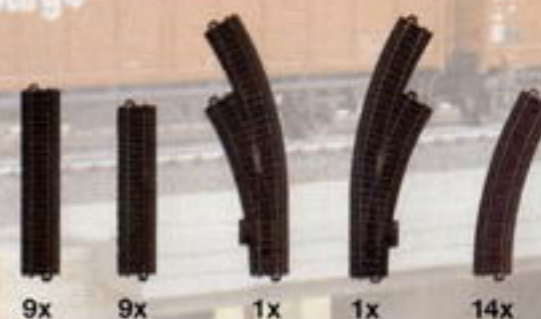
Model: Locomotive comes with a Delta electronic circuit. 1 flat car with double stakes, loaded with sections of pipe. 1 tank car. 1 sliding wall boxcar. 1 gondola with roof sections that swing open. 1 gondola. 14 sections 24130 curved track. 9 sections 24172 straight track.

9 sections 24188 straight track. 1 no. 24671 curved turnout. 1 no. 24672 curved turnout. 1 Delta Control 4 f that can be used to control up to 4 locomotives (with built-in Delta electronic circuit) individually. Feeder wire set. 52 VA transformer. Illustrated instruction book with

numerous tips and ideas. Set can be expanded with the C track extension sets or the entire C Track program. The turnouts can be retrofitted with the 74490 electric mechanism.



29646



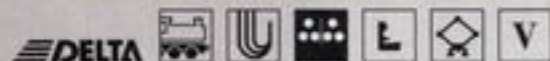
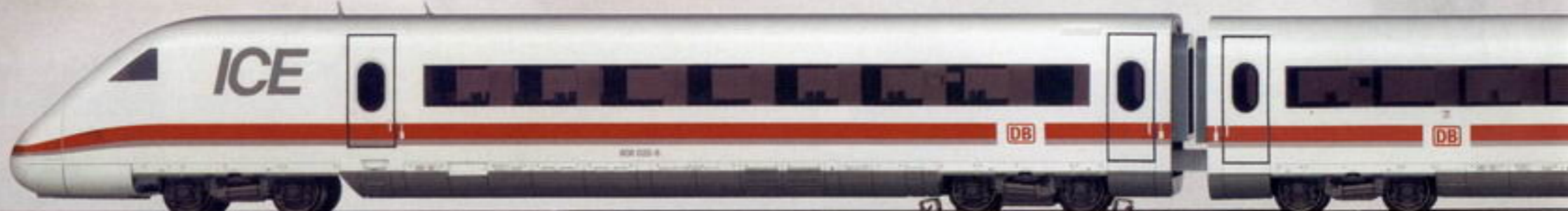
Start off at a speed of 280.

This starter set is two things in one: Firstly, the ICE is the most attractive symbol of modern railroading, a prototype for comfort and fast, environmentally friendly travel into metropolitan centers. Secondly, this starter set also contains a Delta controller for multi-train operation in addition to the transformer. Anyone who already has a locomotive with a Delta

electronic circuit – and almost all of the current models have this – or anyone who buys a second locomotive at some time in the future can run several locomotives at the same time and independently of each other without the need for additional equipment.

Highlights

► Comes with Delta electronic circuit.



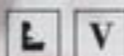
29786 230 volts

29797 120 volts

High-Speed Train with Large C Track Layout, Transformer, and Delta Control 4 f.

Prototype: German Railroad, Inc. (DB AG) ICE 2 class 402 high-speed train in a 3-part version.

Model: 1 power end car with a Delta electronic circuit, 1 intermediate and 1 cab control car. 14 no. 24130 curved track, 9 no. 24172 straight track, 9 no. 24188 straight track, 1 no. 24671 curved turnout, 1 no. 24672 curved turnout. 1 Delta Control 4 f that can be used to control up to 4 locomotives (with built-in Delta electronic circuits) individually. Feeder wire set. Transformer (29786: 6002 with 52 VA, 29797: 6001 with 42 VA). Illustrated instruction book with numerous tips and ideas. This set can be expanded with the C Track extension sets and with the entire C Track program. The turnouts can be retrofitted with the 74490 electric mechanism.



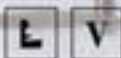
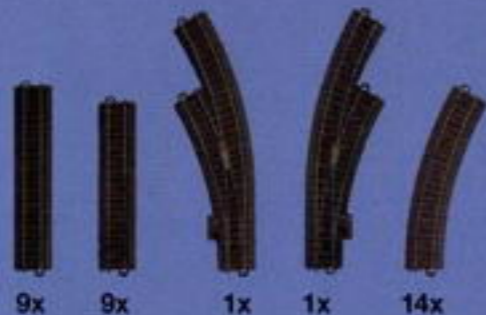
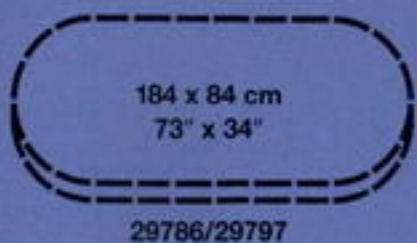
43742 "Bord Restaurant" Dining Car for Starter Sets.

Prototype: German Railroad, Inc. (DB AG) type WSmz 804.0.

Model: Intermediate car to add to the model of the ICE powered rail car train in the Hobby or Delta version (from the 29761, 29765,

29785 and 29865 starter sets). Cannot be used with the 33701, 33712, 37701, 37712 and 40712 models of the ICE trains. Special close couplings with guide mechanism. Length 26,4 cm / 10-3/8".





43741 Open Seating Car for Starter Sets.

Prototype: German Railroad, Inc. (DB AG) type 802.3.

Model: Intermediate car to add to the model of the ICE powered rail car train in the Hobby or Delta version (from the 29761, 29765,

29785 and 29865 starter sets). Cannot be used with the 33701, 33712, 37701, 37712 and 40712 models of the ICE trains. Special close couplings with guide mechanism. Length 26.4 cm / 10-3/8".

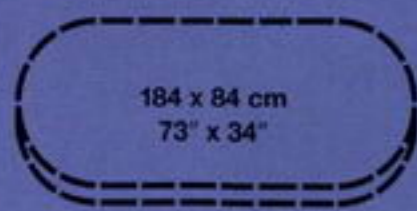
The Digital Premium Starter Set: Part II.

When a Hollywood movie is successful, a sequel soon follows it. This is also the case with the premium starter set. Yet, while the sequels in movies are only lukewarm compared to the original, this new premium starter set is different and is even more attractive in its features:

The express passenger train and the freight train are from Era III in their composition and details. Both of the locomotives have controlled high-efficiency propulsion. On the model of the class 18.4 express locomotive a smoke generator, headlights, locomotive whistle and a bell can be operated by remote control, and on

the model of the E 40 the headlights and two different whistle sounds can be controlled. The large oval of track now contains curved turnouts for an extra long passing siding that each train can fit on.





184 x 84 cm
73" x 34"

29855/29854



9x



9x



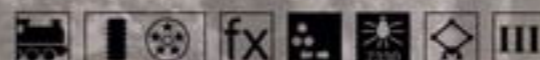
1x



1x



14x



29855 230 volts

29854 120 volts

Premium Starter Set with a Freight Train and a Passenger Train as well as a Large C Track Layout, Digital Central Unit, and a Transformer.

Prototype: German Federal Railroad (DB) class 18.4 express steam locomotive with a tender, with 3 different express train passenger cars. German Federal Railroad (DB) class E 40 electric locomotive with 4 different freight cars.

Model: Steam locomotive comes with a Digital decoder and controlled high efficiency propulsion. **Headlights, built-in smoke generator, sound effects module for a locomotive whistle and bell are digitally controlled.** 2 express train passenger cars, 1 dining car.

sounds are digitally controlled. 1 stake car, loaded with an historic omnibus. 1 balast car, 1 boxcar, 1 tank car.

14 no. 24130 curved track, 9 no. 24172 straight track, 9 no. 24188 straight track, 1 no. 24671 curved turnout, 1 no. 24672 curved turnout. 1 no. 6021 Control Unit (central unit with built-in locomotive controller). Feeder wire set. Transformer (29855: 6002 with 52 VA. 29854: 6001 with 42 VA) to provide power to the central unit. Illustrated instruction book with numerous tips and ideas. This set can be expanded with the C Track extension sets and with the entire C Track program. The turnouts can be retrofitted with the 74490 electric mechanism.

Electric locomotive comes with a Digital decoder and controlled high efficiency propulsion. **Headlights and sound effects module with 2 different whistle**

A Smart "Little Tiger".

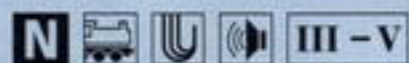
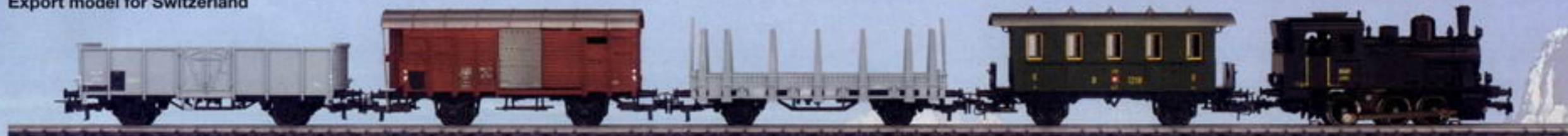
This Swiss style starter set is smart in several ways. With the Delta locomotive "Tigerli" ("Little Tiger"), a passenger car and three freight cars, this small train offers main line and switching operations, supported by an additional storage siding, a freight station kit, and freight loads. A lovingly designed mountain tunnel adds its magic to this Swiss miniature and a highlight of the set is a sound effects component in the C Track for an automatic locomotive whistle.



- ▶ Locomotive comes with a Delta circuit, ready for multi-train operation.
- ▶ Compact layout with a turnout and siding track.
- ▶ Accessories for play value: freight station and tunnel.
- ▶ Sound effects: automatic locomotive whistle.
- ▶ Play surface for the starter set.



Export model for Switzerland



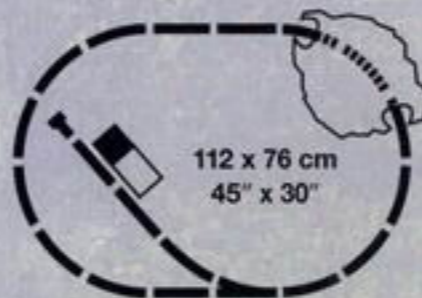
29216 230 volts
29217 120 volts

Swiss Starter Set

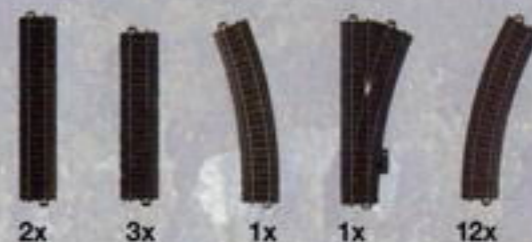
Branch Line Train with a C Track Layout and Transformer.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) "Tigerli" locomotive, 1 passenger car, and 3 freight cars.

Model: The locomotive comes with a Delta electronic circuit. 1 axle powered. 1 traction tire. Coupler hooks. 1 passenger car, 1 high side gondola, 1 stake car, and 1 boxcar with sliding doors that can be opened. Relex couplers. Train length 56.5 cm / 22-1/4". 12 sections of 24130 curved track, 2 sections of 24188 straight track, 3 sections of 24172 straight track, 1 each 24612 turnout, 1 section of 24224 curved track, 1 track bumper. 32 VA transformer with stepless adjustment of the speed and connections for electric accessories. Feeder wire set. **Sound effects module with automatic locomotive whistle that can be connected to the track.** Small freight station as a kit. Large, finished corner tunnel. Freight load. Instruction booklet with color illustrations and photographs. Can be expanded with the entire C Track program, with a Delta controller and with other accessories.



29216/29217



Getting Started The Swiss Way.

There are trains whose origin you recognize without looking at the railroad logo. The design and composition of the cars is unmistakable, and a glance at the locomotive makes everything immediately clear: This starter set has a Swiss Era III freight train as its prototype. Naturally, with a Delta electronic circuit in the locomotive and a Delta Control 4 f for a multi-train

system. The large track layout is certainly enough to reproduce the Holstein region of Switzerland and can be expanded quickly with a few loops and grades into the "real" Swiss model railroad.



29517 230 volts

Freight Train Starter Set with Large C Track Layout, Transformer and Delta Control 4 f.

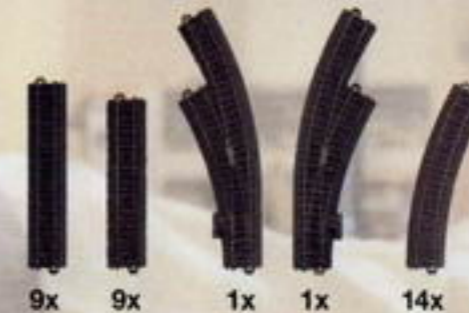
Prototype: Swiss Federal Railways (SBB) class Ae 3/6 and 5 different freight cars.

Model: Locomotive comes with a Delta electronic circuit. 2 boxcars. 1 silo container car. 1 wine car. 1 gondola with a freight load. 14 sections 24130 curved track. 9 sections 24172 straight track. 9 sections 24188 straight track. 1 no. 24671 curved turnout. 1 no. 24672 curved turnout. 1 Delta Control 4 f that can be used to control up to 4 locomotives (with built-in Delta electronic circuit) individually. Feeder wire set. 52 VA transformer. Illustrated instruction book with numerous tips and ideas.

Set can be expanded with the C track extension sets or the entire C Track program. The turnouts can be retrofitted with the 74490 electric mechanism.



29517

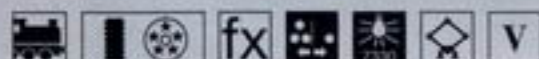


Premium Digital Swiss Starter Set.

The multilingual heading shows how the success of our digital premium starter sets crosses over borders – and can be seen all over Europe, just like passenger and freight trains with the SBB logo.

We are further expanding the concept of the premium starter sets with this set consisting of current Swiss prototypes. This set contains two complete trains. The passenger train consists of the model of the well known Re 4/4 II with three modern express train passenger trains.

The model of an SBB class 460 pulls the mixed freight train of four cars for liquid, bulk and less-than-carload freight. Both of the locomotives are equipped with high-efficiency propulsion and digital decoders.



29859 230 volts

29858 120 volts

"Swiss" Premium Starter Set with a Freight Train and a Passenger Train as well as a Large C Track Layout, Digital Central Unit, and a Transformer.

Prototype: Swiss Federal Railways (SBB) class 460 electric locomotive and 4 different freight cars. Swiss Federal Railways (SBB) class Re 4/4 II electric locomotive and 3 different express train passenger cars.

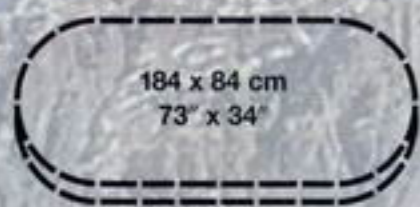
Model: Both locomotives come with a Digital decoder and controlled high efficiency propulsion. **Built-in long distance headlights.** Regular headlights are digitally controlled. Long distance headlights can be controlled with the 6021 Control Unit. The regular headlights work in conventional operation. 1 gondola. 1 tank car. 1 dump car. 1 stake car. 2 different express train passenger cars. 1 dining car. 14 no. 24130 curved track, 9 no. 24172 straight track, 9 no. 24188 straight track, 1 no. 24671 curved turnout, 1 no. 24672 curved turnout. 1 no. 6021 Control Unit (central unit with built-in locomotive

controller). Feeder wire set. Transformer (29855: 6002 with 52 VA, 29854: 6001 with 42 VA) to provide power to the central unit. Illustrated instruction book with numerous tips and ideas. This set can be expanded with the C Track extension sets and with the entire C Track program. The turnouts can be retrofitted with the 74490 electric mechanism.



The operating characteristics for these units can be set individually. The headlights can be turned on and off; they will also work when the train is stopped. In addition, long distance headlights on both locomotives can be turned on and off.

A large C Track oval with a passing siding as well as a transformer and the digital Control Unit complete this starter set.



184 x 84 cm
73\"/>

29859/29858



9x



9x



1x



1x



14x



Terrific

The Americans say terrific, when they are totally enthusiastic about something. Terrific means something such as colossal, fantastic, great – which rather exactly describes this American digital premium starter set. This starter set with two trains really only consists of superlatives: the longest H0 steam locomotive

manufactured by Märklin (model of the Big Boy), the longest H0 freight train (170 cm / 67"), the largest starter set track layout (11.40 meters / over 37 feet of C Track). The steam and the diesel locomotive in this set are both equipped with digital high efficiency propulsion, sound effects circuits, and other controllable

functions. The new boxcar freight cars and the streamliner passenger cars (with aluminum bodies) represent the finest in the art of model building. The wide radius C Track turnouts are already equipped with turnout motors, and the 6021 Control Unit offers the entire range of digital enjoyment right from the start – terrific.



29848 230 volts
29849 120 volts

**Premium American Digital Starter Set.
Heavy Freight Train, Diesel Passenger Train, Large Track
Layout and Basic Digital Controller.**

Prototype: Union Pacific Railroad (U.P.) "Big Boy" steam locomotive with appropriate caboose and 7 boxcars painted and lettered for different railroads. Atchison Topeka & Santa Fe Railway (AT & SF)

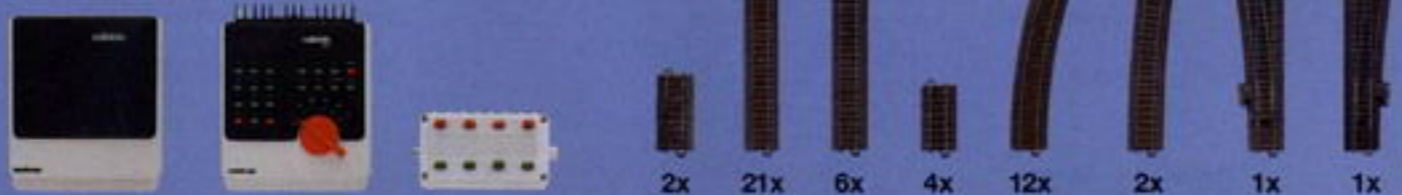
EMD F 7 "War Bonnet" diesel locomotive and 3 streamliner passenger cars.

Model: Both locomotives come with digital decoders, controlled high-efficiency propulsion and sound effects generators. Steam locomotive has an articulated frame to enable it to negotiate sharp curves, 8 axes powered and 4 traction tires. Headlights, smoke generator contact, steam locomotive sound effects, whistle, as well as acceleration and braking delay can be controlled.



approx. 380 x 107 cm /
150" x 43"

29848/29849



Highlights

- ▶ The largest H0 starter set from Märklin.
- ▶ Comes from the factory with the 6021 Control Unit digital central unit.
- ▶ Both digital locomotives have headlight and sound effects functions.
- ▶ Freight train is approximately 170 cm / 67" long.
- ▶ Additional appropriate freight cars from the new generation: nos. 45647 and 45680.
- ▶ Passenger train approximately 110 cm / 43" long.
- ▶ Passenger cars for lengthening the passenger train: nos. 43601, 43602, 43603.
- ▶ Appropriate observation car: New item no. 43604.
- ▶ C Track: Route length approximately 11.40 meters / 37 feet with wide radius turnouts.



Diesel locomotive comes with powered A unit, 2 axes powered and 4 traction tires as well as an unpowered B unit. Headlights, diesel motor sound effects, horn as well as acceleration and braking delay can be controlled. Freight cars from the new generation of models. Sliding doors that can be opened, many details, close couplers. Passenger cars have extruded aluminum bodies and close couplers. Large C Track layout with 47 sections of track and two wide radius turnouts with electric mechanisms. **6021 Central Control digital unit also included.**

Transformer to supply power to the central unit and to the accessories. 7272 control box. Feeder connection hardware. Instructions for setup and operation. Can be expanded with the entire C Track program, with 74460 turnout decoders and with the 6040 Keyboard digital accessory controller.

Harry Potter



29550 230 Volt

"Hogwarts Express™" Passenger Train Set with C Track Layout and Transformer.

Prototype: Express locomotive and 2 English design express passenger train coaches.

Model: Locomotive comes with a digital decoder and a large headlight on the front. Headlight will work in conventional operation (transformer) and can be switched off in digital operation (Control-Unit or Delta Control 4 f). One each passenger coach with and without a brake compartment.

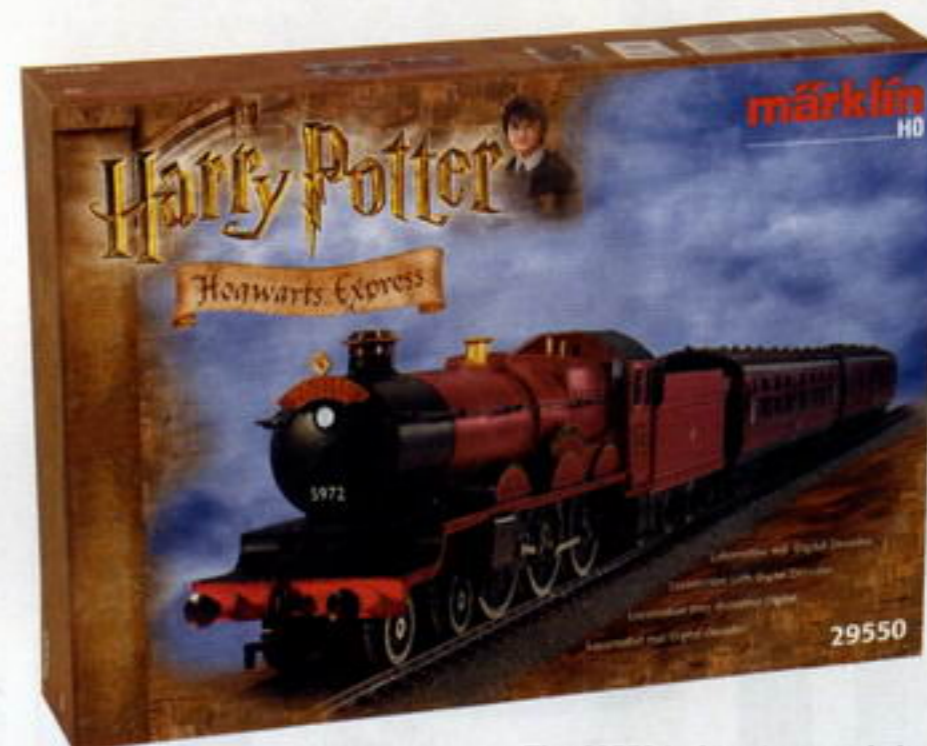
Train length 80.0 cm / 31-1/2".

Large C Track layout: 14 sections 24130 curved track, 9 sections 24188 and 9 sections 24172 straight track, 1 pair of curved turnouts 24671 and 24672, 32 VA transformer with stepless speed control and connections for electric accessories. Feeder wire set with radio/television interference suppression. Coloured play surface with themes for the setup of the layout, can be folded. Detailed setup instructions. Set can be expanded with the C Track extension sets and with the entire C Track program. The turnouts can be retrofitted with the 74490 electric turnout mechanism. Multi-train operation is possible with additional locomotives and with a Delta Control 4 f controller.

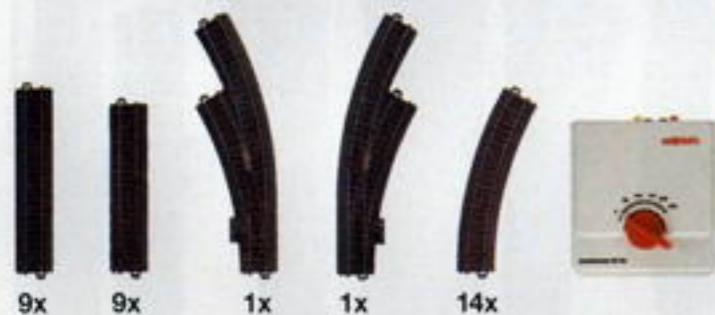


"Hogwarts Express™" is the name of the train waiting for Harry Potter at Kings Cross Station. The Platform 9 3/4, however, is only accessible to wizards like Harry. The model railway with the elegant steam locomotive and the classic compartment coaches is an important connection between Harry's world and the world of non-magic folk.

The model trains are authentically and lovingly modelled from the train shown in the film. The play surface with themes from the stories is a suitable environment. Hence, the "Hogwarts Express™" as a model on H0 track accompanies the adventures of Harry Potter – to experience a new dimension of fantasy and excitement.



The 29550 train set can only be delivered in certain countries.



- ▶ Locomotive and coaches are new in the Märklin program.
- ▶ Locomotive comes with digital decoder and headlight.
- ▶ Large track layout and Harry Potter™ play surface.
- ▶ Many possibilities for expansion.

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The Small C x C.



24902 C Track C2 Extension Set.

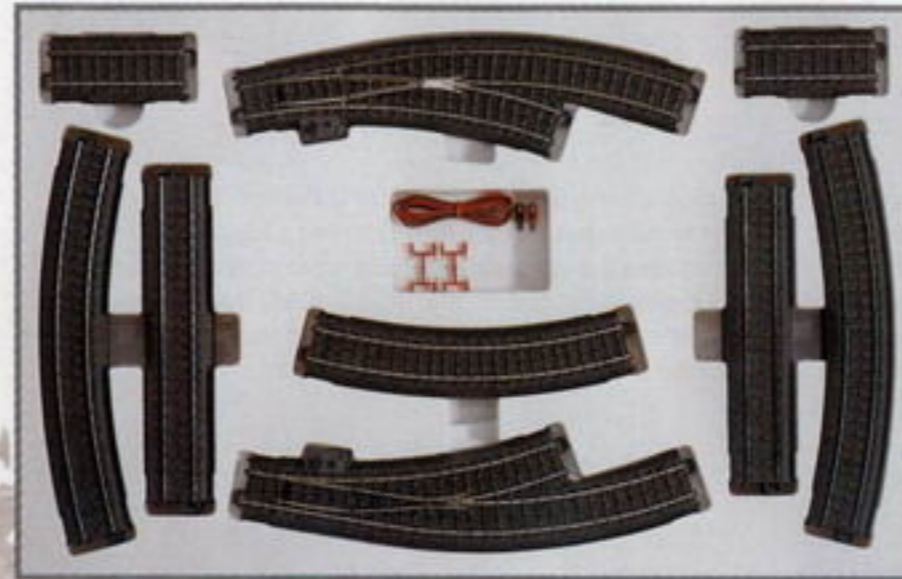
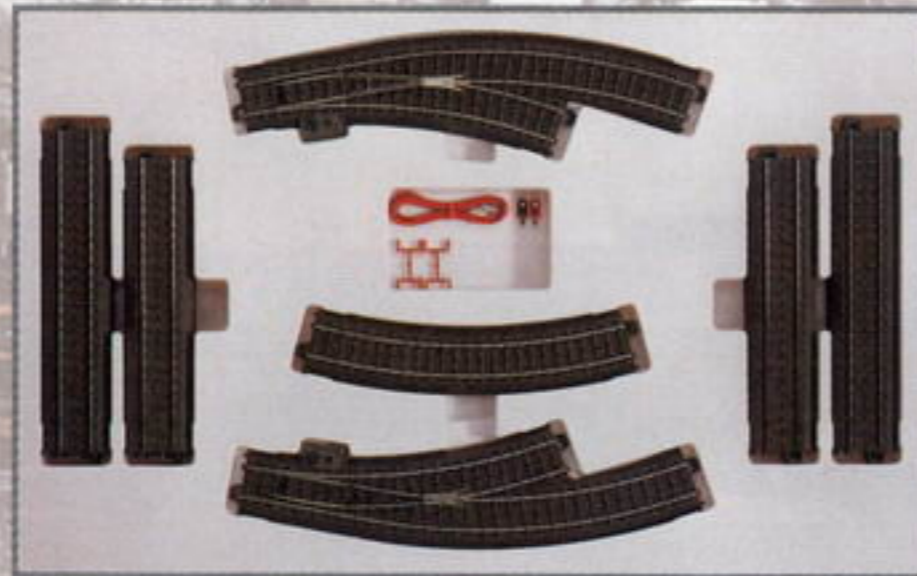
For expanding the small C Track starter set (C₁ contents) to include a passing siding.

Contents: 3 no. 24188 straight track, 5 no. 24172 straight track, 2 no. 24224 curved track, 1 no. 24611 turnout, 1 no. 24612 turnout, wire, plugs, and instructions.

24903 C Track C₃ Track Extension Set.

For expanding the C Track starter sets to include a passing siding with curved turnouts.

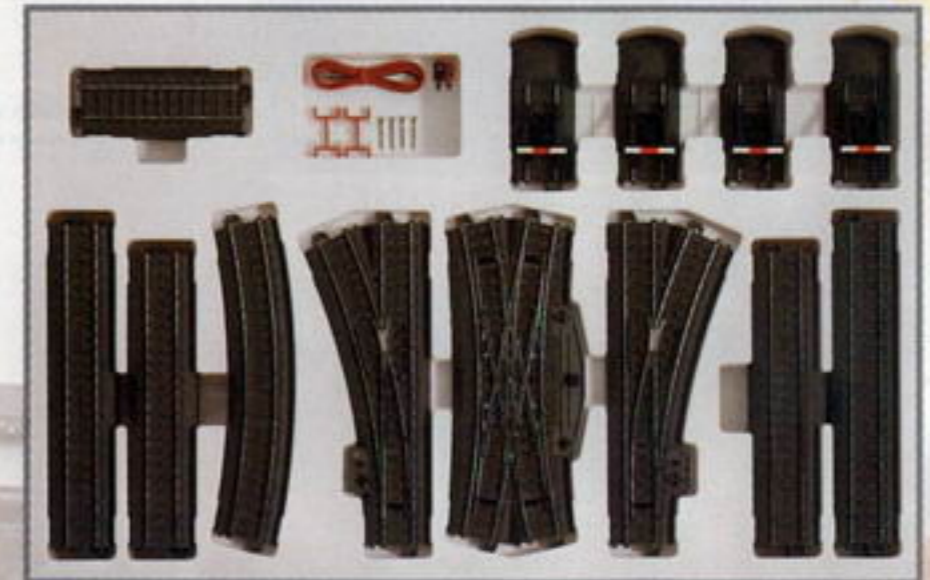
Contents: 7 no. 24188 straight track, 7 no. 24172 straight track, 2 no. 24130 curved track, 1 no. 24671 curved turnout, 1 no. 24672 curved turnout, wire, plugs, connectors and instructions.



24904 C Track C₄ Track Extension Set.

For expanding the C Track starter sets to include a passing siding with curved turnouts. A parallel route can be created when combined with the 24903 C₃ track extension set.

Contents: 4 no. 24188 straight track, 4 no. 24172 straight track, 2 no. 24077 straight track, 2 no. 24130 curved track, 6 no. 24230 curved track, 1 no. 24671 curved turnout, 1 no. 24672 curved turnout, wire, plugs, connectors and instructions.



24905 C Track C₅ Track Extension Set.

For expanding the C Track starter sets to include storage sidings and a yard lead.

Contents: 7 no. 24188 straight track, 7 no. 24172 straight track, 2 no. 24094 straight track, 1 no. 24224 curved track, 1 no. 24611 turnout, 1 no. 24612 turnout, 1 no. 24620 double slip switch, 4 no. 24977 track ends with track bumpers, wire, plugs, connectors and instructions.

C Track Extension Program.

The easiest way to more “action” leads you to our C Track extension sets. These expand the track layout of a starter set to include passing sidings, switching tracks and storage sidings.

The individual sets have been designed in such a way that they complement each other in the expansion of the starter set up to a parallel double oval, for example. You don’t have to master track planning books to open up the way to operation with several trains, to multifaceted station layouts or to challenging switching operations.

All of the turnouts and the double slip switch can be retrofitted in steps with electric turnout mechanisms, digital decoders and lighted turnout lanterns.

C1 + C2 + C3 + C4 + C5



250 cm / 99"

2 x C1 + C2 + C3 + C4 + C5

260 cm / 103"



170 cm / 67"

60 cm / 24"

90 cm / 36"



One “Click and you’re in business” is the name of the brochure that we include in every starter set. In 84 pages, you will learn everything about setup, expansion, and operation of a Märklin model railroad.

Extensive explanations are given about the C Track system, the different track

sections, and the accessories such as turnout motors and lanterns. Numerous suggestions for layouts, illustrated with many details about accessories that can be added, will provide you with ideas for themes and for additional expansion. The dimensions for the layouts, parts lists for the track or the track extension sets that you use will give you all of the information you need. Of course, you can also expand the track layout with your own ideas, and you have the large Märklin assortment to choose from.

This is a lot of information for a lot of model railroading enjoyment, information that is manageable and easy to understand – typically Märklin.

Magnetically Attracted.

Even unromantic people will feel magnetically attracted by this starter set. On the one hand this is due to the stately Era III freight train. On the other it is due to the rotary crane – a Märklin classic – and its magnet that can be used to load and unload the steel plates

included with the set. The control box is used to rotate the cab and boom, raise and lower the load and turn the magnet on and off.



- ▶ Rotary crane with electromagnet.
- ▶ Steel plates as a freight load.



29816 230 volts

Freight Train Starter Set with Large K Track Layout, Transformer, Delta Control 4 f and Rotary Crane.

Prototype: German Federal Railroad (DB) class 41 freight locomotive. 5 different freight cars.

Model: Locomotive comes with a Delta electronic circuit. 1 ballast car. 1 gondola with sliding roof sections. 1 stake car. 1 low side car loaded with steel plates. 1 freight train baggage car. 12 sections 2200 straight track. 2 sections 2207 straight track. 4 sections 2208 straight track. 12 sections 2221 curved track. 2 sections 2232 curved track. 1 no. 2264 pair of turnouts. 1 no. 2290 feeder track. 1 Delta Control 4 f that can

be used to control up to 4 locomotives (with built-in Delta electronic circuit) individually. 52 VA transformer. Remote control rotary crane. 2 motors for turning the cab and boom, and for raising and lowering the load. Electromagnet for loading and unloading pieces of iron. Control box for remote control of the crane included. Illustrated instruction book with numerous tips and ideas. Set can be expanded with the Kombi track extension set program or the entire K Track program. The turnouts can be retrofitted with the 7549 electric mechanism.

K



K + O + M + B + I = "KOMBI" Extension Set Program.

The track extension sets **O**, **M**, **B** and **I** are available for starter sets with **K** Track to enable step-by-step expansion of a model railroad layout.

The contents of these track extension sets are specially designed for the current 29816 K Track starter set and for the earlier 29805 and 29835 K Track starter sets.

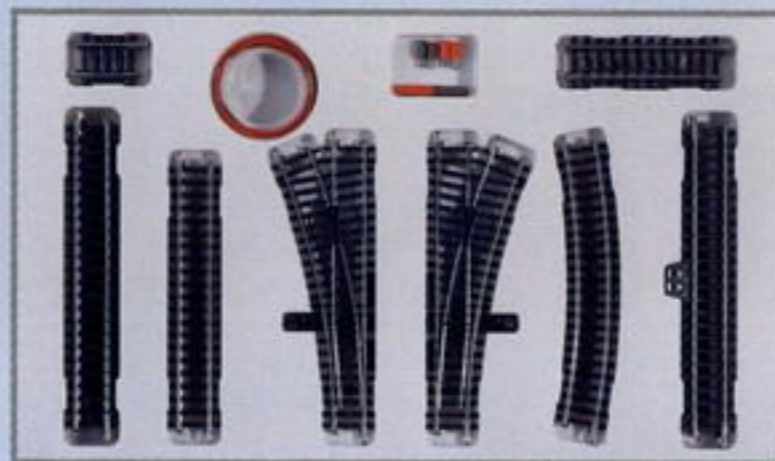
Extensive instructions with combinations of sets and suggestions for track plans come in the starter sets and track extension sets.

With just a few easy changes, this track extension set program can also be used for the 29865 or other K Track starter sets that were available in the past.

The manual turnouts and double slip switch in the starter sets and in the track extension sets can be converted to remote electro-magnetic operation with the 7549 turnout mechanism.

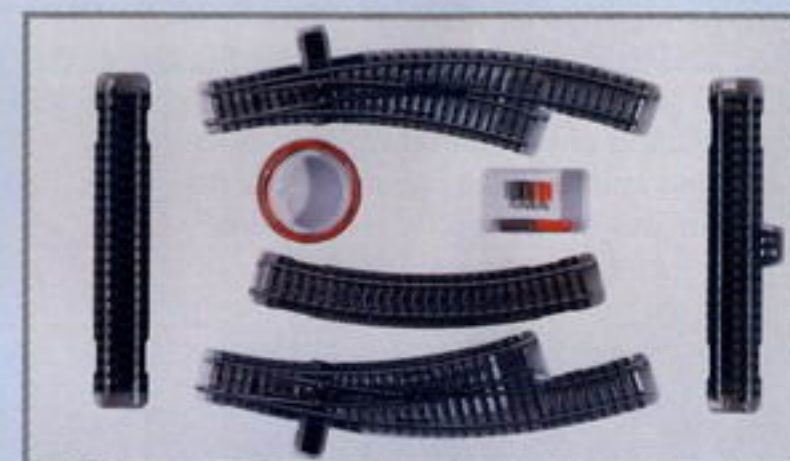
2215 O Extension Set.

With this extension set a K Track starter set can be expanded to include a passing siding or spur tracks. Contents: 6 no. 2200 straight track, 2 no. 2201 straight track, 2 no. 2207 straight track, 2 no. 2208 straight track, 2 no. 2232 curved track, 1 pair no. 2264 turnouts with hand levers, 1 no. 2290 feeder track, instructions.



2216 M Extension Set.

With this extension set a K Track starter set can be expanded to include a passing siding or spur tracks with curved turnouts. Has limited uses with the 29865 K Track starter set. Contents: 6 2200 straight track, 2 no. 2221 curved track, 1 pair no. curved turnouts the same as 2267 but with hand levers, 1 no. 2290 feeder track, instructions.



2217 B Extension Set.

With this extension set a K Track starter set can be expanded to include a long passing siding or spur tracks with curved turnouts. Has limited uses with the 29865 K Track starter set. Contents: 6 no. 2200 straight track, 2 no. 2203 straight track, 2 no. 2208 straight track, 2 no. 2221 curved track, 6 no. 2231 curved track, 1 pair curved turnouts the same as 2267 but with hand levers, 1 no. 2290 feeder track, instructions.



2218 I Extension Set.

With this extension set a K Track starter set can be expanded to include spur tracks with a pair of turnouts and a double slip turnout. Contents: 8 no. 2200 straight track, 2 no. 2201 straight track, 2 no. 2207 straight track, 2 no. 2208 straight track, 2 no. 2232 curved track, 1 pair no. 2264 turnouts with hand levers, 1 double slip switch, the same as 2260 but with hand lever, 1 no. 2290 feeder track, 3 no. 7391 track bumpers, instructions.



Model Building Focused on the Prototype.

With the progress in railroad technology new motive power and motive power concepts come into being again and again. Steam, diesel, and electric locomotives, diesel powered rail cars, fireless steam locomotives, switch engines, powered rail car trains, steam powered rail cars, high speed trains – these are just a few of the different types, also among them such peculiar looking units by the name of Kittel, the Tiny Twins, or Glass Box. And legendary types such as the Big Boy or the S 3/6. Many designs remained only as prototypes and experimental units, and others were used in large quantities and many variations. Three new items illustrate this broad spectrum as models:

The model of the American Mikado depicts a steam locomotive with a 2-8-2 wheel arrangement in the prototype. It features metal construction and high-efficiency propulsion on the four driving axles as well as authentic sound effects. The model of the ET 87 is an original and well-equipped electric powered rail car train that will attract attention by itself. And the scale model of the ICE approaches at high speed as a 5-unit powered rail car train with interior lighting and power pickup from the cab control car at the front of the train.



The High Art of Model Building.

märklin
HO

Märklin models are as original as their prototypes. Transmitting this originality into a small scale belongs to the high art of model building. The process depends on translating the body with the right proportions as well as designing the right drive gear for the type of locomotive. Like the prototype, we install drive rod or truck type propulsion into electric and diesel locomotives. The models of the ICE trains for the different generations run with powered end cars or with powered intermediate cars. On the model of the VT 11.5, we even motorized the power trucks for both powered end units. Tiny little things such as the Glaskasten are powered by special miniature motors. And on our steam locomotives, the driving axles are realistically powered. This requires ingenious workmanship on the highest level in order to conceal cleverly the propulsion system on the one hand and to insure good running qualities on sharp radius model railroad curves.

Model Refinement and New Tooling.

Steam locomotive models present a special challenge. Their appearance, the filigree running gear, and the play of their mechanisms draws many model railroaders into their orbit. For that reason, steam locomotives have always been an important part of the Märklin assortment. And, we therefore keep upgrading our models to the latest level of model railroad technology, either with continuing model refinement or with complete new tooling, this year, for example, the models of the class 38 and the American Mikado.

Metal – The Raw Material of Railroading.

The high-stepping Märklin models are made mostly of diecast metal. This raw material makes our models authentic to hold and feel. Metal offers sturdy conditions, is robust and long lasting. Modern pressure casting processes with extreme pressure points allow a photographic precision rich in detail that will even

bear examination under a magnifying glass. Of course, this kind of quality involves considerable expense. The investment for a completely new model quickly reaches the million Euro mark.

Controlled Running Characteristics, Remote Controlled Functions.

Each locomotive and each powered unit is developed for special tasks: Switching, heavy freight trains, large grades, fast long-distance trips, high speeds, commuter traffic, branch lines with many curves. The propulsion

systems are also designed for these tasks: Motor, drive gear, running gear – and the electronics. The latter expands the control functions and adapts the running characteristics of the models even more closely to their prototypes. It is chiefly in digital operation that high speed, acceleration, braking delay, gently switching, and even slow speeds are electronically monitored and controlled. Auxiliary, remote controlled functions such as smoke, lights, and sound effects make the illusion even more perfect.



Steam Locomotives

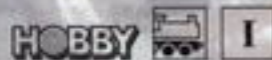
The legendary PTL 2/2 branch line locomotives were far better known by the name "Glaskasten" ("Glass Box") than by their exact railroad technical designation. The nickname came from the special design of the engineer's cab around the boiler. The semi-automatic coal firing for these locomotives made them suitable for one-man operation. This feature was the major factor in their being assigned for light branch line service.



36861 Tank Locomotive.

Prototype: "Glaskasten", Royal Bavarian State Railroad (K.Bay.Sts.B.) class PTL 2/2.

Model: Comes with a digital decoder. 2 axles powered. 1 traction tire. Metal inner boiler. Numerous separately applied hand rails and grab irons. Finely detailed reproduction of the boiler appliances and the decorative striping. Headlights will work in conventional operation and can be controlled digitally. Length over buffers 8.0 cm / 3-1/8".



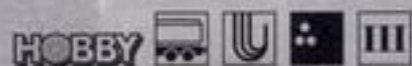
3087 Tank Locomotive.

Prototype: Provincial railroad design.

Model: Comes with a reverse unit. 1 axle powered. 1 traction tire. Coupler hooks. Length over buffers 10.8 cm / 4-1/4".



In earlier times tank locomotives were indispensable for switching or transfer work on short routes. The concept was built on the ability to turn the locomotive, universal applicability and low maintenance and repair costs. In addition, they were supposed to use little energy and be usable on branch lines with low axle load limits.



30000 Steam Locomotive.

Prototype: German Federal Railroad (DB) class 89.0. Standard design locomotive.

Model: Comes with a Delta electronic circuit. 3 axles powered. 2 traction tires. Coupler hooks can be replaced by other couplers. Length over buffers 11.0 cm / 4-5/16".



Highlights

- ▶ A Classic : over 5,000,000 model locomotives since 1953
- ▶ Delta electronic circuit: comes from the factory ready for multi-train operation.
- ▶ Sturdy construction - ideal for young beginners.

Highlights

- ▶ Standard: Delta electronic circuit.
- ▶ New color scheme and road number.
- ▶ Wheels and valve gear dark nickel-plated.



HOBBY N    

30033 Passenger Locomotive with Tender.
Prototype: German Federal Railroad (DB) class 24. Locomotive comes with Wagner smoke deflectors. Nickname: "Steppenpferd" or "Prairie Pony".
Model: Locomotive comes with a Delta electronic circuit. 3 axes powered. Locomotive comes with traction tires. Coupler hook on the front, Relex coupler on the tender. Length over buffers 20.0 cm / 7-7/8".

HOBBY N    

30951 Tank Locomotive.

Prototype: German Federal Railroad (DB) class 74. Former Prussian T 12.

Model: Locomotive comes with a Delta electronic circuit. 3 axes powered. Locomotive comes with traction tires. Coupler hook on the front with advance uncoupler tab, Relex coupler on the back. Length over buffers 13.5 cm / 5-5/16".



Highlights

- ▶ Standard: Delta electronic circuit.
- ▶ New color scheme and road number.
- ▶ Wheels and valve gear dark nickel-plated.

Telex couplers for remote controlled uncoupling - with a transformer, Delta or Digital.



33961 Tank Locomotive.

Prototype: German Federal Railroad (DB) class 86.

Model: Comes with a Delta electronic circuit. 4 axes powered through side rods. 2 traction tires. Telex couplers for uncoupling by remote control from cars anywhere on a layout. Length over buffers 15.8 cm / 6-1/4".

Steam Locomotives



34132 Tank Locomotive.

Prototype: Former German State Railroad Company (DRG) class 92, formerly Prussian class T 13.

Model: Comes with a miniaturized Delta electronic circuit. Special motor with flywheel. 4 axles powered. 2 traction tires. Rigid frame, running gear with side play for axles. Length over buffers 12.8 cm / 5-1/16".



- ▶ Special motor with flywheel.
- ▶ Detailed valve gear.
- ▶ Special version Delta electronic circuit.



- ▶ Motor comes with a flywheel.
- ▶ Finely detailed valve gear.



34133 Tank Locomotive.

Prototype: German State Railroad (DR) class 92.

Model: Locomotive comes with a Delta electronic circuit. Motor has a flywheel. 4 axles powered. 2 traction tires. Length over buffers 12.8 cm / 5-1/16".

A total of 562 units of the class 92.5-10 were built between 1910 and 1922. Most of them were used in Prussia. Their high degree of reliability gave them a rather long working life.

On the German State Railroad (DR), the last of these locomotives were in use even until 1968.

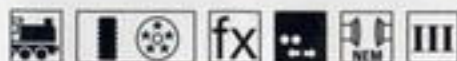




- ▶ Metal frame.
- ▶ Metal boiler.
- ▶ Reworked filigree front headlights.



The machinery companies in Esslingen and Heilbronn built the class T5 tank locomotive for the Royal Württemberg State Railways starting in 1910. These units were designed mainly for fast passenger train service on short main lines and important branch lines. These units soon proved themselves as general purpose locomotives due to their successful design.



37132 Tank Locomotive.

Prototype: German Federal Railroad (DB) class 75. Boiler version with steam dome located near the front.

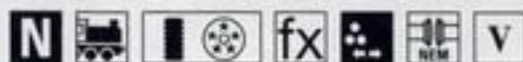
Model: Comes with a digital decoder and controlled high-efficiency propulsion. 3 axes powered. 2 traction tires. Headlights will work in conventional operation and can be controlled digitally. **Acceleration**

and braking delay can be controlled digitally with the 6021 Control Unit. Length over buffers 13.9 cm / 5-1/2".

One-time series



- ▶ Metal boiler and frame.
- ▶ Coupler guide mechanisms at both ends.
- ▶ Maintenance-free LED's for headlights.
- ▶ Extensive safety paint scheme.



37251 Fireless Steam Locomotive.

Prototype: Fireless steam locomotive painted and lettered for the Mannheim "GKM" power plant.

Model: Locomotive comes with a digital decoder and controlled high-efficiency propulsion. 4 axes powered. 2 traction tires. Metal ladders on the boiler. Many separately applied details. Yellow/black safety paint scheme. Reproduction of the steam filler support. Headlights will work in conventional operation and can be controlled digitally.

Acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Length over buffers 12.8 cm / 5-1/16".

This model is being offered by Trix (T22572) for two-rail DC systems.

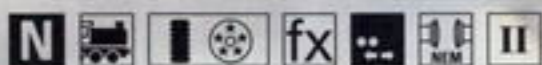
Fireless steam locomotives, also known in Germany as steam accumulator locomotives, were preferred for industrial railroads where steam with which to fill the locomotive occurs practically as a byproduct. The energy supply for this kind of locomotive consists of a quantity of water heated beyond the boiling point of 100° Centigrade or 212° Fahrenheit. On the Henschel 0-8-0 locomotives the water

capacity was 20 cubic meters or 5,283 gallons and the steam pressure was 20 Bar or 290 pounds per square inch. These units were affordable, used very little fuel and other supplies, and were very robust in daily switching work. For these reasons this type of motive power is still being used successfully in places such as the Mannheim power plant.

Steam Locomotive

The increase in the population in the Ruhr and Saal areas led to a demand for fast connections between cities as early as the provincial railroad period. Different studies were commissioned and carried out. The actual breakthrough did not occur until 1932 when the "Ruhr Express Service" was placed into service with a total of 32 trains between Essen and Dortmund. The train routes were continuously expanded and extended to Cologne, Mönchengladbach and Wuppertal-Vohwinkel. In addition to different powered rail cars, the 4-axle "English design" compartment

cars turned out particularly well in this service. The attractive paint scheme became a trademark symbol for this regularly scheduled express passenger service. The dense sequence of stations, most of them only a 30 to 60 second stop, demanded locomotives that could accelerate quickly. The class 78 met this requirement as if it were child's play. The additional sign mounted on the smoke box was another indication of the special use for these units.



37073 Tank Locomotive.

Prototype: German State Railroad Company (DRG) class 78. Version for "Ruhr Express Service".

Model: Locomotive comes with a digital decoder and controlled high-efficiency propulsion. 3 axles powered. 2 traction tires. Many separately applied details.

Separately applied signboard on the smoke box. Headlights will work in conventional operation and can be controlled digitally. **Acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Length over buffers: 16.9 cm / 6-5/8".



Steam Locomotive

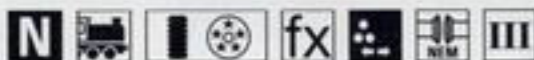
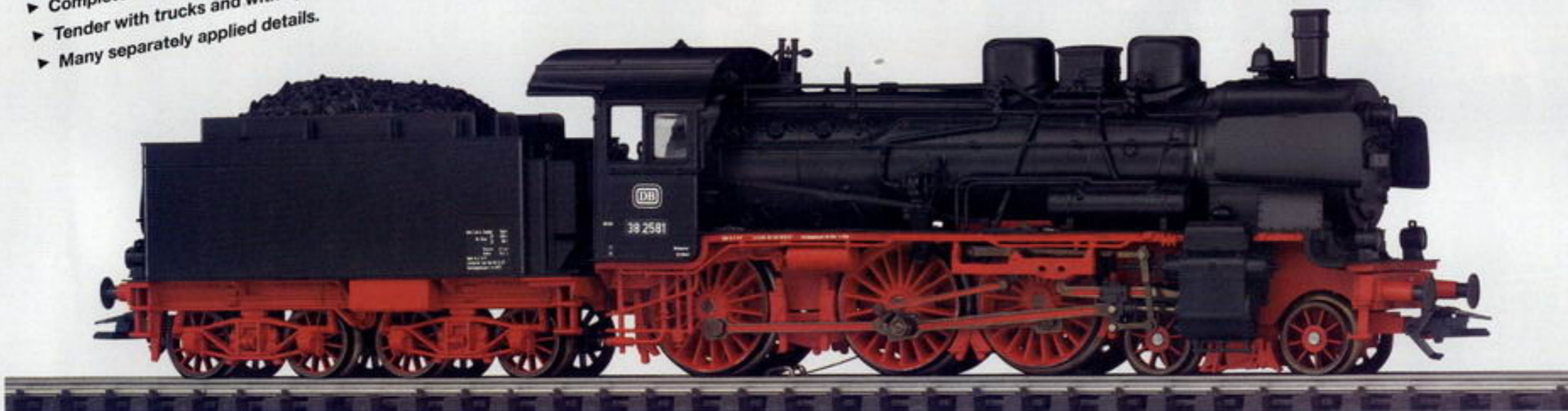
"The beautiful P8 as a Märklin model" was a new item in 1967 in the Märklin catalog. This was a top of the line model then and is now in the HOBBY program where it enjoys ongoing demand. The demands of today's model railroaders and the possibilities available with today's metal technology require once again development of new tooling that will pay justice to the esthetics and the importance of this locomotive. Scale dimensions, fine detailing, and modern precision technology exemplify this new item. Only the miniature crew remains from the earlier Märklin model.

For over 100 years the Prussian P8 has been considered by railroad enthusiasts in Germany and Europe to be one of the most beautiful steam locomotives built. From 1906 to 1928 over 3,800 of these locomotives were built for the Royal Prussian Railroad Administration (KPEV), for other German provincial railroads, for foreign railroads,

and even for the German State Railroad Company (DRG). Over 300 units were still in use in Germany after 1945 and the last of them were used into the 1970s in regional service. At present there about 20 survivors of this group in operational condition spread out over all of Europe.



- ▶ Metal frame, boiler, and tender.
- ▶ High-efficiency motor with bell-shaped armature.
- ▶ Complete drive gear in the locomotive boiler.
- ▶ Tender with trucks and with open underbody.
- ▶ Many separately applied details.



37030 Steam Locomotive with Tender.

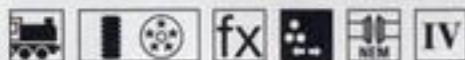
Prototype: German Federal Railroad (DB) class 38¹⁰⁻⁴⁰ passenger locomotive. Former Prussian P8. Version with 3 domes, small Witte smoke deflectors and box-style tender.

Model: Locomotive comes with a digital decoder and controlled propulsion. High-efficiency motor with bell-shaped armature and flywheel in the boiler. 3 axles powered. 2 traction tires. Headlights will work in conventional operation and can be controlled digitally. Locomotive can be retrofitted with 72270 smoke generator. **Smoke gen-**

erator contact as well as acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Engineer's cab has interior details. Permanent close coupling between locomotive and tender. Figures of a locomotive engineer and fireman included. Length over buffers 21.8 cm / 8-9/16".



Steam Locomotives



37554 Freight Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 055. Former Prussian G 8.1 as it appeared in the 1970s.

Model: Comes with a digital decoder and controlled propulsion. High-efficiency motor with bell-shaped armature and flywheel in the boiler. 4 axes powered. 2 traction tires. Headlights work in conventional operation and can be controlled digitally. Locomotive can be retrofitted with a 72270 smoke generator. **Smoke generator contact as well as acceleration and braking delay can be turned on and off with the 6021 Control Unit.** Engineer's cab with interior details. Permanent close coupling between the locomotive and tender. Many separately applied details. Length over buffers 21.0 cm / 8-1/4".



- ▶ Metal locomotive and tender.
- ▶ Motor and gear drive in the locomotive.
- ▶ Precision motor with bell-shaped armature and flywheel.
- ▶ Special decoder with speed control.

The indestructible class 55 experienced the changeover to Era IV in Germany with around 200 units still on the roster. The German Federal Railroad's (DB) approximately 50 units were reclassified with the computer number 055 until they were retired in 1973. Of the former Prussian armada, at one time 5,000 class G 8.1 locomotives, only 3 museum pieces still remain in in Bochum, Speyer and Darmstadt.



- ▶ Completely new tooling.
- ▶ Metal locomotive and tender.
- ▶ Silky smooth and powerful: motor and running gear in the locomotive.
- ▶ Can motor and flywheel in the boiler.
- ▶ Full close couplers front and rear, close coupling between locomotive and tender.
- ▶ Digital version:
 - adjustable high-efficiency propulsion
 - headlights can be turned on and off



34550 Freight Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 55, former Prussian G 8.1.

Model: Comes with a Delta electronic circuit. 4 axes powered. 2 traction tires. High-efficiency motor with bell-shaped armature and flywheel built into the boiler. Close coupling between the locomotive and tender. Equipped for installation of 72270 smoke generator (conventional operation) or Seuthé no. 24 smoke generator (Delta/Digital operation). Length over buffers 21.0 cm / 8-1/4".



37550 Same as 34550, but with digital decoder and adjustable high-efficiency propulsion. Headlights digitally controlled.

This model is being offered for two-rail systems by Trix (T22532).

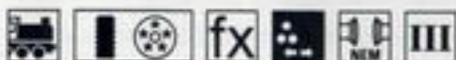


The class G 8.1 Prussian freight steam locomotive was a further development of the G 8. The first locomotives were delivered in 1913. While something over 1,000 units of the G 8 were built, the G 8.1 was a success like no other locomotive before it. A total of 4,934 locomotives were delivered to the Prussian Railroad Administration (KPEV) and to the German State Railroad Company (DRG). Ten units went to the Mecklenburg Friedrich Franz Railroad (MFF) and 137 units to the Alsace-Lorraine Imperial Railways. By 1922 Linke-Hofmann had delivered 50 locomotives to the Polish State Railroad. In addition,

other locomotives of this class went into the export market, among others, to the Baghdad Railroad, to Lithuania, and to Rumania. The class G 8.1 was an essential part of the German State Railroad's motive power. Even after 1945 there were still over 1,000 locomotives of this class on the roster in both parts of Germany. The locomotive with the remarkable road number 55 5555 was built as the Prussian "Magdeburg 5242" by Orenstein & Koppel and was in service until 1961 on the DB.



The class 85 was best able to demonstrate its concentrated power on the steep grades in the Black Forest and particularly in the legendary Höllental or Valley of Hell. It was so powerful that these routes could be operated with just ordinary adhesion motive power, which was quite simpler to manage than rack rail operation. The smoke deflectors on these units are the most visible indication of the modernization carried out on them by the German Federal Railroad.



37095 Heavy Tank Locomotive.

Prototype: German Federal Railroad (DB) class 85. Version with Witte smoke deflectors.

Model: Comes with a digital decoder and controlled high-efficiency propulsion. 5 axles powered. 4 traction tires. Ready for installation of 7226 smoke generator. Numerous separately applied details. Metal ladders on the coalbunker. Headlights and smoke generator that can

be retrofitted into the locomotive will both work in conventional operation and can be controlled digitally. **Acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Length over buffers 18.6 cm / 7-5/16".

One-time series



- ▶ Locomotive goes well with the 42992 "Westerland" car set.
- ▶ Motor and drive gear in the locomotive, decoder in the tender.
- ▶ Special running gear with articulated frame.
- ▶ Spacing between tender and locomotive adjustable.



37844 Steam Locomotive with Tender.

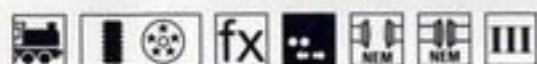
Prototype: German Federal Railroad (DB) class 50 general purpose locomotive. Used in commuter service to the Island of Sylt over the Hindenburg Embankment.

Model: Comes with a digital decoder and controlled high-efficiency propulsion. Motor is in the boiler. 5 axles powered. 4 traction tires. Articulated frame that enables the locomotive to negotiate sharp curves.

Headlights will work in conventional operation and can be controlled digitally. Locomotive can be retrofitted with a 7226 smoke generator. **Smoke generator contact as well as acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Adjustable close coupling between locomotive and tender. Many separately applied details. Length over buffers 26.3 cm/26.5 cm / 10-3/8"/10-7/16".

One-time series

Steam Locomotives



37884 Freight Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 44. Early version without smoke deflectors, with front skirting and two headlights.

Model: Locomotive comes with a digital decoder and controlled high efficiency propulsion. 5 axles powered. 4 traction tires. Articulated frame to allow the locomotive to negotiate sharp curves. Headlights

work in conventional operation and can be controlled digitally. Ready for installation of 7226 smoke generator. **Smoke generator contact as well as acceleration and braking delay are controlled digitally with the 6021 Control Unit.** Adjustable close coupling between the locomotive and tender. Length over buffers 26.0 cm/26.2 cm / 10-1/4"/10-5/16".

The classic work horse for heavy freight trains in the 50s and 60s was without a doubt the class 44. These legendary machines mastered the great flows of freight in the expanding economy of the so-called Economic Miracle period. This was the high point and the shining moment for the 2,000 hp, 185 metric ton heavy Jumbos, as the class 44 locomotives were affectionately called.

Genuine Steam Locomotive Action



7226 Smoke Generator Kit.

Consists of smoke generator insert, replacement smoke tube, cleaning wire, and tweezers. Install from above on locomotive.

72270 Smoke Generator Kit.

Install from below on locomotive.

The Märklin smoke generator kits 7226, 72270 and the Seuthe smoke generator kits nos. 11 and 24 bring genuine steam locomotive action to a model railroad layout. All of these smoke generators can be refilled with the Märklin 02420 smoke fluid.

Many Märklin steam locomotives come from the factory already equipped for installation of a smoke generator, which is quite easy to install: Simply insert the smoke generator into the smoke stack from the top or from underneath, put in some smoke fluid, and your locomotive is ready to belch smoke like the real thing. When the track current is turned on, the smoke fluid heats up and is expelled at short intervals as clouds of smoke. Your locomotive is now accompanied by an amazingly realistic stream of smoke.

Important: On some locomotives a different smoke generator kit is used for conventional and for Delta/Digital operation. Please follow the instructions for the locomotive. The 7226 smoke generator is identical with the Seuthe no. 10, and the 72270 smoke generator is identical with the Seuthe no. 20.

02420 Smoke Fluid.

Large 50 milliliter or 1.67 oz. for refilling all smoke generators.



I-V

02280 Set of Figures.

11 different locomotive engineers and firemen. All of the figures are painted in several colors. Steam locomotives as well as diesel and electric locomotives can be manned with the appropriate personnel with this set of figures.



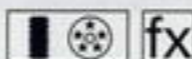
- ▶ Fully reworked and further development of the tooling.
- ▶ Classic Märklin model of the class 50.
- ▶ Running gear and frame with fine, spoked wheels.
- ▶ Finely constructed valve gear in a dark finish.
- ▶ Adjustable spacing between locomotive and tender.



33840 Freight Locomotive and Tender with Brakeman's Cab.

Prototype: German Federal Railroad (DB) class 50.

Model: Comes with a Delta electronic circuit. 5 axles powered. 4 traction tires. Driving wheels divided into two coupled groups enabling unit to negotiate sharp curves. Adjustable close coupling between locomotive and tender. Standard coupler pocket at the front, close coupler with guide mechanism on the tender. Equipped for installation of 7226 smoke generator (conventional operation) or Seuthe no. 11 smoke generator (Delta/Digital operation). Length over buffers 26.3 cm / 10-3/8".



37840 Same as 33840, but with digital decoder and adjustable high-efficiency propulsion. Acceleration and braking delay digitally controlled with **6021 Control Unit**. Headlights work when the locomotive is in motion and are digitally controlled. Locomotive can be retrofitted with the 7226 smoke generator, which works when the locomotive is in motion and which is digitally controlled with the **6021 Control Unit**.



- ▶ Special articulated locomotive frame.
- ▶ Motor and gear drive in the locomotive.
- ▶ Digital: Telex coupler for remote control uncoupling from the train.
- ▶ Spacing between tender and locomotive adjustable.

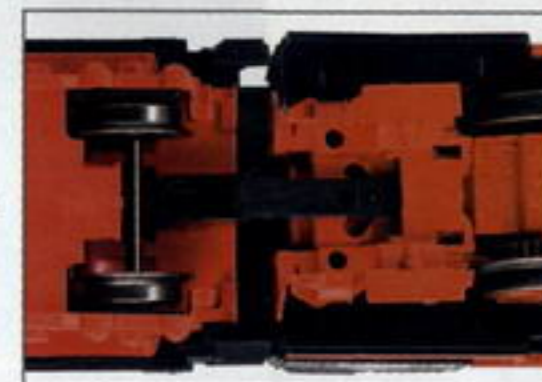
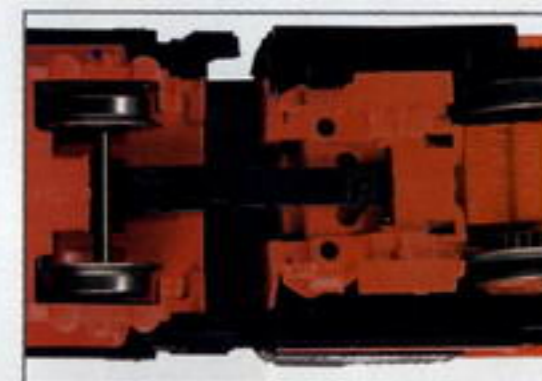


37841 Freight Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 051. Rebuilt version with a tender with a brakeman's cab as the locomotive appeared in the 1970s.

Model: Comes with a digital decoder, controlled high-efficiency propulsion and a Telex coupler on the tender. The motor for the locomotive is in the boiler. 5 axles powered. 4 traction tires. Driving wheels divided into two linked groups to enable

the locomotive to negotiate sharp curves. Can be retrofitted with a 7226 smoke generator. Headlights work in conventional operation and can be controlled digitally. **Smoke generator contact, Telex coupler as well as acceleration and braking delay can be turned on and off with the 6021 Control Unit.** Adjustable close coupling between the locomotive and the tender. Many separately applied details. Length over buffers 26.3 cm / 10-3/8".



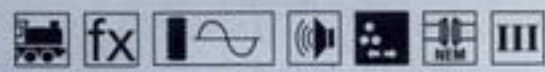
Adjustable close coupling between the locomotive and tender.

Steam Locomotives



Highlights

- ▶ C-Sine propulsion built into the boiler.
- ▶ Steam locomotive sound effects circuit and loudspeaker in the tender.
- ▶ First driving axle has offset weights on the wheels.



39103 Express Locomotive with Tender.

Prototype: German Federal Railroad (DB) oil-fired class 01.10.

Model: Locomotive comes with a digital decoder, C-Sine high efficiency propulsion, running gear lights and sound effects circuit. 3 axles powered. 2 traction tires. Read for installation of 7226 smoke

generator. Headlights and smoke generator will work in conventional operation and can be controlled digitally. **Steam locomotive sound effects and running gear lights can be controlled with the 6021 Control Unit.** Length over buffers 27.7 cm / 10-7/8".





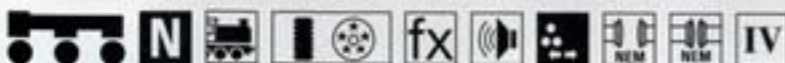
33952 Express Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 03. Witte smoke deflectors. Riveted tender.

Model: Comes with Delta electronic circuit. 3 axes powered. 2 traction tires. Buffer plate warning stripes. Equipped for installation of 7226 smoke generator (conventional operation) or Seuthe no. 11 smoke generator (Delta/Digital operation). Length over buffers 27.7 cm / 10-7/8".

37952 Express Locomotive with Tender.

Model: Same as 33952, but with a digital decoder, controlled high-efficiency propulsion and running gear lights. Headlights and the smoke generator 7226 that can be retrofitted into the locomotive will work in conventional operation and can be controlled digitally. **The running gear lights as well as the acceleration and braking delay can be turned on and off with the 6021 Control Unit.**



37885 Freight Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 043. Formerly class 44 with oil firing and oil tender.

Model: Locomotive comes with digital decoder, controlled high-efficiency propulsion, Telex coupler on the tender and smoke generator. Articulated frame to enable unit to negotiate sharp curves. 5 axes powered. 4 traction tires. Adjustable close coupling between locomotive and tender. Headlights and contact for smoke generator will

work in conventional operation and can be controlled digitally. Ready for installation of 7226 smoke generator that can be retrofitted into the locomotive. **Telex coupler, locomotive whistle as well as acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Length over buffers 26.0 cm / 10-1/14" (26.2 cm / 10-5/16").

One-time series



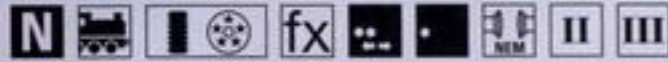
- ▶ Telex coupler for remote-controlled uncoupling (digital).
- ▶ Locomotive whistle as electronically stored sound effect (digital).

Steam Locomotives



Highlights

- ▶ Locomotive has metal construction.
- ▶ Large additional long distance headlight.
- ▶ Brilliant paint scheme.



37914 Steam Locomotive with Tender.

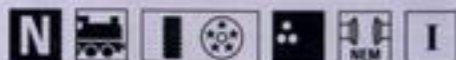
Prototype: Class 03.10 express locomotive with streamlining. Version for the use of the United States Transportation Corps (USTC) in Germany. Paint and lettering derived from the locomotives of the Atlantic Coast Line Railroad.

Model: Locomotive comes with a digital decoder and high-efficiency propulsion. 3 axles powered. 2 traction tires. Headlights will work in conventional operation and can be controlled digitally. **Additional front headlight (high beam) as well as acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Authentic lettering. Length over buffers 27.4 cm / 10-13/16".

Right after World War II, American soldiers were involved in the reconstruction of the German infrastructure. The United States Transportation Corps (USTC) first had to set up arrangements for the transportation needs of the military administration. A company of railroad specialists handled the overhauling of large steam locomotives at the Henschel plant in Kassel. These soldiers were already railroaders heart and soul back home. Apparently, their superiors shared this

passion, and hence one of the "new" class 03.10 express locomotives was painted in the design of an American railroad, Atlantic Coast Line. The typical high beam headlight was installed and the purple emblem of the ACL was applied on the locomotive. During the occupation period, the service trains of the USTC thus provided the impression of the great name trains along the east coast of the USA.





36473 Old-Timer Steam Locomotive.

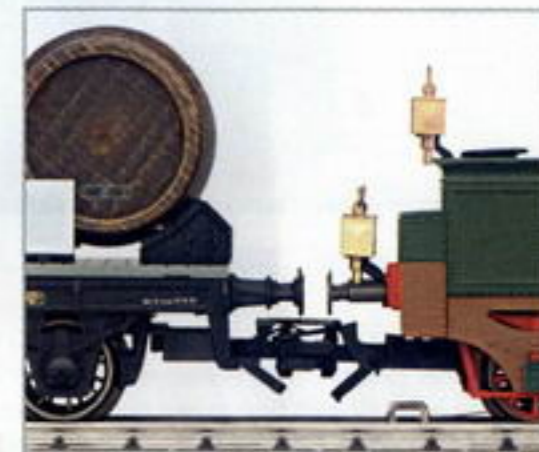
Prototype: Swiss North Railroad (SNB) "Rhein" locomotive, Kessler design. Boiler and cylinders have metal jackets. Version with regular buffers and couplers.

Model: Locomotive comes with a digital decoder, and adjustable speed and acceleration / braking delay. Miniature high-efficiency motor with bell-shaped armature built into the firebox. 2 axles powered. Locomotive has traction tires. Permanent coupling between locomotive and tender. Free-standing lanterns with maintenance-free LED's. Detailed engineer's cab. Many separately applied details. Older style buffers on both buffer beams, standard coupler pocket on the tender. Figures of an engineer and fireman included. Length over buffers 14.8 cm / 5-13/16".

This model is being offered by Trix (T22309) for two-rail DC systems.



- ▶ High-efficiency motor in the firebox.
- ▶ New boiler, new cylinders with smooth external surfaces.
- ▶ New cylindrical smoke stack.
- ▶ Engineer's cab with protection against the wind lower down on the locomotive.
- ▶ Can be used with all cars that have regular couplers.



Export model for Switzerland



- ▶ Metal locomotive frame, boiler, and tender.
- ▶ Motor and running gear built into the locomotive.
- ▶ Precision motor with bell-shaped armature and flywheel.
- ▶ The freight cars in the 47908 set go well with this locomotive.



37558 Steam Locomotive with Tender.

Prototype: Austrian Federal Railways (BBÖ/ÖBB) class 55. Former German class 55, Prussian class G 8.1 before that.

Model: Locomotive comes with a digital decoder and controlled high-efficiency propulsion. High-efficiency motor with bell-shaped armature and flywheel, in the boiler. 4 axles powered. 2 traction tires. Headlights will work in conventional operation and can be controlled digitally. 72270 smoke generator can be retrofitted into the locomotive. **Smoke**

generator contact as well as acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Engineer's cab with interior details. Permanent close coupling between the locomotive and tender. Many separately applied details. Length over buffers 21.0 cm / 8-1/4".

Export model for Austria

Steam Locomotives

Export model
for Belgium



Hjilalights

- ▶ Metal frame and locomotive boiler.
- ▶ Cars in set, item no. 47877, go well with this locomotive.



37157 Steam Locomotive with Tender.

Prototype: Belgian State Railways (SNCB/NMBS) class 26. Former German class 52 with box-style tender and open engineer's cab.

Model: Locomotive comes with a digital decoder and controlled high-efficiency propulsion. Motor in the locomotive's boiler. 5 axles powered. 4 traction tires. Driving wheels divided into two linked groups to enable the locomotive to negotiate sharp curves. Head-

lights will work in conventional operation and can be controlled digitally. 7226 smoke generator can be retrofitted into locomotive.

Smoke generator contact as well as acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Length over buffers 26.3 cm / 10-3/8".

Export model
for Belgium



Hjilalights

- ▶ Condensation tender with powered cooling fans.
- ▶ Metal frame, boiler and tender.
- ▶ Model comes in the authentic gray paint scheme from before 1950.



37172 Steam Locomotive.

Prototype: Belgian State Railways (SNCB) class 27 freight locomotive with a condensation tender. Former German class 52 Kon.

Model: Comes with a digital decoder, controlled high-efficiency propulsion and a mechanism for the cooling fans. Metal boiler and tender. Articulated frame to enable the locomotive to negotiate sharp curves. 5 axles powered. 4 traction tires. Adjustable close coupling

between the locomotive and the tender. Headlights will work in conventional operation and can be controlled digitally. Ready for installation of a 7226 smoke generator. **Cooling fans, smoke generator contact as well as the acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Length over buffers 31.5 (31.7) cm / 12-3/8" (12-1/2").

Export model
for Denmark



Headlights

- ▶ New front skirting.
- ▶ Lower smoke stack with DSB rim.
- ▶ Side ladders that can be installed.



37846 Steam Locomotive with Tender.

Prototype: Danish State Railways (DSB) class N. Former German class 50 and Belgian class 25.

Model: Locomotive comes with a digital decoder and controlled high-efficiency propulsion. Motor is in the boiler. 5 axles powered. 4 traction tires. Driving wheels divided into two linked groups to enable the locomotive to negotiate sharp curves. Headlights will

work in conventional operation and can be controlled digitally. 7226 smoke generator can be retrofitted into the locomotive. **Smoke generator contact as well as acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Adjustable close coupling between locomotive and tender. Length over buffers 26.3 cm/26.5 cm / 10-11/32"/10-7/16".

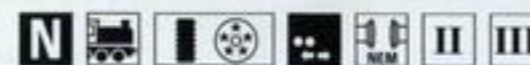


Export model
for Sweden



Headlights

- ▶ Metal frame, boiler, water tanks, and coal bunker.
- ▶ New road number and paint scheme.
- ▶ First time for this locomotive type to have high-efficiency propulsion.



37134 Tank Locomotive.

Prototype: Swedish State Railways (SJ) class S/Sa.

Model: Locomotive comes with a digital decoder and controlled high-efficiency propulsion. 3 axles powered. 2 traction tires. Headlights will work in conventional operation and can be controlled digitally. **Acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Length over buffers 13.9 cm / 5-1/2".

Steam Locomotive



37970 Steam Locomotive with Tender.

Prototype: New York Central Railroad (NYC) class H 6 general purpose locomotive. United States Railroad Association (USRA) standard design 2-8-2 "Mikado".

Model: Locomotive comes with a digital decoder, controlled high-efficiency propulsion, and sound effects generator. High-efficiency motor with bell-shaped armature in the boiler. 4 axles powered.

2 traction tires. Locomotive can be retrofitted with 72270 smoke generator. Headlights and smoke generator contact will work in conventional operation and can be controlled digitally. Headlights are maintenance-free LED's. **Synchronized steam locomotive sound effects that vary with the locomotive's speed, whistle as well as a bell sound or acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Prototypical non-

working coupler plugged in on the front. Close coupling between locomotive and tender. Separately applied metal handrails. Many separately applied details. Figures of a locomotive engineer and fireman for the engineer's cab are included. Length over couplers 29.0 cm / 11-7/16".

One-time series

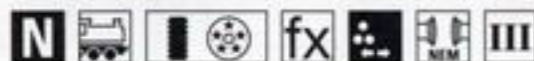


Highlights

- ▶ Metal locomotive frame, boiler, and tender floor and body.
- ▶ High-efficiency motor with bell-shaped armature in the boiler.
- ▶ Sound effects: Cylinder/exhaust synchronized, whistle, and bell.
- ▶ Can be used on track with a minimum radius of 360 mm / 14-3/16".

Diesel Locomotives

The class V 36 locomotives worked extremely well in pusher and transfer work. A number of these units were equipped with so-called switching cupolas as part of DB modernization program for these locomotives. All of the controls and instruments necessary for running the locomotive were mounted higher. The locomotive engineer had a better view from the cupola-like superstructure, which clearly facilitated switching work.



37365 Diesel Hydraulic Switch Engine.

Prototype: German Federal Railroad (DB) class V 36. Version with cupola for switching work.

Model: Locomotive comes with a digital decoder and high-efficiency propulsion. 3 axles powered. 2 traction tires. Hood for motor has road number board. Numerous separately applied handrails and grab irons. Headlights will work in conventional operation and can be controlled digitally. **Acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Length over buffers 10.6 cm / 4-3/16".



3078 Diesel Locomotive.

Prototype: Henschel class DHG 500 industrial locomotive.

Model: Comes with a reverse unit. 3 axles powered. 1 traction tire. Couple hooks. Length over buffers 11.2 cm / 4-7/16".

Many companies have their own trackage and use the DHG 500 industrial locomotive to distribute cars to those locations where they are to be loaded or unloaded. In addition, they are also used to assemble trains for the transfer point where these trains are picked up by the railroad.



33785 Switch Engine.

Prototype: Henschel class DHG 500/700 diesel hydraulic Lokomotive. Lease locomotive from the ADtranz locomotive pool.

Model: Comes with a Delta electronic circuit. 3 axles powered. 1 traction tires. **Blinking warning light on when the locomotive is**

in motion. Coupler hooks that can be replaced by other couplers. Metal end railings. Warning stripes around the locomotive. Length over buffers 11.2 cm / 4-7/16".

One-time series

Blinking light
on the cab roof.

The DHG 700 is a modern industrial locomotive as is used by companies with their own trackage. With appropriate equipment it can also be operated by remote control in the prototype. For safety reasons many of these industrial locomotives have blinking lights and particularly noticeable striping on the buffer beams.



HOBBY III - V

30881 Diesel Locomotive.

Prototype: Henschel class DHG 700 C industrial locomotive.

Model: Comes with a Delta electronic circuit. Built-in blinking light. Buffer beams with yellow/black warning stripes. Metal handrails. 3 axles powered. 1 traction tire. Couple hooks. Length over buffers 11.2 cm / 4-7/16".

Telex couplers



34641 Diesel Hydraulic Switch Engine.

Prototype: German Railroad, Inc. (DB AG) class 365, with radio remote control.

Model: Comes with a Delta electronic circuit. 3 axles powered. 2 traction tires. Telex couplers for uncoupling by remote control from cars anywhere on a layout. Length over buffers 12.0 cm / 4-3/4".

The signal light for the radio remote control indicates when the Telex couplers are activated on the model.



Highlights

- ▶ High-efficiency propulsion.
- ▶ Telex couplers.

A 12-cylinder Maybach diesel motor powers these locomotives. They weigh between 48.3 and 49.5 metric tons, depending on how they are equipped. In switching work the maximum speed of 60 km/h or 38 mph is called upon only in exceptional cases. Although the first locomotives of this class were placed into service as early as 1955, their attractive paint scheme makes them look very modern.

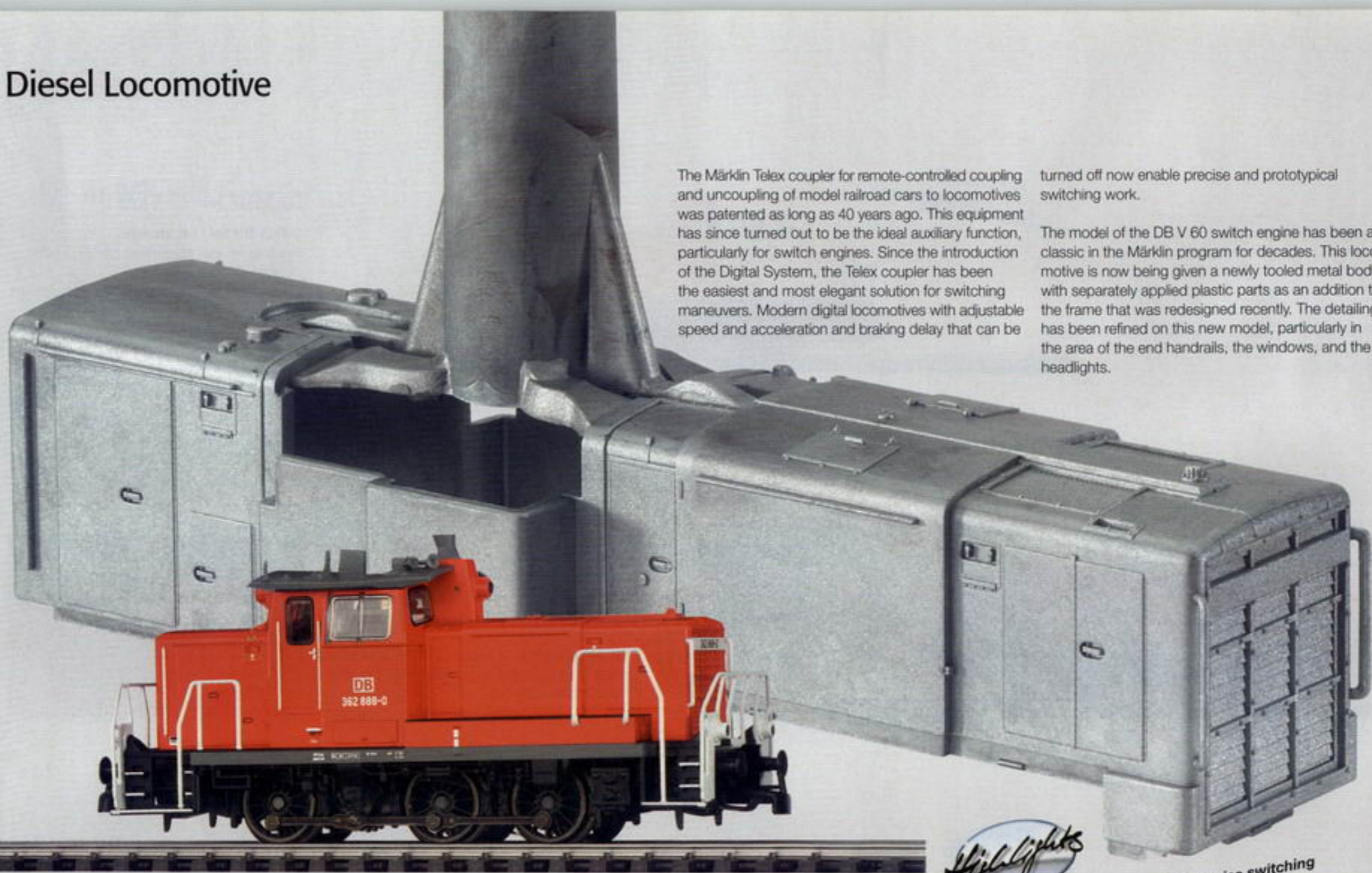


37649 Diesel Hydraulic Switch Engine.

Prototype: German Railroad, Inc. (DB AG), DB Cargo, class 360.

Model: Comes with a digital decoder and controlled high-efficiency propulsion. 3 axles powered. 1 traction tire. Metal handrails at the ends of the locomotive. **Telex couplers at both ends.** Headlights digitally controlled. The Telex coupler in the front and the Telex coupler in the rear can be turned on digitally with the 6021 Control Unit. The headlights will work in conventional operation. Length over buffers 12.0 cm / 4-3/4".

Diesel Locomotive



The Märklin Telex coupler for remote-controlled coupling and uncoupling of model railroad cars to locomotives was patented as long as 40 years ago. This equipment has since turned out to be the ideal auxiliary function, particularly for switch engines. Since the introduction of the Digital System, the Telex coupler has been the easiest and most elegant solution for switching maneuvers. Modern digital locomotives with adjustable speed and acceleration and braking delay that can be

turned off now enable precise and prototypical switching work.

The model of the DB V 60 switch engine has been a classic in the Märklin program for decades. This locomotive is now being given a newly tooled metal body with separately applied plastic parts as an addition to the frame that was redesigned recently. The detailing has been refined on this new model, particularly in the area of the end handrails, the windows, and the headlights.



37652 Diesel Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 362. Switch engine with hydraulic drive. Current version of the former V 60.

Model: Locomotive comes with a digital decoder, controlled high-efficiency propulsion, and Telex couplers for remote-controlled uncoupling. 3 axles powered. 2 traction tires. Headlights will work in

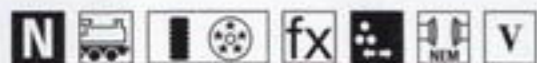
conventional operation and can be controlled digitally. The Telex couplers front and rear can be controlled independent of each other digitally with the 6021 Control Unit. Acceleration and braking delay can also be controlled digitally with the 6021 Control Unit. Separately applied end handrails. Length over buffers 12.0 cm / 4-3/4".

Highlights

- ▶ Controllable propulsion for precise switching work.
- ▶ Telex couplers for remote-controlled uncoupling.
- ▶ New metal locomotive body.
- ▶ Finely constructed metal end handrails.
- ▶ Detailed frame.



Diesel Locomotives



33725 General-Purpose Diesel Hydraulic Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 212.

Model: Locomotive comes with a digital decoder and high-efficiency propulsion. Metal frame. 2 axes powered. 4 traction tires. Metal grab irons. Scale narrow hoods. Headlights will work in conventional operation and can be controlled digitally. **Acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Length over buffers 14.1 cm / 5-9/16".



In 1958, the German Federal Railroad began placing the class V 100 general-purpose diesel hydraulic locomotives into service. These units had a power output of 1,100 horsepower. A more powerful version with 1,350 horsepower was delivered starting in 1962. These locomotives were 12.3 meters or 40 feet 4-1/4 inches long and reached a maximum speed of 100 km/h or 63 mph. The first series, the class V 100.10, has been designated since 1968 as the class 211, the second series, the class V 100.20, has been designated since that time as the class 212.



33723 General Purpose Diesel Hydraulic Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 212.

Model: Comes with a Delta electronic circuit. 2 axes powered. 4 traction tires. Metal frame. Length over buffers 14.1 cm / 5-1/2".

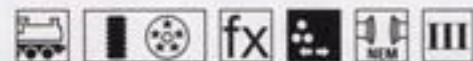


In 1958 the German Federal Railroad (DB) first placed the V 100 general purpose diesel hydraulic locomotive into service. These units had a power rating of 1,100 horsepower.

Starting in 1962 a more powerful version with 1,350 horsepower was delivered. These locomotives have a length over the buffers of 12.3 meters or 40 feet 4-7/16 inches and reach a maximum speed of 100 km/h or 63 mph. The first production series, the V 100.10, has been designated the class 211 since 1968, and the second series, the V 100.20, is the class 212.



- ▶ High-efficiency propulsion.
- ▶ Classic Era III lettering.
- ▶ Classic red paint scheme.



37724 General Purpose Diesel Hydraulic Locomotive.

Prototype: German Federal Railroad (DB) class V 100.20.

Model: Comes with a digital decoder with controlled high-efficiency propulsion. Metal frame. 2 axes powered. 4 traction tires. Metal grab irons. Scale narrow hoods. Headlights digitally controlled. The headlights will work in conventional operation. Length over buffers 14.1 cm / 5-1/2".





HOBBY **N**    

33745 General-Purpose Diesel Hydraulic Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 218.
Model: Locomotive comes with a Delta electronic circuit. Metal frame. 2 axles powered. 4 traction tires. Separately applied exhaust stacks. Length over buffers 18.2 cm / 7-3/16".






HOBBY   **IV**

30747 General Purpose Diesel Hydraulic Locomotive.
Prototype: German Federal Railroad (DB) class 218.
Model: Comes with a reverse unit. Metal frame. 2 axles powered. 4 traction tires. Relex couplers. Length over buffers 18.2 cm / 7-13/16".



    **IV**

3374 General Purpose Diesel Hydraulic Locomotive.
Prototype: German Federal Railroad (DB) class 216.
Model: Comes with a Delta electronic circuit. Metal frame. 2 axles powered. 4 traction tires. Length over buffers 18.2 cm / 7-13/16".

     **V**

37744 Diesel Hydraulic Freight Locomotive.
Prototype: German Railroad, Inc., DB Cargo (DB AG) class 216.
Model: Comes with a digital decoder, controlled high-efficiency propulsion and sound effects module. 2 axles powered. 4 traction tires. Metal frame. Headlights will work in conventional operation and can be controlled digitally. **Sound effects module for a whistle sound with two different pitches as well as acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Length over buffers 18.2 cm / 7-3/16".



Diesel Locomotives



39821 Heavy Diesel Locomotive.

Prototype: German Federal Railroad (DB) class V 200.1.

Model: With digital decoder, C-Sine high-efficiency propulsion and sound effects circuit. 2 axes powered, 4 traction tires. Engineer's cabs and engine room with interior details. Headlights work in conventional operation and can be controlled digitally. **Diesel locomotive sound effects, marker lights as well as acceleration/braking delay are digitally controlled with the 6021 Control Unit.** Length over buffers 21.0 cm / 8-1/4".

Highlights

- ▶ Modified motor block with C-Sine Motor.
- ▶ Heavy metal construction.
- ▶ Detailing: Separately applied metal grab irons.
- ▶ Prototype: More powerful V 200 in its original Era III version.
- ▶ Diesel motor and horn sounds are also controlled digitally.



Diesel or Electric Locomotive?

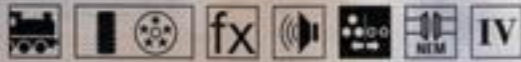
The German Federal Railroad's only diesel electric locomotives were the two double locomotives, V 188 001 and V 188 002, built in 1939 by Krupp in Essen and by Siemens. In the 1950s these two giants were thoroughly overhauled by Krauss-Maffei in Munich, with a preserved third pair serving as a source of parts.

The old diesel motors, each with 940 horsepower, were replaced by new 12 cylinder units, each with 1,100 horsepower and developed by Maybach for the modern V 200 diesel locomotive. Their classification remained as the V 188 (from the earlier 1,880 horsepower rating). The brake equipment, the heating plant and other equipment were constantly adapted to changing requirements. The paint scheme was also adapted to the red scheme used for the newly built diesel locomotives of the time. Starting in 1968 the computer number 288 was the new class for both pairs of locomotives. The earlier designations "a" and "b" for the respective halves were retained and not changed to the pure number representation. The service performed by these two veterans in Franconia lasted another two or four years. In 1971 diesel electric traction on the DB finally came to an end for good.



Highlights

- ▶ Double locomotive with 2 motors.
- ▶ Weighs over 750 grams / 1 pound 10 ounces.
- ▶ Realistic diesel locomotive sounds.



37284 Heavy Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 288. Former class V 188.

Model: Locomotive comes with a digital decoder, controlled high efficiency propulsion and sound effects circuit. Both units have a motor. 4 axes powered. 4 traction tires. Headlights are maintenance-free LED's. Headlights and diesel motor sound effects work in conventional operation and can be controlled digitally. **Sound effects of a horn and a whistle as well as the acceleration and braking delay are controlled digitally with the 6021 Control Unit.** Special close coupling with guide mechanism between the locomotives. Length over buffers 25.8 cm / 10-3/16".



Diesel Locomotives



36801 Small Diesel Locomotive.

Prototype: Austrian Federal Railways (ÖBB) class X 150. Version with enclosed engineer's cab.

Model: Locomotive comes with a digital decoder. 2 axles powered. Locomotive has magnets mounted in the frame for greater pulling power. Separately applied metal

handrails. Yellow warning stripes on the buffer beams. Headlights will work in conventional operation and can be controlled digitally.

Acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Length over buffers 7.4 cm / 2-15/16".

Export model for Austria



- ▶ Metal frame.
- ▶ Metal body.
- ▶ Headlights / marker lights at both ends.
- ▶ Maintenance-free LED's that change over red/white.



37647 Diesel Locomotive.

Prototype: Austrian Federal Railways (ÖBB) class 2070 general-purpose locomotive. New diesel-hydraulic design G 800 BB from the firm Vossloh Rail Motive Power Technology GmbH (VSFT), further developed from the standard locomotives of the former firm MaK.

Model: Comes with a digital decoder and adjustable high-efficiency propulsion. Special motor with bell-shaped armature and flywheel. 4 axles powered. 4 traction tires. Headlights will work in conventional

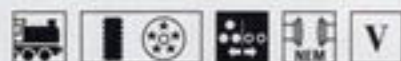
operation and can be controlled digitally. Maintenance-free LEDs are used for headlights. Length over buffers 16.5 cm / 6-1/2".

This model is being offered by Trix (T22303) for two-rail DC systems.

Export model for Austria



- ▶ Heavy metal construction.
- ▶ New locomotive body with a longer motor hood and offset cab.
- ▶ New locomotive frame with a large tank.
- ▶ Stronger metal railings on all four sides of the locomotive.
- ▶ Adjustable high-efficiency propulsion: Model suitable for heavy and for fast trains.



37641 Diesel Electric Locomotive.

Prototype: Dutch State Railways class 6400 / freight traffic area (NS Cargo).

Model: Comes with a digital decoder and adjustable high-efficiency propulsion. Special motor with bell-shaped armature and flywheel.

2 axles powered. 4 traction tires. Headlights digitally controlled. Headlights with maintenance-free LEDs. Metal side rails and end platforms separately applied. Length over buffers 16.5 cm / 6-1/2".





37657 Diesel Locomotive.

Prototype: French State Railways, Freight Service Business Group (SNCF/FRET), class 461 000. European standard design MaK G 1206.

Model: Locomotive comes with a digital decoder and adjustable high-efficiency propulsion. High-efficiency motor with a bell-shaped armature and a flywheel. 4 axles powered. 4 traction tires. Headlights can be controlled digitally. Headlights are maintenance-free LED's. Length over buffers 16.5 cm / 6-1/2".

This model is being offered by Trix (T22312) for two-rail DC systems.



Export model for France



- ▶ Heavy metal body.
- ▶ New locomotive body with prototypical motor hoods.
- ▶ Metal railings around the locomotive with special end platforms.



- ▶ Heavy metal frame.
- ▶ Push/pull cars (with no headlight/ marker light changeover) that go well with this locomotive: Item nos. 43532, 43534, 43536.



37673 Diesel Locomotive.

Prototype: Belgian State Railways (SNCB/NMBS) class 55. Former class 205. Authorized for use with push/pull trains.

Model: Locomotive comes with a digital decoder and controlled high-efficiency propulsion. 3 axles powered. 4 traction tires. Headlights will work in conventional operation and can be controlled digitally. **Marker lights as well as acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Length over buffers 22.6 cm / 8-7/8".

Export model for Belgium



33622 Diesel Electric Locomotive.

Prototype: General Motors EMD type F 7 painted and lettered for the Atchison, Topeka & Santa Fe Railway (AT & SF). A Unit. Road number 338.

Model: Comes with a Delta electronic circuit. 2 axles powered. 4 traction tires. Lighted number boards. Connections for the headlight and number board lights on a non-powered unit coupled to this unit. Coupler hooks with preuncoupler, can be replaced with standard coupler pockets included with this locomotive. Length 17.5 cm / 6-7/8".



USA

ALCo PA

Some things are remembered long after their natural lives have passed – they are history. This applies particularly to the American Locomotive Company's (ALCo) "PA" locomotive. Standing for "passenger A-unit" with an engineer's cab, the PA was introduced in 1946, and became an immediate success with the new deluxe trains. Although a competing locomotive manufacturer sold more passenger units overall, this sleek, powerful design and the PA's modern, powerful technology quickly found the hearts of railroad employees and passengers. The PA was used on almost all of the main lines in the United States, but their greatest presence was in the Southwest. Particularly well known were the bright yellow

Union Pacific PA's and the classic silver and red of the Santa Fe, but also the "Daylight" version of the Southern Pacific in orange and red. In the Southeast, Southern Railway's PA's worked a train by the name of the "Pelican". In the northeastern United States, the elegant gray tones of the New York Central's PA's matched the passenger cars of the same color which they pulled, thus forming a complete picture.

In conjunction with the "name trains", the striking, harmonious shape of the PA formed an ideal combination of powerful technology and aesthetic design.

Railroad crews favored the PA because of its smooth ride and the safety provided by the long nose and sturdy superstructure. The rhythmic, full sound of the 4-stroke diesel motors, which these diesels made while accelerating, was incomparable among railroad experts. The fans named the PA an "Honorary Steam Locomotive" because of a peculiarity of the ALCo 244 diesel prime mover when starting up. Until the fuel started burning completely, thick clouds of black smoke would pour from the exhaust stacks, and then the PA would roar off.

While the ElectroMotive Diesel E unit had been a continuation of passenger locomotive development dating back to the 1930's, the



49610 Diesel Locomotive for Multiple Unit Operation.

Prototype: Same as model 37610, but with a different road number.

Model: Booster unit for real double-heading with model 37610.

High-efficiency motor, controlled from the decoder in the 37610 locomotive. 2 axes powered. 4 traction tires. Lights as well as acceleration and braking delay controlled from the decoder in the 37610 locomotive. Special coupling with multi-conductor electrical connection between the two locomotives. Close coupler in standard coupler pocket at both ends, can be replaced by American couplers or by a cover plate. Length over couplers 23.5 cm / 9-1/4".

The 49610 locomotive can be operated only in conjunction with a 37610 locomotive. Can be used on track with a minimum radius of 360 mm / 14-3/16".

One-time series



- ▶ Metal construction.
- ▶ Real multiple unit operation: 2 locomotives controlled from a single decoder.
- ▶ Pilot with guide mechanism at the end coupled to a train swings out a little on curves.
- ▶ Diesel motor sound effects vary according to how the locomotive is running (only with 37610).
- ▶ Road numbers 600 (37610) and 601 (49610).

PA was a development born of post-war optimism toward the future of railroad passenger service. This optimism was to produce some of the finest passenger trains that had ever been seen in North America.

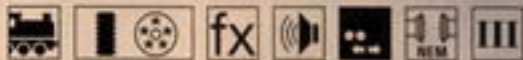
In the 1950's, competition for the railroad came from outside the industry. Passengers started choosing their own cars and the faster airplanes. The transportation market had changed, and the great streamliners became fewer. This development caused a change in the role of the PA. By 1955, the Union Pacific had reassigned the first units of this class to freight service. Other railroads would follow suit. Locomotive after locomotive was quietly retired from this less prestigious service over the course of the years, and most of them

fell victim to the cutting torch. Four Santa Fe locomotives remained preserved and were used by the Delaware & Hudson Company again for the "Laurentian" streamliner. After being pulled from this service, these locomotives survived again in Mexico, continuing to pull passenger trains. Through the intervention of many railroad enthusiasts, at least two locomotives were saved from the scrap yard after being retired from service and ended up in railroad museums in Mexico.

Two other locomotives are now undergoing the slow process of restoration in Portland, Oregon. One PA will be decorated in the red and silver livery of its original owner, the Santa Fe. It will be placed on

display in the Smithsonian Institution in Washington, DC. The other PA is in better mechanical condition and will be painted in the Nickel Plate Railroad's scheme of blue and silver. This locomotive will receive a new diesel prime mover and trucks, eventually returning to operational status for special excursions.

Apart from that, the Märklin model of the PA offers you the chance to grasp the elegant lines of this beautiful locomotive in all of its dimensions. The high quality model technology provides even today the appropriate experience of power and dynamism of the original.



37610 Diesel Locomotive.

Prototype: Union Pacific Railroad (U.P.) class 600. American Locomotive Company (ALCO) type PA-1. Diesel-electric propulsion.
Model: Comes with a digital decoder, controlled high-efficiency propulsion, sound effects generator and auxiliary functions. 2 axes powered. 4 traction tires. Headlights lighted number boards will work in conventional operation and can be controlled digitally. **Mars light,**

diesel motor sound effects, and horn as well as acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Powerful speaker. Volume is adjustable. Can be coupled to a second powered locomotive without a decoder that is controlled with the decoder in the first locomotive. Close coupler in the standard pocket can be replaced by an American knuckle coupler. Length over the couplers 23.5 cm / 9-1/4".

One-time series

These models will also be offered in different versions by Trix for two-rail DC systems.

Insider Model for 2003



39579 Electric Express Locomotive.

Prototype: German Federal Railroad (DB) class 103.1. Regular production version with double row of vents, smooth exterior walls, front skirting, large windshields and single-arm pantographs.

Model: Locomotive comes with a digital decoder, controlled C-Sine high-efficiency propulsion, light functions, and remote-controlled pantographs. 3 axes powered. 4 traction tires. Headlights and marker lights will work in conventional operation and can be controlled digitally.

Engine room lights, mechanism for raising and lowering both pantographs as well as acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Maintenance-free LED's are used for headlights and marker lights. Engineer's cabs have interior details. 18 individual, separately applied metal handrails. Detailed roof equipment. Open front skirting and close coupler can be replaced by a closed version with brake hoses that can be attached and with a reproduction prototype coupler. Length over buffers 21.9 cm / 8-5/8".

The 39579 locomotive is being produced in a one-time series only for Insider members. Delivery is planned for the end of 2003.

After the first prototypes E03 001 through E03 004 that were successfully tested over a period of 5 years, regular production of the express locomotives now classified as 103 took place starting in 1970. For around 20 years, 145 units formed the backbone of the high quality express train service offered by the German Federal Railroad (DB).

With an output of 7,780 kilowatts or 10,433 horsepower and a weight of 114 metric tons, passenger trains could be run with scheduled speeds of up to 250 km/h or 156 mph – this locomotive was technically far in advance of the available rolling stock.

In the meantime, these units have had to make way for the newer class 101 and above all, for the ICE, that is currently defining long distance passenger service. Due to their high level of reliability, many "103" units have escaped retirement and are used for special service and to fill in for newer types of locomotives, when the latter fail.

This model of the class 103.1 is being presented as the first Märklin H0 locomotive with a regular production, built-in mechanism for raising and lowering both pantographs. The remote control is made possible by the use of new miniature technologies: specially developed piezo motors in the small mechanism unit and control electronics that are precisely designed for use with the locomotive decoder. Each of the two pantographs can be raised up to or lowered from the catenary independently from the digital locomotive controller. The motion of the pantographs is prototypically slow and gentle. The running operation of the locomotive is permanently connected to power coming from the center conductor in the track, in order to guarantee the reliability of the power supply for controlling the pantographs.

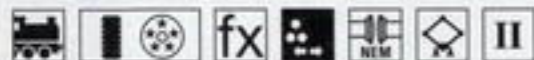


- ▶ Reproduction of the new metal body for the model of the regular production 103.
- ▶ High-efficiency C-Sine propulsion system.
- ▶ Remote-controlled working pantographs.





Electric Locomotives



37476 Electric Locomotive.

Prototype: German State Railroad Company (DRG) class E 69.

Model: Comes with a digital decoder and controlled high-efficiency propulsion. 2 axles powered. 1 traction tire. Clear view through the engineer's cab. Separately applied handrails. Headlights will work in conventional operation and can be controlled digitally. **Acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Length over buffers 8.5 cm / 3-3/8".



- ▶ Metal frame.
- ▶ Metal body.
- ▶ Motor comes with a flywheel.
- ▶ Close couplers with guide mechanism.
- ▶ Can be operated from catenary.

After an interruption due to the great economic crisis, the electrification of the German State Railroad's network was continued starting in 1930. New, powerful locomotives were needed for the new routes. In the meantime the German railroad industry had developed new concepts and prototypes for modern general purpose locomotives.

This design from Siemens shows clear progress compared to the provincial railroad designs of before that had been merely developed further. This unit was designed as a general purpose locomotive and was built on a welded frame, mounted on trucks with integrated buffer beams and powered with axle-suspended motors. This gave this compact locomotive a total weight of 78 metric tons without the need for pilot trucks and still below the critical 20 metric ton limit for axle loads. The modern motors put out 2,200 kilowatts or 2,950 horsepower that was available directly to the axles without the need for an expensive mechanism. The maximum speed reached on level track was 90 km/h or 56 mph.

The first unit was successfully tested and placed into service by the German State Railroad as early as 1930 as the E 44 001. Additional, regular production locomotives with a maximum speed of 80 km/h or 50 mph were ordered immediately, initially for the route from Stuttgart to Augsburg (with the Geislingen Grade). The German State Railroad purchased a total of 174 regular production locomotives, of which 45 remained in East Germany with most of the rest in the West. Seven more locomotives were built new for the German Federal Railroad and several were equipped with push/pull controls or resistance brakes. The indestructible E 44 was in regular use well into the 1980s – at the end as the 144 (DB) and 244 (DR).



- ▶ Completely new tooling.
- ▶ All metal construction.
- ▶ Sound effects circuit.
- ▶ Prototypical frame.
- ▶ Fine detailing.
- ▶ Very high tractive effort.



34440 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 44.

Model: With Delta electronic circuit. Special motor with a flywheel. 4 axles powered. 2 traction tires. Buffer beams swing prototypically with the trucks. Headlights with maintenance-free LEDs. Length over buffers 17.5 cm / 6-7/8".

This model is being offered for two-rail DC systems by Trix (T22701).



37440 Same as 34440, but with a digital decoder and adjustable high-efficiency propulsion. Headlights work in conventional operation and can be controlled digitally. **Sound effects for a horn can be controlled digitally with the 6021 Control Unit.**



37562 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 60. Version with brakeman's platforms.

Model: Comes with a digital decoder and controlled high-efficiency propulsion. 3 axles powered. 2 traction tires. Numerous separately applied handrails. Headlights will work in conventional operation and can be controlled digitally. **Acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Length over buffers 12.8 cm / 5-1/16".



The E 60 was one of the few electric switch engines that the German Federal Railroad took over from the German State Railroad. In the 1950s all of the locomotives in this class were equipped with brakeman's platforms for switching work and were painted red as part of an extensive overhaul program. The original pantographs with two wipers were replaced by standard design pantographs with a single wiper.



- ▶ C-Sine motor.
- ▶ Metal frame.
- ▶ Metal body.



39190 Electric Express Locomotive.

Prototype: German Federal Railroad (DB) class E 19.

Model: Comes with a digital decoder and a C-Sine motor. 2 axles powered. 4 traction tires. Engineer's cabs and engine room with interior details. Separately applied handrails. Reproduction of quill drive driving wheels. Headlights will work in conventional operation and can be controlled digitally. **Low speed switching range without acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Length over buffers 19.5 cm / 7-11/16".

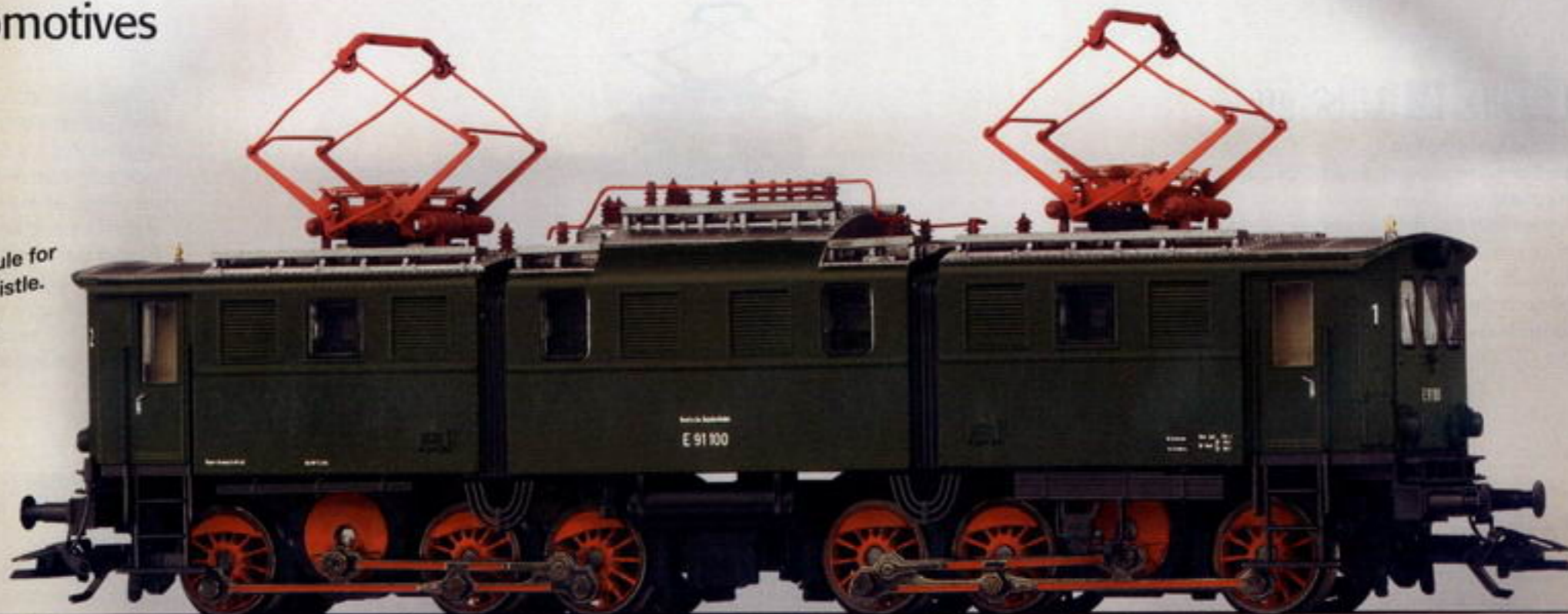
One-time series



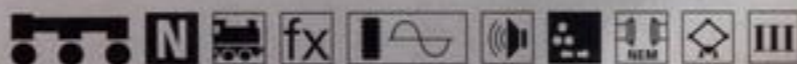
Electric Locomotives

Hjertelights

- ▶ C-Sine motor.
- ▶ Sound effects module for compressed air whistle.
- ▶ Red pantographs.
- ▶ Metal body.



In 1927, the German State Railroad Company placed a total of 12 units of the class E 91.0 in service. The locomotives' double motors accelerated it to a maximum speed of 55 km/h or about 34 mph. This speed was quite sufficient for the heavy service on steep grades. On these routes, this locomotive was able to put its immense tractive effort to its best use. Six units came onto the roster of the German Federal Railroad, and they were used mainly in the areas of Freiburg and Munich.



39195 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 91.

Model: Locomotive comes with a digital decoder, C-Sine motor and whistle sound effect. 3 axes powered. 2 traction tires. Engine room has interior details. Separately applied handrails and roof walks. Version without sunshade for engineer's cab. Headlights will work in conventional operation and can be controlled digitally. **Sound**

effects module for the locomotive whistle as well as the switching range without acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Length over buffers 19.9 cm / 7-13/16".

One-time series



- ▶ Metal frame.
- ▶ Motor comes with flywheel.
- ▶ Headlights have maintenance-free LEDs.
- ▶ Can be operated from catenary.

A total of 31 class E 75 locomotives were placed into service starting in 1927. These units were equipped with a continuous main frame in which both of the groups of driving wheels were mounted. A 20-pole motor for each group powered the driving axles through a jackshaft and side rods. The maximum speed was only 70 km/h or 44 mph with a service weight of 106 metric tons.



34750 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 75.

Model: Comes with Delta electronic circuit. 4 axles powered. 2 traction tires. Engine room has imitation of the interior details. Length over buffers: 17.7 cm / 6-15/16".



37750 Electric Locomotive.

Model: Same as 34750, but with a digital decoder, controlled high-efficiency propulsion and a sound module for a whistle. Headlights will work in conventional operation and can be controlled digitally.

Whistle as well as acceleration and braking delay can be controlled digitally with the 6021 Control Unit.



Electric Locomotives

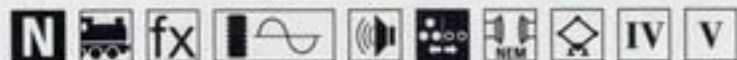
It was called the German Crocodile, which every railroad expert recognizes as a compliment. The E 94 was used on practically all of the hilly and mountainous routes in Germany. A total of 197 units were placed into service from 1940 to 1956, and the last one was retired in 1988. One of the last of these locomotives, and the prototype for our model, is the road number 194 158-2. It escaped the being scrapped, because an enthusiastic woman locomotive engineer

bought it from the scrap dealer. This E 94 was restored step by step from the ground up and was put back into running condition: The transformer, electrical circuits, controls, engineer's cabs, braking system, superstructures, running gear. After several years of work during evenings, weekends, and vacations by the Historic Railroad Locomotives/Cars Association (historische Eisenbahnfahrzeuge e. V.) team and with the support of the Neuss Railways, Siemens, and the

Austrian Federal Railways facilities in Linz, the locomotive now once again gleams in the original condition, as it did on the former German Federal Railroad. After provisional acceptance by the railroad, full permission for the locomotive's operation was given in August of 2001 by the German Federal Railroad Office.



- ▶ Metal frame and body parts.
- ▶ C-Sine high-efficiency propulsion.
- ▶ Model can be used over several eras.



39223 Electric Locomotive.

Prototype: German Federal Railroad (DB) class 194 freight locomotive. Locomotive as it has been preserved to date in its earlier, original paint scheme and with its original equipment, operational and authorized for operation.

Model: Locomotive comes with a digital decoder, controlled C-Sine high-efficiency propulsion, and a sound effects generator. 3 axles

powered. 4 traction tires. Articulated frame to enable the locomotive to negotiate curves better. Headlights will work in conventional operation and can be controlled digitally. Maintenance-free LED's are used for headlights. **Marker lights, horn sound effects, as well as acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Length over buffers 21.0 cm / 8-1/4".



Highlights

- ▶ Delta electronic circuit for all modes of operation.
- ▶ New metal body.



34402 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 110. Fast general-purpose locomotive. New version of the former E 10.

Model: Locomotive comes with a Delta electronic circuit. 2 axes powered. 4 traction tires. Separately applied metal handrails. Length over buffers 18.3 cm / 7-3/16".



39581 Electric Locomotive.

Prototype: German Federal Railroad (DB) class 151. Heavy freight locomotive as it looked when first delivered.

Model: Comes with a digital decoder, C-Sine high-efficiency propulsion and a sound effects generator. 3 axes powered. 4 traction tires. Headlights will work in conventional operation and can be controlled digitally. **Horn sound effects as well as acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Length over buffers 22.2 cm / 8-3/4".



Highlights

- ▶ New pantographs
- ▶ Heavy diecast metal frame.
- ▶ First model of the class 151 with C-Sine propulsion.
- ▶ Horn sound effects that work in digital operation.

At the start of the 1950s the German Federal Railroad's program for building new locomotives required a general purpose locomotive. The latter had to be able to master express trains, ordinary fast passenger trains, and commuter trains as well as freight trains. The class E 41 was developed by Henschel and BBC. With a continuous output of 2,310 kilowatts or about 3,098 horsepower, these units reached a maximum speed of 120 km/h / 75 mph.

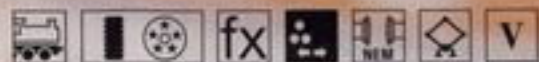


30345 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 41.

Model: Comes with Delta electronic circuit. 2 axes powered. 4 traction tires. Length over buffers 17.5 cm / 6-7/8".

Electric Locomotives



37536 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 120.1.

Model: Comes with a digital decoder and controlled high-efficiency propulsion. 2 axes powered. 4 traction tires. Steps to the engineer's cabs with metal handrails. Headlights work in conventional operation and can be controlled digitally. **Acceleration and braking delay can be turned on and off with the 6021 Control Unit.** Length over buffers 22.1 cm / 8-11/16".



Highlights

- ▶ Delta electronic circuit for all modes of operation.
- ▶ New metal body.



34401 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 140. General-purpose locomotive, New version of the former E 40.

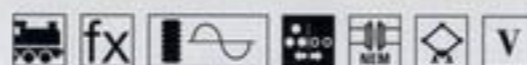
Model: Locomotive comes with a Delta electronic circuit. 2 axes powered. 4 traction tires. Separately applied metal handrails. Length over buffers 18.3 cm / 7-3/16".





Highlights

- ▶ Metal frame and body.
- ▶ Close couplers with guide mechanism.
- ▶ C-Sine motor.
- ▶ Maintenance-free LEDs for headlights.
- ▶ Dual long distance headlights.
- ▶ Sound effects module for air horn.
- ▶ With slow speed range for switching.



39350 Electric Freight Locomotive.

Prototype: German Railroad, Inc. (DB AG), DB Cargo, class 152.

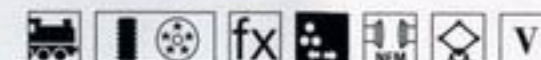
Model: With digital decoder and C-Sine motor. 2 axles powered. 4 traction tires. Engineer's cabs with interior detailing. Separately applied grab irons. Separately applied snow plows. Reproduction of the outboard mounted brake disks. **Built-in long distance headlights and sound effects module for an air horn.** Headlights digitally controlled. Dual long distance headlights, that change over with the direction of travel, air horn, and slow speed range for switching can be turned on with the 6021 Control Unit. The headlights will work in conventional operation. Length over buffers 22.5 cm / 8-7/8".

These units were ordered as early as 1995 in order to meet the demand for powerful freight locomotives on the German Railroad, Inc. Siemens and Krauss-Maffei developed the EuroSprinter family of locomotives further and presented the new class 152. Compared to the EuroSprinter further improvements were made to both the electrical equipment and the environmentally friendly qualities for these units. Since these locomotives are limited to hauling freight trains, a maximum speed of 140 km/h or 88 mph is quite sufficient. The continuous rating of 6.4 megawatts or approximately 8,582 horsepower in conjunction with a locomotive weight of 86 metric tons and single axle steering results in a massive starting tractive effort of 300 kiloNewtons or 67,440 pounds.

In digital operation the slow speed control for switching can be activated with the "f4" function button on the 6021 Control Unit. When this is done the values set for the acceleration and braking delay are temporarily overridden. The maximum speed is reduced considerably at the same time. Despite this the full control range is still available with all of the speed levels for controlling the locomotive. This makes it possible to have very precise switching operations.

Highlights

- ▶ The classic Märklin model of the E 40 is here again - now in digital.
- ▶ Heavy metal construction.
- ▶ Prototype: "traffic red" / gray paint scheme.

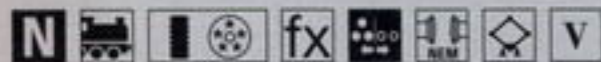


37401 General Purpose Electric Locomotive.

Prototype: German Railroad, Inc. / Business Area Freight Service (DB Cargo) class 140. Former E 40. Current version in 1999/2000.

Model: With digital decoder and adjustable high-efficiency propulsion. 2 axles powered. 4 traction tires. Headlights work in conventional operation and can be controlled digitally. Acceleration and braking delay can be controlled digitally **with the 6021 Control Unit.** Length over buffers 18.3 cm / 7-1/4".

Electric Locomotives



37396 Electric Locomotive.

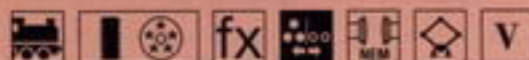
Prototype: German Railroad, Inc. (DB AG) class 101.

Model: Locomotive comes with a digital decoder, controlled high-efficiency propulsion, and long distance headlights. 2 axes powered. 4 traction tires. Movable reproduction of the mechanical gear for steering the trucks. Engineer's cabs have interior details. Separately applied handrails. High-speed pantographs. Separately applied roof fairing. Headlights will work in conventional operation and can be controlled digitally. **Long distance headlights in the front, long distance headlights in the rear, and acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Length over buffers 21.9 cm / 8-5/8".

One-time series



Class 101 locomotives starting with road number 004 are already being painted in the new color scheme for the German Railroad, Inc. The locomotive body is painted in "traffic" red, and the roof fairings and frame sides are painted in "basalt" gray. New roof vents are another externally visible feature.



37374 Electric Locomotive.

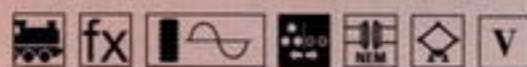
Prototype: German Railroad, Inc. (DB AG) class 101.

Model: Comes with a digital decoder, controlled high-efficiency propulsion, and long-distance headlights. 2 axes powered. 4 traction tires. Movable reproduction of the mechanical gear for steering the trucks. Engineer's cabs with interior details. Separately applied

handrails. High-speed pantographs. Separately applied roof fairing. Headlights will work in conventional operation and can be controlled digitally. **Long distance headlights in the front, long-distance headlights in the rear as well as acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Length over buffers 21.9 cm / 8-5/8".



- ▶ Metal frame and body.
- ▶ Close couplers with guide mechanism.
- ▶ C-Sine motor.
- ▶ Headlights with maintenance-free LED's.
- ▶ Dual long-distance headlights.
- ▶ Sound effects module for an air horn.
- ▶ Low speed switching range.

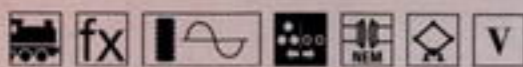


39353 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 152.

Model: Comes with a digital decoder, C-Sine motor, long-distance headlights and a sound effects module. 2 axles powered. 4 traction tires. Engineer's cabs with interior details. Separately applied handrails. Separately applied snowplows. Headlights will work in

conventional operation and can be controlled digitally. **Dual long distance headlights that change over with the direction of travel, sound effects module for an air horn as well as a low speed switching range with acceleration and braking delay can be controlled digitally with the 6021 Control-Unit.** Length over buffers 22.5 cm / 8-7/8".



39830 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 182.

Model: Comes with a digital decoder, C-Sine motor, long distance headlights and a sound effects module. 2 axles powered. 4 traction tires. Engineer's cabs with interior details. Separately applied handrails. Separately applied snowplows. Headlights will work in

conventional operation and can be controlled digitally. **Triple long distance headlights that change over with the direction of travel, sound effects module for an air horn as well as low speed switching range without acceleration and braking delay can be controlled digitally with the 6021 Control Unit 6021.** Length over buffers 22.5 cm / 8-7/8".



- ▶ Metal frame and body.
- ▶ Close couplers with guide mechanism.
- ▶ C-Sine motor.
- ▶ Headlights have maintenance-free LEDs.
- ▶ Long distance headlights.
- ▶ Sound effects module for an air horn.
- ▶ Low speed switching range.

Electric Locomotives



- ▶ Metal frame and body.
- ▶ Headlights / marker lights with maintenance-free LEDs.
- ▶ C-Sine motor.
- ▶ Swiss headlight changeover: 3 x white, 1 x white
- ▶ Light changeover for the locomotive running "light": 3 x white, 1 x red



39560 "Crocodile" Freight Locomotive.

Prototype: Swiss Federal Railways (SBB) class Ce 6/8". Design with diagonal side rod drive.

Model: Comes with a Digital decoder, C-Sine motor, and different light functions. 3 axles powered. 4 traction tires. Driving wheels divided into two coupled groups enabling the locomotive to negotiate sharp curves. Three-part metal body with end hoods that can swing out on curves. Separately applied number boards. Detailed roof

equipment. Headlights with the Swiss light changeover work in conventional operation and can be controlled digitally. **The changing between the Swiss light changeover and a white headlight / red marker light changeover, as well as the low speed range for switching without the acceleration / braking delay are controlled digitally with the 6021 Control Unit.** Length over buffers 23.0 cm / 9-1/8".

Seetal Crocodile

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

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

These three small Crocodiles were in use on the SBB until 1983, since the 1950s primarily as switch engines. The one locomotive still in existence, no. 15301, now belongs to the Oensingen-Balsthal Railroad and is awaiting financing for its restoration.



- ▶ Completely new tooling.
- ▶ Metal model.
- ▶ All axles powered.
- ▶ Detailing specific to this type of locomotive.



37521 Electric Locomotive.

Prototype: Swiss Federal Railways (SBB-CFF-FFS) class De 6/6, "Seetal Crocodile".

Model: Comes with a Digital decoder and controlled high-efficiency propulsion. Special motor with a flywheel. 6 axles powered. 4 traction tires. Articulated frame to enable locomotive to negotiate sharp curves. Headlights work in conventional operation and can also be

controlled digitally. **Marker lights as well as acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Separately applied metal handrails. Length over buffers 16.2 cm / 6-3/8".

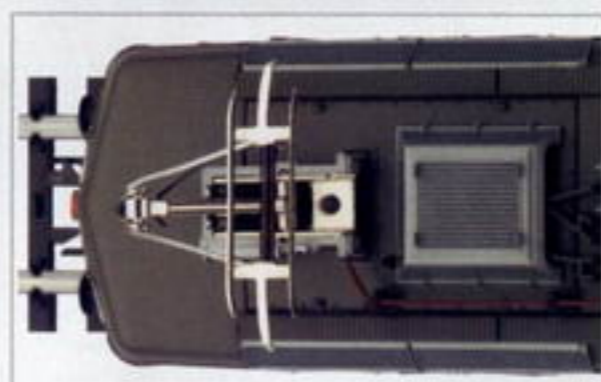
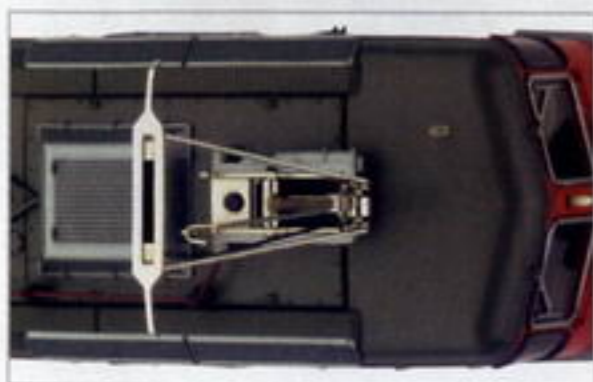
One-time series

Highlights

- ▶ Metal model.
- ▶ High-efficiency propulsion.
- ▶ Long-distance headlights with white LED's.



Export model for
Switzerland



37345 Electric Locomotive.

Prototype: Swiss Federal Railways (SBB) class 421, freight service business group (SBB Cargo). Version for cross-border traffic with different pantographs and additional inductive signaling magnets.

Model: Locomotive comes with a digital decoder, controlled high-efficiency propulsion, and light functions. 2 axles powered. 4 traction tires. Headlights will work in conventional operation and can be controlled digitally.

Bright, long distance headlights as well as acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Headlights are maintenance-free LED's. Swiss and German design pantographs. Separately applied inductive magnet on the truck. Coupler can be removed for a close pilot look. Length over buffers 17.1 cm / 6-3/4".

This model is being offered by Trix (T22313) for two-rail DC systems.

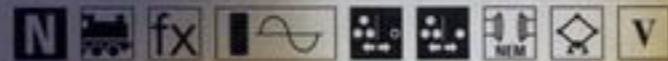


446500 Narrow wiper for SBB pantograph. Suitable for display models.

Electric Locomotives



- ▶ Metal frame and body.
- ▶ Maintenance-free LED's for lights.
- ▶ C-Sine motor.
- ▶ Different light functions:
Swiss headlight changeover: 3 x white, 1 x white
Headlight / marker light changeover for running light:
3 x white, 1 x red
Dual long distance headlights with super bright LED's



39609 Electric Locomotive.
Prototype: Bern-Lötschberg-Simplon Railroad (BLS) class 465.
Model: Locomotive comes with a digital decoder, C-Sine motor and different light functions. 2 axles powered. 4 traction tires. Engineer's cabs have interior details. Separately applied horns and handrails. Headlights with Swiss headlight changeover will work in conventional operation and can be controlled digitally. **Direction-dependent long**

distance headlights, changing between Swiss headlight changeover and headlight changeover with white headlights / red marker lights, and slow speed range without acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Length over buffers 21.3 cm / 8-3/8".

Export model for Switzerland



39602 Electric Locomotive.
Prototype: Swiss Federal Railways (SBB) class 460.
Model: With Digital decoder and C-Sine motor. 2 axles powered. 4 traction tires. Engineer's cabs with interior detailing. Separately applied horns and grab irons. **Built-in long distance headlights.** Headlights digitally controlled. Long distance headlights, that change over with the direction of

travel, and the changeover between Swiss headlight changeover and white headlights / red marker lights can be turned on with the 6021 Control Unit. The headlights with Swiss headlight changeover will work in conventional operation. Length over buffers 21.3 cm / 8-3/8".

In digital operation the slow speed control for

switching can be activated with the "f4" button on the 6021 Control Unit. When this is done the values set for the acceleration and braking delay are temporarily overridden. The maximum speed is reduced considerably at the same time. Despite this the full control range is still available with all of the speed levels for controlling the locomotive. This makes it possible to have very precise switching operations.

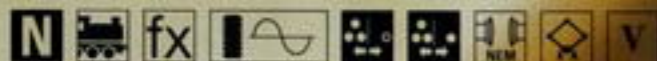


- ▶ Metal frame and body.
- ▶ Headlights with maintenance-free LEDs.
- ▶ C-Sine motor.
- ▶ Different light functions:
Swiss headlight changeover:
3 x white, 1 x white
Headlight / marker light
changeover for the locomotive
running light: 3 x white, 1 x red
Dual long distance headlights
with super bright LEDs

Headlights

- ▶ Current model from the prototype for the fifth "Swiss Collection".
- ▶ Prototypical Swiss headlight / marker light functions.

Fall New Item



39610 Electric Locomotive.

Prototype: Swiss Federal Railways (SBB - CFF - FFS) class 460. Standard locomotive in the "Swiss Collection" design.

Model: Locomotive comes with a digital decoder, controlled C-Sine high-efficiency propulsion, and different light functions. 2 axes powered. 4 traction tires. Headlights have maintenance-free LED's. Headlights and long distance headlights will work in conventional operation and can be controlled digitally. **Direction-dependent long-distance headlights, Swiss headlight / marker light changeover, as well as acceleration and braking delay or**

switching range can be controlled digitally with the 6021

Control Unit. Engineer's cabs have interior details. Separately horns and applied grab irons. Rail clearance devices with an opening that can be closed. Length over buffers 21.3 cm / 8-3/8".

One-time series

This model is being offered by Trix for two-rail DC systems (T22736).

Electric Locomotives



39359 Electric Locomotive.

Prototype: Hungarian State Railways (MAV) class 1047. Version with 2 pantographs.

Model: Locomotive comes with a digital decoder, C-Sine motor, long distance headlights, and a sound effects module. 2 axles powered. 4 traction tires. Engineer's cabs have interior details. Separately applied handrails. Separately applied snow plows. Headlights will work in conventional operation and can be controlled digitally. **Direction-**

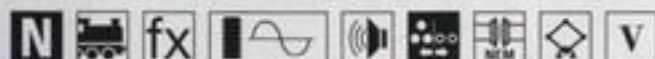
dependent long distance headlights, sound effects module for an air horn as well as a slow speed range without acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Length over buffers 22.5 cm / 8-7-8".

Export model for Hungary

Highlights

- ▶ Version with 2 pantographs.
- ▶ Metal frame and body.
- ▶ Close couplers with guide mechanism.
- ▶ C-Sine motor.
- ▶ Maintenance-free LED headlights.
- ▶ Long distance headlights.
- ▶ Sound effects module for an air horn.
- ▶ Slow speed range.





39358 Electric Locomotive.

Prototype: Austrian Federal Railways (ÖBB) class 1116. Version with 3 pantographs.

Model: Locomotive comes with a digital decoder, C-Sine motor, long distance headlights and a sound effects module. 2 axles powered. 4 traction tires. Engineer's cabs with interior details. Separately applied handrails. Separately applied snowplows. Headlights will work in

conventional operation and can be controlled digitally. **Direction-dependent long distance headlights, sound effects module for a horn as well as slow speed range without acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Length over buffers 22.5 cm / 8-7/8".

Headlights

- ▶ Version with 3 pantographs.
- ▶ Metal frame and body.
- ▶ Close couplers with guide mechanism.
- ▶ C-Sine motor.
- ▶ Maintenance-free LED's for headlights.
- ▶ Long distance headlights.
- ▶ Sound effects module for horn.
- ▶ Slow speed range.

Headlights

- ▶ Metal frame and body.
- ▶ Close couplers with guide mechanism.
- ▶ C-Sine motor.
- ▶ Maintenance-free LEDs for headlights.
- ▶ Triple long distance headlights.
- ▶ Sound effects module for air horn.
- ▶ Slow speed range for switching.

In digital operation the slow speed control for switching can be activated with the "f4" button on the 6021 Control Unit. When this is done the values set for the acceleration and braking delay are temporarily overridden. The maximum speed is reduced considerably at the same time. Despite this the full control range is still available with all of the speed levels for controlling the locomotive. This makes it possible to have very precise switching operations.



39355 Electric Locomotive.

Prototype: Austrian Federal Railways (ÖBB) class 1016.

Model: With Digital decoder and C-Sine motor. 2 axles powered. 4 traction tires. Engineer's cabs with interior detailing. Separately applied grab irons. Separately applied snow plows. **Built-in long distance headlights and sound effects module for an air horn.** Headlights digitally controlled. Triple long distance headlights, that change over

with the direction of travel, air horn, and slow speed range for switching can be turned on with the 6021 Control Unit. The headlights will work in conventional operation. Length over buffers 22.5 cm / 8-7/8".

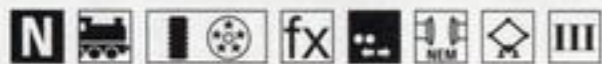
This model is being offered by Trix (T22715) for two-rail DC systems.

Electric Locomotives



Highlights

- ▶ Metal construction.
- ▶ All axles powered.
- ▶ Model has many new details.
- ▶ New truck side frames.
- ▶ Can be used for freight and passenger trains.



37331 Electric Locomotive.

Prototype: Luxembourg Railways (CFL) class 3600. Original version. Similar in design to the French class BB 12 000.

Model: Locomotive comes with a digital decoder and controlled high-efficiency propulsion. Special motor with a flywheel. 4 axles powered. 4 traction tires. **Headlights will work in conventional operation and can be controlled digitally.**

Marker lights as well as acceleration and braking delay can be controlled digitally. Headlights and marker lights with maintenance-free LED's. Pantographs mounted on freestanding frames. Numerous separately applied handrails. Brake hoses and prototype couplers can be mounted on the buffer beams. Length over buffers 17.5 cm / 6-7/8".

One-time series

This model is being offered by Trix (T22306) for two-rail DC systems.

The 41273 car set goes well with the 37331 electric locomotive and can be found on page 169.





Electric Locomotives



- ▶ Prototypical French design pantograph.
- ▶ First time for this locomotive type to have high-efficiency propulsion.
- ▶ Model based on one of the last prototype locomotives in operation.
- ▶ Rectangular buffers.



Export model for the Netherlands



37241 Electric Locomotive.

Prototype: Dutch State Railways (NS) class 1100. Rebuilt version as it last looked.

Model: Locomotive comes with a digital decoder and controlled high-efficiency propulsion. 2 axes powered, 4 traction tires. Headlights

will work in conventional operation and can be controlled digitally. **Acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Length over buffers 18.0 cm / 7-1/16".

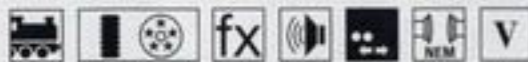
This model is being offered by Trix (T22310) for two-rail DC systems.



Export model for the Netherlands



- ▶ Heavy metal construction.
- ▶ Adjustable high-efficiency propulsion: Model suitable for heavy and for fast trains.
- ▶ Horn can be activated digitally (with 6021).



37263 Electric Locomotive.

Prototype: Dutch State Railways (NS) class 1800 general-purpose locomotive. New classification for the former class 1600. Road number 1855 with the coat-of-arms for the city of Eindhoven.

Model: Comes with a Digital decoder, controlled high-efficiency propulsion and a sound effects generator, 2 axes powered, 4 traction

tires. Headlights will work in conventional operation and can be controlled digitally. **Horn sound effects as well as the acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Length over buffers 21.0 cm / 8-1/4".



37240 Electric Locomotive.

Prototype: Italian State Railways (FS) class E 424. Rebuilt version in the current paint scheme.

Model: Locomotive comes with a digital decoder and controlled high-efficiency propulsion. 2 axles powered. 4 traction tires. Headlights can be controlled digitally.

Acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Length over buffers 17.5 cm / 6-7/8".



- ▶ Metal frame and locomotive body.
- ▶ Older paint scheme with the latest lettering.
- ▶ First time for this locomotive type to have high-efficiency propulsion.



Export model
for Italy



- ▶ Authentic pantographs.
- ▶ Cars in the 47722 set go well with this locomotive.



Export model
for Sweden



37412 Electric Locomotive.

Prototype: Swedish State Railways (SJ) class Rc 2. Current version for the "Green Cargo" freight service business group.

Model: Locomotive comes with a digital decoder and controlled high-efficiency propulsion. 2 axles powered. 4 traction tires. Headlights will work in conventional operation and can be controlled digitally. **Acceleration and braking delay can be controlled digitally with the 6021 Control Unit.**

Length over buffers 18.0 cm / 7-1/16".

Powered Rail Car Train

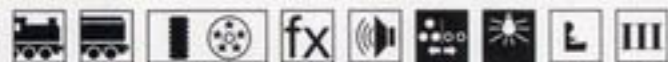
Express Through Europe, Diesel Hydraulic.

A few weeks after the founding of the European Common Market, the railroads for the western European railroads started the European TEE service in the beginning of June 1957. The goal was that a Trans Europe Express should make the trip fast and comfortable without long border waits in order to compete against air travel and automobile traffic. Powered rail car trains were planned for the projected increase in passengers, and these trains made use of diesel motive power so that the trains could travel with flexibility between the national rail networks. Only the bordeaux red / beige TEE paint scheme remained of the original idea of standardized TEE trains all across Europe. Instead, railroads and the locomotive and car building industry invested their entire prestige into the development.

The German TEE, the futuristic, elegant VT 11.5 was viewed as the DB's flagship train. The aerodynamic nose of the end unit concealed a 1,100 horsepower 12-cylinder turbo diesel. Its power was transmitted to the gear drive for the axles in the trucks by means of a hydraulic transmission. The locomotive engineer sat up in majesty above the machinery in a cab similar to an airplane cockpit. A TEE unit consisted of two end units with service and baggage compartments, two

compartment cars, an open seating car, a dining car with a bar, and a galley car with a dining area – everything first class. There was a telephone booth for the Yuppies of the period and a train secretary on board. The larger car width, a good quality air-conditioning system, a high level of sound insulation and luxurious interiors provided a very pleasant level of travel comfort. The bodies for the cars and end units were of lightweight construction using aluminum with steel frames.

The development of the VT 11.5 made use of experiences with diesel powered rail car trains that had already been a proven success. For that reason the VT 11.5 turned out to be very reliable in daily operation despite a short development and test period. From 1957 to 1972 these rail car trains were used in international TEE service. They ran on the routes Dortmund-Ostend, Hamburg-Zürich, Frankfurt-Amsterdam, Paris-Dortmund, Antwerp-Dortmund and Munich-Milan. In order to keep the increase in passengers manageable, additional intermediate cars were built, and these TEE powered rail car trains were lengthened to ten units. This was the limit of their performance, however, and in the end locomotive-hauled trains of individual cars took over the TEE service.



37605 Diesel Powered Rail Car Train.

Prototype: German Federal Railroad (DB) class VT 11.5. Original version for the Trans Europe Express (TEE).

Model: Comes with a Digital decoder, controlled propulsion, sound effects generator and auxiliary functions. 2 high-efficiency motors in the powered end units. 4 axles powered. 8 traction tires. Headlights and marker lights will work in conventional operation and can be controlled digitally. **Interior lighting, diesel motor sound effects, horns as well as acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Powerful speaker in the powered end unit, volume is adjustable. Special close coupling

with guide mechanism between the train's cars. Reproduction of the closed Scharfenberg coupler (non-working) at both ends. Train length over the couplers 88.0 cm / 34-5/8".

Additional intermediate cars to lengthen the train will be announced later.

This model is being offered by Trix (T22100) for two-rail DC systems.

Sold out at the factory.



Hijelights

- ▶ A model long sought after by Märklin fans.
- ▶ Completely new tooling.
- ▶ After the legendary model item no. 3025 (up to 1961) a complete powered rail car train with metal construction again.
- ▶ Digital high-efficiency propulsion in both powered end units.
- ▶ Special motors with ball bearings.
- ▶ Diesel motor sound effects in both powered end cars reproduce the different speeds of the train.
- ▶ Interior lighting and electrical connections through the entire train.
- ▶ Pickup shoe receiving power from the track changes with the direction of travel.

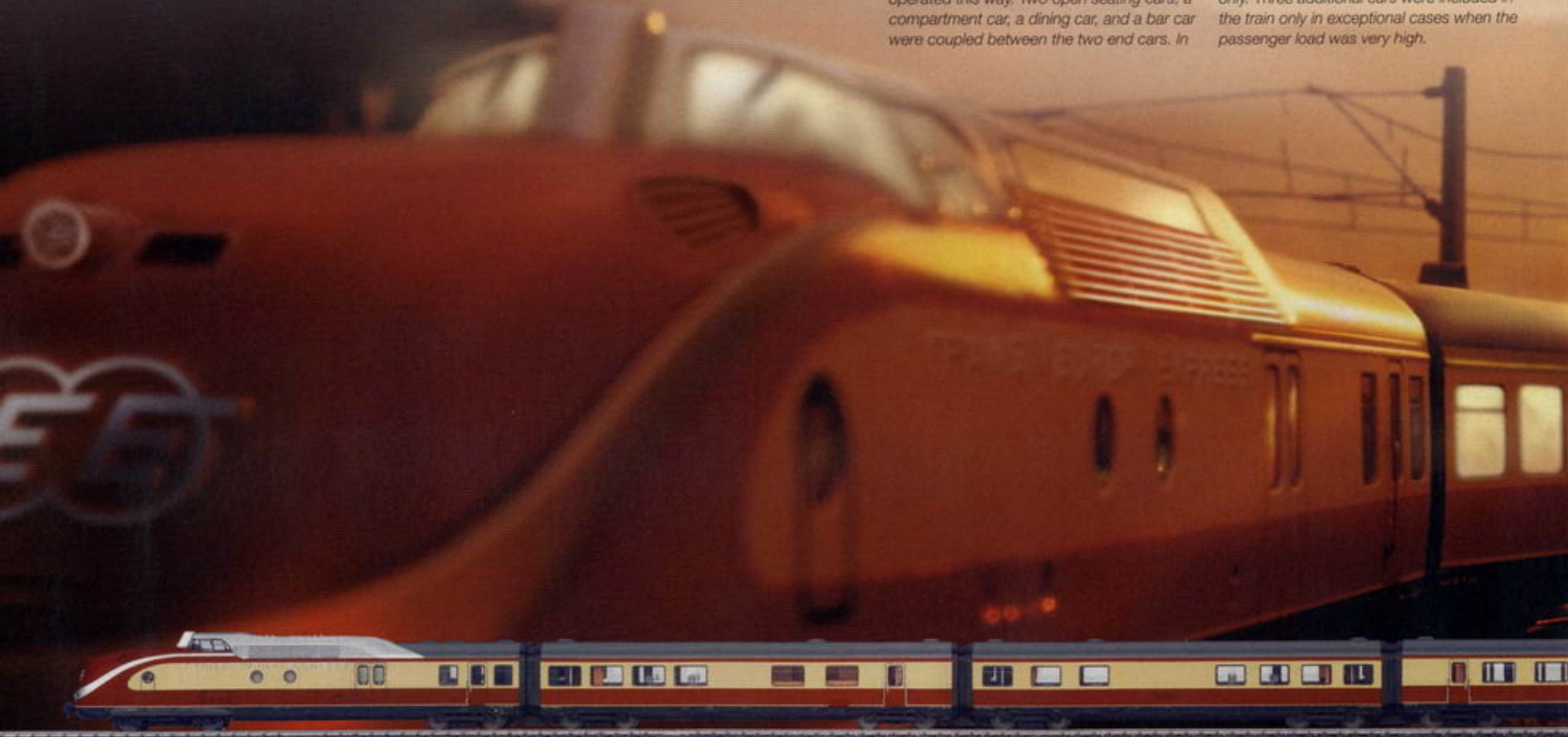


Powered Rail Cars



The Trans Europe Express VT 11.5 was designed as a 7-part train and was usually operated this way. Two open seating cars, a compartment car, a dining car, and a bar car were coupled between the two end cars. In

accordance with the service offerings for all TEE connections, these cars were first class only. Three additional cars were included in the train only in exceptional cases when the passenger load was very high.





Hijelijhls

- ▶ All metal car body.
- ▶ Precise, scale detailing.
- ▶ Prototypical addition to the powered rail car train, item no. 37605.



43115 Express Train Passenger Car Set.

Prototype: 3 German Federal Railroad (DB) intermediate cars for the VT 11.5 diesel powered rail car train. Original version for the Trans Europe Express (TEE). One each, compartment car, open seating car, and bar car.

Model: For lengthening the train, item no. 37605. Multi-conductor special current conducting couplings with guide mechanism. Diaphragm connections between the cars that are tightly closed with a guide mechanism. Interior lighting powered and controlled from

the end power units of the train. Maintenance-free LED's for lighting. Lengthens the train by 62.9 cm / 24-3/4".

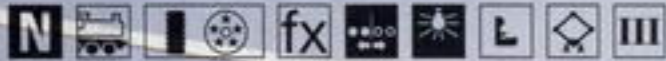
This car set can only be used in conjunction with the powered rail car train, item no. 37605.

One-time series

This model is being offered by Trix (T23353) for two-rail DC systems.



Electric Powered Rail Car Train



37265 Electric Rail Car Train.

Prototype: German Federal Railroad (DB) class ET 87.

Model: Unit comes with a digital decoder, controlled high-efficiency propulsion, and interior lighting. 2 axles powered. 2 traction tires. Close-coupled special connection between the cars. Open view into the engineer's cabs in the end cars. Interior lighting with maintenance-free LED's. Headlights and interior lights will work in conventional operation and can be controlled digitally. **Acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Train length 49.0 cm / 19-5/16".

This model is being offered by Trix (T22106) for two-rail DC systems.

Highlights

- ▶ Motor with flywheel.
- ▶ Headlights and interior lights with maintenance-free LED's.
- ▶ Interior lights can be controlled digitally.
- ▶ Optional catenary operation.



In 1914 the KPEV purchased a total of 6 three-unit rail car trains for the hilly route between Nieder-Salzbrunn and Halbstadt in Silesia in order to better manage the constantly increasing passenger loads in this region. These rail car trains were initially classed as E.T.501-506, and they had a visually striking appearance that reminded one of the express train passenger cars in use at that time with clerestories, truss rods, and inset doors. The motorcar was located in the middle between the two cab control cars and this arrangement guaranteed

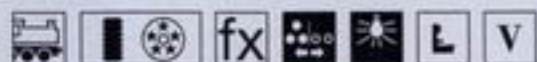
good running characteristics on curves. When the passenger loads into Halbstadt, now a Czech city, decreased after World War I, these rail car trains, now known as ET 87, were assigned to other routes. After 1932 they were painted in the attractive scheme of cream/violet used on the DRG powered rail cars.

In 1945 three of these train sets were brought to Bavaria, where they were overhauled and painted in the DB's new paint scheme. They

were now used mostly in commuter service around Nürnberg, mainly on the electrified routes to Fürth and Altdorf. In 1959 the last remaining ET 87 was taken out of service. Regrettably, all of them were scrapped.



Powered Rail Cars



37762 Diesel Powered Rail Car Train.

Prototype: German Railroad, Inc. (DB AG) class 628.2 with class 928.2 control car.

Model: Unit comes with a digital decoder and controlled high efficiency propulsion. 2 axles powered. 4 traction tires. Headlights and interior lighting works in conventional operation and can be controlled digitally. Lighted destination signs at the ends of the train.

Acceleration and braking delay can be controlled with the 6021 Control Unit. Close coupled special connection between powered and control car. Reproduction of the original couplers and brake hoses. Length over buffers 52.5 cm / 20-11/16".

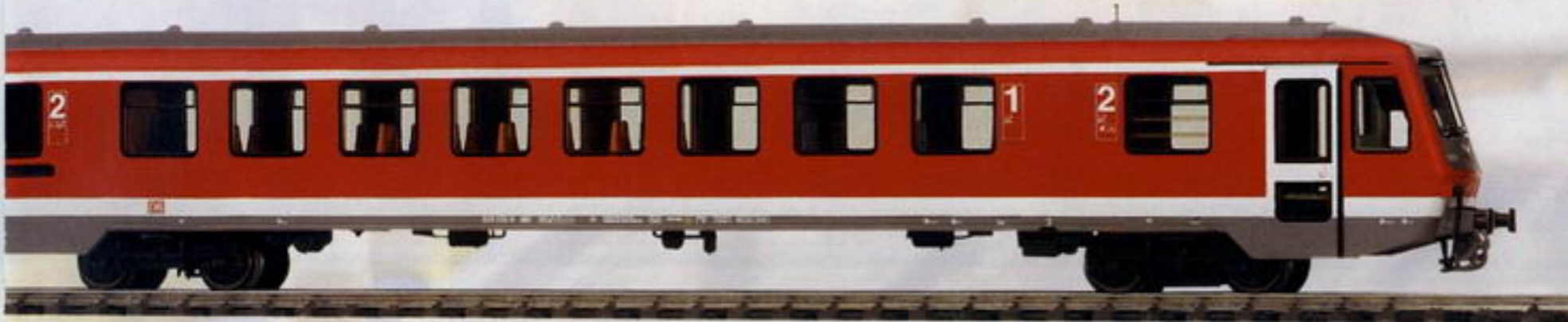


37090 Powered Freight Rail Car Train.

Prototype: German Railroad, Inc., DB Cargo (DB AG) class Sggoorrss 700 "CargoSprinter".

Model: 5-part unit. Comes with a Digital decoder and controlled high-efficiency propulsion, 1 powered end car. 2 axles powered, 2 traction tires. 3 intermediate cars. 1 non-powered end car. Engineer's cabs on the end cars have interior details. Direction-dependent power pickup through the end car at the front of the train. Continuous electrical connections through the entire powered rail car train. Loaded with different versions of containers and flatbed trailers with tarps. Flatbed trailers having folding supports. Headlights on the powered end car will work in conventional operation and can be controlled digitally. **Acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Train length 104.3 cm / 41-1/16".





The regional express passenger service has been made very attractive with the use of the class 628 diesel powered rail cars in the new color scheme. A 12-cylinder diesel motor with 560 horsepower gives this train a maximum speed of 120 km/h or 75 mph.



Combining the advantages of the railroad with the flexibility of trucks was the basic idea of this powered freight rail car train from the Windhoff Company in Rheine, Germany. This 91 meter or 298' 6" train has a powered end unit with an engineer's cab at each end and three non-powered intermediate cars in between. These units can be loaded with flatbed trucks with tarps as well as with different types of containers. With this the CargoSprinter closes a gap in the rail service offered and creates greater flexibility and customer proximity. At the same time, there is no longer a need for the time-consuming switching maneuvers for locomotive hauled trains. Each of the end cars is powered by two six-cylinder diesel motors mounted below the floor that are rated for a maximum speed of 120 km/h or 75 mph.



Powered Rail Car Train – Model of the Class 401.



Highlights

- ▶ C-Sine motor.
- ▶ Comes from the factory with interior lighting.
- ▶ Sound effects for a horn.
- ▶ Sound effects for the warning whistle that the doors are closing.
- ▶ Direction-dependent power pickup in the end car at the front of the train.

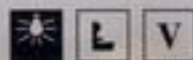


39711 Powered Rail Car Train.

Prototype: German Railroad, Inc. (DB AG) class 401 high-speed ICE 1 InterCity Express train. 1 class 401.0 powered end unit. 1 type Avmz 801.8 intermediate car, 1st class. 1 type Bvmz 802.6 intermediate car, 2nd class. 1 class 401.5 powered end unit.

Model: 4-part version. Comes with a Digital decoder, C-Sine motor and sound effects module, 2 axes powered. 4 traction tires. Powered end units have a metal frame. Engineer's cabs have interior details. Direction-dependent power pickup in the end car at the front of the

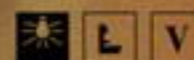
train. Interior lighting is supplied with power by means of a continuous electrical connection through the entire train. Headlights will work in conventional operation and can be controlled digitally. **The sound effects for a horn and the warning whistle that the train's doors are closing as well as the low speed switching range without acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Train length 97.0 cm / 38-3/16".



43713 Open Seating Car.

Prototype: German Railroad, Inc. (DB AG) type Bvmz 802.8, 2nd class. Intermediate car for the ICE 1.

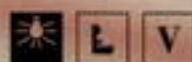
Model: Intermediate car to add to the 39711 model. Special close couplings with guide mechanism. Interior lighting is supplied with power by means of a continuous electrical connection through the entire train. Length 26.4 cm / 10-3/8".



43733 Dining Car.

Prototype: German Railroad, Inc. (DB AG) type WSmz 804.0, Intermediate car for the ICE 1.

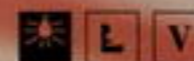
Model: Intermediate car to add to the 39711 model. Special close couplings with guide mechanism. Interior lighting is supplied with power by means of a continuous electrical connection through the entire train. Length 26.4 cm / 10-3/8".



43703 Open Seating Car.

Prototype: German Railroad, Inc. (DB AG) type Avmz 801.0, 1st class. Intermediate car for the ICE 1.

Model: Intermediate car to add to the 39711 model. Special close couplings with guide mechanism. Interior lighting is supplied with power by means of a continuous electrical connection through the entire train. Length 26.4 cm / 10-3/8".



43723 Service Car.

Prototype: German Railroad, Inc. (DB AG) type BSmz 803.0, 2nd class. Intermediate car for the ICE 1.

Model: Intermediate car to add to the 39711 model. Special close couplings with guide mechanism. Interior lighting is supplied with power by means of a continuous electrical connection through the entire train. Length 26.4 cm / 10-3/8".



Powered Rail Car Train - Model of the Class 403.



3783 Powered Rail Car Train.

Prototype: German Railroad, Inc. (DB AG) class 403 ICE 3 high speed powered rail car train. 1 type 403.0 end car. 1 type 403.1 transformer car. 1 type 403.3 dining car. 1 type 403.6 transformer car. 1 type 403.5 end-car.

Model: 5-part version. Train comes with a digital decoder, high-efficiency propulsion, and long distance headlights. 2 axles powered. 4 traction tires. Engineer's cabs in the end cars have interior details. Direction-dependent power pickup in the end car at the front of the train. Special close couplers with guide mechanism. Interior lighting is supplied with power by means of a continuous electrical connection

through the entire train. Pantographs are only mechanically functional, they do not function electrically. Headlights / marker lights together with the interior lighting will work in conventional operation and can be controlled digitally. **Direction-dependent long distance headlights as well as acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Train length 142.2 cm / 56"



The class 406 designates those ICE trains that are used as four-system trains, particularly in cross border passenger service. The class 403 by contrast is designed as a single system train for operation with 15,000 volts at 16 2/3 hertz. These trains are authorized to travel at speeds up to 330 km/h or 206 mph, and they shorten travel times especially on the newly constructed routes. Externally, they differ from the class 406 in the arrangement of the pantographs and the roof arrangement. The 8-part unit has a total length of 200 meters or 656 feet 2 inches with seating for 415 passengers. The weight of the train when not loaded is 409 metric tons.

Highlights

- ▶ Prototypical roof arrangement.
- ▶ Scale length.
- ▶ Interior lighting installed at the factory.
- ▶ Motor comes with a flywheel.
- ▶ Open view into the cockpit.
- ▶ Direction-dependent power pickup in the end car at the front of the train.



Powered Rail Car Train - Model of the Class 406.

At the end of October 1998 the third ICE generation, the ICE 3, was presented to the public for the first time at the Eurailspeed in Berlin. This new ICE was presented with a whole series of technological refinements and is contributing to the further shortening of travel times. With the ICE 3 the variety of locomotives and cars on the

German Railroad, Inc. system is being expanded by one with a very striking appearance. The ICE 3's appearance more than anything else attracts attention with its streamlined front part that sets new standards with its aerodynamic shape. The most striking technical change is of course the propulsion concept. Whereas the propulsion

for the ICE 1 and ICE 2 was located in the two powered end cars, in the new generation ICE 3 the entire propulsion system is now distributed under the car bodies. In general, the ICE 3 will be operated as an eight-car train. Some of the trains are equipped for the German Railroad, Inc.'s power system and are designated as



37780 Powered Rail Car Train.

Prototype: ICE 3 high-speed train. German Railroad, Inc. (DB AG) class 406 for international service. 1 type 406.0 end car, 1st class. 1 type 406.3 intermediate car with dining area. 1 type 406.5 end car, 2nd class.

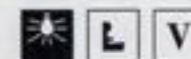
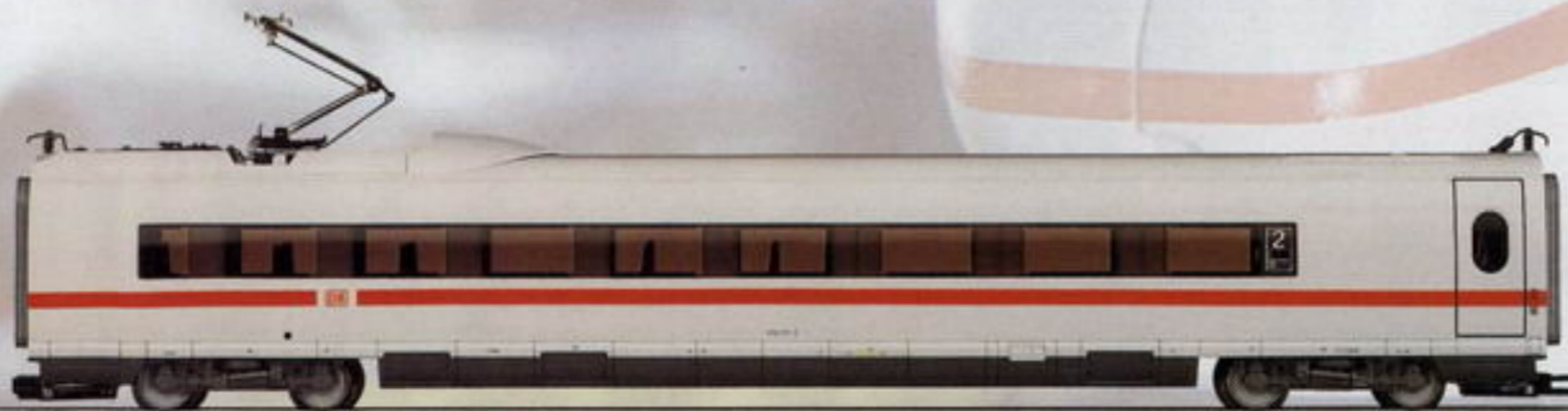
Model: 3-part train. Comes with a digital decoder, controlled high efficiency propulsion, and long distance headlights. 2 axes in the

intermediate car powered. Motor with a flywheel. 4 traction tires. Direction-dependent power pickup in the end car at the front of the train. Interior lighting powered by means of a continuous electrical connection through the entire train. Headlights and interior lighting work in conventional operation and can be controlled digitally.

Long distance headlights that change over with the direction of travel as well as the acceleration and braking delay are

digitally controlled with the 6021 Control Unit. Engineer's cabs have interior details. Special close couplers with guide mechanism. Train length 86.3 cm / 34".

This model is being offered by Trix (T22560) for two-rail DC systems.



43737 Intermediate Car for the Model of the ICE 3.

Prototype: German Railroad, Inc. (DB AG) type 406.7 power converter car, 2nd class.

Model: Intermediate car to add to the 34780/37780 models of the ICE trains. Special close couplings with guide mechanism. Interior lighting powered by the continuous electrical connections through the entire train. Length 27.9 cm / 11".

the class 403. The rest are equipped as four-system trains for cross border use in Europe. These powered rail car trains are designated as the class 406 and are intended chiefly for international routings. The interiors of the trains will also attract attention with their functional, appealing ambiance. Particularly attractive is the

passenger area directly behind the engineer that allows a direct view into the cockpit and down the tracks.



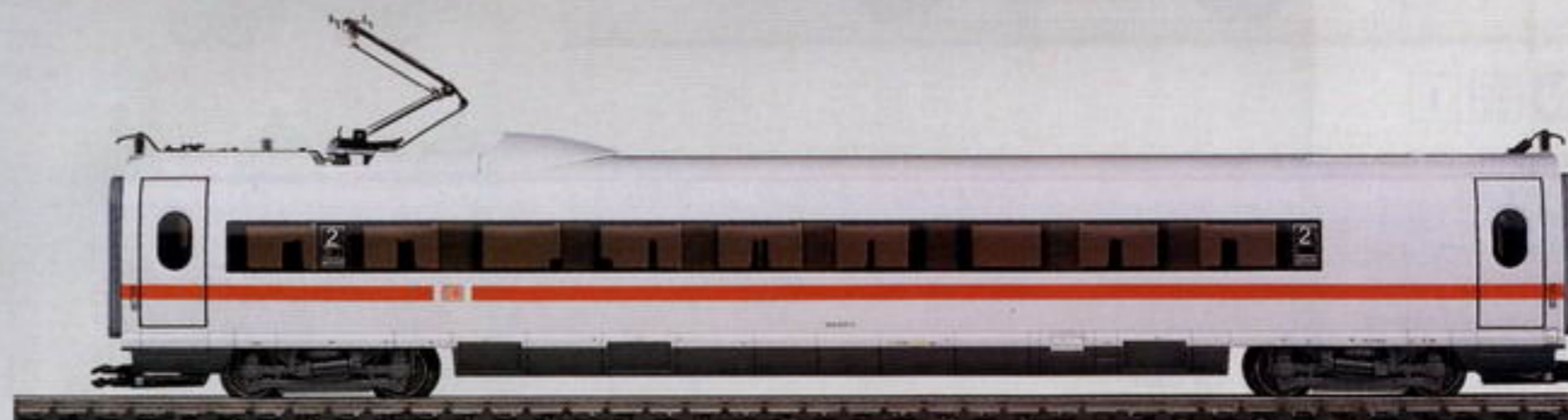
- ▶ Interior lighting built in at the factory.
- ▶ Scale length for 1:87.
- ▶ Motor with flywheel.
- ▶ Open view into the cockpit.
- ▶ Direction-dependent power pickup in the end car at the front of the train.



43747 Intermediate Car for the Model of the ICE 3.

Prototype: German Railroad, Inc. (DB AG) type 406.8, 2nd class.

Model: Intermediate car to add to the 34780/37780 models of the ICE trains. **Built-in sound effects module.** Special close couplings with guide mechanism. Interior lighting powered by the continuous electrical connections through the entire train. Sound effects module for air horn and warning whistle for the automatic door closing mechanism are digitally controlled with the 6021 Control Unit. Length 27.9 cm / 11".



Berlin Commuter Service.

As in many large cities, the railroad network in Berlin developed in the beginning promptly but not according to some master plan. Initially the Royal Prussian Railroad Administration built long distance stations whose names usually betrayed where the trip would take one: Potsdam, Hamburg, Stettin, Frankfurt, Anhalt. Some of these stub end terminals were way out on the edge of the city and were not connected to one another. The KPEV therefore built a ring line that extensively encircled the city area. Key routes connected the ring with the long distance stations. In 1882, a four-track connecting line was added that ran on masonry viaducts right through the center of the city. The KPEV wanted to offer an alternative to the growing

competition of streetcar lines, elevated rail lines, and subway lines. The city railroad and the ring railroad with junctions to the main lines formed the core of the Berlin commuter service.

The fast commuter service meant a special challenge for steam locomotives. The short intervals between stops required good acceleration and braking, equally good running qualities forward and reverse, fast changes without having to be turned, and high reliability of course. Typical of these locomotives were the Prussian tank locomotives T 9, T 11, and T 12. The T 13 was actually designed for freight trains but was also used for this purpose.

In Berlin, the commuter service ran at capacity on more than just workdays. On the weekends, half of Berlin streamed into the Grunewald areas and to the beaches on the Spree, Havel, and Wannsee. Back then everyone packed up their swim suits to take along – and the song about this custom first became a hit in the 1950s, but the theme applied to the time of Kaiser Wilhelm.

Continued on page 340.



Highlights

- ▶ Double deck bus is new tooling.
- ▶ Metal outdoor advertising pillars.



46829 "Berlin Commuter Service" Theme Set.

Prototype: Royal Prussian Railroad Administration (KPEV) privately owned livestock car for small animals. Büssing omnibus and 3 outdoor advertising pillars.

Model: Poultry livestock car has sliding doors that can be opened. Open car body with view through the car. Length over

buffers 13.3 cm / 5-1/4". Double deck omnibus with metal frame. Length 6.9 cm / 2-11/16". Outdoor advertising pillars made of metal. Design based on historical prototypes. **DC wheel set 32 3600 09**

One-time series





28456 "Berlin Commuter Service" Train Set.

Prototype: Royal Prussian Railroad Administration (KPEV) class T13 tank locomotive and 4 different compartment cars. 1 compartment car, 2nd class. 2 compartment cars, 3rd class. 1 compartment car, 3rd class with baggage compartment.

Model: Locomotive comes with a new version of the Delta electronic circuit. 80 digital addresses,

automatic changeover to conventional or digital operation. Motor has a flywheel. 4 axles powered. 2 traction tires. Headlights work in conventional operation and can be controlled digitally or with the Delta-Control 4 f. Compartment cars have separately applied running boards and number boards. Imprinted train destination signs. Roofs have a reproduction of the gas lighting. Train length 68.3 cm / 26-7/8".

Models are not available separately.

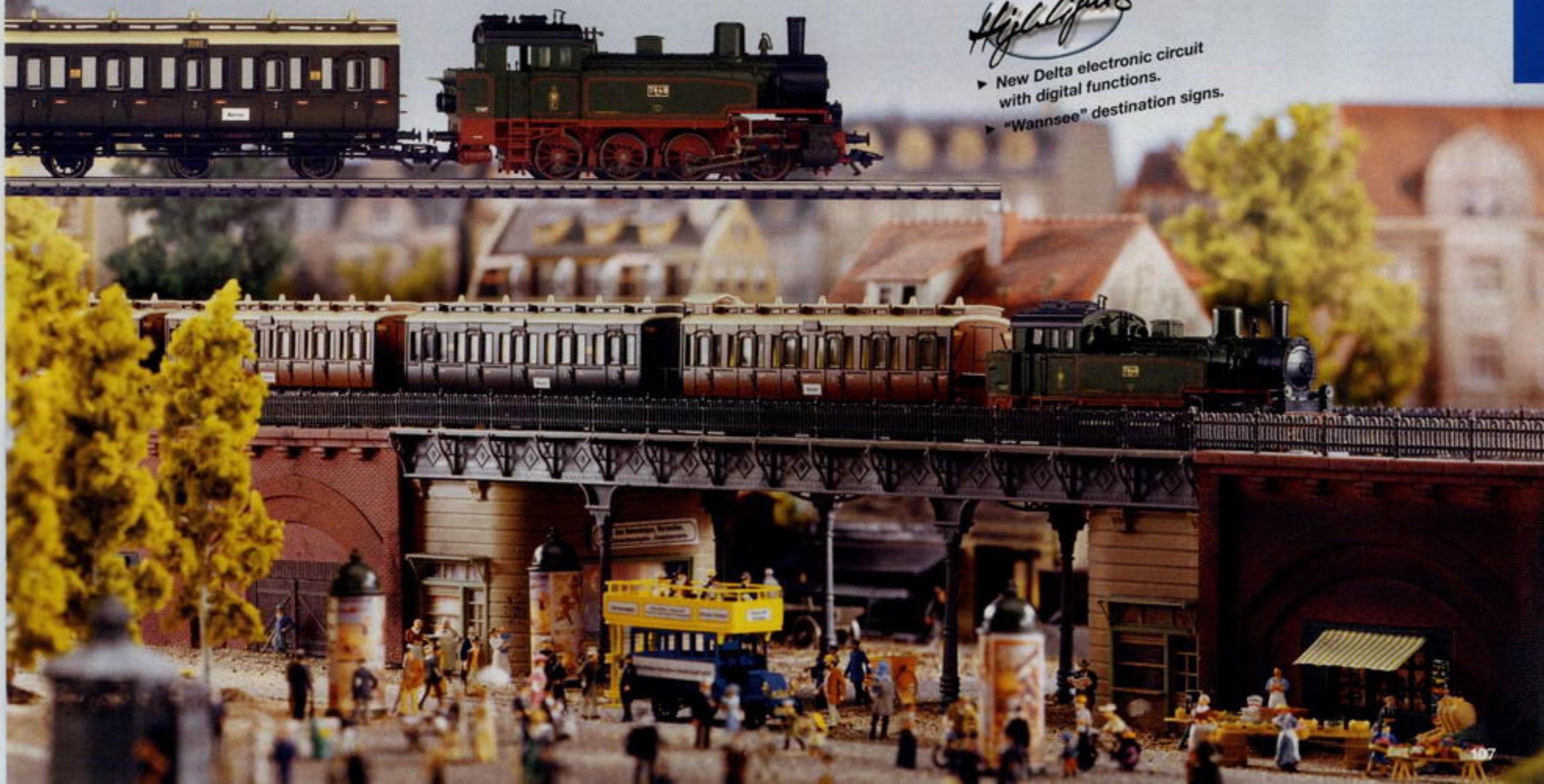
A CD with the popular Berlin hit "Pack die Badehose ein" ("Pack up your bathing suit") is included with this train.

One-time series

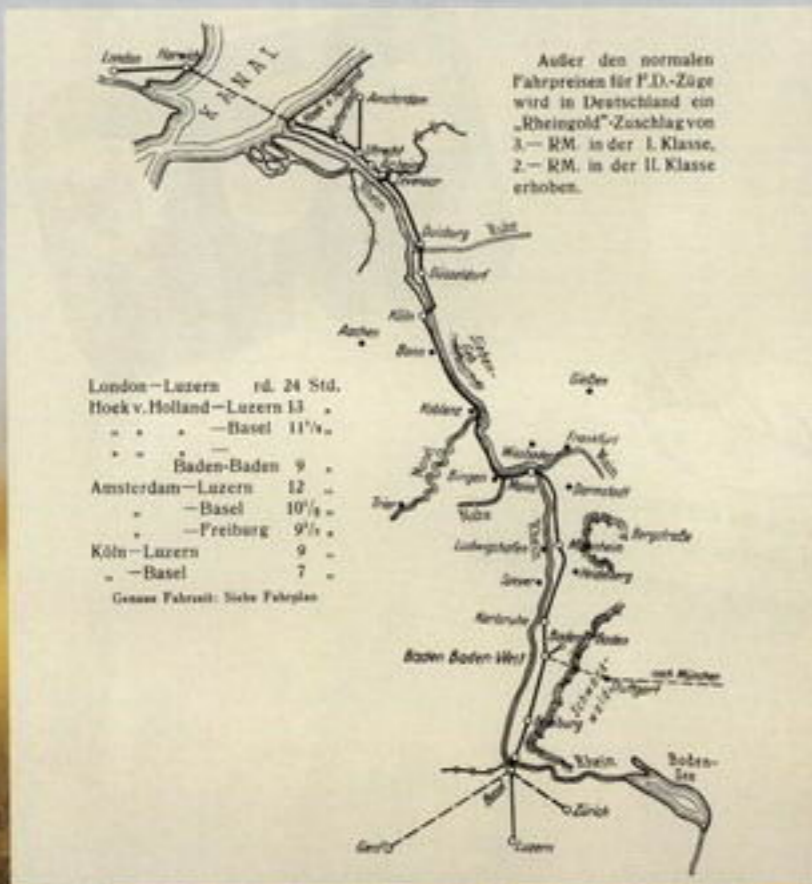


Highlights

- ▶ New Delta electronic circuit with digital functions.
- ▶ "Wannsee" destination signs.



75 Years of the Rheingold.



The golden treasure in the depths of the Rhine possessed mystical powers: A ring fashioned from the gold gave the wearer immeasurable power; and with a golden helm of invisibility any form could be assumed. No wonder that this gold evoked envy. Initially the Nibelung stole it from the Rhine maidens. Then it changed hands several times – not without intrigues and violence. After chaos and confusion

celebrated at length between Nibelungs, gods, giants, dragons, Valkeries, and ordinary mortals it ends up once again in the Rhine. To be sure, no one has seen it again since then, but the Rheingold remained a myth. And therefore an appropriate name for a deluxe passenger train whose route went along large parts of the Rhine.



In 1928, the Rheingold ran for the first time between Amsterdam/ Hook of Holland to Basle.

The train consisted exclusively of salon cars in first and second class. Our H0 model train with five cars and the model of the elegant class 18.4 in a special Rheingold paint scheme translates the legend in all of

its details. The metal construction for the locomotive and cars is unusual in H0 and brings a hint of luxury with it.

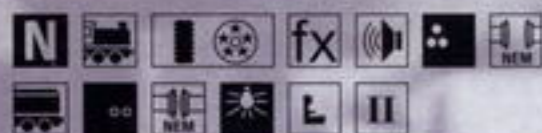
Even in the original the heavy construction of the Rheingold cars exceeded the level of comfort common at that time. The H0 cars are electrically coupled together throughout and are lit by LED's,

even the table lamps. And the high quality finish underscores what the prototype was: a deluxe train.

Continuation on page 360.



75 Years of the Rheingold.



26750 "75 Years of the Rheingold" Train Set.

Prototype: German State Railroad Company (DRG) class 18.4 express train steam locomotive and 5 different long-distance passenger cars. 1 salon car, 1st class with galley, 1 salon car, 1st class without galley, 1 salon car, 2nd class with galley, 1 salon car, 2nd class without galley, 1 baggage car.

Model: Locomotive comes with a digital decoder, controlled high-efficiency propulsion, locomotive whistle and bell. 3 axles powered, 2 traction tires, Painted boiler bands. Separately applied smoke stack ring. Separately applied metal step on the cylinder block. Ready for

installation of the 72270 smoke generator. Headlights, and smoke generator that can be retrofitted, will work in conventional operation and can be controlled digitally. **Locomotive whistle, bell, and acceleration and braking delay can be controlled digitally with the 6021 Control Unit.** Cars have interior details with lighted table lamps. Cars have current-conducting couplers for continuous power conduction. Baggage car has 4 sliding doors that can be opened. Train length 156.2 cm / 61-1/2".

Models not available separately.

A reproduction of an original train destination sign from the legendary "Rheingold" is included with this train. This metal sign is lettered on both sides.

The lithographed sheet metal case as the packaging underscores the exclusiveness of this train. The embossed "Rheingold" lettering and the color scheme for this case were inspired by the prototype.

One-time series



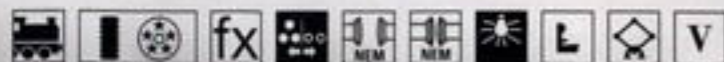
Hoek v. Holland
Düsseldorf-Köln-Mannheim
Basel SBB

Basel SBB
Mannheim-Köln-Düsseldorf
Hoek v. Holland



Train Set





26507 Commuter Service / S-Bahn Push/Pull Train.

Prototype: German Railroad, Inc. (DB AG) class 143 electric locomotive with 3 S-Bahn cars in the current paint scheme.

Type ABx 791, 1st and 2nd class. Type Bx 794.3, 2nd class.

Type Bx1 796.3, 2nd class with engineer's cab for push/pull operation.

Model: Locomotive comes with a Digital decoder, controlled high-efficiency propulsion, and current conducting coupler that can be turned on and off. 2 axles powered. 4 traction tires. Headlights, lighted destination sign and train lighting work in conventional

operation and can be controlled digitally. **Pickup shoe changeover to the cab control car as well as the acceleration and braking delay can be turned on and off with the 6021 Control Unit.**

Engineer's cabs with interior details. Cars with current-conducting couplers, two-conductor version. Interior lighting is powered from the locomotive or the cab control car, depending on the direction of travel. Total length over buffers 93.9 cm / 36-15/16".

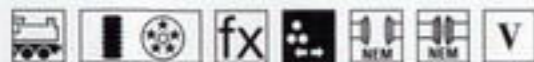
One-time series



- ▶ S-Bahn models are the current prototype.
- ▶ Locomotive comes with metal construction.
- ▶ Push/pull train operation with pickup shoe changeover between the locomotive and cab control car.
- ▶ Train lighting with special current-conducting couplers.



Train Set



26510 "Tunnel Rescue Train" Train Set.

Prototype: German Railroad, Inc. (DB AG) type Rtz tunnel rescue train. Version as a single direction train with 2 locomotives and 5 different cars.

Model: Locomotive no. 714 033-8 with a digital decoder, controlled high-efficiency propulsion, warning light and auxiliary headlights. 2 axes powered. 4 traction tires. Headlights, warning light and auxiliary headlights digitally controlled. The acceleration and braking delay can be switched on and off digitally with the **6021 Control Unit**.

Transport Car 2 with function decoder. Outboard mounted side sills and reproduction of the entry area. Built-in trackside lighting on the side of the car, and warning light. Side loading ramp can be folded down. Telex coupler at the end of the car in the direction of the first aid car, for uncoupling the shuttle part of the train from the main part by remote control. Trackside lighting with the warning light and the **Telex coupler are digitally controlled with the 6021 Control Unit.**

First aid car with outboard mounted side sills and reproduction of the entry area. Built-in trackside lighting on the side of the car. Fire extinguishing car with platforms on both sides. Built-in trackside lighting on the side of the car. Removable roller pallets that can be rolled on the track.

Equipment car with offset side sills. Detailed reproduction of the emergency equipment. Built-in trackside lighting on the side of the car.

Transport Car 1 with outboard mounted side sills and reproduction of the entry area. Built-in trackside lighting on the side of the car, and warning light. Side loading ramp can be folded down.

Locomotive no. 714 046-0, non-powered, but with a sound effects module, warning light and auxiliary headlights. Headlights, warning light and auxiliary headlights will work in conventional operation and can be controlled digitally. **Trackside lighting on the side of the first aid car, fire extinguishing car, equipment car, and Transport Car 1, as well as the sound effects module with its high and low warning tone can be digitally controlled with the 6021 Control Unit 6021.** Train length 158.0 cm / 62-3/16".

Models not available separately.

Märklin model 49951 goes well with this train set can be found on pages 178.

The high-speed traffic with the newly constructed routes rich in tunnels imposes a heavy challenge on the railroad's safety concepts. The tunnel rescue trains are an essential component of these concepts. These trains are designed to cope with the extraordinary situation of a burning train inside a tunnel. These trains have other tasks in addition to the actual transport of the rescue crews to the accident site and in addition to fighting the fire with the fire extinguishing equipment carried on the rescue train. The presence of smoke and the lack of oxygen in the tunnel mean that the airtight cars in the rescue train must have an independent source of power and air. Locomotive no. 1 is even equipped with a video camera and a thermal image camera. A passenger air lock with protection against smoke enables the evacuation of injured passengers. They are brought into the transport car after they have been attended to medically in the first aid car. If this car is full, the shuttle part of the train, Locomotive 2 and Transport Car 2, uncouple from the rest of the train, the main part of the latter, and proceed to the tunnel portal. The shuttle part then goes back to the main part of the train and couples to it, so that the connections are airtight.

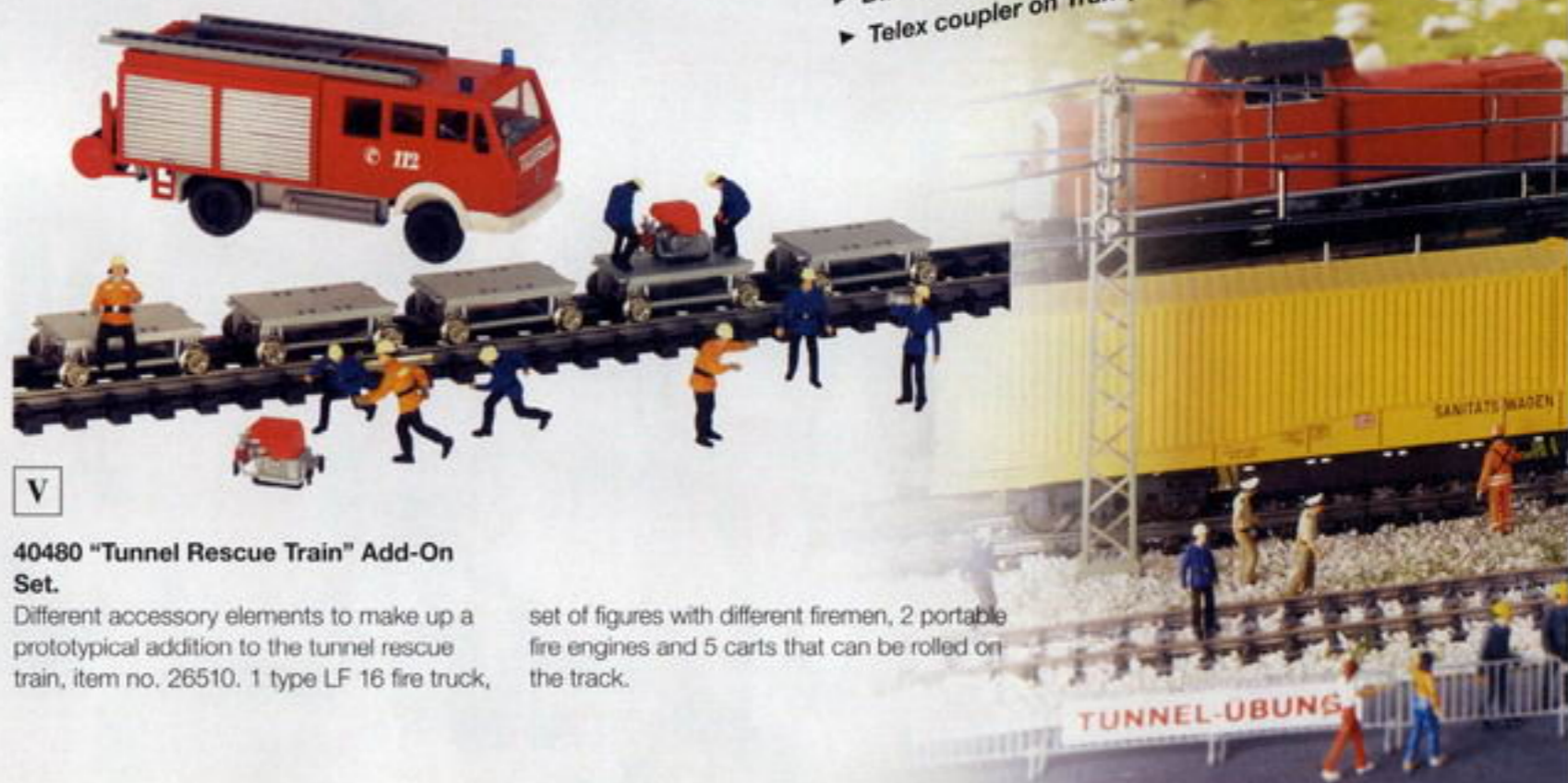
The train composition looks like the following:

- Locomotive no. 2
- Transport Car 2
- First aid car
- Fire extinguishing car
- Equipment car
- Transport Car 1
- Locomotive no. 1



Highlights

- ▶ Completely new models.
- ▶ Trackside lighting.
- ▶ Warning lights.
- ▶ Different warning sounds.
- ▶ Telex coupler on Transport Car 2.



40480 "Tunnel Rescue Train" Add-On Set.

Different accessory elements to make up a prototypical addition to the tunnel rescue train, item no. 26510. 1 type LF 16 fire truck,

set of figures with different firemen, 2 portable fire engines and 5 carts that can be rolled on the track.

Rescue trains are stationed in Kornwestheim, Mannheim, Würzburg, Fulda, Kassel and Hildesheim to cover all of the newly constructed routes. Every rescue train is in constant readiness when passenger trains are en route on the newly constructed routes. All of the equipment for these trains are kept at operating temperature, normal working temperatures are maintained in the transport and first aid cars, and the fire extinguishing materials are protected against frost.



Train Set



28462 Diesel Locomotive with Construction Train.

Prototype: "Gretli II" locomotive (former German V 100) and two boxcars, types Gs and K3, painted and lettered for the Swiss construction firm SERSA as well as a Swiss Federal Railways (SBB/CFF/FFS) type Typ L7 gondola.

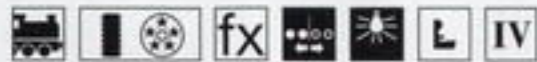
Model: The locomotive comes with a Delta circuit. 2 axles powered. 4 traction tires. The model of the K3 boxcar has sliding doors that can be opened. The models of the Gs and L7 cars come with Swiss side doors. Also included is a model of a two way power shovel in the color scheme of the same company. Total length over buffers 48.5 cm / 19-1/8".



Export model for Switzerland



Push/Pull Train



26530 Push/Pull Train for Commuter Service.

Prototype: Belgian State Railways (SNCB/NMBS) class 25 with 3 type M2 commuter cars. Type A5B5, 1st and 2nd class. Type B11, 2nd class. Type B8DxRR, 2nd class with engineer's cab and baggage area.

Model: Locomotive comes with a digital decoder, controlled high-efficiency propulsion and controllable current-conducting coupler. 2 axles powered. 4 traction tires. Headlights will work in conventional operation and can be controlled digitally. **Pickup shoe changeover to the cab control car. Acceleration and braking delay can be**

controlled digitally with the 6021 Control Unit. Engineer's cabs have interior details. Cars come with current-conducting couplers, special two-conductor version. Interior lighting is powered from the locomotive or the cab control car, depending on the train's direction of travel. Total length over buffers 103.5 cm / 40-3/4".



Powered Rail Car Train



37782 Powered Rail Car Train.

Prototype: Alta Velocidad Espanola (AVE) "Valero" high-speed train. 2 end cars with engineer's cabs, 2 intermediate cars with transformer and 1 intermediate car with a cafeteria.

Model: 5-part train. Train comes with a digital decoder, controlled high efficiency propulsion, and long distance headlights. 2 axles in

the intermediate car powered. 4 traction tires. Motor with a flywheel. Direction-dependent power pickup in the end car at the front of the train. Interior lighting powered by means of continuous electrical connections through the entire train. Pantographs on the roofs work mechanically, but have no electrical function. Headlights and interior lighting work in conventional operation and can be controlled digitally.

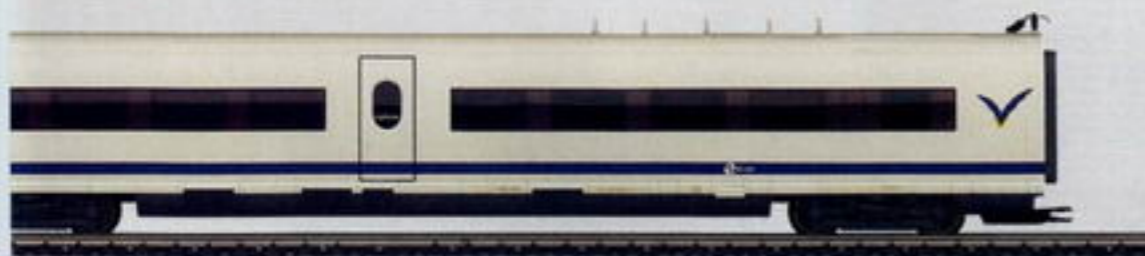
Long distance headlights that change over with the direction of travel as well as acceleration and braking delay are controlled digitally with the 6021 Control Unit. Engineer's cabs have interior details. Special close couplers with guide mechanism. Train length 142.2 cm / 56".

Export model for Spain

Highlights

- ▶ The first Märklin model of the Belgian class 25.
- ▶ Locomotive with metal construction.
- ▶ Model of the M2 car series with new cab control model.
- ▶ Genuine push/pull train operation with pickup shoe change-over between the locomotive and the cab control car.
- ▶ Train lighting powered by means of special current-conducting couplers.

Export Model
for Belgium



The final version of the Spanish "Valero" high-speed train will be placed into service in 2004. The design study that has already been done for this train shows the concept of the system in advance. The model will be altered to correspond in its details to the final version of the prototype and will also be delivered in 2004.

Highlights

- ▶ Prototypical roof arrangement.
- ▶ Scale length for 1:87.
- ▶ Interior lighting installed at the factory.
- ▶ Motor comes with a flywheel.
- ▶ Open view into the cockpit.
- ▶ Direction-dependent power pickup in the end car at the front of the train.



Spare Parts for Locomotives



7207 Double-Arm Pantograph.

Type SBS 10 for older design locomotives. Interchangeable with 7218.



7247 Single-Arm Pantograph.

Type SBS 65 for modern locomotives. Interchangeable with 7218.

7556 Locomotive Magnets.

6 pieces. 10 x 5 x 1.5 mm / approx. 25/64" x 3/16" x 1/16". For activating 7555 reed contacts. For locomotives with little ground clearance.

7557 Locomotive Magnets.

3 pieces. 13 x 7 x 2.5 mm (approx. 1/2" x 9/32" x 3/32"). For activating 7555 reed contacts. For locomotives with greater ground clearance.

7194 Reverse Unit Springs.

Package of 5 springs for reverse units in all conventional locomotives.



7205 Close Couplers for Locomotives/Cars without Guide Mechanisms.

Interchangeable with the standard Märklin plastic coupler. 10 couplers for locomotives (for 70 1560 and 70 4120) and 40 couplers for cars. Decreased coupler play on cars being pulled.



7203 Close Couplers.

Contents: 50 no. 70 1630 close coupler heads. For installation on cars with standard coupler pockets (NEM 362) and guide mechanisms. Compatible with standard couplers (NEM 360).



72060 Relex Couplers.

Contents 10 Relex coupler heads. Can be used on locomotives and cars with standard coupler pockets (NEM 362).



7001 Coupler Gauge.

For checking and adjusting couplers. Can be placed on track.

7149 Oiler with Narrow Applicator Opening.

Contains 10 ml special oil for lubricating locomotives and cars.

7224 Rerailer.

Facilitates placing multi-axle locomotives/cars on the track. Length 30.0 cm / 11-1/16". Height 2.5 cm / 1".

7226 Smoke Generator Kit.

Consists of smoke generator insert (for locomotives 33021/37021, 34880, 34884, 33951 and 34080), replacement smoke tube, cleaning wire, and tweezers. Install from above on locomotive.

72270 Smoke Generator Kit.

Smoke generator kit for models 33181, 33184, 34080, 34550, 37080, 37184, and 37550. Install from below on locomotive.

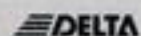
02420 Smoke Fluid.

Large 50 milliliter or 1.67 oz. for refilling all smoke generators.



70900 Tool Set.

Suitable for maintenance work on H0 and Mini-Club models. Contents: 1 each PH 00, PH 0 and PH 1 Philips screwdrivers. 1 each 2.0 mm and 3.0 mm flat blade screwdrivers. 1 each 2.5 mm, 3.0 mm and 3.5 mm nut drivers. 1 tweezers and 1 compression tweezers.



66031 Delta Module with Auxiliary Function.

Electronic component for converting conventional Märklin H0 locomotives to the Delta multi-train control system. Suitable for locomotives with the Märklin standard motor (flat-commutator motor or drum-style commutator motor), specially for locomotives with Märklin Telex couplers. Locomotive converted with this module can be operated with a conventional transformer, the Delta Control, Delta Control 4 f, Delta Station or Märklin Digital. Coding switches for setting the model of operation and the address for multi-train operation. Electronic direction reversing. Auxiliary function (example: Telex couplers) can be turned on and off when the direction is changed twice.



66032 Delta Module with Automatic System Recognition.

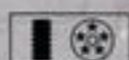
Electronic component for converting conventional Märklin H0 locomotives to Delta multi-train control. Suitable for locomotives with Märklin standard motors (flat commutator or drum-style commutator), especially for locomotives with Märklin Telex couplers. Can be operated with conventional transformers, the Delta Control, the Delta Station or with Märklin Digital. Automatic recognition of the mode of operation. 80 different addresses can be set on this module. Electronic direction reversing. An auxiliary function (example: Telex couplers) can be turned on and off with 2 changes of the locomotive's direction. Locomotive's headlights are turned on when it is in motion and can be wired to this module so that they change over with the direction of travel.

The manufacturer warranty is covered only when Delta modules are installed by an authorized Märklin dealer.



60960 c 96 Function Decoder.

Decoder for controlling up to 4 auxiliary functions (f1 to f4) from the Control Unit (6021), a Control 80 f locomotive controller connected to this central unit, or the Interface. This function decoder can either be installed in locomotives along with a locomotive decoder or by itself in cars. Can be coded for 80 different addresses.



60901 High-Efficiency Propulsion Set.



Consists of locomotive decoder and high-efficiency motor as well as installation hardware for converting most Märklin H0 locomotives with drum commutator motors to the current high-efficiency propulsion system. The electronic circuit has a total of 4 controllable functions. The "function" output is intended for the locomotive's headlights. The "f1" and "f2" outputs can be used for other functions

such as Telex couplers or a smoke unit. The "f4" function allows you to turn the controlled motor functions off for easier switching of cars. The "f1", "f2" and "f4" functions can be controlled only with the Control Unit (6021), a Control 80 f locomotive controller connected to this central unit, or the Interface. The electronic circuit in this set allows you to adjust maximum speed as well as acceleration and braking delay. Controlled motor functions under different load condition such as on ascending and descending grades. Can be coded for 80 different locomotive addresses. The "function" and "f1" functions are turned on when the locomotive is operated conventionally with AC power. Decoder dimensions 36 x 21 x 9 mm / 1-3/8" x 13/16" x 3/8".

The manufacturer warranty is covered only when the 60901 and 60902 high-efficiency decoder, and the 60960 function decoder are installed by an authorized Märklin dealer.



60902 High-Efficiency Electronic Circuit.

High-efficiency decoder for converting Märklin H0 locomotives with built-in 6090 high-efficiency propulsion to the new version with more functions. The electronic circuit has a total of 4 controllable functions. The "function" output is intended for the locomotive's headlights. The "f1" and "f2" outputs can be used for other functions such as Telex couplers or a smoke unit. The "f4" function allows you to turn the controlled motor functions off for easier switching of cars. The "f1", "f2" and "f4" functions can be controlled only with the Control Unit (6021), a Control 80 f locomotive controller connected to this central unit, or the Interface. The electronic circuit in this set allows you to adjust maximum speed as well as acceleration and braking delay. Controlled motor functions under different load condition such as on ascending and descending grades. Can be coded for 80 different locomotive addresses. The "function" and "f1" functions are turned on when the locomotive is operated conventionally with AC power. Decoder dimensions 36 x 21 x 9 mm / 1-3/8" x 13/16" x 3/8".

When sufficient space is available, any Märklin digital locomotive or any locomotive with a built-in Delta module can be equipped with additional controllable functions such as a smoke unit or Telex couplers (where the locomotive already has these couplers). On passenger cars interior lighting can be a controllable function.



60904 High-Efficiency Propulsion Conversion Kit.



Features: Consists of a locomotive decoder, a five-pole, high-efficiency motor and installation hardware for converting certain older Märklin H0 locomotives with the flat commutator motor to digital high-efficiency propulsion. The electronic circuit in this kit has 4 controllable functions (headlights from "function", smoke generator and Telex couplers, for example, from "f1" and "f2", minimal setting for the acceleration and braking delay from "f4"). The Control Unit (no. 6021) must be used as the central unit to control functions "f1", "f2" and "f4". Adjustable maximum speed. Adjustable acceleration and braking delay. 80 digital addresses can be set. In conventional operation with AC power the functions "function" and "f1" are turned on.

Information About This Product:

We differentiate roughly 2 different types of motors among the universal current motors used with Märklin H0: The newer drum-style commutator motor and the flat-commutator motor that used to be the standard motor. The easiest way to tell the two types of motors apart is by the type of brushes they use. Drum-style commutator motors have two carbon brushes, while the flat-commutator motor has a carbon brush and a copper mesh brush (spare part number 600300). The 60901 conversion kit can be used for drum-style commutator motors. With the flat-commutator motors there are a number of variations due to different armature diameters and brush plates. The 60904 conversion kit can therefore only be used with certain models.

Spare Parts for Locomotives.

This table contains the most important spare parts for each locomotive.

The numbers for these parts refer to currently produced models.

On older units there may be slight differences in parts. In these instances the parts numbers are to be taken from the instruction sheets that come with the unit.














The instructions for each model show how to install pickup shoes, traction tires, light bulbs and other spare parts.











Explanation of symbols for the column "Conversion"

- ① Delta with 6603/66031*
- ② Digital with 6080*
- ③ Digital with 6081*
- ⑤ Digital with 6090/60901*
- ⑥ Digital with 60902*
- ④ Digital conversion only by Märklin

*Can be converted by your authorized Märklin dealer

The 70 1630 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 120).

Catalog Number	 Catalog Number	 Catalog Number	 Catalog Number	 Traction Tires	 Pickup Shoe	 Pantograph	 Light Bulb	 Brushes	 Reverse Unit	 Coupler front	 Coupler rear	  Conversion	
	30000			7154	7185	-	61 0040	-	60 1460	-	39 9740	39 9740	②
	30033			7153	7185	-	61 0040	-	60 0300	-	20 2140	70 1540	②
	30345			7153	7164	-	61 0040	-	-	-	70 1630	70 1630	② ⑤
30747				7154	7164	-	61 0040	-	60 1460	20 8240	70 1560	70 1560	① ②
3078				7154	7185	-	61 0040	-	60 1460	20 8240	39 9740	39 9740	① ②
3087				7154	7185	-	-	-	60 0300	20 8240	20 0010	20 0010	① ②
	30881			7154	7185	-	61 0040	-	60 1460	-	39 9740	39 9740	②
	30951			7153	7185	-	61 0040	-	60 0300	-	20 5320	21 8420	②
	33043			7154	7185	-	61 0040	-	60 1460	-	70 1630	70 1630	④
	33622			7154	7185	-	61 0040	-	60 1460	-	21 5830	21 5860	④
	33723			7154	7164	-	61 0040	-	60 1460	-	70 1630	70 1630	② ⑤
	3374			7154	7164	-	61 0040	-	60 1460	-	26 3730	26 3730	② ⑤
	33745			7154	7164	-	61 0040	-	60 1460	-	70 1630	70 1630	② ⑤
	33785			7154	7185	-	61 0040	-	60 1460	-	39 9740	39 9740	④
	33840	37840		7153	20 6370	-	61 0040	61 0080	60 1460	-	70 1630	70 1630	④
	33952	37952		7152	20 6370	-	61 0040	61 0080	60 1460	-	70 1630	70 1630	② ⑤
	33961			7153	7164	-	61 0040	-	60 0300	-	-	-	②
	34132			7153	20 6370	-	-	-	-	-	70 1630	70 1630	-
	34133			7153	20 6370	-	-	-	-	-	70 1630	70 1630	-
		37284		7153	20 6370	-	-	-	60 1460	-	70 1630	70 1630	④
	34401			7153	7164	21 5000	61 0040	-	60 1460	-	70 1630	70 1630	⑤
	34402			7153	7164	22 0433	61 0040	-	60 1460	-	70 1630	70 1630	⑤
	34440	37440		7153	7185	30 1896	-	-	-	-	70 1630	70 1630	④
	34550	37550		7153	20 6370	-	61 0040	61 0080	-	-	70 1630	70 1630	④
	34641			7153	7185	-	61 0040	-	60 1460	-	-	-	④
	34750	37750		7153	30 6328	30 6367	-	-	-	-	70 1630	70 1630	④
		37780		7154	20 6370	60 1434	61 0040	61 0080	-	-	-	-	④
36473				7153	20 6370	-	-	-	-	-	-	70 1630	-

 Catalog Number	 Catalog Number	 Catalog Number	 Catalog Number	 Traction Tires	 Pickup Shoe	 Pantograph	 Light Bulb	 Brushes	 Reverse Unit	 Coupler front	 Coupler rear	  Conversion
36801				-	7164	-	-	-	-	70 1630	70 1630	-
36861				7154	37 8960	-	61 0040	-	-	70 1630	70 1630	-
		37030		7152	22 5647	-	-	61 0080	-	70 1630	70 1630	-
		37073		7153	7164	-	-	61 0080	60 1460	70 1630	70 1630	-
		37090		7154	20 6370	-	-	-	-	20 6629	20 6629	-
		37095		-	7164	-	-	61 0080	60 1460	70 1630	70 1630	-
		37132		7153	7185	-	-	61 0080	60 1460	70 1630	70 1630	-
		37134		7153	7185	-	-	61 0080	60 1460	70 1630	70 1630	-
		37157		7153	28 0270	-	-	61 0080	60 1460	70 1630	70 1630	-
		37172		7153	20 6370	-	61 0080	61 0080	60 1460	70 1630	70 1630	-
		37240		7153	7164	60 6703	-	61 0080	60 1460	70 1630	70 1630	-
		37241		7153	7164	66 2450	-	61 0080	60 1460	70 1630	70 1630	-
		37251		7153	7164	-	-	-	60 1460	70 1630	70 1630	-
		37263		7153	7164	61 5390	-	61 0080	60 1460	70 1630	70 1630	-
		37265		7153	20 6370	15067200	-	-	-	70 1630	70 1630	-
		37331		7153	7164	-	-	-	-	70 1630	70 1630	-
		37345		7153	20 6370	22 4879/66 9950	-	-	60 1460	70 1630	70 1630	-
		37365		7154	7185	-	-	-	60 1460	70 1630	70 1630	-
		37374		7153	20 6370	60 1434	-	-	60 1460	70 1630	70 1630	-
		37396		7153	20 6370	60 1434	-	-	60 1460	70 1630	70 1630	-
		37401		7153	7164	25 8270	-	61 0080	60 1460	70 1630	70 1630	-
		37412		7153	7164	60 3713/60 7566	-	61 0080	60 1460	70 1630	70 1630	-
		37476		7154	7185	30 2663	-	-	-	70 1630	70 1630	-
		37521		7154	20 6370	60 3243	-	-	-	70 1630	70 1630	-
		37536		7153	7164	23 8460	-	61 0080	60 1460	70 1630	70 1630	-
		37554		7153	20 6370	-	-	61 0080	-	70 1630	70 1630	-
		37558		7153	20 6370	-	-	61 0080	-	70 1630	70 1630	-
		37562		7153	7164	25 9530	61 0080	61 0080	60 1460	70 1630	70 1630	-

Explanation of symbols for the column "Conversion"

- ① Delta with 6603/66031*
- ② Digital with 6080*
- ③ Digital with 6081*
- ⑤ Digital with 6090/60901*
- ⑥ Digital with 60902*
- ④ Digital conversion only by Märklin

*Can be converted by your authorized Märklin dealer

The 70 1630 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 120).

Spare Parts for Locomotives.

This table contains the most important spare parts for each locomotive.

The numbers for these parts refer to currently produced models.

On older units there may be slight differences in parts. In these instances the parts numbers are to be taken from the instruction sheets that come with the unit.















The instructions for each model show how to install pickup shoes, traction tires, light bulbs and other spare parts.

Explanation of symbols for the column "Conversion"

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 Catalog Number	 Catalog Number	 Catalog Number	 Catalog Number	 Traction Tires	 Pickup Shoe	 Pantograph	 Light Bulb	 Brushes	 Reverse Unit	 Coupler front	 Coupler rear	  Conversion
		37605		7154	20 6370	-	-	60 1460	-	-	-	-
		37610		7153	20 6370	-	-	60 1460	-	70 1630	70 1630	-
		37641		7154	20 9217	-	-	-	-	70 1630	70 1630	-
		37647		7154	20 9217	-	-	-	-	70 1630	70 1630	-
		37649		7153	7185	-	-	61 0080	60 1460	-	-	-
		37652		7153	7164	-	61 0080	61 0080	60 1460	-	-	-
		37657		7154	20 9217	-	-	-	-	70 1630	70 1630	-
		37673		7154	7164	-	61 0080	61 0080	60 1460	-	70 1630	70 1630
		37724		7154	7164	-	-	61 0080	60 1460	-	70 1630	70 1630
		37725		7154	7164	-	-	-	60 1460	-	70 1630	70 1630
		37744		7154	7164	-	-	61 0080	60 1460	-	26 3730	26 3730
		37762		7151	20 6370	-	-	61 0080	60 1460	-	20 6800	20 6800
		37782		7154	20 6370	60 1434	-	-	-	-	-	-
		37783		7154	20 6370	60 1434	-	61 0080	-	-	-	-
		37841		7153	20 6370	-	-	61 0080	60 1460	-	70 1630	46 3640
		37846		7153	20 6370	-	-	61 0080	60 1460	-	70 1630	70 1630
		37884		7153	20 6370	-	-	61 0080	60 1460	-	70 1630	70 1630
		37885		7153	20 6370	-	-	61 0080	60 1460	-	70 1630	70 1630
		37914		7152	7164	-	-	61 0080	60 1460	-	-	70 1630
		37970		7153	20 6370	-	-	-	-	-	70 1630	-
			39103	7152	7164	-	-	-	-	-	70 1630	-
			39195	7153	7185	60 8823	-	61 0080	-	-	70 1630	70 1630
			39223	7153	7164	60 9117	-	-	-	-	70 1630	70 1630
			39350	7153	20 6370	60 1323	-	-	-	-	70 1630	70 1630
			39354	7153	20 6370	60 1323	-	-	-	-	70 1630	70 1630
			39355	7153	20 6370	60 1323	-	-	-	-	70 1630	70 1630
			39358	7153	20 6370	60 1323	-	-	-	-	70 1630	70 1630
			39359	7153	20 6370	60 1323	-	-	-	-	70 1630	70 1630

 Catalog Number	 Catalog Number	 Catalog Number	 Catalog Number	 Traction Tires	 Pickup Shoe	 Pantograph	 Light Bulb	 Brushes	 Reverse Unit	 Coupler front	 Coupler rear	 Conversion
			39560	7153	7164	60 6712	-	-	-	70 1630	70 1630	-
			39579	7153	7164	60 8827	-	-	-	70 1630	70 1630	-
			39581	7153	7164	22 0433	-	61 0080	-	70 1630	70 1630	-
			39602	7154	7164	64 4240	-	-	-	70 1630	70 1630	-
			39609	7154	7164	64 4240	-	-	-	70 1630	70 1630	-
			39610	7154	7164	64 4240	-	-	-	70 1630	70 1630	-
			39711	7154	20 6370	60 1434	-	61 0080	-	-	-	-
			39821	7154	20 6370	-	-	61 0080	-	70 1630	70 1630	-
			39830	7153	20 6370	60 1323	-	-	-	70 1630	70 1630	-

Explanation of symbols for the column "Conversion"

- ① Delta with 6603/66031*
- ② Digital with 6080*
- ③ Digital with 6081*
- ⑤ Digital with 6090/60901*
- ⑥ Digital with 60902*
- ④ Digital conversion only by Märklin

*Can be converted by your authorized Märklin dealer

The 70 1630 close coupler is only available in packages of 50 pieces under the catalog number 7203 (see page 120).



Good advice, not at all expensive.

Even playing with a model railroad needs to be learned. For example, it is not at all easy to work out a main line in a limited space so that the layout offers enough variety through the years. And so that the required electrical and/or mechanical connections or options for subsequent expansion are taken into account right from the start.

Looking back you're always cleverer. The authors of our Märklin guides have also had these experiences and pass them on to you: valuable information for planning, building and operation of a model railroad layout. The videos and richly illustrated books show you step by step what you need to be aware of in the different phases. Naturally, you can do everything quite differently, for example, change track plans to suit your own ideas. But you know what you're doing here, you avoid mistakes, reach your goal more quickly and simply have more fun doing it.



07499 Book "Big Boy & Co."

By Joe G. Collias.

Special German edition translated from the original American text of 1960. Extensive information about the high point and the end of the steam locomotive era in the USA. Many historic photographs. The great Union Pacific articulated locomotives are the focal point of this book. Specialized prototype information about the Märklin model of the "Big Boy". Contents 269 pages. Hardbound with dust jacket. Format 22 x 28.6 cm / 8-5/8" x 11-1/4".



07495 Book "VT 11.5 Powered Rail Car Train".

By Thorsten Bernd.

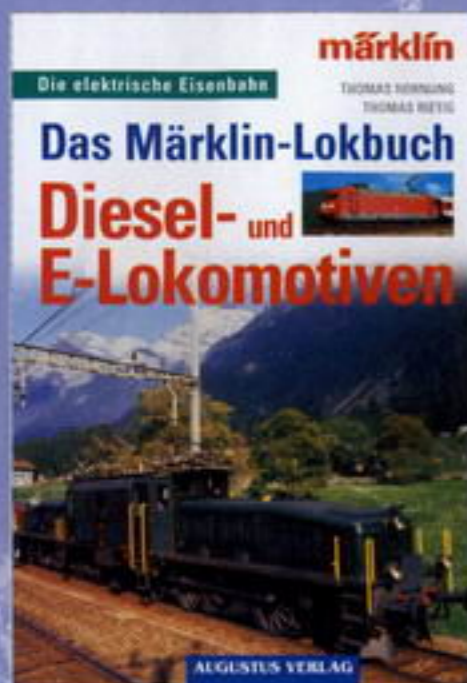
Complete history and description of the VT 11.5/601/602 powered rail car trains. Diesel powered rail cars in Germany and Europe. Design and technology in detail. The use of these trains as TEE, as InterCity and afterwards. Further developments and successors. Recollections of the trains in operation. 144 pages, approx. 220 photographs. Format 21.0 x 29.7 cm / 8-1/4" x 11-11/16". Bound. German text only.



07460 The Märklin Locomotive Book "Dampflokomotiven" ("Steam Locomotives").

By Thomas Hornung and Thomas Rietig.

The theme of this book is Märklin H0 steam locomotives. Extensive information is given about the prototype for each model in addition to the latter's technical features. Must reading for anyone who wants to know more about his models. Contents 128 pages with numerous color photographs. Format 21 x 29.7 cm / 8-1/4" x 11-11/16". German text only.



07461 The Märklin Locomotive Book "Diesel- und E-Lokomotiven" ("Diesel and Electric Locomotives")

By Thomas Hornung and Thomas Rietig.
In this 2nd volume the well-known and popular comparison of the prototype and the Märklin H0 model taken from the Märklin locomotive book "Dampflokomotiven" ("Steam Locomotives", item no. 07460) is expanded to the areas of diesel and electric locomotives. Interesting reading for any Märklin enthusiast who would like to know more about his models. 128 pages with many color photos.
Format 29.7 cm x 21 cm / 11-11/16" x 8-1/4".
German text only.



I-V

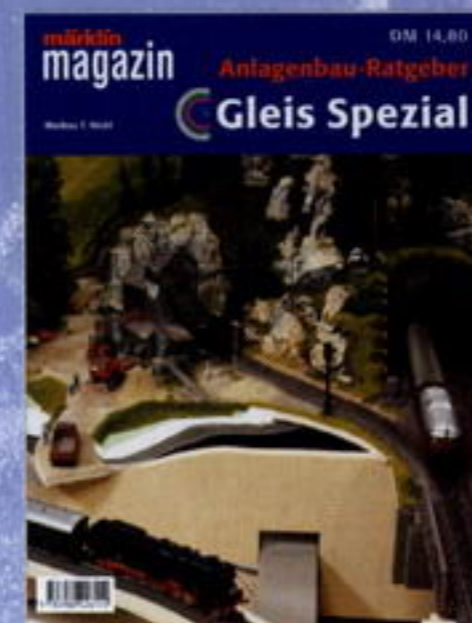
07466 The Train Book.

By Thomas Rietig.
After the two successful volumes on steam and diesel and electric locomotives comes the train book. It describes how a model railroader can make up prototypical train consists from the extensive Märklin assortment. This book also documents by way of prototype photographs unusual consists that you don't see every day. Marvelous, photographs of the models, some them full page in size, show trains from all eras in operation on a layout. Numerous scratch building tips for cars complete this book. 144 pages, bound. With over 220 color photographs.
Format 21.0 x 29.7 cm / 8-1/4" x 11-11/16".
German text only.



07450 KOMBI – Step by step to a model railroad with K Track.

Introduction into the Märklin KOMBI starter program in H0 for K Track. The ease of using the K Track system is covered in this book as well as the basics for setting up and constructing a model railroad. Twenty track plans that for the most part have never been published are presented in this book. These are plans that can be built with the KOMBI track program.
Format 21.0 x 29.7 cm / 8-1/4" x 11-11/16".
German text only.



188987 Märklin Magazin – C Track Special.

This brochure explains the advantages and use of the C Track system, contains three different suggestions for building a beginner's layout, a layout for the somewhat experienced, and a layout for the experienced model railroader. The text will lead you step by step to a finished layout. 148 pages richly illustrated with color photos, detailed sketches, and track plans.
Format 21.0 x 27.5 cm / 8-1/4" x 10-13/16".
German text only.



07455 Track Plan Book for C Track.

80 different H0 track plans are presented in detail with scenery suggestions and parts lists. The layouts are planned primarily for the C Track system. All of the track plans are also presented as just track plans with parts lists for the K Track system. 160 pages with the format 29.7 x 21 cm / 11-11/16" x 8-1/4". Available only at authorized Märklin dealers. German text only.



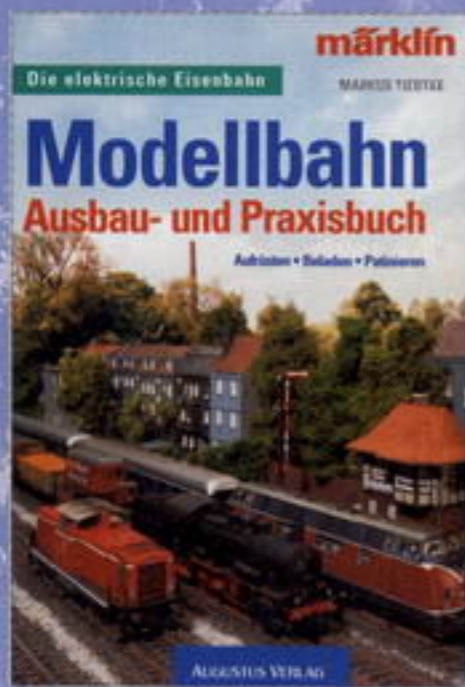
N

Summer New Item

- 03401 German edition
- 03402 English edition
- 03403 French edition
- 03404 Dutch edition

Märklin Signal Book.

Complete explanation of signal technology in the prototype and as models. Sample applications for semaphore/target and color light signals. Presentation and applications of the new color light signals. Contents approximately 100 pages. Format approximately 26.4 x 22 cm / 10-3/8" x 8-11/16".



07480 Book "Modellbahn Ausbau- und Praxisbuch; Aufrüsten, Beladen, Patinieren" ("Book of Model Railroading Practices: Expanding, Building, Making Loads, Weathering").

Contents of the Book: Different methods of treating fixed and operating products on a model railroad are the focus of this book. The goal here is a realistic appearance. The creation of prototypical loads as well as treatment of the model railroad with color are the focus of this book. The techniques presented can be used by lay people. Most of the products shown are H0, but the techniques described can also be used in other gauges. 128 pages. Format 21 x 29.7 cm / 8-1/4" x 11-11/16". German text only.



0308 Book "Getting Started with Märklin Digital – the multi-train control system".

Complete description of the Märklin Delta and Märklin Digital systems. Step-by-step presentation of the necessary components. Focal points are the uncomplicated setup and the easy-to-use manual control of a layout with this multi-train control system. 230 pages. Format 17.5 x 24.5 cm / 6-7/8" x 9-5/8". German language only.



07470 Book "Märklin Digital in der Praxis" ("Märklin Digital in Practice").

Contents of the Book: Presentation of the Märklin Digital system using practical examples of application and use of the system. Focal point of the presentation is H0. However, there are also many practical ideas and tips for 1 Gauge users. The subjects covered range from the use of the individual components to the presentation of the new possibilities for playing and operating with Märklin Digital. 128 pages. Format 21 x 29.7 cm / 8-1/4" x 11-11/16". German text only.



0716 Electrical Manual for H0.

Practical tips for hooking up turnouts and signals as well as all of the working models in the Märklin assortment such as the rotary crane, turntable, and transfer table. Numerous sample circuits and circuits for hooking up electrical items for conventional and digital control of model railroad layouts. Contents 78 pages. Format 22 x 26.4 cm / 8-5/8" x 10-3/8".



07456 Book "Planen – Bauen – Fahren" ("Planning – Building – Operating").

By Klaus Eckert, Elvis Müller and Michael Siemens. Detailed description of two layout projects and how they were built in H0 scale. Layout concepts with scenery designs by Peter Bomhard. Planning the track layout by computer. Illustrated presentation of all construction phases step by step. Installation of the controls and operating possibilities with Märklin Digital. Many large format color photographs by Andreas Stirt and Markus Tiedke. 144 pages, over 250 photographs. Format 21 x 29.7 cm / 8-1/4" x 11-11/16". Bound. German text only.



0733 Service Manual H0.

Function, care and maintenance of locomotives. Useful tools and how to use them. Troubleshooting locomotives and layouts. Tips on the Digital system. Extensive spare parts tables. Contents 72 pages. Format 22 x 26.4 cm / 8-5/8" x 10-3/8".

The Everyday World and the World of Work.

What was in reality the harshness of everyday and hard work becomes romantic with the distance of time and scale. In H0 on the contrary, the flickering light of the blast furnace becomes quite homey, and push/pull trains with the compartment cars of the Ruhr Express Commuter Service add life to the picture. Numerous car models crowd the stage of the everyday world and

heavy industry, for example, the new dump cars. They were used by railroads all over Europe like many other models of different European railroads. The European standardization allows an open interchange of rolling stock, which makes the model railroad layout scene even more varied – at least with Märklin.



Passenger Cars



HOBBY   

4107 Passenger Car.
Relex couplers. Length over buffers 11.0 cm / 4-3/8".
DC wheel set 70 0600



HOBBY  

4108 Baggage Car.
With cupola for conductor's compartment. Relex couplers. Length over buffers 11.0 cm / 4-3/8".
DC wheel set 70 0600



HOBBY   

4039 Passenger Car.
2nd class. Relex couplers. Length over buffers 11.0 cm / 4-3/8".
DC wheel set 70 0600



HOBBY  

4038 Baggage Car.
With cupola for conductor's compartment. Relex couplers. Length over buffers 11.0 cm / 4-3/8".
DC wheel set 70 0600



HOBBY   

4035 Prussian Passenger Car Set.
Prototype: 1 each passenger car in 1st/2nd class, 3rd class, 4th class and 1 baggage car with a raised conductor's compartment.

Model: Relex couplers. Total length 45.0 cm / 17-3/4".
DC wheel set 70 0600

Models not available separately.

Car Sets



42751 Express Train Car Set of the German State Railroad Period.

Prototype: 4 different German State Railroad Company (DRG) express train passenger cars. 1 type B4i car, 2nd class. 2 type C40 cars, 3rd class. 1 type Pw40 baggage car.

Model: Total length over buffers 97.5 cm / 38-3/8".

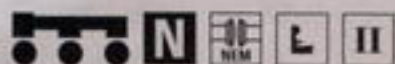
DC wheel set 70 0580



Models not available separately.



The prototypes of these 2-axle cars originally had wooden roofs and interior walls. Later they were built entirely of steel. By today's standards, these cars were very loud and rumbled a great deal. People therefore nicknamed them "Donnerbüchsen" or "Thunder Boxes".



43137 Car Set.

Prototype: 3 different German State Railroad Company (DRG) passenger cars. Type BCI-29, 2nd and 3rd class. Type Ci-28, 3rd class. Type Pwi with cupola. Nickname: "Donnerbüchsen" or "Thunder Boxes".

Model: All of the cars have imprinted train destination signs. The baggage car has 4 sliding doors that can be opened. Ready for installation of current conducting couplers. Total length over buffers 48,4 cm / 19-1/16".

DC wheel set 70 0580

Models not available separately.

One-time series



Passenger Cars

The increase in the population in the Ruhr and Saal areas led to a demand for fast connections between cities as early as the provincial railroad period. Different studies were commissioned and carried out. The actual breakthrough did not occur until 1932 when the "Ruhr Express Service" was placed into service with a total of 32 trains between Essen and Dortmund. The train routes were continuously

expanded and extended to Cologne, Mönchengladbach and Wuppertal-Vohwinkel. In addition to different powered rail cars, the 4-axle "English design" compartment cars turned out particularly well in this service. The attractive paint scheme became a trademark symbol for this regularly scheduled express passenger service. The dense sequence of stations, most of them only a 30 to 60 second

stop, demanded locomotives that could accelerate quickly. The class 78 met this requirement as if it were child's play. The additional sign mounted on the smoke box was another indication of the special use for these units.



43109 "Ruhr Express Service" Commuter Car.

Prototype: German State Railroad Company (DRG) type C41-33e, 3rd class.

Model: Add-on car for the 43108 car set. **Built-in function decoder with a sound effects module and marker lights.** Detailed construction with numerous separately applied handrails and ladders. 2-color paint scheme for the car body. Imprinted train destination signs. Ready for installation of current-conducting couplers. **Marker lights will work in conventional operation and can be controlled digitally. Sound effects module for the conductor's all-aboard**

departure whistle can be controlled digitally with the 6021 Control Unit. Length over buffers 25.5 cm / 10-1/16".

The address and the function assignments on the decoder are particularly designed for use with locomotive item no. 37073. This car can also be used with no limitations with other digital locomotives.



43108 "Ruhr Express Service" Commuter Car Set.

Prototype: 3 different German State Railroad Company (DRG) compartment cars. 2 type C4i-33e cars, 3rd class. 1 type BC4i-33f car, 2nd and 3rd class.

Model: Detailed construction with numerous separately applied handrails and ladders. 2-color paint scheme for the car bodies.

Imprinted train destination signs. Ready for installation of current-conducting couplers. Total length over buffers 76.9 cm / 30-1/4".

DC wheel set 70 0580

Models not available separately.

Individual cars with different car numbers are being offered by Trix (T24321, T24322 and T24323) for two-rail DC systems.



Schürzenwagen / Skirted Passenger Cars



43201 Express Train Passenger Car.

Prototype: German State Railroad Company (DRG) type ABü, 1st and 2nd class.

Model: Prototypical roof arrangement. Ready for installation of current-conducting couplers. Length over buffers 25.1 cm / 9-7/8".

DC wheel set 70 0580



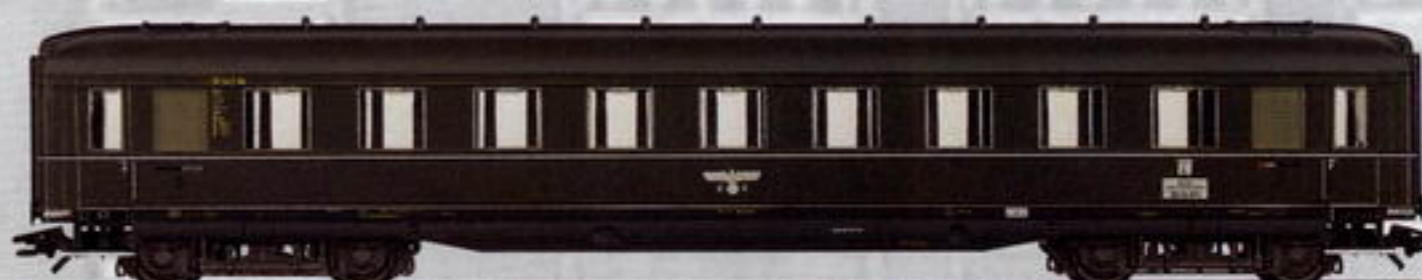
43221 Express Train Passenger Car.

Prototype: German State Railroad Company (DRG) type C4ü, 3rd class.

Model: Prototypical roof arrangement. Ready for installation of current-conducting couplers. Length over buffers 24.4 cm / 9-5/8".

DC wheel set 70 0580

This model is being offered for two-rail DC systems by TRIAX (T23348).



43241 Dining Car.

Prototype: Type WRü, Mitropa 1215, used on the German State Railroad Company (DRG).

Model: Prototypical roof arrangement. Ready for installation of current-conducting couplers. Length over buffers 27.0 cm / 10-5/8".

DC wheel set 70 0580



43251 Sleeping Car.

Prototype: Type WLRü, Mitropa 22079, used on the German State Railroad Company (DRG).

Model: Prototypical roof arrangement. Ready for installation of current-conducting couplers. Length over buffers 27.0 cm / 10-5/8".

DC wheel set 70 0580



Highlights

- ▶ Built-in marker lights.
- ▶ Maintenance-free LEDs.



43266 Mail Car.

Prototype: German State Postal System type Post4ü, used on the German State Railroad Company (DRG).

Model: Prototypical roof design with skylights. Built-in marker lights. Ready for installation of current-conducting couplers. Length over buffers 26.3 cm / 10-3/8".



43211 Express Train Passenger Car.

Prototype: German State Railroad Company (DRG) type BC4ü, 2nd and 3rd class.

Model: Prototypical roof arrangement. Ready for installation of current-conducting couplers.

Length over buffers 24.4 cm / 9-5/8".

DC wheel set 70 0580



43231 Express Train Passenger Car.

Prototype: German State Railroad Company (DRG) type ABC4ü, 1st, 2nd and 3rd class.

Model: Prototypical roof arrangement. Ready for installation of current-conducting couplers.

Length over buffers 24.4 cm / 9-5/8".

DC wheel set 70 0580



43261 Mail Car.

Prototype: German State Postal System type Post4ü, used on the German State Railroad Company (DRG).

Model: Roof design with skylights. Ready for installation of current-conducting couplers.

Length over buffers 26.3 cm / 10-3/8".

DC wheel set 70 0580

Passenger Cars

The prototypes for the two-axle cars for normal passenger trains originally had wood roofs and interior walls. Later they were built entirely of steel. The type 29 was built right from the start entirely of steel. By today's standards these cars were very noisy and rumbled a great deal. Consequently, a popular nickname for them was "Donnerbüchsen" or "Thunder Boxes". On the German Federal Railroad they were indispensable in the postwar period for commuter and branch line traffic.



4313 Passenger Car.

Prototype: German Federal Railroad (DB) type ABi "Donnerbüchse" standard design coach. 1st and 2nd class.

Model: Ready for installation of current-conducting couplers. Length over buffers 16.0 cm / 6-5/16".

DC wheel set 70 0580

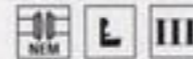


4314 Passenger Car.

Prototype: German Federal Railroad (DB) type Bi "Donnerbüchse" standard design coach. 2nd class.

Model: Ready for installation of current-conducting couplers. Length over buffers 16.0 cm / 6-5/16".

DC wheel set 70 0580



4315 Baggage Car.

Prototype: German Federal Railroad (DB) type Pwi standard design car.

Model: 4 sliding doors that can be opened. Side running boards. Ready for installation of current-conducting couplers. Length over buffers 16.0 cm / 6-5/16".

DC wheel set 70 0580



4316 Baggage Car.

Same as 4315, but with marker lights. Maintenance-free LEDs.

DC wheel set 70 0580

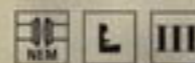
At the time they were ordered, a number of standard design branch line cars were planned as trailer units for powered rail cars. These cars were all equipped with their own heating and rail car paint scheme. Towards the end of the 1950s, when the older storage battery powered rail cars were being retired, a number of the trailer cars used with them were brought back into the passenger car pool.



4335 Passenger Car.

Prototype: German Federal Railroad (DB) type Bie standard design branch line car, 2nd class.

Model: Length over buffers 14.9 cm / 5-7/8".
DC wheel set 70 0580



43351 Passenger Car.

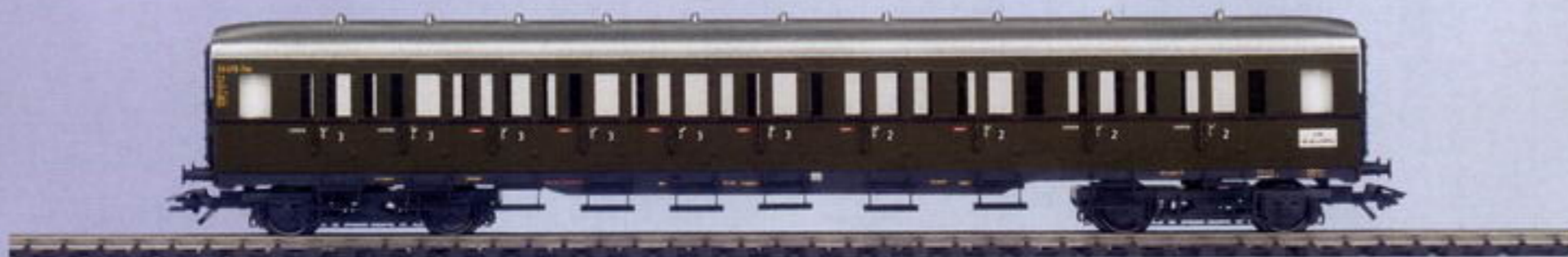
Prototype: German Federal Railroad (DB) type ABle-34 standard design branch line passenger car, 1st and 2nd class.

Model: Length over buffers 14.9 cm / 5-7/8".
DC wheel set 70 0580

The class 86 tank locomotive (Märklin model 33961) goes well with these branch line passenger cars and can be found on page 39.

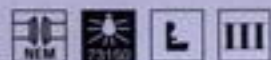


Passenger Cars



Highlights

- ▶ Completely new tooling.
- ▶ Scale length 1:87.
- ▶ Ready for installation of interior lighting.



43100 Compartment Car.

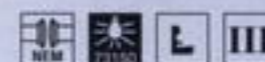
Prototype: German Federal Railroad (DB) type BC4i, 2nd and 3rd class.

Model: Ready for installation of current-conducting couplers. Handrails separately installed on the entry doors. Ladders separately applied to the ends. Length over buffers 25.5 cm / 10-1/16".

DC wheel set 70 0580

This model is being offered by Trix (T23318) for two-rail DC systems.





43110 Compartment Car.

Prototype: German Federal Railroad (DB) type C4i, 3rd class.

Model: Ready for installation of current-conducting couplers. Handrails separately installed on the entry doors. Ladders separately applied to the ends. Length over buffers 25.5 cm / 10-1/16".

DC wheel set 70 0580

This model is being offered by Trix (T23319) for two-rail DC systems.



43119 Compartment Car.

Prototype: German Federal Railroad (DB) type C4i, 3rd class.

Model: Built-in marker lights with maintenance-free LEDs. Ready for installation of current-conducting couplers. Handrails separately installed on the entry doors. Ladders separately applied to the ends. Length over buffers 25.5 cm / 10-1/16".

This model is being offered by Trix (T23320) for two-rail DC systems.



Passenger Cars

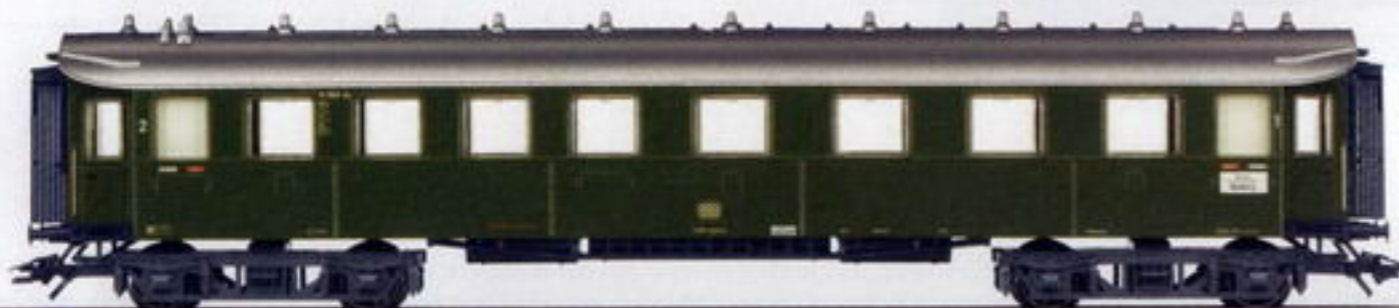
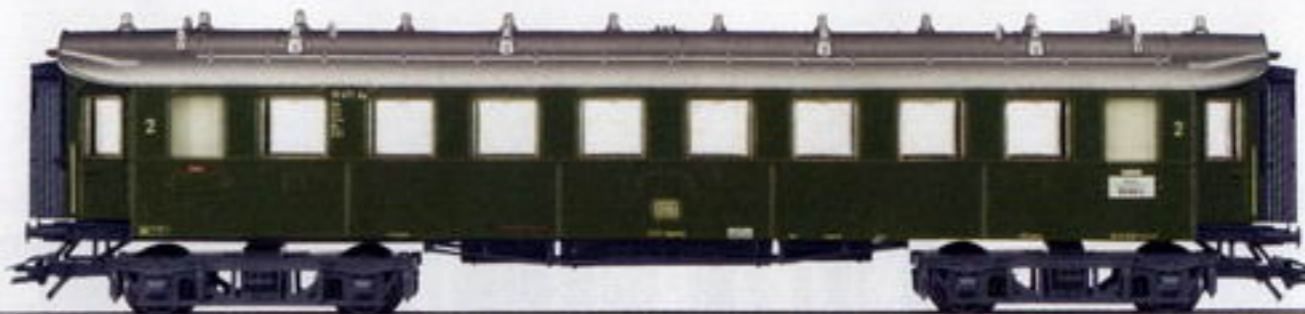


41352 Express Train Passenger Car.

Prototype: German Federal Railroad (DB) type B40 Bay 11/30, 2nd class.

Model: Light traces of soot on the roof. Length over buffers 22.1 cm / 8-11/16".

DC wheel set 70 0580

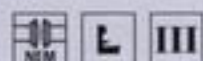


41362 Express Train Passenger Car.

Prototype: German Federal Railroad (DB) type AB40 Bay 11, 1st and 2nd class.

Model: Light traces of soot on the roof. Length over buffers 23.2 cm / 9-1/8".

DC wheel set 70 0580



41372 Express Train Baggage Car.

Prototype: German Federal Railroad (DB) type Pw40 Bay 09/21a.

Model: Light traces of soot on the roof. Length over buffers 20.0 cm / 7-7/8".

DC wheel set 70 0580



The model of the DB class 03 express locomotive (Märklin models 33952/37952, see page 50) goes well with the 41352, 41362 and 41372 express train passenger cars.





4317 Passenger Car.

Prototype: German Federal Railroad (DB) type AB3ygeb 756 rebuilt car. 1st and 2nd class.

Model: Ready for installation of current-conducting couplers. Length over buffers 15.2 cm / 6".

DC wheel set 2 x 70 0580
1 x 40 6240



4318 Passenger Car.

Prototype: German Federal Railroad (DB) rebuilt coach type B3ygeb 761. 2nd class.

Model: Ready for installation of current-conducting couplers. Length over buffers 15.2 cm / 6".

DC wheel set 2 x 70 0580
1 x 40 6240



4319 Passenger Car.

Prototype: German Federal Railroad (DB) type BD3yg 766 rebuilt car. 2nd class with baggage compartment.

Model: Ready for installation of current-conducting couplers. Length over buffers 15.2 cm / 6".

DC wheel set 2 x 70 0580
1 x 40 6240



The rebuilt cars are always used on the DB as permanently coupled pairs of cars. Such a prototypical composition can be equipped with the 7317 lighting kit.

Express Train Passenger Cars



42758 Express Train Passenger Car Set.

Prototype: 3 different German Federal Railroad (DB) express train passenger cars. 1 coach, 1st class. 1 coach, 2nd class. 1 baggage car.

Model: All of the cars have adjustable buffers. Ready for installation of 7319 current-conducting couplers. Baggage car has 2 jalousie doors that can be raised and lowered. Total length over buffers 81.4 cm / 32-1/16".

DC wheel set 70 0580

Models not available separately.

The 42758 car set lengthens the passenger train from the premium-starter set, item no. 29855, as well as all other express passenger trains from Era III.





Passenger Cars

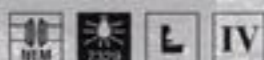
A total of 1,821 cars were rebuilt in the late 1950s, and part of this program was that the car frames were altered to a standard length of 19.45 meters or 63 feet 10-1/8 inches. The introduction of weather tight diaphragms between the cars was an important detail to enable passengers to board and get off of the train more quickly at station

stops. In addition, all classes were equipped with upholstered seats for the first time. Like the three-axle rebuilt cars, the four-axle versions were built using old German State Railroad and provincial railroad cars.



4131 Passenger Car.

Prototype: German Federal Railroad (DB) type AByg 503 rebuilt car. 1st and 2nd class.
Model: Length over buffers 22.4 cm / 8-3/4".
DC wheel set 70 0580



4132 Passenger Car.

Prototype: German Federal Railroad (DB) rebuilt coach type Byg 515. 2nd class.
Model: Length over buffers 22.4 cm / 8-3/4".
DC wheel set 70 0580



4133 Passenger Car.

Prototype: German Federal Railroad (DB) rebuilt coach type BDyg 533. 2nd class with baggage compartment.
Model: Length over buffers 22.4 cm / 8-3/4".
DC wheel set 70 0580



"Silberlinge"

The unpainted exterior skin of stainless steel with the peacock's eye pattern under the windows gave the German Federal Railroad commuter cars, which replaced older rolling stock starting in 1960, the name "Silberlinge" ("Silver Coins").

In the prototype a large number of 2nd class cars were equipped with baggage and engineer's compartments at one end, which were

later expanded to a complete engineer's cab with destination signs. Thanks to the engineer's cab, these cars can be used in push/pull service with locomotives equipped for this type of operation. This saves the time required to turn locomotives at the end stations. On main lines and branch lines, trains of Silberlinge often run with class 111, 140, 141, 212 or 216 locomotives. The modern, three-phase class 120 locomotive also occasionally pulls a push/pull train.

Recently, Silberlinge have been replaced on lightly traveled routes increasingly with the new class 628 powered rail cars. In urban areas, however, they are still often seen, even in S-Bahn traffic in the Rhine-Main area or in the greater Hamburg area, for example.



4256 Commuter Car.

Prototype: German Federal Railroad (DB) "Silberling" type Bnb 719. 2nd class.

Model: Adjustable buffers. Ready for installation of 7319 current-conducting couplers. Length over buffers 26.4 cm / 10-3/8".

DC wheel set 70 0580



4257 Commuter Car with Control Cab.

Prototype: German Federal Railroad (DB) type BDnf 735, 2nd class with baggage compartment.

Model: Lighted destination board on the end of the car. Adjustable buffers. Ready for installation of current-conducting couplers. Length over buffers 26.4 cm / 10-3/8".

DC wheel set 70 0580



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



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

Südwind



42993 Car Set.

Prototype: 3 different German Federal Railroad (DB) InterCity cars. 1 type Avmz compartment car, 1st class. 1 type Apmz open seating car, 1st class. 1 type Avmz compartment car, 1st class.

Model: Ready for installation of current-conducting couplers. Adjustable buffers. Imprinted train destination signs. Total length over buffers 80.8 cm / 31-13/16".
DC wheel set 70 0580

Models not available separately.

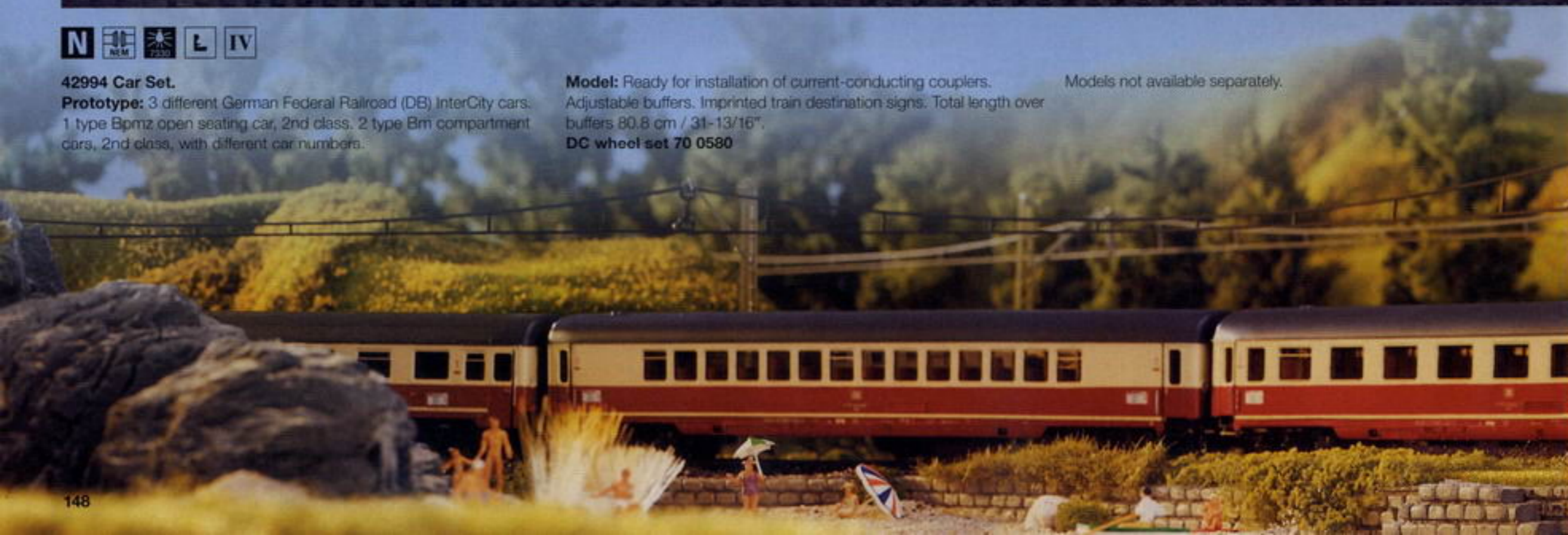


42994 Car Set.

Prototype: 3 different German Federal Railroad (DB) InterCity cars. 1 type Bpmz open seating car, 2nd class. 2 type Brm compartment cars, 2nd class, with different car numbers.

Model: Ready for installation of current-conducting couplers. Adjustable buffers. Imprinted train destination signs. Total length over buffers 80.8 cm / 31-13/16".
DC wheel set 70 0580

Models not available separately.





"Silberlinge"



42551 Commuter Car.

Prototype: German Railroad, Inc. (DB AG) type ABn. Regionalbahn paint scheme, 1st and 2nd class.

Model: Adjustable buffers. Ready for installation of 7319 current-conducting couplers. Length over buffers 26.4 cm / 10-3/8".

DC wheel set 70 0580



42561 Commuter Car.

Prototype: German Railroad, Inc. (DB AG) type Bnz. Regionalbahn paint scheme, 2nd class.

Model: Adjustable buffers. Ready for installation of 7319 current-conducting couplers. Length over buffers 26.4 cm / 10-3/8".

DC wheel set 70 0580



42571 Commuter Car with Control Cab.

Prototype: German Railroad, Inc. (DB AG) type BDnzf "Silberling". Regionalbahn paint scheme, 2nd class with baggage compartment.

Model: Lighted destination sign. Adjustable buffers at the vestibule end of the car. Ready for installation of 7319 current-conducting couplers. Length over buffers 26.4 cm / 10-3/8".



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



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

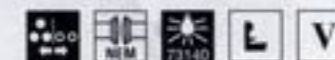
Bilevel Cars



43581 Bilevel Car.
Prototype: German Railroad, Inc. (DB AG) type DABz 756, 1st and 2nd class.
Model: Ready for installation of current-conducting couplers. Length over buffers 26.8 cm / 10-9/16".
DC wheel set 70 0580



43582 Bilevel Car.
Prototype: German Railroad, Inc. (DB AG) type DBz 751, 2nd class.
Model: Ready for installation of current-conducting couplers. Length over buffers 26.8 cm / 10-9/16".
DC wheel set 70 0580



43583 Bilevel Cab Control Car.
Prototype: German Railroad, Inc. (DB AG) type DBbzf 761, 2nd class.
Model: Detailed buffer beam with separately applied front cowling. Lighted destination sign. Engineer's cab with interior details. Ready for installation of current-conducting couplers. Length over buffers 27.3 cm / 10-3/4".
DC wheel set 70 0580



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



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

See fold-out page at end of catalog for explanation of symbols.

Modern Passenger Service.

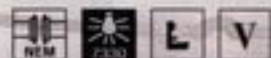


43592 Bilevel Coach.

Prototype: German Railroad, Inc. (DB AG) type DBz 751, 2nd class.

Model: Ready for installation of current-conducting couplers. Length over buffers 26.8 cm / 10-9/16".

DC wheel set 70 0580



42932 Commuter Service Baggage Car.

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

Model: Two sliding jalousie doors on each

side of the car. Ready for installation of 7319 current-conducting couplers. Adjustable buffers. Length over buffers 27.0 cm / 10-5/8".

DC wheel set 70 0580

Highlights

- ▶ Sliding doors that can be opened.
- ▶ Commuter service color scheme.





When operated cab control car first, triple headlight shine.



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



43586 Bilevel Cab Control Car.

Prototype: German Railroad, Inc. (DB AG) type DBbz 761, 2nd class.

Model: Detailed buffer beam with separately applied front cowling. Lighted destination

sign. Engineer's cab with interior details. Ready for installation of current-conducting couplers. Length over buffers 27.3 cm / 10-3/4".

DC wheel set 70 0580



43584 Bilevel Car.

Prototype: German Railroad, Inc. (DB AG) type DABz 756, 1st and 2nd class.

Model: Ready for installation of current-conducting couplers. Length over buffers 26.8 cm / 10-9/16".

DC wheel set 70 0580



43585 Bilevel Car.

Prototype: German Railroad, Inc. (DB AG) type DBz 751, 2nd class.

Model: Ready for installation of current-conducting couplers. Length over buffers 26.8 cm / 10-9/16".

DC wheel set 70 0580



Express Train Passenger Cars



4327 Express Train Passenger Car.

Prototype: German Federal Railroad (DB) type Bpmz 293.2 FD/InterRegio car. 2nd class.

Model: Adjustable buffers. Ready for installation of 7319 current-conducting couplers. Length over buffers 26.4 cm / 10-3/8".

DC wheel set 70 0580



On the German Railroad, Inc. the InterRegio trains are operated in push-pull service with the IR cab control car (Märklin Modell 43300) and the class 101 electric locomotive (Märklin Modell 37374, see page 80).



Most of the passenger cars can be equipped with interior lighting. Please see pages 174/175 for this.



4384 Express Train Passenger Car.

Prototype: German Federal Railroad (DB) type ARbuzmz 262 InterRegio Bistro Café car. 2nd class.

Model: Adjustable buffers. Ready for installation of 7319 current-conducting couplers. Length over buffers 27.0 cm / 10-5/8".

DC wheel set 70 0580





When operated control car first, triple headlights shine.



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



43300 Express Train Passenger Car.

Prototype: German Railroad, Inc. (DB AG) type Bimdzf 269.0 InterRegio cab control car. 2nd class with engineer's cab for push/pull operation.

Model: Engineer's cab with interior details. Detailed buffer beam. Separately applied front cowling. Ready for installation of 7319 current-conducting couplers. Length over buffers 27.5 cm / 10-13/16".

This 1st class car is operated in the InterRegio trains. In addition to the new color scheme, these cars also have a completely new

interior design, which features friendlier colors and compartments with a more relaxed space configuration.



4281 Express Train Passenger Car.

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

Model: Adjustable buffers. Ready for installation of 7319 current-conducting couplers. Length over buffers 27.0 cm / 10-5/8".

DC wheel set 70 0580



4282 Express Train Passenger Car.

Prototype: German Federal Railroad (DB) type Bim 263 InterRegio car. 2nd class.

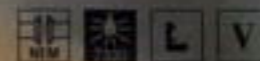
Model: Adjustable buffers. Ready for installation of 7319 current-conducting couplers. Length over buffers 27.0 cm / 10-5/8".

DC wheel set 70 0580

The interior of the 2nd class InterRegio car, type Bim 263, is a mixture of individual compartments and an open seating concept. Some of the cars are being rebuilt from older express train passenger

cars in a newly constructed car building plant in Weiden in the Upper Palatinate. This plant provides employment to many former employees of the Weiden railroad maintenance facility.

Express Train Passenger Cars



42861 Express Train Passenger Car.

Prototype: German Railroad, Inc. (DB AG) type Apmz 121.3 InterCity open seating car, 1st class.

Model: Adjustable buffers. Ready for installation of 7319 current-conducting couplers. Length over buffers 27.0 cm / 10-5/8"

DC wheel set 70 0580



42271 Express Train Passenger Car.

Prototype: German Railroad, Inc. (DB AG) type Bpmz 291.2, 2nd class.

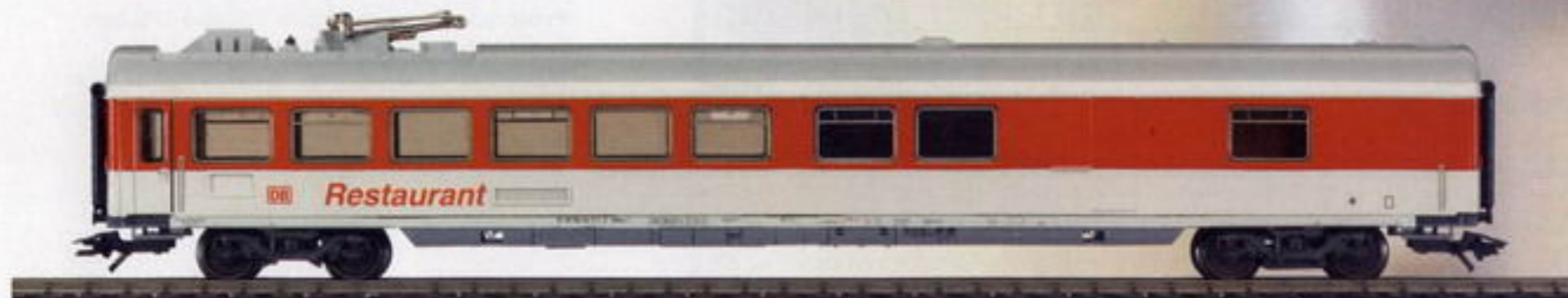
Model: Adjustable buffers. Ready for installation of 7319 current-conducting couplers. Length over buffers 26.4 cm / 10-3/8"

DC wheel set 70 0580



The pantograph on the dining cars provides uninterrupted power for the galley. This is important chiefly when the cars are on a storage

siding or when the train's locomotive is being changed and there is no power available from a locomotive.



42971 Dining Car.

Prototype: German Railroad, Inc. (DB AG) type WRmz 135.0 InterCity dining car.

Model: Adjustable buffers. Ready for installation of 7319 current-conducting couplers. Working pantograph. Length over buffers 27.0 cm / 10-5/8"

DC wheel set 70 058



43303 Cab Control Car.

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

Model: Engineer's cab with interior details. Detailed buffer beam. Separately applied front cowling. Ready for installation of current-conducting couplers. Length over buffers 27.5 cm / 10-13/16"



When operated control car first, triple headlights shine.



When operated locomotive first, dual red marker lights shine.



Express Train Passenger Cars



42862 Express Train Passenger Car.

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

Model: Car has adjustable buffers. Ready for installation of 7319 current-conducting couplers. Length over buffers 27.0 cm / 10-5/8".

DC wheel set 70 0580



42272 Express Train Passenger Car.

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

Model: Adjustable buffers. Ready for installation of 7319 current-conducting couplers. Length over buffers 26.4 cm / 10-3/8".

DC wheel set 70 0580

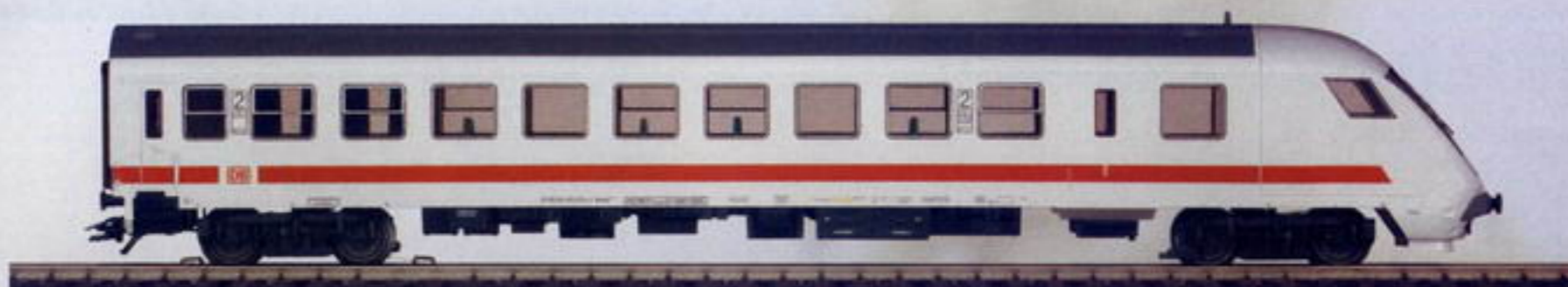




When operated cab control car first, triple white headlights shine.



When operated locomotive first, dual red marker lights shine.



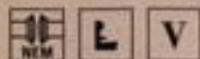
43305 Cab Control Car.

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

Model: Engineer's cab has interior details. Detailed buffer beam. Separately applied front fairing. Ready for installation of 7319 current-conducting couplers. Length over buffers 27.5 cm / 10-13/16".



Car Sets



41773 Express Train Passenger Car Set.

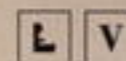
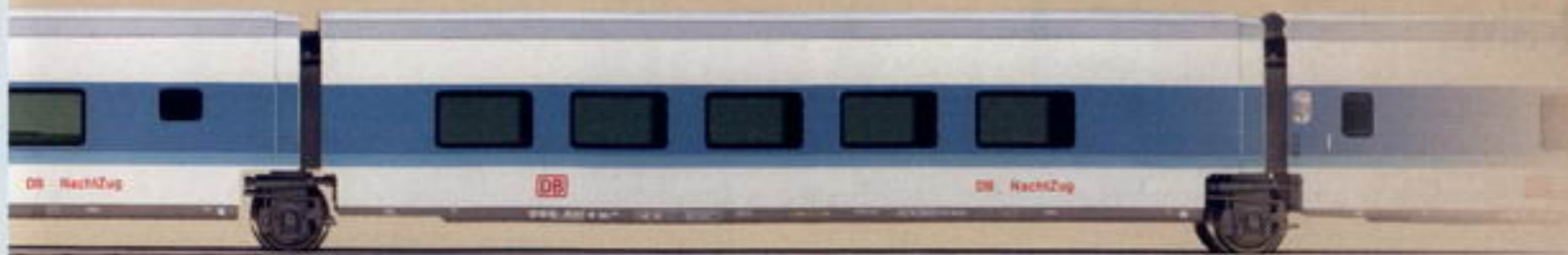
Prototype: German Railroad, Inc. (DB AG) Talgo design hotel cars. Current version for the DB Night Train. 2 end cars (machine cars I and II), 2 dining cars (Lounge and Bistro) and 2 sleeping cars (1st class).

Model: Basic set with 6 cars. Articulated mount for the axes with snap-in special couplings between the cars. Total length over buffers 88.5 cm / 34-15/16". Train can be lengthened with the 41774 car set.
DC wheel set 70 0580



- ▶ Special running gear with single-axle trucks.
- ▶ Hotel train in the current paint and lettering scheme.
- ▶ Goes well with the modern electric locomotive models.





41774 Express Train Passenger Car Set.

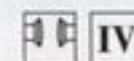
Prototype: German Railroad, Inc. (DB AG) Talgo design hotel cars. Current version for the DB Night Train. 2 sleeping cars (1st class) and 1 slumber coach (2nd class with open seating area).

Model: Extension set with 3 cars for the 41773 set. Articulated mount for the axles with snap-in special couplings between the cars. Lengthens the train by 45.1 cm / 17-3/4".

DC wheel set 70 0580



Special Design Cars for Passenger Trains



4234 Passenger Train Auto Transport Car.

Prototype: German Federal Railroad (DB) type DDm 915.

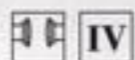
Model: Loaded with 8 model autos. Length over buffers 26.4 cm / 10-3/8".

DC wheel set 70 0580

The entire logistics for the DB's passenger train auto transport is now being handled by the subsidiary firm of DB AutoZug. The improvements in the further development of the system of an "auto on the passenger train" show up in the "traffic red" paint scheme for the cars that matches the DB AG's newest InterCity color scheme.



The autos are safeguarded with chock blocks.



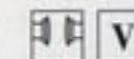
4233 Passenger Train Auto Transport Car.

Prototype: German Federal Railroad (DB) type DDm 915. InterRegio paint scheme.

Model: Loaded with 8 model autos. Length over buffers 26.4 cm / 10-3/8".

DC wheel set 70 0580

On the German Railroad, Inc. the automobile transport cars are also pulled by the class 101 electric locomotive (Märklin Modell 37374, see page 80).



42341 Passenger Train Auto Transport Car.

Prototype: German Federal Railroad (DB) type DDm 915. Current version for "DB AutoZug" ("DB Auto Train").

Model: Loaded with 8 modern model autos. Length over buffers 26.4 cm / 10-3/8".

DC wheel set 70 0580

Car Set



42996 Car Set of 3 Measurement Cars.

Prototype: 3 German Railroad, Inc. (DB AG) maintenance cars. Standard design type Dienst m 313 measurement car. Type Dms 322 measurement auxiliary car. Type Dienst mz 322 measurement auxiliary car. Current paint scheme and lettering.

Model: Ready for installation of current-conducting couplers. Total length over buffers 81.0 cm / 31-7/8".

One-time series

The German Railroad, Inc. (DB AG) has a large number of measurement cars and the auxiliary cars for the former in its pool of maintenance cars. These cars are equipped differently with various types of test equipment, depending on the cars' intended use. They are assigned to both of the DB's research and technology centers (FTZ) in Munich and Minden.

The standard design type 313 measurement car was built new in 1976 and is commonly used for speed and braking measurements. It

has a pantograph on the roof that enables dynamic measurements under catenary and electrical measurements on locomotives.

The type 322 auxiliary cars are converted former baggage and mail cars. They are used for sound measurement tests or as brake cars in conjunction with other measurement cars.

These cars were painted in a new design in 1998 / 1999 and can be run at speeds as high as 200 km/h or 125 mph.

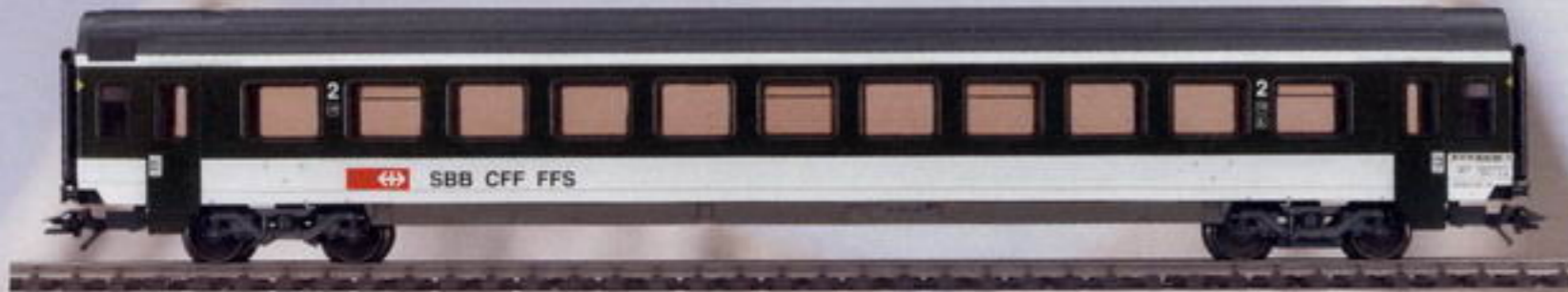


Express Train Passenger Cars

With the Euro City cars the Swiss Federal Railways have placed into service a totally new group of rolling stock for international passenger traffic. In addition to the new open seating cars in 1st and 2nd class

with their very modern interiors, there are the so-called panorama cars, which were built on the same basic design. These cars have almost continuous side windows that are curved into the raised roof

line, and they offer an incomparable view of the landscape on both sides of the track



42162 Express Train Passenger Car.

Prototype: Swiss Federal Railways (SBB) type Mark IV B. 2nd class. With push/pull train equipment.

Model: Ready for installation of current-conducting couplers. Adjustable buffers. Length over buffers 26.4 cm / 10-3/8".

DC wheel set 4 x 70 0580



4368 Express Train Passenger Car.

Prototype: Swiss Federal Railways (SBB) type Apm Euro City car. 1st class.

Model: Adjustable buffers. Ready for installation of 7319 current-conducting couplers. Length over buffers 26.7 cm / 10-1/2".

DC wheel set 70 0580



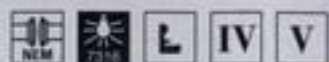
4369 Express Train Passenger Car.

Prototype: Swiss Federal Railways (SBB) type Bpm Euro City car. 2nd class.

Model: Adjustable buffers. Ready for installation of 7319 current-conducting couplers. Length over buffers 26.7 cm / 10-1/2".

DC wheel set 70 0580



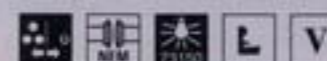
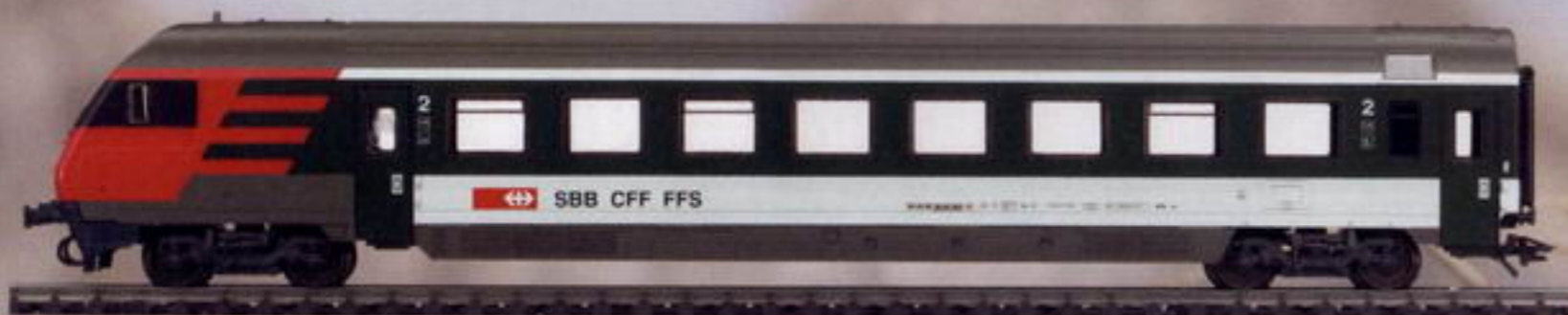
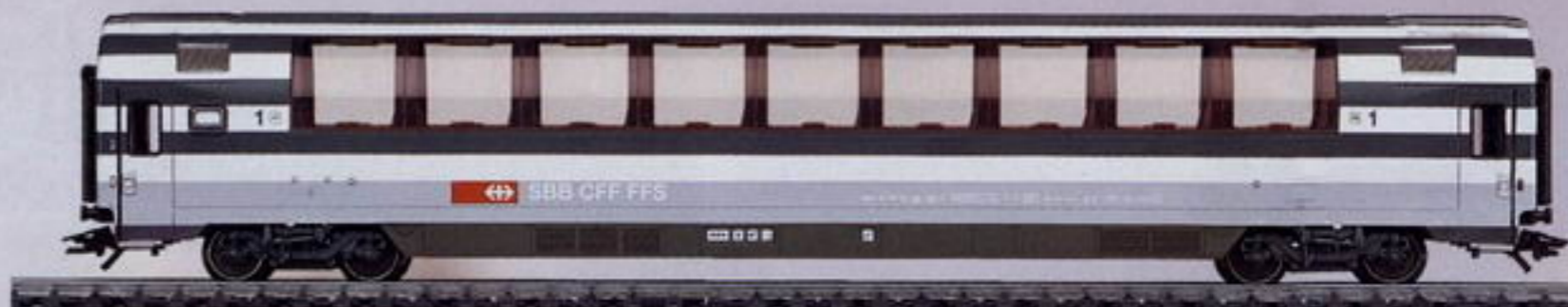


4365 Express Train Passenger Car.

Prototype: Swiss Federal Railways (SBB) type Aprm Euro City panorama car. 1st class.

Model: Adjustable buffers. Ready for installation of 7319 current-conducting couplers. Length over buffers 26.7 cm / 10-1/2".

DC wheel set 70 0580



42178 Express Train Passenger Car.

Prototype: Cab control car for push/pull trains, Swiss Federal Railways (SBB) type Mark IV Bt. 2nd class with engineer's cab similar to that for the class Re 460 locomotive.

Model: Maintenance-free LEDs for headlights and marker light. Engineer's cab with interior details. Coupler at the car end without an engineer's cab. Ready for installation of current-conducting couplers. Adjustable buffers. Length over buffers 27.5 cm / 10-13/16".



Car Set



42725 "Long Distance Passenger Service" Car Set.
Prototype: 3 Austrian Federal Railways (ÖBB) express train passenger cars. 1 type Amz compartment car, 1st class, and 1 type Bmz compartment car, 2nd class, also 1 type Bmpz open seating car, 2nd class. Design similar to the Eurofima standard design. New color scheme that is used for the international "Mozart" train.

Model: Adjustable buffers. Car can be retrofitted with current-conducting couplers. Total length over buffers 79.4 cm / 31-1/4".
DC wheel set 70 0580

Export model for Austria



43540 Car Set.
Prototype: 3 Austrian Federal Railways (ÖBB) CityShuttle bilevel cars. 2 intermediate cars, 2nd class. 1 cab control car, 2nd class. Painted and lettered for the current "Wiesel" regional service concept.

Model: Engineer's cab with interior details, maintenance-free LEDs for headlights and marker lights. Interior lighting kit that can be retrofitted into the cars will be made available later. Ready for installation of current-conducting couplers. Total length over buffers 80.0 cm / 31-1/2".





Highlights

- ▶ Current prototype.
- ▶ These cars go well with the "Taurus" locomotives.



42723 Express Train Car Set.

Prototype: Austrian Federal Railways (ÖBB) type Z1 Eurofima cars.
1 type A9 car, 1st class. 2 type B11 cars, 2nd class.

Model: Ready for installation of 7319 current-conducting couplers. An ideal addition to the no. 42724 car set. Total length over buffers 79.5 cm / 31-5/16".

DC wheel sets 12 x 70 0580



Highlights

- ▶ Completely new tooling.
- ▶ Standard car length 26.4 cm / 10-3/8".
- ▶ Suitable locomotive: example: Model of the "Taurus", item no. 39355.
- ▶ 3 cars in the set.



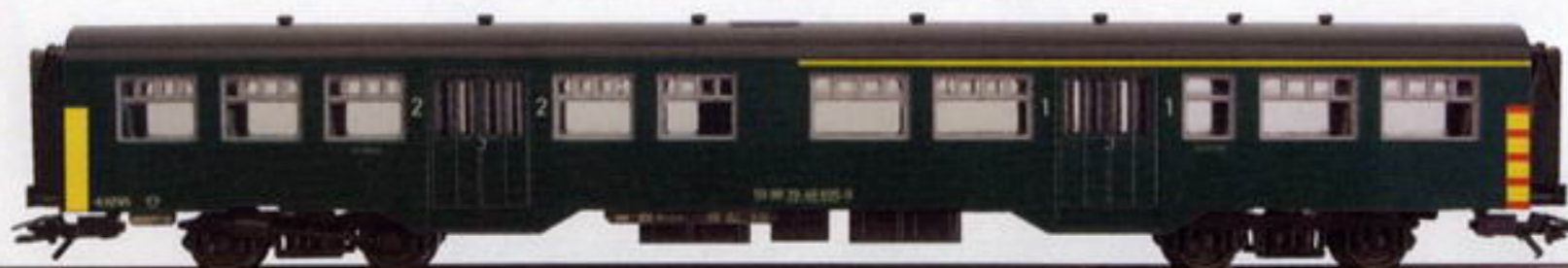
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Export model
for Austria

Passenger Cars



► Now ready for installation of the no. 73150 interior lighting kit.



Export model for Belgium



43532 Commuter Car.

Prototype: Belgian State Railways (SNCB/NMBS) type M2 A5B5, 1st and 2nd class. Authorized for use in push/pull trains.

Model: Separately applied window frames. Ready for installation of current-conducting couplers. Length over buffers 27.5 cm / 10-13/16".
DC wheel set 70 0580



Export model for Belgium



43534 Commuter Car.

Prototype: Belgian State Railways (SNCB/NMBS) type M2 B11, 2nd class. Authorized for use in push/pull trains.

Model: Separately applied window frames. Ready for installation of current-conducting couplers. Length over buffers 27.5 cm / 10-13/16".
DC wheel set 70 0580



41273 "Commuter Service" Car Set.

Prototype: 3 Luxembourg State Railways (CFL) Wegmann design passenger cars. 1 type AB car, 1st and 2nd class. 1 type B car, 2nd class only, and 1 type BD car, 2nd class with baggage area. Car bodies similar to the German "Silberlinge" or "Silver Coins" cars.

Model: Cars have adjustable buffers. Cars can be retrofitted with current-conducting couplers. Total length over buffers 79.4 cm / 31-1/4".

DC wheel set 70 0580

Export model for Luxembourg

Advance Information:
This model is scheduled for delivery in 2004.



- ▶ Scale length 1:87.
- ▶ The no. 37673 locomotive goes well with this car.
- ▶ Complete push/pull train (without headlight / marker light changeover) can be done with item nos. 43532, 43534 and 43536.
- ▶ Cab control car, item no. 43536, has the new engineer's cab - "Diesel" version.



43536 Commuter Car with Engineer's Compartment.

Prototype: Belgian State Railways (SNCB/NMBS) type M2 B8DS, 2nd class with baggage area and engineer's compartment for use in push/pull trains with diesel locomotives.

Model: Separately applied window frames. Engineer's compartment with interior details. Headlights are maintenance-free LED's. Pickup

shoe for picking up power for the lighting. Ready for current-conducting couplers. Detailed buffer beam without a Märklin coupler on the end of the car with the engineer's compartment. . Length over buffers 27.5 cm / 10-13/16".

DC wheel set 70 0580

Export model for Belgium

Express Train Passenger Cars



43781 Express Train Passenger Car.
Prototype: Swedish State Railways (SJ) type A 2 K Inter Regio car, 1st class.
Model: Length over buffers 24.4 cm / 9-5/8".
DC wheel set 70 0580



43782 Express Train Passenger Car.
Prototype: Swedish State Railways (SJ) type B 5 K Inter Regio car, 2nd class.
Model: Length over buffers 24.4 cm / 9-5/8".
DC wheel set 70 0580





42903 Car Set.

Prototype: 3 Dutch State Railways (NS) express train passenger cars. 1 type ICK-A coach, 1st class and 2 type ICK-B coaches, 2nd class. Former German standard design UIC-x coaches.

Model: Adjustable buffers. Car can be retrofitted with current-conducting couplers. Total length over buffers 81.0 cm / 31-7/8".
DC wheel set 70 0580



- ▶ Current prototype.
- ▶ These cars go well with model no. 37263 (2002).

Export model for
the Netherlands



Streamliners



- ▶ Goes well with the models of the F7 diesel locomotive.
- ▶ An ideal add-on to the 43601, 43602, 43603 aluminum cars.
- ▶ Interior and end lighting built in.



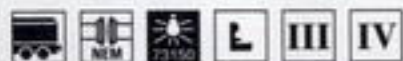
43604 Express Train Passenger Car.

Prototype: Atchison Topeka & Santa Fe Railway (AT & SF) observation car.

Model: Car body is made of extruded aluminum.

Maintenance-free LEDs for the lighted drumhead sign and red marker lights on the end of the car. Skirting at the end of the car can be replaced by a coupler. Length 26.0 cm / 10-1/4".

DC wheel set 70 0580



43614 Vista Dome Streamliner Car.

Prototype: Denver & Rio Grande Western (D & RGW) vista dome car.

Model: Extruded aluminum car body. Separately applied vista dome. Length 26.0 / 10-1/4" cm.

DC wheel set 70 0580



The "Silver Mustang" vista dome car originally belonged to the rolling stock for the "California Zephyr". Since the 1970s such

cars have been used in other trains and operated over the lines of other railroads.



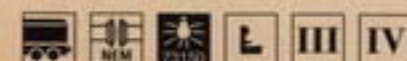
43601 Streamliner Coach.

Prototype: Atchison, Topeka & Santa Fe Railway (AT & SF) coach.

Model: Extruded aluminum body. Length 26.0 cm / 10-1/4".

DC wheel set 70 0580

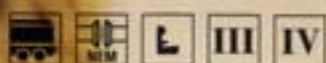




43602 Streamliner Sleeping Car.

Prototype: Atchison, Topeka & Santa Fe Railway (AT & SF) sleeping car.

Model: Extruded aluminum body. Length 26.0 cm / 10-1/4".
DC wheel set 70 0580

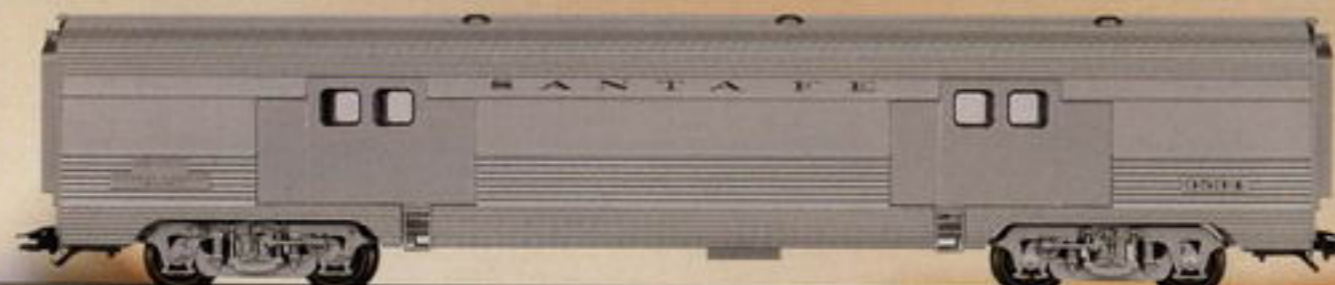


43603 Streamliner Baggage Car.

Prototype: Atchison, Topeka & Santa Fe Railway (AT & SF) baggage car.

Model: Extruded aluminum body. Length 22.5 cm / 8-7/8".

DC wheel set 70 0580



The AT & SF diesel electric locomotive (Märklin model 33622, see page 67) as a single unit or in multiple units is the right motive power for the streamliner cars.



Car Lighting

7323



7323 Lighting Kit.

For cars 4035, 4038, 4039, 4107 and 4108. Consists of pickup shoe with light socket and light bulb.

7317



7317 Lighting Kit.

For cars 4317-4319. Installation kit for 1 pair of cars. Consists of pickup shoe, current-conducting close coupler, 2 light diffusers and 4 light bulbs.

7333



7333 Lighting Kit.

For cars 42101, 42131, 4214, 42141, 42142 and 4229. Consists of pickup shoe, light diffuser, lamp socket and light bulb.

7077

7077 7198



7077 Lighting Kit.

For cars 4026, 4027, 4032, 4044, 4051, 4052, 4111 and 4112. Connecting socket for additional lights. With light bulb.

7198 Pickup Shoe.

For 7077 lighting kit.

7320



7320 Lighting Kit.

For cars 4085 and 4087. Consists of pickup shoe, light diffuser, 2 lamp sockets, and 2 light bulbs.

7322 Lighting Kit.

Same as 7320, but without light diffuser. For 4090 car.

7329



7329 Lighting Kit.

For cars 4131, 4132 and 4133. Consists of pickup shoe, adjustable light diffuser, 2 light sockets and 2 light bulbs.

7330



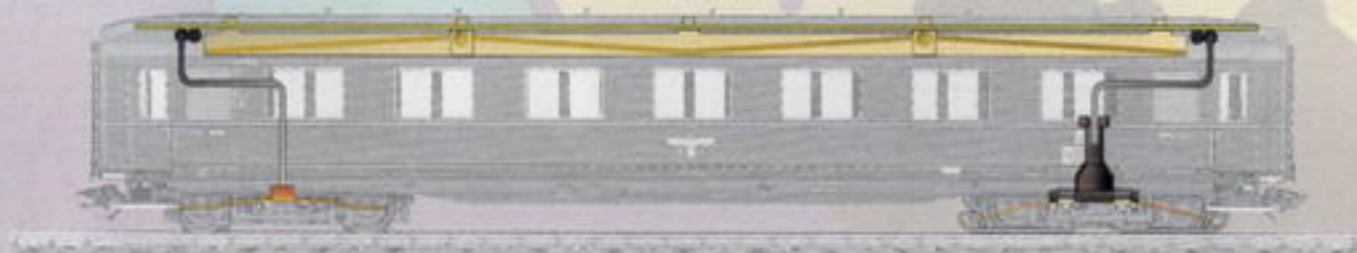
7330 Lighting Kit.

For cars 42168, 42171, 4227, 4255-4257, 42551-42571, 4264, 4265, 4282, 4285, 4286, 4327, 4368, 4369 and 4384. Consists of pickup shoe, light diffuser with lamp sockets and 2 light bulbs. Can be used with 7319 current-conducting close coupler.

7335 Lighting Kit.

Same as 7330, but for shorter express train passenger cars. For cars 41351, 41361, 42383 and 42751.

73150



73150 Lighting Kit.

For cars 43200, 43201, 43206, 43210, 43211, 43221, 43226, 43231, 43240, 43300, 43301, 43601 and 43602. Consists of pickup shoe, light diffuser with lamp sockets, 2 light bulbs, and current-conducting close coupler.

7316 Lighting Kit.

For the 4365 car and the panorama cars from the 4367 car set. Consists of pickup shoe, light diffuser with light sockets and 2 light bulbs. Can be used with 7319 current-conducting close coupler.

73140



73140 Lighting Kit.

For cars 43581-43586. Consists of pickup shoe, circuit board with 10 light bulbs and current-conducting coupler.

73155 Lighting Kit.

For cars 43241, 43250, 43251, 43260 and 43261. Consists of pickup shoe, light diffuser with lamp sockets, 2 light bulbs, and current-conducting close coupler.

Exhibition Car



49981 Exhibition Car.

Prototype: Type WGM 038.8 open seating car, used on the German Railroad, Inc. (DB AG). Car privately owned by "Partner für Fahrzeugausstattung" (PFA) or "Partners for Locomotive/Car Equipment", set up for a long-term piano exhibition.

Model: The car comes with a digital decoder, speaker, and memory

unit for music. **Different classical piano pieces can be played with the 6021 Control Unit.** Volume can be adjusted. Adjustable buffers. Length over buffers 27 cm / 26.4 cm or 10-5/8" / 10-3/8".

One-time series



- ▶ Working digital car.
- ▶ Classical piano music electronically stored.
- ▶ Good tonal quality.



In the mid-90s, the firm "Partner für Fahrzeugausstattung" (PFA) developed a new concept for exhibition cars. These cars provide more than just a large space. They also have a high degree of quiet running, comfortable air conditioning, good acoustics, and connections for working equipment. The first of these cars was leased for a representative exhibition of a major manufacturer of pianos and was painted in the world famous design of the firm. Experienced pianists and up-and-coming artists presented the valuable instruments at events in several large cities.

Sound bites of item no. 49981 are available at <http://www.maerklin.de/unternehmen/news>.



Crane Tender Cars



49951 Set – 3 Crane Tender Cars for the Crane Car Train.

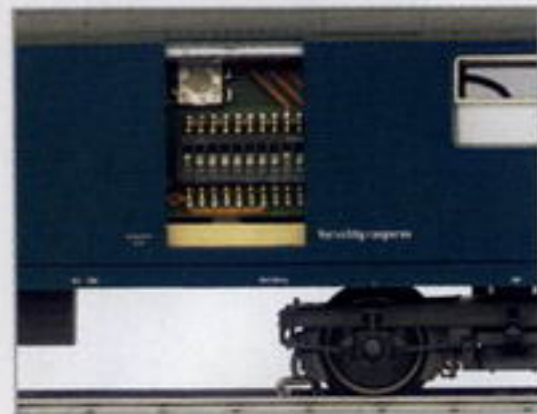
Prototype: Cable/equipment car, work car, crew quarters car for the German Federal Railroad (DB) 150 metric ton crane.

Model: All of the cars come with current conducting couplers and lighting. The work car comes with a digital decoder and a sound generator.

The light and sound functions can be turned on and off digitally with the 6021 Control Unit. The light from welding work and a blinking warning light are present on the work cars. Interior lighting in the other cars. The sound of a whistle and different work sounds can be selected, volume is adjustable. Total length over buffers 79.1 cm / 31-1/8".

Highlights

- ▶ Add-on for the "Goliath" model crane car.
- ▶ Crane action with light and sounds in the background.
- ▶ Light functions: welding, warning lights, car interiors.
- ▶ Sound functions: whistle, machines, tools.



A complete train of crane tender cars stands ready for the German Federal Railroad's (DB, now the DB AG) large crane cars such as the "Goliath". The "crane group", an experienced team of specialists, is permanently assigned to the the train and is constantly in readiness – or in use. Work cars with different tools and machines as well as equipment cars for cables and other salvage material are present in this train in addition to the flat cars necessary for the transport of the

crane that carry the boom and the counterweights. Additional cars serve as living quarters for the crew. The enclosed cars for the "heavy" crane groups are chiefly converted from former mail cars. The windows, doors and interiors are altered to suit the cars' new assignment. Crew cars and work cars are equipped with a diaphragm connection at one end and usually remained coupled together. The crane with its boom support car travels between this

pair and the cable car during transport. The crane tender cars were initially painted in ocean blue and formed a striking contrast to the yellow crane cars in Era IV. At present the crane, boom support car and tender cars are being repainted a uniform gleaming red during overhauls.

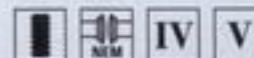


Live On TV: A Trip By Camera Over Your Model Railroad Layout.

The construction car with a built-in video car from the new 49941 set is identical in appearance and technology with the 49940 construction car. In this set it is supplemented with a car with a rechargeable battery pack holder, so that this video car can also be used on conventional layouts. The pickup shoe must be removed and the wheel sets must be replaced for operation on a two-rail layout. The rechargeable batteries (not included with the video car set) are a commonly available type of battery. If you are going to use the construction car for long periods of time, we recommend keeping several fully charged batteries handy as replacements. Appropriate rechargers are also available in different versions from electronic supply shops.

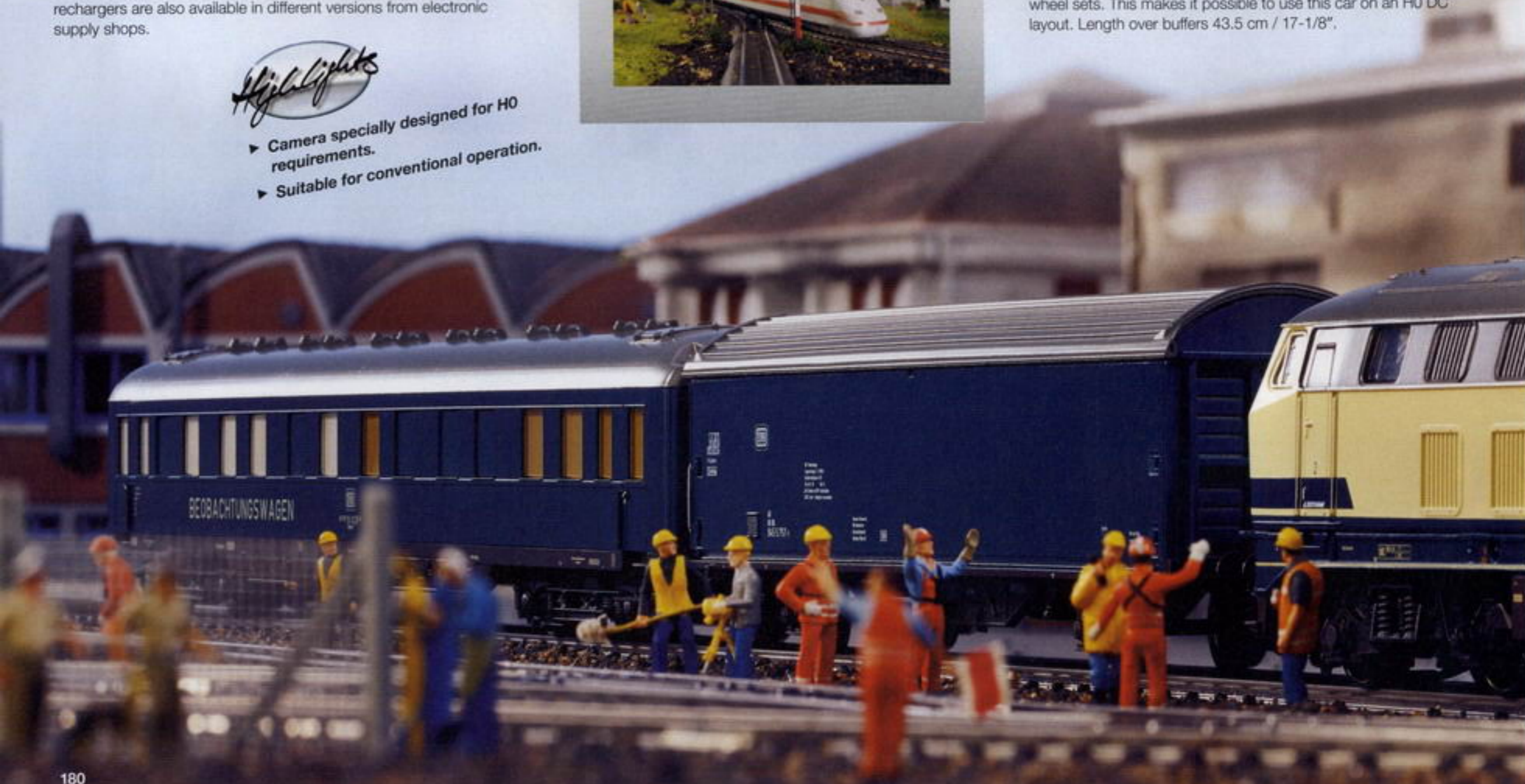
Highlights

- ▶ Camera specially designed for H0 requirements.
- ▶ Suitable for conventional operation.



49941 Construction Car Set with Built-in Video Camera and Sender.

Model: Set consists of a construction car, based on a passenger car, with built-in video camera and sender and a two-axle boxcar with rechargeable battery pack holder. This rechargeable battery powers the camera and the sender in the construction car. The video car can then be used independent of the operating system (AC power or Delta/Digital). The wheel sets can be replaced with DC wheel sets. This makes it possible to use this car on an H0 DC layout. Length over buffers 43.5 cm / 17-1/8".



Catenary Measurement Car



- ▶ Working digital car.
- ▶ To check and test catenary during construction and rebuilding.
- ▶ To troubleshoot catenary for problems.
- ▶ For prototypical operations.



49961 Catenary Measurement Car.

Prototype: German Federal Railroad (DB) type Dienst üm312 standard design measurement car. Design with 2 single-arm pantographs for catenary contact wire measurements.

Model: The car comes with a digital decoder, built-in mechanism for raising and lowering both pantographs, and measurement equipment. **Both pantographs can be raised and lowered individually with the 6021**

Control Unit. Color indicators for voltage and clearance as well as for the condition of the catenary. Adjustable buffers. Length over buffers 27 cm / 26.4 cm or 10-5/8" / 10-3/8".

One-time series

Contemporary History In H0.

Anyone who devotes himself as a model railroader to an era or a particular theme is more precise about it than most and pays attention to lettering, equipment and other details that assign a model to a particular time and railroad. In addition to train and car sets you'll also find with Märklin H0 the locomotives to go with them. However, even the broadest assortment cannot keep cars from all eras constantly on hand. We therefore change the focal points and model variations from year to year.

II III



III

III



III



IV



IV



IV



V



V



V



V



V



V



V



Provincial Railroad

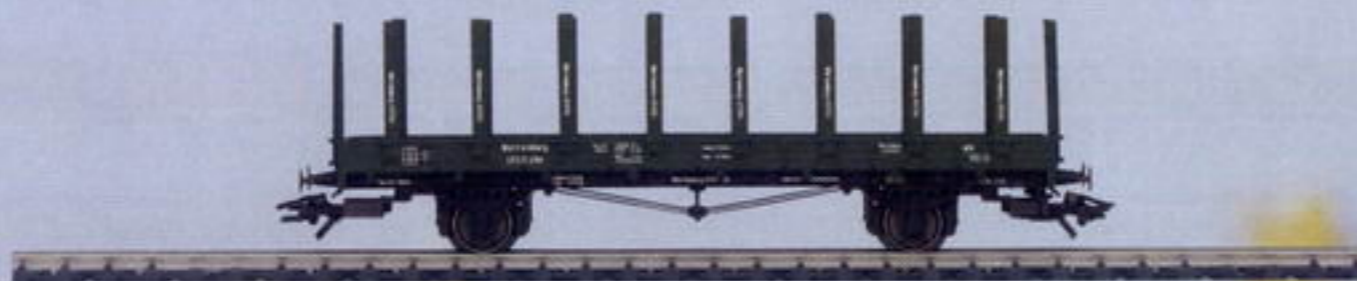


46360 Stake Car.

Prototype: Royal Württemberg State Railways (K.W.St.E.) type Rm.

Model: Reproduction of version with removable wooden stakes. Car frame has truss rods. Length over buffers 13.8 cm / 5-7/16".

DC wheel set 70 0580



Highlights

- ▶ New tooling.
- ▶ Removable stakes.

Flat cars of this design were placed into service on the Royal Württemberg State Railways starting in 1895. Flat cars were indispensable for the freight transport common at that time that consisted of many types of bulky freight. Hay was also a form of freight that was often seen on the

railroad. The car had wooden stakes that could be inserted into openings on the car's frame to safeguard the load. The truss rods reinforced the frame and increased the tonnage the car could transport compared to older car designs.

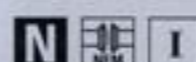




48283 Beer Refrigerator Car.

Prototype: Privately owned car, used on the Royal Württemberg State Railways (K.W.St.E.). The car has brakeman's platforms at both ends.

Model: Reproduction of the ice hatches on the roof. Light traces of soot on the roof. Length over buffers 10.6 cm / 4-3/16".
DC wheel set 70 0630



46039 Gondola.

Prototype: Royal Württemberg State Railways (K.W.St.E.) type Omk(u), with brakeman's cab.

Model: Reproduction of dished sheet metal sidewalls. Loaded with scale sized dolerite ballast. Weathered car body. Length over buffers 8.4 cm / 3-5/16".
DC wheel set 70 0630



Freight Cars



46280 Flat Car.

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) type SSml. With brakeman's cab.

Model: Removable stakes. Finely detailed reproduction of the archbar trucks. Double spoked wheels. Length over buffers 19.6 cm / 7-11/16".
DC wheel set 20 6852

This model is being offered for two-rail DC systems by Trix (T23914).

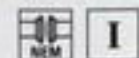


4432 Wine Barrel Car.

Prototype: Privately owned car, used on the Imperial State Railways of Alsace-Lorraine.

Model: Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



46743 Wine Barrel Car.

Prototype: Privately owned car, used on the Royal Württemberg State Railways (K.W.St.E.). With brakeman's cab.

Model: Barrels made of real wood. Separately applied destination boards. Length over buffers 10.1 cm / 4".
DC wheel set 70 0630



46157 Low Side Gondola.

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) type Hrz Regensburg. With brakeman's cab.

Model: Stakes can be removed. Length over buffers 10.7 cm / 4-3/16".
DC wheel set 36 669200





46601 Gas Tank Car.

Prototype: Car privately owned by the firm C.H. Boehringer Sohn, Ingelheim, Germany. Used on the Royal Prussian Railroad Administration (KPEV). With brakeman's platform.

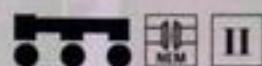
Model: Partially open car frame. Finely detailed reproduction of the fittings and equipment. Length over buffers 10.0 cm / 3-15/16".

DC wheel set 32 3600 09



At the end of the 1920s a church organ built by the firm of Steinmeyer was shipped by rail. The disassembled organ was loaded into boxcars at the station in Nördlingen and sent

off on the long journey to its destination of Nidaros in Norway.



46158 "Church Organ Transport" Freight Car Set.

Prototype: German State Railroad Company (DRG) type GI Dresden boxcars, Association design. Both cars are lettered "Nidaros Dom-

Orgel" ("Nidaros Cathedral Organ").

Model: Cars come with different car numbers. Light traces of soot on the car roofs. Total length 27.8 cm / 10-15/16". Three switchmen included.

DC wheel set 70 0580

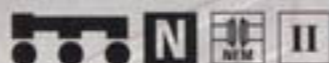
A CD is included with this freight car set, with one of the most famous organ works by J.S. Bach, the Toccata and Fuge in d minor, BWV 565. This CD is cut in the shape of a church organ with organ pipes.

Models not available separately.

One-time series

See fold-out page at end of catalog for explanation of symbols.

Freight Cars



48792 "Beer Transport" Car Set.

Prototype: Privately owned refrigerator car and flat car, used on the German State Railroad Company (DRG). Beer car has a brakeman's cab. Benz truck with flatbed.

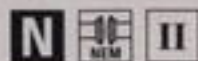
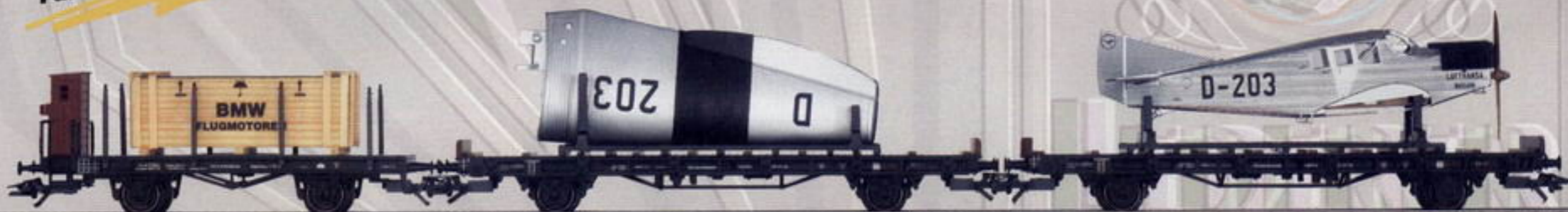
Model: Refrigerator car has separately applied grab irons on the ends. Flat car has chock blocks for the truck. Total length over buffers 21.9 cm / 8-5/8". Truck has metal body. Loaded with barrels made of real wood. Length 7.1 cm / 2-13/16". 5 beer coasters included.

DC wheel set 2 x 70 0580
2 x 70 0270

Models not available separately.

One-time series

Fall New Item



45093 "Airplane Transport" Car Set.

Prototype: 3 German State Railroad Company (DRG) flat cars. Junkers F-13 airplane, disassembled for transport by rail.

Model: 2 long wheelbase flat cars and 1 shorter car with stakes that can be mounted on it. Airplane model (Wiking). Fuselage and wings

pre-assembled and safeguarded with transport frames. Wooden shipping crate. Railroad cars and airplane not available separately. Total length over buffers 43.1 cm / 16-15/16".

DC wheel set 70 0580



In 1942 rolling stock for the heaviest of loads was built parallel to the class 52 locomotives as part of the immense procurement program brought about by military requirements. One result was the six-axle flat car, later classified by the DB as SSym 46. This car had an empty weight of approximately 21.6 metric tons and a loaded weight of up to 80 metric

tons, and could be operated at a maximum speed of 80 km/h or about 50 mph. After the war this car class was used, among other things, for transporting dredging equipment and large construction machines as well as for logs, steel products, pre-cast concrete construction parts, and many other heavy, one-piece loads.



4867 Heavy Duty Flat Car.

Prototype: German State Railroad Company (DRG) type SSym "Köln".

Model: Heavy duty trucks. Length over buffers 15.2 cm / 6".

DC wheel set 70 0580

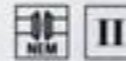


4699 Freight Train Baggage Car.

Prototype: German State Railroad Company (DRG) type Pwg.

Model: Sliding doors that can be opened. Length over buffers 9.8 cm / 3-7/8".

DC wheel set 70 0580



46426 Tank Car.

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

Model: With brakeman's cab. Numerous separately applied details. Length over buffers 10.4 cm / 4-1/8".

DC wheel set Trix 36 6679 00



- ▶ First time for a 2-axle version.
- ▶ Sliding doors can be opened.
- ▶ Short steps.



46160 Boxcar.

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

Model: Sliding doors can be opened. Separately applied ladders and handrails. Length over buffers 13.3 cm / 5-1/4".

DC wheel set 32 3760 04

Freight Cars



- ▶ Sliding doors that can be opened.
- ▶ Supplements catalog model 46161.
- ▶ Contemporary loading ramp for small livestock.



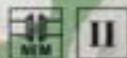
46162 Livestock Car.

Prototype: German State Railroad Company (DRG) livestock car. With loading ramp.

Model: Car has sliding doors that can be opened. Slatted car body with open view through it. Length over buffers

13.3 cm / 5-1/4". Livestock loading ramp is a prototypical supplement to this car. Car comes with 18 sheep and 8 geese.

DC wheel set 32 3760 04
One-time series



46161 Livestock Car.

Prototype: German State Railroad Company (DRG) livestock car.

Model: Sliding doors can be opened. Open slat car construction with a clear view through the car. Length over buffers 13.3 cm / 5-1/4".
DC wheel set 32 376004



- ▶ New tooling.
- ▶ Sliding doors can be opened.
- ▶ Clear view through the car.



47909 "Industrial Traffic" Car Set.

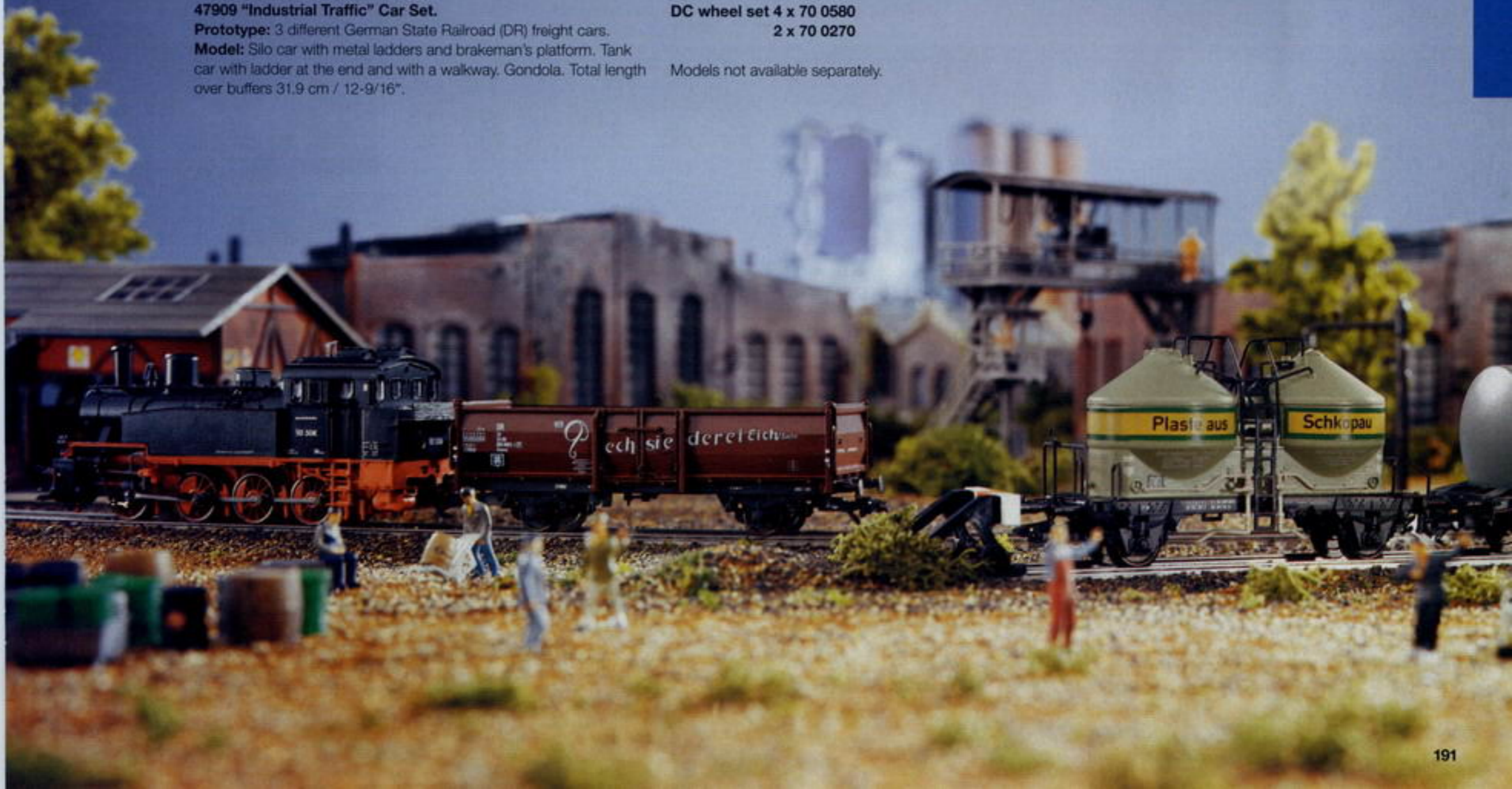
Prototype: 3 different German State Railroad (DR) freight cars.

Model: Silo car with metal ladders and brakeman's platform. Tank car with ladder at the end and with a walkway. Gondola. Total length over buffers 31.9 cm / 12-9/16".

DC wheel set 4 x 70 0580

2 x 70 0270

Models not available separately.



Car Set

The German State Railroad Company introduced the concept "transfer train" as early as 1928. This is used to designate short freight trains that bring individual cars from industrial railroads, industry sidings or loading ramps to the so-called transfer yards. Several of these short trains are coupled together in these yards to form the long, heavy freight trains that will travel much further, and the freight loads will reach their national and international destinations.



48802 "Transfer Train" Car Set.

Prototype: 5 different German Federal Railroad (DB) freight cars.

Model: Livestock car with sliding doors that can be opened. Low side car with board walls. Loaded with terracotta tub containers. Flat car with removable stakes. Loaded with 2 truck frames in a load framework. Gondola with hinged roof hatches that can be opened. Freight train baggage car with separately applied brake rigging. Total length over buffers 69.9 cm / 27-1/2".

DC wheel set 70 0580





Models not available separately.

One-time series

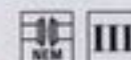
Highlights

- ▶ Completely new tooling: freight train baggage car.
- ▶ Interesting freight loads: truck frames, terracotta tub containers.



Flat Cars

The reliability and sturdiness of the Lanz Bulldog HR 7 made it a hit in the export markets. The long journey by rail for these tractors began protected by wooden overseas crates at the factory where they were produced. Large cranes at the ports loaded them into ocean steam ships. There the long voyage began to other continents and foreign lands.



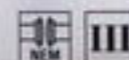
46843 Flat Car.

Prototype: German Federal Railroad (DB) type H 10. With brakeman's cab.

Model: Length over buffers 11.5 cm / 4-1/2". Loaded with a model of a Lanz Bulldog. Metal frame and body. Very finely detailed construction. Length 3.8 cm / 1-1/2". Removable wooden overseas crate to protect the tractor during transport.

DC wheel set 70 0580

The progressive Lanz Bulldog HR 7 was built as early as 1934 and was continuously improved over the years. A large 1-cylinder motor with a maximum speed of 680 rpm on this vehicle provided a striking background of noise. You could count along with the piston strokes for this motor as they occurred. An immense flywheel reinforced the flow of power.



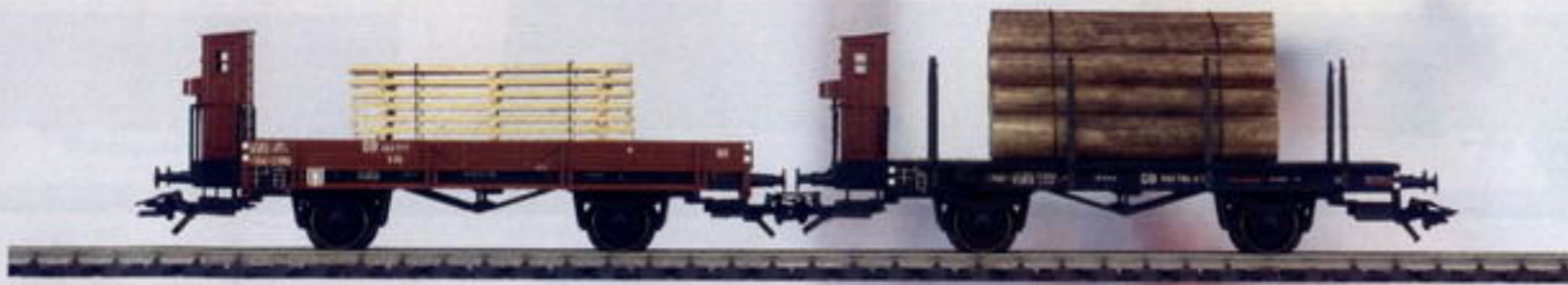
46948 Flat Car.

Prototype: German Federal Railroad (DB) type Rimms 58.

Model: Version with wooden frame for the load. Length over buffers 15.7 cm / 6-3/16". Loaded with 2 models of the Lanz Bulldog. One vehicle comes with a cutter bar, and one vehicle comes with a canopy top. Metal chassis and superstructure. Very finely detailed construction. Length of each vehicle 3.8 cm / 1-1/2".

DC wheel set 70 0580





47905 "Mobile Sawmill" Car Set.

Prototype: German Federal Railroad (DB) type H10 and X05. Both cars have brakeman's cabins. Lanz Bulldog with built-on band saw.

Model: Flat car loaded with lumber. Low side car loaded with rough cut boards. Total

length over buffers 23.3 cm / 9-3/16". Lanz Bulldog model with a band saw. Metal frame and superstructure. Very finely detailed construction. Length 4.9 cm / 1-15/16".

DC wheel set 70 0580

Models not available separately.

One-time series

Because of its reliability and sturdiness, the Lanz HR 7/ HR 8 developed increasingly into an all-around pulling and work machine. In addition to being used with classic farm machinery, it proved itself with all sorts of different equipment attachments such as band saws. In this instance only a small portion of the 10.3 liter or 628.5 cubic inch motor's 45 horsepower was required for this



Freight Cars



46021 Car Set.

Prototype: 6 German Federal Railroad (DB) gondolas. Association design type Om 12. German State Railroad copy type Omm 37. Rebuilt car type Omm 44. French/Belgian type Ommpu 49/SAAR. New design car type Omm 52. Standard rebuilt car type Omm 53/EUROPE.

Model: Cars have different frames and wheelbases fitted to them. Car bodies lightly weathered. Total length over buffers 68.5 cm / 26-15/16".

One-time series



- ▶ Typical rolling stock from early Era III.
- ▶ New car frame: 10.0 meter / 32' 9-11/16" length, 6.0 meter / 19' 8-1/4" wheel base.
- ▶ Suitable locomotive models: Classes 45, 50, 59 and others.

The rational, rapid and at the same time careful unloading of these cars at steel plants and coal-fired power plants always was a great challenge for the car building industry. Three tubs can be loaded onto the type Okmm 38 flat cars. The unloading cranes grasp these containers by their hinge bolts in order to lift them, and to unload

them they are grasped by the side depressions. These containers open at the bottom and allow a very careful handling of the load, which is particularly important in the case of valuable lump coal and coke. Only two containers are used per car to transport coke due to the low density of the latter as a freight load.



48270 "Coal Transport" Car Set.

Prototype: German Federal Railroad (DB) type Okmm 38.

Model: 4 cars with different car numbers. Reproduction of the partially open car floor. Separately applied brakeman's platforms. Each car loaded with 3 removable coal tubs. The bottoms of the coal tubs can be opened. Total length over buffers 35.4 cm / 13-15/16".

DC wheel set 70 0580

Models not available separately.

One-time series



- ▶ Completely new tooling.
- ▶ Metal frames.
- ▶ Removable coal containers.
- ▶ Tubs can be opened.
- ▶ Ideal for long unit trains.



Hijalights

- ▶ Removable coal containers.
- ▶ Tub containers loaded with real coal.
- ▶ Prototypical weathering.

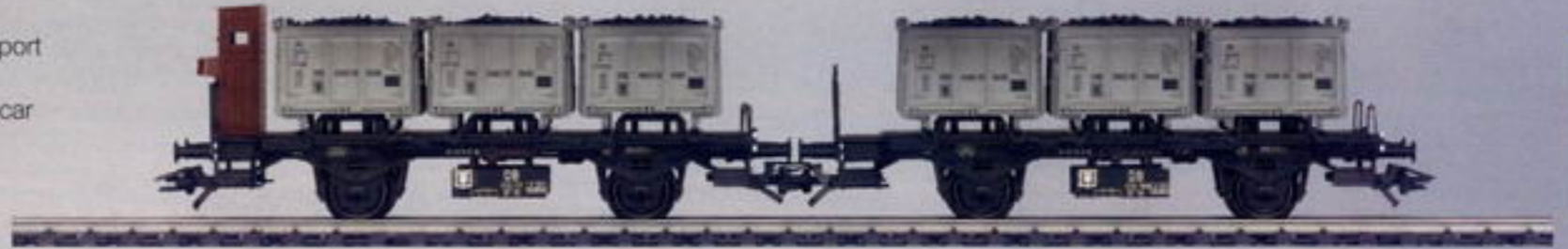


48946 Container Transport Car Set.

Prototype: 2 German Federal Railroad (DB) type Bt 10 container transport cars. 1 car has a brakeman's cab. 1 car has a brakeman's platform.

Model: Separately applied destination boards. The cars have different car numbers. Removable coal tub containers loaded with real coal and lightly weathered. The tub containers have different registration numbers. Total length over buffers 22.8 cm / 9".

DC wheel set 70 0580



Models not available separately.



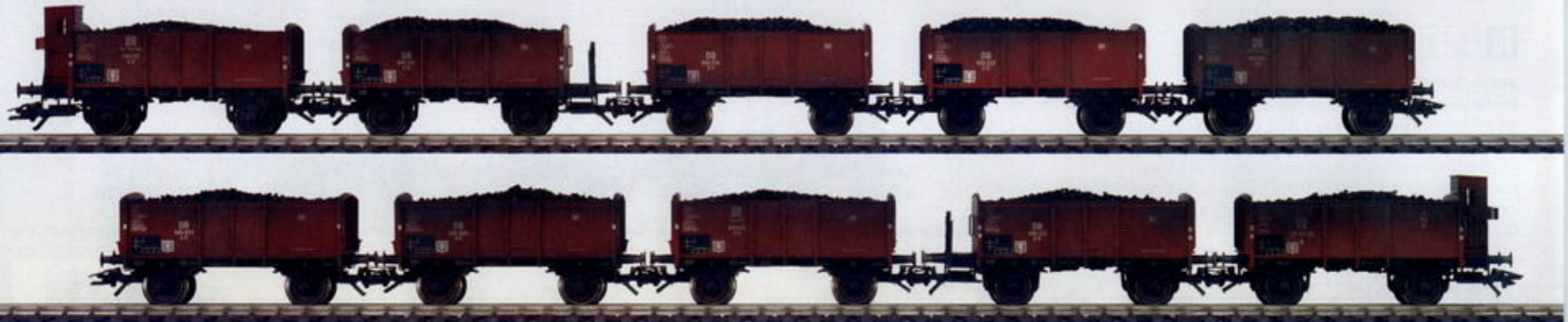
Freight Cars

Short and to the point.

From about 1910 on the "Schwerin" and "Nürnberg" gondolas were built in large numbers for the State Railroad Freight Car Association and for the German State Railroad. The superstructure of steel con-

struction and the short chassis made the cars very stable and allowed a full load even with heavy bulk freight. Many of these cars with their almost toy-like appearance came into German Federal Railroad ownership after 1945. A large number of them still had the old DR

lettering or the Occupation Zone lettering, and they were replaced later with new larger cars that had been rebuilt.



46030 Gondola Car Set.

Prototype: German Federal Railroad (DB) type O 02 and O 11 cars. "Schwerin" and "Nürnberg" Association designs.

Model: 10 cars, 2 of the group with brakeman's cab and 2 with brakeman's platform. Cars differ from each other in their lettering. Total length over buffers 80.0 cm / 31-1/2".
DC wheel set 70 0580

Models not available separately.

The DB class 50 freight locomotive (Märklin models 33840/37840) goes well with the 46030 car set and can be found on page 49.



46040 Gondola.

Prototype: German Federal Railroad (DB) type Om 12, with brakeman's platform.

Model: Version with sheet metal door. Car comes with a load insert representing potatoes. Weathered car body. Length over buffers 11.3 cm / 4-7/16".

DC wheel set 70 0580





48252 Carbide Container Car.

Prototype: Privately owned car painted and lettered for the firm SKW Trostberg, used on the German Federal Railroad (DB). The car has a brakeman's cab.

Model: Metal sills. Finely detailed construction with open

car floor. Separately applied data board. Removable carbide container with reproduction of the rivets and openings. Length over buffers 14.3 cm / 5-5/8".

DC wheel set 70 0580



Imitation of the glowing slabs

Maintenance-free LED's imitate the light given off by the glowing slabs. A built-in movement switch trips the electronic circuit automatically when the car is in motion. After the car has been left on a siding, the glowing light will go out in a few minutes. This keeps the battery from

Steel slabs should lose as little heat as possible on the way from the steel works to the rolling mill. Otherwise, the slabs would have to be reheated at great expenditure of energy. For that reason the steel slabs are protected to a large extent against heat loss with thermal hoods during the transport process.

running down unnecessarily in a yard for example. The car can be used on both AC and DC systems. The batteries (type AAA) are not included.



48668 Heavy Duty Flat Car.

Prototype: German Federal Railroad (DB) type SSym. Loaded with a thermal hood for the transport of glowing steel slabs.

Model: Car comes with removable stakes.

Thermal hood has a removable cover. Imitation of the red glowing steel slabs. Built-in battery holder. Length over buffers 15.2 cm / 6".

DC wheel set 70 0580



48664 "Steel Slabs" Heavy Duty Flat Car Set.

Prototype: German Federal Railroad (DB) type Sammp 705 heavy duty flat car.

Model: 2 cars with different car numbers. Each loaded with 3 removable slabs. Charge numbers printed on the

slabs. Load frames made of real wood. Total length over buffers 30.6 cm / 12-1/16".

DC wheel set 70 0580

Models not available separately.

See fold-out page at end of catalog for explanation of symbols.

Torpedo Ladle Car



- ▶ Working digital model.
- ▶ Realistic effect from glow from the interior.
- ▶ Torpedo can be turned with a fine touch.

Fall New Item



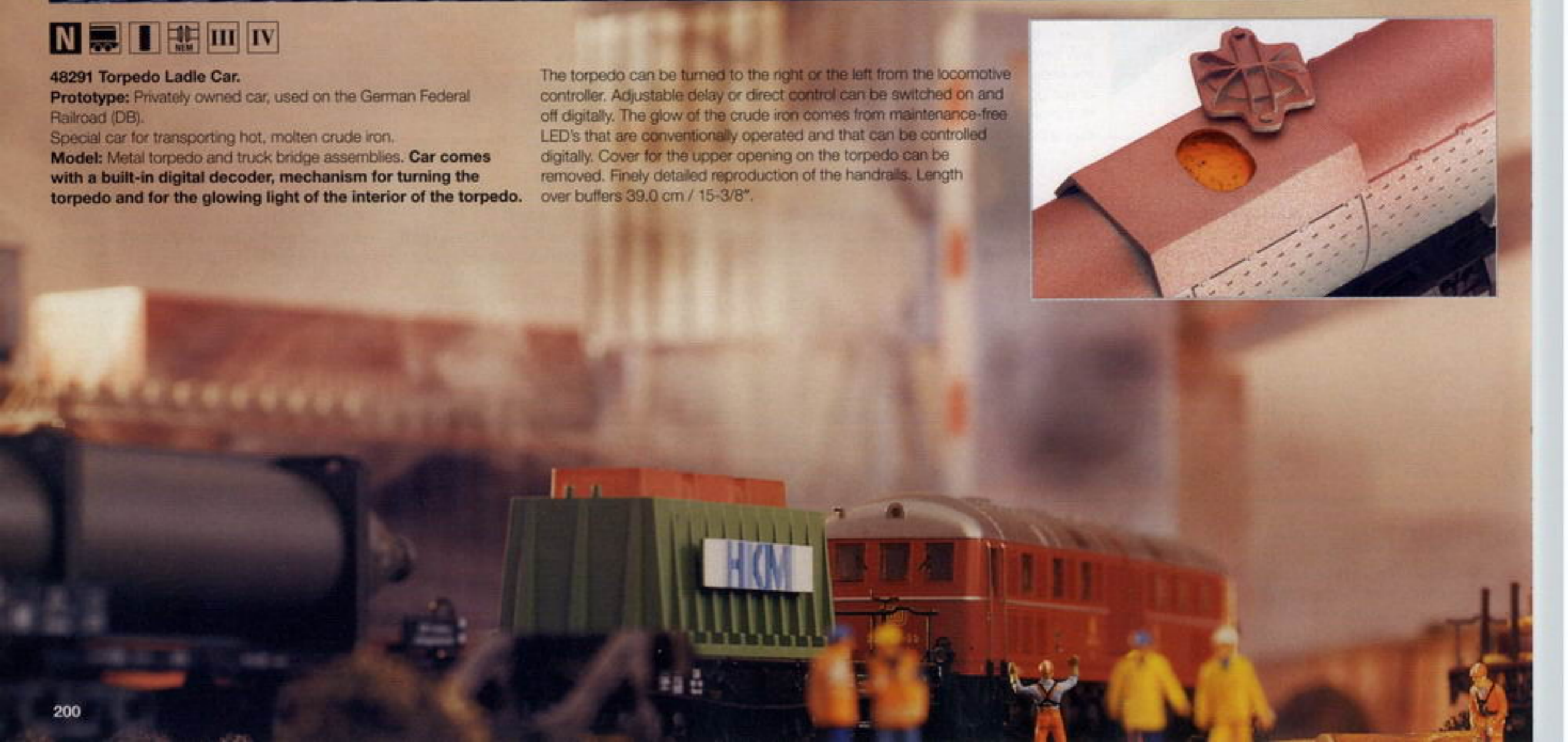
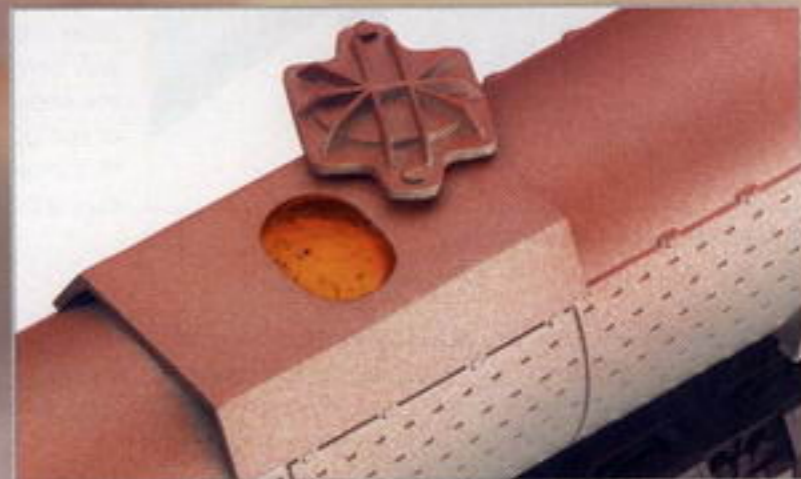
48291 Torpedo Ladle Car.

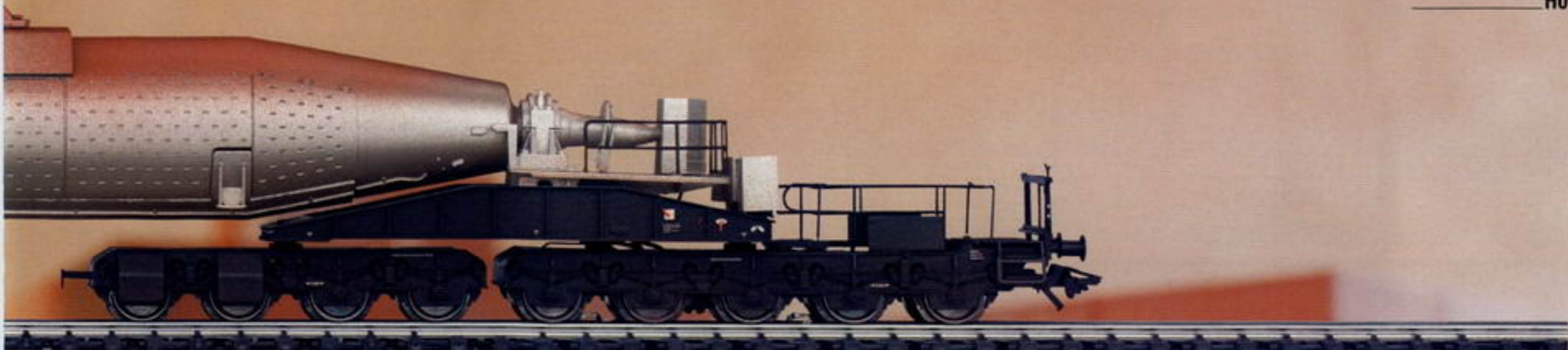
Prototype: Privately owned car, used on the German Federal Railroad (DB).

Special car for transporting hot, molten crude iron.

Model: Metal torpedo and truck bridge assemblies. **Car comes with a built-in digital decoder, mechanism for turning the torpedo and for the glowing light of the interior of the torpedo.**

The torpedo can be turned to the right or the left from the locomotive controller. Adjustable delay or direct control can be switched on and off digitally. The glow of the crude iron comes from maintenance-free LED's that are conventionally operated and that can be controlled digitally. Cover for the upper opening on the torpedo can be removed. Finely detailed reproduction of the handrails. Length over buffers 39.0 cm / 15-3/8".





Freight Cars



46075 Low Side Car.

Prototype: German Federal Railroad (DB) type X 05, with brakeman's cab.

Model: Loaded with a reproduction of a large locomotive diesel motor in a transport framework. Length over buffers 11.6 cm / 4-9/16".

DC wheel set 70 0580



46361 Stake Car with Load.

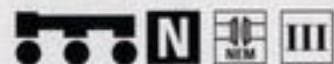
Prototype: German Federal Railroad (DB) type R 02. Former Württemberg type Rm. MAN F8 truck with flatbed and tarp cover.

Model: Reproduction of removable wood stakes with lettering. Car frame has truss rods. Detailed truck model

with metal driver's cab and flatbed. Tarp cover removable. Load frame made of wood, for safeguarding the load. Length over buffers 13.8 cm / 5-7/16".

DC wheel set 70 0580

Summer New Item



46362 Stake Car with Load.

Prototype: German Federal Railroad (DB) type R 02. Former Württemberg type Rm. Equipped for the transportation of pre-assembled roof elements.

Model: Reproduction of removable wood stakes with lettering. Car frame has truss rods. Freight load of model

roof trusses made of real wood. Length over buffers 13.8 cm / 5-7/16".

DC wheel set 70 0580

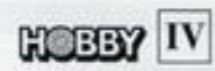
One-time series





46275 Boxcar.

Prototype: German Federal Railroad type GImehs 50.
Model: Ventilation hatches picked out in color. Length over buffers 14.2 cm / 5-9/16".
DC wheel set 70 0580



4410 Boxcar.

Prototype: German Federal Railroad (DB) type Gs 210.
Model: Relex couplers. Length over buffers 11.5 cm / 4-1/2".
DC wheel set 70 0580



4411 Boxcar.

Prototype: German Federal Railroad (DB) type Gs-uv 213.
Model: With pickup shoe and lighted marker lantern. Relex couplers. Length over buffers 11.5 cm / 4-1/2".
DC wheel set 70 0580



46274 Boxcar.

Prototype: Saar Railroad type Gmhs 54, used on the German Federal Railroad (DB).
Model: Vent hatches picked out in a different color. Length over buffers 11.5 cm / 4-1/2".
DC wheel set 70 0580

These two-axle boxcars were acquired for the railroads in Saarland starting in 1955. The side walls were made of spruce and fir wood. The four ventilation openings on the sides were equipped with hatches of galvanized sheet metal.



48881 Livestock Car.

Prototype: German Federal Railroad (DB) type V 23.
Model: Sliding doors that can be opened. Figures of sheep and chickens included. Length over buffers 10.5 cm / 4-1/8".
DC wheel set 70 0580

Freight Cars

Highlights

- ▶ Model of the truck is completely new tooling.
- ▶ Side markers on the truck.
- ▶ Radiator emblem in relief.
- ▶ Tarp with theme contemporary to the set.



47904 "Foodstuffs" Car Set.

Prototype: Type Tehs 50 refrigerator car and type Gr 20 privately owned car, used on the German Federal Railroad (DB). MAN model F8 truck with flatbed and tarp cover.

Model: Banana car has sliding doors that can be opened. Special version doors for banana cars. Refrigerator car with separately applied roof vents. Total length over buffers 24.9 cm / 9-13/16". Model of a truck with a metal cab and flatbed. Finely detailed reproduction of the radiator emblem and of the Trilex wheel rims. Separately

applied side markers. Rubber-like tires with reproduction of the tire profile. Removable tarp with different design on each side. Length 10.4 cm / 4-1/8".

DC wheel set 2 x 70 0580
2 x 32 3760 04

Models not available separately.

One-time series

Highlights

- ▶ Truck with edge indicators.
- ▶ Embossed radiator emblem.
- ▶ Truck flatbed with contemporary tread pattern.



46141 "Stückgutverkehr" or "Less-than-Carload-Lot" Car Set.

Prototype: German Federal Railroad (DB) type Gr 20 with brakeman's platform and type G10. MAN model F8 truck with flatbed.

Model: Cars have sliding doors that can be opened. Light traces of weathering. One car is hand lettered "Mühle Gleis 3". Total length over buffers 22.1 cm / 8-11/16". Truck with metal truck cab and flatbed. Fine detailed reproduction of the radiator emblem and the

Trilex wheels. Separately applied edge indicators. Rubber-like tires with reproduction of the tire tread. Truck flatbed area with imprinted diamond tread pattern. Loaded with 30 flour sacks. Length 10.4 cm / 4-1/8".

DC wheel set 70 0580

Models not available separately.

One-time series





48759 Banana Car.

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

Model: Comes with sliding doors that can be opened. Special design doors for banana cars. Length over buffers 11.3 cm / 4-7/16".

DC wheel set 70 0580



48791 Less-Than-Carload-Lot Car Set.

Prototype: 2 German Federal Railroad (DB) type Gr 20 boxcars, with and without brakeman's platforms.

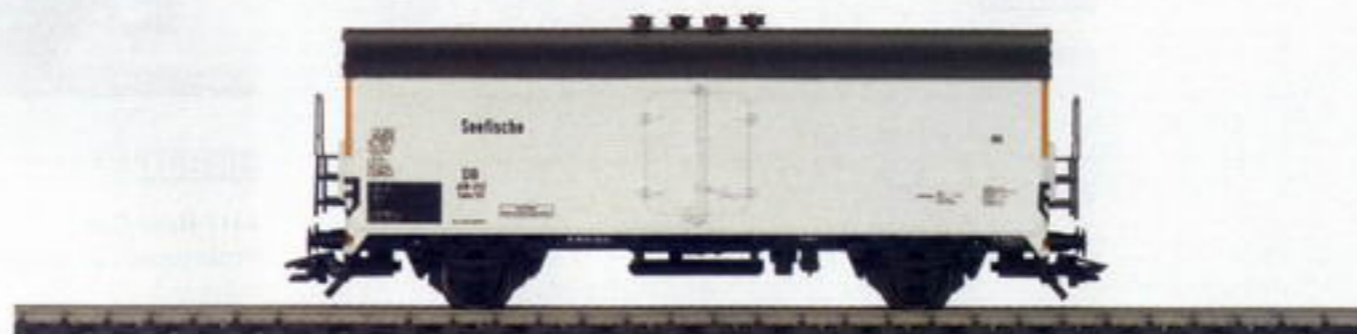
Model: Car has sliding doors that can be opened. Less-than-carload-lot freight containers included as freight. Total length over buffers 21.6 cm / 8-1/2".

DC wheel set 70 0580

One-time series



The German Federal Railroad started ordering general purpose refrigerator cars of this design in 1953. These were the first cars to have the exterior walls made of sheet steel instead of plywood, which enabled a seamless exterior surface. This did away with the cold spots caused by the ribbing previously necessary for the car body.



45020 Refrigerator Car.

Prototype: German Federal Railroad (DB) type Tehs 50.

Model: Separately applied roof vents. Separately applied steps on the ends. Length over buffers 13.4 cm / 5-1/4".

DC wheel set 32 3760 04

Refrigerator Cars



HOBBY N V

44186 Beer Car.

Prototype: Privately owned car painted and lettered for the Frisian brewery Jever GmbH, Jever, Germany.

Model: Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



HOBBY V

44184 Beer Car.

Prototype: Privately owned car painted and lettered for Karlsberg Brauerei GmbH & Co KG, Homburg, Germany.

Model: Relex couplers. Separately applied ladders on the car's ends. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



HOBBY IV V

4415 Refrigerator Car.

Prototype: German Federal Railroad (DB) Interfrigo type Ichqs-u 377.

Model: Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



HOBBY V

44182 Refrigerator Car.

Prototype: Car privately owned, painted and lettered for Frigeo-Werke, Inc., Remshalden, Germany.

Model: Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



HOBBY N V

44187 Refrigerator Car.

Prototype: Privately owned car painted and lettered for Masterfoods GmbH, Viersen, Germany.

Model: Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



HOBBY V

44183 Beer Car.

Prototype: Car privately owned, painted and lettered for Gasthaus-Brauerei Max & Moritz, Inc., Kressbronn, Germany.

Model: Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



HOBBY V

4417 Beer Car.

Prototype: Car privately owned by Warsteiner Brewery, Warstein, Germany.

Model: Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



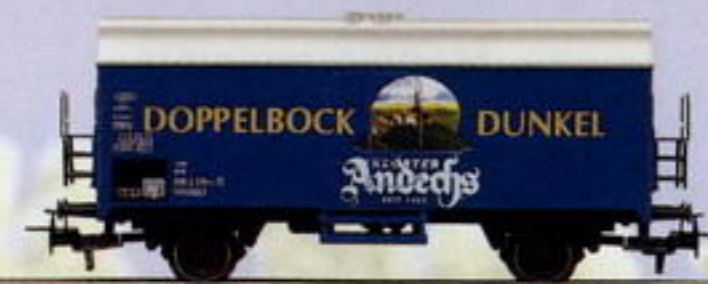
HOBBY V

44185 Refrigerator Car.

Prototype: Privately owned car painted and lettered for the firm Eismann Deep Freeze Home Service GmbH & Co KG, Mettmann, Germany.

Model: The sides of this car have different lettering and paint. Separately applied ladders on the ends. Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



HOBBY V

4421 Beer Car.

Prototype: Car privately owned, painted and lettered for Klosterbrauerei Andechs, Andechs, Germany.

Model: Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



HOBBY V

44174 Refrigerator Car.

Prototype: Car privately owned, painted and lettered for HARIBO GmbH & Co. KG, Bonn, Germany.

Model: Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



HOBBY V

44181 Refrigerator Car.

Prototype: Painted and lettered for CMA, Bonn, Germany.

Model: Separately applied ladders on the ends. Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



HOBBY V

44177 Refrigerator Car.

Prototype: Car privately owned, painted and lettered for DANONE GmbH, Munich, Germany.

Model: Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580

Do Something Good for a Birthday.

You can give double the joy with the Märklin Birthday car. It is a popular collector's item whose original theme will enrich any model railroad layout. And it is a small support for those children who cannot celebrate their birthday with Märklin. 2.00 Euros from the sale of each birthday car goes to UNICEF, the children's aid unit of the United Nations.



Special Design Freight Cars

In the course of railroad history there have been many attempts to equip locomotives with snowplow blades. Usually these aids fail with snow depths greater than 40 cm or 16". The Austrian railroader Rudolf Klima was the first to make a breakthrough with the snowplows named after him. With an adjustable plow blade and moveable side wings, these plows were quite effective in snow depths up to 1.50 meters or 59 inches. In 1929 the German State Railroad purchased its first Klima plows. The firm of Henschel in Kassel acquired the license to build them in 1931. Of the 250 units built in different designs, the DB acquired about 100 units. Additional Klima snow plows were ordered right up to 1964.



46119 Snowplow.

Prototype: Henschel "Klima" design snowplow for the German Federal Railroad (DB).

Model: Clear view through the operator's cab. Side plow blades are hinged and can be folded to the side of the snowplow. Metal ladders. Separately applied air reservoir and lines. Work lights can be turned on with a sliding switch. Length 11.7 cm / 4-5/8".

This model is being offered by Trix (T23996) for two-rail DC systems.



4617 Depressed Center Flat Car.

Prototype: German Federal Railroad (DB) type SSI 53.

Model: Loaded with a removable industrial transformer. Relex couplers. Length over buffers 25.0 cm / 7-7/8".

DC wheel set 70 0530

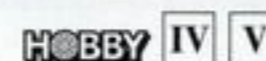


4471 Low Side Car.

Prototype: German Federal Railroad (DB) maintenance car.

Model: Goes well with the 4671 crane car as a boom support car. Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



4671 Crane Car.

Prototype: Railroad maintenance car.

Model: With rotating crane, adjustable boom and boom support. Crane hook can be raised and lowered with hand crank. Relex couplers. Length over buffers 8.3 cm / 3-1/4".

DC wheel set 70 0530

Stake Cars



46942 Stake Car.

Prototype: German Federal Railroad (DB) type Kbs 443. With a tarp to cover the load.

Model: Tarp and stakes can be removed. Length over buffers 15.7 cm / 6-3/16".

DC wheel set 70 0580



4694 Stake Car.

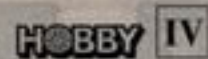
Prototype: German Federal Railroad (DB) type Kbs 443.

Model: Removable stakes. Length over buffers 15.7 cm / 6-3/16".

DC wheel set 70 0580



märklin

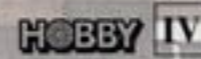


44591 Stake Car.

Prototype: German Federal Railroad type Kbs.

Model: Relex couplers. Fixed stakes. Loaded with a removable 20 ft. container. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



4459 Stake Car.

Prototype: German Federal Railroad (DB) type Kbs.

Model: 18 fixed stakes. Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



47718 Stake Car with Load.

Prototype: German Railroad, Inc. (DB AG) type Snps 719. Plastic pipe for supplying water.

Model: Finely detailed, freestanding double stakes with tie-down levers. Load surface set off in a different color.

Stack of pipe with wooden frames and supports. Length over buffers 23.9 cm / 9-7/16".

DC wheel set 70 0580

One-time series



47713 Stake Car.

Prototype: German Federal Railroad (DB) type Snps 719.

Model: Loaded with gas pipe on wooden beams. Finely detailed, fixed double stakes with tiedown levers. Load surface picked out in a different color. Length over buffers 23.9 cm / 9-3/8".

DC wheel set 70 0580



4771 Stake Car.

Prototype: German Federal Railroad (DB) type Snps 719.

Model: Finely detailed, fixed double stakes with tiedown levers. Load surface picked out in a different color. Length over buffers 23.9 cm / 9-3/8".

DC wheel set 70 0580

With the increase in speeds for freight trains the need arose at the end of the 1970s for modern cars for the transport of pipe, logs and lumber. The type Snps 719 has 16 fixed stakes with tiedown equipment, each of which can be operated by hand. Its load weight is 39 - 63 metric tons, depending on the route class, and its maximum speed is 90 - 100 km/h or 56 - 83 mph (120 km/h or 75 mph unloaded).



Flat Cars



HOBBY IV

4423 Low Side Car.

Prototype: German Federal Railroad (DB) type Kkm 505.

Model: Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



HOBBY IV

4473 Low Side Car.

Prototype: German Federal Railroad (DB) type Rlmms.

Model: Relex couplers. Length over buffers 16.0 cm / 6-5/16".

DC wheel set 70 0580



HOBBY IV

4424 Low Side Car.

Prototype: German Federal Railroad (DB) type Kkm 505.

Model: Loaded with a model of a bulldozer. Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580

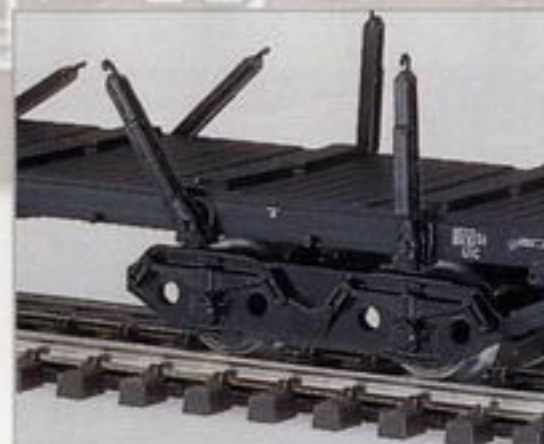
HOBBY IV

4663 Flat Car.

Prototype: German Federal Railroad (DB) type Rs 680.

Model: Stakes can be folded down. Length over buffers 22.7 cm / 9".

DC wheel set 70 0270





HOBBY N IV

44241 Low Side Car.

Prototype: German Federal Railroad (DB) type Kkim 505.

Model: Loaded with a model of a steamroller. Relex couplers.

Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



46972 Flat Car.

Prototype: German Railroad, Inc. (DB AG) type KIs 443. Version without a brakeman's platform.

Model: Length over buffers 15.7 cm / 6-3/16". Loaded with a skip loader. Movable center pivot steering and movable shovel. Length 7.6 cm / 3". Load restraints for mounting the model are included.

DC wheel set 70 0580

One-time series



HOBBY IV

4474 Low Side Car.

Prototype: German Federal Railroad (DB) type Rlmms.

Model: Loaded with a bulldozer and a skip loader. Relex couplers. Length over buffers 16.0 cm / 6-5/16".

DC wheel set 70 0580



48667 Heavy-Duty Flat Car.

Prototype: German Federal Railroad (DB) type Sammp 705.

Model: Length over buffers 15.2 cm / 6". Loaded with an airport fire truck. Metal superstructure. Reproduction of the cleated tires. Movable water cannon.

DC wheel set 70 0580

One-time series



- ▶ New tooling for the airport fire truck.
- ▶ Metal superstructure.

Auto Transport Cars

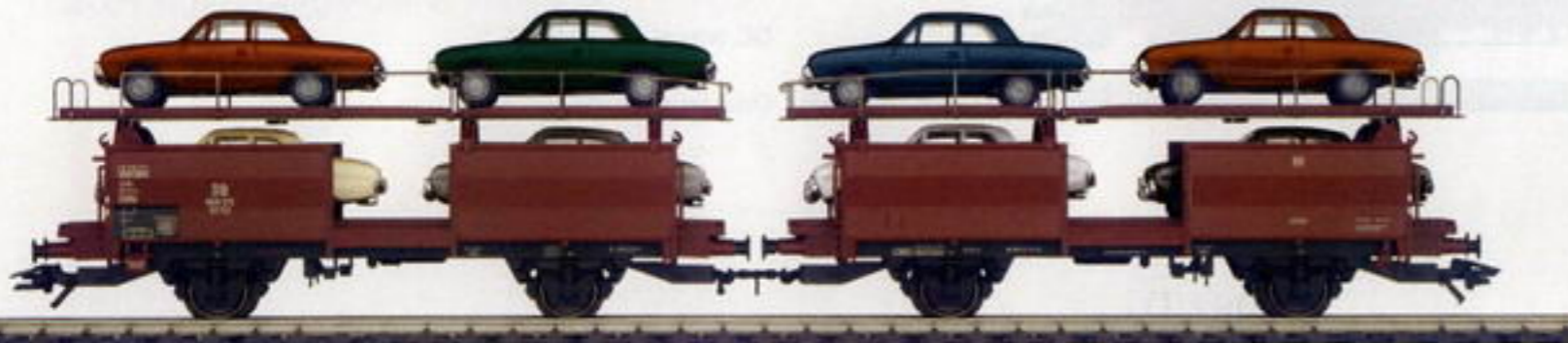
New automobiles go the first kilometers or miles of their lives by train. It was no different for the newly built Ford 17 M, called bathtubs – a special chapter in the 100-year history of Ford automobiles. Henry Ford founded the Ford Motor Company in 1903. The great achievement of his enterprise was the rationalization of production.

Thanks to division of labor, ergonomic work places, parts stockpiling and assembly on a conveyor line Ford made the automobile into an affordable mass product. Around 15 million units of the famous "Tin Lizzy" were sold between 1908 and 1927. The German subsidiary, Ford Werke AG in Cologne, built the 12 M – with a globe on the radiator grill – in the 1950s.

Later models copied the baroque finned forms of the American behemoths of the road. In 1960, the Ford 17 M with its daring design without gingerbread landed in the middle of the European tastes at that time. This bathtub Ford in light pastel paint jobs fitted in just right with the petticoats and "kiss-curl" hairdos of the early Roaring Sixties. Ford continue to remain trendy with later models. The compact Escort or the sporty Capri became cult cars for their time, thanks in no small part to versions with more horsepower.

We congratulate Ford Motor Company on its 100th anniversary with our three special models.

The Ford Escort (type I) was a compact sized car that was offered all over Europe from 1968 to 1974. The design was done jointly with Ford of England but the car was also built in Belgium and Germany. Young people were the main market for this maneuverable car that made use of the rear wheel drive commonly offered back then and that had 100 horsepower in the 2.0 sport version.



46122 Auto Transport Car.

Prototype: German Federal Railroad (DB) type Off 52 (Laae 540) double unit. Bilevel design for automobiles.

Model: Permanent drawbar between the halves. Both upper decks can be lowered. Metal railings. Loaded with 8 models of the Ford Taunus 17M from around 1960. Appropriate chock blocks included. Length over buffers 25.3 cm / 9-15/16".

One-time series



The Ford Taunus 17M (type P3) was an automobile for the upper middle class in Germany, and was built from 1960 to 1964. The modern, rounded form clearly showed the departure from the tail fins that had been popular previously in automotive design. This car was often bought in pastel colors, which may have been the reason for its nickname "Bathtub".

The Ford Granada appeared in 1972 as the contemporary car for the upper middle class. The second series was built from 1978 to 1985 and shows the impressive increase in the size of this automobile. The clear, angled shapes are ideal in the way that they follow the actual trend in design at that time.

By contrast, the shape of the Ford Capri coupe is quite lively. The third generation of this car was in the program from 1978 to 1987. In the end, it was even available with a 3 liter engine and 220 horsepower.

Automobile models from Ford prototypes are a tradition on Märklin H0 cars. The earlier version of item no. 4613 was loaded from 1956 to 1966 with the model of the Ford Taunus 12M "World Globe", and then until 1977 with the model of the Ford 20M, the successor to the "Bathtub".



N   

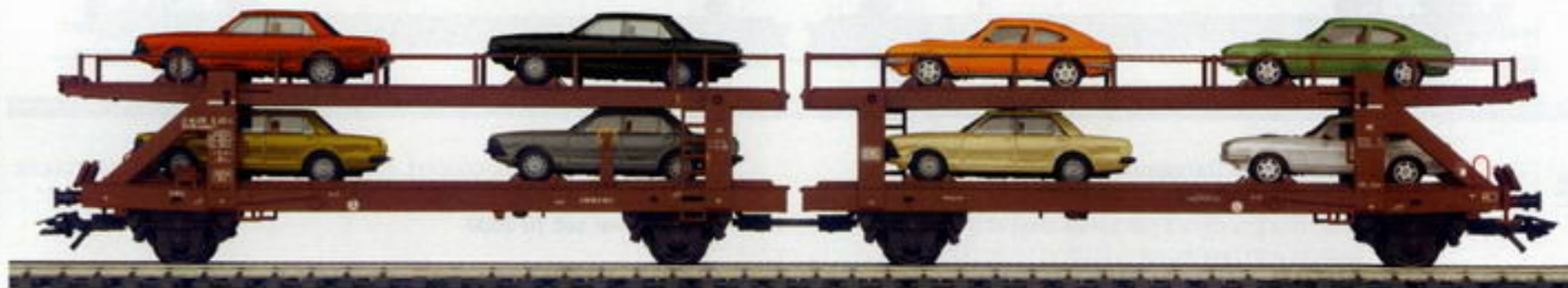
46133 Auto Transport Car.

Prototype: German Federal Railroad (DB) type Offs 59 (Laaes 541) double unit. Bilevel design for automobiles.

Model: Permanent drawbar between the halves. Both upper decks can be lowered.

Metal railings. Loaded with 8 models of the Ford Escort from around 1970. Appropriate chock blocks included. Length over buffers 25.3 cm / 9-15/16".

One-time series



N   

47124 Auto Transport Car.

Prototype: German Federal Railroad (DB) type Laaeks 553 double unit. Bilevel design for automobiles. Permanent drawbar between the halves.

Model: Both upper decks can be lowered. Hinged drive-over plates at the ends of the cars. Loaded with 5 models of the Ford Granada and 3 models of the Ford Capri

from around 1980. Appropriate chock blocks included. Length over buffers 31.0 cm / 12-3/16".

One-time series

See fold-out page at end of catalog for explanation of symbols.

Freight Cars



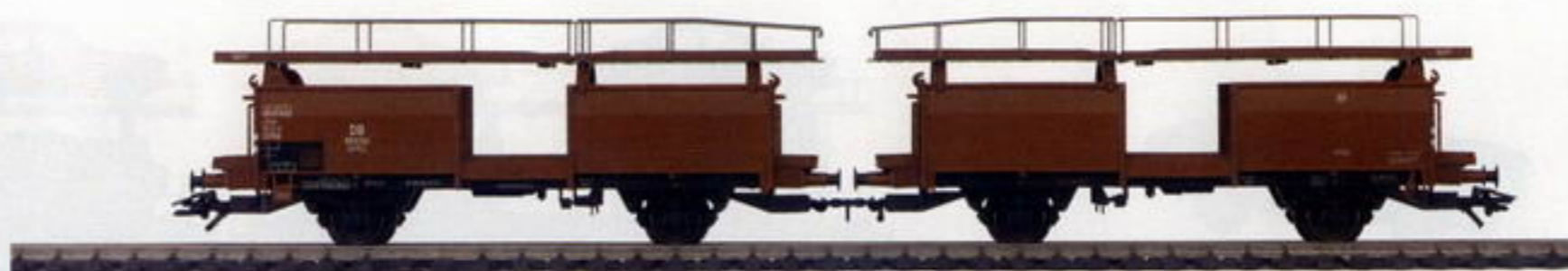
46121 Auto Transport Car.

Prototype: German Federal Railroad (DB) type Off 52 (Laae 540) double unit. Bilevel design.



Model: Permanent close coupling between the car halves. Upper deck can be lowered. Length over buffers 25.3 cm / 9-15/16".

DC wheel set 70 0580



With the rebuilding of the German automobile industry, the German Federal Railroad was quick to order suitable rolling stock that could transport these valuable vehicles rationally, reliably, and carefully. Special bilevel transport cars were built on the steel design of the then modern type Omm 52 and Omm 55 high side gondolas, and these cars were permanently

coupled together in pairs. The end walls and the side doors were removed. There were crossover plates on both levels so that automobiles could be driven over the entire length of the train from both ends. The upper deck at both ends of a pair of cars could be lowered to make a ramp to drive the cars up onto the railroad car.



4712 Double Auto Transport Car.

Prototype: German Federal Railroad (DB) type Laekks 553.

Model: Both upper decks can be lowered at the car ends. Upper and lower access with two movable loading gates. Chock blocks for model

autos included. Close-coupled, special connection with standard coupler pocket between the car halves. Length over buffers 31.0 cm / 12-14".

DC wheel set 70 0580



46131 Auto Transport Car.

Prototype: German Federal Railroad (DB) type Offs 59 (Laaes 541) double unit. Bilevel design.

Model: Permanent close coupling between the car halves. Upper deck can be lowered. Length over buffers 25.3 cm / 9-15/16".

DC wheel set 70 0580





46524 Tank Car.

Prototype: Privately owned car painted and lettered for the firm Henkel KGaA, Düsseldorf, Germany, used on the German Federal

Railroad (DB). This car has a brakeman's cab. **Model:** Separately applied ladders and walkway. Length over buffers 14.2 cm / 5-9/16". **DC wheel set 32 3614 03**



47902 "Fuel" Car Set.

Prototype: German Federal Railroad (DB) tank car. **Model:** Railroad maintenance car with brakeman's platform. Separately applied ladder and catwalk. Total length over buffers 14.2 cm / 5-9/16". **DC wheel set 32 3760 04**

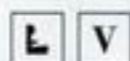
Kit for a tank farm with diesel locomotive fueling station and oil crane included. Dimensions 22.0 x 11.0 x 10.5 cm / 8-11/16" x 4-5/16" x 4-1/8".

One-time series



During Era III oil-fired steam locomotives and diesel locomotives were still working harmoniously together in service. The kit shown is a detailed reproduction of a fueling station for these locomotives. Diesel oil for the diesel motive power is stored in the horizontal tanks

and heavy heating oil for the steam motive power is stored in the vertical tank. The reproduction of the pumps and the oil crane complete this kit. The railroad maintenance tank cars meet the constant demand for fuel.



18761 Set - Autos and Accessories "Vacation on Sylt".

Prototype: 16 automobiles, 1 small delivery truck, 3 trailers, 2 motor scooters. These vehicles are a contemporary grouping that you would see in vacation traffic and consist of newer and older models.

Model: Vehicles come in a special version


and some come with separate detail parts to be applied. Additional accessories: Bicycles and different types of sports equipment for the water. 14 vacationers as miniature figures. This set goes well with the 41761 and 41762 automobile transport car sets.

One-time series

See fold-out page at end of catalog for explanation of symbols.

Tank Cars



 **IV** **V**

4754 Petroleum Oil Tank Car.

Prototype: Car privately owned by and painted and lettered for Esso, Inc.

Model: Finely detailed open frame. Numerous separately applied details. Length over buffers 18.0 cm / 7".

DC wheel set 70 0580

 **IV** **V**

4756 Petroleum Oil Tank Car.

Prototype: Car privately owned by and painted and lettered for German Shell, Inc.

Model: Finely detailed open frame. Numerous separately applied details. Length over buffers 18.0 cm / 7".

DC wheel set 70 0580



HOBBY IV V

4442 Petroleum Oil Tank Car.

Prototype: Car privately owned, painted and lettered for German Shell, Inc.

Model: Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



HOBBY IV V

4440 Petroleum Oil Tank Car.

Prototype: Car privately owned, painted and lettered for Aral, Inc.

Model: Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



HOBBY V

44401 Petroleum Oil Tank Car.

Prototype: Privately owned car painted and lettered for the firm AVIA Petroleum Oil AG, Munich, Germany.

Model: Metal end platform and catwalk separately applied. Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580

HOBBY IV V

4441 Petroleum Oil Tank Car.

Prototype: Car privately owned, painted and lettered for Esso, Inc.

Model: Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



NEM III

46428 Tank Car.

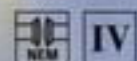
Prototype: Car privately owned by the firm VTG, used on the German Federal Railroad (DB).

Model: Separately applied brakeman's

platform with ladders and tank dome platform. Reproduction of the partially open car floor. Length over buffers 10.0 cm / 3-15/16".

DC wheel set 32 3760 04

Freight Cars



4661 Silo Container Car.

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

Model: Metal ladders and brakeman's platform. Length over buffers 10.0 cm / 4".

DC wheel set 70 0580



46615 Silo Container Car.

Prototype: German Federal Railroad (DB) type Uc-54. With brakeman's platform.

Model: Metal ladders and brakeman's platform. Length over buffers 10.0 cm / 4".

DC wheel set 70 0580




48532 Flat Car.

Prototype: German Federal Railroad (DB) type Lbgjs 598.

Model: Loaded with 5 removable spherically shaped containers. Each container has a different registration number. Separately applied metal ladders. Length over buffers 17.0 cm / 6-11/16".

DC wheel set 70 0580



HOBBY  **IV**


4610 Ballast Car.

Prototype: German Federal Railroad (DB) Talbot design maintenance car.

Model: Unloading hatches can be opened with hand levers. Relex couplers. Length over buffers 9.5 cm / 3-3/4".

DC wheel set 70 0500



HOBBY  **IV**

4413 Dump Car.

Bucket can be tipped to both sides and locked in center position. Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



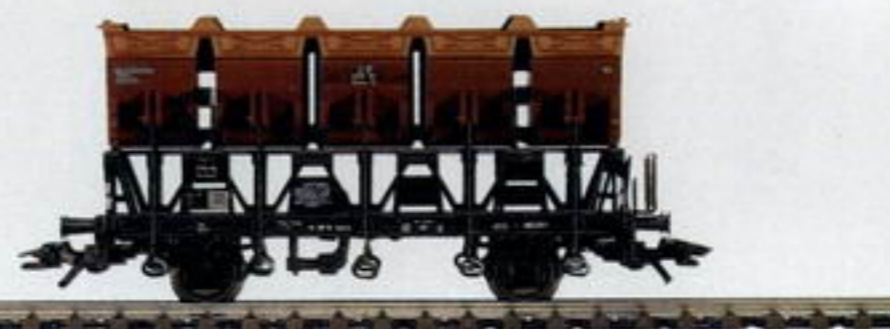
HOBBY **IV**



4431 Gondola.

Prototype: German Federal Railroad (DB) type El-u 061.

Model: With a removable insert as a coal load. Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580



  **III**

4635 Dump Car.

Prototype: German Federal Railroad (DB) type F-z 120.

Model: Buckets can be tipped after releasing the middle latch. Length over buffers 10.5 cm / 4-1/8".

DC wheel set 70 0600



HOBBY **IV**

4430 Gondola.

Prototype: German Federal Railroad (DB) type El-u 061.

Model: Relex couplers. Length over buffers 11.5 cm / 4-1/2".

DC wheel set 70 0580

See fold-out page at end of catalog for explanation of symbols.

Side Dump Car



46310 "Side Dump Car" Car Set.

Prototype: 3 German Federal Railroad (DB) type Fc 090 dump cars.

Model: Each car has a different car number. Finely detailed construction with numerous separately applied details. Separate

applied chute extension. Inner surface of the car body is set off in a different color. Total length over buffers 34.0 cm / 13-3/8".

DC wheel set 70 0580

Models not available separately.



- ▶ New tooling.
- ▶ Important car type.
- ▶ Ideal for unit trains.
- ▶ Finely detailed construction.
- ▶ Load area set off in different color.



Bulk freight that is not weather-sensitive was always important cargo for the railroad. For that reason a total of 16,200 units of the type Otmm 70/Ed 90/Fc 090 were built. This makes them the German Federal Railroad's side dump car built in the largest quantities. With a wheelbase of 6 meters or 19 feet 8/14 inches and a length over the buffers of 9.64 meters or 31 feet 7-1/2 inches, these cars offer a load volume of 40.0 cubic meters or 1,412.4 cubic feet. The car by itself weighs 11.6 metric tons. During unloading the load slides to the openings arranged in the center of the car. These openings are closed off by slide gates that make it possible to measure the rate of unloading. The load is guided from the exit openings via chute extensions to the side of the car.



Hopper Cars



4631 Dump Car.

Prototype: German Federal Railroad (DB) type Fc 090.

Model: Unloading hatches can be opened with hand lever or by remote control with an uncoupler track. Length over buffers 11.2 cm / 4-3/8".

DC wheel set 70 0600



48450 Bulk Material Dump Car.

Prototype: German Railroad, Inc. (DB AG) type Fans 126 side dump car.

Model: Hopper can be tipped to both sides and is mounted in a guide mechanism. Compressed air cylinders with moving parts and pneumatic rams. Side walls on both sides as 2 hinged pieces that can be opened for unloading. Length over buffers 14.0 cm / 5-1/2".

DC wheel set 70 0580

The Blankenburg Research and Development Facility (FEW) recognized early on the need for railroad bulk material cars that were required for the transport of construction materials to modernize the infrastructure in reunited Germany. In 1993 a new design for an efficient unloading car was presented as a prototype, and the German Railroad, Inc. started buying it in 1994 as a regular production model.

The rational design – large loading capacity of 59 metric tons, the ability to dump on both sides, built-in pneumatic cylinders and automatic control of the unloading hatches – make this and similar new cars attractive for inclusion in the DB AG's further modernization of its rolling stock. These side dump cars are often used today in unit trains.





4626 Hopper Car with Hinged Roof Hatches.

Prototype: German Federal Railroad (DB) type Tad-u 961.

Model: All hatches can be opened. Length over buffers 13.3 cm / 5-1/4"

DC wheel set 70 0280

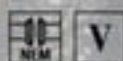


4624 Hopper Car.

Prototype: German Federal Railroad (DB) type Fals 176.

Model: Length over buffers 13.3 cm / 5-1/4"

DC wheel set 70 0580



48100 Hopper Car.

Prototype: German Railroad, Inc. (DB AG), DB Cargo type Facns 133.

Model: Metal frame. Very finely detailed construction with numerous separately applied parts. Etched brakeman's platform with pierced treadwork. Ram bars and supple-

mental chutes separately applied. Load surface picked out in color. Yellow tie bolt for switching purposes. Length over buffers 18.4 cm / 7-1/4".

DC wheel set 70 0580



- ▶ Etched brakeman's platform.
- ▶ Finely reproduced steps.
- ▶ Load surface picked out in color

Linke-Hoffmann-Busch (LHB) was awarded the development contract in 1993 for a dump car mounted on trucks. The three hoppers on the type Facns 133 are each locked with round ram bars. From 1994 to 1996 LHB delivered a total of 600 of these modern cars in the first production series. The second series starting in 1996 consisted of 400 cars that

were delivered from the builder in the "traffic red" paint scheme. The load surface has a volume of 55 cubic meters or approximately 72 cubic yards and the maximum load is 68 metric tons. The maximum permissible speed is 120 km/h or 75 mph.



Freight Cars

The firm of Linke-Hoffmann-Busch (LHB) was given the contract in 1993 to develop a hopper car with trucks. The three hoppers on the type Facns 133 each have their own piston slide valve to close them. From 1994 to 1996 LHB delivered a total of 600 of these modern cars in a first production run. The second production run that started in 1996 consisted of 400 cars. The load area has a volume of 55 cubic meters or 1,942 cubic feet, and the maximum weight for the load is 68 metric tons. The maximum speed for these cars is 120 km/h or 75 mph.



48102 Hopper Car.

Prototype: German Railroad, Inc. (DB AG) type Facns 133.

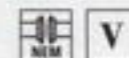
Model: Very finely detailed construction with numerous separately applied details. Etched brakeman's platform

with open tread work. Piston slide valve and supplementary chutes separately applied. Load area set off in another color. Yellow tie bolt for switching purposes. Length over buffers 18.4 cm / 7-1/4".

DC wheel set 70 0580



- ▶ New tooling.
- ▶ Standard modern European car type.



46903 Gondola.

Prototype: German Railroad, Inc., DB Cargo (DB AG) type Eaos 106.

Model: Loaded with real scale sized coal. Weathered car body. Separately applied hand wheel. Length over buffers 16.1 cm / 6-5/16".

DC wheel set 70 0580





- ▶ New tooling.
- ▶ Standard modern European car type.



47190 Gondola.

Prototype: German Railroad, Inc. (DB AG) type Eanos-x 055 high side gondola.
Model: Separately applied grab irons. Length over buffers 18.1 cm / 7-1/8".
DC wheel set 70 0580



46904 Gondola.

Prototype: German Federal Railroad (DB) type Eaos 106.
Model: Loaded with real, scale-sized crushed slate. Weathered car body. Length over buffers 16,1 cm.
DC wheel set 70 0580

One-time series



- ▶ Loaded with real coal.
- ▶ Prototypically weathered car bodies.

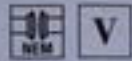


46249 "Large Power Plant" Car Set.

Prototype: 5 German Railroad, Inc. (DB AG) type Fals 175 hopper cars.
Model: Each car has a different car number. Weathered car bodies. Loaded with scale size real coal. Total length over buffers 67.3 cm / 26-1/2".
DC wheel set 70 0580

Models not available separately.

Freight Cars



47200 Car for Transporting Coils of Rolled Sheet Steel.

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

Model: With closed tarp cover. Length over buffers 13.8 cm / 5-7/16".

DC wheel set 70 0580

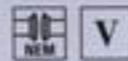


47262 Gondola with Retractable Roof.

Prototype: German Railroad, Inc. (DB AG), DB Cargo type Tamns.

Model: Tarp covering for the load area. Separately applied details. Length over buffers 16.1 cm / 10-7/16".

DC wheel set 70 0580



48012 Sliding Wall Boxcar.

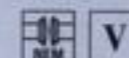
Prototype: German Railroad, Inc. (DB AG), DB Cargo Business Area, type Hbbins.

Model: Separately applied steps. Length over buffers 17.8 cm / 7".

DC wheel set 70 0580

On the German Railroad, Inc. the class 212 general purpose diesel hydraulic locomotive (Märklin model 33723, see page 62) is used to switch the high-capacity sliding wall boxcars.



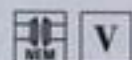


48052 Sliding Wall Boxcar.

Prototype: Type Habins 12, privately owned, used on the German Railroad, Inc. (DB AG).

Model: Adjustable buffers and trucks. Painted to represent weathering and traces of use. Length over buffers 26.7 cm / 10-1/2" (26.3 cm / 10-3/8").

DC wheel set 70 0580



48031 High Capacity Sliding Wall Boxcar.

Prototype: Type Habins 12 privately owned car, used on the German Railroad, Inc. (DB AG).

Model: Adjustable buffers and trucks. Length over buffers 26.7 cm / 10-1/2".

DC wheel set 70 0580

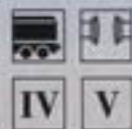


The "Rollende Landstraße" / "Rolling Road"

The slumber coaches for the "Rollende Landstraße" or "Rolling Road", in which the truck drivers can accompany their rigs, bear the colors of Kombiverkehr, Inc. Since this form of transport takes place mostly at night, a slumber coach is usually included in the train, in which the trucker can sleep to the destination station. This car is located directly behind the locomotive most of the time. The "Rollende Landstraße" trains transport complete trucks ranging from the truck/trailer combination to semi rigs straight across Europe. This reduces the traffic load on the freeways.

Next to Germany, Switzerland and Austria with their Alpine through traffic are probably the most important transit countries in Europe. For this reason the Austrian Federal Railways and the Swiss Federal Railways (through the HUPAC Company) participate with the German Federal Railroad in the "Rollende Landstraße" concept for transport by rail between Germany and Italy.

Despite this cross border cooperation, the available capacity has been sufficient up till now for only a small part of the truck transit traffic.

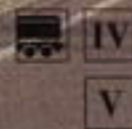


4740 Depressed Floor Flat Car for Truck Transport.

Prototype: German Federal Railroad (DB) type Saadkms 690 for the "Rollende Landstraße" Car Association.

Model: End car with 2 hinged and removable

buffer beams. Chock blocks for trucks and special coupling for depressed floor flat cars included. 2 special close couplers for coupling to locomotives and cars with the standard coupler. Length over buffers 23.2 cm / 9-1/8". **DC wheel set 43 2950**



4741 Depressed Floor Flat Car for Truck Transport.

Prototype: German Federal Railroad (DB) type Saadkms 690 for the "Rollende Landstraße" Car Association.

Model: Intermediate car without buffer beams. Chock blocks for trucks and special coupling for depressed floor flat cars included. Length 21.4 cm / 8-7/16". **DC wheel set 43 2950**

Era 5 Freight Cars.



47700 Container Car.

Prototype: German Railroad, Inc. (DB AG), DB Cargo type Lgns 570.

Model: Finely detailed construction with open car floor. Loaded with 2 removable flatbed truck trailers

with tarp covers, each trailer with a different design on both sides. Hinged supports for the flatbed truck trailers. Length over buffers 19.1 cm / 7-1/2".

DC wheel set 70 0580



DB Cargo possesses very innovative transport cars for containers and flatbed truck trailers in the type Lgns 570. Special features of these cars are the relatively quiet trucks and the

electronic brake status inquiry and control equipment (EBAS). All sorts of designs for flatbed truck trailers and containers can be loaded on these cars.



47703 Flat Car for Transporting Containers.

Prototype: German Railroad, Inc., Freight Transport Area (DB Cargo) type Lgns 570. 20 foot container.

Model: Finely detailed version with open car floor. Loaded with 2 removable containers,

each painted and lettered differently. Length over buffers 19.1 cm / 7-1/2".

DC wheel set 70 0580

One-time series



47702 Container Transport Car.

Prototype: German Railroad, Inc. (DB AG) type Lgnss 577.

Model: Finely detailed construction with open car floor. Loaded with a tank container and a box-type container. Length over buffers 19.1 cm / 7-1/2".

DC wheel set 70 0580

The DB Cargo possesses a very innovative transport car for containers and interchangeable transport units in this type of car. Special features of this car are the quiet running gear and the electronic brake status inquiry and control system (EBAS). All of the current designs for containers and interchangeable transport units can be loaded on these cars.



47442 Deep Well Flat Car with Interchangeable Transport Unit.

Prototype: German Railroad, Inc. (DB AG) type Sdgkms 707. Designed for transporting interchangeable transport units from trucks or for semi-truck trailers.

Model: Metal frame, floor, and load well. Special trucks with a low-slung design. Many separately applied details. Load restraints can be adjusted. Loaded with 2 models of

interchangeable transport units from trucks. Length over buffers 18.9 cm / 7-7/16".

DC wheel set 32 0557

The prototypes of these interchangeable transport units with a flatbed and a tarp cover are used to transport freight between Märklin's factories. They shuttle back and forth transporting materials between the factories in Göppingen, Sonneberg, and Győr.



47443 Deep Well Car with Semi Trailer.

Prototype: German Railroad, Inc. (DB AG) type Sdgkms 707. Designed for the transport of truck trailers.

Model: Metal frame, floor and load well. Special low design trucks. Many separately

applied details. Adjustable load restraints. Loaded with a model of a semi truck trailer. Length over buffers 18.9 cm / 7-1/16".

DC wheel sets will be announced later.

One-time series

Freight Cars



47444 Deep Well Flat Car.

Prototype: Type Sdkmms painted and lettered for the firm HUPAC, used on the Swiss Federal Railways (SBB/CFF/FSS). Designed for the transport of interchangeable low side beds with tarp covers or semi truck trailers. Semi truck trailers lettered for the firm Schöni.

Model: Metal frame, floor and load well. Special low-riding design trucks. Many separately applied details. Adjustable load restraints. Loaded with a model of a semi truck trailer. Length over buffers 18.9 cm / 7-7/16".

DC wheel sets will be made available later.

Export model
for Switzerland

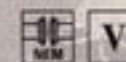


- Highlights*
- ▶ Flat car has metal construction
 - ▶ Semi trailer is an authentic model.
 - ▶ Car type suitable for cross-border unit trains.



- ▶ New tooling.
- ▶ Standard modern European car type.
- ▶ Tarp cover on car

Export model
for Switzerland



47192 Gondola.

Prototype: Swiss Federal Railways (SBB-CFF-FFS) type Eanos high side gondola. With a railroad tarp cover.

Model: Separately applied grab irons. Tarp represented as a molded part, removable. Length over buffers 18.1 cm / 7-1/8".

DC wheel set 70 0580



47441 Deep Well Flat Car.

Prototype: Type Sdkmms painted and lettered for the firm HUPAC, used on the Swiss Federal Railways (SBB-CFF-FFS). Designed for the transport of interchangeable low side beds with tarp covers or semi truck trailers. Low side beds with tarp covers lettered for the firm Dreier.

Model: New car type. Metal frame. Adjustable load restraints. Loaded with 2 removable low side beds with tarp covers. Length over buffers 18.9 cm / 7-7/16"

DC wheel sets will be available at a later date.

Export model
for Switzerland

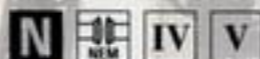


Highlights

- ▶ 2 different designs.
- ▶ Prototypically weathered.



Export model
for Switzerland



46554 2 Tank Cars – Car Set.

Prototype: One chemical tank car and one pressurized gas tank car, used on the German Federal Railroad (DB). Privately owned Swiss cars, standard European designs.

Model: Detailed frame with open areas. Numerous separately applied details. Total length over buffers 36.1 cm / 14-3/16".
DC wheel set 70 0580

Highlights

- ▶ Rerun of this car with a new car number.

Export model
for Switzerland



47403 Depressed Floor Flat Car.

Prototype: Type Saakms, used on the Swiss Federal Railways (SBB/CFF/FFS). Privately owned car for the "Rollenden Landstraße" ("Rolling Road") transit traffic.

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

and special couplings for depressed floor flat cars included.
2 special close couplers for coupling this car to locomotives and cars with standard couplers. Length over buffers 23.2 cm / 9-1/8".
DC wheel set 43 2950

Freight Cars



- ▶ Old-timer freight train goes well with no. 37558 locomotive.
- ▶ Also goes well with earlier models of Era III Austrian locomotives and cars.
- ▶ The model of the "Klagenfurt" has a new frame (6 meter / 19 feet 8-1/4 inches wheelbase).



47445 Depressed Well Flat Car with Container.

Prototype: Austrian Federal Railways (ÖBB) type Sdgmks.

Also designed for the transport of truck interchangeable flatbed units or semi-truck trailers.

Model: Metal frame, floor, and load well.

Special low-slung trucks. Many separately applied details. Adjustable load restraints. Loaded with a model 40-foot container. Length over buffers 18.9 cm / 7-7/16".

DC wheel set 32 0557

Export model for Austria



46321 Car Set - 3 Covered Hopper Cars.

Prototype: High capacity cars for transporting grain (Cerealiers), used on the French, Belgian and Italian state railways (SNCF, SNCB/ NMBS and FS). Standard design, privately owned cars.

Model: Metal insert for a low center of gravity and for quiet running. Many separately applied

details. Different car numbers and lettering. Total length over buffers 51.5 cm / 20-1/4".

DC wheel set 70 0580

This model is being offered by Trix (T24500) for two-rail DC systems.



- ▶ Completely new tooling.
- ▶ Goes well with modern freight trains.
- ▶ Models are usable on all European theme layouts.





47908 Car Set – 3 Old-Timer Freight Cars.

Prototype: Different car types painted and lettered for the Austrian Federal Railways (ÖBB). 1 "Klagenfurt" gondola, 1 flat car for containers, with 5 milk tanks, and 1 four-axle tank car for cooking oil.

Model: Milk containers are removable. Total length over buffers 37.4 cm / 14-3/4".
DC wheel set 70 0580 and 60 1329 (4 each)

Export model for Austria



48544 "Water Cars for Dual Purpose Vehicle" Set.

Prototype: 2 Austrian Federal Railways (ÖBB) maintenance tank cars.

Model: Finely detailed partially open frame. Platform for the tank dome and brakeman's platforms separately applied. Total length over buffers 20.3 cm / 8".

DC wheel set 60 1151

Export model for Austria



Freight Cars



Highlights

- ▶ Old-timer freight train goes well with no. 37157 locomotive.
- ▶ Also goes well with earlier models of Era III Belgian locomotives and cars.



47877 Car Set – 5 Old-Timer Freight Cars.

Prototype: Different car types painted and lettered for the Belgian State Railways (SNCB/NMBS). 1 boxcar, 1 tank car, 1 flat car for containers, and 1 pair of gondolas with hinged hatches on the roofs.

Model: Sliding doors that can be opened. Tank with multi-part platform assembly. Containers are removable. Hatches on gondolas can be opened. Total length over buffers 48.0 cm / 18-7/8".

DC wheel set 70 0580



Export model for Belgium





47446 Depressed Well Flat Car with Semi-Truck Trailer.

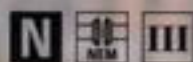
Prototype: Belgian State Railways (SNCB/ NMBS) type Sdgkms. Also designed for the transport of truck interchangeable flatbed units or containers.

Model: Model: Metal frame, floor, and load well. Special low-slung trucks. Many separately

applied details. Adjustable load restraints. Loaded with a model semi-truck trailer with flatbed and tarp cover. Length over buffers 18.9 cm / 7-7/16".

DC wheel set 32 0557

Export model for Belgium



48449 Car Set - 2 Ore Cars.

Prototype: Ore transport cars (Mineralliers), used on the French State Railways (SNCF). Special design privately owned cars.

Model: New trucks. Total length over buffers 25.5 cm / 10-1/32".


DC wheel set 70 0580



Export model for France



Freight Cars

N  **III - V**

44333 3 Low Side Cars – Car Set.

Prototype: Dutch State Railways (NS) type E 515. Different paint schemes.

Model: Sturdy construction similar to the original type. Car floors have close coupler mechanism and metal buffers. Total length over buffers 34.7 cm / 13-5/8".

DC wheel set 70 0580

Highlights

- ▶ Model also suitable for children.
- ▶ This car type now with close couplers.
- ▶ Many applications: Eras and loads.



Export model for the Netherlands

N  **V**

47197 2 High Side Gondolas – Car Set.


Prototype: Dutch State Railways, Freight Traffic business group (NS Cargo), type Eanos standard design car. Originally painted in blue, now in a red paint scheme.

Model: Metal inserts for a low center of gravity. Total length over buffers 36.3 cm / 14-1/4".

DC wheel set 70 0580



Export model for the Netherlands

N  **IV V**

47522 Tank Car.

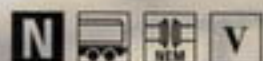
Prototype: Tank car for petroleum oil and for chemical products, used on the Dutch State Railways (NS). Privately owned car. Standard European design.

Model: Detailed open frame. Numerous separately applied details. Length over buffers 18.1 cm / 7-1/8".

DC wheel set 70 0580



Export model for the Netherlands



47722 Car Set – 2 Container Cars.

Prototype: Swedish State Railways, Freight Service business group (SJ/Green Cargo), type Lgjs flat car for containers. Loaded with the current design jumbo containers.

Model: Car frame has side truss rods. Separately applied destination boards. Total length over buffers 34.1 cm / 13-1/2".
DC wheel set 70 0580

Export model for Sweden



46621 2 Silo Cars – Car Set.

Prototype: Type Ucs container cars, one used on the Danish and one on the Swedish State Railways (DSB and SJ). Different designs with 2 spherical containers 34 cubic meters / approximately 1,200 cubic feet capacity. Privately owned cars for construction materials.

Model: Frames have open areas. Piping, platforms, appliances separately applied. Total length over buffers 21.3 cm / 8-3/8".
DC wheel set 70 0580

Export model for Denmark/Sweden

American Freight Cars.



45648 Car Set – 3 Boxcars.

Prototype: New York Central Railroad (NYC) 40-foot boxcar. "Pacemaker" version.

Model: Metal car floors. Detailed trucks with special wheel sets. Sliding doors that can be opened. Roof walk, ladders, brake system, and other details separately applied. Cars have different car

numbers. Couplers can be replaced by other makes. Total length over couplers 46.7 cm / 18-3/8".

DC wheel set 32 0552 (NEM), 32 0389 (RP25)

A model of a New York Central Railroad (NYC) caboose to go with the 37970 locomotive and the 45648 and 45801 car sets will be available later.



One-time series



45801 Car Set – 4 Hopper Cars.

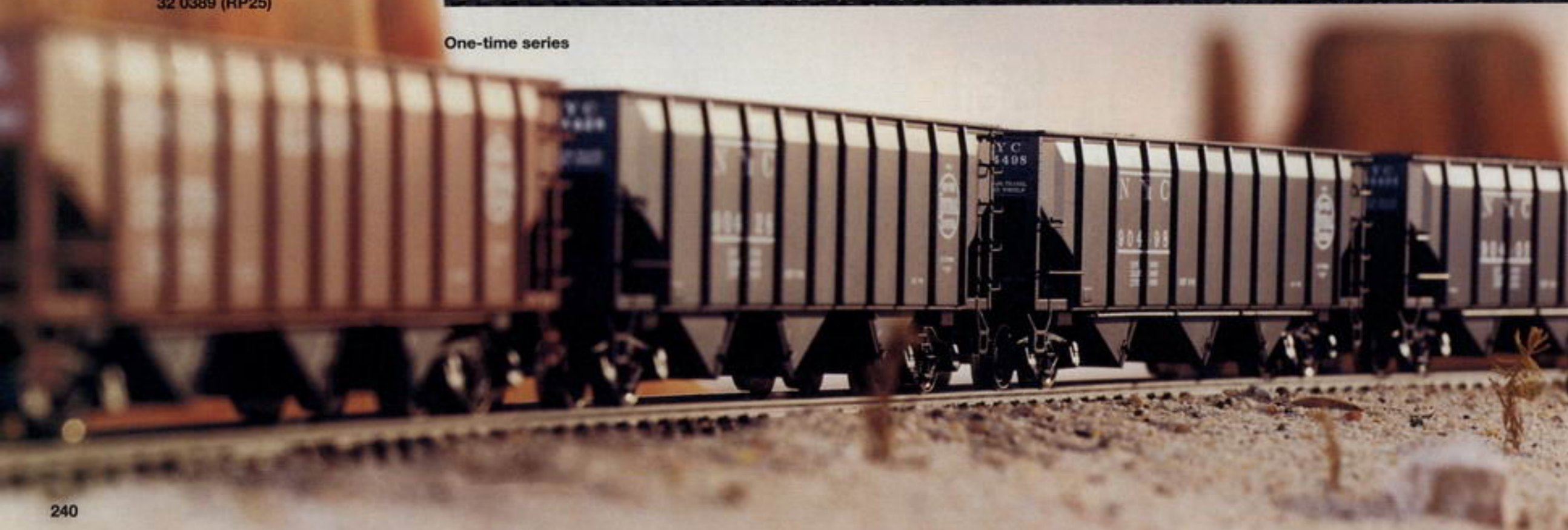
Prototype: New York Central Railroad (NYC) 40-foot hopper car. 3-bay version.

Model: Metal frames. Detailed trucks with special wheel sets. Ladders and other details separately applied. Cars have different car numbers. Couplers can be replaced by other makes. Total length over couplers 65.0 cm / 25-5/8".

DC wheel set 32 0552 (NEM), 32 0389 (RP25)



One-time series





Highlights

- ▶ Close couplers with guide mechanism, can be replaced by other makes.
- ▶ Goes well with the model the "Mikado" steam locomotive, item no. 37970.
- ▶ Can be used prototypically in unit trains.



Highlights

- ▶ Close couplers with guide mechanism, can be replaced by other makes.
- ▶ Separately applied metal handrails.
- ▶ Goes well with the model the "Mikado" steam locomotive, item no. 37970.
- ▶ Can be used prototypically in unit trains.



Freight Cars



45680 Car Set – 3 Refrigerator Cars.

Prototype: Union Pacific Railroad (U.P.) and Southern Pacific Lines (S.P.) Pacific Fruit Express (PFE) type R-40-14 reefer (refrigerator car).

Model: Metal frame and floor. Detailed trucks with special wheel sets. 4 sliding doors that can be opened. Roof walk, ladders, brake system and additional details separately applied. Cars come with different lettering. Couplers can be replaced by other types of couplers. Total length over the couplers 46.7 cm / 18-3/8".

DC wheel sets 32 0552 (NEM)

32 0389 (RP25)



Highlights

- ▶ New car type in the American program.
- ▶ Close couplers with guide mechanism, can be replaced by other makes.
- ▶ Goes well with the model of the ALCO PA-1 diesel locomotive.
- ▶ Can be used prototypically in unit trains too.



Highlights

- ▶ Model in Märklin's new generation of American freight cars.
- ▶ New tooling for this car type.
- ▶ Close couplers with guide mechanism, can be replaced by other couplers.





Highlights

- ▶ Model in Märklin's new generation of American freight cars.
- ▶ New tooling for this car type.
- ▶ Close couplers with guide mechanism, can be replaced by other couplers.



45690 Car Set - 3 Livestock Cars.

Prototype: Union Pacific Railroad (U.P.) type S-40-12 livestock car. Design widely used in the USA.

Model: Metal car floors. Detailed trucks with special wheel sets. Sliding doors that can be opened. Roof walks, ladders, brake equipment and other details separately applied. Different car numbers. Couplers can be replaced by other makes. Total length over the couplers 46.7 cm / 18-3/8".

DC wheel set 32 0552 (NEM)
32 0389 (RP25)



45647 Car Set - 3 Boxcars.

Prototype: Union Pacific Railroad (U.P.) type A-50-19 double door boxcar (Automobile Car).

Model: Metal frame and floor. Detailed trucks with special wheel sets. 4 sliding doors that can be opened. Roof walk, ladders, brake

system and additional details separately applied. Cars come with different lettering. Couplers can be replaced by other types of couplers. Total length over the couplers 46.7 cm / 18-3/8".

DC wheel sets 32 0552 (NEM)
32 0389 (RP25)

Freight Cars



Highlights

- ▶ New tooling.
- ▶ Standard car type for postwar period.
- ▶ Metal frame for low center of gravity.



45646 Boxcar.

Prototype: Union Pacific Railroad (U.P.) type B-50-24/B-50-27 boxcar. Standard 40 foot design.

Model: Metal frame and floor. Detailed trucks with special wheel sets. Sliding doors that can be opened. Roof walk, ladders and other details separately applied. Couplers can be replaced with other types. Length over the couplers 15.5 cm / 6-1/8".

DC wheel sets 32 0552 (NEM)
32 0389 (RP25)

Important: This model is being produced under the same item number with 10 different car numbers.





45800 Car Set – 4 Hopper Cars.

Prototype: Union Pacific Railroad (U.P.) type H-70-1 hopper car. Design with 3 bays.

Model: Metal frame. Detailed trucks with special wheel sets. Ladders and other details separately applied.

Couplers can be replaced with other types. Length over the couplers 16.2 cm / 6-3/8".

DC wheel sets 32 0552 (NEM)
32 0389 (RP25)

Important: The 45800 car set contains 4 cars with different car numbers.



- ▶ New tooling.
- ▶ Typical car for unit trains.
- ▶ Metal frame for low center of gravity.

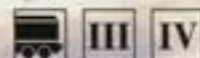


Caboose

The privately owned railroads in the USA recognized much sooner than their state-owned European counterparts the immense amount of advertising rolling day and night through the states in the form of their freight cars. Hence, the colorful variety of company colors for

individual railroads. For the most part the cars can be used freely from coast to coast, as in Europe. Otherwise, frequent freight transfers would make transport times so long that the railroads would not have a chance against trucks. An exception to this were cabooses; they

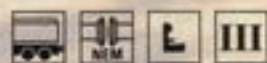
made up a colorful end to the often mile-long trains in the symbols (also borne by the locomotive) of their respective companies.



4777 Caboose.

Prototype: Painted and lettered for the Atchison, Topeka and Santa Fe Railway.

Model: Separately applied ladders and roof walk. Relex couplers. Length 12.5 cm / 5". DC wheel set 70 0600



45702 Caboose.

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

Model: Metal frame and floor. Detailed trucks with special wheel sets. Platforms at both ends with hand brakes. Roof walk, ladders and other details separately applied. Couplers can be replaced with other types. Length over the couplers 14.2 cm / 5-9/16".

DC wheel sets 32 0552 (NEM)
32 0389 (RP25)



- ▶ New tooling.
- ▶ Formerly the end car on all American freight trains.
- ▶ Metal frame for low center of gravity.

Spare Parts and Accessories for Cars



72060 Relex Couplers.

Contents 10 Relex coupler heads. Can be used on locomotives and cars with standard coupler pockets (NEM 362).



7203 Close Couplers.

Contents: 50 no. 70 1630 close coupler heads. For installation on cars with standard coupler pockets (NEM 362) and guide mechanisms. Compatible with standard couplers (NEM 360).



7205 Close Couplers for Locomotives/Cars without Guide Mechanisms.

Interchangeable with the standard Märklin plastic coupler. 10 couplers for locomotives (for 70 1560 and 70 4120) and 40 couplers for cars. Decreased coupler play on cars being pulled.

7001 Coupler Gauge.

For checking and adjusting couplers. Can be placed on track.

7558 Car Magnet.

2 pieces. 10 x 10 x 3 mm / approx. 3/8" x 3/8" x 1/8". For freight and passenger cars.



7319 Current-Conducting Close Couplers.

Retrofit kit for all modern 26.4 cm / 10-3/8", and 27.0 cm / 10-5/8" long Märklin H0 cars with guide mechanisms. Contents: 10 special, rigid drawbars, can be inserted into standard coupler pockets.

20 contact elements for hookup to the 7330 lighting kit. Coupling jig for installing the drawbars. Complete installation instructions. Only one pickup shoe is required for each composition of lighted cars with the current-conducting close couplers.



0226 Set of Figures.

To add to passenger cars. 10 seated passengers. All figures hand painted in several colors.

7149 Oiler with Narrow Applicator Opening.

Contains 10 ml special oil for lubricating locomotives and cars.



7224 Rerailer.

Facilitates placing multi-axle locomotives/cars on the track. Length 30.0 cm / 11-1/16". Height 2.5 cm / 1".

Couplers and DC Wheel Sets for Passenger Cars

Item No.	Coupler	DC wheel set
4035	32 5400	70 0600
4038	32 5400	70 0600
4039	32 5400	70 0600
4107	32 5400	70 0600
4108	32 5400	70 0600
41273	70 1630	70 0580
4131	70 1630	70 0580
4132	70 1630	70 0580
4133	70 1630	70 0580
41352	70 1630	70 0630
41362	70 1630	70 0630
41372	70 1630	70 0630
41773	70 1630	-
41774	70 1630	-
42162	70 1630	70 0580
42178	70 1630	70 0580
42271	70 1630	70 0580
42272	70 1630	70 0580
4233	27 2910	70 0580
4234	27 2910	70 0580
42341	27 2910	70 0580
42551	70 1630	70 0580
4256	70 1630	70 0580
42561	70 1630	70 0580
4257	70 1630	70 0580
42571	70 1630	70 0580
(42571)	70 1630	40 3110
42723	70 1630	70 0580
42725	70 1630	70 0580
42751	70 1630	70 0580
42758	70 1630	70 0580
4281	70 1630	70 0580
4282	70 1630	70 0580

Item No.	Coupler	DC wheel set
42861	70 1630	70 0580
42862	70 1630	70 0580
42903	70 1630	70 0580
42932	70 1630	70 0580
42971	70 1630	70 0580
42993	70 1630	70 0580
42994	70 1630	70 0580
42996	70 1630	70 0580
43100	70 1630	70 0580
43108	70 1630	70 0580
43110	70 1630	70 0580
43119	70 1630	70 0580
4313	70 1630	70 0580
43137	70 1630	70 0580
4314	70 1630	70 0580
4315	70 1630	70 0580
4316	70 1630	70 0580
4317	70 1630	70 0580
(4317)	70 1630	40 6240
4318	70 1630	70 0580
(4318)	70 1630	40 6240
4319	70 1630	70 0580
(4319)	70 1630	40 6240
43201	70 1630	70 0580
43211	70 1630	70 0580
43221	70 1630	70 0580
43231	70 1630	70 0580
43241	70 1630	70 0580
43251	70 1630	70 0580
43261	70 1630	70 0580
43266	70 1630	70 0580
4327	70 1630	70 0580
43300	70 1630	70 0580

Item No.	Coupler	DC wheel set
43303	70 1630	70 0580
43305	70 1630	70 0580
4335	70 1630	70 0580
43351	70 1630	70 0580
43532	70 1630	70 0580
43534	70 1630	70 0580
43540	70 1630	70 0580
43581	70 1630	70 0580
43582	70 1630	70 0580
43583	70 1630	70 0580
43584	70 1630	70 0580
43585	70 1630	70 0580
43586	70 1630	70 0580
43592	70 1630	70 0580
43601	70 1630	70 0580
43602	70 1630	70 0580
43603	70 1630	70 0580
43604	70 1630	70 0580
43614	70 1630	70 0580
4365	70 1630	70 0580
4368	70 1630	70 0580
4369	70 1630	70 0580
43703	37 4060	70 0580
(43703)	37 4340	70 0580
43713	37 4060	70 0580
(43713)	37 4340	70 0580
43723	37 4060	70 0580
(43723)	37 4340	70 0580
43733	37 4060	70 0580
(43733)	37 4340	70 0580
43737	20 5735	-
(43737)	20 5737	-
43741	37 4080	70 0580

Item No.	Coupler	DC wheel set
(43741)	37 4350	70 0580
43742	37 4080	70 0580
(43742)	37 4350	70 0580
43747	20 5735	-
(43747)	20 5737	-
43781	70 1630	70 0580
43782	70 1630	70 0580
4384	70 1630	70 0580

Train Operations Just Like The Prototype - On Every System

Whether you operate with alternating or direct current: From now on the question about which system is no longer relevant when talking about an H0 model railroad layout. Märklin offers appropriate wheel sets for both systems for passenger and freight cars. Direct current (2-rail) wheel sets are available for the overwhelming majority of the Märklin H0 cars, so that Märklin cars can be run with no problem on layouts with equipment of other makes.

You will find the item number for the correct 2-rail wheel set at the end of the description for each car in this catalog.

The full-service Märklin dealer is offering his 2-rail customers an attractive, "labor-saving" offer as a special service: When you buy a Märklin H0 car, the Märklin 3-rail wheel sets put on at the factory can be exchanged for 2-rail wheel sets at your request.

This means that the decision to buy a Märklin H0 car is no longer a question of the system, but rather of the quality.



The 70 1630 close coupler is only available in a package of 50 pieces under item number 7203 (see page 247).

Couplers and DC Wheel Sets for Freight Cars

Item No.	Coupler	DC wheel set	Item No.	Coupler	DC wheel set	Item No.	Coupler	DC wheel set	Item No.	Coupler	DC wheel set	Item No.	Coupler	DC wheel set
4410	70 1570	70 0580	45020	70 1630	32376004	4631	70 1630	70 0600	47200	70 1630	70 0580	48100	70 1630	70 0580
4411	70 1570	70 0580	45093	70 1630	70 0580	46310	70 1630	70 0600	47262	70 1630	70 0580	48102	70 1630	70 0580
4413	70 1570	70 0580	45646	70 1630	32 0552	46321	70 1630	70 0600	4740	36 3660	43 2950	48252	70 1630	70 0580
4415	70 1570	70 0580	45647	70 1630	32 0552	4635	70 1630	70 0600	47403	36 3660	43 2950	48270	70 1630	70 0580
4417	70 1570	70 0580	45648	70 1630	32 0552	46360	70 1630	70 0580	4741	36 3700	43 2950	48283	70 1630	70 0630
44174	70 1570	70 0580	45680	70 1630	32 0552	46361	70 1630	70 0580	47442	70 1630	32 0557	48291	70 1630	-
44177	70 1570	70 0580	45690	70 1630	32 0552	46362	70 1630	70 0580	47443	70 1630	32 0557	48449	70 1630	70 0580
44181	70 1570	70 0580	45702	70 1630	32 0552	46426	70 1630	-	47444	70 1630	32 0557	48450	70 1630	70 0580
44182	70 1570	70 0580	45800	70 1630	32 0552	46428	70 1630	32376004	47445	70 1630	32 0557	48532	70 1630	70 0580
44183	70 1570	70 0580	45801	70 1630	32 0552	46524	70 1630	32376004	47446	70 1630	32 0557	48544	70 1630	60 1151
44184	70 1570	70 0580	46021	70 1630	70 0580	46554	70 1630	70 0580	47447	70 1630	32 0557	48664	70 1630	70 0580
44185	70 1570	70 0580	46030	70 1630	70 0580	46601	70 1630	32360009	47522	70 1630	70 0580	48667	70 1630	70 0580
44186	70 1570	70 0580	46039	70 1630	70 0630	4661	70 1630	70 0580	4754	70 1630	70 0580	48668	70 1630	70 0580
44187	70 1570	70 0580	46040	70 1630	70 0580	46615	70 1630	70 0580	4756	70 1630	70 0580	4867	70 1630	70 0580
4421	70 1570	70 0580	46075	70 1630	70 0580	46621	70 1630	70 0580	47700	70 1630	70 0580	48759	70 1630	70 0580
4423	70 1570	70 0580	4610	70 1540	70 0500	4663	32 3990	70 0270	47702	70 1630	70 0580	48791	70 1630	70 0580
4424	70 1570	70 0580	46121	70 1630	70 0580	4671	70 1540	70 0530	47703	70 1630	70 0580	48792	70 1630	70 0580
44241	70 1570	70 0580	46122	70 1630	70 0580	46743	70 1630	70 0630	4771	70 1630	70 0580	(48792)	70 1630	70 0270
44242	70 1570	70 0580	46131	70 1630	70 0580	46744	70 1630	70 0580	47713	70 1630	70 0580	48802	70 1630	70 0580
44268	70 1570	70 0580	46133	70 1630	70 0580	46829	70 1630	32360009	47718	70 1630	70 0580	48881	70 1630	70 0580
4430	70 1570	70 0580	46141	-	70 0580	46843	70 1630	70 0580	47722	70 1630	70 0580	48946	70 1630	70 0580
4431	70 1570	70 0580	46157	70 1630	-	46903	70 1630	70 0580	4777	-	70 0600	49941	70 1630	-
4432	70 1570	70 0580	46158	70 1630	70 0580	46904	70 1630	70 0580	47877	70 1630	70 0580	49951	70 1630	-
44333	70 1630	70 0580	46160	70 1630	32376004	4694	70 1630	70 0580	47902	70 1630	-	49961	70 1630	-
4440	70 1570	70 0580	46161	70 1630	32376004	46942	70 1630	70 0580	47904	70 1630	70 0580	49981	70 1630	-
44401	70 1570	70 0580	46162	70 1630	32376004	46948	70 1630	70 0580	47905	-	70 0580			
4441	70 1570	70 0580	4617	70 1540	70 0530	46972	70 1630	70 0580	47908	70 1630	70 0580			
4442	70 1570	70 0580	4624	70 1630	70 0580	4699	70 1630	70 0580	(47908)	70 1630	60 1329			
4459	70 1570	70 0580	46249	70 1630	70 0580	4712	70 1630	70 0580	47909	70 1630	70 0580			
44591	70 1570	70 0580	4626	70 1630	70 0280	47124	70 1630	70 0580	(47909)	70 1630	70 0270			
4471	70 1570	70 0580	46274	70 1570	70 0580	47190	70 1630	70 0580	48012	70 1630	70 0580			
4473	70 1570	70 0580	46275	70 1630	70 0580	47192	70 1630	70 0580	48031	70 1630	70 0580			
4474	70 1570	70 0580	46280	70 1630	20 6852	47197	70 1630	70 0580	48052	-	70 0580			

The Solution To An Impossible Task

C Track

The new C Track is sturdy, electrically reliable and realistic in appearance. It will satisfy children as well as demanding adult model railroaders, which means we have succeeded in solving what most people would consider a problem with no solution.

The details of this solution:

- reliable Märklin system with stud contact center conductor
- mechanically sturdy click connections for fast setup and takedown
- finely detailed, sturdy plastic roadbed
- protected electric connections without rail joiners
- connections, wiring, solenoid mechanisms, decoders out of sight in the roadbed

- expansion in steps with turnout mechanisms and decoders
- any track can serve as a feeder track
- optimal geometry requires fewer parts and adjustment sections
- adapter tracks to the M and K Track
- realistic appearance with low rail cross section
- solid rails with air space between the roadbed and the rail
- reliable operation for all Märklin H0 locomotives and cars from the mid 1950s on
- very little running noise and high reliability

Adapter tracks are available for combining C Track with M or K Track.

K Track

K track offers the demanding model railroader a multitude of possibilities for sweeping main lines and prototypical layout construction. Elegant routes, close parallel track spacing, and gentle curves can be achieved with five track radii, flex track, wide radius turnouts and crossings. The prototypical solid rails, finely detailed ties without roadbed and the ability to install turnout mechanisms below the baseboard offer all of the freedom in the world for creating a model railroad close to the real thing.

Adapter tracks are available for combining K Track with C or M Track.



The track sections are 40 mm / 1-9/16" wide. 40 mm / 1-9/16" must therefore be subtracted in each instance from the indicated center-to-center spacings to produce clearance.

The 24922 adapter track (see page 256) is available for anyone wanting to combine C Track with K Track.

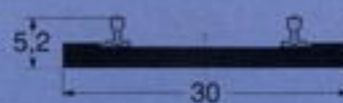
The 24951 adapter track (see page 256) enables you to combine C Track and M Track.



The track pieces are 30 mm / 1-3/16" wide. For this reason 30 mm / 1-3/16" must be subtracted from the indicated track center-to-center distances to maintain a clear spacing.

The 24922 adapter track (see page 256) enables you to combine K Track and C Track.

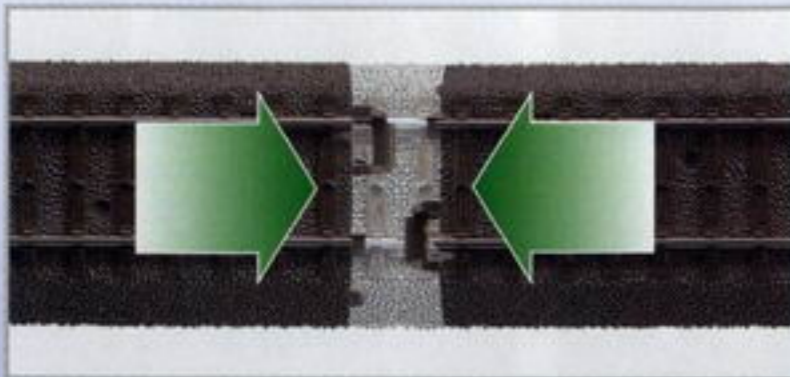
The 2291 adapter track (see page 266) is available for anyone wanting to combine K Track with M Track.



K

C Track – The Track with the “Click”.

The track for building and playing.



The plug-in connection with the “Click”.

The unique plug-in connection is the key feature of C Track: just a slight push with your hands – the mechanical and electrical connection is simultaneously made and safely locked in place. The locking connection with the “Click” holds the tracks together on the layout in a way that is reliable for operation and geometrically precise. To separate the tracks, simply bend them against one another; the lock connection is undone.

This unique plug-in connection is patented (DBP 40 33 440).

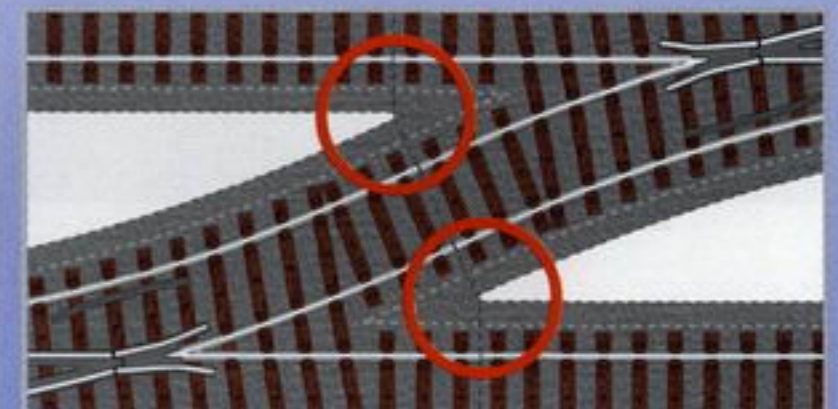
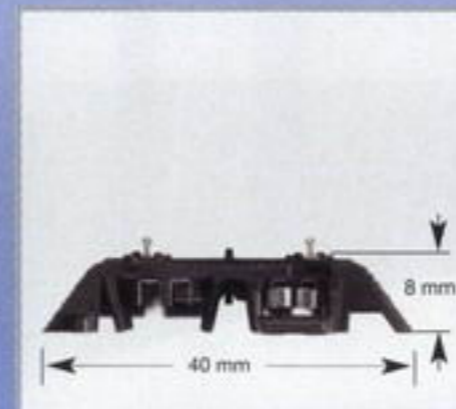
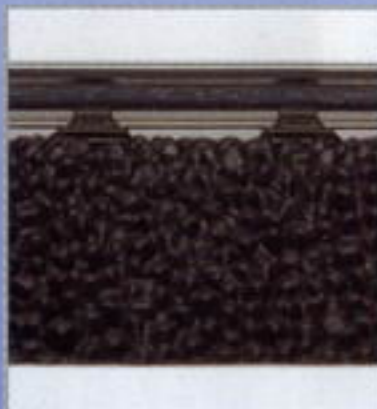
Setup in no time at all.

Even larger layouts can be set up in a few minutes with the ready-to-run track sections and the fast locking connection.

Sturdy and long-lasting.

The track and its roadbed are made of high quality materials designed to keep their shape and sustain heavy loads. C Track is durable and is almost indestructible even when it is put together and taken apart constantly or subjected to the hardest operation.

The track to meet most people's demands.



The roadbed.

The roadbed for the track has a striking ballast structure in the color of aged basalt ballast. The width of the roadbed (40 mm / 1-9/16") enables any and all track combinations without the necessity of cutting the slope of the roadbed.

The striking profile.

The new profile rails are made of rust-free steel with a high degree of stability. The cross section with a profile height of 2.3 mm / 3/32" (Code 90) almost corresponds to a scale rail profile. The rails are prototypically mounted with an air space beneath the web of the rail.

Ideal dimensions for track roadbed

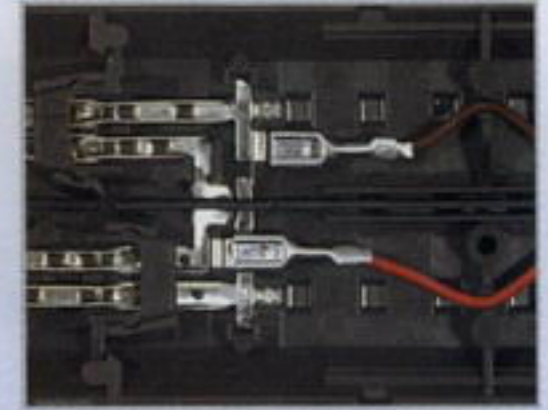
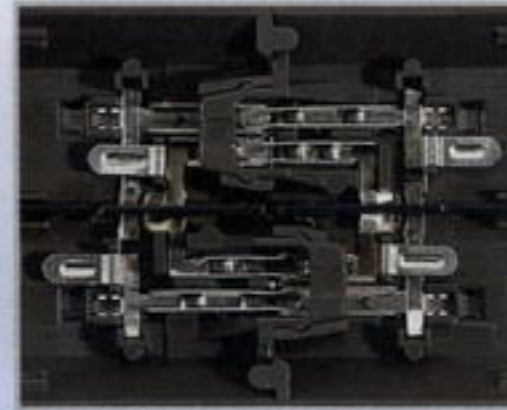
The cross section of the track provides the proportions for a realistic track roadbed on a rail line. The full width remains preserved even at a turnout or crossing. There is sufficient space between the tracks for catenary or signals.

The finished track structure.

All sections of C Track are ready for installation; they require no additional handling or processing. The track structure does not have to be cut and above all does not have to be ballasted.

C Track

The track that connects.



The Märklin H0 system.

- Compatibility of the Märklin track systems with each other (adapter tracks to M and K Track)
- Reliable center rail operation
- Common ground for the running rails and for accessories
- Control with conventional Märklin transformers, in the Delta multi-train control system or in the Märklin Digital system
- Any track pattern possible without extensive wiring (example: reverse loops and wyes)

Good connections.

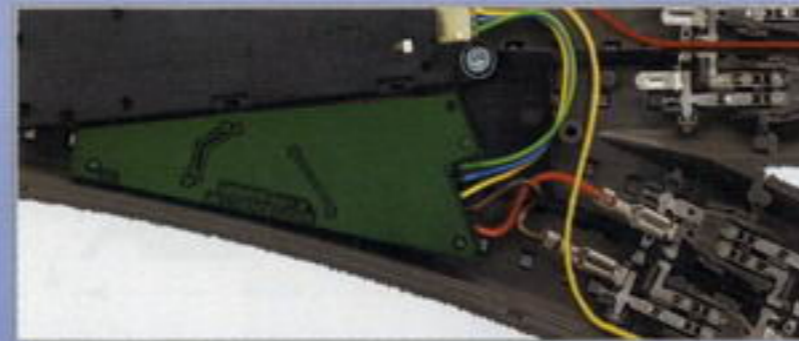
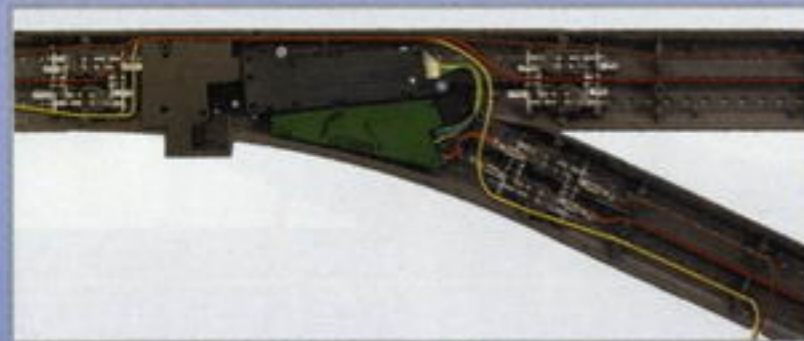
The mechanical and electrical connections for the track sections cannot be seen from the outside. This results in a perfect, complete visual impression. Rail joiners are not

needed. The snap-together connection locks the track sections to one another. This keeps the track geometry of a layout in precise alignment without the need to fasten the track down.

Track feeder connections instead of feeder tracks.

With C Track each track section can be used for feeder wire connections, instead of having additional feeder tracks. The feeder wire set with standard spade connectors can be plugged directly onto the contact lugs present at both ends of each track section.

The track with "inner values".



Space for all sorts of uses.

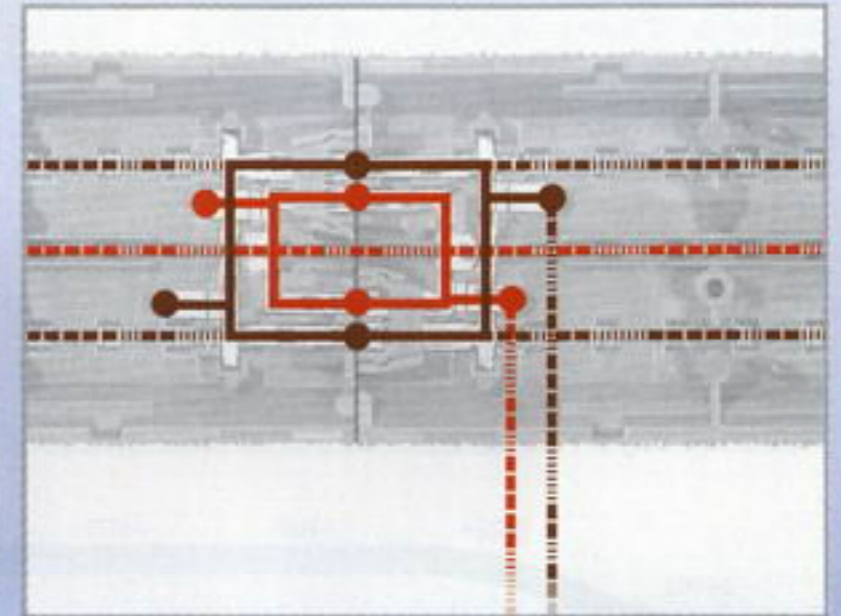
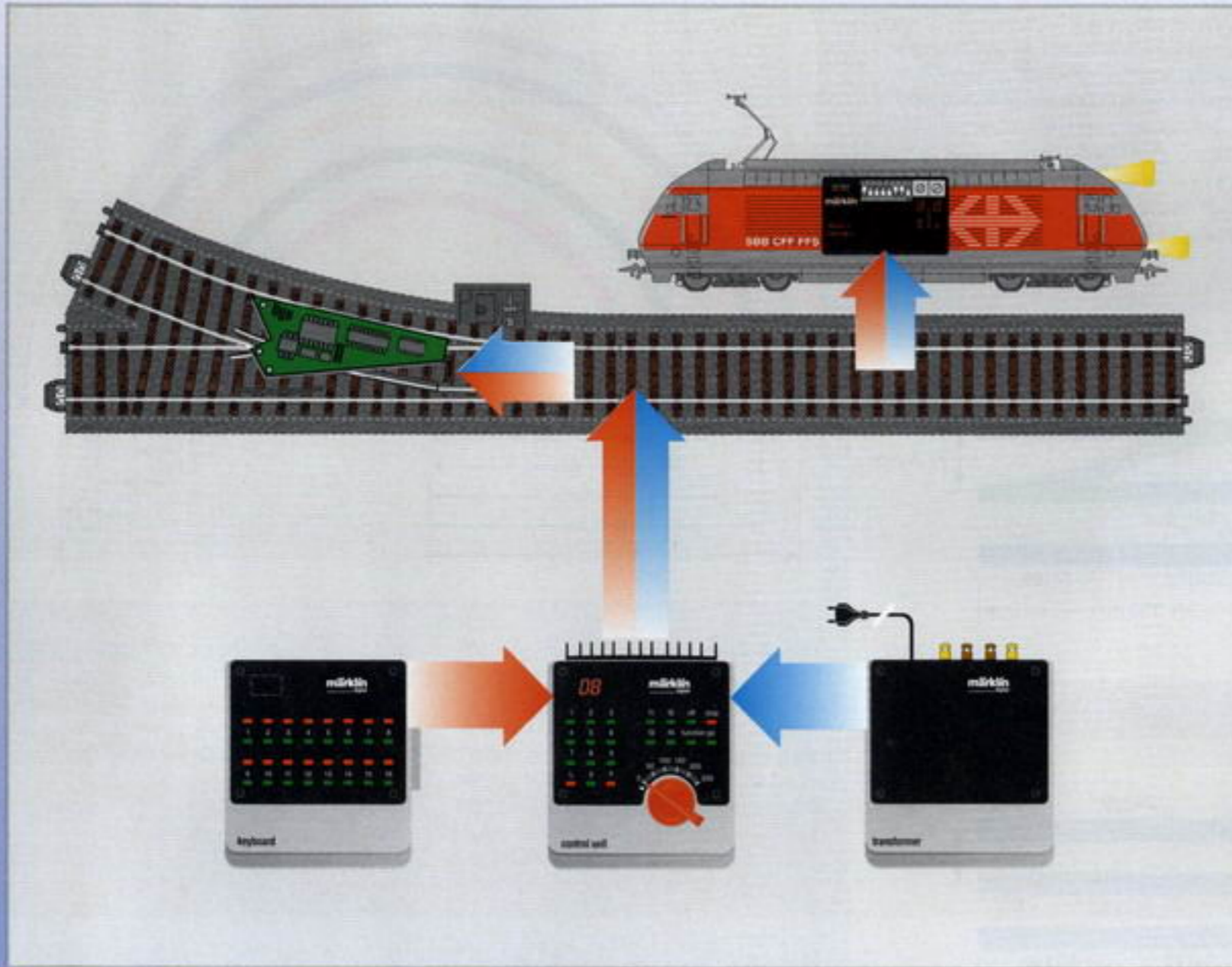
The roadbed for the C Track offers all sorts of useful space which has been prepared for the installation of electrical and mechanical components as well as for incorporation of a layout's wiring.

Digital decoders on the spot.

The small installation digital decoders for turnouts, signals and other digitally control accessories can be installed under the roadbed.



The track that conducts your data.



Requirements for digital operation.

The most important requirement for reliable operation of digital layouts was taken into consideration right from the start in the design of C Track: continuous, reliable contact for transmission of rapid digital data.

Power and data directly in the track.

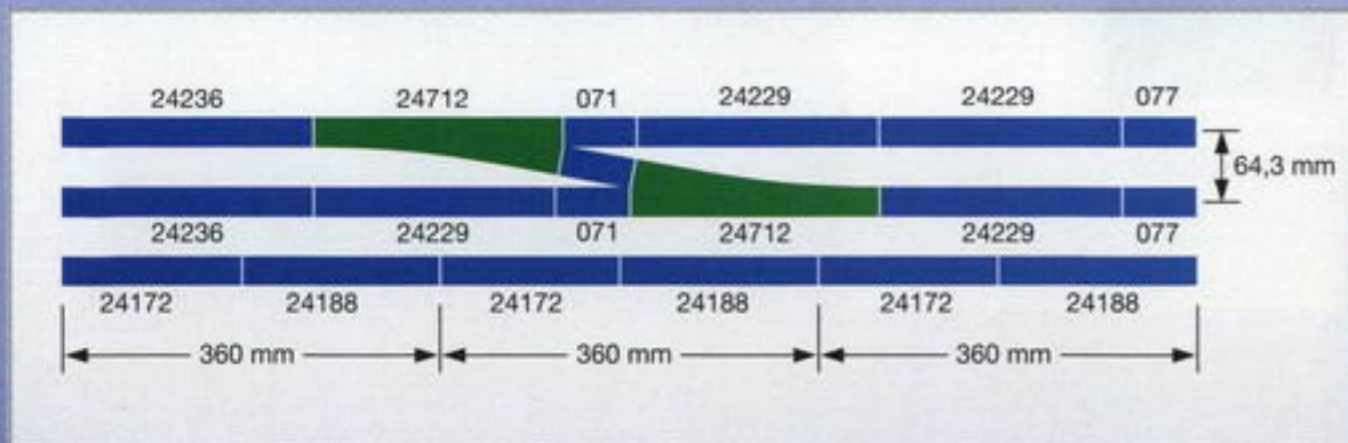
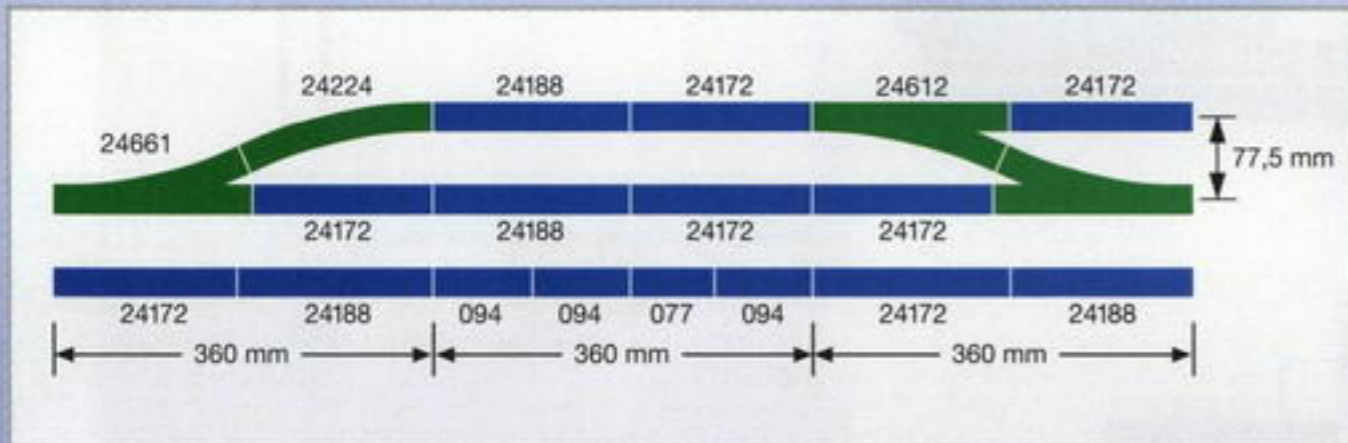
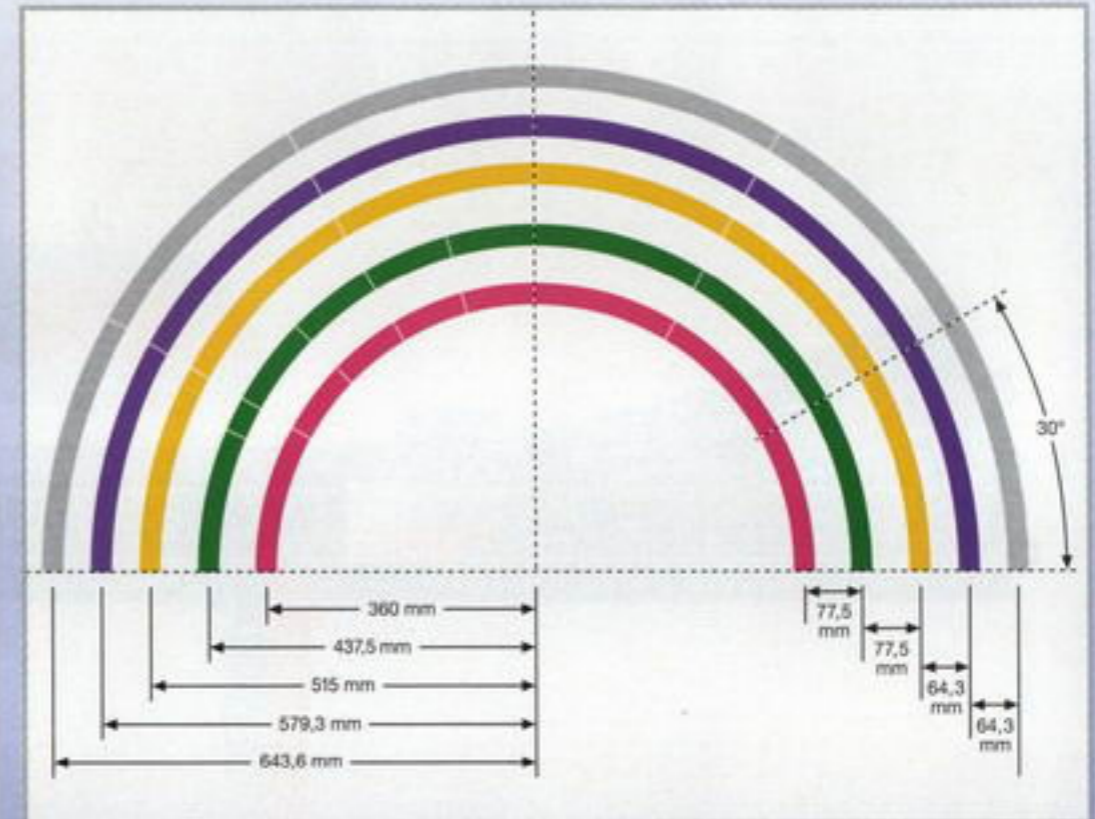
C Track is perfectly designed for the way in which the Digital system functions: The electrical power and the digital data are constantly transmitted through the track.

C Track – The Track with Easy to Understand Geometry.

The Different C Track Curves

The standard C Track curve has the customary radius for HO of 360 mm / 14-3/16" and an external diameter of 76 cm / 30". The first parallel curve with a radius of 437.5 mm / 17-1/4" forms an external diameter of 91.5 cm / 36". A width of 1 meter or 39" allows you to set up a complete two-track oval. The second parallel curve with a radius of 515 mm / 20-1/4" has an external diameter of 107 cm / 42-1/8". The parallel curve spacing of 77.5 mm / 3-1/16" offers sufficient space for longer locomotives and cars to pass one another on these curves and enables you to set up signals or catenary masts.

This curved track comes as 30° sections and 12 sections form a circle. In addition, there are half and quarter sections (15° and 7.5°). The tracks (24.3° and 5.7°) required for turnout combinations come from the R2 parallel curve. The outer R4 and R5 curved tracks with the radii 579.3 mm / 22-13/16" and 643.6 mm / 25-5/16" are made with a closer track spacing of 64.3 mm / 2-9/16". They form circles with an external diameter of 120 cm / 47-1/4" and 133 cm / 52-3/8" and come in 30° sections.



The basic track unit: 360 mm / 14-3/16". A generous and simultaneously space-saving basic track unit of 360 mm / 14-3/16" is used for building up track routes with the new C Track. This corresponds in length to a turnout combination and consists of the length of the turnout (188.3 mm / 7-12/32") and the length of the complementary curved (171.7 mm / 6-3/4"). Both of these lengths are available as straight track sections.

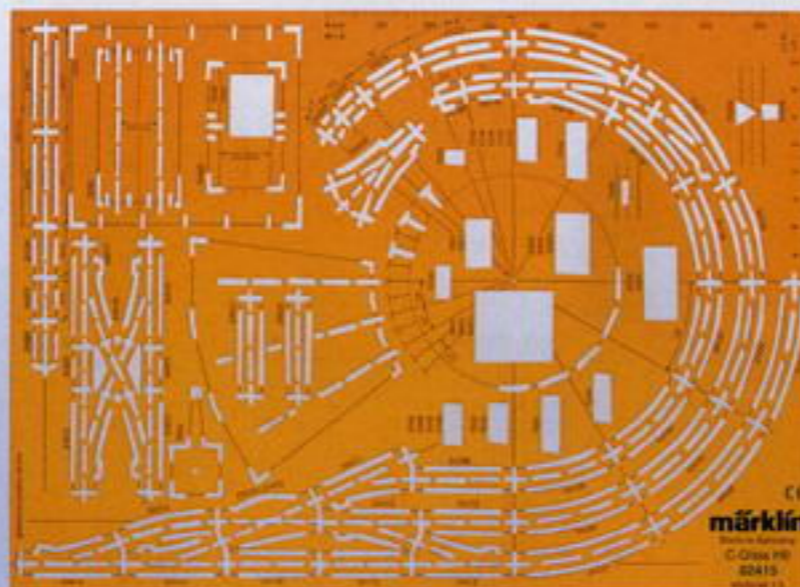
the parallel track spacing. (77.5 mm / 3-1/16"). The 236.1 mm / 9-5/16" long wide radius turnouts form combinations of 536.2 mm / 21-1/8" in length. There are other appropriate lengths for these combinations and for supplementing the basic track unit of 360 mm / 14-3/16": 229.3 mm / 9", 70.8 mm / 2-13/16", and 64.3 mm / 2-9/16".

Two partial lengths are also offered: 94.2 mm / 3-3/4" (1/2 of 188.3 mm) and 77.5 mm / 3-1/16" (extends 94.2 mm to 171.7 mm). The function tracks (example: uncoupler track) are also 94.2 mm long. The second partial length corresponds exactly to



Color Coding:

- Straight track and crossings
- Curved track and turnouts from Radius 1 (R1)
- Curved track and turnouts from Radius 2 (R2)
- Curved track from Radius 3 (R3)
- Curved track from Radius 4 (R4)
- Curved track from Radius 5 (R5)
- Curved track and turnouts from Radius 9 (R9)



02415 Track Planning Stencil for C Track.

Allows you to plan your own layouts for C Track. All track sections, turnouts, crossings and accessories are in a scale of 1:10 and can be transferred easily to paper with a sharp pencil (no. 3 lead recommended). Track layout planning can be done either from the center line of the track sections or from the space requirements for a layout. Extensive instructions included.



02409 Magnetic Track Planning Kit for C Track.

For planning and for miniaturized setup of model railroad layouts. Track planning kit with the following C Track pieces: 24077, 24094, 24115, 24130, 24172, 24188, 24206, 24215, 24224, 24230, 24611, 24612, 24640 (can also be used as 24620) and 24977 for Märklin H0 in a scale of 1:5. Enough pieces to build a medium size layout. The item numbers for the different track sections are printed on all of the pieces and the latter divided into 3 colors. The track sections are quick to lay out and will adhere magnetically to the enclosed base sheet.



C Track · Straight Track



**24188
Straight Track**
188.3 mm /
7-13/32".



**24172
Straight Track**
171.7 mm /
6-3/4".



**24094
Straight Track**
94.2 mm /
3-3/4".



24064 Straight Track.
Length 64.3 mm /
2-9/16". Corresponds to
the parallel track spacing
for the wide radius
turnouts and wide angle
crossing.



24071 Straight Track.
Length 70.8 mm /
2-13/16".
**Roadbed slope
removable.** This track is
used on both branches
of the wide radius
turnouts and wide angle
crossing.



**24229
Straight Track.**
Length 229.3 mm / 9".
Serves as the comple-
ment to the length of
the complementary
curve on the wide
radius turnouts and
wide angle crossing.



**24236
Straight Track.**
Length 236.1 mm /
9-5/16". Corresponds
to the length of the
wide radius turnout and
wide angle crossing.



**24994
Straight Circuit Track**
Length 94.2 mm /
3-3/4". Momentary
contact by means of
locomotive/car
pickup shoe.



**24997
Uncoupler Track**
94.2 mm / 3-3/4",
electric.



**24077
Straight Track**
77.5 mm /
3-1/16".



**24951
Adapter Track
to M Track**
180 mm / 7-3/32".
Enables the transition
from M to C Track.



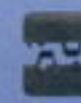
**24922
Adapter Track to
K Track**
180 mm / 7-3/32".



**24977
Track End with
Bumper**
77.5 mm + 5 mm /
3-1/16" + 3/16".



**24978
Track End with
Bumper**
77.5 mm + 5 mm
/ 3-1/16" + 3/16",
with lantern.



**24001 End Piece with
Track Roadbed.**
Snap-in end piece for the
C Track roadbed. For the
end of a train line,
sidings, display bases,
and display cases.
Length 16.5 mm / 5/8".
10 pieces in a package.



C Track · Curved Track



24130
Curved Track
R1 = 360 mm /
14-3/16" / 30°.



24115
Curved Track
R1 = 360 mm /
14-3/16" / 15°.



24194
Curved Circuit Track
R1 = 360 mm /
14-3/16" / 15°. Momentary contact by means of locomotive/ car pickup shoe.



24107
Curved Track
R1 = 360 mm /
14-3/16" / 7.5°.



24230
Curved Track
R2 = 437.5 mm /
17-1/4" / 30°.



24224
Curved Track
R2 = 437.5 mm /
17-1/4" / 24.3° (turnout branch).



24215
Curved Track
R2 = 437.5 mm /
17-1/4" / 15°.



24294
Curved Circuit Track
R2 = 437.5 mm /
17-1/4" / 15°. Momentary contact by means of locomotive/ car pickup shoe.



24207
Curved Track
R2 = 437.5 mm /
17-1/4" / 7.5°.



24206
Curved Track
R2 = 437.5 mm /
17-1/4" / 5.7° (extends turnouts to 30°).



24330
Curved Track.
R3 = 515 mm /
20-1/4" / 30°.



24430 Curved Track.
Radius R4 = 579.3 mm /
22-13/16". Curve 30°. Parallel curve to Radius R3 with a spacing of 64.3 mm / 2-9/16". 12 sections of track form a circle with an outer diameter of 120 cm / 47-1/4".



24530 Curved Track.
Radius R5 = 643.6 mm /
25-5/16". Curve 30°. Parallel curve to Radius R4 with a spacing of 64.3 mm / 2-9/16". 12 sections of track form a circle with an outer diameter of 133 cm / 52-3/8".

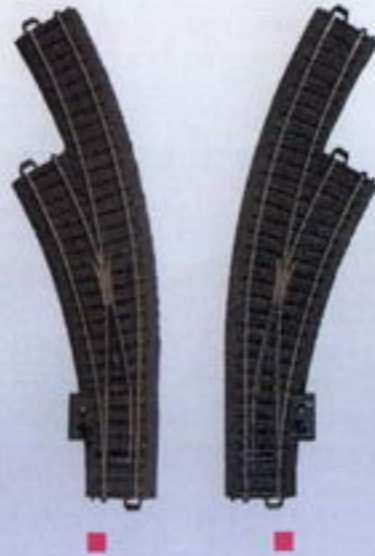


24912 Curved Track.
Radius 1114.6 mm / 43-7/8". Curve 12.1°. Complementary curve for the wide radius turnouts and wide angle crossing. Also suitable for use in constructing main lines.

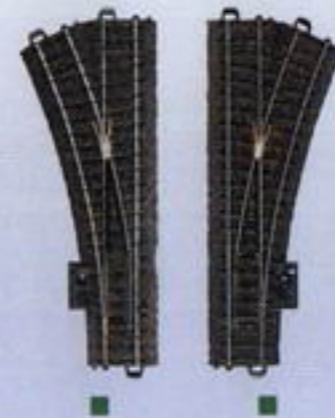
C Track · Turnouts and Crossings



24711 Left Hand Wide Radius Turnout.
24712 Right Hand Wide Radius Turnout.
 Length 236.1 mm / 9-5/16". Branch track radius 1,114.6 mm / 43-7/8". Turnout curve 12.1°. 10° metal frog. 2 sections 24701 track required at the ends of the turnout, suitable roadbed slope piece included. With hand lever. Can be retrofitted with 74490 electric turnout motor, 74470 turnout lantern, and 74460 turnout decoder.



24671 Left Curved Turnout
24672 Right Curved Turnout
 Inner curve: R1 = 360 mm / 14-3/16" / 30°. Outer curve: 30° in the parallel curve spacing of 77.5 mm / 3-1/16". With manual hand lever. Can be retrofitted with the 74490 turnout mechanism, 74460 digital decoder and 74470 turnout lanterns.



24611 Left Turnout
24612 Right Turnout
 188.3 mm / 7-13/32" / R2 = 437.5 mm / 17-1/4" / 24.3°. With manual hand lever. Can be retrofitted with the 74490 turnout mechanism, 74460 digital decoder and 74470 turnout lanterns.



24630 Three-Way Turnout.
 Length 188.3 mm / 7-13/32" / 2 x 24.3°. Connection dimensions on both sides are the same as 24611 / 24612 turnouts. Asymmetrical frog area with offset switch rails. Two hand levers. Can be retrofitted with two 74490 electric mechanisms and two 74470 turnout lanterns. Digital operation possible with 6083 decoder.



24740 Wide Angle Crossing.
 Length 236.1 mm / 9-5/16". Crossing angle 12.1°. Crossing legs electrically isolated from each other. 4 sections of 24071 track are required at the ends of the crossing (not included with 24740). 2 suitable roadbed fill-in pieces included.



24624 Double Slip Switch.
 188.3 mm / 7-13/32" / 24.3°. Comes with electric mechanism and lighted double slip switch lantern. Can be retrofitted with 74460 digital decoder.



24640 Crossing
 188.3 mm / 7-13/32" / 24.3°.

Additional information about the C Track extension set program can be found on pages 32/33.



24649 Crossing
 103.3 mm / 4-1/16". 48.6°. For double crossovers or intersecting parallel routes.



24902



24903



24904



24905



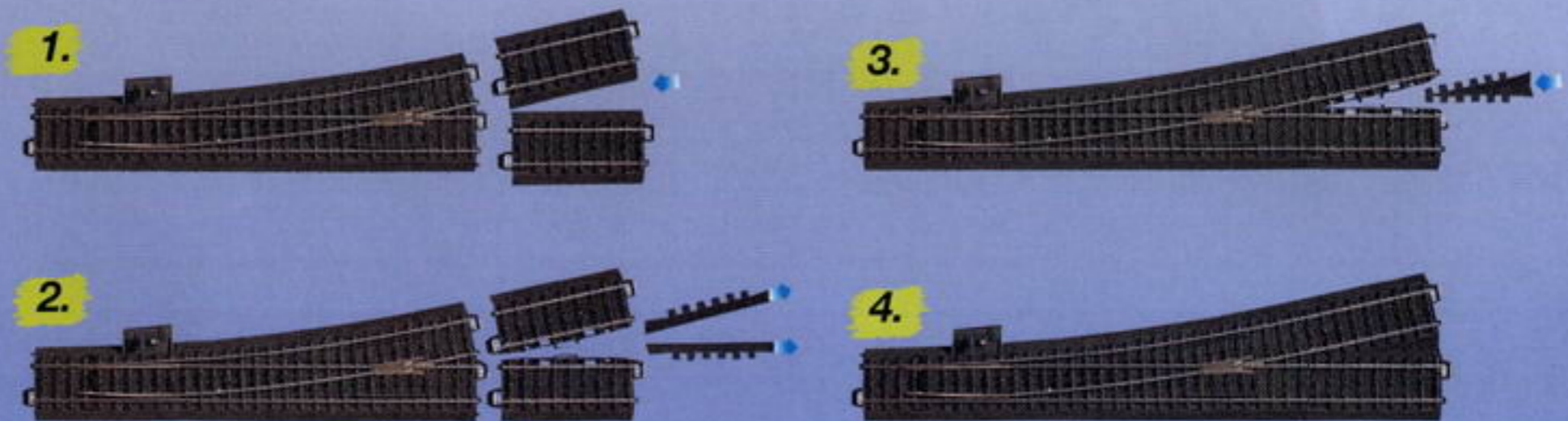
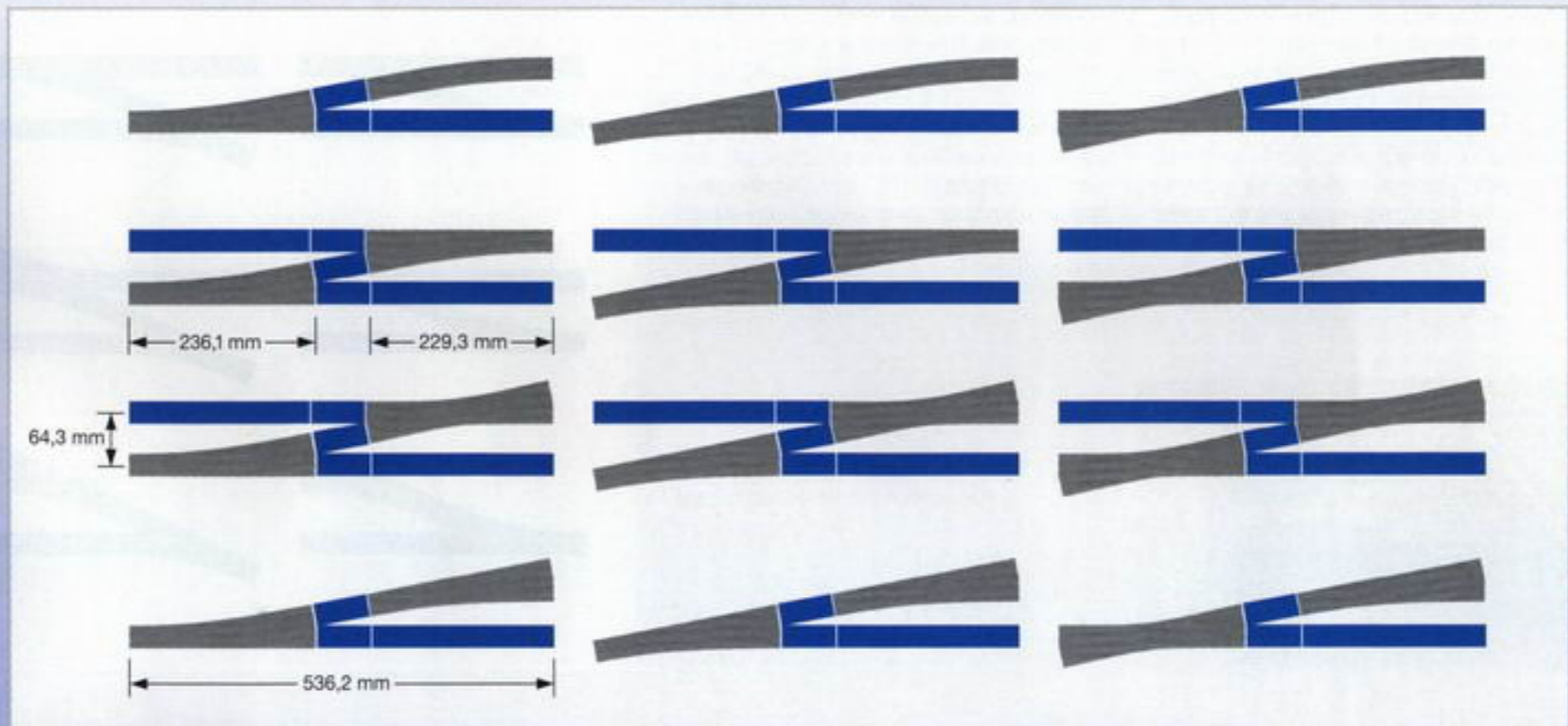
10° To 12° C...

... the wide radius turnouts for C Track.

The purposeful continued development of the C Track program is also giving the demanding model railroader a generous track geometry for a prototypical appearance. The specifics on the wide radius turnouts can be seen below:

- ✗ turnout length 236.1 mm / 9-5/16"
- ✗ branch track radius 1,114.6 mm / 43-7/8"
- ✗ turnout curve 12.1°
- ✗ frog angle 10°
- ✗ track spacing 64.3 mm / 2-9/16"

As with the compact 24° turnouts, the turnout ends in the 12" system are also symmetrical in their design; the connection dimensions are the same in every installation situation. Even with a narrow track spacing and an acute turnout angle it is still possible to have continuous roadbed on the turnout's branch. One section each of 24071 track with removable roadbed slope pieces are installed on the two ends of the turnout; the track bed does not have to be altered in any special way. The wide radius turnouts are equipped with hand levers and can be retrofitted with electric turnout motors, installation decoders and turnout lanterns.



The C Track extension program with complete sets for step-by-step expansion of that first C Track layout can be found on page 32.

C Track – The Track That Sets Turnouts.

The Geometry for Turnouts and Crossings.

The turnouts and crossings in the C Track program all have the same length (188.3 mm), the same angle (24.3°) and the same connection dimensions with symmetrical legs. This allows you to install turnouts either straight or diagonal to a length of track or to exchange them with crossings or double slip switches without having to make changes to the rest of the track layout.

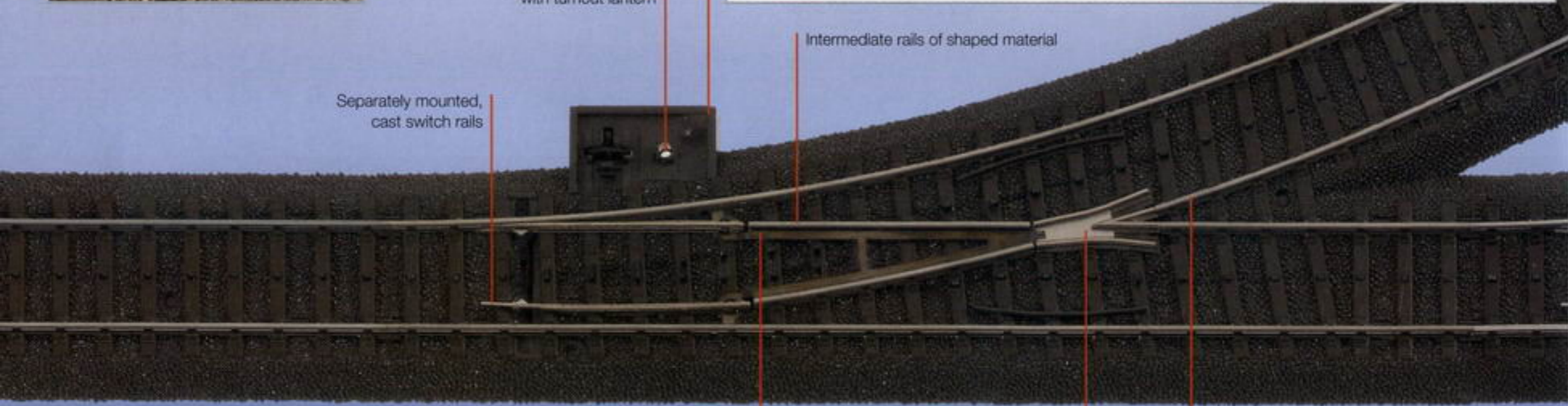
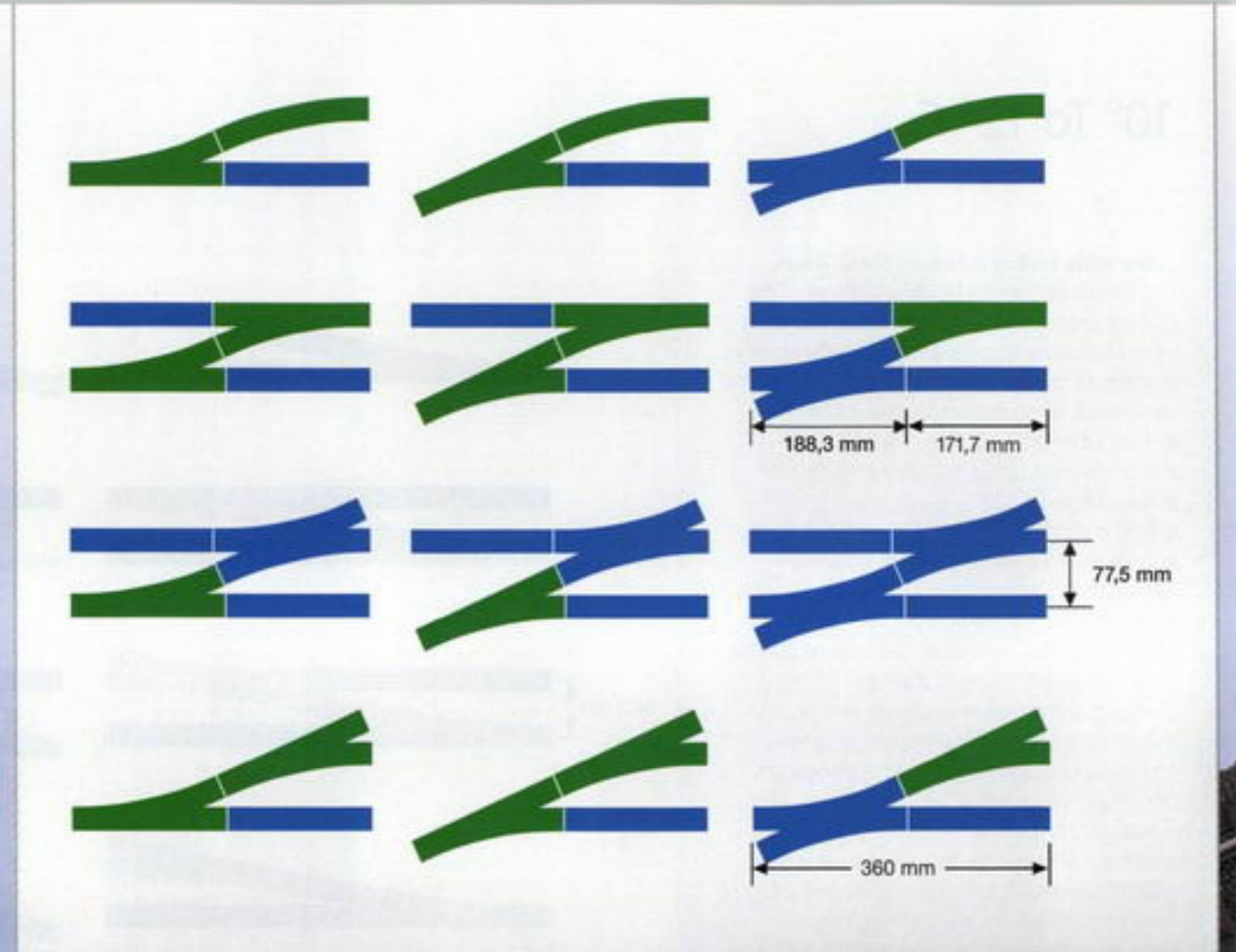
Right and left crossings are identical and do not require short adjustment sections on the diagonal side. This means a smaller number of track sections in comparison to M Track.

The length of the complementary curve is counterbalanced in all combinations with the same straight track (171.7 mm). Additional special adjustment sections are not needed.



Prototypical built up roadbed area at the location for the switch linkage

Can be retrofitted with turnout lantern



Separately mounted, cast switch rails

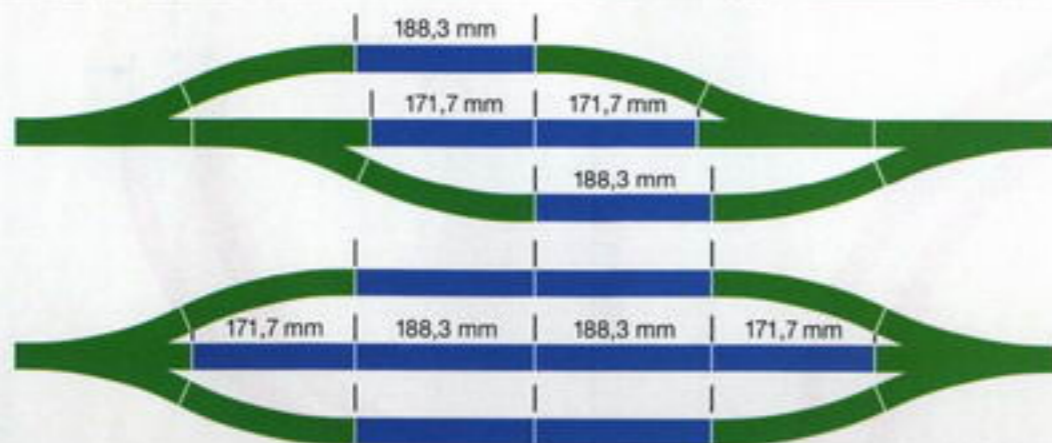
Intermediate rails of shaped material

Continuous electrical contact from the switch rails to the frog

Inset metal frog 16°

Turnout curve as a 24.3° section of a circle, radius 437.5 mm / 17-1/4"





Connection dimensions same as simple turnouts

Asymmetrical arrangement of the frogs

Offset arrangement of the switch rails

Three Paths Save Space.

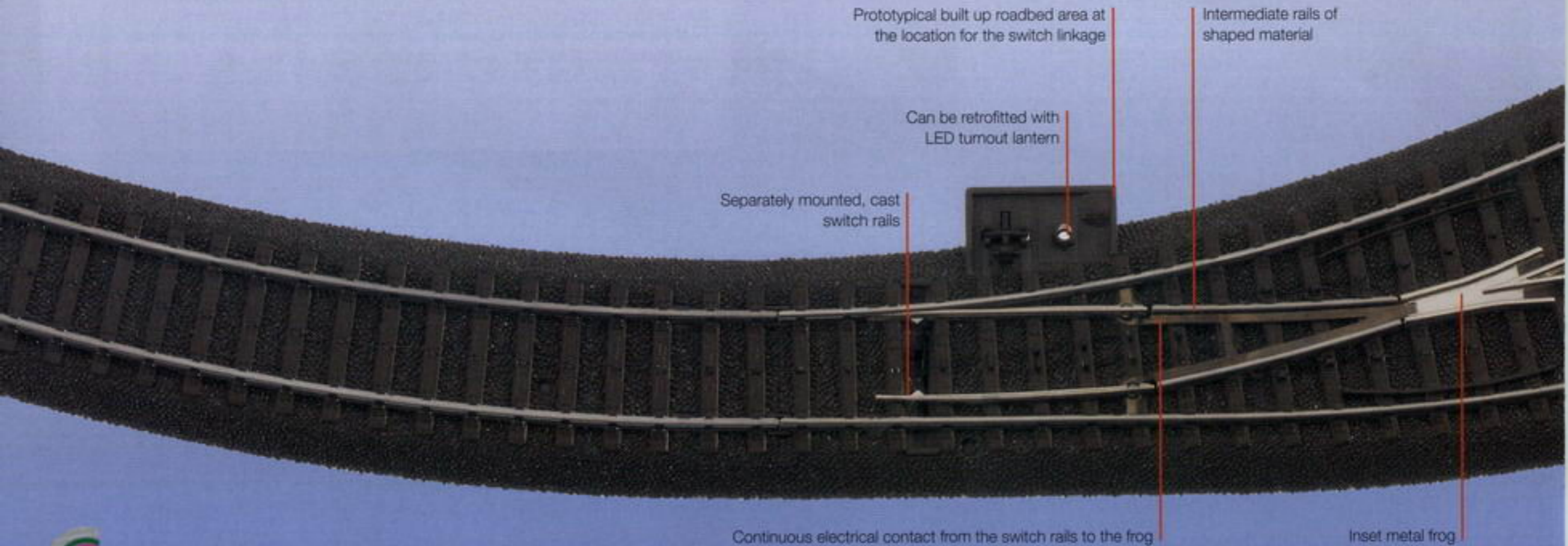
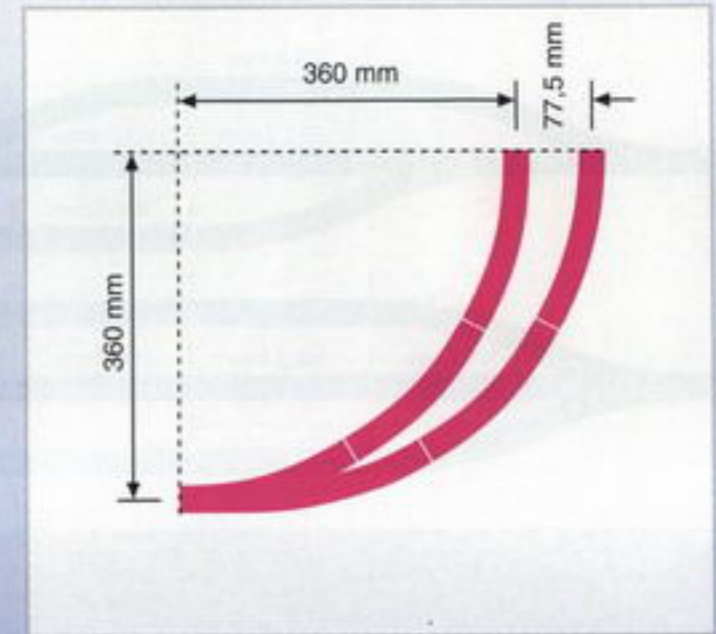
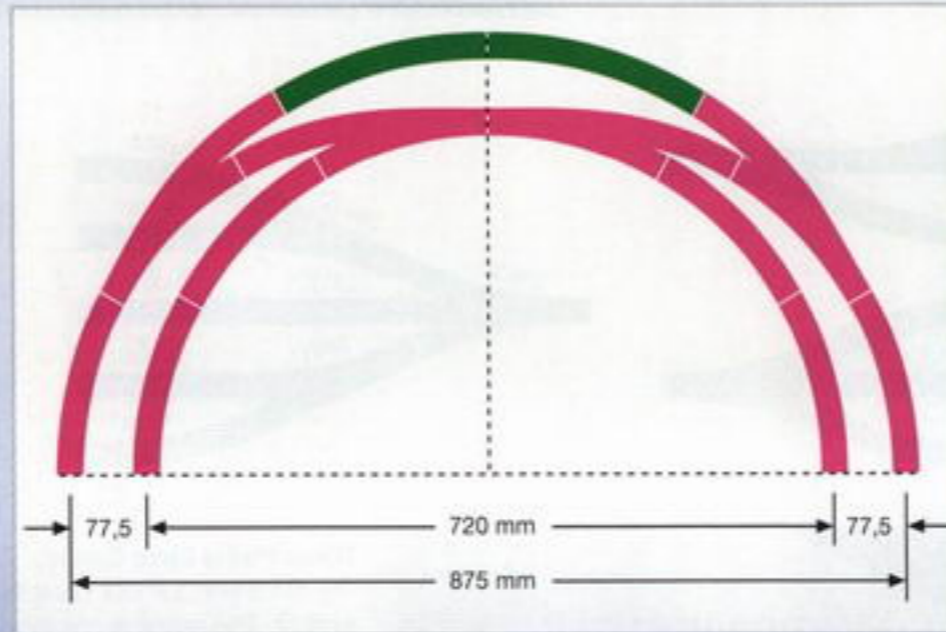
The three-way turnout combines a right and a left turnout in the space of a normal turnout. This saves space in yards and station areas. The connection dimensions for the three-way turnout are the same on both sides as a normal turnout; the layout of the branch tracks is however prototypically asymmetrical. The offset frogs and switch rails prevent joints at the same point of both sides of the track and guarantee a high level of operating reliability in all directions. Corresponding to the three-way turnouts design as a "double turnout", it is equipped with two independent hand levers that can be replaced by two 74490 electric turnout mechanisms and a pair of 74470 lanterns.

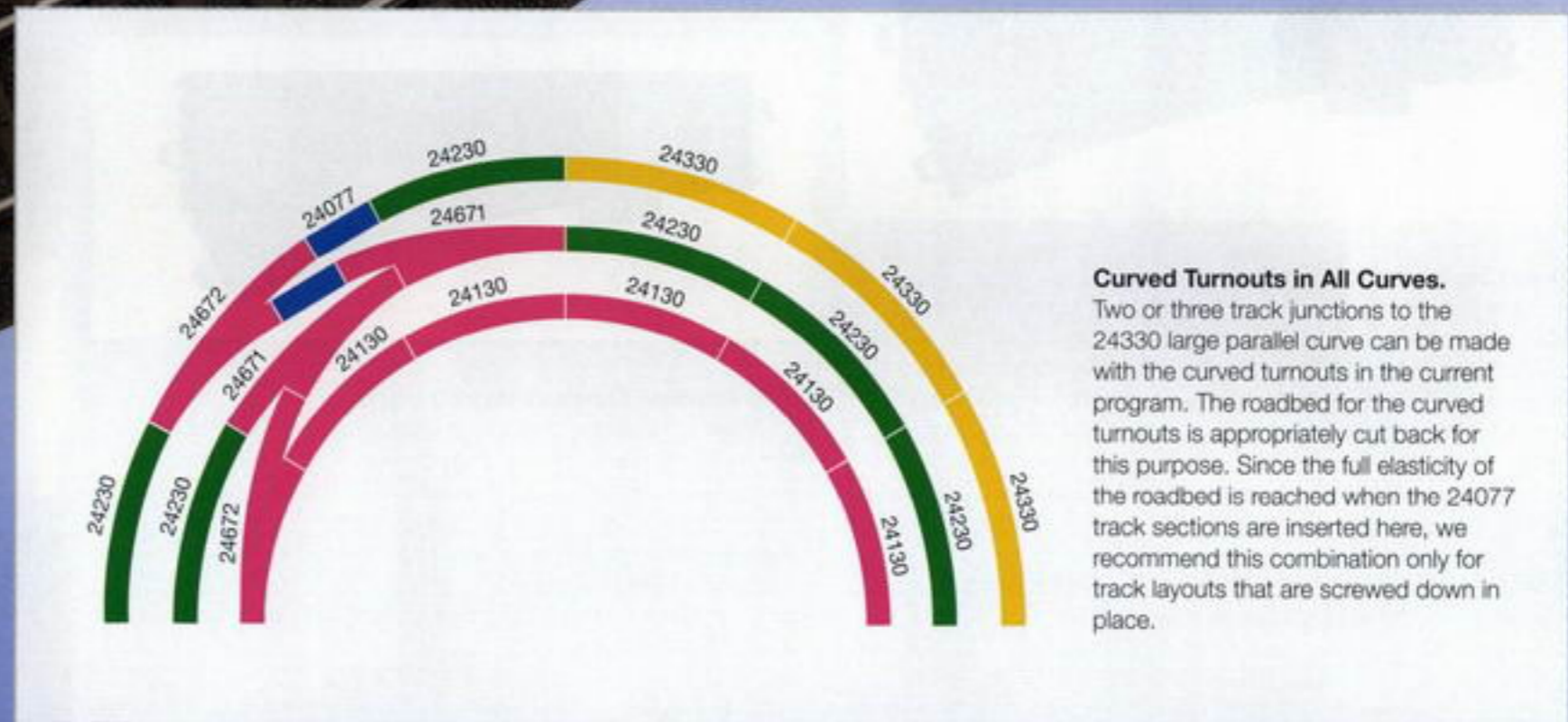
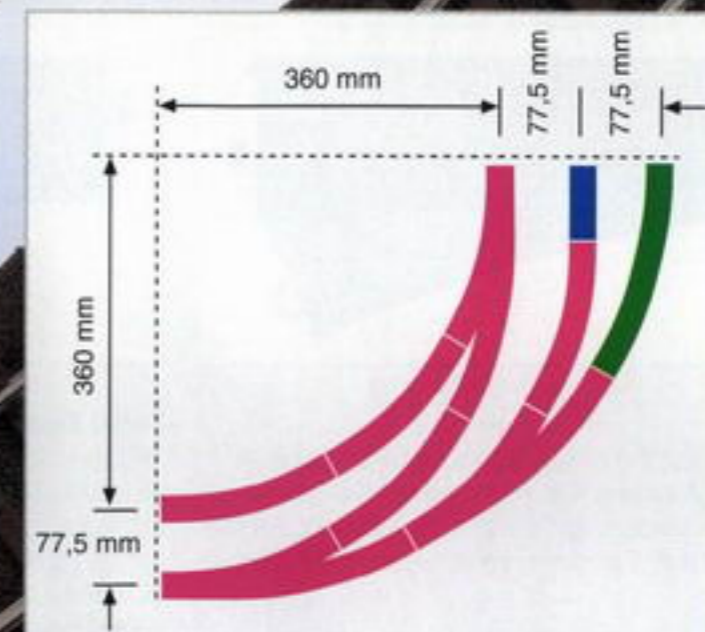
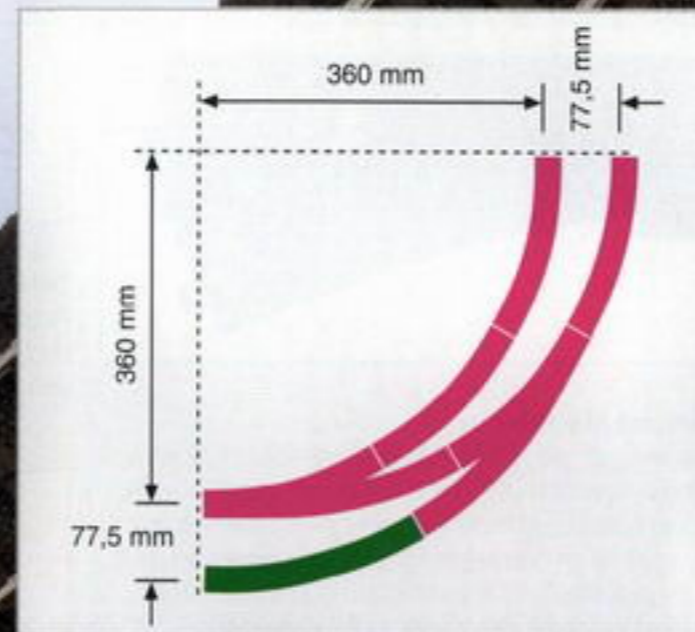
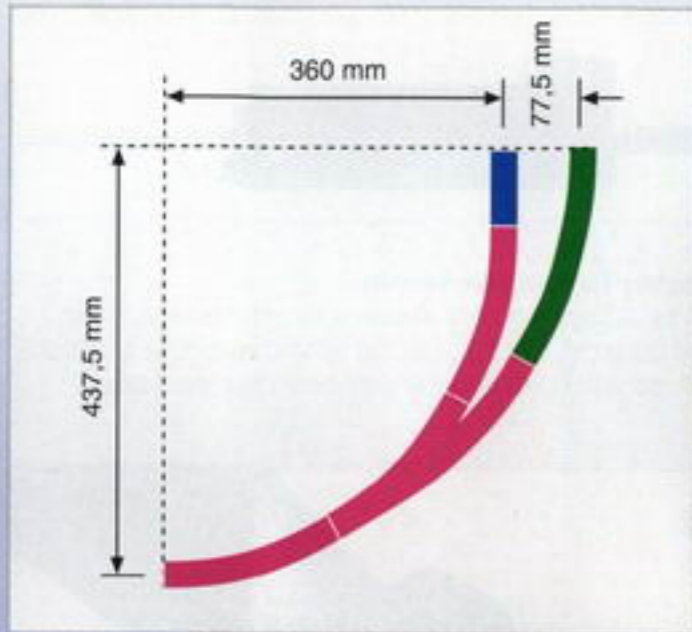
C Track – From One Curve to Another.

Curved Turnouts with Round Geometry.

The curved turnouts consist of two offset 30° curved sections from Radius 1, and the main branch of the turnout is extended in length by 77.5 mm / 3-1/16". This means that the same turnout geometry can be used in the standard R1 curve and in the parallel R2 curve. Sidings with a parallel track spacing or crossovers between the R1 and R2 curves are possible as simple combinations at 60°, i.e. at 1/6 of a circle.

This saves space in curves and gains length in the straight areas of the layout.

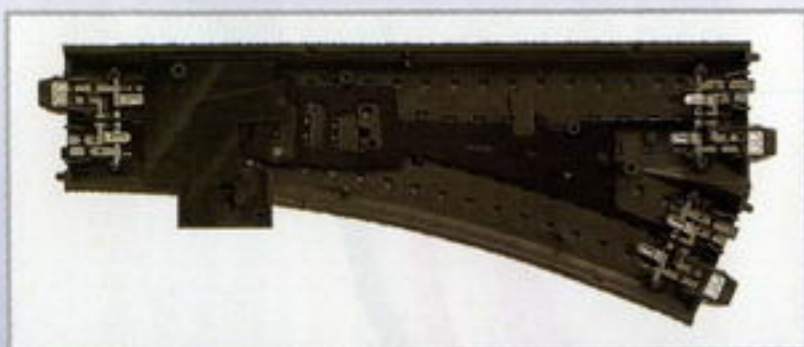




Curved Turnouts in All Curves.
Two or three track junctions to the 24330 large parallel curve can be made with the curved turnouts in the current program. The roadbed for the curved turnouts is appropriately cut back for this purpose. Since the full elasticity of the roadbed is reached when the 24077 track sections are inserted here, we recommend this combination only for track layouts that are screwed down in place.

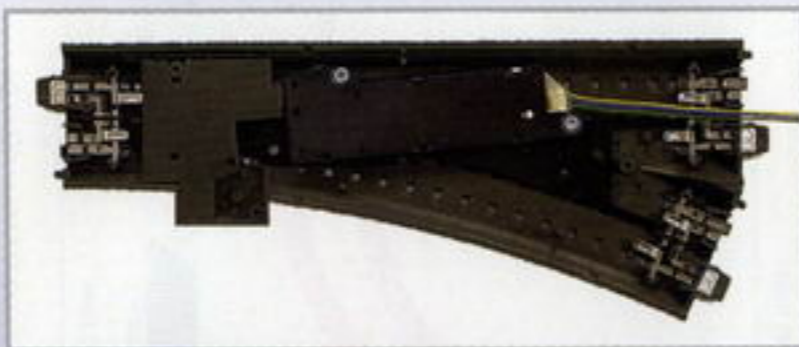
Turnout curve as a 30° section of a circle, radius 360 mm / 14-3/16"

C Track Accessories



Practical Mechanism.

The turnouts are equipped at the factory with a metal turnout lever for setting them by hand. A locking feature for the turnout setting is integrated into the turnout linkage mechanism. The turnout point rails are spring loaded, thus allowing a train to travel "against" the turnout setting.



74490 Electric Turnout Mechanism.

This electric mechanism can be retrofitted and connected to turnouts very easily and without special tools. The mechanism sits concealed in the roadbed; below baseboard mounting is not necessary. It is sealed against dirt and has an end shutoff feature to protect against overloads. It can be controlled with the standard control box, the control box with a feedback feature, or with a digital decoder. The hand lever can remain on turnout.

Tip: A special mechanism is already built into the 24624 double slip switch.



74490 Electric Turnout Mechanism.

Retrofit kit for C Track turnouts, double solenoid mechanism with end shutoff contacts. Can be operated with a control box or a digital decoder. Feedback signal possible with the 7271 control box.



74460 Digital Installation Decoder.

A digital decoder can be built into a turnout or double slip switch along with the electric mechanism or can be retrofitted. The decoder is easily connected to the mechanism with plug contacts and can have an individual address (addresses 1 to 256) set on it for each turnout. Special tools or special knowledge are not required for the installation of this decoder. The digital power supply can be taken directly from the track power contacts on the turnout or double slip switch. This gives you a complete digital turnout or double slip switch that is ready for use on temporary layouts.

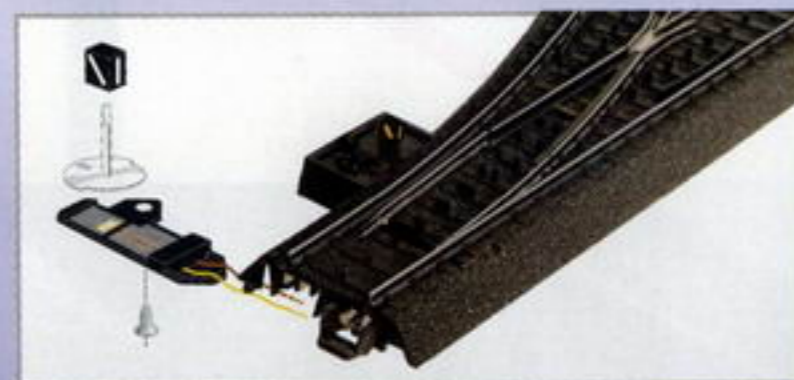
Tip: The 24630 three-way turnout uses 2 of the no. 74490 electric mechanism, and a 6083 digital decoder installed outside of this turnout must be used to convert it to digital operation.



74470 Turnout Lanterns with LED Lighting.

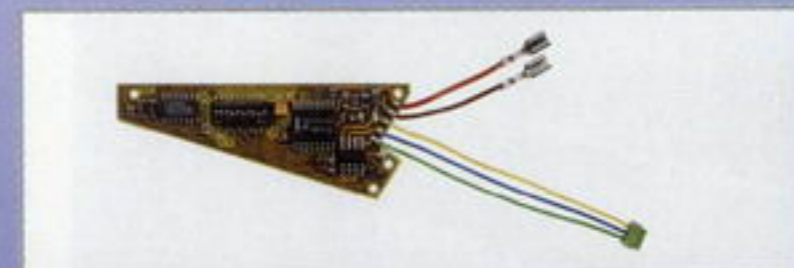
All C Track turnouts and the double slip switch, with hand levers or electric mechanisms, conventionally or digitally controlled, can be equipped with lighted turnout lanterns. The installation is easy; the lighting insert will also work with the fixed lantern for the double slip switches. Maintenance-free miniature LEDs make it possible to keep the size of the lanterns to scale.

Tip: A permanent lantern with prototypical lighting is already built into the 24624 double slip switch.



74470 Turnout Lantern Kit.

For retrofitting 2 C Track turnouts. Can be used for right, left or three-way turnouts. Can be used with a manual hand lever and/or with the 74490 electric turnout mechanism. Lighting with maintenance-free LEDs.



74460 Digital Installation Decoder.

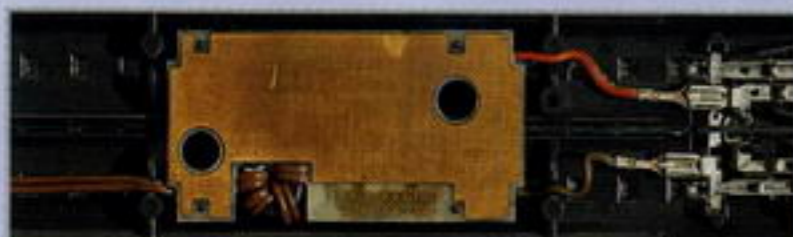
Can be retrofitted to all C Track turnouts with an electric mechanism. Electrical connections are made with plug contacts. Address of 1 to 256 can be set with coding switches.





74040 Feeder Wire Set

with spade connectors for C Track. Two-conductor. Red and brown wires. Length 1 meter / 39".



74046 Feeder Wire Set with Noise Suppressor and Overload Protection.

Circuit board with spade connectors for C Track, and with a red and brown feeder wire. One needed for each conventional track circuit.

One 74046 feeder wire set should be installed in each **track power circuit** to protect against possible radio and television interference caused by locomotives in operation.

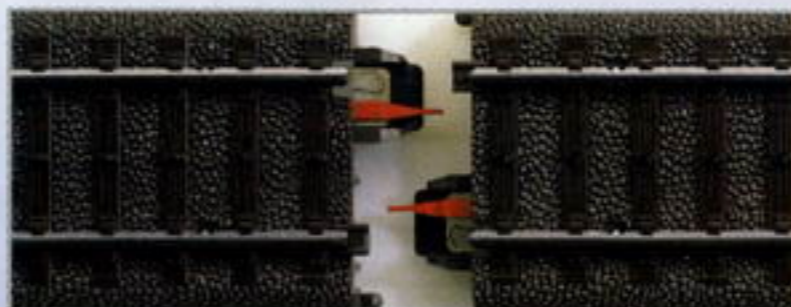
This feeder wire set also offers effective protection against overloads and short circuits, protection that responds very quickly, even with older transformers. The protective functions remain in effect when you use the 74042 Supplemental Feeder Wire Set for additional connections to the track in the same power circuit.

74042 Supplemental Feeder Wire Set.

Red and brown feeder wires with spade connectors at both ends, for C Track. Length 2 meters / 78-3/4".

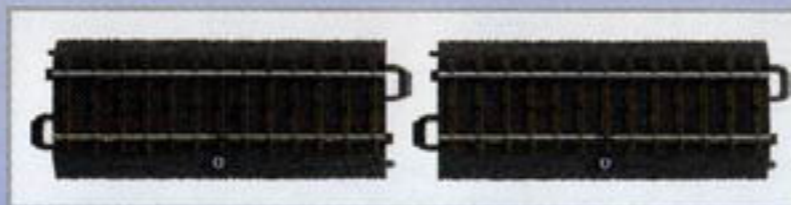
74043 Signal Hookup Kit for C Track.

Suitable for color light and semaphore/target signals. Contains insulators, wire and connectors for a signal block.



74030 Center Rail Insulators

to separate power circuits or signal blocks. 8 pieces for 4 insulation points.



24995 Contact Track Set.

Two straight track sections, each 94.2 mm / 3-3/4". Continuous contact through wheel sets. With insulated section of rail for track occupation feedback when traversed by train. Can be extended with regular straight or curved track sections.



7555 Switching Contact.

Reed contact generator for installation in track. Activated by 7556 and 7557 magnets for locomotives (see page 120) and by 7558 magnet for passenger and freight cars (see page 247).



7195 Number Sign Set.

12 bases. Signs for 1 – 24. For identifying turnouts and signals.



74997 Light Mast for the Uncoupler Track.

Can be plugged into the 24997 C Track. Mast signal lights up when the uncoupler track is activated. Metal mast. Height 85 mm / 3-38". This light mast is technically the same as the earlier 5113 mast.

74999 Screwdriver

with cross point size 00 (Ph). For 74990 (C) and 7599 (K) track screws.

74990 Track Screws

for mounting C Track. 1.6 x 13 mm / 1/16" x 1/2" with cross point head. Contents 200 pieces.

6083, 6084: Other digital decoders usable with C Track can be found on page 318.

The 74920 railroad grade crossing is suitable for C Track and for the 74930 extension set and can be found on page 292.

Information on hooking up color light and semaphore/target signals to C Track can be found on pages 286 and 288.

Catenary accessories for C Track can be found on pages 276 – 279.

Appropriate wire and plugs can be found on page 299/300.

Spade connectors that will fit on the contact tongues for C Track can be found on page 300.

The crimping pliers for installing the spade connectors can be found on page 300.

K Track / Straight Track

Straight Track

The K Track geometry starts with the grid of the standard straight length of 180 mm / 7-3/32". The partial length track sections are used to set up track patterns of any length, but are chiefly used for filling in odd lengths in combination with turnouts and crossings and to supplement the standard track grid.

On straight track the length of the rails is measured. On curved track the radius out to the middle of the track bed and the angle of the curve are given.

Straight Track / Function Tracks



2200 Straight Track.
Length 1/1 = 180 mm / 7-3/32" (standard length).



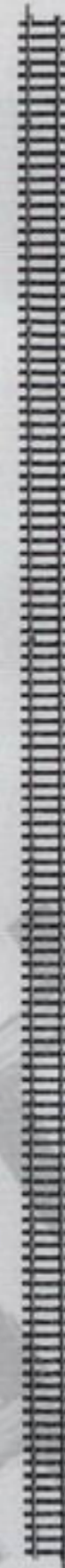
2290 Straight Feeder Track.
Length 1/1 = 180 mm / 7-3/32".
2 feeder wires. Also for Delta and Digital.



2291 Straight Adapter Track.
Length 1/1 = 180 mm / 7-3/32". Facilitates transition from K to M track.

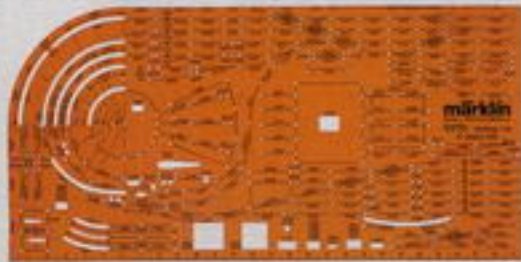


2292 Straight Feeder Track.
Length 1/1 = 180 mm / 7-3/32".
2 feeder wires. Built-in capacitor for interference suppression.

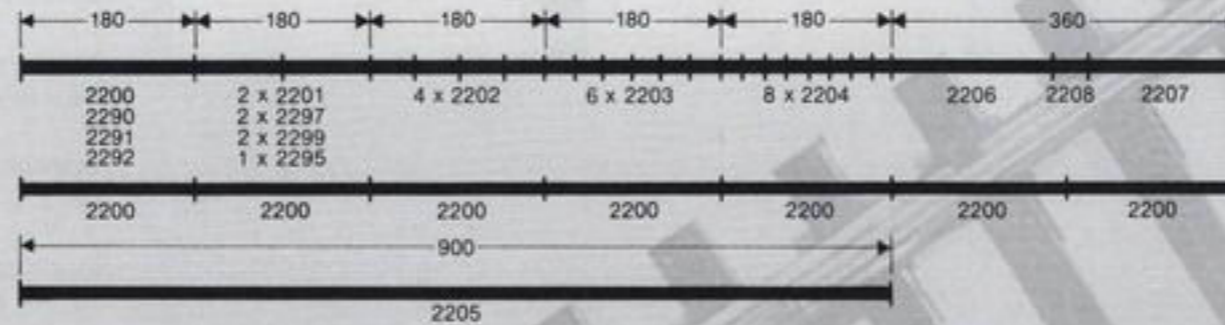


2205 Flex Track.
Length 5 x 1/1 = 900 mm / 35-7/16".
Curves with different radii can be made with this track. It can be cut using a coping saw. The 7595 rail joiners and clips are installed at the cut ends.

7595 Rail Joiners and Third Rail Clips.
Contents: 10 pieces of each. For joints with other track when the 2205 flex track is cut.



Comparison of K Track Lengths



0210 Track Planning Stencil for K Track.

Allows you to plan your own layouts for 2200 series K track. All track sections on the stencil are in a scale of 1:10 and can be transferred easily to paper with a sharp pencil. Instructions included.

Accessories for K Track can be found on page 273.



2206 Straight Track.

Length 168.9 mm / 6-5/8". Same in length as 2262, 2263, 2265 and 2266 turnouts.



2207 Straight Track.

Length 156 mm / 6-1/8".



2209 Straight Track.

Length 217.9 mm / 8-9/16".



2201 Straight Track.

Length 1/2 = 90 mm / 3-9/16".



2295 Contact Track Set.

Length $2 \times 1/2 = 90$ mm / 3-9/16". Continuous contact through wheel sets. Has insulated rail section for track occupation feedback signal when train is passing over. Can be lengthened with the straight and curved track sections.



24922 Adapter Track to K Track

180 mm / 7-3/32"

The 24922 adapter track is available for anyone wanting to combine K Track with C Track.



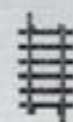
2297 Straight Uncoupler Track.

Has solenoid mechanism. Length 1/2 = 90 mm / 3-9/16". 2 wires for connections.



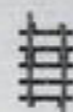
2299 Straight Circuit Track.

Length 1/2 = 90 mm / 3-9/16". Momentary contact with locomotive/car pickup shoe.



2202 Straight Track.

Length 1/4 = 45 mm / 1-3/4".



2293 Straight Track.

Length 41.3 mm / 1-5/8".



2208 Straight Track.

Length 35.1 mm / 1-3/8".



2203 Straight Track.

Length 1/6 = 30 mm / 1-3/16".



2204 Straight Track.

Length 1/8 = 22.5 mm / 7/8".

K Track · Curved Track

Standard Curve I
Radius 360 mm /
14-3/16"



2221 Curved Track.
Length 1/1 = 30°.



2223 Curved Track.
Length 1/2 = 15°.



2229 Curved Circuit Track.
Length 1/2 = 15°. Radius 360 mm / 14-3/16". Momentary contact with locomotive/car pickup shoe.



2224 Curved Track.
Length 1/4 = 7° 30'.

Industrial Curve
Radius 295.4 mm /
11-5/8"



2210 Curved Track.
Length 1/1 = 45°. Small radius for branch lines and industrial trackage. Cannot be used for long locomotives and cars.

Large Curve I
Radius 553.9 mm /
21-13/16"



2241 Curved Track.
Length 1/1 = 30°.

Large Curve II
Radius 618.5 mm /
24-3/8"



2251 Curved Track.
Length 1/1 = 30°.



2274 Curved Track.
Length 14° 26'. Complementary curve for 2272/2273 turnout.

Standard Curve II
Radius 424.6 mm /
16-3/4"



2231 Curved Track.
Length 1/1 = 30°.



2232 Curved Track.
Length 3/4 = 22° 30'.



2233 Curved Track.
Length 1/2 = 15°.



2239 Curved Circuit Track.
Length 1/2 = 15°. Radius 424.6 mm / 16-3/4". Momentary contact with locomotive/car pickup shoe.

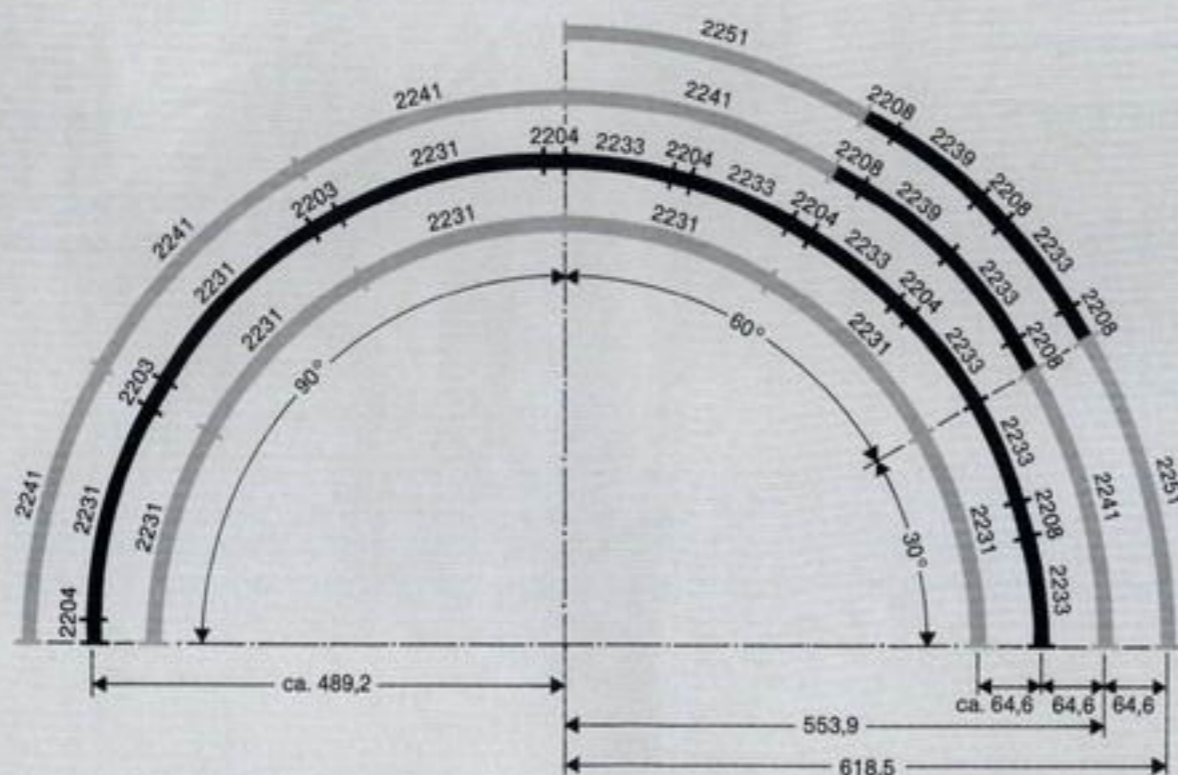
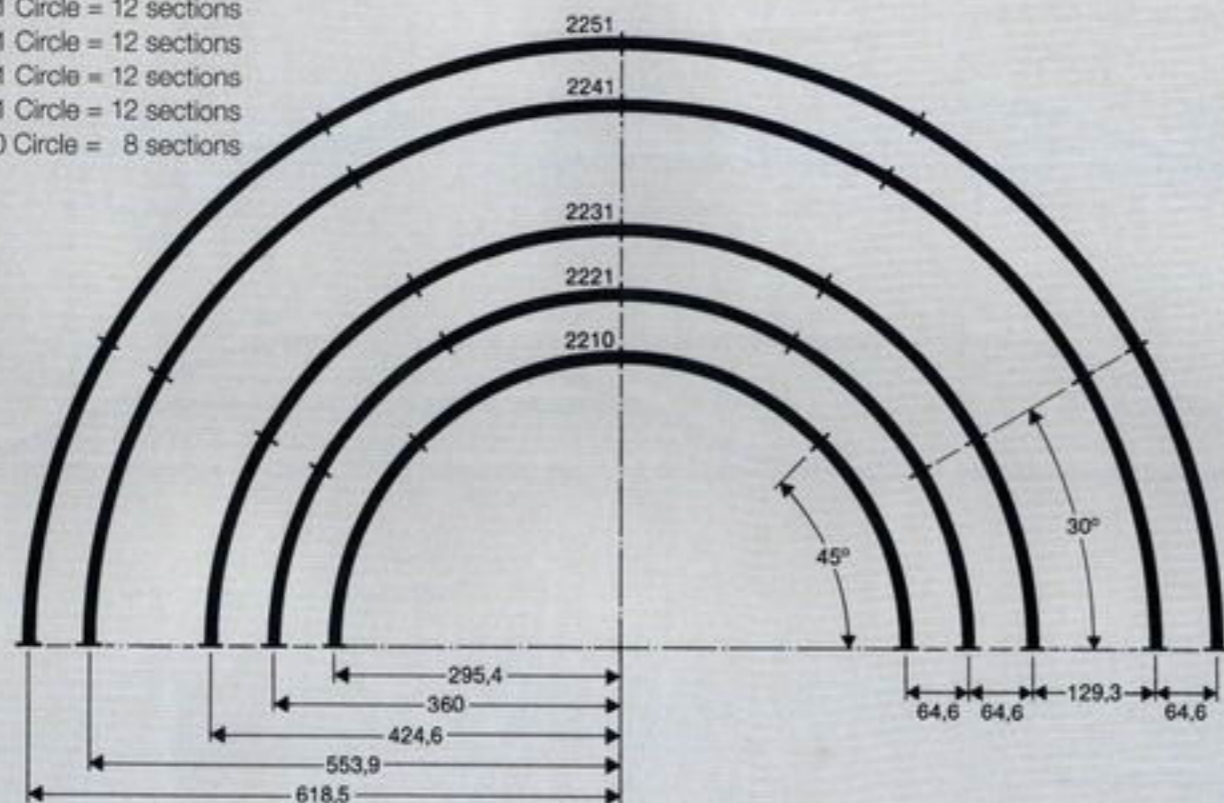


2234 Curved Track.
Length 1/4 = 7° 30'.



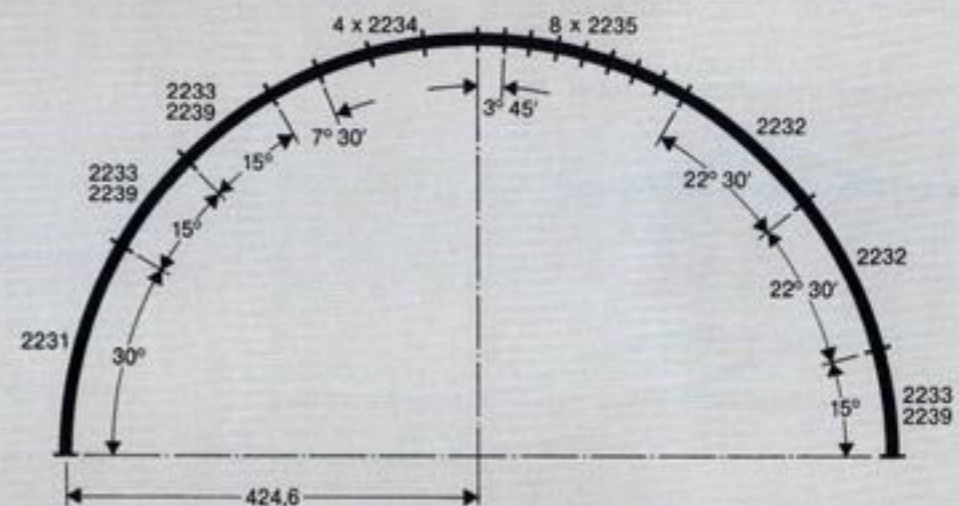
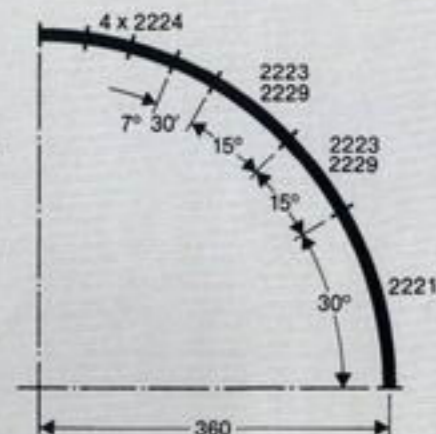
2235 Curved Track.
Length 1/8 = 3° 45'.

- 2251 Circle = 12 sections
- 2241 Circle = 12 sections
- 2231 Circle = 12 sections
- 2221 Circle = 12 sections
- 2210 Circle = 8 sections



The 5 Track Radii

In addition to the Standard Curve I with a radius of 360 mm / 14-3/16", there is also the larger Standard Curve II with a radius of 424.6 mm / 16-3/4". The catalog number for each track of a particular radius has the corresponding second digit for the Standard Curve I (2221, 2223, 2224) or II (2231, 2232, 2233, 2234, 2235). The Large Curve I 2241 with a radius of 553.9 mm / 21-13/16" and the Large Curve II 2251 with a radius of 618.5 mm / 24-3/8" are available for wide radius main lines. The Industrial Curve 2210 with a radius of 295.4 mm / 11-5/8" is intended for branch lines.



Tip:
Medium size parallel curve.
By combining existing track sections a curve between the Standard Curve II and the Large Curve I with a parallel track spacing of approximately 64.4 mm / 2-1/2" can be made.

Tip:
Circuit tracks with Large Curve I and II.
The 2239 circuit track can also be installed in the Large Curve I and II by combining existing track sections.

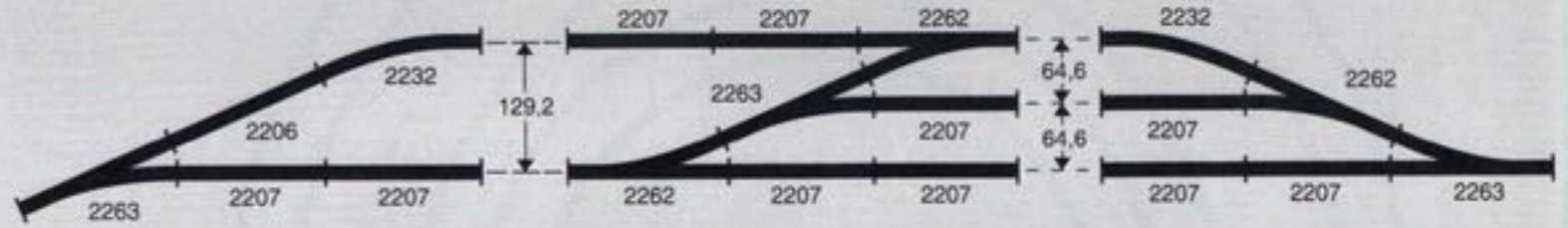
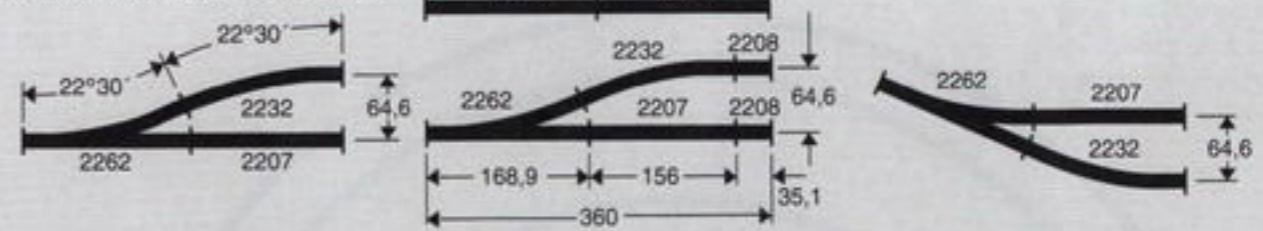
K Track · Turnouts and Crossings

Turnouts and Crossings

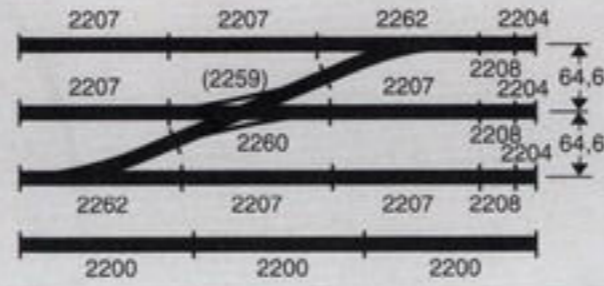
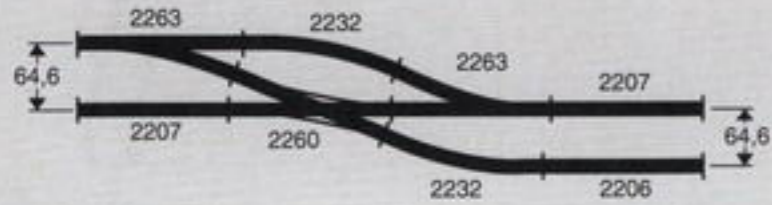
All of the turnouts shown are laid out for a standard parallel track spacing of 64,6 mm / 2-1/2". This short design saves space for yard tracks. All turnouts and crossings are interchangeable. They can be installed either straight or on the diagonal. The turnouts are equipped with sprung points and a train can thus run "against" a turnout setting. The electric turnouts, the double slip switch, the three-way turnout and the curved turnouts have double solenoids for remote

control. These turnouts can be operated with the 7271 or 7272 control boxes, 2229, 2239 or 2299 circuit tracks or the 7555 reed contact. The 7271 control box enables automatic feedback of the setting for the 2260, 2262, 2263, 2268 and 2269 (new versions) turnouts and double slip switch. All of these turnouts can be used in the Märklin Digital system.

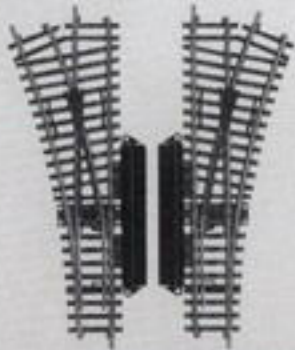
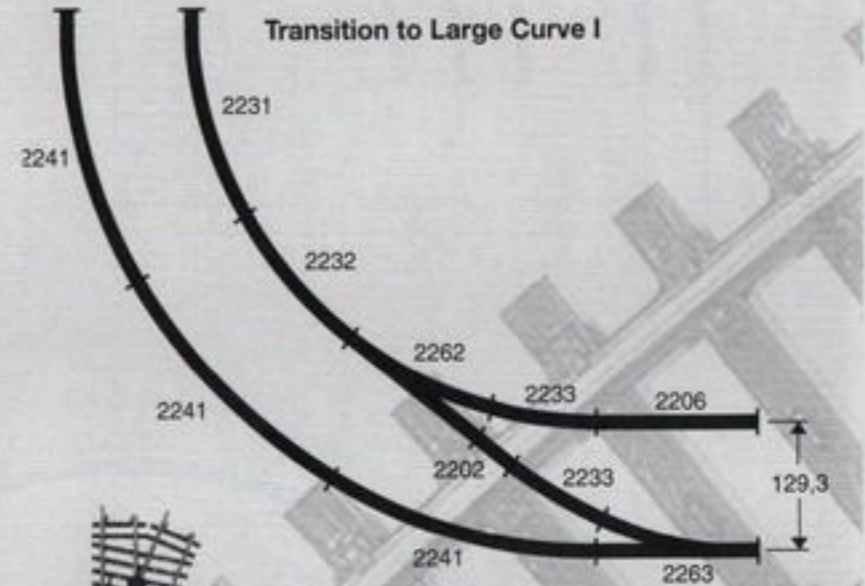
Turnouts for Standard Curve II



Crossings for Standard Curve II



Transition to Large Curve I



2262 (2261 L) Left Turnout.
2263 (2261 R) Right Turnout.
 With detachable solenoid mechanism (7549). Turnout branch 22° 30'. Branch same as 2232. Length of straight side 168,9 mm / 6-5/8".

2265 (2264 L) Left Turnout.
2266 (2264 R) Right Turnout.
 With detachable hand levers. Turnout branch 22° 30'. Branch same as 2232. Length of straight side 168,9 mm / 6-5/8". 7549 solenoid mechanism can be installed on these turnouts.

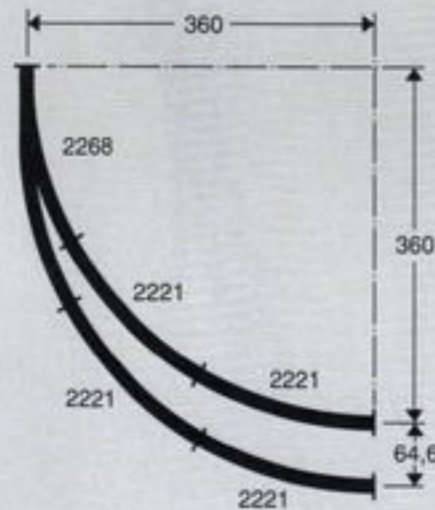
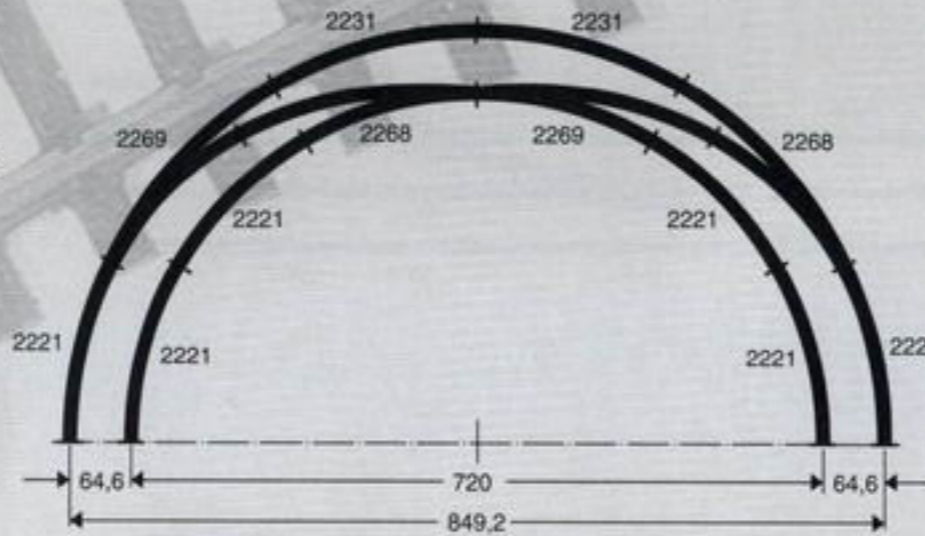
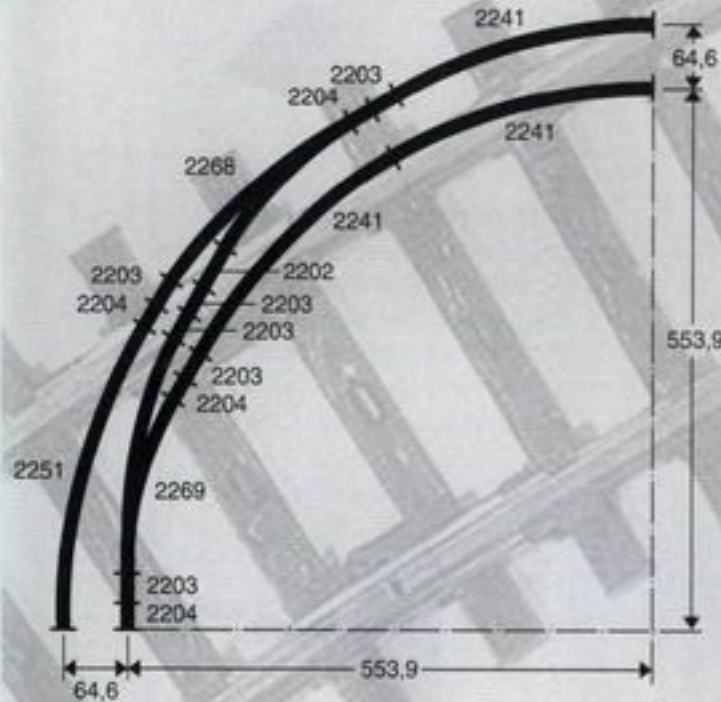
2260 Double Slip Switch.
 With detachable solenoid mechanism (7549). Crossing angle 22° 30'. Curve same as 2232. Length of straight side 168,9 mm / 6-5/8".

2259 Crossing.
 Crossing angle 22° 30'. Length of straight side 168,9 mm / 6-5/8".

2258 Crossing.
 Crossing angle 45°. Length of straight side 90 mm / 3-9/16".

K Track · Curved Turnouts and Three-Way Turnout

2268 and 2269 Curved Turnouts



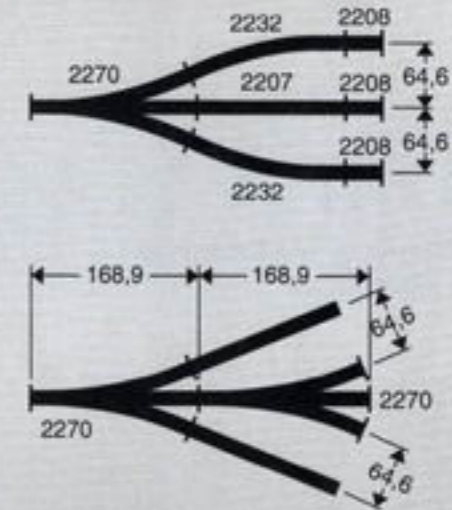
Curved Turnouts

Branches can be started on curves with the curved turnouts. This increases the usable area on straight track considerably. The curved turnouts facilitate a harmonious transition between the two Standard Curves (radius 360 mm / 14-3/16" and 424.6 mm / 16-3/4"). The turnout angle of 30° permits installation in existing parallel curves without adjustment sections.

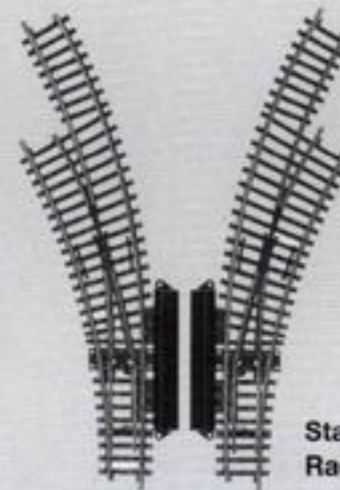
Three-Way Turnout

The three-way turnout combines a right and left turnout in the space of a normal turnout. This saves space in yards and station areas. The three-way turnout has two double solenoids for remote control. Both branches are the same in length and radius as the 2262 and 2263 turnout. The three-way turnout can be used for direct entry into the 7288 locomotive shed.

2270 Three-Way Turnout



Tip:
Curved turnouts on the large curve
With the existing adjustment track
sections the curved turnouts can also
be used between Large Curve I and
Large Curve II.



Standard Curve I
Radius 360 mm / 14-3/16"



Standard Curve II
Radius 424.6 mm / 16-3/4"

2268 (2267 L) Left Curved Turnout.
2269 (2267 R) Right Curved Turnout.
With detachable solenoid mechanism (7549).
Inner curve 30°. Outer curve 30° in the parallel
curve spacing of 64.6 mm / 2-1/2". Length and
radius of the inner curve are the same as 2221.

2270 Symmetrical Three-Way Turnout.
Has 2 solenoid mechanisms. Length of straight
side 168.9 mm / 6-5/8". Turnout branches
2 x 22° 30'. Branch radius 424.6 mm / 16-3/4".
Curve same as 2232. 2 additional hand levers.
6 wires for connections.

K Track · Wide Radius Turnouts and Crossings

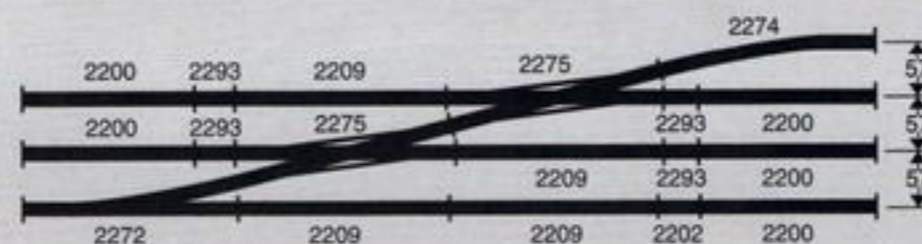
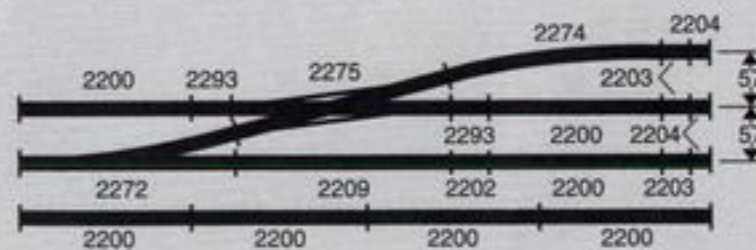
Wide Radius Turnouts and Crossings

The wide radius turnouts and crossings with a turnout angle of $14^{\circ} 26'$ and a parallel track spacing starting at 57 mm / 2-1/4" make it possible to create the elegant, sweeping track configurations desired by demanding model railroaders.

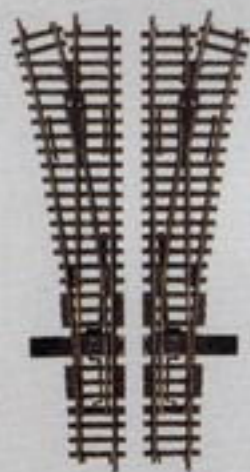
The hand lever on the turnouts and the double slip switch can be mounted on the left or right and can be replaced by the 7549 turnout mechanism. The 22715 and 22716 turnouts are conventional in design with guard rails; the 2272 and 2273 turnouts have a movable frog like the DB's high speed turnouts.

The 2275 double slip switch offers 4 different paths with its turnout points which can be set separately.

2275 Wide Radius Double Slip Switch or 2257 Crossing



Wide Radius Turnouts and Crossings Radius 902.4 mm / 35-1/2"



22715 Left Turnout. 22716 Right Turnout.

With detachable hand levers. Fixed frog and guard rails. Length of straight side 225 mm / 8-7/8". Turnout branch $14^{\circ} 26'$. Branch radius 902.4 mm / 35-1/2". 7549 electric turnout mechanism can be installed on these turnouts.



2275 Double Slip Switch.

With 2 detachable hand levers. Crossing angle $14^{\circ} 26'$. Curve radius 902.4 mm / 35-1/2". Length of straight side 225 mm / 8-7/8". 2 each 7549 solenoid mechanism can be installed on this unit. Separate paths can be set.



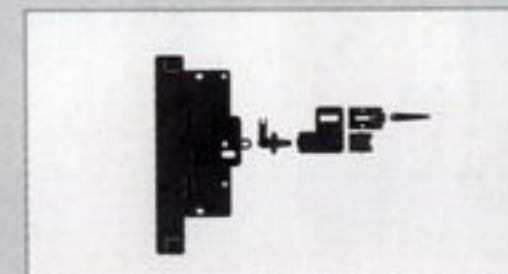
2257 Crossing.

Crossing angle $14^{\circ} 26'$. Track length 225 mm / 8-7/8".



7547 Turnout Lantern Kit.

One each right and left turnout lantern for installation on turnouts with the detachable mechanism. Can be used with hand levers, 7549 turnout mechanism or 7548 below baseboard mounting kit with 7549. Lighting with maintenance-free LEDs.



7548 Below Baseboard Mounting Kit.

For mounting two 7549 turnout mechanisms. Can be adjusted for boards from 8 to 25 mm / approx. 5/16" to 1". Mounting Track template included.



7549 Electric Turnout Mechanism.

For use with 2265 and 2266 turnouts (new version), 2272 and 2273 and the 2275 double slip switch as well as with the KOMBI extension program (see pages 35). Automatic end

shutoff contact. Automatic feedback signal capability with the 7271 control box. Below baseboard mounting with 7548 kit.

Function Tracks and Accessories

Feeder Track

Feeder tracks conduct power to the center stud and from the running rails. Feeder tracks or 7500 and 7504 feeder terminals should be installed about every 2 meters or approx. 6-7 feet on longer stretches of track to supply current to the track. To prevent interference with radio and television reception a 2292 feeder track with interference suppression capacitor should be used in each track power circuit (not required in DELTA or digital operation).



2290 Straight Feeder Track.

Length 1/1 = 180 mm / 7-3/32". 2 feeder wires. Also for Delta and Digital.

2292 Straight Feeder Track.

Length 1/1 = 180 mm / 7-3/32". 2 feeder wires. Built-in capacitor for interference suppression.

Circuit Tracks

The circuit tracks (2229, 2239, 2299) enable automatic control of turnouts and signals by a train in operation. Activated by the pickup shoe on a locomotive or car, they can start different circuit switching functions independently in both directions of travel.



2299 Straight Circuit Track.

Length 1/2 = 90 mm / 3-9/16". Momentary contact with locomotive/car pickup shoe.

2229 Curved Circuit Track.

Length 1/2 = 15°. Radius 360 mm / 14-3/16". Momentary contact with locomotive/car pickup shoe.

2239 Curved Circuit Track.

Length 1/2 = 15°. Radius 424.6 mm / 16-3/4". Momentary contact with locomotive/car pickup shoe.



7500 Ground Terminal Clip.

Can be installed anywhere on the layout under the rails.



7504 Third Rail Terminal Clip.

Is installed between the third rail clips at the ends of the track.



7522 Third Rail Insulator.

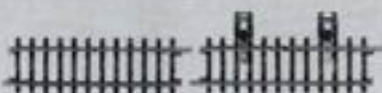
Is installed between the third rail clips between the track sections to separate track circuits.

7595 Rail Joiners and Third Rail Clips.

Contents: 10 pieces of each. For joints with other track when the 2205 flex track is cut.

Contact Tracks

An isolated length of running rail receives contact by means of every locomotive/car that passes over it. The track occupation feedback signal made possible by this takes place through the wheel sets. The contact area can be lengthened with straight and curved track sections.



2295 Contact Track Set.

Length 2 x 1/2 = 90 mm / 3-9/16". Continuous contact through wheel sets. Has insulated rail section for track occupation feedback signal when train is passing over. Can be lengthened with the straight and curved track sections.

Uncoupler Track

Locomotives and cars with standard couplers and close couplers can be uncoupled from the train by remote control with the uncoupler track. The solenoid mechanism can be operated from the 7272 control box or with the hand lever.



2297 Straight Uncoupler Track.

Has solenoid mechanism. Length 1/2 = 90 mm / 3-9/16". 2 wires for connections.



7391 Track Bumper.

Length 38 mm / 1-1/2". Can be clipped onto the rails. Wood screw for mounting included.



7389 Track Bumper.

With lighted lantern. Maintenance-free LED. Length 38 mm / 1-1/2". Can be clipped onto the rails. Wood screw for mounting included.

Switching Contacts

The contact generator can be installed at any spot in the track. The reed switch contained in the switching contacts generates an impulse when a train with a switching magnet passes over it. This makes it possible to distinguish among locomotives/cars.



7555 Switching Contact.

Reed contact generator for installation in track. Activated by 7556 and 7557 magnets for locomotives (see page 120) and by 7558 magnet for passenger and freight cars (see page 247).



24922 Straight Adapter Track.

Length 180 mm / 7-3/32". Enables the transition from K Track to C Track.



2291 Straight Adapter Track.

Length 1/1 = 180 mm / 7-3/32". Facilitates transition from K to M track.



7195 Number Sign Set.

12 bases. Signs for 1 - 24. For identifying turnouts and signals.



7599 Wood Screws.

200 pieces 1.4 x 10 mm (approx. 1/16" x 3/8"), size 00. For mounting bridge sections on bridge pillars.

74999 Screwdriver

with cross point size 00 (Ph). For 74990 (C) and 7599 (K) track screws.

Catenary

The Fourth Dimension.

Catenary adds another dimension to your layout. Operating with catenary is much more realistic than when a locomotive's pantographs are stretching up into empty space. Electric locomotives "under the wire", the maze of wires in a station area, speeding past catenary masts brings into play more variety and visual reference points.

Märklin's catenary is a proven system – reliable in operation and trouble-free during setup.

The masts are simply clipped to the track or screwed down, the wire sections are clipped on, and adjustment sections enable you to install catenary over any track layout.

Even complicated track patterns can be "electrified", you set up the Märklin catenary just as quickly as you did the track. The stability of the system will prove itself during train operations, too, because nothing will become bent or demands constant adjusting.

With this sturdy design it makes no difference how often you set it up and take it down.

All Märklin electric locomotives are equipped with pantographs copied from the prototype. They glide with a springy up and down motion under the contact wire and thus reproduce in the model the real life experience.



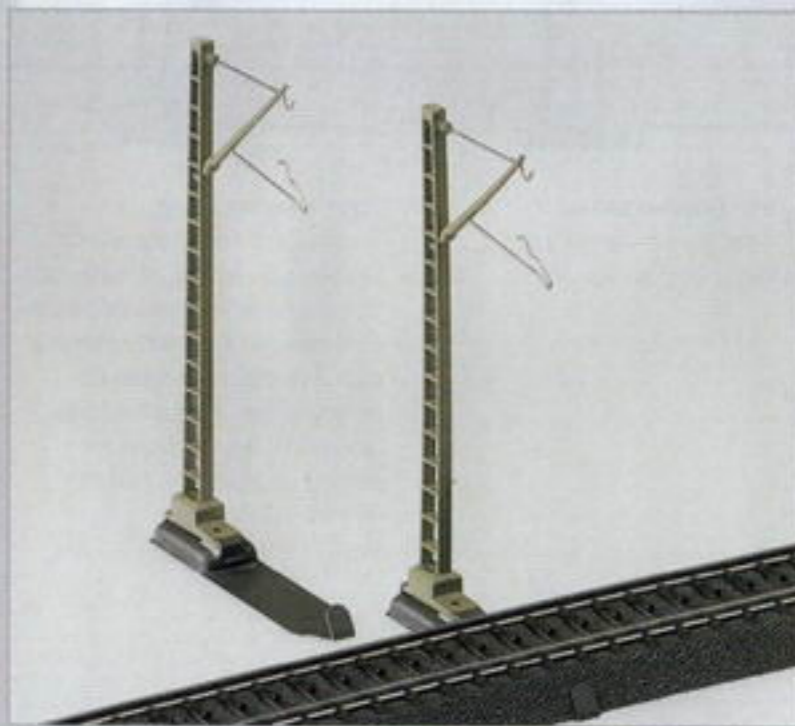
Installation Tips for Catenary

Materials Needed

The catenary material needed is best determined by looking at the track plan for the layout. The graphics shown on page 286 give an idea of the required number of masts and wire sections. The 0211 catenary stencil should be used for exact planning.

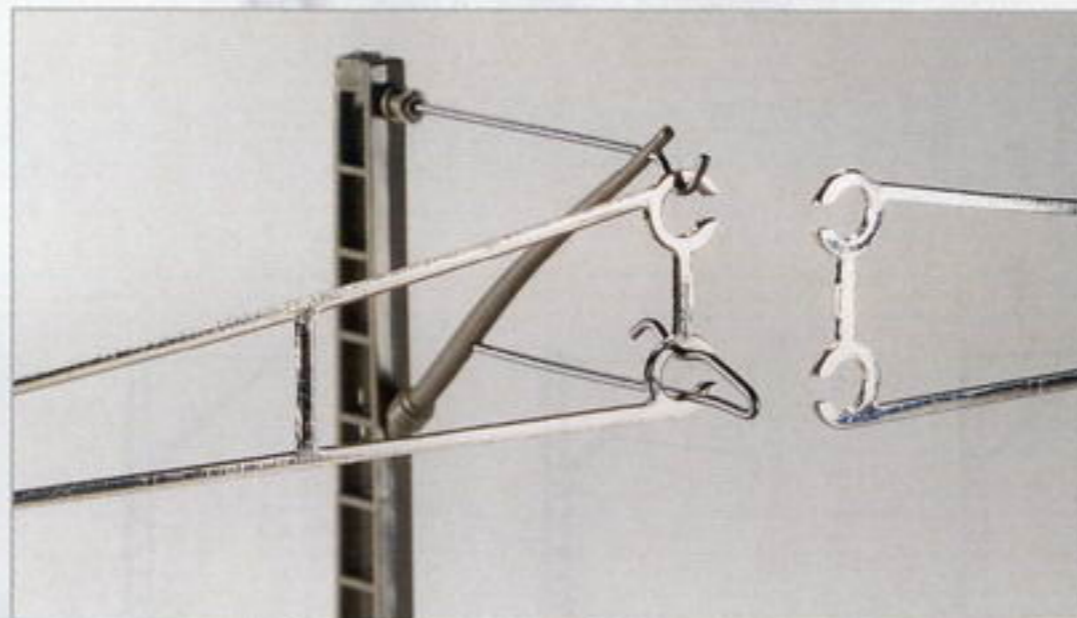
Planning Process

The catenary setup is started at turnouts and crossings with the 7013 turnout wire section or the 7277 crossing piece. This will give the position of adjacent masts. Open stretches of track between the crossings or turnouts are hung with standard wire sections. The required wire length between the last mast on the open stretch of track and the next crossing or turnout can be fitted exactly with the telescoping 7014, 7015 and 7023 wire sections.



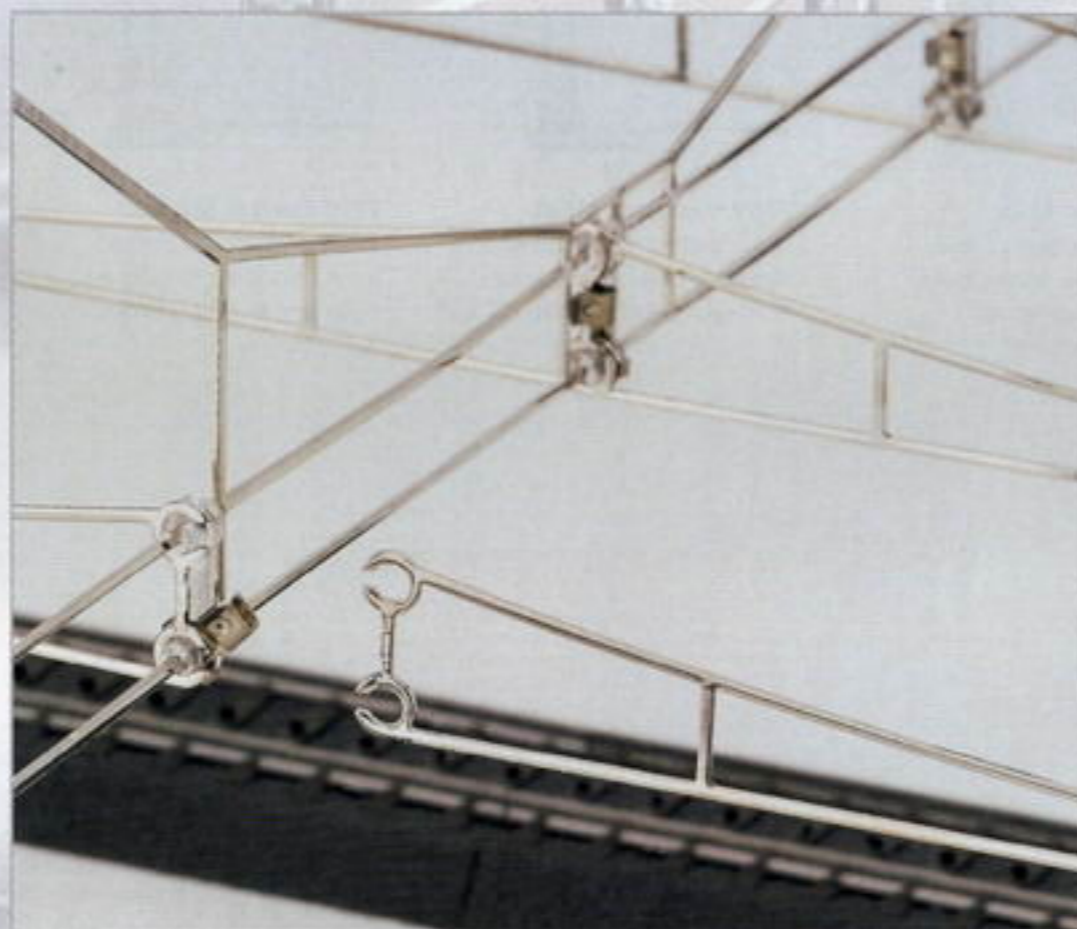
Setting up Masts

The masts on open stretches of track are simply clipped onto the track bed. They can be adjusted for side play on their base plates to correspond exactly to the position of the catenary wire sections.



Hanging Catenary Wire

Wire sections for curved track can be bent gently to follow the curve. The wire sections are first slipped over the hooks at the top of the masts and then snapped into place on the lower arm.



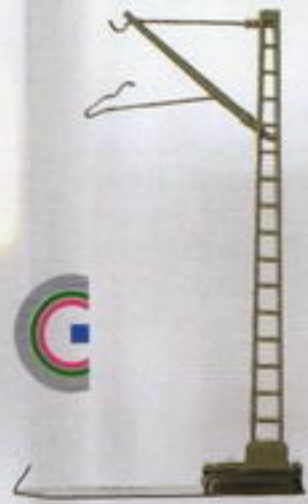
Cross Spans

Multi-track areas with up to four tracks can be spanned prototypically with the 7021 tower masts and 7017 cross spans. The 7016 cross span can be used for up to six tracks. The 7525 catenary arm can be attached to the lower mast for single tracks outside of the cross span area.

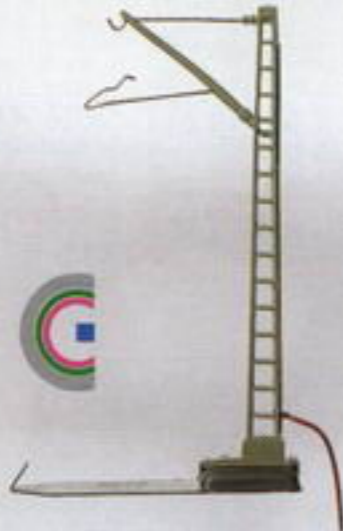
The parallel wire sections are hung on the cross span with the 7006 wire insulator. They are thereby isolated from each other electrically.

Catenary

Catenary for 24000 Series C Track



74100 Catenary Mast.
Basic element for setting up
catenary over 24000 series
C Track. Height 100 mm / 4".



74120 Feeder Mast.
One wire to supply power
and for signals. Instructions
for setting up catenary.
Height 100 mm / 4".

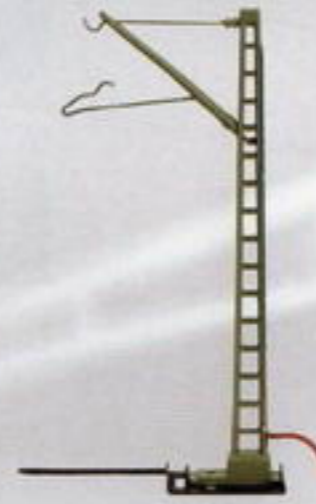


74109 Base for Catenary Masts.
20 pieces. Form and color appropriate for
C Track. For replacing bases on M Track or
K Track versions of the masts.

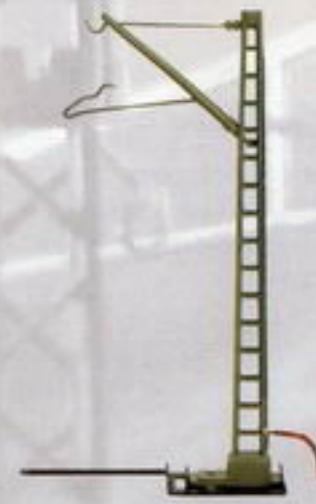
Catenary for 2200 Series K Track



7509 Catenary Mast.
Basic element for setting up
catenary over 2200 series
K Track. Height 97 mm / 3-7/8".



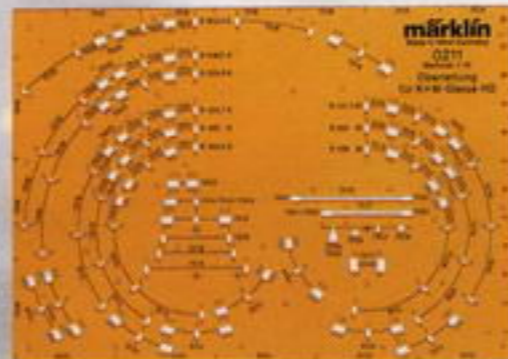
7510 Feeder Mast.
2 wires to supply power.
Instructions for setting up
catenary. Height 97 mm /
3-7/8".



7512 Feeder Mast.
1 wire for power supply.
Height 97 mm / 3-7/8".



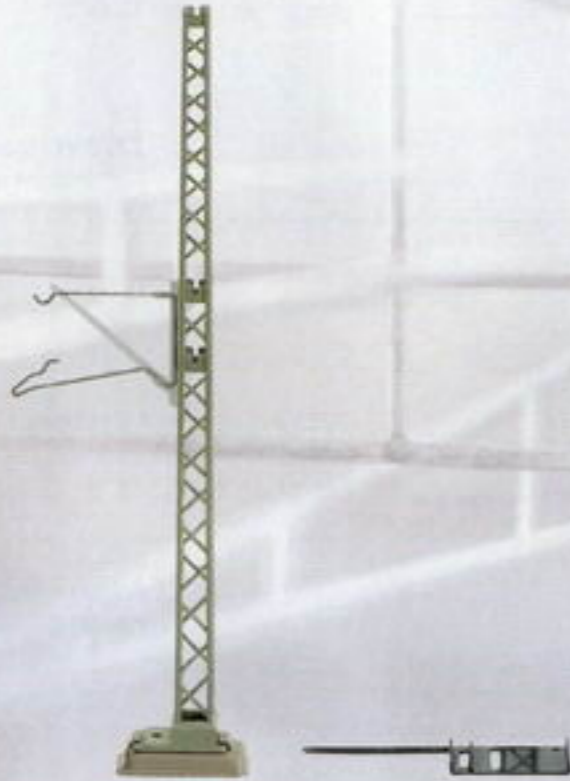
7501 Feeder Mast.
Two wires to supply power.
Built-in condenser for radio/tele-
vision interference suppression.
One needed for each catenary
circuit (condenser must be
removed for Delta and Digital
operation). Instructions for
setting up catenary. Height
97 mm / 3-7/8".



0211 Catenary Stencil.
For designing and drawing catenary plans.
Can be used for K or M Track. All masts and
wire sections on the stencil are in a scale of
1:10 for straight track and all curves. The

distribution of wire sections and the position
of catenary masts can be plotted on an
existing track plan with a sharp pencil.
Instructions included.

Catenary for All Track Systems



7525 Catenary Arm.

For hanging one or two wire sections on the 7021, 7046 or 7283 tower masts.

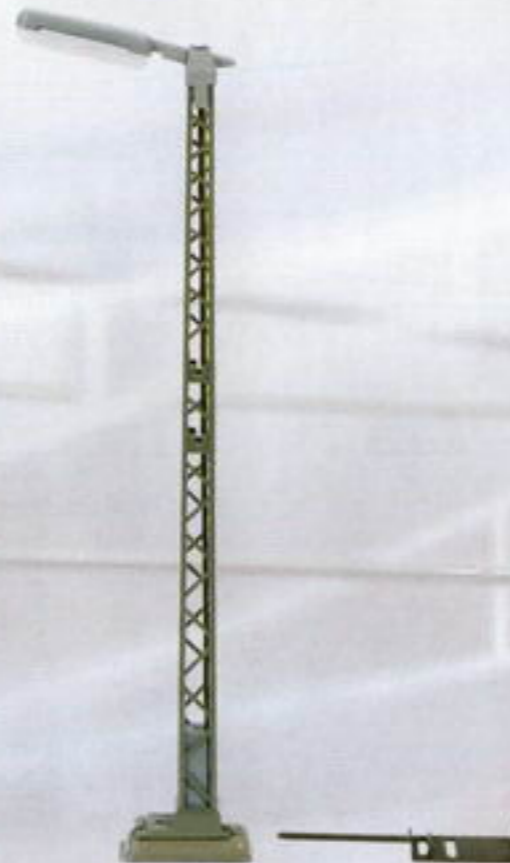
7021 Tower Mast.

For setting up 7016 or 7017 cross spans and the 7525 catenary arm. Height with M Track and C Track 157 mm / 6-3/16", with K Track 154 mm / 6-1/16".



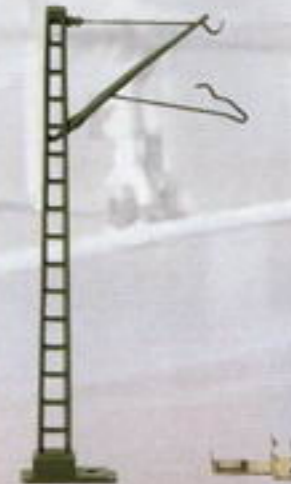
7046 Tower Mast with Arc Lamp.

For M and C Track. Height 192 mm / 7-9/16".



7283 Tower Mast with Lamp.

Height with M Track and C Track 173 mm / 6-13/16", with K Track 170 mm / 6-3/4".



7511 Bridge Mast.

Can be clipped to the side of the plastic bridges and ramps. Height 97 mm / 3-7/8".

7505 Catenary Set.

For train control with 7200 series signals which are not set up by tower masts. Consists of 2 no. 7512 feeder masts, 2 no. 7022 insulated wire sections and 2 no. 7014 wire sections.



7003 Catenary Feeder Wire.

For hooking up signals located by tower masts and for supplying power anywhere on a layout. Length 600 mm / 23-5/8".



7004 Fastening Kit.

Consists of 5 bolts, 5 nuts and 5 washers. They are used in special situations where the normal push-in connection cannot provide a secure connection for the wires.



7006 Wire Insulator.

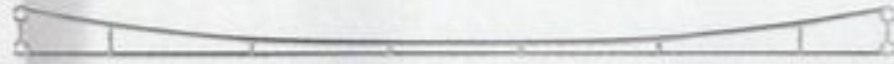
For insulation wire sections from cross spans. One required for each wire and cross span connection. 15 x 6 mm / approx. 19/32" x 15/64".

Catenary

Catenary for All Track Systems



7019 Wire Section.
For straight track only.
Length 360 mm / 14-3/16".



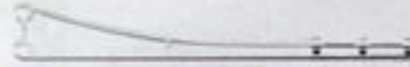
7018 Wire Section.
For straight and curved track. Length 270 mm / 10-5/8".



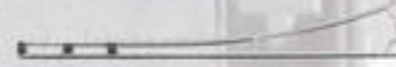
7278 Wire Section.
For straight and curved track. Length 230 mm / 9-1/16".



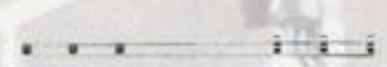
7013 Wire Section.
For push-in connection, especially for turnouts. Length 240 mm / 9-1/2".



7014 Wire Section.
Hollow section (for push-in connection). Length 115 mm / 4-1/2".



7015 Wire Section.
Solid section (for push-in connection). Length 115 mm / 4-1/2".



7023 Adjustment Section.
For push-in connection. Length 100 mm / 4".

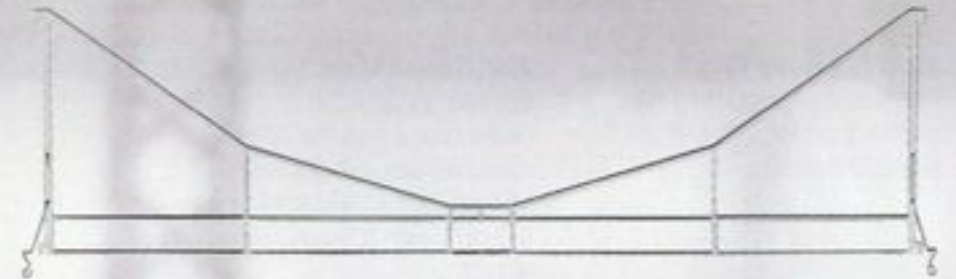
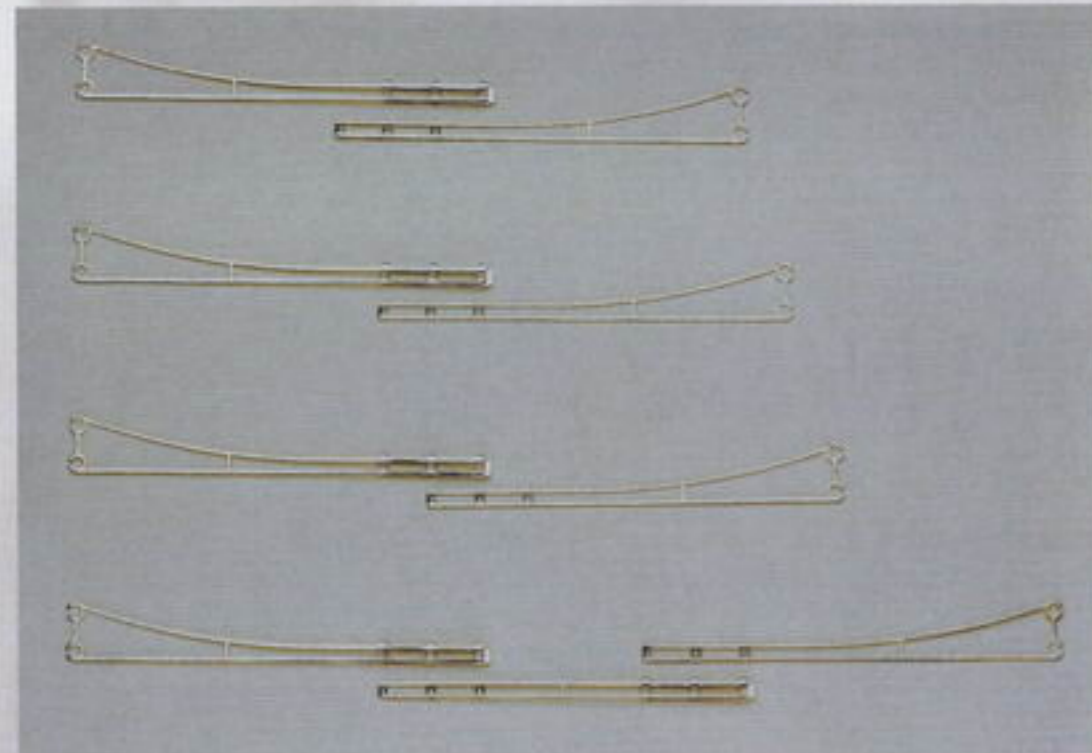


7277 Crossing Section.
For all crossings and double slip switches (except 2257 and 2275).



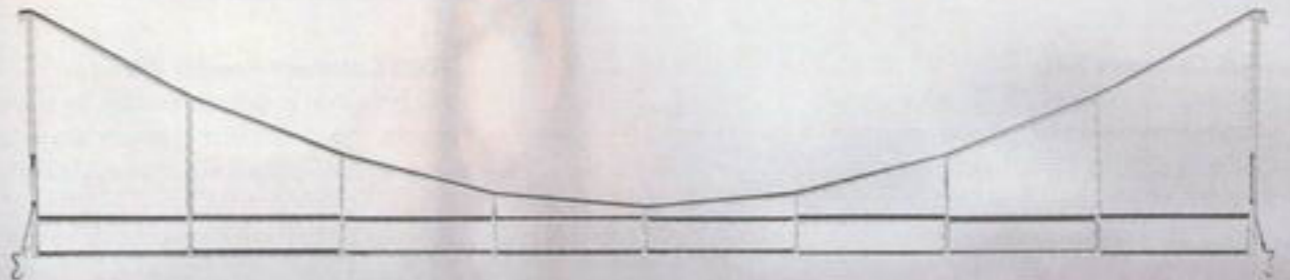
7022 Insulated Section.
Solid section for interrupting current flow (push-in connection). Length 115 mm / 4-1/2".

All wire sections are nickel plated.



7017 Cross Span.
Connects to tower masts. Spans up to 4 tracks depending on track spacing. Span width 280 mm / 11".

7016 Cross Span.
Connects to tower masts. Spans up to 6 tracks depending on track spacing. Span width 390 mm / 15-1/4".



New Signals for the Times.

Signals have been at the core of the Märklin assortment since time immemorial. Their play, control and safety functions, as well as the color light changes, contribute greatly to the fascination of model railroading.

Now we have developed a new generation of color light signals that make use of all of the possibilities of miniaturization. Their features can be described in a few words: quite close to the prototype in appearance and function, can be integrated easily without additional work into conventional or digital layouts. After close examination, experts will recognize a whole range of details. No visible wires disturb the appearance of the finely detailed masts.

Everything is to scale – the flat signal housings, the super fine lens hoods, the auxiliary signals, the mini LED's. Each signal housing contains its own electronic circuit for the control of the LED's. The signal aspects do not change abruptly, they dim and light up softly like the prototype. Even the colors of the lights created by the maintenance-free LED's follow the prototype – cold green, strong red, warm yellow – and real white.

A signal control module as a separate component is part of every home signal. It can be connected to the Märklin Digital System or to conventional control boxes for all AC or DC systems, using the wires included with the signal. The signal control module controls a

home and up to two distant signals as well as the train control circuit for the signal block. It can be mounted out of sight under C Track or under the layout's baseboard.

The signal masts, including their electrical connections are constructed with a plug-in feature. The counterpart pieces are plug-in bases for C and K Track in the form of signal bases.

Without a doubt, the new signals leave nothing to be desired with these features – a level of technology for demanding model railroaders.

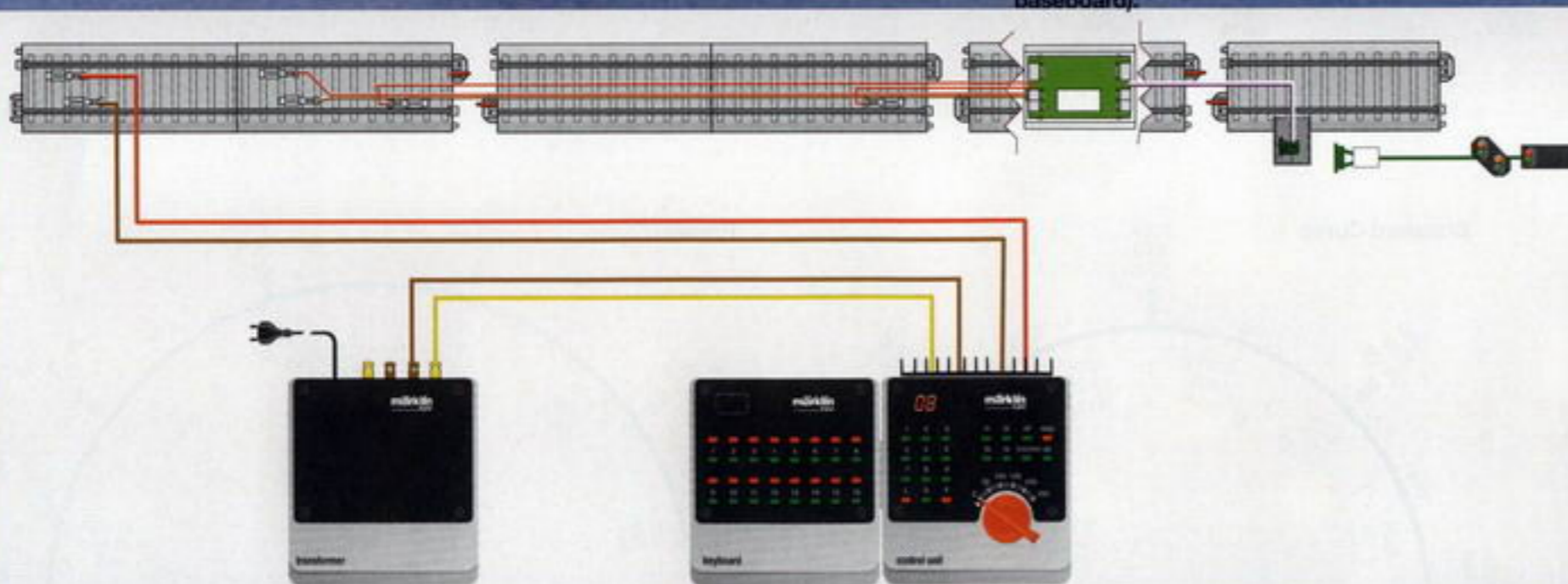
Section of track with feeder connection for digital current.

Feeder connection for the signal control module.

Insulated length of track as a braking area.

Signal control module (in the road bed with C Track, otherwise mounted under the baseboard).

Track with the plug-in base for the signal



This is how easy it is to integrate the signal control module, including control of train movements, into the Märklin Digital System:

The signal control module receives its commands directly through the track. Wires to the digital accessory controller (Keyboard) are not necessary.

The standard address for the signal control module can be changed before installing the latter. Only four contacts to the track and a wire to the signal have to be plugged in for the connections.

On conventional layouts, you do have to have wires to the control box for accessories.

Flat signal housing with fine scale lens hoods.

Micro-electronic circuit in the signal housing controls the light functions.

Maintenance-free LED's with the correct traffic colors of red, yellow, green, white.

Home and distant signals individually or in combination.

Detailed metal mast (lattice or pipe mast) with all details such as signal boards and electric boxes.

Clear view through open areas without disruptive wiring.

Mast foot with plug-in contact.

Pedestal with integrated plug-in base. Grade spacers included for compensating track inclinations of up to 8%.

Adapter for mounting on C and K Track.



**Märklin Signals now
on the Internet.**

Web training for you at:
www.maerklin.com/webtraining

New Signals for the Times.

**Just take a close look.
You'll like what you see.**

You can turn them around and look at them from whatever angle you want: The new Märklin signals are impressive from all sides. Lens hoods, replacement signal, or the tiny LED's – everything is to scale and looks as filigree as the prototype.

Where are the wires?

Spontaneous enthusiasm mounts to astonishment when you look at these models from the side. On other signals, you see a bundle of wires filling the open areas in the mast. With Märklin you see through the open areas. Behind the signal housing, on the lattice mast or pipe mast – there are no wires or solder points to disturb the fine appearance. And yet, the entry and distant signal show seven different signal aspects with seven mini-LED's – on a single mast.

Dual intelligence: In the signal housing and in the roadbed

So much innovation demands a lot of ideas, many of them hidden in the signal housing. An extremely flat electronic circuit is integrated directly behind the face of the signal. It stores the signal aspects, provides power to and controls the LED's. When the lights change, the LED first fades slowly out, and the new signal aspect fades slowly on – as can be seen in slow motion – and like the prototype. The electronic circuit in the signal housing communicates with a second circuit, the microchip in a separate signal control module. This signal module is part of every home signal and is mounted near the signal in the C Track roadbed or under the layout baseboard. The module can be controlled with either conventional control boxes or with digital Keyboards. The signal module gives switching commands with the appropriate code for the signal aspect to the home signal and to any distant signal connected to it.

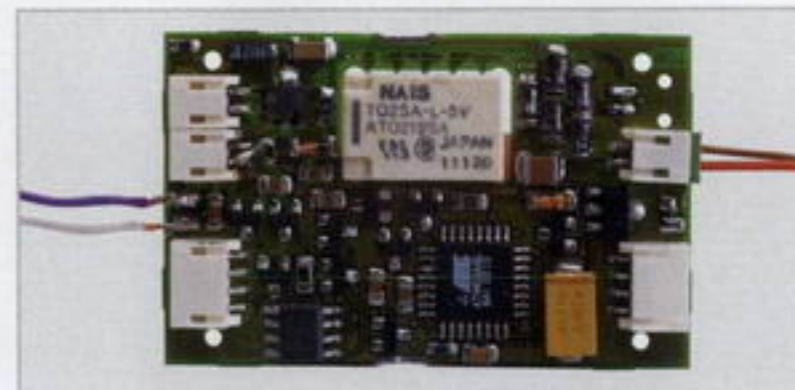
The Decoder Principle

The command is decoded by the electronic circuit in the signal housing. It then knows which LED's it must turn off and on for this signal aspect. Thanks to this decoder function right in the signal housing, we no longer need the many wires for controlling the LED's. Power and commands between the control module and the signal go through two conductors.



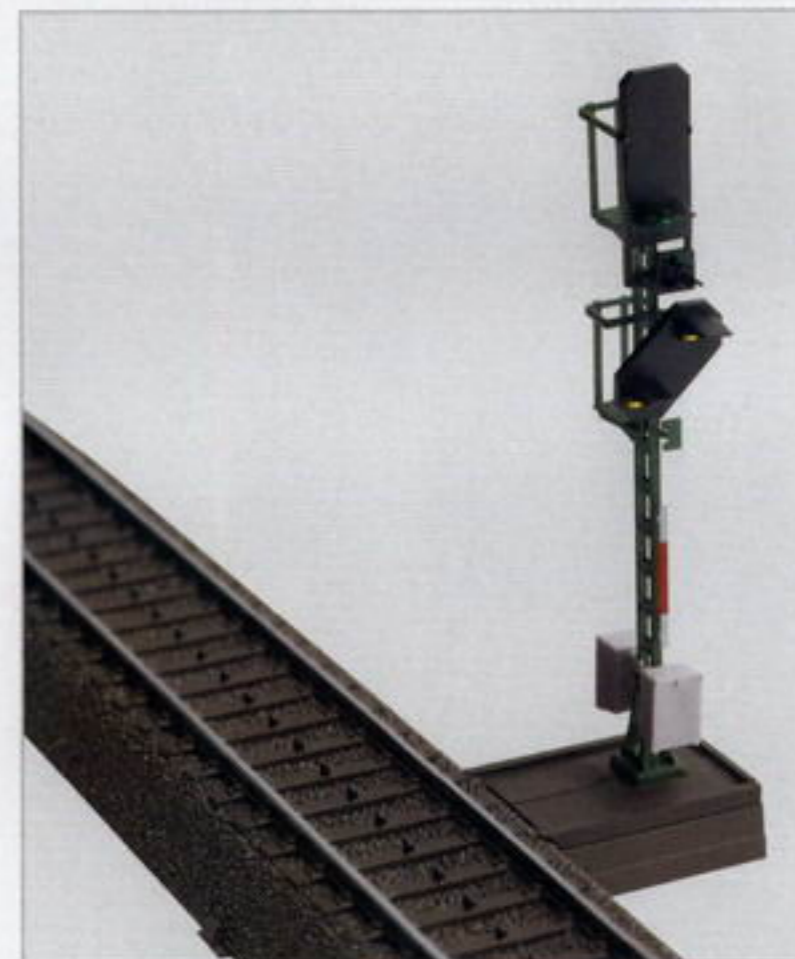
LED's with Correct Traffic Colors

The mini-LED's are maintenance-free, have a long life, and put out a bright light. As with the standard regulations in the prototype, the LED's correspond to the correct traffic colors: red (powerful), yellow (warm), green (cold), and white (real white). The white LED's give the authorization for switching maneuvers and have an unbelievable diameter of 1.2 mm / 3/64".



The separate signal control module has all of the connections for digital and conventional signal control.

The base with the plug-in system for the signal can be clipped on to C Track easily. The few required connections and the signal module are concealed in the roadbed.



Highlights

- ▶ Block signal for use on main lines.
- ▶ Appropriate distant signal by itself is item no. 76383 or on block signal, item no. 76395.



Hp 0
Red
Stop



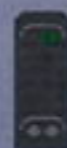
Hp 1
Green
Proceed

Highlights

- ▶ Entry signal for use before stations.
- ▶ Appropriate distant signal by itself is item no. 76383 or on block signal, item no. 76395.



Hp 0
Red
Stop



Hp 1
Green
Proceed



Hp 2
Green/Yellow
Proceed slowly

Highlights

- ▶ Exit signal for use in station areas.
- ▶ Appropriate distant signal by itself is item no. 76383 or on entry signal, item no. 76397.
- ▶ Integrated yard signal with white light.



Hp 00
Red/Red
Stop, no
switching



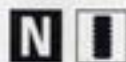
Hp 0 + Sh 1
Red + White/White
Stop,
switching allowed



Hp 1
Green
Proceed



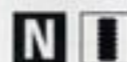
Hp 2
Green/Yellow
Proceed slowly



76391 Color Light Home Signal.

Prototype: German Federal Railroad (DB) standard design block signal. 2 aspects: "Stop" – red (Hp0) and "Proceed" – green (Hp1).

Model: Signal comes with integrated electronic signal circuit and separate signal control module. Control of all functions possible by means of a signal control module (that is assigned to the unit) in the Digital System or with a conventional control box. Control module can be installed under C Track roadbed or under the layout. The signal's configuration and address for digital operation can be assigned and tested before installation. Connections present on the control module for controlling train movements and for a distant signal. Height without base 78.0 mm / 3-1/16".



76393 Color Light Home Signal.

Prototype: German Federal Railroad (DB) standard design entry signal. 3 aspects: "Stop" – red (Hp0), "Proceed" – green (Hp1) and "Proceed slowly" – green/yellow (Hp2).

Model: Signal comes with integrated electronic signal circuit and separate signal control module. Control of all functions possible by means of a signal control module (that is assigned to the unit) in the Digital System or with a conventional control box. Control module can be installed under C Track roadbed or under the layout. The signal's configuration and address for digital operation can be assigned and tested before installation. Connections present on the control module for controlling train movements and for a distant signal. Height without base 78.0 mm / 3-1/16".



76394 Color Light Home Signal.

Prototype: German Federal Railroad (DB) standard design exit signal. 4 aspects: "Stop" – red/red (Hp00), "Proceed" – green (Hp1) and "Proceed slowly" – green/yellow (Hp2) as well as "Train halt, switching allowed" – red/white (Hp0/Sh1).

Model: Signal comes with integrated electronic signal circuit and separate signal control module. Control of all functions possible by means of a signal control module (that is assigned to the unit) in the Digital System or with a conventional control box. Control module can be installed under C Track roadbed or under the layout. The signal's configuration and address for digital operation can be assigned and tested before installation. Connections present on the control module for controlling train movements and for a distant signal. Height without base 78.0 mm / 3-1/16".

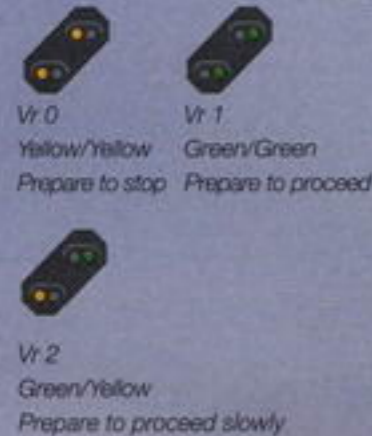
New Signals for the Times.



- ▶ Distant signal can be used with all home signals.
- ▶ Signal aspects for this signal automatically assigned when it is connected to signal control module.



controlled by home signal that follows



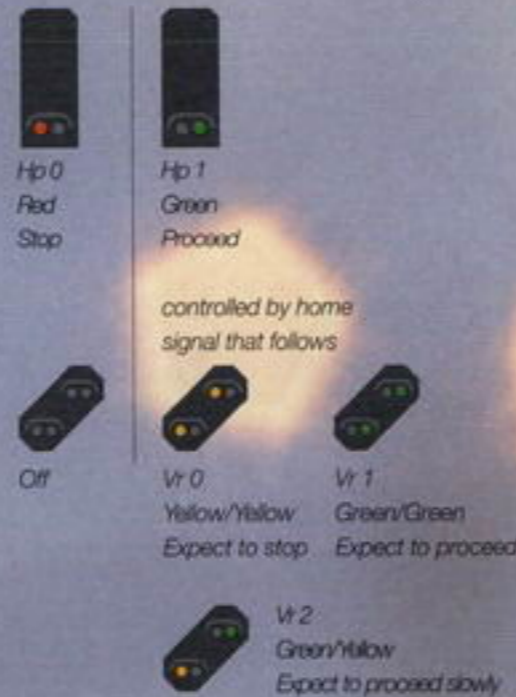
76383 Color Light Distant Signal.

Prototype: German Federal Railroad (DB) standard design distant signal. 3 aspects "Prepare to stop" – yellow/yellow (Vr0), "Prepare to proceed" – green/green (Vr1) and "Prepare to proceed slowly" – green/yellow (Vr2).

Model: Signal comes with integrated electronic signal circuit. Connections are made to the separate signal control module assigned to a home signal. Can be used with all home signals. Control of all functions by means of the signal control module for the home signal. The signal's configuration and address for digital operation are assigned from the signal control module for the home signal. Height without base 61.0 mm / 2-3/8".



- ▶ 2 signals on one mast without additional connections.
- ▶ Block signal for use on main lines.
- ▶ Distant signal for use before a block signal or an entry signal.



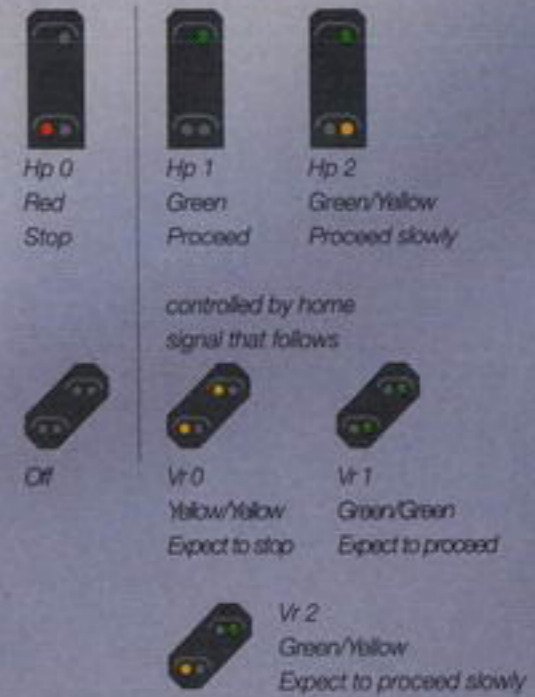
76395 Color Light Home Signal with Color Light Distant Signal.

Prototype: German Federal Railroad (DB) standard design block signal with distant signal on the same signal mast. Home signal has the same 2 aspects as item no. 76391. Distant signal has the same 3 aspects as item no. 76383.

Model: Signals come with 2 integrated electronic signal circuit and 1 separate signal control module. Distant signal can be used for all home signals. Control of all functions possible by means of a signal control module (that is assigned to the unit) in the Digital System or with a conventional control box. Control module can be installed under C Track roadbed or under the layout. The configuration and address for both signals for digital operation can be assigned and tested before installation. Connections present on the control module for controlling train movements and for another distant signal. Height without base 78.0 mm / 3-1/16".



- ▶ 2 signals on one mast without additional connections.
- ▶ Entry signal for use before stations.
- ▶ Distant signal for use before an exit signal.



76397 Color Light Home Signal with Color Light Distant Signal.

Prototype: German Federal Railroad (DB) standard design entry signal with distant signal on the same signal mast. Home signal has the same 3 aspects as item no. 76393. Distant signal has the same 3 aspects as item no. 76383.

Model: Signals comes with 2 integrated electronic signal circuit and a separate signal control module. Control of all functions possible by means of a signal control module (that is assigned to the unit) in the Digital System or with a conventional control box. Control module can be installed under C Track roadbed or under the layout. The configuration and address for both signals for digital operation can be assigned and tested before installation. Connections present on the control module for controlling train movements and for another distant signal. Height without base 78.0 mm / 3-1/16".

Hijalights

- ▶ Yard signal for use in switching areas.
- ▶ Signal housing on prototypically narrow stand.
- ▶ Sh1 aspect correct with 2 white lights.



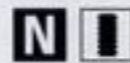
76371 Color Light Yard Signal.

Prototype: German Federal Railroad (DB) standard design yard signal. Dwarf signal without a mast. 2 aspects: "Stop" – red/red (Sh0) and "Go" – white/white (Sh1).

Model: Signal comes with integrated electronic signal circuit and separate signal control module. Plug-in contact on the narrow stand of the signal housing. Control of all functions possible by means of a signal control module (that comes with the unit) in the Digital System or with a conventional control box. Control module can be installed under C Track roadbed or under the layout. The signal's configuration and address for digital operation can be assigned and tested before installation. Connections present on the control module for controlling train movements. Height without base 10.0 mm / 3/8".

Hijalights

- ▶ Yard signal for use in switching areas.
- ▶ Prototypical thin pipe mast.
- ▶ Sh1 aspect correct with 2 white lights.



76372 Color Light Yard Signal.

Prototype: German Federal Railroad (DB) standard design yard signal. High-standing signal with a pipe mast. 2 aspects: "Stop" – red/red (Sh0) and "Go" – white/white (Sh1).

Model: Signal comes with integrated electronic signal circuit and separate signal control module. Control of all functions possible by means of a signal control module (that comes with the unit) in the Digital System or with a conventional control box. Control module can be installed under C Track roadbed or under the layout. The signal's configuration and address for digital operation can be assigned and tested before installation. Connections present on the control module for controlling train movements. Height without base 50.0 mm / 2".



Semaphore/Target Signals

Stop and Go on the Rails

Model signals fulfill important control and safety functions just like those of the prototype.

Märklin signals control traffic, because they not only show prototypical signal indications, they also directly influence the movement of trains. When set for "stop" they turn off current in their area to the center rail and to the catenary – the train remains stopped. When set for "slow" or "full speed" they turn the current on – the train travels through the area or starts up again.

Anyone wanting to be even more realistic can set up distant signals at the proper intervals; these are coupled with their home signals and show the same signal settings. Color light and semaphore/target signals are controlled with the 7272 control box and in the Digital system with the accessory decoders.

In conjunction with circuit tracks or switching contacts, signals can also be controlled by trains in operation, thereby automating many operating procedures.

7036 Distant Signal.

Has movable disk. Changes from yellow/yellow to green/green. Double solenoid. With base plate. Width 28 mm / 1-1/8". Length 65 mm / 2-9/16". Height 73 mm / 2-7/8".

HOBBY

7039 Home Signal.

Single semaphore. Changes from red to green. Double solenoid. With base plate. Width 27 mm / 1-1/16". Length 70 mm / 2-3/4". Height 125 mm / 5".



7036



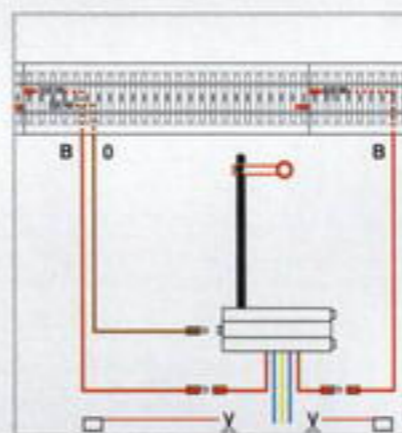
7039

K Tip: Semaphore/target signals for K Track

The semaphore/target signals were originally designed for M Track, but can also be installed easily on layouts with K Track with just a few additional parts.

C Tip: Semaphore/target signals for C Track

The semaphore/target signals were originally designed for M Track, but can also be installed easily on layouts with C Track with the 74043 hookup kit.



The following are required for connecting a home signal to such a layout:
 2 x 7522 center rail insulators
 2 x 7504 center rail terminal clip
 1 x 7500 ground terminal clip

74043 Signal Hookup Kit for C Track.

Suitable for color light and semaphore/target signals. Contains insulators, wire and connectors for a signal block.

7038 Distant Signal.

Has movable arm and movable disk. Changes either as the 7036 or from yellow/yellow to yellow/yellow/green. 2 double solenoids. With base plate. Width 28 mm / 1-1/8". Length 65 mm / 2-9/16". Height 73 mm / 2-7/8".

7040 Home Signal.

Has 2 coupled semaphores. Changes from red to green/yellow. Double solenoid. With base plate. Width 27 mm / 1-1/16". Length 70 mm / 2-3/4". Height 125 mm / 5".

7041 Home Signal.

Has 2 independent semaphores. Changes from red to green or red to green/yellow. 3 solenoids. With base plate. Width 27 mm / 1-1/16". Length 97 mm / 2-9/16". Height 125 mm / 5".



7038



7040



7041

Explanation of Signal Aspects

Usually on main lines or at stations with no turnouts/crossings.



Usually at or near stations with turnouts/crossings.



At or near stations with turnouts/crossings or straight through operation.



Controls switching movements in a station/yard.



7042 Yard Signal.

Mast with movable front and rear lens. Double solenoid. With base plate. Width 28 mm / 1-1/8". Length 70 mm / 2-3/4". Height 70 mm / 2-3/4".

HOBBY

7188 Color Light Home Signal.

Changes from red to green. Double solenoid. Additional hand lever. With base plate. Width 28 mm / 1-1/8". Length 70 mm / 2-3/4". Height 90 mm / 3-9/16".



Color Light Signals

Light Signals

Märklin color light signals reproduce all of the important signal settings for modern railroading: home and distant signals for main lines, for junctions, stations and yard tracks.

In conjunction with the signal settings, the Märklin signals also switch the current to the locomotives, for both the center rail and the catenary. The necessary hardware and installation instructions are included with each signal.

The signals are controlled with the 7272 control box and in the Digital system with the accessory decoders.

In conjunction with circuit tracks or switching contacts, signals can also be controlled by trains in operation. This makes it possible for you to have rich and varied operations with many trains, because Märklin signals control the movement of trains and safeguard particular parts of a route.

7236 Color Light Distant Signal.

Changes from yellow/yellow (Vr0) to green/green (Vr1). With 7230 mounting bracket and base plate. Width 16 mm / 5/8". Length 28 mm / 1-1/8". Height 67 mm / 2-5/8".



7236



7239



7237



7240

7239 Color Light Home Signal.

Changes from red (Hp0) to green (Hp1) and controls track power with double solenoid mechanism. Additional hand lever. With base plate. Width 30 mm / 1-3/16". Length 70 mm / 2-3/4". Height 90 mm / 3-9/16".

7237 Color Light Distant Signal.

Changes from yellow/yellow (Vr0) to yellow/green (Vr2). With 7230 mounting bracket and base plate. Width 16 mm / 5/8". Length 28 mm / 1-1/8". Height 67 mm / 2-5/8".

7240 Color Light Home Signal.

Changes from red (Hp0) to green/yellow (Hp2) and controls track power with double solenoid mechanism. Additional hand lever. With base plate. Width 30 mm / 1-3/16". Length 70 mm / 2-3/4". Height 90 mm / 3-9/16".

7238 Color Light Distant Signal.

Changes from yellow/yellow (Vr0) to green/green (Vr1) or yellow/green (Vr2). Double solenoid mechanism for the yellow/green aspect. With base plate. Width 30 mm / 1-3/16". Length 70 mm / 2-3/4". Height 67 mm / 2-5/8".

7241 Color Light Home Signal.

Changes from red (Hp0) to green (Hp1) or green/yellow (Hp2) and controls track power with double solenoid mechanism with additional third solenoid for the green/yellow aspect. 2 additional hand levers. With base plate. Width 30 mm / 1-3/16". Length 95 mm / 3-3/4". Height 90 mm / 3-9/16".



7238



7241

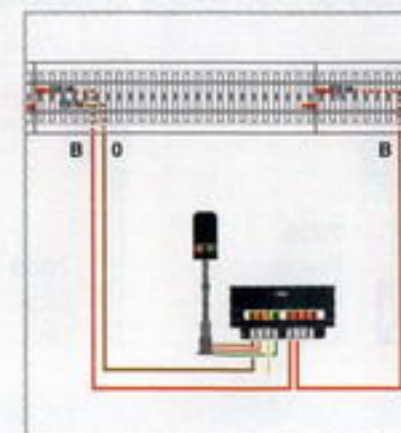


74043 Signal Hookup Kit for C Track.

Suitable for color light and semaphore/target signals. Contains insulators, wire and connectors for a signal block.

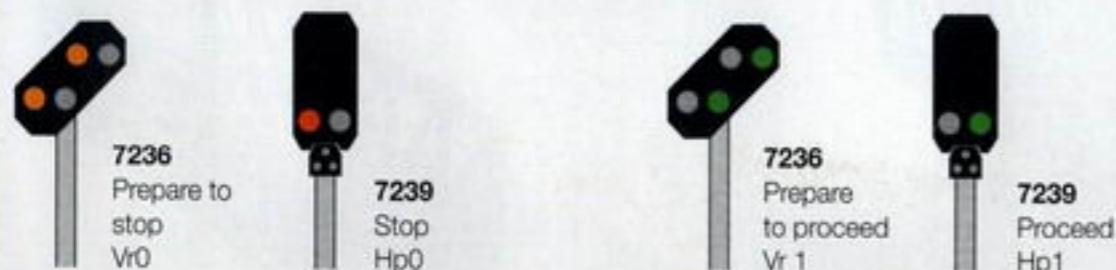
Tip: Color light signals for C Track

The color light signals were originally designed for K Track, but can also be installed easily on layouts with C Track with the 74043 hookup kit.



Explanation Of Signal Aspects

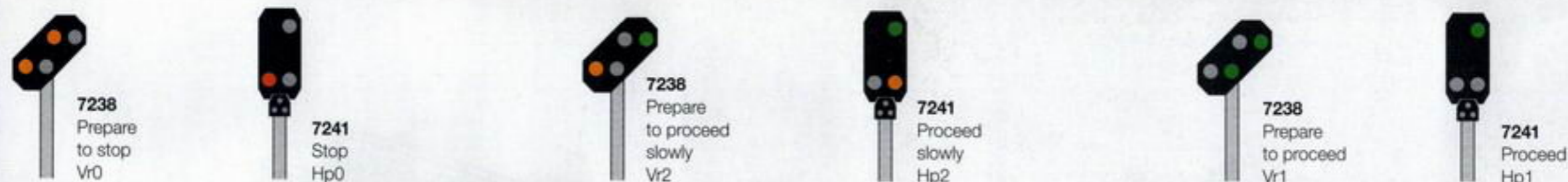
Usually on main lines or at stations with no turnouts/crossings.



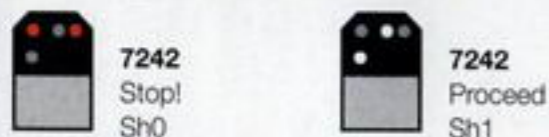
Usually at or near stations with turnouts/crossings.



At or near stations with turnouts/crossings or straight through operation.



Controlling switching movements in a station/yard.



7242 Yard Signal.

Changes from red/red (Sh0) white/white (Sh1) and controls track power with double solenoid mechanism. Additional hand lever. Width 30 mm / 1-3/16". Length 70 mm / 2-3/4". Height 18 mm / 11/16".



7244 Universal Relay.

With 4 single pole switches. Contacts have 2 amp capacity. Can be activated by control box, circuit track, contact track, reed switch or digital decoder.

72441 Signal Module.

Signal mechanism with integrated circuit for controlled stops of digital locomotives with high-efficiency propulsion. Connections for a 2 position color light signal, for the 3 track blocks required for safe braking of the locomotive. This signal module can be controlled with either a k 83 decoder or a conventional 7272 control box. Dimensions 100 x 54 x 22 mm / 3-15/16" x 2-1/8" x 7/8".

The signal module requires 3 isolated track blocks in the area of the signal. This first block is a transition area and should be as long as a pickup shoe (approx. 70 - 90 mm / 3" - 4"). The second block is the actual braking area in which the locomotive will be brought to a controlled stop. The length of the braking block is determined by the setting for the braking

delay on the locomotive's decoder. This second block should be at least 40 to 50 cm / 16" to 20" long. The third block is a safety block in which the track voltage is turned off as is done in simple signal blocks. This keeps the locomotive from accidentally overshooting the signal. The signal module is suitable for use with color light and semaphore signals.

Locomotives with built-in Digital or Delta electronic circuits without a control feature (i.e. acceleration / braking delay) come to a stop partially in the braking area or not until the safety area is reached. A simple solution to this situation is not possible. For that reason we do not absolutely recommend using the 72441 signal module together with propulsion systems without a control feature.

Bridges

Bridges and approach ramps bring the third dimension to a model rail-road layout: from flatness to a sense of height. From the simple bridging of a road or river, to crossing several tracks, to realistically linking different levels on the layout – the Märklin accessory program offers the right solution for each task.



7268 Straight Ramp.
For K or M Track. 3 clips for mounting K Track. Length 180 mm / 7-3/32".



7263 Arched Bridge.
For K or M Track. 6 clips for mounting K Track and instructions for setting up bridges. Arch height 117 mm / 4-5/8". Length 360 mm / 14-3/16".



7262 Truss Bridge.
Can be used alone or with 7263 arched bridge. For K or M Track. 3 clips for mounting K Track and instructions for setting up bridges. Height 45 mm / 1-3/4". Length 180 mm / 7-3/32".



7267 Curved Ramp.
Radius 360 mm / 14-3/16". For K or M Track. 3 clips for mounting K Track. Length and radius same as 2221 and 5100 track.



7569 Curved Ramp.
Radius 424.6 mm / 16-3/4". For K Track only (standard curve II). 3 clips for mounting track. Length and radius same as 2231 track.



7250 Base Plate.
2.5 mm / 3/32" high. Used as pillar foundation.



7251 Base plate.
3 mm / 1/8" high. Can be used only in conjunction with 7250.



7252 Pillar.
6 mm / 1/4" high. For building ramps in 6 mm / 1/4" increments.

High Up ...

... The C Track Bridges.

The bridge program with the look of steel girders takes C Track into the third dimension. Ramps, approaches and overpasses can be built systematically with the sturdy superstructures and 7250 to 7253 pillars. The C Track lies in the bridge and can be slid back and forth, thus enabling you to have a custom installation of the bridges on a layout. The width of the bridges takes into account parallel approaches even in the track spacing used by the wide radius turnout geometry of 64.3 mm / 2-9/16".

Suitable bases are available for catenary masts and color lights in the bridge area.



74636 Arched Bridge.

Length 360 mm / 14-3/16". Width 64 mm / 1-5/16". Height 117 mm / 4-5/8". For straight sections of C track. One arched bridge is the same length as the 24188 + 24172. The 74620 is suitable as an approach bridge.



74620 Truss Bridge.

Length 180 mm / 7-3/32". Width 64 mm / 1-5/16". For straight sections of C track. Two truss bridges are the same length as the 24188 + 24172. Can also be used as an approach bridge to the 74636.



74618 Straight Ramp.

Length 180 mm / 7-3/32". Width 64 mm / 1-5/16". For straight sections of C track. Two ramp sections are the same length as the 24188 + 24172.



74613 Curved Ramp.

Radius 360 mm / 14-3/16". Curve 30°. Width 64 mm / 1-5/16". For R1 radius C track curved sections. One ramp section corresponds in length to the 24130 track section.



74623 Curved Ramp.

Radius 437.5 mm / 17-1/4". Curve 30°. Width 64 mm / 1-5/16". For R2 radius C track curved sections. One ramp section corresponds in length to the 24230 track section.



7253 Pillar.

30 mm / 1-3/16" high.



7234 Base Plate.

For mounting masts of 7200 signals on bridges.

Railroad Grade Crossings

The gates for the fully automatic railroad grade crossings descend the minute an oncoming train reaches the contact area, and do not go back up until the last car has left the contact area. The contact area can be extended to any length desired. Any straight or curved track can be used with K Track. With C Track an existing electrical connection on the track sections must be separated. On the M Track that is no longer available only the 5115, 5116, and 5145 contact tracks can be used.



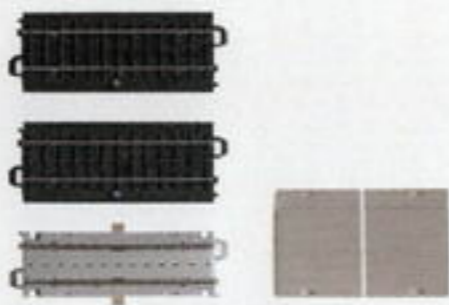
74920 Fully Automatic Railroad Grade Crossing.

Comes with half gates. For direct connection to C Track. 2 solenoid activated gates with 2 warning signals and 2 red warning lights which come on

when the gates come down. Ready to be connected to the layout, easy installation. Contact track set: 3 straight tracks each 94.2 mm / 3-3/4". Dimensions for each base half 137 x 95 mm / 5-3/8" x 3-3/4".

74930 Add-On Set.

For 74920 railroad grade crossings for C Track. Required for each additional parallel track. Contact track set: 3 straight tracks each 94.2 mm / 3-3/4". No other connections required. Road section can be adjusted for a spacing of 26 to 61 mm / 1" to 2-3/8" (track spacing of 64 to 99 mm / 2-5/8" to 4").



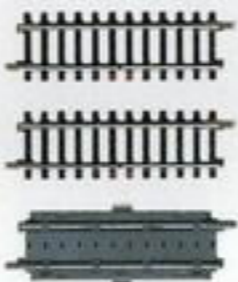
7592 Fully Automatic Railroad Grade Crossings.

With half gates. For K Track. 2 solenoid activated gates with 2 warning signs and 2 red warning

lights which come on when the gates go down. Contact track set: 3 straight tracks each 90 mm / 3-9/16". Dimensions for each base half 137 x 95 mm / 5-3/8" x 3-3/4".



K



7593 Add-On Set.

For 7592 railroad grade crossing. For K Track. Required for each additional parallel track. Contact track set: 3 straight tracks each 90 mm / 3-9/16". Road section can be adjusted for spacing of 33 to 68 mm / 1-5/16" to 2-11/16" / track spacing of 64 to 99 mm / 2-1/2" to 3-7/8".



24951 Straight Adapter Track.

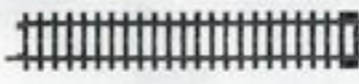
Enables the installation of the 74920 railroad grade crossing on layouts with M Track as well as the installation of older M Track railroad grade crossings on layouts with C Track. Length 180 mm / 7-3/32".



24922 Straight Adapter Track.

Enables the installation of the 74920 railroad grade crossing on layouts with K Track as well as the installation of the 7592 railroad grade crossing on layouts with C Track. Length 180 mm / 7-3/32".

K



2291 Straight Adapter Track.

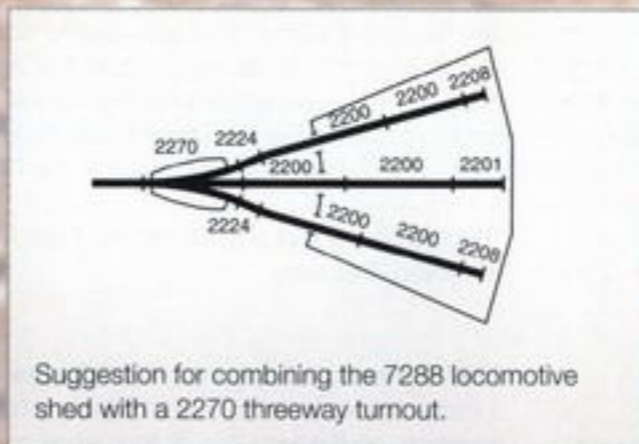
Enables the installation of the 7592 railroad grade crossing on layouts with M Track as well as the installation of older M Track railroad grade crossings on layouts with K Track. Length 180 mm / 7-3/32".

Locomotive Shed

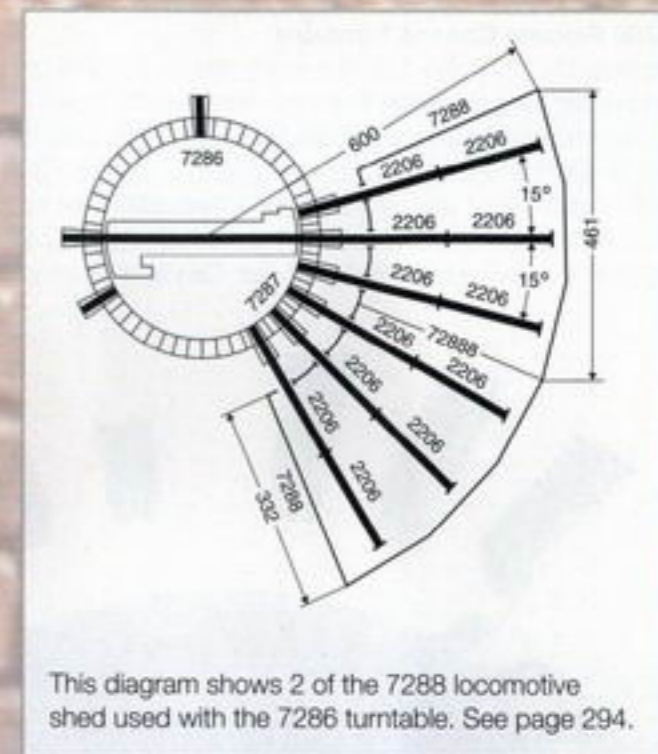


7288 Locomotive Shed Kit.

3 stalls at 15° intervals. Can be used with the 7286 turntable. For M and K track (track not included). Doors close automatically when a locomotive enter that stall in the locomotive shed.



Suggestion for combining the 7288 locomotive shed with a 2270 threeway turnout.



This diagram shows 2 of the 7288 locomotive shed used with the 7286 turntable. See page 294.

Fall New Item

N

72891 Locomotive Shed Kit.

Single-stall locomotive shed. Doors close automatically after a locomotive enters the shed. Suitable for all H0 track. Size approximately 320 x 120 mm / 12-5/8" x 4-3/4".



Turntable

7286 Remote Control Turntable.

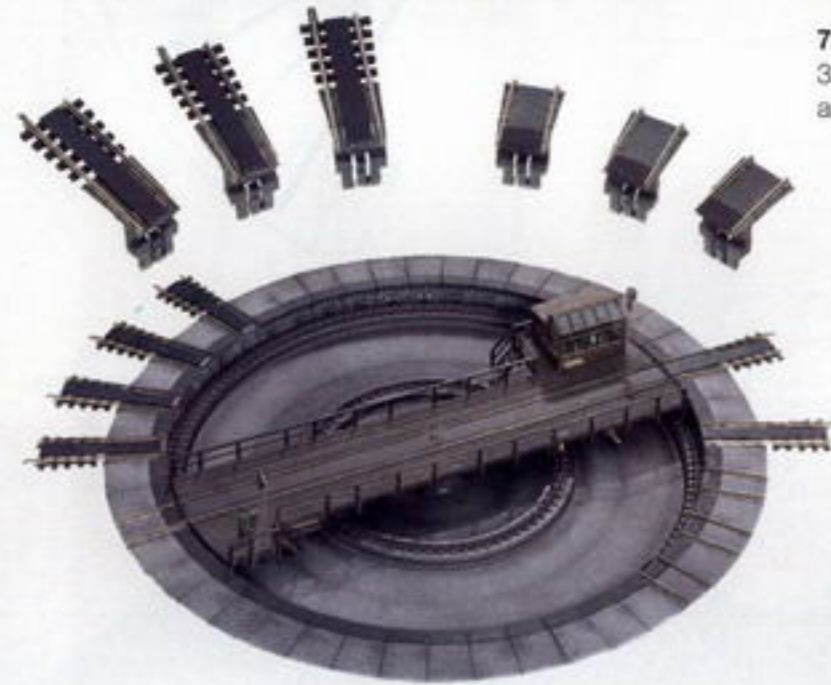
Standard DB 27 meter / 88 feet 6 inch design. Suitable for conventional and digital train operation. Remote controlled deck with built-in motor. Conventional controller included. Function: Deck turns right/left in single steps and continuously to a stop. Can be retrofitted with the 7687 digital set for easy digital control. Turntable pit for inset installation on a layout. 6 spoke tracks for K Track which can be installed at any spot on the perimeter of the turntable. Can also be used with C Track

and M Track in conjunction with adapter tracks. Can be expanded to a maximum of 48 spoke tracks at 7.5° intervals with the 7287 extension kit. Track power to spoke tracks comes through the turntable deck. External diameter 386 mm / 15-3/16". Deck length 310 mm / 12-1/4". Can be used with the 7288 locomotive shed.

This model is a joint project with the Fleischmann Company, Nürnberg, Germany.

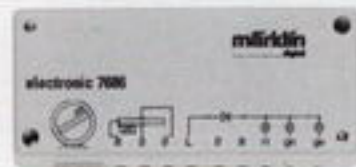
7287 Extension Set for the 7286 Turntable.

3 spoke tracks for K track and 3 dummy tracks. Can be installed anywhere on the turntable. Built-in track power contacts.



7687 Digital Retrofit Set for 7286 Turntable.

Enables easy control of the turntable with track indexing in the Digital system. Deck turns to the right/left in single steps and continuously. Consists of electronic control circuit with digital decoder, all necessary hardware and complete instructions.



In addition to a central unit (6021 Control Unit), a digital accessory controller (6040 Keyboard) is required to control the digital turntable (7286 with 7687). It is also possible to

control the turntable with a computer (with 6051 Interface). This digital control is independent of the conventional or digital control of the trains.



24922 Straight Adapter Track.

Allows C Track to be connected to the 7286 turntable. Length 180 mm / 7-3/32".

2291 Straight Adapter Track.

Allows M Track to be connected to the 7286 turntable. Length 180 mm / 7-3/32".

Transfer Table

7294 Remote Control Transfer Table.

Base plate with 2 approach tracks and 8 stall tracks. Track connections for M Track. Can also be used with C Track and K Track in conjunction with adapter tracks. Can be used with 7289 locomotive shed. Deck with motor in engine shed for forward and reverse operation. Control box and cable for remote control. Deck stops automatically at the tracks. Track power to the stall tracks through the deck. Additional connections for catenary. Dimensions of base 360 x 420 mm / 14-3/16" x 16-1/2". Deck length 288 mm / 11-3/8".

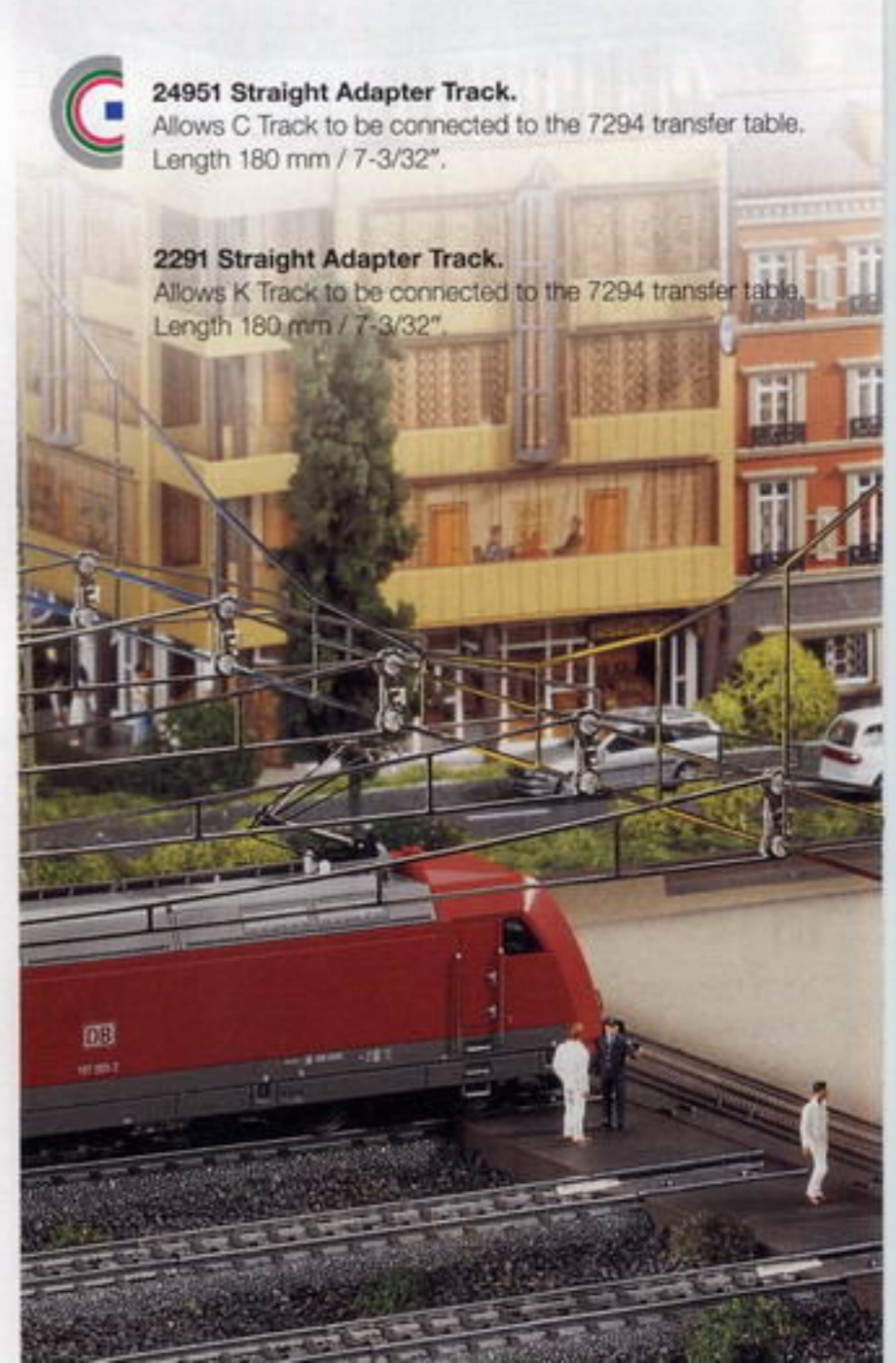


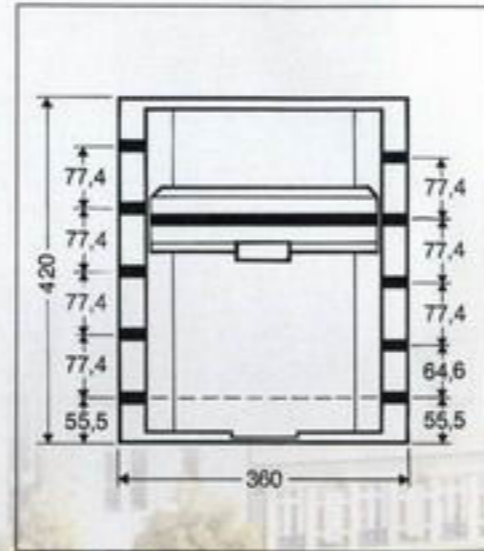
24951 Straight Adapter Track.

Allows C Track to be connected to the 7294 transfer table. Length 180 mm / 7-3/32".

2291 Straight Adapter Track.

Allows K Track to be connected to the 7294 transfer table. Length 180 mm / 7-3/32".





The transfer table can also be controlled with Märklin Digital using a k 84 decoder. The connections for the transfer table are described in the instructions for the k 84 decoder and in the 0308 Digital book.

7295 Catenary Set for Transfer Table.

Consists of 2 catenary gantry masts, 1 wire section with a connection wire for the deck and 10 short catenary wire sections for track connections.

7289 Locomotive Shed Kit.

Two-stall shed with 4 manually operated roll doors for run-through operation. For M and K Track (track not included). Can be used with 7294 transfer table. Size 280 x 150 mm / 11" x 6".



Gantry Crane



- ▶ 6 special functions.
- ▶ Miniature motors to power the mechanical functions.
- ▶ Work lights that can be turned on and off.
- ▶ Connections for an electro-magnet.
- ▶ Conventional and digital operation are both possible.



N **I** **fX** **III-V**

76500 Gantry Crane.

Prototype: Typical gantry crane, mainly used at industrial, harbor and other freight loading/unloading locations.

Model: Gantry crane comes with digital operating functions. Plastic base and superstructure. Power supply comes through the base. The mechanical functions are powered by miniature motors. Crane bridge can be driven forwards and backwards, crane cab can traverse on the crane slots continuously, crane cab can be turned 360°. Metal hook

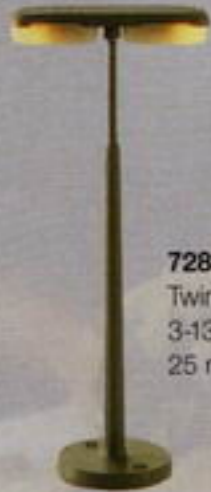
can be raised and lowered over the pulley. Work lights on the crane boom can be turned on and off. There are connections for an electro-magnet. The crane's functions can be controlled with the 6021 Control Unit or with the controller that comes with the crane. The spacing between the crane structure vertical supports is designed for C Track. Base dimensions 360 x 360 mm / 14-3/16" x 14-3/16", Height approximately 270 mm / 10-5/8"





Lamps and Lights

These lamps and lights are delicate in design and yet sturdily made. All of the round masts are metal. The lattice masts are the same in dimensions and design as the catenary tower masts.



7281 Station Platform Light.
Twin lights. Height 97 mm / 3-13/16". Base diameter 25 mm / 1".

7046 Arc Lamp with Lattice Mast.
Can be used with catenary for M and C Track. Height 192 mm / 7-9/16". Base 14 x 28 mm / 9/16" x 1-3/32".



7048 Arc Lamp.
Height 156 mm / 6-1/8". Base diameter 29 mm / 1-1/8".



7283 Tower Mast Lamp.
Mounted on tower mast. Has base plate. Can be used with catenary. Height 170 mm / 6-11/16".



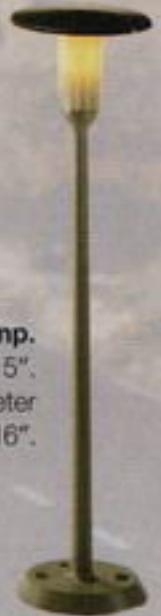
7280 Street Light.
Height 117 mm / 4-5/8". Base diameter 25 mm / 1".

7284 Park Light.
Height 63 mm / 2-1/2". Base diameter 15 mm / 1/2".
















7282 Street Light.
Twin lights. Height 120 mm / 4-3/4". Base diameter 25 mm / 1".

7047 Lamp.
Height 127 mm / 5". Base diameter 27 mm / 1-1/16".



Light Bulbs for Accessories

Light Bulbs

Accessory	Catalog Number	Approx. Power Use
Rotary crane	7051	60 0000  19 V 0,8 VA
Lamps	7280, 7281, 7282, 7283, 7284	
Track bumper	7191	
Signals	7036, 7038, 7039, 7040, 7041, 7042	
Car lighting	7077	
Turnouts	2262, 2263, 5128, 5137, 5140, 5202	
Signals	7188, 7339	60 0010  19 V 0,8 VA
Car lighting	7079	
Signals	7188, 7339	60 0020  19 V 0,8 VA
Car lighting	73150*, 7330*, 7333*, 7335*, 73155*	60 0080  19 V 0,9 VA
Lamps	7046, 7047, 7048	60 0100  19 V 0,8 VA
Light mast	5113, 74997	
Car lighting	7323	
Car lighting	7197, 7318, 7320, 7322, 7329	60 0150  19 V 1,0 VA
Car lighting	7074	60 0200  19 V 0,8 VA
Signals	7242	60 2000  19 V 0,5 VA
Crossing gates	7292, 74920, 7592	60 2010  19 V 0,5 VA
Signals	7239, 7240, 7241	
Signals	7236, 7237, 7238, 7239, 7240, 7241	60 2020  19 V 0,5 VA
Signals	7236, 7237, 7238, 7240, 7241	60 2040  19 V 0,5 VA
Car lighting	73140	60 2100  10 V 0,3 VA
Car lighting	7317	61 0080  22 V 0,7 VA

* The 61 0080 is recommended as a replacement for continuous operation in the Digital system.

The power consumption figures given refer to a current of 16 volts available at the accessory terminals/sockets of Märklin transformers. The total power required for lighting in a circuit is figured by adding the watts for each of the lamps in that circuit. Note: 1 VA = 1 watt.



The Common Colors in the Märklin HO Wiring System

Red = locomotive power connection (transformer to third rail or catenary)

Brown = ground from track roadbed or control box to transformer

Yellow = lights and solenoid accessories

Blue = ground return from solenoid accessories to the control box or circuit track (with green, red, and orange plugs)

Wire

The copper conductor in this wire consists of 24 separate strands each 0.10 mm / 0.004" in diameter with a total cross section of 0.19 sq. mm / 0.0003 sq. in. This is sufficient even in the event of a short circuit with a 52 watt transformer.

7100

Single conductor. Gray. 10 m / 33'.

7101

Single conductor. Blue. 10 m / 33'.

7102

Single conductor. Brown. 10 m / 33'.

7103

Single conductor. Yellow. 10 m / 33'.

7105

Single conductor. Red. 10 m / 33'.



71060 Wire.

Dealer package assortment with 10 rolls each of red, brown, blue and yellow wire. Length of each roll 10 meters / 33 feet. Wire cross section 0.75 sq. mm / 0.001 sq. in. Rolls of wire can also be sold separately.

The wire in this dealerpackage assortment with a cross section of 0.75 sq. mm / 0.001 sq. in. is recommended for large HO layouts and for Märklin 1.

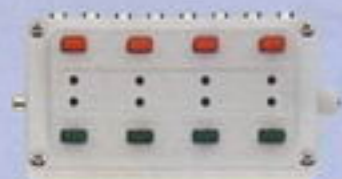


603026 Automatic Wire Stripper.

For stripping insulation from all single conductor wire 0.19 to 6.0 square millimeters in size. Wire stripper mechanism automatically adjusts itself to the size of the wire. Length of wire insulation to be stripped can be adjusted from 5 to 12 mm. Side cutter integrated into the wire stripper.

Accessories

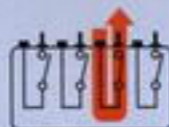
For Remote-Control Operation



Schematic of 7271
(Button 3 pushed)

7271 Control Box.

With 8 sockets for connecting 4 double solenoid accessories. Automatic feedback of the accessory setting with LEDs when used with 7549 (K) and 74490 (C) turnout mechanisms. Dimensions 80 mm x 40 mm / 3-1/8" x 1-9/16".



Schematic of 7273
(Button 3 pushed)

7273 Control Box.

For turning 4 different track or accessory circuits on and off. For example, power can be controlled in 4 storage sidings in 4 different track circuits. Dimensions 80 mm x 40 mm / 3-1/8" x 1-9/16".



Schematic of 7272
(Button 3 pushed)

7272 Control Box.

For controlling 4 double solenoid accessories. The position of the buttons shows the setting for the signals, turnouts, etc. Dimensions 80 mm x 40 mm / 3-1/8" x 1-9/16".



Schematic of 7274

7274 Control Box.

For dividing or switching a track or accessory circuit into 4 different circuits, each with two connections. For example, 4 accessory circuits for building illumination can be turned on or switched over. Dimensions 80 mm x 40 mm / 3-1/8" x 1-9/16".



7209 Distribution Strip.

Has 11 electrically linked connections. Dimensions 50 x 20 mm / 2-3/4" x 11/16".



71400 Plug and Socket Assortment.

Contents: 100 pieces. Assorted by color according to average requirements. New standard with additional safety features. Particularly suitable for lengthening wire connections. Cannot be used with the plugs from the earlier 7130 assortment.

- New miniature plug and miniature socket.
- Plugs and sockets with shielded contact.
- Connection between plug and socket seamlessly protected.
- Plugs and sockets with side hole for additional connections.
- Colors: brown, yellow, red, green, gray, orange.
- Can be used with earlier control boxes.



603361 Crimping Pliers.

For mounting 74995 spade connectors securely to wire. Sturdy metal construction with insulated handles. Comes with illustrated instructions.



74995 Spade Connectors.

Can be used for the contact fingers on C Track. For all Märklin wire from 0.19 sq. mm / 0.0003 sq. in. or 0.02 in. dia. to 0.75 sq. mm / 0.001 sq. in. or 0.04 in. dia. 1 package contains 20 spade connectors.



HOBBY

6645 100 volts Japan. 32 VA
6646 120 volts USA. 32 VA. UL/CSA tested.
6647 230 volts. 32 VA
Transformer 32 VA / 2 Amps
 Track current adjustable between 4 and 16 volts. Accessory current 16 volts. Plastic housing. Dimensions 140 x 120 x 80 mm / 5-1/2" x 4-3/4" x 3-1/8". VDE/UL/CSA tested.



6001 110 volts USA. 42 VA. UL/CSA tested.
6002 230 volts. 52 VA.
Accessory Transformer for Lighting Circuits and Solenoid Accessories.
 LED pilot light. 52/42 VA output. 16 volt alternating current. Plastic housing. Dimensions 120 x 140 x 80 mm / 4-3/4" x 5-1/2" x 3-1/8". VDE/UL/CSA tested.

Tested for Safety

We guarantee trouble-free operation of our trains only when used with original Märklin transformers. The transformers must be protected from dampness and are not designed for use outdoors. Connect the transformer only to alternating current.

Also pay close attention to the operating instructions for the transformers (see "General Information on the hookup and operation of Märklin model railroads" on the inside of the catalog cover.)

Multi-train operation with separate power circuits

In conventional train operation if several trains are to be operated independently of each other, the layout is divided into several power circuits. A transformer and at least one feeder track are assigned to each power circuit and are easily separated electrically from other power circuits with a center conductor insulator (74030, 5022 or 7522). In the Märklin HO system the running rails have the same polarity everywhere on a layout and do not need to be interrupted.

Power circuits can be closed routes like most main routes or other areas of track with their own operation. Examples of the latter would be branch lines, station areas, storage sidings, switching yards or railroad maintenance areas. In this way you have the possibility of

controlling individual locomotives for specific purposes simultaneously with fully automatic route operations.

As a rule catenary for electrified routes is connected to its own transformer as an additional power circuit. This allows you to control locomotives used in catenary operation independently of locomotives or rail cars powered from the track. Catenary power circuits can be separated from each other with the 7022 insulated section.

Power Consumption of Locomotives and Accessories

The output indicated on the transformer (in VA/watts) is available for the power consumption of all users in the power circuit. Some sample power use calculations:

With a load, smaller locomotives (ex. 3000 tank locomotive) require about 9 watts, larger locomotives (ex. 33803 diesel locomotive) about 12 watts. The power consumption for train lighting is based on light bulbs built into the cars and is usually less than 2 watts per car.

After subtracting the output required by trains, the remaining reserve in the transformer can be used at the accessory outputs for electric accessories. Here, light bulbs use between 0.5 and 1 watt (see table

"Light Bulbs for Accessories" on page 311 and turnout or signal mechanisms use about 6 watts when activated. Additional electric accessories should be connected to an additional accessory transformer.

DELTA Multi-Train Operation

Operating Enjoyment Multiplied.

First you add some track and turnouts, then more cars and one day a second locomotive is being run on the layout – now you are faced with the decision whether to keep operating locomotives conventionally or with a multi-train system.

In order to control both locomotives independently from one another, in conventional operation you have to isolate an area of track and power it with a second transformer. Each of the two locomotives is then controlled in its area of track by its train control transformer. In principle you are operating two model railroad layouts next to one another. Of course, each locomotive can also be run into the track area of the other, but it also enters the area controlled by the other's transformer.

With a multi-train system you have quite different possibilities. The locomotives do not need their own areas of track; they receive control commands from a locomotive controller. Each command contains information regarding which locomotive it is intended for and what that locomotive is to do. Only the locomotive so selected reacts to these control commands. It needs a decoder for this purpose, one that receives and decodes these commands. All Märklin Delta and digital H0 locomotives and all Maxi and standard 1 Gauge locomotives are equipped with this sort of decoder. Other H0 locomotives, such as from the Hobby assortment, can be retrofitted with a decoder.

With Märklin you have a choice between two Delta multi-train systems for four to five locomotives or the Märklin Digital system that you can expand in steps for layouts of up to 80 locomotives as well as digitally controlled accessories. Delta and digital locomotives are compatible with all of these systems.



66045 Delta Control 4 f.

Controller for individual control and for setting the speed of locomotives with a Delta electronic circuit or a Digital decoder. The "function" function on locomotives with digital decoders can be switched on and off with this controller. Simple installation between a feeder track and a transformer. Plastic housing. Unit has connections for the 6605 Delta Pilot.

Dimensions 120 x 140 x 80 mm / 4-3/4" x 5-1/2" x 3-1/8".

The entry level system for H0 layouts is connected between the layout and the accessory terminals on a Märklin AC power transformer. One of four previously set locomotive addresses is selected with the switch on the Delta Control 4 f. This locomotive is controlled independently with the speed control knob; the others continue to run at the speed and in the direction last set for them. Even a fifth locomotive can be controlled independently with the 6605 Delta Pilot hand controller. With the Delta Control 4 f you have the possibility of turning the function on and off called "function" that is present on locomotives with digital decoders. Signals and turnouts continue to be operated conventionally and are independent of the Delta system.



6605 Delta Pilot.

Hand controller that can be connected to the Delta Control and the Delta Control 4 f. This hand controller can be used to operate a digital locomotive independently of and in addition to the 4 locomotive types that can be operated with the Delta Control and the Delta Control 4 f. This fifth locomotive can be operated at the same time as the other four locomotives. This digital locomotive must be set for an address of "80". Direction reversing with the push button. Plastic housing. Dimensions: 39 x 100 x 40 mm / 1-17/32" x 4" x 1-9/16".

Overview of the Märklin Multi-Train Systems

System	Delta	Delta	Digital
Basic Unit	Delta-Control 66045 4 f	Delta-Station 6607	Control Unit 6021
Number of locomotive addresses	4 + 1	4	80
Digital locomotive functions	controllable function	function + f1 turned on f2 to f3 turned off	max. 5 can be turned on and off
Controllable accessories	none	none	256
Suitable transformers	6647 or 6002	6647 or 6002	6002
Outdoor operation	no	yes	yes
Suitable for	H0	H0, 1	H0, 1
Other control units	1 Delta-Pilot 6605	max. 4 Delta-Mobil 6608	Control 80 f, Keyboard, Memory, Interface



DELTA

6607 Delta Station.

Delta electronic unit for individual control of locomotives with built-in Delta modules. The output of this Delta Station is designed for Maxi locomotives. When connected to a transformer (6001/6002), a maximum power of approximately 45 VA (approx. 35 VA with the 6001) is available. Up to 4 Delta Mobil (6608) hand controllers can be connected to this unit. 1 Delta Mobil is included with this unit. The Delta Station can control 4 locomotives individually. These 4 addresses can be called up from any hand controller connected to the Station. The Delta Station can also be used outdoors to control Maxi locomotives. Dimensions 135 x 120 x 80 mm / 5-5/16" x 4-3/4" x 3-1/8".

This system is suitable for H0 and Maxi. Either a 6647/6646 AC power transformer with 32 VA power output or the 6002/6001 transformer with 52 VA (42 VA for 6001) power output, sufficient for the power requirements of the layout, is used to supply power. The Delta Station can be set up at any desired distance from the transformer used to supply power and is thus suitable for use outdoors. The Delta Station has no controls on it. Instead, a total of four 6608 Delta Mobil hand controllers can be connected to it. Each hand controller can address each of four locomotive addresses. With several hand controllers each controller is assigned to a locomotive, so that a maximum of four people can each be controlling their locomotive at the same time. All train operations can be stopped with an emergency button on each hand controller. With this system, you would continue to operate accessories conventionally.

If the abilities of the Delta system are not enough for you, because you want to control more locomotives individually or because you want to operate accessories digitally, then you should look at the Märklin Digital system on the following pages.



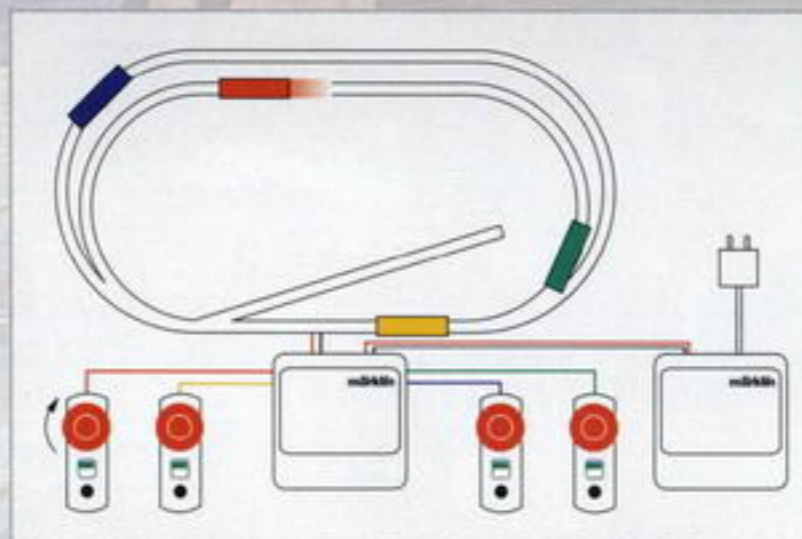
DELTA

6608 Delta Mobil.

Hand controller for use with the Delta Station (6607). The 4 different addresses for the Delta Station can be selected with a slider switch. Rotary knob for speed control with easy-to-recognize direction setting for Maxi locomotives. LED indicator functions as an emergency stop button. Dimensions: 130 x 50 x 37 mm / 5-1/8" x 1-15/16" x 1-7/16".

Important: The Delta Pilot (6605) cannot be used with the Delta Station (6607). The Delta Mobil hand controller (6608) is not suitable for the Delta Control (6604) and the Delta Control 4 f (66045).

Delta multi-train system: With a hand controller each of the four locomotives can be addressed one after the other, or with 4 hand controllers 4 different locomotives can be simultaneously controlled independently of each other.



DELTA

66032 Delta Module with Automatic System Recognition.

Electronic component for converting conventional Märklin H0 locomotives to Delta multi-train control. Suitable for locomotives with Märklin standard motors (flat commutator or drum-style commutator), especially for locomotives with Märklin Telex couplers. Can be operated with conventional transformers, the Delta Control, the Delta Station or with Märklin Digital. Automatic recognition of the mode of operation, 80 different addresses can be set on this module. Electronic direction reversing. An auxiliary function (example: Telex couplers) can be turned on and off with 2 changes of the locomotive's direction. Locomotive's headlights are turned on when it is in motion and can be wired to this module so that they change over with the direction of travel.



DELTA

66031 Delta Module with Auxiliary Function.

Electronic component for converting conventional Märklin H0 locomotives to the Delta multi-train control system. Suitable for locomotives with the Märklin standard motor (flat-commutator motor or drum-style commutator motor), specially for locomotives with Märklin Telex couplers. Locomotive converted with this module can be operated with a conventional transformer, the Delta Control, Delta Control 4 f, Delta Station or Märklin Digital. Coding switches for setting the model of operation and the address for multi-train operation. Electronic direction reversing. Auxiliary function (example: Telex couplers) can be turned on and off when the direction is changed twice.

The manufacturer warranty is covered only when Delta modules are installed by an authorized Märklin dealer.

Simulated Reality with Märklin Digital.

märklin
digital

Märklin Digital has been proving itself as a digital control system for H0 and 1 Gauge since 1984. In keeping with the Märklin philosophy, it is easy to operate, reliable in its function, and compatible with Märklin's H0 and 1 Gauge products. Märklin Digital controls locomotives, working models, or solenoid accessories. Each locomotive can be addressed individually. On locomotives with the high-efficiency propulsion,

the maximum speed as well as acceleration and braking delay can be custom-tailored to approach the operation of that model's prototype. Remote controlled auxiliary functions such as headlights, sound effects, horn, or a smoke generator allow you to get even closer to reality. Märklin Digital is a system for the future, and can be expanded with new functions, thus always remaining up-to-date. All of the power and

operating components are carefully designed to go together. Only original Märklin products guarantee full compatibility and reliable operation of the entire system.



How does Märklin Digital work?

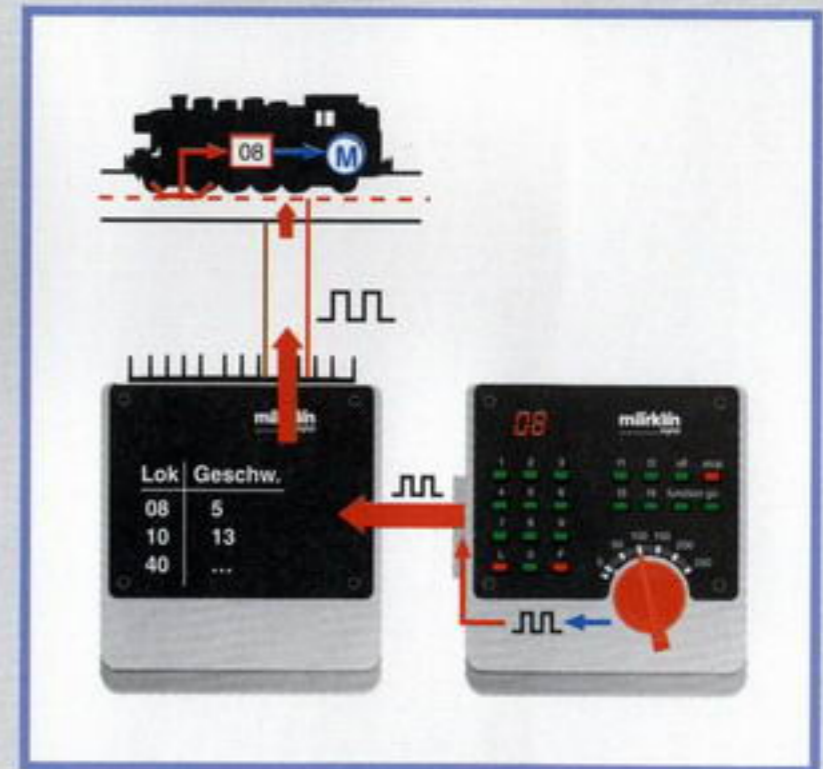
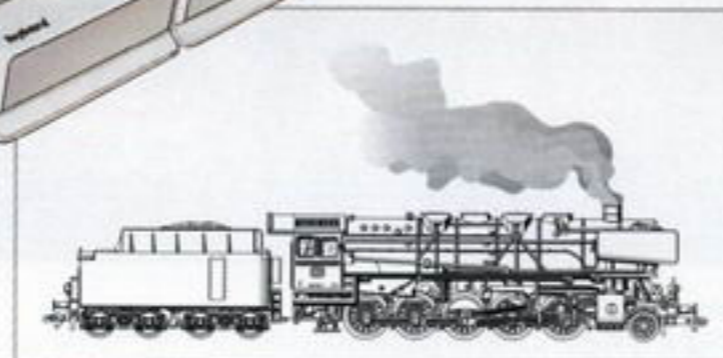
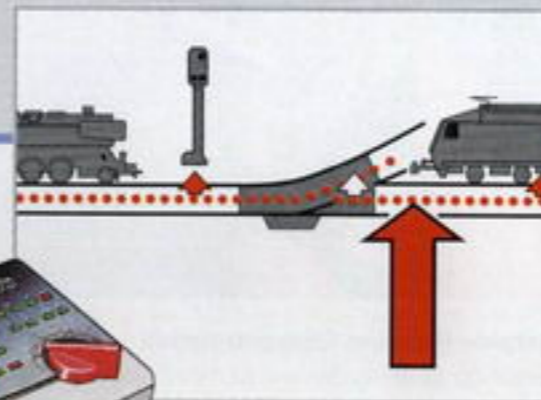
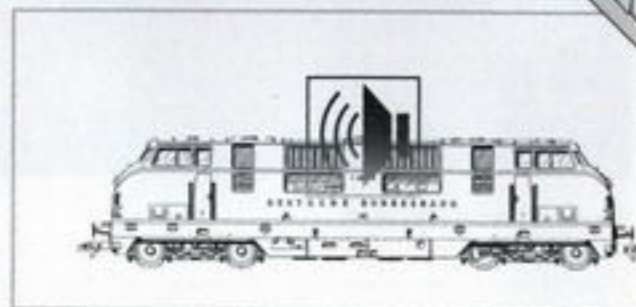
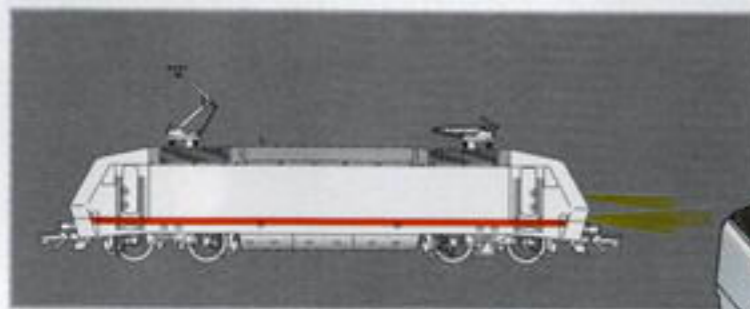
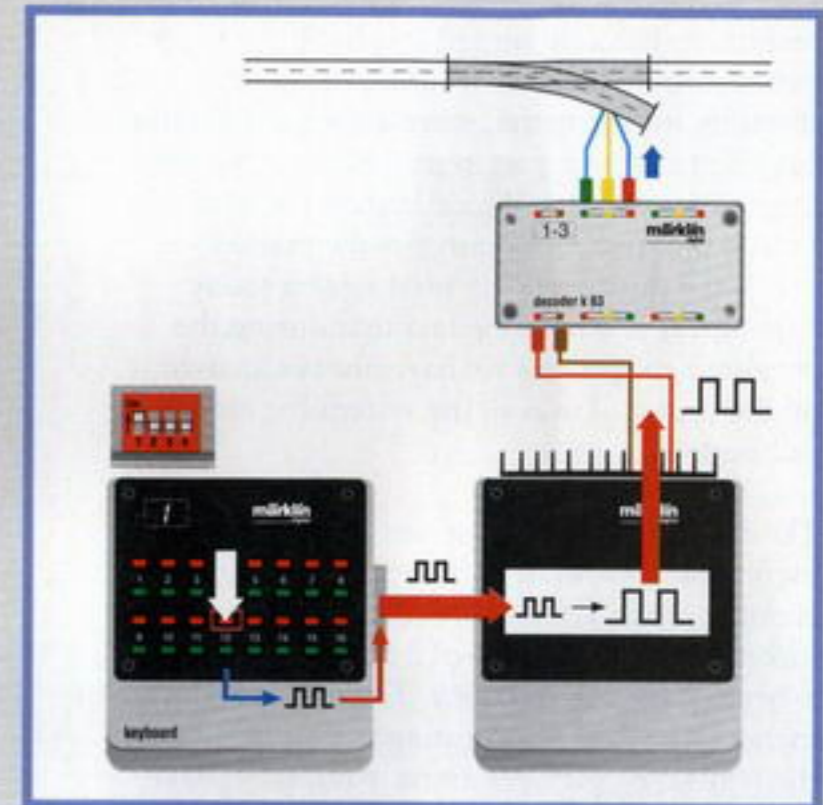
With conventional train control you use the train control transformer to regulate the voltage in the track for running trains; the locomotive then runs faster or slower. You have to isolate areas of track from one another and supply them with their own train control transformers in order to have locomotives run independently of one another.

With Märklin Digital the operating voltage in the track is almost constant. Regardless of the way you turn the control knob on the locomotive controller, the level of the operating voltage remains the same. Instead, the central unit sends control signals through the track. Each control signal contains an address (which locomotive it is intended for) and an actual command (run faster, stop, etc.). The locomotives have decoders that act as locomotive engineers, and they receive these signals. Initially, they check to make sure that the command is actually for them, whether the address agrees with the address they have. If yes, they accept the command. High-efficiency decoders have their

own "brain" in this situation. At the command "Stop" (control knob on the locomotive controller set for zero) they do not immediately turn off power to the locomotive; they decrease it continuously, so that the train slowly comes to a stop as in real life. Or, at the command "full speed" (control knob turned all the way over to the right) they allow only enough operating voltage to the locomotive until it reaches a prototypical maximum speed. These functions can be custom tailored for each locomotive with high-efficiency propulsion.

In addition to locomotives, Märklin Digital can also control solenoid accessories. Up to 256 turnouts and signals can be operated with ease either individually or in routes.

This multitude of functions does not require extensive wiring – all commands travel via two wires to the decoders.



The Unbelievable Possibilities with Märklin Digital:

Like so much in our everyday lives, the digital revolution has also turned this hobby with its rich tradition completely inside out. And certainly for the better, whereby we at Märklin have had a certain part in this. Because Märklin Digital was the first digital system for model railroading that was ready for the market – and is the mostly widely used system today. Part of this is due to the fact that during the development process we have always focused on the practical uses of the system for model railroaders.

The 3 most significant advantages are the individual control of each separate locomotive; running characteristics specific to the type of locomotive and capable of a fine control and a larger range of functions. These features increase the ease of operating the trains and the realism of the operations. And, they make model railroading even more varied – with a link to the future.



Individually Controllable Locomotives and Powered Rail Car Trains

Up to 80 locomotives can be addressed directly. Each locomotive runs independently of the others, even when they are on the same track. Multi-unit motive power is possible, just as in the prototype.



Adjustable Running Characteristics

Acceleration, braking delay and maximum speed can be adjusted for prototypical realism for digital locomotives.



A Better View

Headlights and marker lights can be turned on and off, even when the locomotive is standing still. Long distance headlights or work lights can also be turned on.



Controllable Train Lighting

Train lighting with constant brightness, independent of the train's motion, i.e. even when the train is stopped at a station platform or in front of a signal.



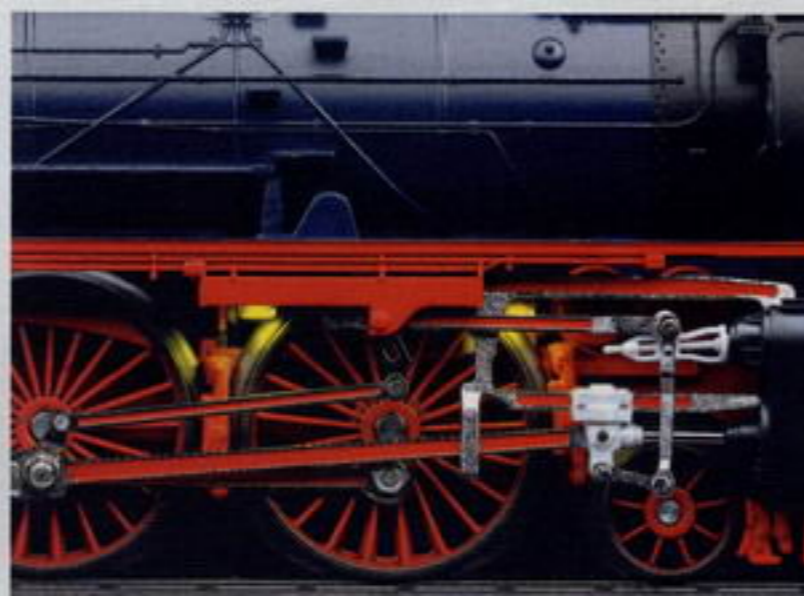
Sound Effects Circuits

Realistic operating sounds: digitally mastered original sound recordings of the steam locomotives or diesel motors with their appliances and ancillary sounds. Controllable horns, steam- and compressed air-activated whistles, bells, singing turbines, squealing brake shoes.



Remote Controlled Telex Couplers

The switch engine can be uncoupled from the cars at any spot on the layout (without the need for uncoupler tracks at that location).



Remote Controlled Locomotive Functions

Smoke generator, headlights / marker lights and long distance headlights, running gear lights, cooling fans, and much more.



Everything Moves

Remote controlled operating models with precise control of their movements. Motors can be activated selectively and can be controlled with fine touch from the control knob on the Control Unit.



Controlling Accessories Digitally

Like the locomotives, the solenoid-activated accessories or working models also require digital decoders with addresses that can be set on them. There are decoders for activating solenoid-activated accessories such as turnouts, signals, or uncoupler tracks.



Märklin Digital for H0 and 1.

The First Step.

The premium starter sets 29855/219854, 29856, 29859/29858, and 29848/29849 for H0 or 55031 for Standard 1 Gauge are the right first step for getting started in the age of digital. In addition to the 6021 Control Unit and the 6001/6002 transformer that is designed to go with it, these multi-train compositions have 2 trains. The other current starter sets can be expanded simply with the 6021 Control Unit. Every Märklin H0 locomotive with a Delta or Digital circuit board is digital ready, and the other locomotives can be retrofitted with a decoder. In Märklin 1 Gauge, all of the Maxi locomotives and Standard 1 Gauge models come from the factory digital ready.

Or Do You Want to Switch Over?

If you want to convert your existing Märklin H0 or 1 Gauge layout to Digital, in principle all you need is a Control Unit as the central unit. The transformer you already have can be used to power the Control Unit. The full capabilities are reached with the 6001/6002 transformer. The Digital system can be adapted to higher power requirements with the addition of one or more 6017 Boosters. Your dealer can retrofit conventional locomotives with Delta or Digital decoders.

Turnouts, signals, and uncoupler tracks can still be operated conventionally with control boxes. Anyone who has wired his layout with patience and care and who does not to destroy his beautiful work, can remain with conventional control of accessories. On the other hand, anyone wanting to make use of the additional working functions provided by digital technology or who wants to save himself the wiring required for subsequent expansion will want to control accessories digitally with Keyboards and decoders.

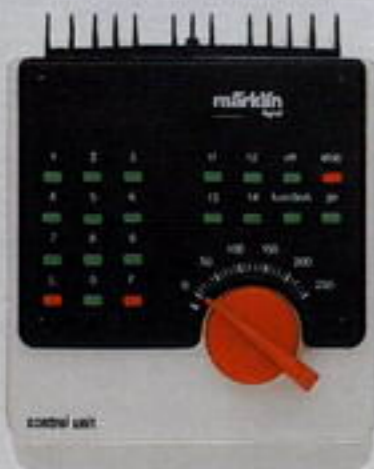


More and More Models with More and More Functions.

märklin
digital

The Heart of Every Märklin Digital Layout – 6021 Control Unit

The heart every Märklin Digital layout in H0 and 1 is the Control Unit. It combines the functions of three components: It is first a locomotive controller for operating locomotives, second a booster for supplying the layout with current to operate locomotives and accessories, third it is the central unit electronics circuit which processes all commands for other control components. The Control Unit collects and stores all commands for locomotives and accessories and sends them as data signals to the track. The Control Unit can recognize up to 80 locomotives. It calls up locomotive addresses from 01 to 80 with the 10 button keypad, and this address appears on the two-digit display. You then control this locomotive manually as you wish and turn on/off the functions built into the locomotive such as headlights, Telex couplers or smoke generator. When a new address is called up, this locomotive continues to run with the speed last set for it. The power supplied to the layout through the Control Unit is limited for reasons of safety.



6021 Control Unit.

Central unit for Märklin H0 and 1 layouts with built-in locomotive controller. Supplies the layout with power and control commands. The built-in locomotive controller has the same features as the Control 80 f. Terminal clips for transformer and track layout. 1 multi-pin connector for Booster. LED pilot light. Maximum output current 2.5 amps. Dimensions 135 x 120 x 80 mm / 5-1/2" x 4-7/8" x 3-1/2".

We at Märklin see technology as a means to an end to make model railroading even more realistic and more rich in adventure. We want to do more than just reproduce models that are as true in their detailing as possible; we want to make their functions and the operation of them just as realistic. These would include adjustable operating characteristics typical of that locomotive's prototype such as the maximum speed, acceleration, and braking. Also included would be remote controlled auxiliary functions for locomotives, cars, and working models. Examples and an overview in this section will show you which H0 and 1 Gauge models are equipped with which functions. There will be more in the future.



Up to Five Functions Can Be Controlled

With Märklin Digital up to five functions can be controlled, depending on the model. The headlights can be turned on with the "function" button and off with the "off" button. In addition, the Control Unit has four buttons marked "f1" through "f4" that can be used to control other locomotive functions.



The Sounds of a Steam Locomotive Even in H0

The class 01.10 in the digital version is equipped with a built-in sound effects generator for the sounds of the locomotive in motion. This Märklin development provides acoustically realistic steam locomotive operation. The sounds of a real steam locomotive were recorded for this, and processed and prepared digitally. The sound image changes depending on which stage of operation the locomotive is in. The locomotive whistle can be activated from the locomotive controller.

Controllable Train Lighting

The decoder for H0 car lighting will not leave its passengers sitting in the dark. The interior lighting in the cars can now be left on when the train is stopped in the same manner as the headlights for digital locomotives, something that now gives the right atmosphere to the scene at a station. The 60960 decoder can be retrofitted into cars. When the lighting for different cars is linked together with current-conducting couplers, then one decoder can control the car lighting for the entire train.

Better Vision at High Speed

The modern, high speed locomotives have both standard headlights and long distance headlights. This is better for the locomotive engineer, because at high speeds he can see further and is not driving in the dark; at the same time the train can be seen from a further distance. The front and rear long distance headlights on different digital versions of H0 models such as the class 101 and class 152 can be turned on.



Factory-Equipped Features for H0 Locomotives with Several Digitally Controlled Functions.



Item No.	Description	function	f1	f2	f3	f4
26507	S-Bahn/class 143	headlights	-	-	-	turning off the acceleration/braking delay
26510	Tunnel rescue train 1st decoder	headlights	warning light/auxiliary spot lights	transport car trackside lights	Telex couplers	turning off the acceleration/braking delay
26510	Tunnel rescue train 2nd decoder	headlights	warning light/auxiliary spot lights	train trackside lights	horn	horn
26530	SNCB class 23	headlights	-	-	-	turning off the acceleration/braking delay
26750	DRG class 18.4	headlights	smoke generator ¹⁾	whistle	bell	turning off the acceleration/braking delay
37030	DB class 38	headlights	smoke generator ¹⁾	-	-	turning off the acceleration/braking delay
37073	DR class 78	headlights	-	-	-	turning off the acceleration/braking delay
37090	DB, Inc. class Sggoorrss 700	headlights	-	-	-	turning off the acceleration/braking delay
37095	DB class 85	headlights	smoke generator ¹⁾	-	-	turning off the acceleration/braking delay
37132	DB class 75	headlights	-	-	-	turning off the acceleration/braking delay
37134	Sa SJ	headlights	-	-	-	turning off the acceleration/braking delay
37157	SNCB class 26	headlights	smoke generator ¹⁾	-	-	turning off the acceleration/braking delay
37172	SNCB class 27	headlights	Cooling fans mechanism	smoke generator ¹⁾	-	turning off the acceleration/braking delay
37240	E 424 FS	headlights	-	-	-	turning off the acceleration/braking delay
37241	class 1100 NS	headlights	-	-	-	turning off the acceleration/braking delay
37251	GKM	headlights	-	-	-	turning off the acceleration/braking delay
37263	class 1800 NS	headlights	-	horn 1	horn 2	turning off the acceleration/braking delay
37265	DB class ET 87	headlights	interior lights	-	-	turning off the acceleration/braking delay
37284	DB class 288	headlights	motor sound effects	-	horn	turning off the acceleration/braking delay
37331	CFL class 3600	headlights	marker light	-	-	turning off the acceleration/braking delay
37345	SBB class 421	headlights	-	front long distance headlights	rear long distance headlights	turning off the acceleration/braking delay
37365	DB class V36	headlights	-	-	-	turning off the acceleration/braking delay
37374	DB, Inc. class 101	headlights	-	front long distance headlights	rear long distance headlights	turning off the acceleration/braking delay
37396	DB, Inc. class 101	headlights	-	front long distance headlights	rear long distance headlights	turning off the acceleration/braking delay
37401	DB, Inc. class 140	headlights	-	-	-	turning off the acceleration/braking delay
37412	Rc2 SJ/GC	headlights	-	-	-	turning off the acceleration/braking delay
37440	DB class E 44	headlights	-	marker light	whistle	turning off the acceleration/braking delay
37476	DRG class E69	headlights	-	-	-	turning off the acceleration/braking delay
37521	De 6/6 SBB	headlights	marker light	-	-	turning off the acceleration/braking delay
37536	DB class 120	headlights	-	-	-	turning off the acceleration/braking delay
37550	DB class 55	headlights	rear headlights	-	-	turning off the acceleration/braking delay
37554	DB class 055	headlights	smoke generator ¹⁾	-	-	turning off the acceleration/braking delay
37558	ÖBB class 55	headlights	smoke generator ¹⁾	-	-	turning off the acceleration/braking delay
37562	DB class E60	headlights	-	-	-	-
37605	VT 11.5 DB	headlights	diesel sound effects	lighting in the cars	horn	turning off the acceleration/braking delay
37610	ALCO PA - 1	headlights	diesel sound effects	bell	horn	turning off the acceleration/braking delay
37641	class 6400 NS	headlights	-	-	-	-

As of August 2003

¹⁾ = Smoke generator not included with locomotive as delivered from the factory

²⁾ = Maximum speed reduced



Item No.	Description	function	f1	f2	f3	f4
37647	ÖBB class 2070	headlights	-	-	-	-
37649	DB, Inc. class 360	headlights	-	Telex couplers	-	turning off the acceleration/braking delay
37652	DB, Inc. class 360	headlights	-	Telex couplers	-	turning off the acceleration/braking delay
37657	SNCF class 461 000	headlights	-	-	-	turning off the acceleration/braking delay
37673	SNCF class 55	headlights	marker light	-	-	turning off the acceleration/braking delay
37724	DB class V 100.20	headlights	-	-	-	turning off the acceleration/braking delay
37725	DB class 212	headlights	-	-	-	turning off the acceleration/braking delay
37744	DB, Inc. class 216	headlights	-	whistle	whistle	turning off the acceleration/braking delay
37750	DB class E75	headlights	-	-	horn	turning off the acceleration/braking delay
37762	DB, Inc. class 628.2	headlights	interior lights	-	-	turning off the acceleration/braking delay
37780	DB, Inc. class 406	headlights + interior lights	-	long distance headlights	-	-
37782	DB, Inc. class 403	headlights + interior lights	-	long distance headlights	-	turning off the acceleration/braking delay
37783	„Valero“ AVE	headlights + interior lights	-	long distance headlights	-	turning off the acceleration/braking delay
37840	DB class 50	headlights	smoke generator ¹⁾	-	-	turning off the acceleration/braking delay
37841	DB class 051	headlights	smoke generator ¹⁾	Telex couplers	-	turning off the acceleration/braking delay
37846	LitraN DSB	headlights	smoke generator ¹⁾	-	-	turning off the acceleration/braking delay
37884	DB class 44	headlights	-	-	-	-
37885	DB class 043	headlights	smoke generator ¹⁾	Telex couplers	whistle	turning off the acceleration/braking delay
37914	ACL class 03.10	headlights	long distance headlights	-	-	turning off the acceleration/braking delay
37952	class 03	headlights	smoke generator ¹⁾	running gear lights	-	turning off the acceleration/braking delay
37970	Mikado NYC	headlights	smoke generator ¹⁾	steam locomotive sound effects	whistle	turning off the acceleration/braking delay
39103	DB class 01.10	headlights	smoke generator ¹⁾	running gear lights	whistle	locomotive sound effects
39195	DB class E91	headlights	-	horn	-	turning off the acceleration/braking delay
39223	DB class 194	headlights	-	marker light	whistle	turning off the acceleration/braking delay
39350	DB, Inc. class 152	headlights	-	long distance headlights	horn	turning off the acceleration/braking delay ²⁾
39355	ÖBB class 1016	headlights	-	long distance headlights	horn	turning off the acceleration/braking delay ²⁾
39358	ÖBB class 1016	headlights	-	long distance headlights	horn	turning off the acceleration/braking delay
39359	MAV class 1116	headlights	-	long distance headlights	horn	turning off the acceleration/braking delay
39560	SBB class Be 6/8 III	headlights	-	-	white/red light changeover	turning off the acceleration/braking delay
39579	DB class 103	headlights	engine room lighting	front pantograph	rear pantograph	turning off the acceleration/braking delay
39581	DB class 151	headlights	-	squealing brakes	horn	turning off the acceleration/braking delay
39602	SBB class 460	headlights	-	long distance headlights	white/red light changeover	turning off the acceleration/braking delay
39609	SBB class 460	headlights	-	long distance headlights	white/red light changeover	turning off the acceleration/braking delay
39610	SBB class 460	headlights	-	long distance headlights	white/red light changeover	turning off the acceleration/braking delay
39711	DB, Inc. class 401	headlights	-	door closing warning sound	horn	turning off the acceleration/braking delay
39821	DB class V 200.1	headlights	motor sound effects	marker light	horn	turning off the acceleration/braking delay ²⁾
39830	DB, Inc. class 182	headlights	-	long distance headlights	horn	turning off the acceleration/braking delay

As of August 2003

¹⁾ = Smoke generator not included with locomotive as delivered from the factory

²⁾ = Maximum speed reduced

Factory-Equipped Features for 1 Gauge Locomotives with Digitally Controlled Functions



Item No.	Description	Function	f1	f2	f3	f4
55023	Serie Am 847	headlights	-	-	-	-
55024	T9 ⁺ KPEV	headlights	smoke generator	steam sound effects	locomotive whistle	rear Telex
55031	BR 91 ⁺ DB BR V 100 DB	headlights headlights	smoke generator -	- -	- -	rear Telex -
55032	BR 80 DB	headlights	-	-	-	-
55171	BR E 91 DB	headlights	pantograph over engineer's cab 1	pantograph over engineer's cab 2	locomotive whistle	turning off the acceleration / braking delay
55282	BR 56 ²⁺ DB	headlights	smoke generator and cab lighting	bell	locomotive whistle	turning off the acceleration / braking delay
55713	BR 218 DB AG	headlights	-	diesel motor sound effects	horn	horn selection
55714	BR 218 DB	headlights	-	diesel motor sound effects	horn	horn selection
55741	Köf II DB	headlights	cab lighting	horn	-	-
55802	BR V 200 DB	headlights	cab lighting	diesel motor 1 sound effects	horn	diesel motor 2 sound effects
55900	BR 01 DB 1. Decoder 2. Decoder	headlights -	- smoke generator	- running gear lights	locomotive whistle cab lighting	Telex on the tender -
55913	T9 ⁺ K.W.St.E.	headlights	smoke generator	steam sound effects	locomotive whistle	rear Telex
55983	BR 38 DB	headlights	smoke generator and cab lighting	bell	locomotive whistle	turning off the acceleration / braking delay



Digital Right from the Start.

The two locomotives from the digital premium starter set also feature auxiliary functions. On the E 40, these are the headlights and



2 different whistle sounds; on the class 18.4, headlights, whistle, bell and smoke generator. Since all of these functions can also be used when the locomotive

is standing still, the smoke generator will provide the right atmosphere.



Uncouple Anywhere by Remote Control.

The headlights and the Telex coupler on the back of the standard 1 Gauge class 913 locomotive can be turned on and off by means of Märklin Digital..

Everything in Motion.

The digital Maxi crane is a special type of working model. Function buttons are used to turn the crane cab, raise and lower the boom, and raise and lower the hook; the speed for these functions is controlled with the rotary control knob on the Control Unit. This makes it possible to control the crane's movements precisely down to millimeters.



Maxi High-Efficiency Decoder.

Single-motor Maxi locomotives can be retrofitted with a digital, high-efficiency decoder. This makes the same, excellent, controllable operating characteristics available on these units as is found on the standard 1 Gauge locomotives..

When the layout gets bigger...

In addition to the Control Unit there are other digital components for additional power supply or for increased ease of operation.

Operating with One Another

If you want to control several locomotives simultaneously, or if you want to operate the model railroad layout with your friends, you can also connect additional Control 80 f locomotive controllers – some with an Adapter cable at a remote location on the layout. A different locomotive is then addressed with each locomotive controller.



6036 Control 80 f.

Locomotive controller. Access to 80 locomotive and function addresses. Address entry using 10 button keypad. Two-digit display of the locomotive address currently called up. On and off buttons for the locomotive auxiliary function. 4 combined on/off buttons for additional functions. Function status shown by LEDs. Emergency halt and release buttons. Can be connected to Control Unit or another Control 80 f. Dimensions 135 x 120 x 80 mm / 5-1/2" x 4-7/8" x 3-1/2".



6038 Adapter 180.

Extension cable for remote setup of the Control 80 f, Keyboard, Memory or Interface. Ribbon cable with 2 plug-in sockets for the Digital system. Length 180 cm / 71".

6039 Adapter 60.

Looks and functions like the Adapter 180. Length 60 cm / 23-1/2".

More Power for More Trains

The more trains, train lighting, functions or solenoid accessories that you place into operation, the more power you have to supply. You do this by dividing the layout into different power supply areas. The Control Unit is used with the first area. A Booster, each with its own transformer, is required for each additional area. The Boosters reinforce the commands from the common Control Unit, so that all power supply areas are receiving identical data and so that the locomotive decoders do not notice the transition from one area to another.



6000 100 volts Japan 50 VA.

6001 110 volts USA. 42 VA. UL/CSA tested.

6002 230 volts. 52 VA.

6003 240 volts. 52 VA.

Transformer.

Transformer for supplying power to the 6021 Control Unit or 6017 Booster. Suitable for supplying power to conventionally controlled Märklin accessories. 16 volt alternating current. LED pilot light. Dimensions 135 x 120 x 80 mm / 5-1/2" x 4-7/8" x 3-1/2".

The 6000, 6001, 6002 and 6003 transformers are not to be set up outdoors. They must be protected against moisture.



6017 Booster.

Output supply unit for large, digitally controlled Märklin H0 and Märklin 1 layouts. Maximum output current 2.5 amps. LED pilot light. With switchable voltage reduction for slow speed areas as with the 6021 Control Unit. 2 each terminal clips for transformer and track. 1 each multi-pin connector for Control Unit and additional Boosters. 1 adapter cable for connection to Control Unit. Dimensions 135 x 120 x 80 mm / 5-1/2" x 4-7/8" x 31/2".

Locomotives with More Functions

Another advantage of digital technology is the independent nature of operating locomotives and of other functions. Since the power in the tracks is no longer "turned off", headlights remain on although the train is standing still. Or the diesel motor continues to rumble at an idling speed until you turn it off. More and more digital H0 locomotives have controllable functions such as long-distance headlights, exhaust fans, smoke generators or sound effects circuits for even greater operating enjoyment. In 1 Gauge smoke generators, steam or diesel sound effects, bells, locomotive horns, whistles or headlights can be controlled, and even Maxi locomotives can have up to three controllable functions with the high-efficiency decoder that can be retrofitted into them.

Digital decoders for 1 Gauge models are available in the Märklin spare parts program. Please ask your authorized digital dealer.



60901 High-Efficiency Propulsion Set.

Consists of locomotive decoder and high-efficiency motor as well as installation hardware for converting most Märklin H0 locomotives with drum commutator motors to the current high-efficiency propulsion system. The electronic circuit has a total of 4 controllable functions. The "function" output is intended for the locomotive's headlights. The "f1" and "f2" outputs can be used for other functions such as Telex couplers or a smoke unit. The "f4" function allows you to turn the controlled motor functions off for easier switching of cars. The "f1", "f2" and "f4" functions can be controlled only with the Control Unit (6021), a Control 80 f locomotive controller connected to this central unit, or the Interface. The electronic circuit in this set allows you to adjust maximum speed as well as acceleration and braking delay. Controlled motor functions under different load conditions such as on ascending and descending grades. Can be coded for 80 different locomotive addresses. The "function" and "f1" functions are turned on when the locomotive is operated conventionally with AC power. Decoder dimensions 36 x 21 x 9 mm / 1-3/8" x 13/16" x 3/8".



60902 High-Efficiency Electronic Circuit.

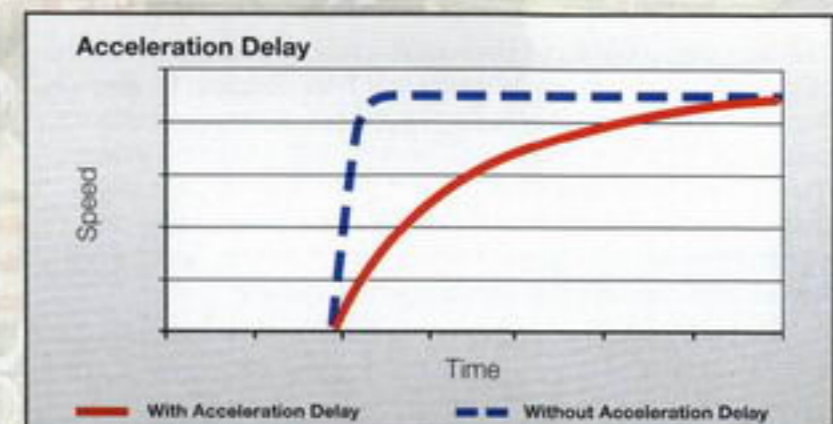
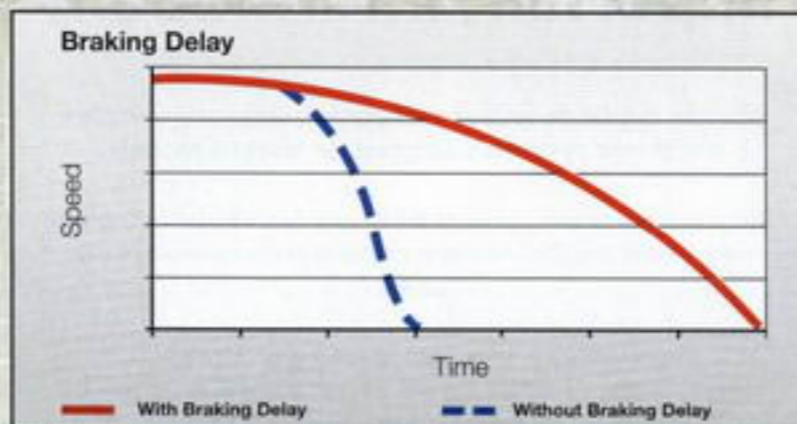
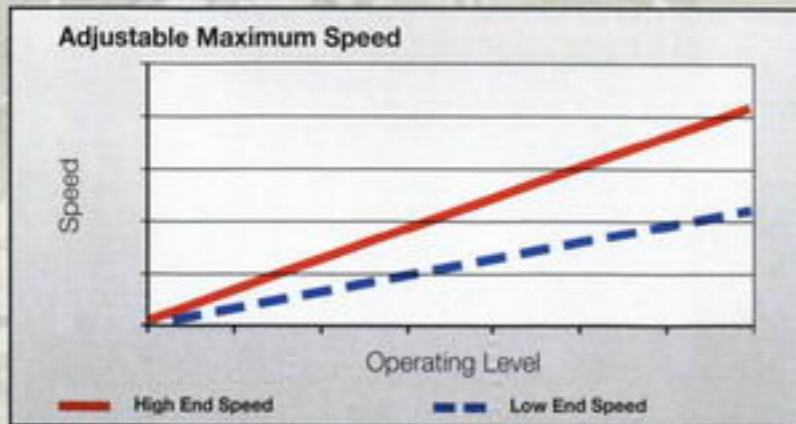
High-efficiency decoder for converting Märklin H0 locomotives with built-in 6090 high-efficiency propulsion to the new version with more functions. The electronic circuit has a total of 4 controllable functions. The "function" output is intended for the locomotive's headlights. The "f1" and "f2" outputs can be used for other functions such as Telex couplers or a smoke unit. The "f4" function allows you to turn the controlled motor functions off for easier switching of cars. The "f1", "f2" and "f4" functions can be controlled only with the Control Unit (6021), a Control 80 f locomotive controller connected to this central unit, or the interface. This electronic circuit allows you to adjust maximum speed as well as acceleration and braking delay. Controlled motor functions under different load conditions such as on ascending and descending grades. Can be coded for 80 different locomotive addresses. The "function" and "f1" functions are turned on when the locomotive is operated conventionally with AC power. Decoder dimensions 36 x 21 x 9 mm / 1-3/8" x 13/16" x 3/8".

Prototypical Operating Characteristics

Märklin's high-efficiency propulsion offers even more prototype realism. It can be used to set the acceleration and braking characteristics as well as the maximum speed for the locomotive.

In addition, the electronics in this propulsion can recognize deviations in the motor rpm and adjust it accordingly. This gives the locomotives

outstanding slow speed characteristics and almost constant speed on ascending or descending grades.



The diagrams present the principles of this propulsion concept.



60904 High-Efficiency Propulsion Conversion Kit.

Features: Consists of a locomotive decoder, a five-pole, high-efficiency motor and installation hardware for converting certain older Märklin H0 locomotives with the flat commutator motor to digital high-efficiency propulsion.

The electronic circuit in this kit has 4 controllable functions (headlights from "function", smoke generator and Telex couplers, for example, from "f1" and "f2", minimal setting for the acceleration and braking delay from "f4"). The Control Unit (no. 6021) must be used as the central unit to control functions "f1", "f2" and "f4".

Adjustable maximum speed. Adjustable acceleration and braking delay. 80 digital addresses can be set. In conventional operation with AC power the functions "function" and "f1" are turned on.

Information about the 60904 and 60903 Products:

We differentiate roughly 2 different types of motors among the universal current motors used with Märklin H0: The newer drum-style commutator motor and the flat commutator motor that used to be the standard motor. The easiest way to tell the two types of motors apart is by the type of brushes they use.

Drum-style commutator motors have 2 carbon brushes, while the flat commutator motor has a carbon brush and a copper mesh brush (spare part number 600300). The familiar 60901 conversion kit can be used for drum-style motors.

With the flat commutator motor there are a number of variations due to different armature diameters and brush plates. The 60904 or 60903 conversion kit can therefore only be used for certain models.

The manufacturer warranty is covered only when the 60901, 60903, and 60904 high-efficiency propulsion sets, the 60902, 60905, and 60955 high-efficiency decoders as well as the 60960 and 60961 functions decoders are installed by an authorized Märklin dealer.

Important Information!

Märklin digital decoders and components are complex electronic systems designed for Märklin models.

We can guarantee compatibility and functional reliability only when original Märklin parts and components are used.

The warranty becomes invalid if non-original Märklin parts or other makes of parts not authorized by Märklin are used.



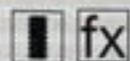
60905 High-Efficiency Electronic Circuit.

High-efficiency decoder for converting locomotives with can motors with bell-shaped armatures to Märklin Digital high-efficiency propulsion. The motor outputs on this electronic circuit are specially designed for the requirements of can motors with bell-shaped armatures. The other technical features such as controllable functions, current load, etc. are the same as the electronic circuit in the 60901 conversion kit.



60955 Maxi High-Efficiency Electronic Circuit.

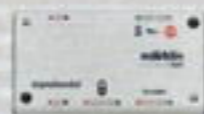
High-efficiency decoder for converting single-motor Maxi locomotives to the high-efficiency propulsion system. This electronic circuit has a total of 4 controllable functions. The "function" output is intended for headlights. The "f1" and "f2" outputs can be used for other functions such as a sound system or a smoke generator. The "f4" function enables you to turn off the load-dependent speed control feature for easier switching maneuvers. The "f1", "f2" and "f4" functions can be turned on and off only with a Control Unit (6021) or with a Control 80 f locomotive controller or an Interface connected to this central unit. This electronic circuit offers the potential to adjust maximum speed as well as acceleration and braking delay. Built-in load-dependent speed control for different load situations such as ascending and descending grades. Can be coded for 80 different locomotive addresses. When operated with AC power or with the 6607 Delta Station, the "function" and "f1" functions are turned on. Decoder dimensions 43 x 25 x 8 mm / 1-11/16" x 1" x 5/16".



60960 c 96 Function Decoder.

Decoder for controlling up to 4 auxiliary functions (f1 to f4) from the Control Unit (6021), a Control 80 f locomotive controller connected to this central unit, or the Interface. This function decoder can either be installed in locomotives along with a locomotive decoder or by itself in cars. Can be coded for 80 different addresses.

When sufficient space is available, any Märklin digital locomotive or any locomotive with a built-in Delta module can be equipped with additional controllable functions such as a smoke unit or Telex couplers (where the locomotive already has these couplers). On passenger cars interior lighting can be a controllable function.



72441 Signal Module.

Signal mechanism with integrated circuit for controlled stops of digital locomotives with high efficiency propulsion. Connections for a 2 position color light signal, for the 3 track blocks required for safe braking of the locomotive. This signal module can be controlled with either a k 83 decoder or a conventional 7272 control box. Dimensions 100 x 54 x 22 mm / 3-15/16" x 2-1/8" x 7/8".

The signal module requires 3 isolated track blocks in the area of the signal. This first block is a transition area and should be as long as a pickup shoe (approx. 70-90 mm / 3"-4"). The second block is the actual braking area in which the locomotive will be brought to a controlled stop. The length of the braking block is determined by the setting for the braking delay on the locomotive's decoder. This

second block should be at least 40 to 50 cm / 16" to 20" long. The third block is a safety block in which the track voltage is turned off as is done in simple signal blocks. This keeps the locomotive from accidentally overshooting the signal. The signal module is suitable for use with color light and semaphore signals.

Locomotives with built-in, Digital or Delta electronic circuits without a control feature (i.e. acceleration / braking delay) come to a stop partially in the braking area or not until the safety area is reached. A simple solution to this situation is not possible. For that reason we do not absolutely recommend using the 72441 signal module together with propulsion systems without a control feature.



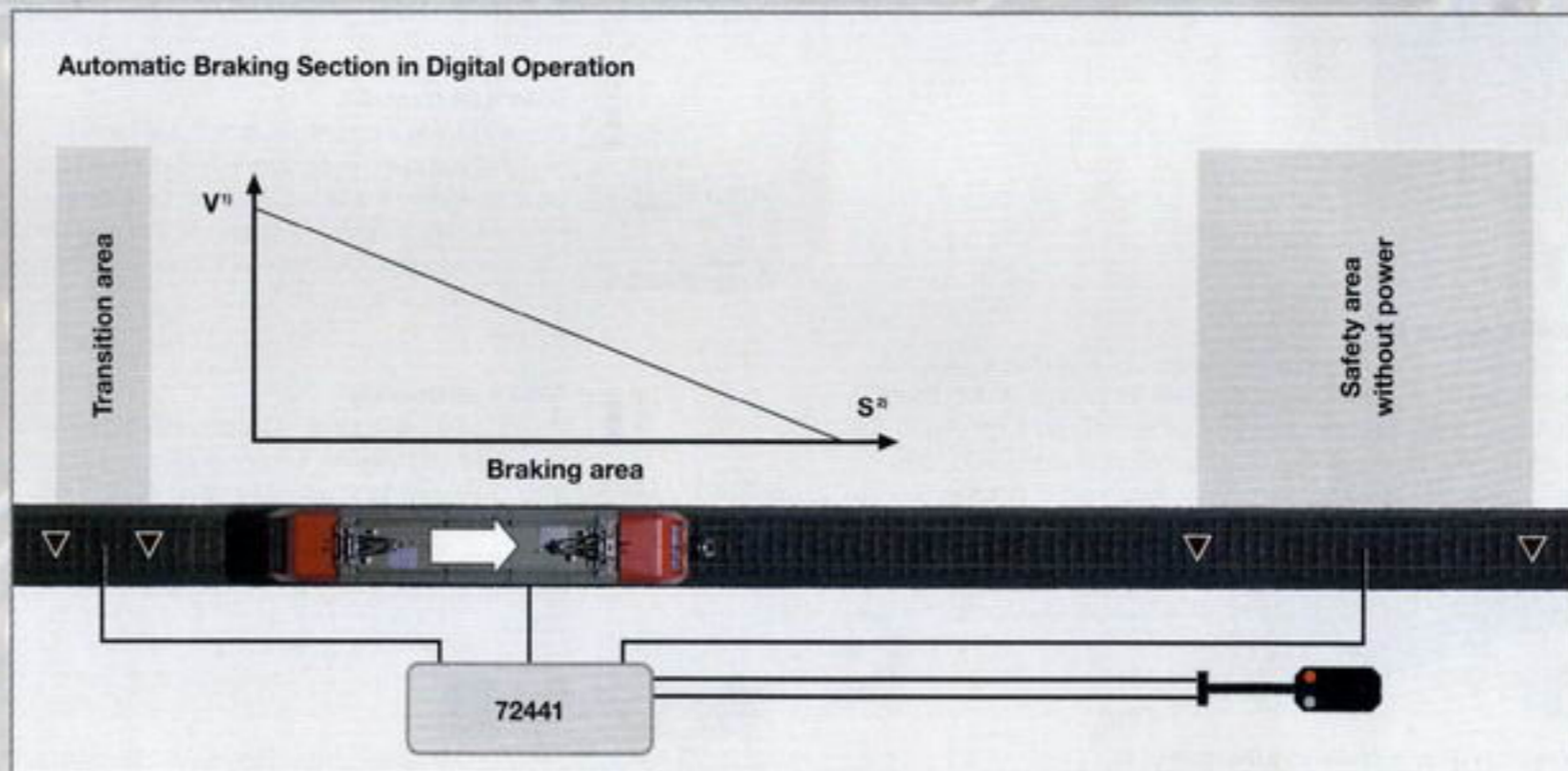
60961 c 96-1 Function Decoder.

Function decoder with a direction-dependent function as well as those switching functions present in the 60960 function decoder. This additional function is switched on with the "function" button on the 6021 Control Unit or the Control 80 f locomotive controller or the 66045 Delta Control 4 f. The maximum current load for the different functions outputs varies between 200 milliamps and 500 milliamps. The maximum total current load for this component is 1 amp. It can be coded for 80 different addresses.

Uses for this electronic circuit: Retrofitting universal locomotives with digitally controlled functions, converting a cab control car to head-lights / marker lights that can be controlled simultaneously with the same lights on a locomotive, other direction-dependent functions in cars.

A gentle stop at signals

For a signal set for "stop" the signal module gives a command to the digital decoders of high-efficiency propulsion locomotives approaching the signal. The decoder then controls the braking delay set on it up to the stop in front of the signal. A safety area of track with the power shut off in it prevents a locomotive from overrunning the signal, if the former's braking delay is set for too long a distance.



* V = speed

* S = route traveled

Controlling Accessories Digitally

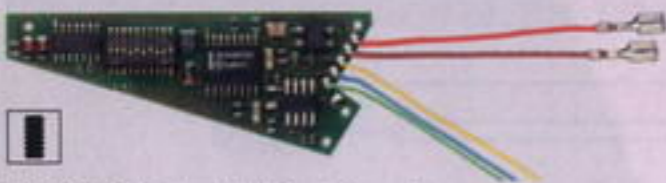
The great advantage of controlling turnouts, signals and other accessories digitally is in the ease of operation and in the manner in which you can monitor the layout. On conventional layouts miles of wiring to the area of operation are often required, while with digital control only short control wires from the accessory to the decoder are needed. The decoders are installed out in the area of the accessories to which they are assigned. Each decoder can be used with any four accessories. The turnout decoders for C Track are clipped in and connected up directly under the roadbed – the control signals come through the track; it doesn't get any easier than this. The Keyboard is used to control the accessories such as turnouts and signals, and the settings for the latter are clearly indicated by LEDs. Four decoders are assigned to each Keyboard.

The k 83 decoder controls four double solenoid accessories such as turnouts or signals. The k 84 decoder is used to switch track power circuits, lighting circuits or function models. The k 73 decoder is an alternative to the k 83 decoder for mobile layouts with M track. For the C Track system there is an installation decoder that is connected to the turnout mechanism.



6040 Keyboard.

Controller for 16 solenoid accessories. LEDs show settings for turnouts and signals. Coding switches for setting the Keyboard address (1–16). Memory storage for the last valid turnout and signal settings after power is shut off. Can be connected to Control Unit or another Keyboard or Memory. Dimensions 135 x 120 x 80 mm / 5-1/2" x 4-7/8" x 3-1/2".



74460 Digital Installation Decoder.

Can be retrofitted to all C Track turnouts with an electric mechanism. Electrical connections are made with plug contacts. Address can be set with coding switches.

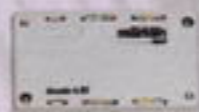
Routes at the Push of a Button

Many switching procedures repeat themselves in model railroad operations. Example: For a train to enter a station track, you must always switch the same entry turnouts and signals. These routine switching sequences can be recorded, stored and called up again in the Memory, just as you would with a tape recorder. Up to 24 routes, each with up to 20 setting commands for turnouts and signals, can be set up automatically at the push of a single button in this manner. A maximum of four Memories can be used on a layout. Automatic block operations or reliable control of a staging yard can be realized with the Memory and the s 88 feedback module decoder.



6083 k 83 Decoder.

Decoder for controlling turnouts, signals or uncoupler tracks. Can be activated by Keyboard, Memory or Interface. Coding switches for setting decoder address. Four outputs for solenoid accessories. Dimensions 100 x 54 x 22 mm / 4" x 2-1/8" x 7/8".



6084 k 84 Decoder.

Decoder for turning on/off continuous current for lighting circuits or motors in accessories. Can be activated by Keyboard, Memory or Interface. Four different outputs. Coding switches for setting decoder address. Dimensions 100 x 54 x 22 mm / 4" x 2-1/8" x 7/8".



6088 s 88 Decoder.

Feedback module for contact generators on digital model railroad layouts. Can be connected to the Memory or Interface with the cable included with this unit. Connector socket for additional s 88 decoders. 16 inputs for contact generators. Dimensions 124 x 54 x 23 mm / 4-7/8" x 2-1/8" x 29/32".

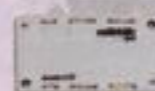


6089 Adapter s 88.

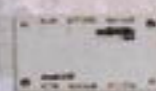
Longer connecting cable for s 88 decoder. Length 200 cm / 78-3/4".



+



+



+



+



60401 "Operating Accessories Digitally" Entry Level Set.

Consists of a Keyboard (digital accessory controller no. 6040) and 4 k 83 decoders (digital receiver for 4 double solenoid accessories, no. 6083). Same technical features as the separately available components. Suitable for Märklin H0 and 1.

Expanding digital control to solenoid accessory control has now become even easier for owners of a layout that is digital for running the trains. This set contains the components for up to 16 double solenoid accessories. Naturally, you can expand this system to fit your needs and wishes.



6043 Memory.

Route controller. Several solenoid accessories can be switched with the press of a button. Stores in each of 24 routes the position commands for up to 20 turnouts or signals. A maximum of 4 Memory units can be used with a Control Unit. Position commands are entered with a Keyboard or Interface. Operation is also possible without the accessory controllers. Routes currently called up indicated by LEDs. The routes and the last current status for the unit remain in memory storage after the power is shut off. Suitable for automatic operation. Dimensions 135 x 120 x 80 mm / 5-1/2" x 4-7/8" x 3-1/2".

Digital Working Models

The icing on the cake for model railroad operations is the digital control of working models. When the 7051 rotary crane is equipped with the 7652 digital retrofit kit, the speed for lowering and raising the load and for rotating the cab and boom can be varied with a fine touch. This makes it possible to position the rotary crane very precisely.



7687 Digital Retrofit Set for 7286 Turntable.

Enables easy control of the 7286 turntable (see page 294) with track indexing in the Digital system. Deck turns to the right/left in single steps and continuously. Consists of electronic control circuit with digital decoder, all necessary hardware and complete instructions.



6051 Interface.

Link to a computer. 80 locomotive addresses and 256 accessories can be controlled through this unit. Connector for s 88 (6088) feedback module decoder. Output features are the same as the previous 6050 Interface. A cable for a computer (RS-232-C, 9 pole connection) and a diskette with demo programs are included with this unit. Can be connected to Control Unit or Control 80 f. Dimensions: 135 x 120 x 80 mm / 5-1/2" x 4-7/8" x 3-1/2".

When the 7286 turntable is converted with the 7687 digital retrofit set, each track can be selected directly with automatic indexing or the locomotive can be turned 180 degrees automatically, this in addition to the usual functions for the turntable.



Summer New Item

60512 Model Railroad Software "Controlling Trains and Accessories".

Easy-to-use model railroad software for controlling Märklin Digital layouts and Selectrix Digital layouts. Software for manual and automatic train control, track diagram control boards, manual and automatic control of solenoid accessories, combination operation of manual and automatic controls is possible, blocks and staging yard assistant, video image of an engineer's cab, crane control, 3D sound, route control, language selection, clock. Languages supported: German, English, Dutch, and French.

System requirements: Pentium II with a minimum 350 MHz, minimum 128 MB RAM storage, minimum 100 MB free hard drive, 1 parallel LPT port, 1 serial COM port, CD-ROM drive, DirektX 8.x. Optional: Soundcard, video hardware, joystick.

Operating system: Win 98, Win ME, Win NT4, Win 2000, Win XP.

Connection to a Märklin layout with the 6051 Interface and 6021 Control Unit. Connection to a Trix layout with the Interface and Central Control 2000. (These units are not included with the software).

Item no.	Description	H0	1
6002	Transformer	•	•
6017	Booster	•	•
6021	Control-Unit	•	•
6036	Control-80-f	•	•
6038	Adapter 180	•	•
6039	Adapter 60	•	•
6040	Keyboard	•	•
60401	"Digital Accessory Control" entry level set	•	•
6043	Memory	•	•
6051	Interface	•	•
6083	k 83 decoder	•	•
6084	k 84 decoder	•	•
6088	s 88decoder	•	•
6089	Adapter s 88	•	•
60901	c 90-1 decoder	•	
60902	c 90-2 decoder	•	
60903	c 90-3 decoder	•	
60904	c 90-4 decoder	•	
60905	High-efficiency electronic circuit	•	
60955	c 95 Maxi decoder		•
60960	c 96 decoder	•	•
60961	c 96-1decoder	•	•
66031	Delta decoder	•	
66032	Delta decoder	•	
72441	Signal module	•	•
74460	C Track decoder	•	

**List Of
Current
Digital
Components**

*All of these
models
can be used
with the
6021 Control
Unit only*

Entirely New. Exclusively New. New in Different Ways. Uniquely New.

The 31st year of Mini-Club as a concept once again has a variety of new items.

Entirely new is the tooling for our locomotive models of the class 39, class 42.90 "Franco-Crosti" and the ÖBB Taurus. The latter is one of the most successful locomotives in modern railroading. Train sets with Austrian express train passenger cars and a Swiss Hupac Taurus with freight cars for alpine transit demonstrate the versatility of this locomotive. Also entirely new are flat cars loaded with wood and modern grain silo container cars.

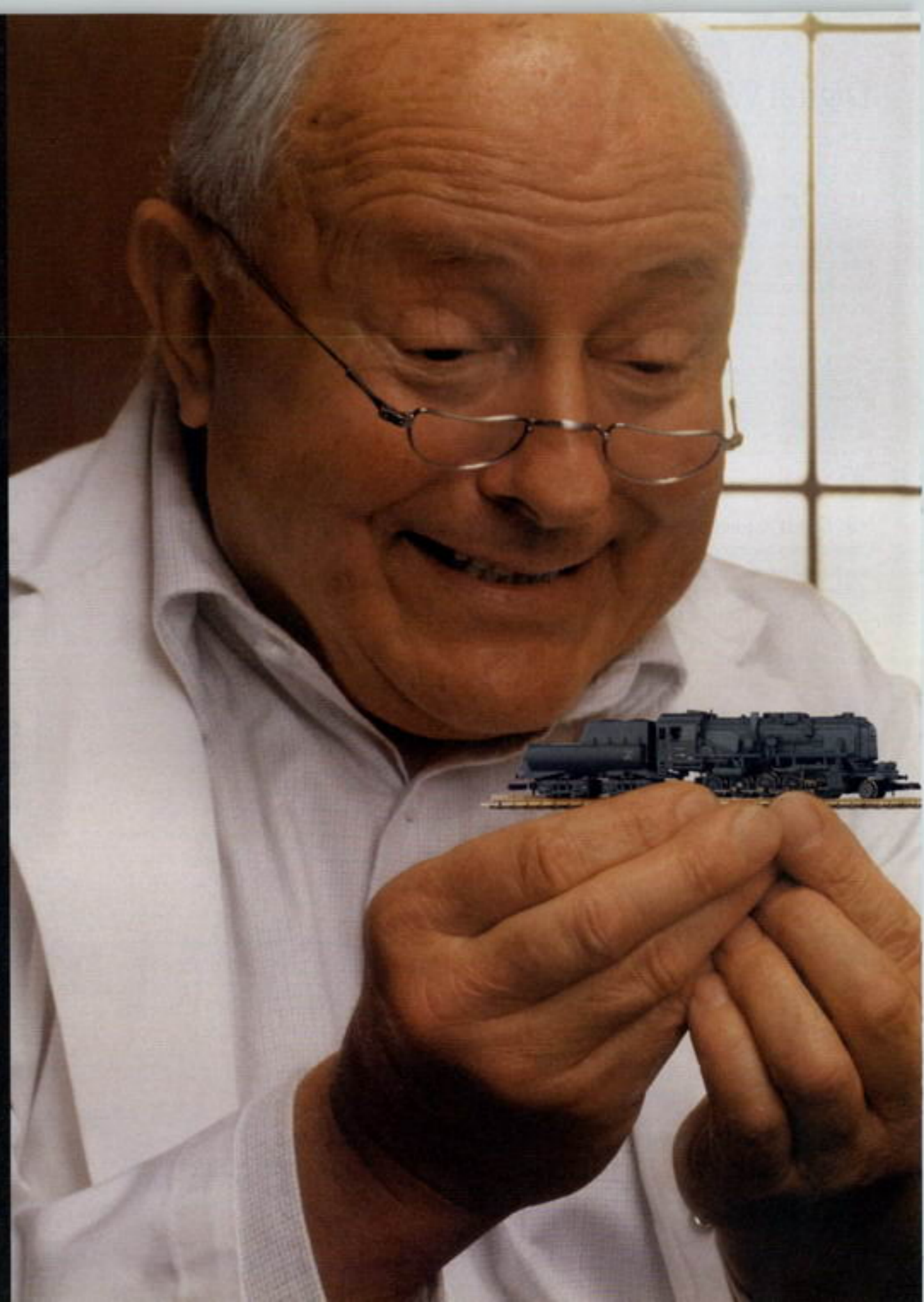
Two of the new items fall under the heading exclusively new: For the model of the Franco-Crosti is this year's Insider model. The 10 year Insider anniversary mode of the P 10 steam locomotive with a photo-gray paint scheme is also reserved exclusively for Insiders.

The theme sets are uniquely new. For example, the train set "75 Years of the Rheingold" with the model of the class 18.4 in a special paint scheme that will be available only in the anniversary year of 2003.

The theme Berlin is unique for an unlimited period of time. The building kit for the Anhalt Station exceeds everything that has been available in Z Gauge up to now. The models of the class 39 stationed there and the train set for Berlin commuter service with the model of the class 74 tank locomotive and Prussian compartment cars also belong to Berlin.

Additional variations in models and lettering are new in a different way. Or technical improvements such as the transfer table and the turntable that now have an improved controller and an auxiliary power pack. There is also something new in a different way in the starter sets. For example, a theme set about King Ludwig including a building kit for Neuschwanstein Castle, also a large starter set for Era III and an American super starter set with 2 trains.

Model Size Z
Gauge 6.5 mm / 1/4"
Scale 1:220





Mini-Club's Special Features

There's more than just a miniature railroad in Mini-Club. Mini-Club – this is a small philosophy for experts and collectors, for beginners and dyed-in-the-wool model railroaders – it is the acknowledgement of perfection and the enthusiasm for the minimal in life. With a scale of 1:220 the smallest mass-produced model trains in the world fit into little spaces you would never think of and are convincing in these spaces because of their real size: the perfection and realistic reproduction down to the smallest detail. Discover the world of Mini-Club and wander along new paths.



Small and original

In suitcases and aquariums, in display cases and drawers, on hats and records – a Mini-Club layout can be placed practically everywhere. With its smallest radius at only 145 millimeters or 5-3/4", there are no limits on your imagination - and hence the presentation of the most original layout is a part of the program at many Mini-Club meets.

Sweeping and realistic

With Mini-Club you can enjoy prototypically long train compositions in an almost ideal fashion on layouts with sweeping main lines.

Comprehensive system technology

Mini-Club occupies a special position at Märklin in the area of system technology, because Mini-Club is operated with 2-rail DC power. Motors developed just for Mini-Club have very small dimensions and enable the tiny locomotives to run. Naturally, all

of the necessary system components are part of the assortment such as a power pack, control boxes, and universal relay.

Functions that are right for model railroading

In Mini-Club the same things work that are offered in larger gauges. The headlights on most of the locomotives and on the cab control cars change with the direction of travel, with headlights and marker lights, depending on the model. Mini-Club has real working catenary and signals with train control features.

A complete track system

With three radii for curves, curved turnouts, 13° wide radius turnouts



and double slip switches, with flex track, isolating tracks, circuit tracks, and uncoupler tracks, as well as a reverse loop set, any time of track layout can be made.

Prototypical proportions

It's an art with our model builders to translate the large prototypes into the small scale in such a way that the typical features are shown

to their best advantage. Even in the scale of 1:220 Mini-Club locomotives and cars reproduce the proportions and essential details of the prototype. Hefty power, elegant dynamics, bizarre originality, or modern design – Mini-Club models are right on the mark.

Metal construction for frame and body

A metal frame forms a sturdy foundation on all of the locomotives. The body is extra fine in its execution and is made of high quality plastic or diecast metal. We use this expensive process for steam locomotives because the high level of body weight improves the tractive effort and running characteristics. On diesel and electric locomotives a ballast weight increases the tractive effort.

Robust Propulsion Systems

There is no doubt that the Mini-Club locomotives are powerful and durable (world record for continuous running, over 1,219 hours without stopping) – now we have improved the running characteristics again: The new 5-pole motor runs considerably quieter and improves the running qualities of these tiny locomotives. The considerably improved control features in the lower rpm range give the locomotives, even at low speeds, still better running characteristics with a larger usable speed range.

Working industrial models

Mini-Club doesn't take a back seat to the larger gauges in its industrial models either. The railroad grade crossing with automatic gates ensures safe train operations. The remote controlled turntable or transfer table enables a variety of operations in the maintenance facility. The transfer table even works with catenary operation.

mini-club

You are cordially invited ...

märklin *mini-club* Center

With the Märklin Mini-Club Centers we have created a meeting point for everyone interested in Mini-Club. You'll find the Centers at sought after dealers, who have a special know-how about Mini-Club. They are informed by Märklin on a regular basis about all new items and always have the newest of the new ready for you.

You can find a current list of the Märklin Center Partners on the Internet site www.maerklin.com under the link "Centerpartner".

You'll know the Mini-Club Centers by their lighted signs and by the high-quality designer display cases in which the most beautiful combinations of product are assembled for you!



... tiny, yet tremendous ... **mini-club**

Fun Starter Set.

Traveling by rail – that applies doubly to Mini-Club. Thanks to the new Fun Starter Set in its little transparent suitcase with a battery controller the globetrotter can indulge his hobby all over the world. Free from a power cord and wall outlet, you open your Mini-Club

suitcase and go off on trips with the little train. The effect is multicultural: The gigahertz status laptops all around you will be closed in embarrassment – you are immediately the trendsetter.



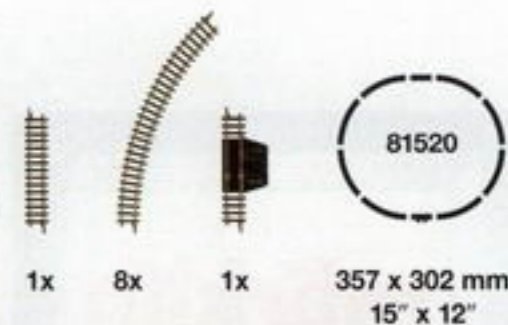
81520 Fun Starter Set with Battery Powered Train Controller.



Prototype: 1 class 89 tank locomotive.
1 refrigerator car.

Model: Locomotive with 5-pole Mini-Club motor. Floating center axle. All driving axles powered. Refrigerator car comes in an attractive paint scheme. 8 sections curved track, 1 section straight track, 1 feeder track, 1 battery powered train controller with feeder wires. Models not available separately. Train length 102 mm / 4".

This starter set is powered with a 9 volt transistor battery in the battery powered controller. Batteries not included.



This starter set is packed in a small miniature suitcase as the ideal thing to take along on a vacation.

Add-On For The Fun Starter Set.



81950 230 volts

Add-on Set for the 81520 Fun Starter Set, with Track Layout and Power Pack.

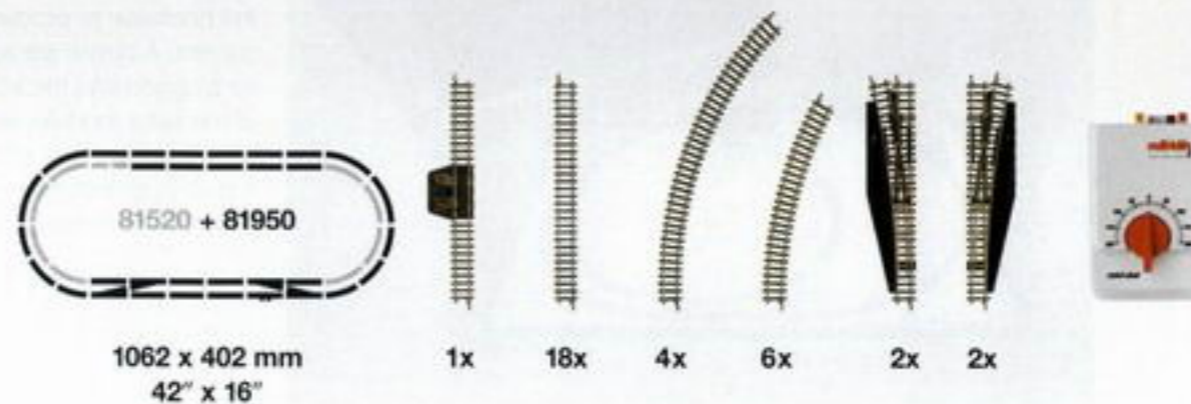
Prototype: 1 flat car for containers. 1 low side gondola. 1 tank car.

Model: Flat car for containers and tank car are attractively painted and lettered. Low side gondola is loaded with 2 model automobiles made of metal. 10 sections curved track, 18 sections straight track, 1 feeder track, 4 manual turnouts, Mini-Club power pack. Track plan brochure. Train length 168 mm / 6-5/8". Can be expanded with the SET track extension sets 8192, 8193 and 8194 or as desired.

This add-on set marvelously expands the train from the 81520 Fun Starter Set by several cars. In addition, the track included in the set offers the possibility of expanding the small oval of track from the 81520 set to a double track layout that includes a second oval with 4 manual turnouts. A sufficiently powerful Mini-Club power pack is included with this add-on set so that you are ready to

run a second train. The SET track extension sets 8192, 8193 and 8194 offer additional possibilities for expansion to include a third oval of track and a switching area. Of course, you can design your own track layouts with the extensive Mini-Club track system.

The practical packaging for this set has room for the add-on set and for the 81520 Fun Starter Set.



Solar Set



81510 Solar Set.

Small model railroad in a briefcase, powered by a solar module and free of electrical power outlets.

Contents: Model electric locomotive based on the class 120, comes with a 5-pole Mini-Club motor. Both trucks are powered. 1 refrigerator car. 1 flat car for containers. Straight track, curved track and feeder track mounted on a landscaped board. Locomotive controller. Rechargeable battery and charge indicator for battery. Models not available separately. Train length 201 mm / 7-15/16".



- ▶ Powered by solar energy.
- ▶ Independence from electrical outlets by means of photovoltaic process.
- ▶ The joining of proven technology with innovative power supply.
- ▶ Trend product for discussions about energy.



The locomotive with the cars can be operated with electrical power supplied directly from the solar module or from appropriate rechargeable batteries that are charged up by the solar module. A solar module is mounted on the upper surface of the briefcase to produce the necessary solar current. A power pack is included that can be plugged into the scenery board in place of the solar module, so that this briefcase layout can be operated on cloudy days. A built-in locomotive controller is used to operate the locomotive.

Trains are shown full size.



81562 230 volts

81567 120 volts

**Gift Set in a Cube Format.
Freight Train with Oval of Track and
Power Pack.**

Prototype: 1 German Federal Railroad (DB)
class 74 tank locomotive, 1 gondola,
1 refrigerator car.

Model: Locomotive with 5-pole Mini-Club
motor. All driving axles powered. Gondola
with a gift as a load. Refrigerator car painted
and lettered for Privatbrauerei Ganter,
Freiburg, Germany. 2 sections straight track,
10 sections curved track, rerailer and power
pack. Track plan brochure. Train length
189 mm / 6-5/8". Can be expanded with
the SET track extension sets 8190 or 8191,
8192, 8193 and 8194 or as desired.



81562

mini-club



512 x 402 mm
21" x 16"



1x

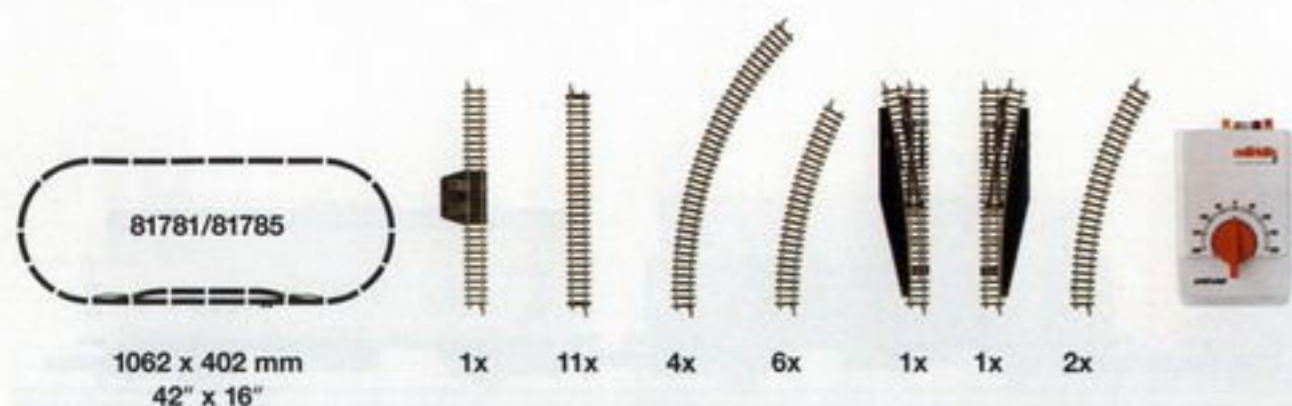
1x

4x

6x



Starter Sets



81781 230 volts

81785 120 volts

"King Ludwig II" Starter Set with a Bavarian Passenger Train, Kit of Neuschwanstein Castle, Track Layout, and Power Pack.

Prototype: 1 Royal Bavarian State Railroad (K.Bay.Sts.B.) class S 3/6 express locomotive with tender. 1 type ABCCü express train passenger car, 1st/2nd/3rd class. 1 type CCü express train passenger car, 3rd class. 1 type PPü express train baggage car.



81863 230 volts

81865 120 volts

81868 100 volts

Large Freight Train Starter Set with a Large Track Layout and a Power Pack.

Prototype: 1 German Federal Railroad (DB) class 50 freight locomotive. 1 refrigerator car with a brakeman's cab. 1 type Xim low side car. 1 type Fals hopper car. 1 tank car with a brakeman's platform. 1 type lbs 407 refrigerator car.

Model: Locomotive comes with a 5-pole Mini-Club motor. All driving axles powered. Low side car is loaded with 2 automobile models made of metal. Hopper car is loaded with real coal. Brakeman's

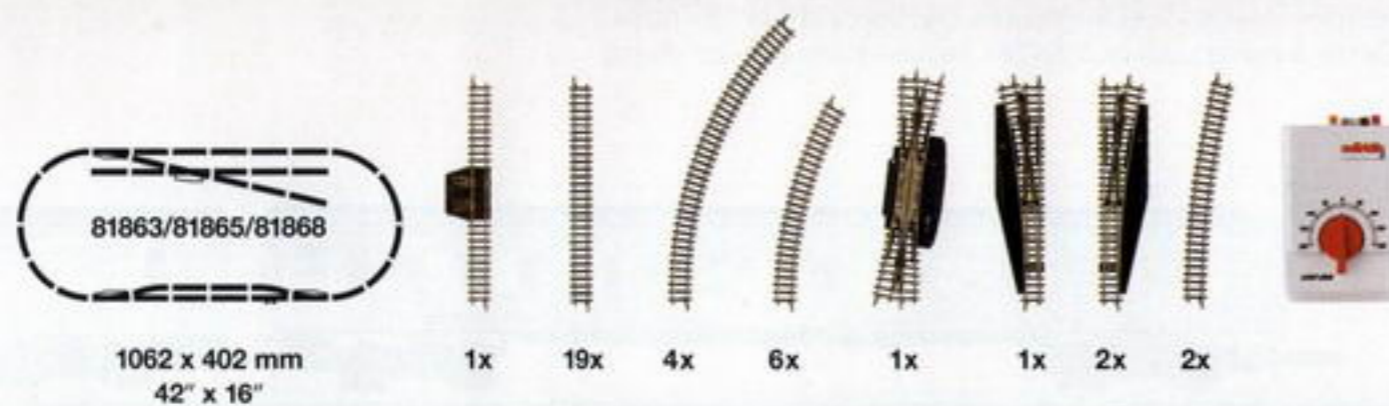
platform and walkway with ladders are separately applied. Finely detailed, partially open frame. 20 sections straight track, 12 sections curved track, 1 double slip switch, 3 electric turnouts, 3 track bumpers, rerailer, control box, distribution strip, wire, and power pack. Track plan brochure. Train length 365 mm / 14-3/8". Can be expanded with the SET track extension sets 8192 and 8193 or as desired.



Model: Locomotive comes with a 5-pole Mini-Club motor. All driving axles powered. 12 sections straight track, 12 sections curved track, 2 electric turnouts, 1 extensive "Neuschwanstein Castle" building kit, rerailer, control box, distribution strip, wire, and power pack. Track plan brochure. Train length 366 mm / 14-3/8". Can be expanded with the SET track extension sets 8192, 8193, and 8194 or as desired.



Reduced size photograph.
Width of base approx. 16".



... tiny, yet tremendous ... **mini-club**

USA



512 x 402 mm
21" x 16"



1x



1x



4x



6x



81830 230 volts

81835 120 volts

Large American Super Deluxe Starter Set with 1 American Freight Train and

1 American Passenger Train, 2 Ovals of Track, Turnouts, and 2 Power Packs for Independent Operation of Both Trains.

Prototype for the 1st train: 1 Southern Pacific "Mikado" steam locomotive with tender. 1 Tennessee Central gondola. 1 Burlington Route hopper car. 1 Seaboard Air Line Railroad boxcar. 1 Southern Pacific caboose.

Prototype for the 2nd train: 1 Southern Railway F 7 A unit diesel locomotive. 1 streamliner baggage car, 1 streamliner passenger coach, 1 streamliner dining car, 1 streamliner observation car, all painted and lettered for the Southern Railway.

Model: Both locomotives come with 5-pole Mini-Club motors. All

driving axles powered on the steam locomotive, both trucks powered on the diesel locomotive. 26 sections straight track, 20 sections curved track, 2 electric turnouts, 4 electric curved turnouts, rerailer, 2 control boxes, distribution strips, 2 power packs, and other hardware for wiring the layout. Track plan brochure. Total length of the 1st train 385 mm / 15-1/8". Total length of the 2nd train 520 mm / 20-1/2". Can be expanded with the 8194 SET track extension set or as desired.





81530 230 volts
81535 120 volts

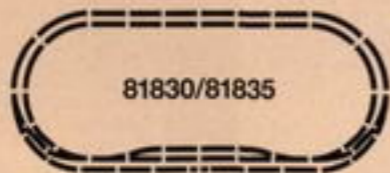
**American Starter Set.
Freight Train with Oval of Track and
Power Pack.**

Prototype: 1 Northern Pacific Railway "Pacific"

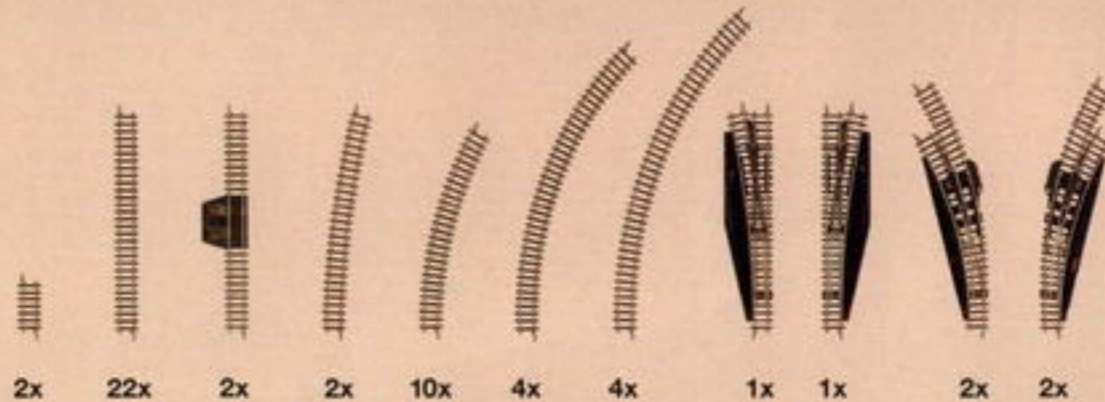
steam locomotive with a tender. 1 Spokane, Portland and Seattle Railroad flat car. 1 Great Northern Railway gondola. 1 Northern Pacific Railway caboose.

Model: Locomotive comes with a 5-pole Mini-Club motor. All driving axes powered.

2 sections straight track. 10 sections curved track, rerailer, and power pack. Track plan brochure. Train length 330 mm / 13". Can be expanded with the SET track extension sets 8190 or 8191, 8192, 8193 and 8194 or as desired.



1112 x 452 mm
44" x 17"



SET Extension Program



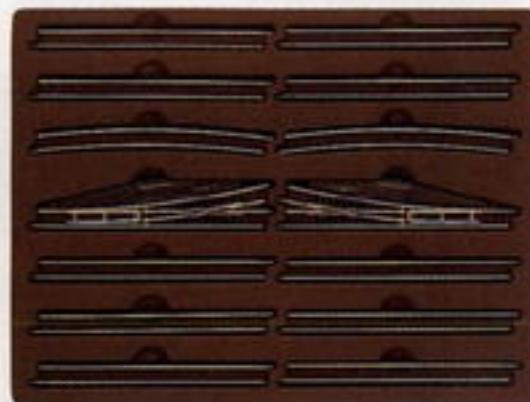
The SET extension set program is a progressive system with which you can expand track layouts from the starter sets in steps. The E 8190 or E 8191 is used to expand the 81530/81535 or 81562 set. You can then systematically expand in any sequence desired with the T1 8192, T2 8193 and T3 8194 track extension sets.

When you start off with the 81781/81785 starter sets, you already have the E 8191 track extension set integrated into the starter set, and you can then easily expand further with the T1 8192, T2 8193 and T3 8194 track extension sets.

The 8198 catenary set for S+E and 8199 set for T1+T2+T3 make it easy to add working catenary operation in the SET program so that two trains can be controlled independently of each other on a track.

8190 E Extension Set with Manual Turnouts.

Contents: 10 straight tracks, 2 curved tracks, 2 turnouts and instructions.



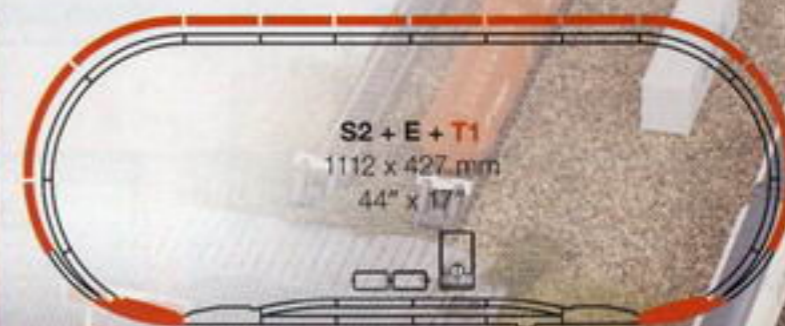
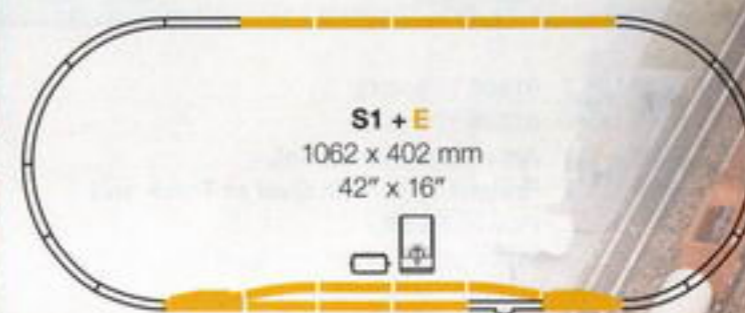
8191 E Extension Set with Electric Turnouts.

Contents: 10 straight tracks, 2 curved tracks, control box, distribution strip, wire, plugs and sockets, and instructions.



8192 Double Track Set T1.

Contents: 6 straight tracks, 6 curved tracks, 2 electric curved turnouts, control box, distribution strip, wire, plugs and sockets, and instructions.



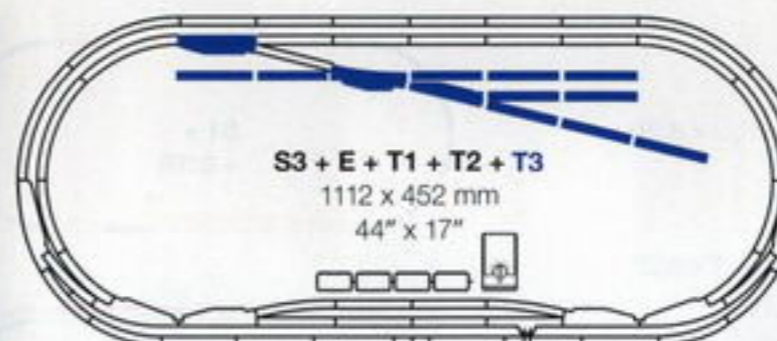
8193 Station Track Set T2.

Contents: 8 straight tracks, 2 curved tracks, 2 electric curved turnouts, control box, distribution strip, wire, plugs and sockets, and instructions.



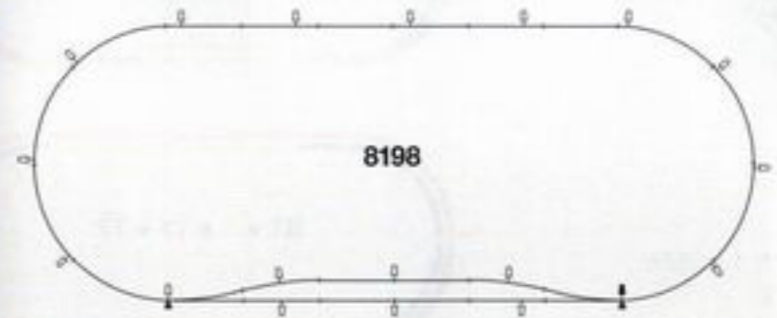
8194 Yard Track Set T3.

Contents: 10 straight tracks, 1 double slip switch, 2 electric turnouts, 4 track bumpers, control box, distribution strip, wire, plugs and sockets, and instructions.



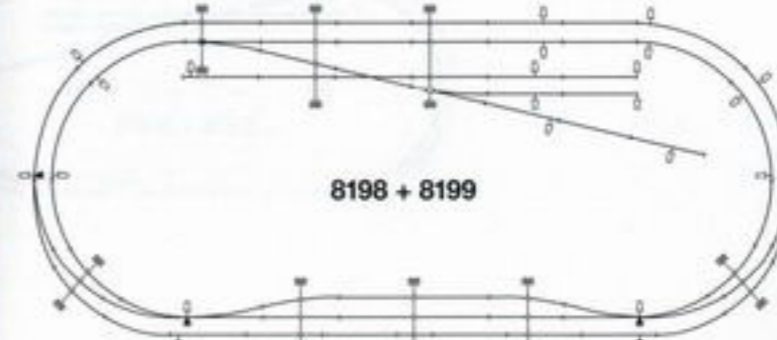
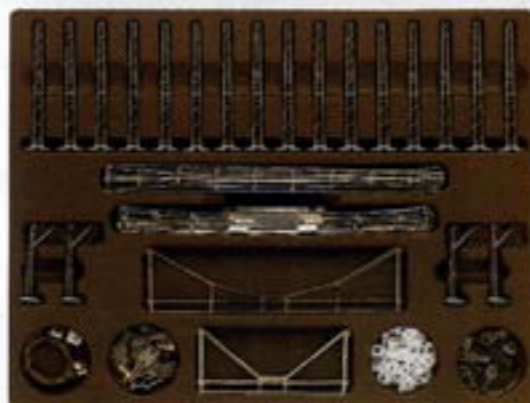
8198 Catenary Set for S + E.

Contains all parts needed to set up catenary on S + E layout. Contents: 19 catenary masts, 20 sections catenary wire, 8 insulators, 6 connecting springs and instructions.



8199 Catenary Set for T1 + T2 + T3.

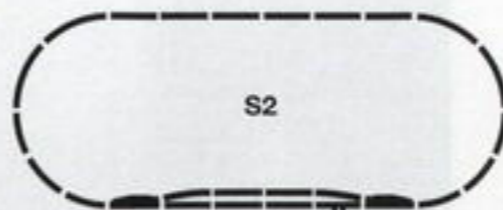
Supplements 8198 for T1 to T3. Contents: 4 catenary masts, 16 tower masts, 30 sections catenary wire, 8 cross spans, 30 catenary wire insulators, 8 insulators, 6 connecting springs, 5 catenary terminal clips and instructions.



And this is how you expand ...



Oval of track from your 81530, 81535, 81560 or 81562 starter set



Track plan from your 81461, 81466 or 81851 starter set.



Track plan from your 81862 starter set.

With the contents of our track extension sets you can expand your starter set into one of the layouts shown on this page.

8190 E Extension Set with Manual Turnouts.

10 x 8500, 1 x 8565, 1 x 8566, 2 x 8591



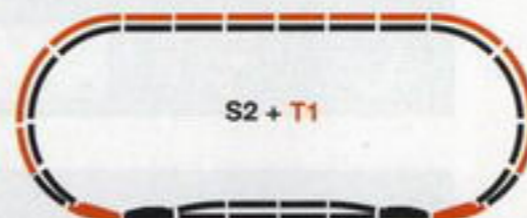
8191 E Extension Set with Electric Turnouts.

10 x 8500, 1 x 8562, 1 x 8563, 2 x 8591, 1 x 7209, 1 x 7272



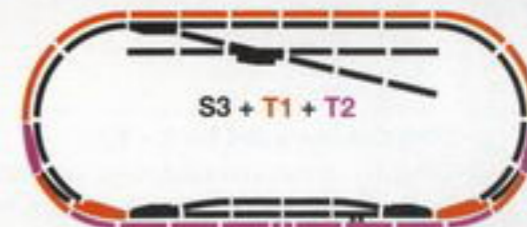
8192 T1 Extension Set

6 x 8500, 2 x 8521, 4 x 8530, 1 x 8568, 1 x 8569, 1 x 7209, 1 x 7272



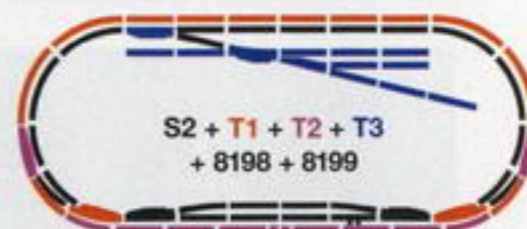
8193 T2 Extension Set

6 x 8500, 2 x 8504, 2 x 8521, 1 x 8568, 1 x 8569, 1 x 7209, 1 x 7272



8194 T3 Extension Set

10 x 8500, 1 x 8560, 1 x 8562, 1 x 8563, 4 x 8991, 1 x 7209, 1 x 7272



8198 Catenary Set for S1/S2/S3 + E.

18 x 8911, 1 x 8912, 9 x 8922, 11 x 8923, 1 x 8926

8199 Catenary Set for T1 + T2 + T3.

4 x 8911, 16 x 8914, 3 x 8921, 6 x 8922, 24 x 8923, 2 x 8924, 6 x 8925, 1 x 8926, 1 x 8927

Track Plan Brochure

Track and turnouts, control boxes, distribution strips and track bumpers – the selection from the Mini-Club starter set to the track extension set is immense. Yet, with all of the imagination and creativity in the world, sometimes valuable tips are worth their weight in gold. In the Mini-Club track plan book we have assembled useful information about track geometry and suggestions for different kinds of layouts to make it easy for you to build a professional looking layout.

mini-club
 Gleisplan-Broschüre
 Track Plan Brochure
 Brochure de plans de réseaux



Locomotives

Powerful locomotives for long trains – our newly designed locomotive models make the Mini-Club advantage of prototypical train compositions even more attractive: The striking Insider model of the class 42.90, whose Franco-Crosti system for preheating boiler water saved coal and money, is pulling long Era III freight trains. The Prussian P 10 was the most powerful provincial railroad passenger locomotive of its time, and we are presenting it in the photo-gray paint scheme as an exclusive anniversary model “10 Years of Insiders”. The same locomotive as the class 39 from Era II is available for all Z Gauge enthusiasts. Era III

is represented by the model of the class 03 with large Wagner smoke deflectors. It is the proud motive power for the long distance express trains with such melodious names such as Rheingold and Loreley. We leap into modern times and present the new tooling for the Taurus – also a power locomotive that can be used for both heavy passenger and freight trains. As with all new Mini-Club locomotives, this model is also equipped with the powerful 5-pole motor.



10 Years of the Insiders.

Ten years ago, we would hardly have dared to wish that our idea with the club for Märklin enthusiasts would be so successful. Year after year, existing and new members make the decision to make use of the advantages of this unique club in the world of model railroading. Non-members react with irritation when particularly attractive models remain reserved for the Insiders – as a member all

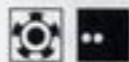
you can do is shrug your shoulders – you are a member because of precisely that. We would like to thank you for your loyalty with a special 10 Year Insider Anniversary model that is also being kept reserved for the members: More than just photographers will rush up to the newly developed Mini-Club model of the P 10 in the photo-gray paint scheme ...



88091 Passenger Locomotive with Tender.



Prototype: Royal Prussian Railroad Administration (KPEV) class P 10. Version in a photo gray paint scheme as locomotive no. 2811 Elberfeld.



Model: Locomotive comes with a 5-pole Mini-Club motor. All driving axles powered. Length over buffers 112 mm / 4-7/16".

A video "The Stars of the Rails, the Class P 10 / Class 39" (German narration, European VHS) is included with the P 10 passenger locomotive.

The 88091 passenger locomotive is being produced in a one-time series only for Insider members in 2003 on the occasion of the 10th anniversary of the Insider Club.

In 1922 Borsig delivered the first 10 units of the class P 10 passenger locomotive with the road numbers 2810 to 2819 Elberfeld. Among them was road number 2811 Elberfeld, also the 11,000th locomotive built by Borsig. It was the first class P 10 locomotive in the black/gray photo-gray paint scheme for the builder's photograph.

All Mini-Club locomotives will not interfere with radio and television reception.

Mini-Club locomotives should be operated only with the 67011/67271 Märklin power pack or with the power pack that comes in the starter sets.

Locomotives are shown full size.

Steam Locomotives



88181 Express Locomotive with Tender.

Prototype: German State Railroad Company (DRG) class 18.1.

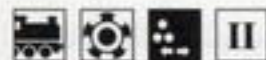
Model: With 5-pole Mini-Club motor. All driving axles powered. Length over buffers 110 mm / 4-21/64".



The class C express locomotive with a 4-6-2 wheel arrangement came into being at the start of the 20th century, because the steam locomotives in existence at that time were no longer adequate for the increasing demands on motive power, especially on grades such as the Geislingen Grade. This elegant, rakish machine was lovingly named the "Schöne

Württemberglerin" or "Beautiful Lady of Württemberg" and was one of the most successful creations of its kind. The first locomotives were already in service by 1909. By 1921 the Esslingen Machinery Company had delivered a total of 41 locomotives to the Württemberg State Railways.

The 87945 express train passenger car set goes well with the 88181 locomotive and can be found on page 367.



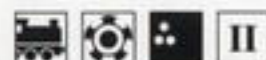
88062 Passenger Train Tank Locomotive.

Prototype: German State Railroad Company (DRG) class 78.

Model: Locomotive comes with a 5-pole Mini-Club motor. All driving axles powered. Maintenance-free LEDs are used for headlights. Length over buffers 70 mm / 2-3/4".



The 87681 passenger car set goes well with the 88062 tank locomotive and can be found on page 368.



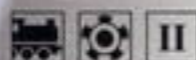
88841 Heavy Freight Locomotive with a Tender.

Prototype: German State Railroad Company (DRG) class 50.

Model: Comes with a 5-pole Mini-Club motor. All driving axles powered. Length over buffers 109 mm / 4-5/16".



The 82070 standard design tank car set goes well with the 88841 freight locomotive and can be found on page 384.



88051 Tank Locomotive.

Prototype: German State Railroad Company (DRG) class 89.

Model: Locomotive comes with a 5-pole Mini-Club motor. Floating center axle. All driving axles powered. Length over buffers 45 mm / 1-3/4".

After several years' absence our 45 mm / 1-3/4" long Mini-Club locomotive, the smallest in the line, is back in the program. The class 89 steam locomotive is rich in tradition



► The smallest Mini-Club locomotive



and symbolizes Mini-Club like no other locomotive. It was a component part of the basic assortment as early as 1972, the year Mini-Club came out on the market. The

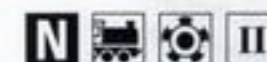
external looks of the locomotive have changed, but more importantly it now has the new 5-pole motor for youthful power and dynamics.

Fall New Item



The 88887 locomotive, together with the 87672 car set, forms a prototypical German State Railroad train on the

Höllentalbahn or Valley of Hell Line in the Black Forest (see page 368).



88887 Heavy Tank Locomotive.

Prototype: German State Railroad Company (DRG) class 85. Version for the Höllentalbahn / Valley of Hell Line.

Model: Locomotive comes with the new 5-pole Mini-Club motor. All driving axles powered. Headlights are maintenance-free LED's. Length over buffers 74 mm / 2-15/16".



88836 Freight Locomotive with Condensation Tender.

Prototype: German State Railroad Company class 52.

Model: Locomotive comes with a 5-pole Mini-Club motor. All driving axles powered. Cooling fans depicted on the tender. Length over buffers 127 mm / 5".

Berlin Commuter Service.

Continuation from page 106.

Please Close the Doors. All of Them.

The Berliners called their commuter trains 1,000-door trains. The Prussian compartment cars were the standard in commuter service. Because each compartment had its own outside doors, the passengers could board and get off in the wink of an eye. It was a special sight, when all of the doors the entire length of the train would open and the people would stream out. The platforms were raised

half a meter or about 20 inches to 76 cm or 30 inches above the railhead in order to make it faster. The dwell times became shorter which made a difference at the many commuter stations. The Berlin railroaders managed to achieve a three-minute headway between trains all day – an enormous achievement in the steam locomotive era.

The fact that you could not go from car to car in search of a seat was mitigated by the short trip times. And experienced commuters knew anyway the best part of the train in which to find a seat. During the trip, the conductors

hung on the side of the train and went from compartment to compartment to collect tickets. It was "train riding" in the truest sense of the word and despite the many running boards and grab irons was not without its dangers. The Mini-Club prototype class 74 (former T 11) was a typical locomotive on the Berlin Metropolitan Railroad. It had large direction signs on the smoke box and on the coal bunker similar to what you see today on the S-Bahn commuter lines.

Continued on page 460.

Highlights

- ▶ Locomotive has the typical destination signs on the smoke box door and on coal bunker.
- ▶ Used in Berlin commuter service.



88951 Tank Locomotive.

Prototype: German State Railroad Company (DRG) class 74, used in Berlin commuter service.

Model: Locomotive comes with a 5-pole Mini-Club motor. All driving axles powered. Coupler hook on the front. Prototypical destination signs are mounted on the smoke box door and on the coal bunker. Length over buffers 55 mm / 2-3/16".





N 87055 "Berlin Commuter Service"
II Compartment Car Set.

Prototype: 4 different 3-axle Prussian compartment cars, 2nd/3rd class and 3rd class painted and lettered for the German State Railroad Company (DRG). 2 compartment cars without brakeman's cabs. 2 compartment cars with brakeman's cabs.

Model: All cars in a special version. Not available separately. Total length 237 mm / 9-5/16".

A CD with the popular Berlin hit "Pack die Badehose ein" ("Pack up your bathing suit") is included with this train.



Berlin Anhalter Station.

The Anhalter Station is the most famous of Berlin's train stations. In the years 1875 to 1880 an edifice came into being from the plans of the architect Franz Schwechten that the world had not seen up to that time, a building intended to represent the city, boldly built of steel, that attracted attention far beyond the city limits of Berlin. But, the brick and terracotta tradition also found its highpoint here. Berlin Anhalter Station, the myth lies in the name. It was the holiday train station for the Berliners like no other station. It was the hub into the wide world. It was the gate to the South. Many Berliners started their trip to Italy, France, or simply to Southern Germany from here. Many dreams began here. Berlin Anhalter Station, it was pure pulsating life, it was simultaneously the starting and ending point. Here you were

in the heart of the city. From the Askanischer Square that was in front of the Anhalter Station, The Potsdamer Square and the political center was just a few minutes away. The Anhalter Station Bahnhof was more than just the hub for people, even for locomotives. From 1923 on the railroad maintenance facility for the Anhalter Station was assigned brand new class 39 (P 10) steam locomotives. They left their stamp just like the legendary class SVT 137 Hamburg design express rail cars. But tank locomotives like the class 74 were also stationed at the Anhalter Station maintenance facility. They were mainly used for the Berlin City, Ring, and Suburban rail lines. Berlin Anhalter Station, it meant breathtaking dynamism and a constant coming and going.

N I II

89200 Building Kit for Anhalter Station.

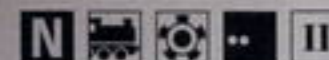
Building kit for a model of the famous Anhalter Station in Berlin. Station concourse with three entry portals, head building with lobby, waiting room, and service and administration buildings built on the sides. Many details. A challenging kit. Detailed instructions for building this kit. Base approximately 87.0 x 46.0 cm / 34" x 18". Height approximately 18.0 cm / 7".



Reduced size photograph.
Base approx. 87.0 x 46.0 cm / 34" x 18".
Height approx. 18.0 cm / 7".

Highlights

- ▶ New tooling.
- ▶ Comes with striking Belpaire firebox.



88090 Passenger Locomotive with Tender.
Prototype: German State Railroad Company (DRG) class 39.

Model: Locomotive comes with a 5-pole Mini-Club motor. All driving axles powered. Length over buffers 112 mm / 4-7/16".



The Prussian P 10 was the last design for a passenger locomotive by the Prussian State Railroad and at the same time formed the transition to the standard design locomotives, classes 01 and 03. The P 10 was the result of the need to haul heavy trains in hilly country with long grades. It was the only eight coupled passenger locomotive class and the most powerful passenger locomotive on the German provincial railroads. As the "Queen of the Mittelgebirge Mountains" it not only pulled express trains right into Berlin, but was

also as active in Silesia, Saxony, and Thuringia, as well as in Baden, Bavaria, and Württemberg. By 1927 a total of 260 locomotives were produced by different locomotive builders. The first design drawings were available, however, as early as 1919. This class was first designated by the German State Railroad Company (DRG) as the class 17 and later as the class 39. The majority of these locomotives were still in use on both German railroads long after the end of the Second World War. Many of them on the German Federal Railroad (DB) were equipped with the small Witte smoke deflectors and standard design type 2'2'T34 tenders. In the summer of 1967, the last of these locomotives was retired.

N 89020 Vehicle and Accessory Set.

9 pieces. 2 models of Daimler-Benz limousines. 2 models of Horch limousines. 2 models of Daimler-Benz type 170 delivery cars. 1 model of a Benz box style delivery truck. 2 advertising columns. All of the vehicles and advertising columns are made completely of metal. Era II, goes with the Berlin city commuter rolling stock.



Photographs show locomotive and accessory models full size.

... tiny, yet tremendous ... **mini-club**

Insider Model For 2003



88040 Freight Locomotive with Tub-Style Tender.

Prototype: German Federal Railroad (DB) class 42.90 Franco-Crosti.

Model: Locomotive comes with a 5-pole Mini-Club motor. All driving axles powered. Length over buffers 107 mm / 4-3/16".

The 88040 freight locomotive is being produced in 2003 in a one-time series only for Insider members.

The 82518 freight car set goes well with the 88040 freight locomotive and can be found on page 386.



- ▶ New tooling.
- ▶ Unique steam locomotive innovation.
- ▶ Era III.



What was the special feature of this steam locomotive innovation from Era III? It was a new method from the two Italian engineers Franco und Crosti whereby the hot exhaust gases expelled from the smoke stack were used to preheat the boiler water. According to this principle that had been successfully used in Italy since 1938, the coal consumption for steam locomotives can clearly be reduced. Coal was a sought after commodity and therefore relatively expensive in the period after the war and during the rebuilding of Germany. So, in 1950 the German Federal Railroad adopted this method and had Henschel convert two new class 52 locomotives with

Franco-Crosti exhaust gas preheaters. They were designated as the class 42.90 due to the increase in weight. A striking feature of these locomotives was the two main flat smoke stacks the rise up on both sides of the boiler in order not to block the engineer's view. They lend the Franco-Crosti units their typical look. In 1959/60 both of these locomotives were retired from service.



8803 Passenger Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 24.



Model: Locomotive comes with a 5-pole Mini-Club motor. All driving axles powered. Equipped for installation of 8953 light insert. Length over buffers 82 mm / 3-1/4".





8895 Tank Locomotive.

Prototype: German Federal Railroad (DB) class 74.

Model: Locomotive comes with a 5-pole Mini-Club motor. All driving axles powered. Coupler hook at the front. Length over buffers 55 mm / 2-3/16".



8896 Tank Locomotive.

Prototype: German Federal Railroad (DB) class 86.

Model: Locomotive comes with a 5-pole Mini-Club motor. All driving axles powered. Length over buffers 63 mm / 2-5/8".



88885 Heavy Tank Locomotive.

Prototype: German Federal Railroad (DB) class 85.

Model: Locomotive comes with a 5-pole Mini-Club motor. All driving axles powered. Headlights with maintenance-free LEDs. Length over buffers 74 mm / 2-15/16".



88886 Heavy Tank Locomotive.

Prototype: German Federal Railroad (DB) class 85.

Model: Locomotive comes with a 5-pole Mini-Club motor. Separately applied smoke deflectors. All driving axles powered. Headlights with maintenance-free LEDs. Length over buffers 74 mm / 2-15/16".



The 87670 standard design branch line cars go well with the 88885 and 88886 tank locomotives and can be found on page 369.

Steam Locomotives



88851 Express Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 03.

Model: Locomotive comes with a five-pole Mini-Club motor. All driving axles powered. Model comes with Wagner smoke deflectors. Length over buffers 112 mm / 4-7/16".

One-time series

The 87351 passenger car set goes well with the 88851 express locomotive and can be found on page 369.



8889 Express Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 10 with partial streamlining.

Model: Locomotive comes with a 5-pole Mini-Club motor. All driving axles powered. Length over buffers 120 mm / 4-3/4".



USA



88812 American "Mikado" Steam Locomotive with a Tender and Caboose.

Prototype: 1 Chesapeake & Ohio steam locomotive with a tender and 1 Chesapeake & Ohio caboose.

Model: Steam locomotive comes with a 5-pole Mini-Club motor. All driving axles powered. Length of the locomotive 116 mm / 4-9/16". Caboose has separately applied ladders. Car length 51 mm / 2". Locomotive and cars are in a special edition. Not available separately.

The 82590 hopper car set goes well with the 88812 freight locomotive and can be found on page 397.



88063 Passenger Train Tank Locomotive.

Prototype: French State Railways (SNCF) class 232 TC.

Model: Locomotive comes with a 5-pole Mini-Club motor. All driving axes powered. Headlights are maintenance-free LED's. Length over buffers 70 mm / 2-3/4".





Export model for France

The 87505 passenger car set goes well with the 88063 tank locomotive and can be found on page 377.







Diesel Locomotives









8820 Diesel Hydraulic Locomotive.
Prototype: German Federal Railroad (DB) class 221.


Model: Locomotive comes with a 5-pole Mini-Club motor. Both trucks powered. Length over buffers 84 mm / 3-5/16".









8878 General Purpose Diesel Hydraulic Locomotive.
Prototype: German Federal Railroad (DB) class 218.


Model: Locomotive comes with a 5-pole Mini-Club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 75 mm / 3".








88690 General Purpose Diesel Hydraulic Locomotive.
Prototype: German Federal Railroad (DB) class 212.


Model: Locomotive comes with a 5-pole Mini-Club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 60 mm / 2-3/8".









8879 General Purpose Diesel Hydraulic Locomotive.
Prototype: German Federal Railroad (DB) class 218.


Model: Locomotive comes with a 5-pole Mini-Club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 75 mm / 3".





88641 Diesel Hydraulic Switch Engine.
Prototype: German Railroad, Inc. (DB AG) class 361 in the current "traffic red" paint scheme with the new DB emblem and Cargo lettering.

Model: Locomotive comes with a 5-pole Mini-Club motor. All axles powered. Length over buffers 49 mm / 1-15/16".

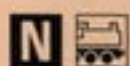




88691 General Purpose Diesel Hydraulic Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 212 in the current "traffic red" paint scheme with "Cargo" lettering.


Model: Locomotive comes with a 5-pole Mini-Club motor. Both trucks are powered. Maintenance-free LEDs are used for headlights. Length over buffers 60 mm / 2-3/8".

The 82580 flat car set or the 82660 flat car for containers go well with the 88691 general purpose locomotive and can be found on page 391.



The 87848 car set is the ideal add-on for this double diesel locomotive and can be found on page 380.



88606 American Double Unit Diesel Electric Locomotive.



Prototype: A-B double unit. General Motors EMD type F 7 painted and lettered for the Atchison, Topeka & Santa Fe Railway.



Model: A unit comes with a 5-pole Mini-Club motor that powers both trucks. B unit is unpowered. Number

boards are lighted. The front Mini-Club coupler on the A unit can be replaced by the pilot that is included with the locomotive. The two locomotive units are permanently coupled to one another with a drawbar. Total length 150 mm / 5-7/8".

Export model for USA



88321 American Triple Unit Diesel Electric Locomotive with Caboose.



Prototype: 1 triple unit General Motors EMD F 7 A-B-A unit, and 1 caboose painted and lettered for the Pennsylvania Railroad.



Model: Both A units come with a 5-pole Mini-Club motor that powers all 4 trucks. B unit is not powered. Lighted number boards. Mini-Club couplers for the A units can be replaced by pilots that are included with the locomotive.

The A-B-A units are permanently coupled together with drawbars. Length of this triple unit is 228 mm / 9". Caboose has separately applied ladders. Caboose length 51 mm / 2". Models not available separately.

One-time series



The 82591 American hopper car set goes well with the 88321 American diesel locomotive and can be found on page 396.

Electric Locomotives



88223 Freight Locomotive.

Prototype: German State Railroad Company (DRG) class E 94.

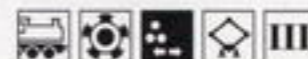
Model: Locomotive comes with a 5-pole Mini-Club motor. Both hood pieces are made of metal. Both trucks are powered. Length over buffers 85 mm / 3-3/8".



The 82570 freight car set goes well with the 88223 freight locomotive and can be found on page 385.



- ▶ Completely new tooling.
- ▶ In real life a legendary German locomotive development.
- ▶ Goes well with most express train passenger cars.
- ▶ Important locomotive class from Era II to Era IV.
- ▶ Fine detailing.
- ▶ LED headlights.



88080 Electric Locomotive.

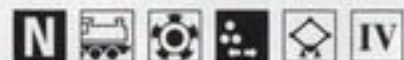
Prototype: German Federal Railroad (DB) class E 18.

Model: Locomotive comes with a 5-pole Mini-Club motor. All driving wheels powered. Maintenance-free LEDs for headlights. Older design pantographs. Length over buffers 76 mm / 3".

The development of the class E 18 electric locomotive still represents today a high point in German locomotive construction. A striking feature of this design is the streamlined shape of the end of the locomotive that lends the E 18 an elegant, rakish look. The E 18 is not called the "Queen" of the rails for nothing. The first locomotive of this class was designated as the E 18 01 and when it was presented in May of 1935 in the Munich main station it attracted considerable attention.

Even today it exudes elegance and timeless beauty in form and function. It was awarded the highest of honors such as the Grand Prix three times and a certificate of honor during the International World Exposition in Paris in 1937. Although the E 18 was developed in the 1930s as an express locomotive, it turned out to be a true general-purpose locomotive over the course of its decades of service. Hardly any other electric locomotive could demonstrate such a broad range

of uses. It was the motive power for almost every type of train. The E 18 pulled Prussian compartment cars equally as well as the skirted streamline cars in express train service. The E 18 was even used with center entry cars and Silberlingen cars in commuter service. Over the course of decades a genuine workhorse developed out of the rakish express locomotive of the 1930s.



88081 Electric Locomotive.

Prototype: German Federal Railroad (DB) class 118.

Model: Locomotive comes with a 5-pole Mini-Club motor. All driving wheels powered. Headlights are maintenance-free LED's. Older design pantographs. Length over buffers 76 mm / 3".



The 87330 and 87335 center entry cars go well with the 88081 electric locomotive and can be found on page 372.

Fall New Item



88433 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 143. Color scheme for commuter service.

Model: Locomotive comes with the new 5-pole Mini-Club motor. Both trucks powered. Headlights are maintenance-free LED's. Length over buffers 76 mm / 3".

The 88433 locomotive, together with the 87971, 87981 and 87991 cars, forms a prototypical, current S-Bahn train (see page 376).



88536 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 120.1 in the current "traffic red" paint scheme.

Model: Locomotive comes with a 5-pole Mini-Club motor. Both trucks powered. Length over buffers 87 mm / 3-7/16".



- ▶ New tooling for the important class 152.
- ▶ One of the most advanced German freight locomotives.
- ▶ LED headlights.
- ▶ Correct light changeover.
- ▶ 5-pole Mini-Club motor.



88520 Freight Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 152 in the current "traffic red" paint scheme with the new DB logo and Cargo lettering.

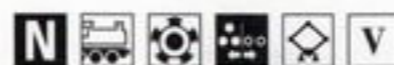
Model: Locomotive comes with a 5-pole Mini-Club motor. Both trucks powered. Headlights with maintenance-free LEDs. Length over buffers 87 mm / 3-7/16".

These locomotives were ordered as early as 1995 in order to cover the demand for powerful freight locomotives on the German Railroad, Inc. Siemens and Krauss-Maffei developed the EuroSprinter family further and presented the new class 152. The electrical equipment was improved in the process compared to the EuroSprinter and the locomotive's environmentally friendly qualities were also

improved. Since these locomotives were to be used for freight trains, a maximum speed of 140 km/h or 88 mph was quite sufficient. The continuous output of 6.4 megawatts or 8,582 horsepower with a total weight of 86 metric tons and single axle steering results in a massive starting tractive effort of 300 kilonewtons or 67,440 pounds.

The 82420 flat car with retractable tarp cover car set goes well with the 88520 freight locomotive and can be found on page 392.

Electric Locomotives



88524 Freight Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 152.

Model: Locomotive comes with a 5-pole Mini-Club motor. Both trucks are powered. Headlights are maintenance-free LED's. Length over buffers 87 mm / 3-7/16".

One-time series

The 82421, 82661, 82581, and 82432 freight cars go well with the 88524 freight locomotive and can be found on pages 391 and 392.



88523 Freight Locomotive.

Prototype: Siemens "Dispolok" motive power pool class 152.

Model: Locomotive comes with a 5-pole Mini-Club motor. Both trucks are powered. Headlights are maintenance-free LEDs. Length over buffers 87 mm / 3-7/16".



The reform of the German railroad system has created the conditions for authorized transportation firms to make use of the DB AG's route network by paying roadbed fees. The Siemens Company has an extensive pool of locomotives under the name "Dispolok" for different uses. The marketing of the railroad's track routes is not just directed at privately owned firms, but to all railroads in order to cover peak demand among other things. The service offered accordingly encompasses "Full Service" that includes the preparation, servicing and maintenance of the locomotives on up to the training of the locomotives' engineers.



88670 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 101.

Model: Locomotive comes with a 5-pole Mini-Club motor. Both trucks are powered. Headlights are maintenance-free LED's. Length over buffers 86 mm / 3-3/8".

One-time series

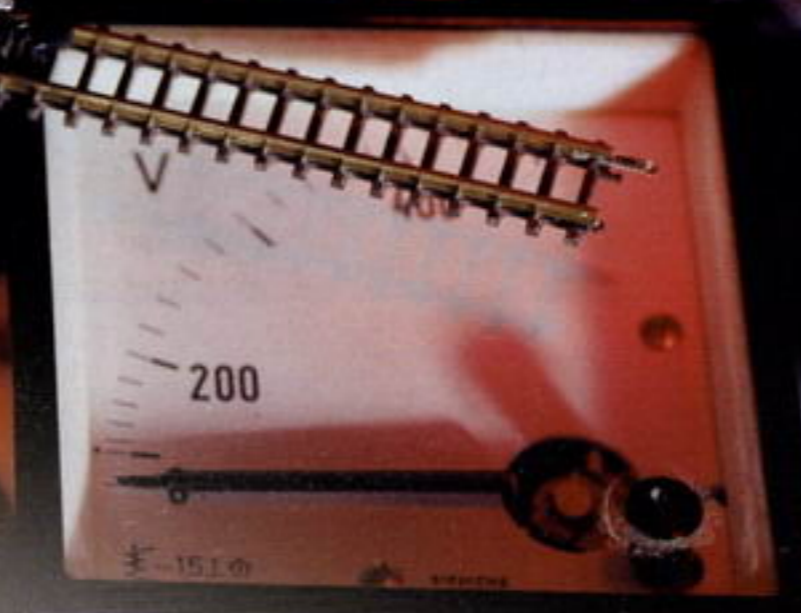


88463 Electric Locomotive.

Prototype: Swiss Federal Railways (SBB) class 460. "Swiss Collection 5" special version.

Model: Locomotive comes with the new 5-pole Mini-Club motor. Both trucks powered. Headlights are maintenance-free LED's. Length over buffers 84 mm / 3-5/16".

One-time series



Fall New Item

Switzerland

The "Crocodiles" are among the most interesting locomotives in the world. Even in the Mini-Club gauge these massive units have a length of 91 mm or 3-5/8". With their articulated design they can master all of the Mini-Club curves with no problem.



8856 "Crocodile" Freight Locomotive.

Prototype: Swiss Federal Railways (SBB) class Be 6/8".

Model: Locomotive comes with a 5-pole Mini-Club motor. Both trucks are powered. Length over buffers 91 mm / 3-5/8".

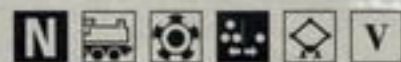


88501 General-Purpose Locomotive.

Prototype: Swiss Federal Railways (SBB) class Ae 6/6. City locomotive "Lucerne City".

Model: Locomotive comes with a 5-pole Mini-Club motor. Both trucks are powered. Length over buffers 87 mm / 3-7/16".

The 82516 freight car set goes well with the 88501 general-purpose locomotive and can be found on page 394.



88464 Electric Locomotive.

Prototype: Bern-Lötschberg-Simplon Railroad (BLS) class 465.

Model: Locomotive comes with a 5-pole Mini-Club motor. Both trucks are powered. Headlights are maintenance-free LED's. Length over buffers 84 mm / 3-5/16".



The 87457 express train passenger car set goes well with the 88464 electric locomotive and can be found on page 379.

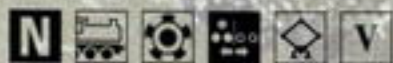
Austria

The "Taurus" class 1016/1116, originally designed for the Austrian Federal Railways (ÖBB), has now become a European success and is currently among the most up-to-date high power locomotives on the continent. This locomotive is called the "Taurus" ("bull" in English) and is a representative of the EuroSprinter family's second generation. This locomotive is distinguished by an extremely high level of power, with a peak output of 7,000 kilowatts or more than 9,500 hp. There's a reason for the name "Taurus" for this powerhouse. This locomotive can be used for both the heaviest freight

trains and for important passenger service. In addition to the single system version (designated as the class 1016), this locomotive is also used in Europe as a dual system locomotive (class 1116). "Taurus" locomotives are now also in use in Switzerland and Hungary. "Taurus" locomotives are even on the rosters of private carriers in locomotive pools. Even DB Cargo changed the remainder of its order for the class 152 into class 1116 dual system universal locomotives that are now in use on the German Railroad as the class 182.

Highlights

- ▶ New tooling.
- ▶ Important locomotive class from the prototype of the "Taurus".
- ▶ Modern general-purpose locomotive, can be used with all European trains.
- ▶ LED headlights.



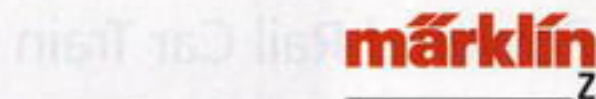
88580 Electric Locomotive.

Prototype: Austrian Federal Railways (ÖBB) class 1016.

Model: Locomotive comes with a 5-pole Mini-Club motor. Both trucks are powered. Headlights are maintenance-free LED's. Length over buffers 87 mm / 3-7/16".

The 87342 express train passenger car set goes well with the 88580 electric locomotive and can be found on page 377.

Powered Rail Cars



8831 Rail Bus.

Prototype: German Federal Railroad (DB) class 798, lettered for "Jägermeister".

Model: Unit comes with a 5-pole Mini-Club motor. Both axles powered. Length over buffers 62 mm / 2-1/2".



8817 Rail Bus Trailer.

Prototype: German Federal Railroad (DB) class 998.

Model: Length over buffers 62 mm / 2-1/2".



88021 Powered Track Cleaning Car As An Inductive Measurement Car.

Prototype: German Railroad, Inc. (DB AG) class 724.

Model: Unit comes with a 5-pole Mini-Club motor. Two axles powered. Length over buffers 62 mm / 2-7/16".

Two of the three axles on this track cleaning car are powered. The wheels on the rear axle and on the front axle have ridges on the treads. The two front wheels for cleaning turn faster than the driving wheels. Regular use of this track cleaning car will prevent dirt buildup on the rails.

Powered Rail Car Train



88712 Powered Rail Car Train.

Prototype: High-speed InterCity Express train (ICE 3). German Railroad, Inc. class 406. 1 type 406.0 end car, 1st class. 1 type 406.3 "Bord-Restaurant" intermediate car (dining car). 1 type 406.5 end car, 2nd class.
Model: "Bord-Restaurant" intermediate car has a 5-pole Mini-Club motor, all 4 axles powered. Headlights and marker lights for the end cars, and interior lighting for all of the cars, including the 2nd class intermediate car, with maintenance-free LEDs. Special couplings, only for the model of the ICE 3 train, that give a very close spacing between the train's cars. Train length 465 mm / 18-5/16".

At the end of October 1998 the third ICE generation, the ICE 3, was presented to the public for the first time at the Eurailspeed in Berlin. This new ICE was presented with a whole series of technological refinements, and it is contributing to the further shortening of travel times. The ICE 3 adds a train with a very striking appearance to the variety of locomotives and cars on the German Railroad, Inc. system. The most striking technical change is of course the propulsion concept. Whereas the propulsion for the ICE 1 and ICE 2 was located in one or two of the end cars, in the new generation ICE 3 the entire propulsion system is now distributed under

the car bodies. The ICE 3 is generally operated as an eight-car train and can be operated in tandem with another train. Some of the ICE 3 trains are equipped for the German Railroad, Inc.'s power system and are designated as the class 403. Another group is equipped as four-system trains for cross border traffic in Europe. These latter powered rail car trains are designated as the class 406 and are intended chiefly for international routings. The interiors of the cars are also striking with their functional, appealing ambiance. Particularly attractive is the passenger area directly behind the engineer that allows a direct view into the cockpit and

down the tracks. In 1999 these trains were placed into service and in the year 2000 the first trains were used for the Expo in Hannover.

The special features of the end cars in the Märklin Mini-Club model can be reproduced quite true to the prototype in large part by locating the motor in the dining car. The model of the ICE 3 is designed for a minimum radius of 195 mm / 7-11/16".



87711 Intermediate Car.

Prototype: German Railroad, Inc. (DB AG) type 406.7 power converter car, 2nd class, 2-door design.



Model: Intermediate car to supplement the model of the ICE 3 powered rail car train (Märklin item no. 88711). Lighting with maintenance-free LEDs. Special couplings, only for the model of the ICE 3 train, that give a very close spacing between the train's cars. Length 113 mm / 4-7/16".





87712 Intermediate Car.

Prototype: German Railroad, Inc. (DB AG) type 406.1 transformer car, 1st class, 4-door design.



Model: Intermediate car to supplement the model of the ICE 3 powered rail car train (Märklin item no. 88712). Lighting with maintenance-free LEDs. Special couplings, only for the model of the ICE 3 train, that give a very close spacing between the train's cars. Length 113 mm / 4-7/16".



87713 Intermediate Car.

Prototype: German Railroad, Inc. (DB AG) type 406.2 power converter car, 1st class, 2-door design.



Model: Intermediate car to supplement the model of the ICE 3 powered rail car train (Märklin item no. 88712). Lighting with maintenance-free LEDs. Special couplings, only for the model of the ICE 3 train, that give a very close spacing between the train's cars. Length 113 mm / 4-7/16".



87714 Intermediate Car.

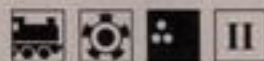
Prototype: German Railroad, Inc. (DB AG) type 406.8 intermediate car, 2nd class, 4-door design.



Model: Intermediate car to supplement the model of the ICE 3 powered rail car train (Märklin item no. 88712). Lighting with maintenance-free LEDs. Special couplings, only for the model of the ICE 3 train, that give a very close spacing between the train's cars. Length 113 mm / 4-7/16".



Train Sets



81426 Train Set.

Prototype: 1 German State Railroad Company (DRG) class S 3/6 express locomotive with a tender, Bavarian Group Administration. 1 type SPw4ü-28 baggage car, 1 type SA4ü-28 salon car, 1 type SA4ük-28 salon car, 1 type SB4ü-28 salon car, 1 type SB4ük-28 salon car, 1 type SPw4ü-28 baggage car.

Model: Locomotive comes with a 5-pole Mini-Club motor. All driving axles powered. Models not available separately. Train length 730 mm / 28-3/4".



Long before the TEE and ICE, the "Rheingold" was considered as the symbol of a modern, luxurious long distance passenger train. According to advertising for the German State Railroad, it linked the North Sea and the Alps together. In October of 1927 the European Schedule and Car Provision Conference in Prague was probably the birth



81430 Passenger Train.

Prototype: 1 German State Railroad Company (DRG) class V 120 diesel-pneumatic compressed air locomotive. 1 Württemberg design express train passenger car, 1st/2nd/3rd class. 2 Bavarian design express train passenger cars, 3rd class. 1 express train baggage car.

Model: Locomotive comes with a 5-pole Mini-Club motor. All driving axles powered. Headlights are maintenance-free LED's. Models not available separately. Train length 431 mm / 16-15/16".



date of the "Rheingold". There the decision was made to set up an express train connection from Amsterdam/Hook of Holland to Basle. The first scheduled run for this train then took place on May 15, 1928. This Mini-Club train reproduces an authentic train composition from this time. According to the regulations in effect at that time, no

passenger car could be coupled directly behind the locomotive, and a baggage car was therefore placed in the train between it and the other cars. A baggage car was placed at both ends of the train to avoid time-consuming switching maneuvers at the end stations. Only the locomotive had to be placed at the front of the train in each case.

75 Years of the Rheingold.

Continued from page 108.

Apt. lux. furn. 6-pers. occ. w/Rhine view.

Anyone with the time and the money would love to travel this way today: In sumptuous club chairs, the gala dinner served at your seat, the table set with the finest china, crystal, and silverware. Afterwards a fine cigar and a little glass of something for the lady. And during all of this the constantly changing panorama of one of the most beautiful landscapes in Europe before your eyes ...



The interiors of the cars in the Belle Epoque style came from the designs of important artists and architects. Deluxe trains such as the Rheingold gave wings to the fantasy of society reporters and writers. Our model trains offer consolation for everyone who could not take the Rheingold, at least externally they convey the special nature of this deluxe train: The special arrangement of the extra wide windows, the blue-cream

paint scheme, the decorative gold striping and fine lettering. With the 75th anniversary as the occasion, the preserved S 3/6 has also been given this typical Rheingold paint scheme. The models of our Rheingold train sets in H0 and Z as well as the model of the S 3/6 in 1 Gauge will come this way.

Continuation on page 434.



Reduced size photograph.
Original dimensions of the sign with handles is 160 x 65 mm / 6-1/2" x 2-9/16".



81331 "75 Years of the Rheingold" Train Set.

Prototype: German State Railroad Company (DRG) class 18.4 express train steam locomotive. 1 type SB 4ü 28 salon car, 2nd class. 1 type SB 4ü K28 salon car, 2nd class with galley. 1 type SA 4ü 28 salon car, 1st class. 1 type SA 4ü K28 salon car, 1st class with galley. 1 type SPw 4ü 28 baggage car.

Model: Locomotive comes with a 5-pole Mini-Club motor. All driving axles powered. Locomotive and cars are in a special edition. Not available separately. Train length 639 mm / 25-1/8".

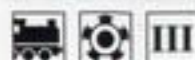
A reproduction of an original train destination sign from the legendary "Rheingold" is included with this train.

The lithographed sheet metal case as the packaging underscores the exclusiveness of this train. The embossed "Rheingold" lettering and the color scheme for this case were inspired by the prototype.

One-time series



Train Sets and Car Set

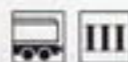


81422 "SKW Trostberg" Train Set.

Prototype: 1 diesel hydraulic switch engine, used as an industrial locomotive by SKW Trostberg. 4 carbide cylinder cars. Privately owned cars painted and lettered for SKW Trostberg. Used on the German Federal Railroad (DB).

Model: Locomotive comes with a 5-pole Mini-Club motor. All axles powered. 2 each carbide cylinder cars with brakeman's cab, 2 each carbide cylinder cars with brakeman's platform. Finely detailed reproduction of the carbide cylinders. Carbide cylinders are removable. All of the cars come with

different car numbers. Models not available separately. Train length 290 mm / 11-7/16".



82090 Carbide Container Car Set.

Prototype: 3 carbide container cars. Cars privately owned by SKW Trostberg AG. Used on the German Federal Railroad (DB). 2 carbide container cars come with brakeman's platforms, 1 carbide container car comes with a brakeman's cab.

Model: Different car numbers and container registration numbers. Finely detailed construction with partially open car floors. Finely detailed reproduction of the carbide containers. Carbide containers are removable. Models not available separately. Total length 174 mm / 6-7/8".



81424 "Measurement Train" Train Set.

Prototype: 1 class 143 electric locomotive, as an experimental locomotive for the firm ADtranz, with road number 143 001-6. 3 German Railroad, Inc. (DB AG) measurement cars and auxiliary cars for measurement cars.

Model: Locomotive comes with a 5-pole Mini-Club motor. Both trucks powered. Headlights with maintenance-free LEDs. Models not available separately. Train length 445 mm / 17-1/2".



SKW Trostberg has been merged with Degussa-Hüls to form Degussa, Inc., the worldwide marketer in the area of special chemicals. Until the end of 2000 SKW Trostberg was an independent concern with headquarters in Trostberg, Bavaria, from which 200 companies with 18,000 employees are managed around the globe. It all started in 1908 with the founding of the Bavarian Nitrogen Works, Inc. (BStW) in Munich and with the production of the fertilizer lime nitrogen. In 1939 the firm was renamed the

South German Lime Nitrogen Works, Inc. (SKW) that in 1978 was again renamed the present day SKW Trostberg, Inc. SKW Trostberg has owned its own fleet of freight cars for many decades, including carbide cylinder cars. These cars are quite striking in their appearance because they are a distinct departure from the usual picture of more familiar freight cars. They are also not to be found anywhere else in this form. The steel containers have a capacity of 40 metric tons and remind one very much of bottles laid on

their sides. These bottles are mounted in 2 square frames made of U-shaped metal profile pieces that can be loaded and unloaded easily and that are mounted over the trucks. The carbide cylinder cars are used on the route from Garching to Trostberg and on a 5 kilometer / 3 mile long plant railroad extension. Calcium carbide is still transported between Garching and the SKW complex in Hart as in the past.



The 82090 carbide container car set can be used to lengthen the 81422 train set from 2001 prototypically.



One-time series

Switzerland



81418 "Swiss Passenger Service" Train Set.

Prototype: 1 Swiss Federal Railways (SBB) class Ae 3/6 II express locomotive. 2 type 4ü older design express train passenger cars, 1st/2nd class. 1 type 4ü express train baggage car, BLS design.

Model: Locomotive comes with a 5-pole Mini-Club motor. All driving axles powered. Models not available separately. Train length 338 mm / 13-5/16".





81431 "Alpine Transit" Train Set.

Prototype: 1 Siemens Locomotive Pool Lease Locomotive class 1116 electric locomotive. 2 piggyback cars, privately owned cars painted and lettered for the firm Hupac, used on the Swiss Federal Railways (SBB). 1 two-axle flat

car for containers and 1 four-axle flat car for containers, both painted and lettered for the Swiss Federal Railways (SBB).

Model: Locomotive comes with a 5-pole Mini-Club motor. Both trucks are powered. Headlights are maintenance-free LED's. 1 piggyback

car loaded with a removable semi-truck trailer. Model of the truck tractor included. 1 piggyback car loaded with 2 flatbeds with tarp covers. The containers on both flat cars for container transport are removable. Models not available separately. Train length 409 mm / 16-1/8".

One-time series

Passenger Cars

Compartment cars predominated in Berlin's commuter traffic in the 1920s. The loudspeaker announcement "All aboard, and close the doors" was always followed by a particular echo, when the many doors were closed with a terrific bang. Our 4-part car set of Prussian compartment cars is part of an attractive model and accessory program for prototypes of the railroad in Berlin in Era II.

You traveled in considerably more comfort in the express train passenger cars of the Loreley Express. Our Mini-Club car set with blue, skirted cars, set off visually with the red of the dining car, forms a particularly beautiful train.



I **8700 Passenger Car.**
Prototype: Württemberg Provincial Railroad.
 2nd class.
Model: Length over buffers 60 mm / 2-3/8".



I **8701 Passenger Car.**
Prototype: Württemberg Provincial Railroad.
 2nd class.
Model: Length over buffers 60 mm / 2-3/8".

II **87945 Express Train Passenger Car Set.**
Prototype: 3 Württemberg express train passenger cars painted and lettered for the German State Railroad Company (DRG).
 1 type ABC4ü express train passenger car, 1st/2nd/3rd class. 1 type BC4ü express train passenger car, 2nd/3rd class. 1 type C4ü express train passenger car, 3rd class.
Model: Models not available separately. Total length 270 mm / 10-5/8".



The 88181 locomotive goes well with the 87945 express train passenger car set and can be found on page 338.

Passenger car models shown full size

Car Sets



87672 "Höllentalbahn" Passenger Car Set.

Prototype: 4 German State Railroad Company (DRG) standard design branch line cars. 1 type Bci-34 car, 2nd and 3rd class. 2 type Ci-33 cars, 3rd class. 1 type PwPosti-34 mail/baggage car.

Model: Cars are not available separately. Total length over buffers 245 mm / 9-5/8".

One-time series

The 88887 locomotive, together with the 87672 car set, forms a prototypical German State Railroad train on the Höllentalbahn (Valley of Hell Line) in the Black Forest (see page 339).



II

87681 Passenger Car Set.

Prototype: 4 different "Langenschwalbach" design passenger cars, painted and lettered for the German State Railroad Company (DRG). 1 type Pr 09, BC4i passenger car, 2nd/3rd class. 1 type Pr 11, C4i passenger car, 3rd class. 1 type Pr 11, C4itr passenger car with baggage compartment, 3rd class. 1 type Pr 11, PwPost4i baggage car with mail compartment.

Model: Models not available separately. Total length 233 mm / 9-3/16".



The 88062 tank locomotive goes well with the 87681 passenger car set and can be found on page 338.





III **87670 Standard Design Branch Line Car Set.**
Prototype: 3 different German Federal Railroad (DB) standard design branch line cars. 1 type Bie standard design branch line car, 2nd class. 1 type ABie standard design branch line car, 1st and 2nd class. 1 type PwPosti-34a baggage-mail car.
Model: Models not available separately. Total length 183 mm / 7-13/16".

The 88885 steam locomotive is the appropriate unit for the 87670 standard design branch line car set and can be found on page 345.



87351 "Lorelei" Express Train Passenger Car Set.
Prototype: 5 different German Federal Railroad (DB) express train passenger cars. 1 type A4üe coach, 1st class. 1 type AB4üwe coach, 1st/2nd class. 1 type WR4ü(e) dining car. 2 type B4üe coaches, 2nd class.
Model: Models not available separately. Total length 503 mm / 19-13/16".

One-time series

The 87351 express train passenger car set goes well with the 88851 express locomotive that can be found on page 346.



Passenger Cars

These two-axle standard design passenger cars originally had wood roofs and interior walls. Later they were built entirely of metal as the type 29. By today's standards these German Federal Railroad (DB) cars were very loud and they rumbled a great deal. For this reason they were nicknamed "Donnerbüchsen" or "Thunder Boxes".



III 8750 "Thunder Box"
Standard Design Passenger Car.
Prototype: German Federal Railroad (DB) type ABi 29.
1st and 2nd class.
Model: Length over buffers 63 mm / 2-1/2".



III 8751 "Thunder Box"
Standard Design Passenger Car.
Prototype: German Federal Railroad (DB) type Bi 29.
2nd class.
Model: Length over buffers 63 mm / 2-1/2".



III 8752 "Thunder Box"
Standard Design Baggage Car.
Prototype: German Federal Railroad (DB) type D2ie.
Model: Length over buffers 63 mm / 2-1/2".



IV 8753 Four-Axle Rebuild Car.
Prototype: German Federal Railroad (DB) type AByg 503.
1st and 2nd class.
Model: Length over buffers 89 mm / 3-1/2".



IV 8754 Four-Axle Rebuild Car.
Prototype: German Federal Railroad (DB) type Byg 515.
2nd class.
Model: Length over buffers 89 mm / 3-1/2".



IV 8755 Four-Axle Rebuild Car
with Baggage Compartment.
Prototype: German Federal Railroad (DB) type BDyg 533.
2nd class.
Model: Length over buffers 89 mm / 3-1/2".

Starting in 1954 the German Federal Railroad (DB) rebuilt a large number of old two-, three-, and four-axle passenger cars into modern cars. The car bodies for these rebuild cars were completely new and were built using a frame design. Old trucks, mostly Prussian designs, were reused for these cars.

Express Train Passenger Cars

märklin
Z



IV 8710 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type Am 203. 1st class.
Model: Length over buffers 120 mm / 4-3/4".



IV 8711 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type Bm 234. 2nd class.
Model: Length over buffers 120 mm / 4-3/4".



IV 8712 Express Train Baggage Car.
Prototype: German Federal Railroad (DB) type Dm 902.
Model: Length over buffers 120 mm / 4-3/4".



IV 8713 Dining Car.
Prototype: German Federal Railroad (DB) type WRmh 132.
Model: Length over buffers 120 mm / 4-3/4".

... tiny, yet tremendous ... **mini-club**

Express Train Passenger Cars

N IV

87335 Center Entry Coach.

Prototype: German Federal Railroad (DB) type Bym 421, 2nd class.

Model: Length over buffers 120 mm / 4-3/4".



The 88081 electric locomotive goes well with the 87330 and 87335 center entry coaches and can be found on page 350.



N IV

87330 Center Entry Coach.

Prototype: German Federal Railroad (DB) type ABym 411, 1st and 2nd class.

Model: Length over buffers 120 mm / 4-3/4".

V

87161 Commuter Car.

Prototype: German Railroad, Inc. (DB AG) type Bnz, 2nd class, in the current "traffic red" paint scheme for the "Regionalbahn" ("Regional Railroad").

Model: Length over buffers 120 mm / 4-3/4".



The 88536 electric locomotive goes well with the 87161, 87171 and 87181 commuter cars and can be found on page 351.

V

87171 Commuter Car.

Prototype: German Railroad, Inc. (DB AG) type ABn, 1st and 2nd class, in the current "traffic red" paint scheme for the "Regionalbahn" ("Regional Railroad").

Model: Length over buffers 120 mm / 4-3/4".



When operated control car first, triple headlights shine.



When operated locomotive first, dual red marker lights shine.



V

87181 Commuter Car with Engineer's Cab.

Prototype: German Railroad, Inc. (DB AG) type BDnrzf, 2nd class with baggage area, in the current "traffic red" paint scheme for the "Regionalbahn" ("Regional Railroad").

Model: Length over buffers 120 mm / 4-3/4".



V

8743 Express Train Passenger Car.

Prototype: German Federal Railroad (DB) type Aim. 1st class.

Model: Length over buffers 120 mm / 4-3/4".



V

8744 Express Train Passenger Car.

Prototype: German Federal Railroad (DB) type Bim. 2nd class.

Model: Length over buffers 120 mm / 4-3/4".



- ▶ Long awaited Bistro Café car.
- ▶ This completes the models for all InterRegio trains.
- ▶ Correct model of an InterRegio cab control car.



V

87751 Express Train Passenger Car Set.

Prototype: 2 different German Railroad, Inc. (DB AG) InterRegio express train passenger cars. 1 type ARbuimz 262 InterRegio express train passenger car, Bistro Café, 1st class.

1 type Bimdzf 269.0 InterRegio cab control car, 2nd class.

Model: Maintenance-free LEDs for the headlights / marker lights on the cab control car. Models not available separately. Total length 243 mm / 9-9/16".

When operated control car first, triple headlights shine.



When operated locomotive first, dual red marker lights shine.



Bilevel Cars



V **87291 Bilevel Car.**
Prototype: German Railroad, Inc. (DB AG) type DBz 751, 2nd class, in the current "traffic red" paint scheme.

Model: Destination signs lettered "Regional-Express Kassel Hbf". Length over buffers 122 mm / 4-13/16".



V **87292 Bilevel Car.**
Prototype: German Railroad, Inc. (DB AG) type DABz 756, 1st and 2nd class, in the current "traffic red" paint scheme.

Model: Destination signs lettered "Regional-Express Kassel Hbf". Length over buffers 122 mm / 4-13/16".



V **87293 Bilevel Cab Control Car.**
Prototype: German Railroad, Inc. (DB AG) type DBbzf 761, 2nd class, in the current "traffic red" paint scheme.

Model: Headlights / marker lights with maintenance-free LEDs. Destination signs lettered "Regional-Express Kassel Hbf". Length over buffers 124 mm / 4-7/8".



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

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

Express Train Passenger Cars



87752 Express Train Passenger Car Set.



Prototype: 2 different German Railroad, Inc. (DB AG) InterCity express train passenger cars. 1 type ARkimbz 262.4 InterCity express train passenger car, BordBistro, 1st class. 1 type Bimdzf 269.2 InterCity cab control car, 2nd class. Both cars come in the current distance passenger car color scheme.

Model: Head lights / marker lights for the cab control car are maintenance-free LEDs. Models not available separately. Total length 243 mm / 9-9/16".



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



When operated locomotive first, dual red marker lights shine.



V

87732 Express Train Passenger Car.

Prototype: German Railroad, Inc. (DB AG) type Bpmz 291.2 InterCity open seating car in the current long distance passenger car color scheme, 2nd class.

Model: Length over buffers 120 mm / 4-3/4".

V

87251 Express Train Passenger Car.

Prototype: German Railroad, Inc. (DB AG) type Apmz 121.2 InterCity open seating car in the current long distance passenger car color scheme, 1st class.

Model: Length over buffers 120 mm / 4-3/4".



The 88670 electric locomotive goes well with the 87251, 87732 and 87752 express train passenger cars and can be found on page 352.



Express Train Passenger Cars

N **V**

87971 S-Bahn Car.

Prototype: German Railroad, Inc. (DB AG) type Bx 794.3 open seating coach. 2nd class.
Model: Length over buffers 111 mm / 4-3/8".



Fall New Item

Fall New Item



N **V**

87981 S-Bahn Car.

Prototype: German Railroad, Inc. (DB AG) type ABx 791 open seating coach. 1st and 2nd class.
Model: Length over buffers 111 mm / 4-3/8".

N **V**

87991 S-Bahn Car.

Prototype: German Railroad, Inc. (DB AG) type Bxf 796.3 cab control car. 2nd class with engineer's compartment.
Model: Headlights / marker lights at the ends are maintenance-free LED's. Length over buffers 115 mm / 4-1/2".



Fall New Item

When operated control car first, triple headlights shine.



When operated locomotive first, dual red marker lights shine.



Austria

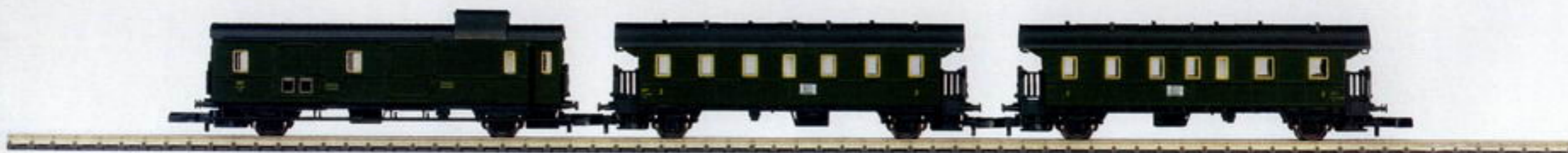
märklin
Z



N **87342 Express Train Passenger Car Set.**
Prototype: 3 Austrian Federal Railways (ÖBB) Eurofima express train passenger cars. 1 type Amz express train passenger car, 1st class. 2 type Bmz express train passenger cars, 2nd class.
Model: Models not available separately. Total length 366 mm / 14-7/16".

One-time series

France



N III **87505 Passenger Car Set.**
Prototype: 3 different French State Railways (SNCF) standard design passenger cars. 1 type BC standard design passenger car, 2nd/3rd class. 1 type C standard design passenger car, 3rd class. 1 type Dmp

standard design baggage car.
Model: Models not available separately. Total length 195 mm / 7-11/16".

Export model for France

... tiny, yet tremendous ... **mini-club**

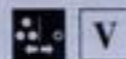
Switzerland



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



When operated locomotive first, dual red marker lights shine.



87456 Swiss Express Train Passenger Car Set.

Prototype: 4 different Swiss Federal Railways (SBB) Mark IV express train passenger cars: 1 Mark IV type A standard design express train passenger car, 1st class. 2 Mark IV type B standard design express train passenger

cars, 2nd class. 1 type Bt EuroCity design express train cab control car, 2nd class. All of the cars are in the current paint scheme. **Model:** Head lights / marker lights for the cab control car are maintenance-free LEDs. Models not available separately. Total length 490 mm / 19-5/16".





V

87471 EuroCity Dining Car.

Prototype: Swiss Federal Railways (SBB) type Mark IV WR. Catered by Mitropa, Inc.
Model: Length over buffers 120 mm / 4-3/4".

A 4 year contract between the SBB and German Mitropa, Inc. has been signed for the business reorganization of the catering service on Swiss passenger trains. Since 1997 the former dining cars for the firm Buffet Suisse, Inc. and the Glacier Express, among others, are being catered by the new subsidiary Mitropa Suisse in Basle, Switzerland.

V

87661 EuroCity Panorama Car.

Prototype: Swiss Federal Railways (SBB) type Apm, 1st class.

Model: Length over buffers 120 mm / 4-3/4".

With the development of the EuroCity cars the Swiss Federal Railways (SBB) have placed a totally new pool of cars into service for

international passenger traffic. So-called "panorama cars" were built on the same basic design as for the 1st and 2nd class open seating coaches with their quite modern interiors. The "panorama cars" offer an incomparable view of the scenery on both sides of the tracks.



N V

87457 Push/Pull Express Train Passenger Car Set.

Prototype: Bern-Lötschberg-Simplon Railroad (BLS) standard design Mark IV coaches.

1 standard design Mark IV type A express train passenger car, 1st class. 2 standard design Mark IV type B express train passenger cars,

2nd class. 1 EuroCity design type Bt express train cab control car, 2nd class with engineer's cab for push/pull train operations, leased from the Swiss Federal Railways (SBB).

Model: Headlights / marker lights are maintenance-free LED's. Models not available separately. Total length 490 mm / 19-5/16".

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



When operated locomotive first, dual red marker lights shine.



The 88464 electric locomotive goes well with the 87457 express train passenger car set and can be found on page 354.

USA

N III

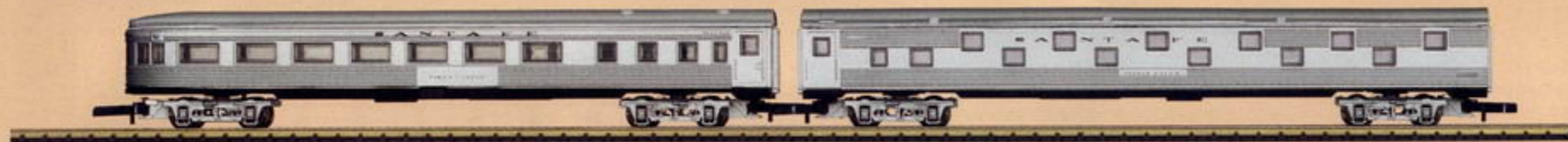
87848 American Passenger Car Set.

Prototype: 6 different Atchison, Topeka & Santa Fe Railway streamliner cars. 1 baggage car. 1 sleeping car. 1 dining car. 1 Duplex sleeping car. 1 vista dome car. 1 observation car.

Model: Models not available separately. Total length 676 mm / 26-5/8".

Export model for USA

The 88606 double unit diesel locomotive is ideal for the 87848 American streamliner car set and can be found on page 349.



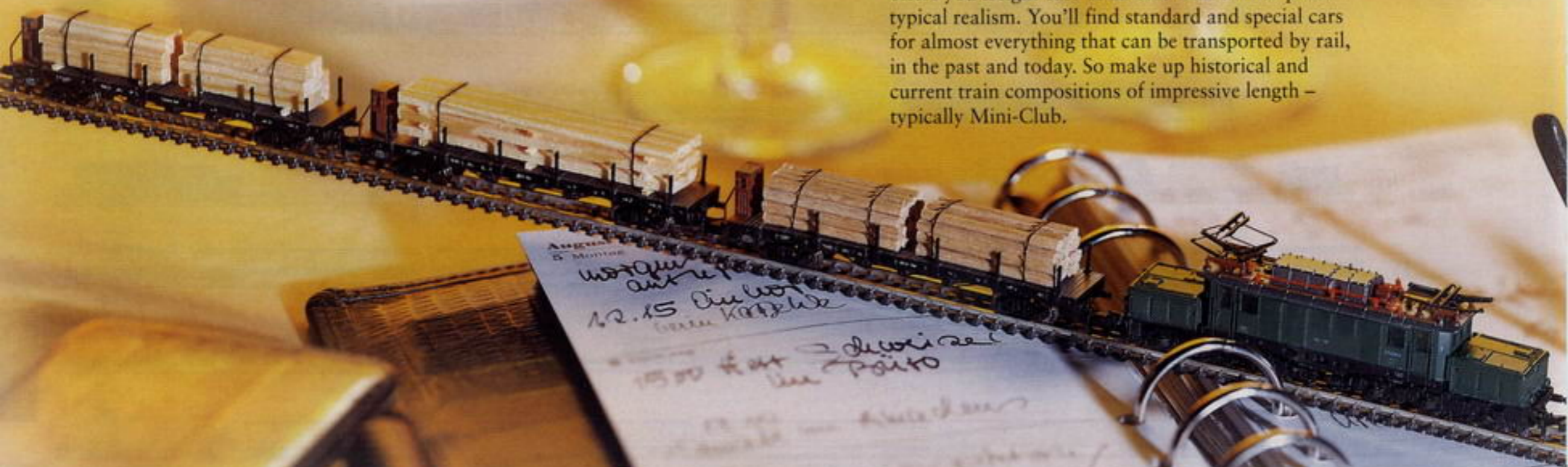
Railroading Considered as a Whole.

Two things are fascinating about Mini-Club. First, that it's so tiny. And second, that you can reproduce realistic prototype operations on extensive track layouts. The one is naturally related to the other. Because the small amount of space required allows on the one hand attractive, small layouts, on the other a majestic main line on which prototypically long trains from the provincial railroad period up to the modern railroad really come into their own for the first time. Seen this way the trains work as a whole unit. Don't hesitate to examine the fine detailing and correct lettering of each model under a magnifying glass.



Freight Cars

In Germany the term "Gut Holz" (literally "Good Wood") is used to wish someone good bowling – and this wish can now be fulfilled with Mini-Club. Because the Era II set with 3 newly designed flat cars transports real wood – in on different pallets, professionally safeguarded. The trucks and truss rods on the cars are particularly finely detailed. The Mini-Club assortment offers you freight cars of all eras with similar prototypical realism. You'll find standard and special cars for almost everything that can be transported by rail, in the past and today. So make up historical and current train compositions of impressive length – typically Mini-Club.





I **82171 Wine Barrel Car with Brakeman's Cab.**
Prototype: Car privately owned by the German Wine Barrel Car Company, Ltd., Kitzingen a. Main, Germany (Bavaria). Used on the Royal Prussian Railroad Administration (KPEV).
Model: Wine barrels made of real wood. Length over buffers 33 mm / 1-5/16".

I **82173 Wine Barrel Car with Brakeman's Cab.**
Prototype: Car privately owned by Robert Metzger & Co., Berlin, Germany. Used in Württemberg.
Model: 3 cylindrical barrels made of real wood. Length over buffers 40 mm / 1-9/16".



I **82400 "Gas Cars" Freight Car Set.**
Prototype: 3 Royal Bavarian State Railroad (K.Bay.Sts.B.) gas cars with brakeman's platform.
Model: Different car numbers. Finely detailed, partially open frame. Finely detailed reproduction of the fittings and retaining bands. Models not available separately. Total length 126 mm / 4-15/16".

During the provincial railroad period the lighting for locomotives, passenger and maintenance cars was well as station lighting was operated chiefly with gas. Supplies of this fuel were transported to the stations and maintenance facilities with so-called gas cars. The Bavarian gas cars gave such excellent results in operation that they remained in service for decades.

Freight car models shown full size.

Freight Cars

In 1942 rolling stock for transporting heavy freight was built parallel to the development of the class 52 locomotives. This was the origin of the type Ssym 46 six-axle flat car. It had an empty weight of approximately 22 metric tons and a loaded weight of 80 metric tons. The maximum speed for these cars

was set at 80 km/h or 50 mph. After the war this class of cars was used to transport construction machinery, machine parts, steel products, concrete parts for construction work and many other types of heavy, single piece loads.



82351 Heavy Duty Flat Car.

Prototype: German State Railroad Company (DRG) type SSym 46.

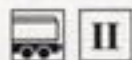
Model: Removable stakes included. Length over buffers 60 mm / 2-3/8".



82312 Tank Car with Brakeman's Cab.

Prototype: Car privately owned by Rhenania-Ossag Petroleum Oil Works, Inc., Düsseldorf, Germany. Used on the German State Railroad Company (DRG).

Model: Brakeman's cab and platform with ladders separately applied. Finely detailed partially open frame. Length over buffers 40 mm / 1-9/16".



82070 Tank Car Set.

Prototype: 2 standard design tank cars with steel brakeman's cabs. Cars privately owned by Rhenania-Ossag Petroleum Oil Works, Inc., Düsseldorf, Germany. Used on the German State Railroad Company (DRG).

Model: Steel brakeman's cab and catwalk with ladder separately applied on both cars. Different car numbers. Models not available separately. Total length 115 mm / 4-1/2".



- ▶ New four-axle standard design tank car type.
- ▶ For Eras II to IV.

The 88841 steam freight locomotive goes well with the 82070 standard design tank car set and can be found on page 338.



82071 Tank Car Set.

Prototype: 1 each standard design tank car with a steel brakeman's cab and with a brakeman's platform. Cars are privately owned by the firm of Henkel, Düsseldorf, Germany. Used on the German State Railroad Company (DRG). Benz panel truck lettered for the same firm.

Model: Brakeman's cab and walkway with ladder separately applied. Cars have different car numbers. Metal truck model. Cars and truck are not available separately. Total length over buffers 115 mm / 4-1/2".

One-time series





- ▶ New tooling.
- ▶ Prototypical freight loads.



82570 Flat Car Set.

Prototype: 3 different German State Railroad Company (DRG) type SSml four-axle flat cars with brakeman's cabs.

Model: 1 flat car loaded with squared timber that has been stacked in layers. 1 flat car loaded with cordwood banded in packs. 1 flat

car loaded with heavy beams stacked in a slanted fashion. Cars have different car numbers. Finely detailed reproduction of the arch bar trucks and of the truss rods. Stakes that can be installed on the cars are included. Models not available separately. Total length 240 mm / 9-7/16".

The 88223 freight locomotive goes well with the 82570 flat car set and can be found on page 350.



82519 Beer Car Set.

Prototype: 1 refrigerator car and 1 low side car both with a brakeman's cab. Cars privately owned by Lederer Brewery, Nürnberg, Germany. Used on the German State Railroad Company (DRG). Benz flat bed truck lettered for the same firm.

Model: Brakeman's cabs separately applied. Truck model is made of metal; the barrels are made of real wood. Cars and trucks are not available separately. Total length over buffers 83 mm / 3-1/4".



One-time series



82562 High Capacity Boxcar with Brakeman's Platform.

Prototype: Type G1 Association design. Privately owned car painted and lettered for the firm Harder, Meiser & Co., Bremen, Germany. Used on the German Federal Railroad (DB).

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



86611 Refrigerator Car with Brakeman's Cab.

Prototype: Car privately owned by Kaiser-Friedrich-Quelle, Offenbach/Main, Germany. Used on the German Federal Railroad (DB).

Model: Length over buffers 40 mm / 1-9/16".



Freight Cars



III **86661 Silo Container Car.**
Prototype: Type Ucs 909. Car privately owned by Club-Kraftfutterwerke GmbH, Mannheim, Germany. Used on the German Federal Railroad (DB).
Model: Length over buffers 40 mm / 1-9/16".



III **8609 Freight Train Baggage Car.**
Prototype: German Federal Railroad (DB) type Pwg 012.
Model: Car has sliding doors that can be opened. Length over buffers 40 mm / 1-9/16".



III **82352 Heavy Duty Flat Car.**
Prototype: German Federal Railroad (DB) type SSym 46.
Model: Removable stakes included. Length over buffers 60 mm / 2-3/8".



III **82314 Tank Car with Brakeman's Platform.**
Prototype: German Federal Railroad (DB) car for express milk traffic, Frankfurt-Hoechst, Germany.
Model: Brakeman's platform and catwalk with ladders separately applied. Additional lettering on the ends of the tank. Finely detailed partially open frame. Length over buffers 40 mm / 1-9/16".

In 1952 a small series of two-axle tank cars was placed into service on the German Federal Railroad (DB) for transporting milk between regular destinations.



82518 Freight Car Set.

Prototype: 5 different design freight cars, used on the German Federal Railroad (DB). 1 boxcar, lettered with Brit.-US-Zone. 1 two-axle tank car with a brakeman's platform. Privately owned car painted and lettered for VTG Vereinigte Tanklager und Transportmittel GmbH, Hamburg, Germany. 1 type R 10 stake car with brakeman's cab. 1 high capacity boxcar with brakeman's cab. Privately owned car painted and lettered for a brewery. 1 four-axle standard design tank car with a steel brakeman's cab. Privately owned car painted and lettered for Deutsche Gasolin AG, Hannover, Germany.

Model: Brakeman's platform and walkway with ladders separately applied on the two-axle tank car. Finely detailed, partially open frame. The stake car is loaded with bundled briquettes. Stakes that can be installed on it are included. Steel brakeman's cab and walkway with ladder separately applied on the four-axle standard design tank car. Models not available separately. Total length 260 mm / 10-1/4".

One-time series





N III

86222 Auto Transport Car Set.

Prototype: German Federal Railroad (DB) type Off 52 double unit.

Model: 2 cars form a prototypical double unit. Models not available separately. Total length 111 mm / 4-3/8".



- ▶ Prototypical double unit.
- ▶ Models of VW Beetles in the typical 1950s "Pretzel" Beetle design. Made of metal as a freight load.



III

86221 Auto Transport Car Set.

Prototype: 2 German Federal Railroad (DB) type Laae 540 auto transport cars.

Model: 4 metal models of VW Beetles are included as a load for each car. 2 auto transport cars make up a prototypical double unit. Models not available separately. Total length 111 mm / 4-3/8".

In the 1950s the German Federal Railroad (DB) developed bilevel auto transport cars based on the type E 037 gondolas. Two cars that were permanently coupled together formed a double unit. The side doors and end walls were left off.



The 82518 freight car set is the ideal addition to this year's Mini-Club Insider model, item no. 88040, the model of the Franco-Crosti class 42.90 freight locomotive with a tub-style tender.

Freight Cars



IV **8624 Ballast Car.**
Prototype: Talbot self-dumping car for maintenance work on the German Federal Railroad (DB).
Model: Unloading hatches that can be opened. Length over buffers 33 mm / 1-5/16".



IV **8610 Low Side Car.**
Prototype: German Federal Railroad (DB) type Klms 440.
Model: Length over buffers 54 mm / 2-1/8".



IV **8622 Gondola.**
Prototype: German Federal Railroad (DB) type E 037.
Model: Length over buffers 54 mm / 2-1/8".

IV **8630 Hopper Car.**
Prototype: German Federal Railroad (DB) type Fals 176.
Model: Length over buffers 53 mm / 2-1/8".



IV **8605 Boxcar.**
Prototype: German Federal Railroad (DB) type Gos-u 253.
Model: Length over buffers 54 mm / 2-1/8".



IV **V** **8611 Petroleum Oil Tank Car.**
Prototype: Car privately owned by German Shell, Inc. Used on the German Federal Railroad (DB).
Model: Length over buffers 40 mm / 1-9/16".





IV

8657 Crane Car Set.

Prototype: 1 German Federal Railroad (DB) low side car and crane car.

Model: Crane car with rotating cab, movable boom and boom support. Crane hook can be raised and lowered with a hand crank. Total length 93 mm / 3-5/8".

IV

82363 Flat Car for Containers.

Prototype: German Federal Railroad (DB) type Lgjs 598. Loaded with 5 "Von Haus zu Haus" tank containers.

Model: Tank containers are removable. Metal car frame. Length over buffers 64 mm / 2-1/2".

In door-to-door service the tank containers are offloaded directly from the flat cars onto trucks for delivery. The containers themselves are secured on the flat car with quick lock fasteners.



IV V

8226 Stake Car.

Prototype: German Federal Railroad (DB) type Snps 719.

Model: Loaded with logs. The tension bands on the stakes can be prototypically reproduced with the 8 black rubber bands included with the car. Length over buffers 95 mm / 3-3/4".



V

8648 Beer Car.

Prototype: Car privately owned, used on the German Federal Railroad (DB).

Model: Refrigerator car painted and lettered for Dinkelacker Brewery. Length over buffers 54 mm / 2-1/8".



V

86001 Beer Car.

Prototype: Car privately owned, used on the German Railroad, Inc. (DB AG).

Model: Refrigerator car painted and lettered

for Fürstlich Fürstenbergischen Brewery, Inc., Donaueschingen, Germany. Length over buffers 54 mm / 2-1/8".

Freight Cars



82430 Bulk Material Dump Car Set.

Prototype: 3 German Railroad, Inc. (DB AG) type Fas 126 dump cars.

Model: Cars come with different car numbers. Models not available separately. Total length 181 mm / 7-1/8".



In 1993 the Blankenburg Research and Development Facility (FEW) presented the prototype of a new efficient, four-axle dual side dump car, the type Fas 126. Starting in 1994 the German Railroad, Inc. (DB AG) purchased a total of 250 of these cars. The most important use for these bulk freight cars was the transport of construction materials for the modernization of the infrastructure in the reunited Germany

and specially for the transport of debris and material for the large construction projects in and around Berlin. The large loading capacity of 59 metric tons, the ability to dump on both sides of the car, built-in pneumatic cylinders and automatic control of the unloading hatches are the most important features of this new type of bulk freight car. These cars are used in unit trains and can be run at a maximum speed of 100 km/h or 63 mph.



- ▶ Completely new tooling.
- ▶ Important modern car type.
- ▶ Used in unit trains.



86552 Stake Car Set.

Prototype: 3 German Railroad, Inc. (DB AG) type Snps 719 stake cars in the current

"traffic red" paint scheme and lettered "DB Cargo".



Model: Different car numbers. Each car loaded with 8 sections of gas pipe. Gas pipes with black flanges. Models not available separately. Total length 291 mm / 11-7/16".





82661 Four-Axle Flat Car for Containers.

Prototype: German Railroad, Inc. (DB AG) type Sgs 693. Loaded with two 20 ft. containers.

Model: Containers are removable. Length over buffers 90 mm / 7-3/8".

The 88524 freight locomotive goes well with the 82661 flat car for containers and can be found on page 352.



The Sgs 693 flat car for containers was developed from rebuilt type Rs 684 flat cars. The stakes, end plates and load beams were removed on these flat cars in order to alleviate the lack of flat cars for containers.



82660 Four-Axle Flat Car for Containers.

Prototype: German Railroad, Inc. (DB AG) type Sgs 693. Loaded with a 40 ft. and a 20 ft. container.

Model: Containers are removable. Length over buffers 90 mm / 3-9/16".

The 88691 diesel locomotive goes well with the 82660 flat car for containers and can be found on page 348.



82580 Flat Car Set.

Prototype: 2 German Railroad, Inc. (DB AG) type Res 687 four-axle flat cars.

Model: Different car numbers. Each car is loaded with the multi-part reproduction of a shop crane with a crane trolley and accessories. Models not available separately. Total length 183 mm / 7-3/16".

Over 4,300 units of this flat car type were built from 1979 to 1985. A striking difference in these cars is the fact that they were equipped with type Y 25 trucks. Starting in

1989 500 of these flat cars were turned into retractable tarp cars with the type Rils 652 canvas tarp covers (the same as Mini-Club item no. 82420).

The 88691 diesel locomotive goes well with the 82580 flat car set and can be found on page 348.



82581 Four-Axle Flat Car.

Prototype: German Railroad, Inc. (DB AG) type Res 687 in the "traffic red" paint scheme.

Model: Loaded with H-shaped steel beams in two lengths. Length over buffers 90 mm / 3-9/16".

The 88524 freight locomotive goes well with the 82581 flat car and can be found on page 352.

Freight Cars



82420 Flat Car with Retractable Tarp Cover Car Set.

Prototype: 3 German Railroad, Inc. (DB AG) type Rils 652 flat cars with retractable tarp covers in the current "traffic red" paint scheme with the lettering "DB Cargo".

Model: Cars come with different car numbers. Models not available separately. Total length 277 mm / 10-7/8".



The first flat cars with retractable tarp covers of this type originated in 1988/89 with the conversion of the type Res 687 flat car. The sidewalls on this type of car were removed and new floorboards were installed. In addition, these cars were given new end walls and a tarp cover.

An advantage of these large capacity flat cars with retractable tarp covers is the ability to load and unload on a large surface by pulling back the tarp covers. Five hundred of the type Rils 652 flat car with retractable tarp cover are now in use.



82432 Dump Car Set.

Prototype: 2 German Railroad, Inc. (DB AG) type Fas 126 side dump cars.

Model: Cars have different car numbers. Models not available separately. Total length 118 mm / 4-5/8".

The 88524 freight locomotive goes well with the 82432 dump car set and can be found on page 352.



82271 Piggyback Car.

Prototype: German Railroad, Inc. (DB AG) type Sdgkms 707 in the "traffic red" paint scheme, with the lettering "DB Cargo".

Model: Loaded with the model of a removable semi truck trailer lettered for the firm Frigeo-

Werk, Bettle, Inc., Kernen, Germany. Advertising on the sides of the trailer, "Ahoj-Brause – Das prickelnde Erlebnis" ("Ahoj Shower – The tingling experience"). A model of the truck tractor is included. Length over buffers 78 mm / 3-1/16".

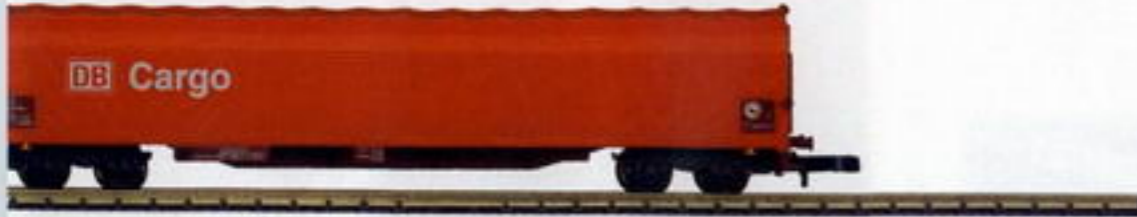


82421 Four-Axle Sliding Tarp Cover Car.

Prototype: German Railroad, Inc. (DB AG) type Rils 652.

Model: Length over buffers 90 mm / 3-9/16".

Die zum Schiebepflanwagen 82421 passende Güterzuglokomotive 88524 finden Sie auf Seite 352.



The 88520 freight locomotive goes well with the 82420 flat car with retractable tarp cover car set and can be found on page 351.

V

82373 Side Dump Car.

Prototype: German Railroad, Inc. (DB AG) type Fcs 089 in the "traffic red" paint scheme, lettered for "DB Cargo".

Model: Separately applied railings, ladders, and hatch levers. Length over buffers 43 mm / 1-11/16".



V

86681 Gondola with Retractable Roof.

Prototype: German Railroad, Inc. (DB AG) type Tams 886 with the new DB emblem.

Model: Weathered roof tarp. Length over buffers 63 mm / 2-1/2".

Highlights

► Continuation of the emergency aid series.



82272 Piggyback Car.

Prototype: German Railroad, Inc. (DB AG) type Sdtkms 707.

Model: Car is loaded with a model of a removable emergency aid semi-truck trailer.

Model of the truck tractor is included. Length over buffers 78 mm / 3-1/16".

One-time series

Highlights

- New track cleaning car.
- Cleans gently.
- Can be used constantly.
- Reusable felt cleaning pads.

V

86501 Track Cleaning Car.

Prototype: Type Eaos gondola.

Model: "Jörger System" track cleaning car. Special spring-loaded holder on the underside of this freight car for a special felt pad. A special felt pad is already installed on the car. 2 replacement felt pads included with the car. Additional weight in the gondola. Length over buffers 63 mm / 2-1/2".



The "Jörger System" track cleaning car gently cleans the railhead of the track with a special felt pad. This means that this track cleaning car can be run constantly as part of a train and provides completely independent cleaning of the track. A spring-loaded holder for a special felt pad is mounted on the underside of the car. The weight in the gondola provides an extra light downward pressure for the pad. This special felt pad can be removed easily by hand from its holder and replaced with another pad.

Two additional special felt pads are included with the track cleaning car. Dirty felt pads that have been replaced on the car can be used again. Just put them in a small cloth bag and include them in your next wash on laundry day. We still recommend that you also clean the track by hand at regular intervals.

Switzerland



V

82203 "Foodstuffs Transport" Tank Car Set.

Prototype: 2 Swiss Federal Railways (SBB) type Uacs four-axle tank cars for foodstuffs transport.

Model: Cars come with different car numbers. Models not available separately. Total length 163 mm / 6".

N  V 

82516 "Wood Transport" Swiss Freight Car Set.

Prototype: 4 different Swiss Federal Railways (SBB) freight cars, for the transport of wood. 2 type Snps stake cars. 2 type Eacs high side gondolas.

Model: Both stake cars are loaded with freshly cut timber. Both high side gondolas are loaded with mining timber. Models not available separately. Total length 325 mm / 12-13/16".

One-time series

The 88501 general-purpose locomotive goes well with the 82516 freight car set and can be found on page 354.



Belgium

Highlights

- ▶ New tooling.
- ▶ New car type.
- ▶ Can be used for all European trains.
- ▶ Ideal for unit trains.



N V

82620 Grain Silo Car Set.

Prototype: 4 special cars for the transport of grain. Privately owned cars, used on the Belgian State Railways (NMBS/SNCB).

Model: Finely detailed reproduction of the brakeman's platforms and ladders. Models not available separately. Total length 277 mm / 10-7/8".

Export model for Belgium



V

82204 Tank Car.

Prototype: Privately owned car painted and lettered for the firm Wascosa AG, Railroad Transportation Services, Zug, Switzerland. Used on the Swiss Federal Railways (SBB).
Model: Length over buffers 75 mm / 2-15/16".



Netherlands

N V

86304 Hopper Car Set.

Prototype: 2 Dutch State Railways (NS) type Fals hopper cars for the transport of limestone.

Model: Both cars are loaded with real limestone. Models not available separately. Total length 109 mm / 4-5/16".



Export model for the Netherlands



82591 American Hopper Car Set.

Prototype: 5 type H35 hopper cars painted and lettered for the Pennsylvania Railroad. Three-bay design.

Model: Cars have different car numbers. Separately applied brake wheels. All of the cars are loaded with real coal. Models not available separately. Total length 340 mm / 13-3/8".

One-time series



- ▶ New load insert with real coal.
- ▶ Hopper cars are ideal for unit trains.



82514 American Freight Car Set.

Prototype: 4 different design American freight cars. 1 boxcar painted and lettered for the Louisville & Nashville Railroad. 1 gondola painted and lettered for the Atchison, Topeka & Santa Fe Railway. 1 tank car painted and lettered for Gulf Oil Corporation. 1 flat car painted and lettered for the Union Pacific Railroad.

Model: Gondola comes with a load of gravel. Flat car is loaded with scrap tanks. Models not available separately. Total length 295 mm / 11-5/8".



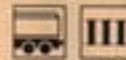


The 88321 American diesel locomotive goes well with the 82591 American hopper car set and can be found on page 349.



Highlights

- ▶ New tooling.
- ▶ Typical car for unit trains.
- ▶ Goes well with models of American steam locomotives and F 7 diesel locomotives.



82590 American Hopper Car Set.

Prototype: 4 Chesapeake & Ohio Railroad type hopper cars. Design with 3 bays.

Model: Different car numbers. Separately applied brake wheels. Models not available separately. Total length 268 mm / 10-9/16".



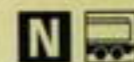
The 88812 American steam locomotive goes well with the 82590 hopper car set and can be found on page 347.



24 "Little Pieces of Art"



Fall New Item



81003 Advent Calendar for 2003.

The time from December 1 to December 24 should be shorter with a daily "dose" of art in this year's Advent calendar. The famous, distinguished artist Hans-Peter Hauf is known beyond the borders of Baden-Württemberg. He has designed decorative schemes for 24 different Mini-Club cars and assembled a total piece of art from 24 "little pieces of art". We don't want to rob you of the anticipation and reveal too much. This much we can say: The abstract, unstructured designs for the themes are spread over a total of 16 car types. All 24 "little pieces of art" are protected in a high-quality display case with the dimensions of 65 cm x 40 cm x 7 cm / 25-9/16" x 15-3/4" x 2-3/4" that will provide pleasure all year round after Christmas as a "piece of art".

The artist Hans-Peter Hauf was born in 1946 in Trebur in Hesse. After successful completion of the master test in painting, there was a period of study at the State Academy for the Visual Arts in Stuttgart. Since 1977, Hans-Peter Hauf has worked as a freelance artist. In this time, he has participated in a number of exhibitions. His works can be found in public as well as in private collections.

For Your Decorative Pieces.

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Z

Summer New Item



N 89003 Display Case.

Display case for presentation of models. Sturdy metal construction. Frame made of silver oxidized aluminum profile shapes. Back wall made of silver oxidized aluminum sheet metal, 5 shelves made of float glass. Modern design.

Width 400 mm / 15-3/4", height 400 mm / 15-3/4", depth approximately 80 mm / 3-1/8".

The cars in this special version are exclusive to the Advent calendar and are not available separately. The approximate total length of all of the cars is a rather impressive 1,522 mm / 60".

The Mini-Club Advent calendar, item no. 81003, is being produced in one-time series only in 2003.

... tiny, yet tremendous ... **mini-club**

Building a Layout

The complete Mini-Club assortment offers all of the possibilities for purely fantasy layouts or prototypical model operations. Three radii for curves, long flex track, wide radius turnouts, working catenary, working industrial models such as a turntable or a transfer table, finely formed lights and all

sorts of accessories offer unlimited potential. Mini-club's small scale keeps inspiring the "fiddler" to build original, extremely small layouts – and "serious" model railroaders to construct sweeping main lines for prototypically long train compositions.



Straight Track / Straight Function Tracks.

Overview of Track

With a gauge of 6.5 mm / 1/4", the total width of the track is 11.5 mm / 29/64", the height 2.5 mm / approx. 3/32". Rail joiners are used to connect sections of track, and an additional lug/socket feature built into the tie strip reinforces the track joint.

The Mini-Club track system has an easy-to-understand geometry. With the 3 track radii 145 mm / 5-3/4", 195 mm / 7-11/16" and 220 mm / 8-11/16" as well as turnouts with a 13° angle, it is possible to have a wide variety of track configurations.



8500 Straight Track.
Length 110 mm / 4-3/8".



8503 Straight Track.
Length 55 mm / 2-3/16".



8504 Straight Track.
Length 25 mm / 1".



8505 Straight Track.
Length 220 mm / 8-13/16".

8594 Flex Track.

Length 660 mm / 26". Can be made flexible by cutting the tie strip. Cut rails and tie strip to desired length and install new rail joiners (8954).



8592 Straight Adjustment Track.
Adjustable in length from 100 to 120 mm / 3-15/16" to 4-3/4" for situations where a standard section will not fit.



8506 Straight Adjustment Track.
Length 108.6 mm / 4-1/4". For adjusting length on the 8559 crossing and 8560 double slip switch.



8507 Straight Adjustment Track.
Length 112.8 mm / 4-7/16". Same length as the straight length of 8559 crossing and 8560 double slip switch.



8587 Straight Uncoupler Track.
Length 55 mm / 2-3/16". With hand lever, or can be remote controlled with 7272 control box.



8588 Straight Isolating Track.
Length 55 mm / 2-3/16". With terminal clips. One rail is gapped in the middle.



8589 Straight Circuit Track.
Length 55 mm / 2-3/16". With terminal clips. Passing train activates function.

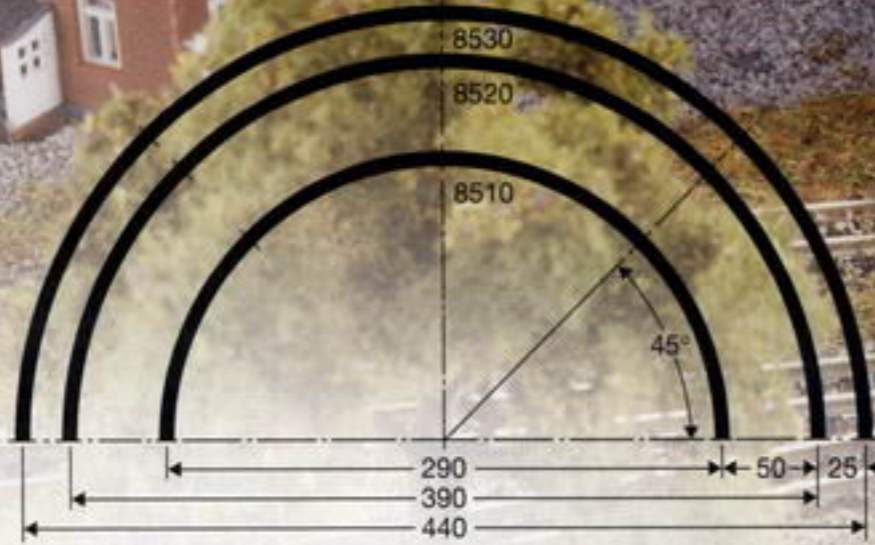


8590 Straight Feeder Track.
Length 110 mm / 4-3/8". With interference suppressor. 2 permanently connected wires for track current.

Curved Track

The 3 Track Radii

- 8510 circle = 8 sections
- 8520 circle = 8 sections
- 8530 circle = 8 sections



Radius 145 mm

Radius 195 mm

Radius 220 mm



8510 Curved Track.
Radius 145 mm /
5-3/4". 45°.

8520 Curved Track.
Radius 195 mm /
7-11/16". 45°.

8521 Curved Track.
Radius 195 mm /
7-11/16". 30°.

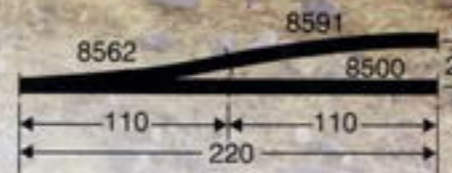
**8529 Curved
Circuit Track.**
Radius 195 mm /
7-11/16". 30°.
With terminal clips.
Passing train
activates function.

8530 Curved Track.
Radius 220 mm /
8-11/16". 45°.

8531 Curved Track.
Radius 220 mm /
8-11/16". 30°.

**8539 Curved
Circuit Track.**
Radius 220 mm /
8-11/16". 30°.
With terminal clips.
Passing train
activates function.

Curved Track / Turnouts



8568 L Electric Left Curved Turnout.
8569 R Electric Right Curved Turnout.
 Radius 195 mm / 7-11/16". 30° (same as 8521.)
 Main track length 25 mm / 1".

The 8568 left and the 8569 right curved turnouts as well as the 8560 double slip switch have double solenoid mechanisms and hand levers. They can be activated with the 7272 control box or with circuit tracks.



8562 L Left Electric Turnout.
8563 R Right Electric Turnout.
 Length 110 mm / 4-3/8". 13°.
 Radius 490 mm / 19-1/4".

The 8562 left and the 8563 right turnouts have double solenoid mechanisms and hand levers. They can be activated with the 7272 control box or with circuit tracks.

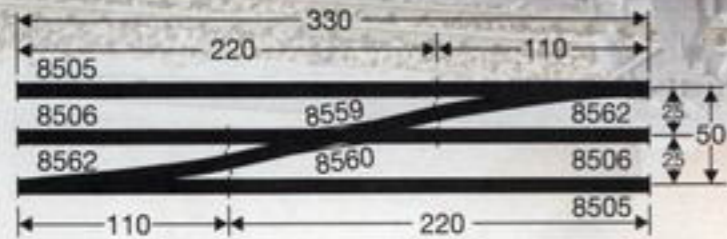
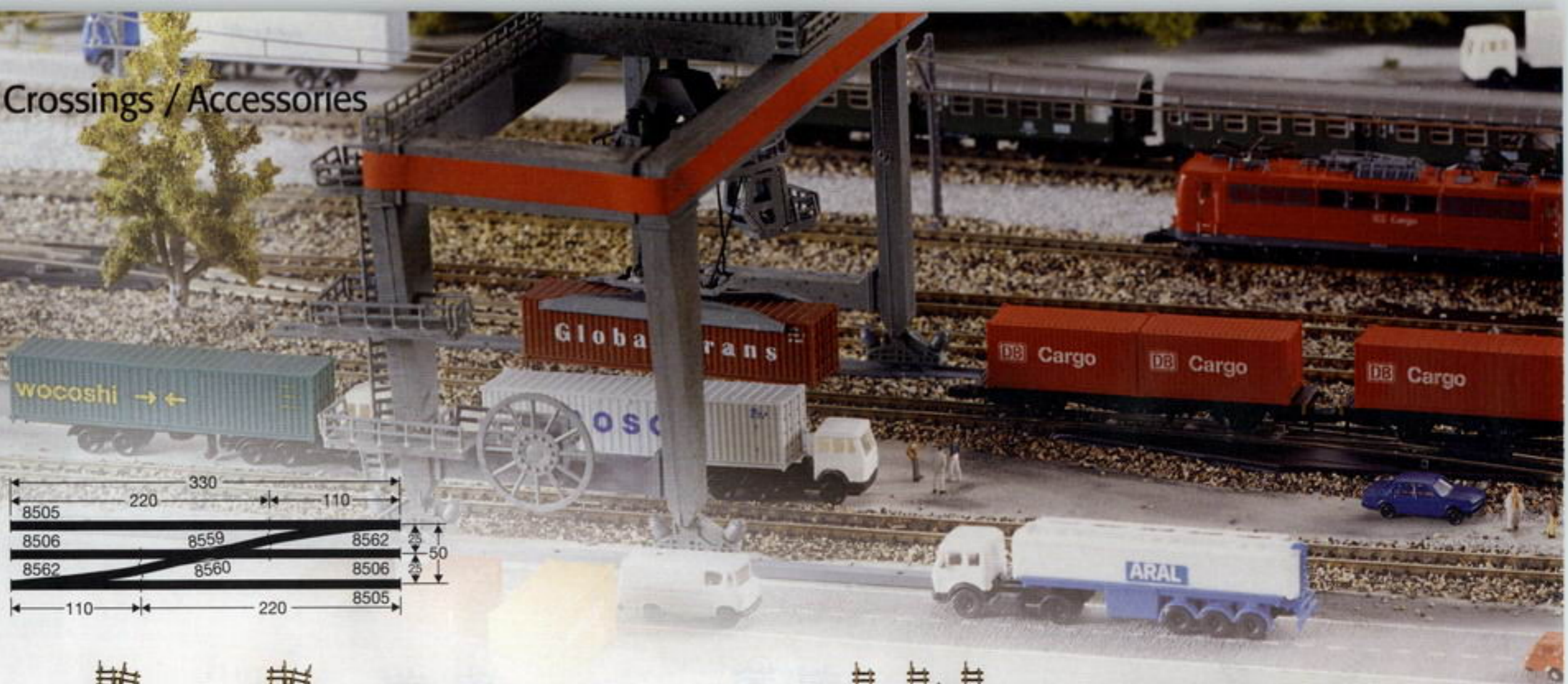


8565 L Left Manual Turnout.
8566 R Right Manual Turnout.
 Length 110 mm / 4-3/8". 13°.
 Radius 490 mm / 19-1/4".



8591 Curved Track.
 Complementary curve for turnouts. 13°. Radius 490 mm / 19-1/4". Same curve as branch on the 8562 L, 8563 R, 8565 L and 8566 R turnouts.

Crossings / Accessories



8559 Crossing.
Length 112.8 mm /
4-7/16", 13°.



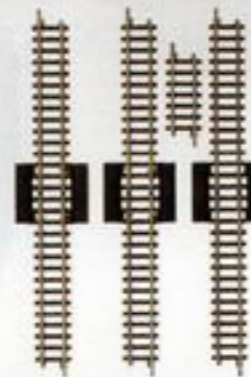
8560 Double Slip Switch.
Length 112.8 mm /
4-7/16", 13°. Radius
323 mm / 12-3/4".



8931 Track Bumper.
Has LED for lighted lantern. Length 16 mm / 5/8". Can be screwed to the end of the track. Wood screw included.



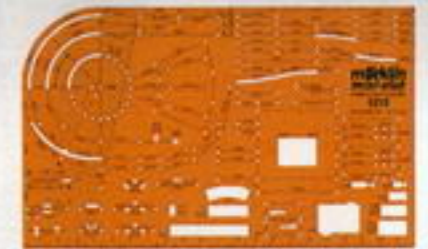
8991 Track Bumper.
Length 15 mm /
19/32". Can be clipped to the rails.



8993 Reverse Loop Set.
Trains can traverse reverse loops in one direction when reverse loop set tracks are installed in order according to their markings.

8999 Track Nails.
0.5 x 8 mm
(approx. 0.02" x
0.32"). 100 pieces.

8954 Package with 10 Insulated and 20 Regular Rail Joiners.
For electrically separating rails or for creating an electrical rail joint.



0212 Track Planning Stencil.
For planning your own track layout. All track sections in the stencil are in a scale of 1:5. Extensive instructions included.



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Z



0232 Track Planning Game.

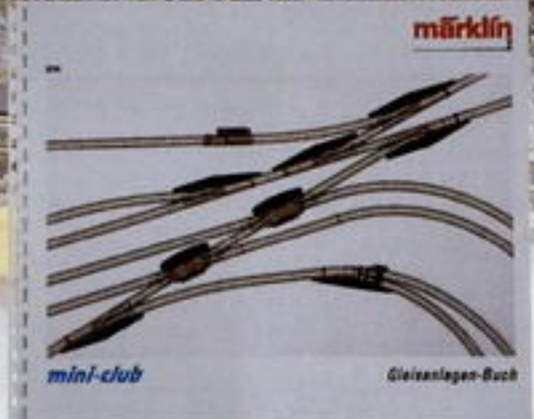
For planning and setting up Mini-Club layouts in a scale of 1:2. Enough material for a medium size layout. All track sections provided with catalog numbers. Arranged in 5 colors (3 radii, straight sections and turnouts). The track sections can be snapped together quickly and firmly. Layouts can be planned in a reduced scale almost like a game without prior knowledge of the track geometry. Departures from the geometry are immediately recognizable thanks to the different colors of the track radii.



N

07770 Practical Guide for the Mini-Club System and for Building Mini-Club Layouts.

Karl Albrecht's extensive practical guide to building and operating Z layouts. The approved "recipe collection" for every Mini-Club model railroader. An abundance of expert tips on using the Mini-Club system, planning, layout construction, and using accessories. Easy-to-understand, step-by-step instructions for design, planning, construction, and operation of solo and modular layouts. Examples of how to set up fully operational small layout



0294 Track Plan Book.

Illustrated instructions for the setup of track layouts and catenary, how to connect up power packs and accessories, constructing bridges, with tips for building layouts. Contents 74 pages. Format 22 x 26.4 cm / 8-21/32" x 10-3/8". German text only.

and large, expansive 5-part modular installations. Scale plans of all of the layout elements shown as well as detailed sources for materials are given in this book. Contents 160 pages. Format 21.5 x 28.0 cm / 8-7/16" x 11". German text only.

Available at Märklin dealers or from Modellbahnen-Welt Verlags- mbH, Postfach 940, D-73009 Göppingen, Germany.

Catenary

Mini-Club catenary functions and supplies power just like catenary in the prototype. All electric locomotives can easily be set for catenary operation by adjusting the selector switch. This increases the operating enjoy-

ment considerably, because now 2 locomotives can be operated independently of each other on the same track with 2 power packs. Tower masts and cross spans are used over three or more tracks (station and yard areas).

Catenary circuits can be separated using the catenary insulators. The standard masts are sufficient for single or double track lines. For double track lines they are placed on the outside of each track.

The sprung catenary arms guarantee reliable contact for the wire sections.



8911 Catenary Mast.

Standard mast with base plate. Height 38 mm / 1-1/2".

8912 Feeder Mast.

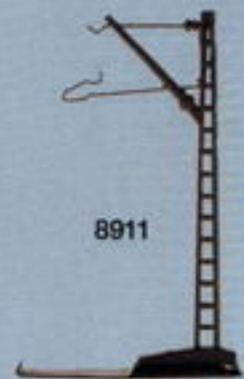
For supplying power. Has base plate and wires. Height 38 mm / 1-1/2".

8913 Bridge Mast.

Can be clipped to the sides of bridges and ramps. Height 41 mm / 1-5/8".

8914 Tower Mast.

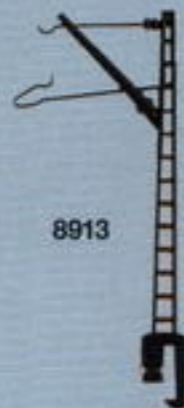
With notches for attaching 8924 and 8925 cross spans. Base 7 x 13 mm / 9/32" x 1/2". Height 61 mm / 2-3/8".



8911



8912



8913



8914

Catenary Sets

8198 S + E Catenary Set.

For SET extension program (pages 332/333). Contains all of the parts for setting up catenary for S + E. Contents: 19 catenary masts, 20 wire sections, 8 separator clips, 6 connecting springs and instructions.



8199 T1 + T2 + T3 Catenary Set.

For SET extension program (pages 332/333). Supplements 8198 for T1 to T3. Contents: 4 catenary masts, 16 tower masts, 30 wire sections, 8 cross spans, 30 catenary insulators, 8 separator clips, 6 connecting springs, 5 catenary terminal clips and instructions.





Accessories



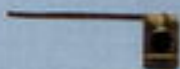
8921 Package of Catenary Insulators.

For insulating catenary wire sections from the cross spans. Contains 8 white and 2 gray insulators. The white insulators connect 2 and the gray connect 3 wire sections together.



8926 Package of 8 Separator Clips and 6 Connecting Springs.

Units are used to create separation points in the catenary and are used at branches above turnouts.



8927 Package of Catenary Terminal Clips.

Contains 2 set screw clips with and 3 without wires. For feeding power to catenary or for holding wire sections together over crossings, for example.



8922 Wire Section.

For straight and curved track. Length 165 mm / 6-1/2".



8923 Wire Section.

Adjustable in length from 150 to 180 mm / 5-7/8" x 7-1/8".



8924 Cross Span.

For attaching to tower mast. Spans 5 tracks. Span width about 123 mm / 4-7/8".



8925 Cross Span.

For attaching to tower mast. Spans 3 tracks. Span width about 72 mm / 2-7/8".

Bridges and Ramps



8975 Arched Bridge.

Length 220 mm /
8-13/16".



8976 Straight Ramp.

Length 110 mm / 4-3/8".



8977 Curved Ramp.

Radius 145 mm / 5-3/4". Track curve 45°.

Bridges and approach ramps bring the third dimension to a model railroad layout: from flatness to a sense of height. From the simple bridging of a road or river, to crossing several tracks, to realistically linking different levels on the layout – the Mini-Club accessory program offers the right solution for each task.

7599 Wood Screws.

200 pieces 1.4 x 10 mm (approx. 1/16" x 3/8"), size 00. For mounting bridge sections on bridge pillars.



8978 Set of Approach Pillars.

Contains 10 pillars. Height 4, 8, 12, 16, 20, 24, 28, 32, 36 and 40 mm / 5/32" to 1-5/8".



8979 Set of Bridge Pillars.

Contains 5 pillars. Height 40 mm / 1-5/8".

Signals and Railroad Crossing Gates

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8992 Railroad Crossing Gates with Half Gates.

Set consists of 2 solenoid activated gates, each with 2 red warning lights which go on when the gates descend. Dimensions for each base 96 x 37 mm / 3-3/4" x 1-1/2".

The following are required for the railroad crossing gates:

- for **manual operation**: 1 manual signal controller 8946.
- for **automatic operation** by a passing train: 1 each 8945 universal relay and 2 circuit tracks (8529, 8539 or 8589 according to the layout) per track



8939 Color Light Home Signal.

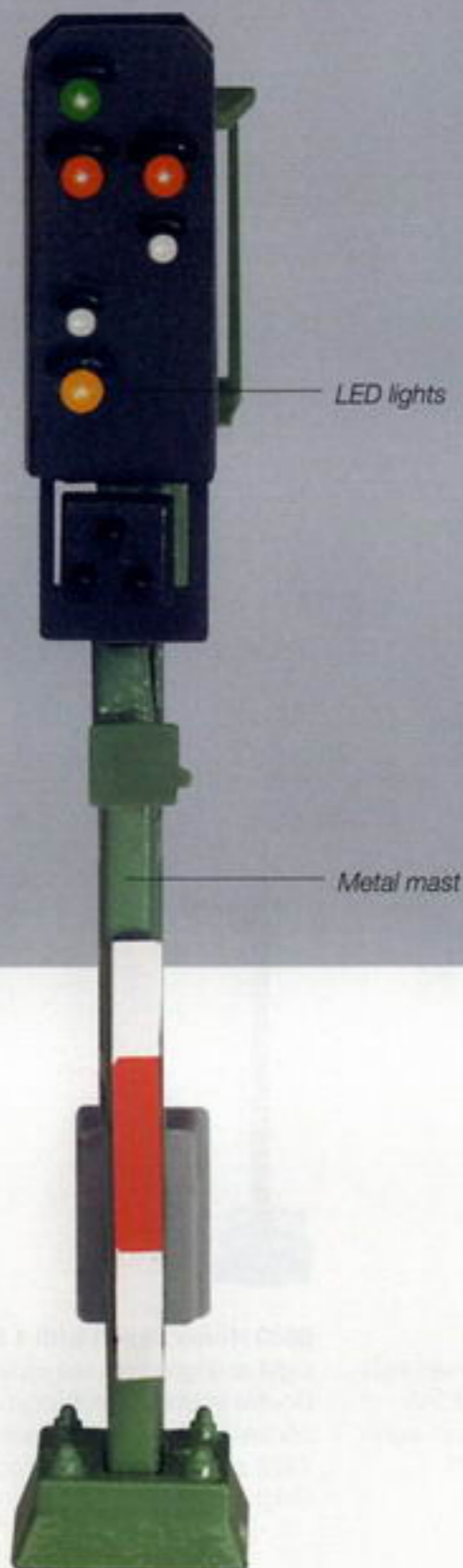
Light changes from red (Hp0) to green (Hp1), 2 light bulbs. Can be operated by 8945 universal relay or by the 8946 manual signal controller. Height 34.5 mm / 1-3/8".



8940 Home Signal with 1 Semaphore.

Light changes from red (Hp0) to green (Hp1), Double solenoid mechanism. Has train control function. Can be activated with the 7272 control box or with circuit tracks. Height 45 mm / 1-3/4".

Now with Mini-Club: Innovations with Signals



Prototype: German Federal Railroad standard design signals from Era III on.
Model: Semaphore/target signals with semaphore and target movement. Integrated train control feature. Below-baseboard mounting with simple assembly.
 Color light signals with maintenance-free LED's. The 7244 universal relay is required for train control with the color light signals. 10 volts and 16 volts required for the signals. The masts for all of the signals are made of metal.

Fall New Item

N

89394 Dwarf Color Light Yard / Track Block Signal.

2 aspects "Stop Do Not Proceed" (Sh0), "OK to Proceed" (Sh1). LED lighting. Height 7 mm / 1/4".



Sh0
Stop
Do Not
Proceed



Sh1
OK
to Proceed

N

89395 High Mounted Color Light Yard / Track Block Signal.

2 aspects "Stop Do Not Proceed" (Sh0), "OK to Proceed" (Sh1). LED lighting. Height 7 mm / 1/4".



Sh0
Stop
Do Not
Proceed



Sh1
OK
to Proceed



N

89390 Color Light Distant Signal.

3 aspects "Prepare to Stop" (Vr0), "Prepare to Proceed" (Vr1) and "Prepare to Proceed Slowly" (Vr2). LED lighting. Height 23 mm / 7/8".



Vr0
Prepare
to Stop



Vr1
Prepare
to Proceed



Vr2
Prepare
to Proceed
Slowly



N

89391 Color Light Block Signal.
2 aspects "Stop" (Hp0) and "Proceed" (Hp1).
LED lighting. Height 34 mm / 1-5/16".



Hp0 Stop
Hp1 Proceed



N

89392 Color Light Entry Signal.
3 aspects "Stop" (Hp0), "Proceed" (Hp1),
and "Proceed Slowly" (Hp2). LED lighting.
Height 34 mm / 1-5/16".



Hp0 Stop
Hp1 Proceed
Hp2 Proceed Slowly



N

89393 Color Light Exit Signal.
4 aspects "Stop" (Hp0), "Proceed" (Hp1),
"Proceed Slowly" (Hp2), and "Train Halt,
Switching Allowed" (Hp00/Sh1). LED lighting.
Height 34 mm / 1-5/16".



Hp00 Stop
Hp1 Proceed
Hp2 Proceed Slowly
Hp00/Sh1 Switching Allowed



N

89403 High Mounted Yard / Track Block Signal with Lens.
2 aspects "Stop Do Not Proceed" (Sh0), "OK
to Proceed" (Sh1). Movable lens, 1 light bulb,
and below-baseboard mechanism permanently
attached to the signal. Height 26 mm / 1".

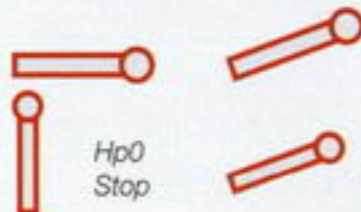


Sh0 Stop
Do Not Proceed
Sh1 OK
to Proceed



N

89402 Semaphore Home Signal.
2 aspects "Stop" (Hp0) and "Proceed Slowly" (Hp2).
2 coupled semaphore arms, with LED lighting,
and below-baseboard mechanism permanently
attached to the signal. Height 48 mm / 1-7/8".



Hp0 Stop
Hp2 Proceed Slowly



N

89401 Semaphore Home Signal.
2 aspects "Stop" (Hp0) and "Proceed" (Hp1).
Single semaphore arm, with LED lighting,
and below-baseboard mechanism permanently
attached to the signal. Height 48 mm / 1-7/8".



Hp0 Stop
Hp1 Proceed



- ▶ Below-Baseboard Mechanism.
- ▶ Slow Motion Lens Movement.

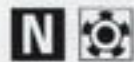


- ▶ Below-Baseboard Mechanism.
- ▶ Slow Motion Semaphore Movement.



- ▶ Below-Baseboard Mechanism.
- ▶ Slow Motion Semaphore Movement.

Turntable

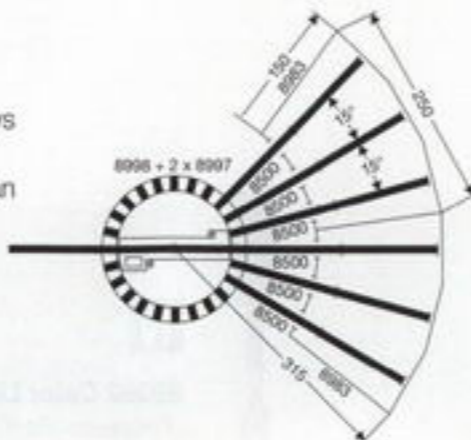


89981 Turntable.

Requires sunken installation for flush mount on a layout baseboard. 8 spoke tracks on the outer edge of the turntable pit. Can be expanded to 24 spoke tracks with the 8997 edge segments that can be snapped onto the turntable pit. Extensive details and prototypical paintwork. Turntable operated by remote control using a controller included with it. 5-pole electric motor for drive mechanism. Automatic shutoff of power to all tracks not lined up and in contact with the turntable deck.

A Mini-Club power pack is included for a fine feel in operating locomotives onto the turntable and from the turntable to the stall tracks, as well as in the entire railroad maintenance facility area.

This illustration shows how 2 of the 8983 locomotive sheds can be set up with the 8998 turntable.



External turntable diameter 170 mm / 6-11/16". Deck length 132 mm / 5-3/16". Diameter of the opening required for installation on a baseboard is 145 mm / 5-11/16". Can be used with the 8983 locomotive shed.

8997 Extension Set for 8998 Turntable.

8 spoke tracks that can be snapped onto turntable edge. The turntable can be expanded to 24 spoke tracks with 2 extension sets.

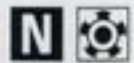
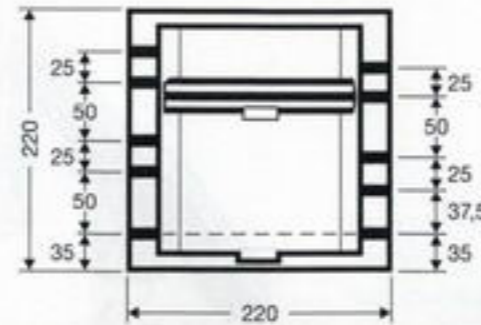


8983 Locomotive Shed Kit.

Doors operated electro-mechanically. Equipped for installation of 3 locomotive stall tracks. 3 special track sections included to automatically stop locomotives. Base dimensions 150 x 250 mm / 5-29/32" x 9-7/8". For use with 8998 turntable.



Transfer Table



89941 Transfer Table.

Requires sunken installation for flush mount on a layout baseboard. 2 approach tracks and 8 stall tracks. Controller for remote control of the transfer table deck. 5-pole electric motor for drive mechanism. Automatic shutoff of power to all tracks not lined up and in contact with the deck.

A Mini-Club power pack is included for a fine feel in operating locomotives onto the transfer table and from the transfer table to the stall tracks, as well as in the entire railroad maintenance facility area.

Width and length 220 mm / 8-5/8". Can be used with the 8980 locomotive shed.

8995 Catenary Set for Transfer Table.

2 catenary gantry masts. 1 no. 8922 wire section with wire soldered to it. 10 short catenary wire sections.

8980 Locomotive Shed Kit.

Doors operated electro-mechanically. Equipped for installation of 2 locomotive stall tracks (center-to-center track spacing 25 mm / 1") and catenary. Length 152 mm / 6". Width 74 mm / 2-7/8". Height 51 mm / 2". 2 special track sections included to automatically stop locomotives. For use with 8994 transfer table.

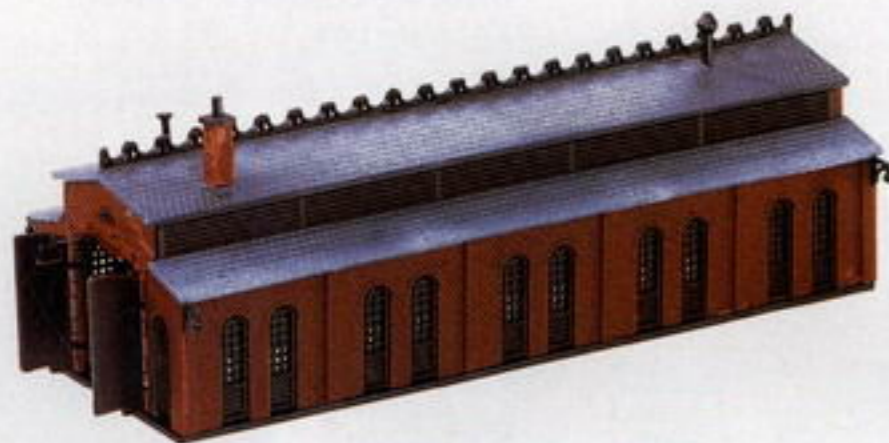


Layout Accessories

Scale 1:87

8986 Lineside Detail Set.

Contents: 2 turnout tension levers, 4 grade crossing warning signs, 4 sets of 3 grade crossing approach signs, 1 telephone hut and 1 footbridge.



8981 Locomotive Shed Kit.

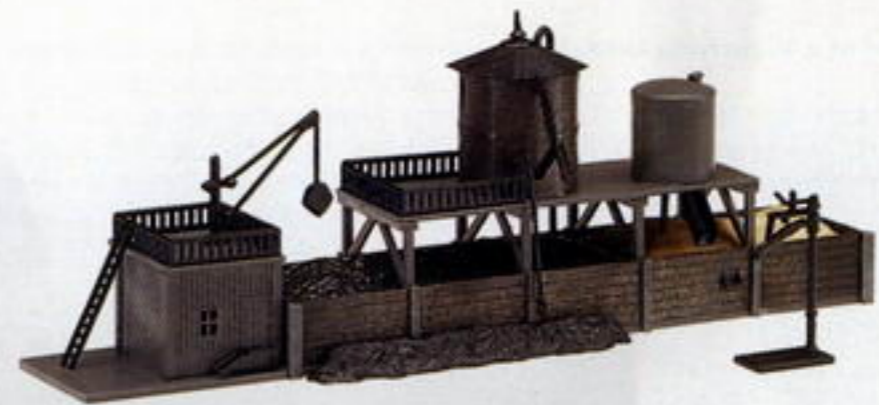
Doors operated electro-mechanically. Equipped for installation of 1 locomotive stall track. 1 special track section included to automatically stop locomotives. Base dimensions 150 x 50 mm / 5-29/32" x 2".

III IV V

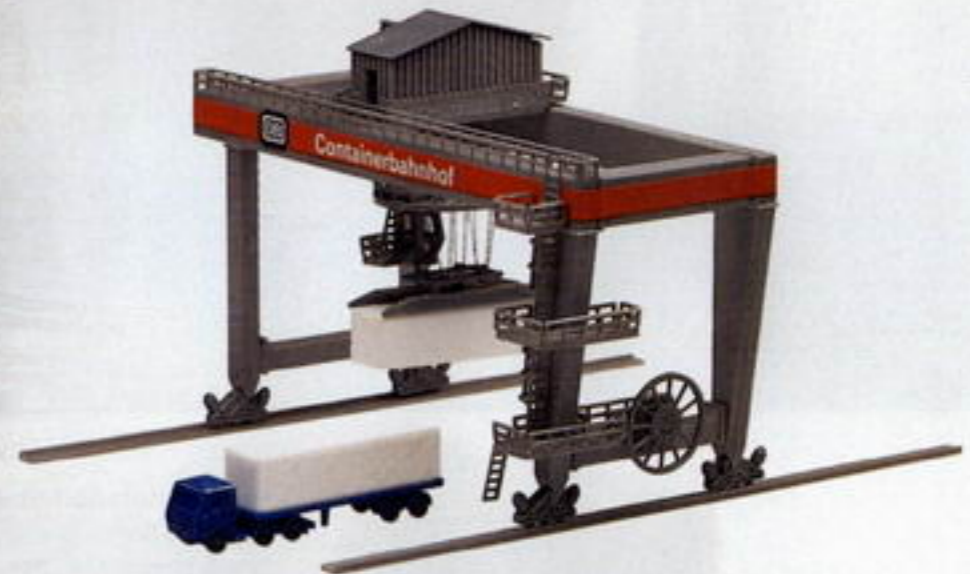
89690 High Rise Apartment Kit.

This kit includes the parts for the construction of 2 high rise apartment houses. Each high rise building has a penthouse on the roof. Both of the penthouse parts of the high rise buildings can also be used as a bungalow or as a kiosk. Base dimensions 86 x 84 mm / 3-3/8" x 3-5/16". Height 97 mm / 3-13/16".





8982 Coaling Station Kit.
With crane, coal bunker, water tower, sand tower and separate water standpipe. Base dimensions 167 x 45 mm / 6-9/16" x 1-3/4".



8972 Container Terminal Kit.
Gantry crane with movable crane carriage, containers and truck. Base dimensions 135 x 65 mm / 5-5/16" x 2-9/16".



8996 Water Tower Kit.
With water standpipe. Base dimensions 52 x 52 mm / 2" x 2". Height 75 mm / 3".

Layout Accessories

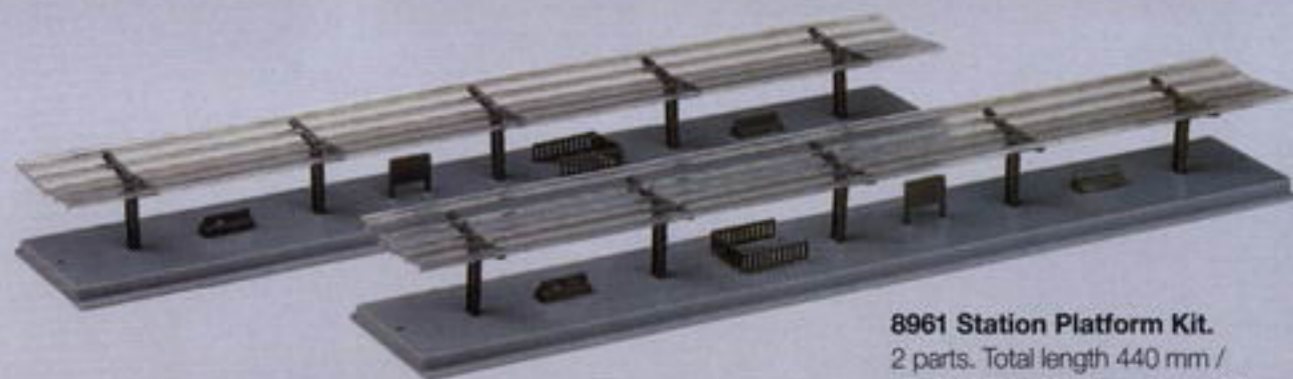
Eyes Instead of a Magnifying Lens.

Unbelievable, these tiny little lamps. Scale limits that are otherwise unavoidable in 1:220 seem to be surmounted. Material integrity, detailing, proportions – all of this impresses you as being true to the prototype. Your amazement at the fine features of these lamps

continues at dusk, because the lighting power of the little diodes conjures up a nocturnal atmosphere on your layout that makes you forget the scale. This leads inevitably to the question: "How do they do it?", which we will not reveal to you. The main thing is they are here, the new lamps in Z.



8970 Wintersdorf Station Kit.
Main and annex building with roofed passage-way. Can be used by itself and with 8971 freight shed. Base dimensions 72 x 112 mm / 2-7/8" x 4-3/8". Height 54 mm / 2-1/8".



8961 Station Platform Kit.
2 parts. Total length 440 mm / 17-1/4". Width 38 mm / 1-1/2". Height 23 mm / 29/32".

8904 Automobile Set Kit.

Contents: Parts for the construction of the following 12 different colored automobile models. 3 Mercedes Benz 500 SE, 3 Opel Rekord Caravan, 3 BMW 735i and 3 VW Passat.



8903 Truck Set Kit.

Contents: Parts for the construction of the following 6 differently colored truck models. 1 cement truck, 1 dump truck, 2 Mercedes transporters with a closed box body and 2 Mercedes transporters with side and rear windows.





601223 Park Light.
Height 16 mm / 5/8".

601224 Historic Street Light.
Height 20 mm / 13/16".

601225 Light with Wooden Mast.
Height 29 mm / 1-1/8".

601226 Curved Street Light.
Height 33 mm / 1-5/16".

601227 Goose Neck Light.
Height 23 mm / 7/8".

601229 Station Light on a Tower Mast.
Height 54 mm / 2-1/8".

601231 Station Light on a Standard Catenary Mast.
Height 42 mm / 1-5/8".

601228 Station Platform Light.
Height 20 mm / 13/16".

89575 Light Set.

Retail package with 3 each of the following lights. The different lights are also sold separately.

All lights have maintenance-free LEDs. Extensively detailed execution of each type of light.

89010 Container Set with Truck Transport.

Contents: 6 each 20 ft. containers, three designs, every 2 containers with the same design. 6 each 40 ft. containers, three designs, every 2 containers with the same

design. Parts to construct 3 truck tractors. 3 trailer frames included. The 40 ft. containers can be placed on the trailer frames for transport.



8952 Automobile Set.

4 models: VW Passat, Opel Rekord Caravan, BMW 735i and Mercedes 500 SE.



8971 Freight Shed Kit.

Warehouse, loading ramp and tool shed. Can be used by itself and with 8970 station. Base dimensions 53 x 130 mm / 2-1/8" x 5-1/8". Height 38 mm / 1-1/2".

8917 Fire Truck Set.

Contents: 1 fire truck with ladder, 1 crash truck and 1 DB 508 fire truck with fire fighting equipment.



Power Packs



67011 230 volts

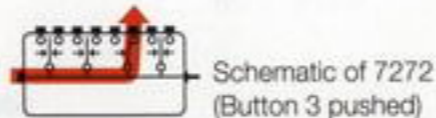
67271 120 volts USA. UL/CSA tested.

Mini-Club Power Pack.

Sensitive speed control for gradual acceleration, consistent slow speed and power increases in speed up to the maximum speed. Single knob operation for adjusting track current (direct current) between 0 and 10 volts and for determining the direction of travel by turning the speed control knob from the center position. Up to 8 VA power available in the track circuit, 8 VA at 10 volts (alternating current) in the accessory circuit. Plastic housing. Dimensions 85 x 125 x 75 mm / 3-3/8" x 4-15/16" x 2-15/16".

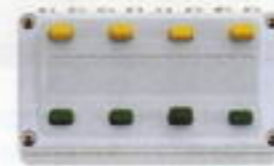
Control Boxes

For Remote-Control Operation



7272 Control Box.

For controlling 4 double solenoid accessories. The position of the buttons shows the setting for the signals, turnouts, etc. Dimensions 80 mm x 40 mm / 3-1/8" x 1-9/16".



7273 Control Box.

For turning 4 different track or accessory circuits on and off. For example, power can be controlled in 4 storage sidings in 4 different track circuits. Dimensions 80 mm x 40 mm / 3-1/8" x 1-9/16".



7274 Control Box.

For dividing or switching a track or accessory circuit into 4 different circuits, each with two connections. For example, 4 accessory circuits for building illumination can be turned on or switched over. Dimensions 80 mm x 40 mm / 3-1/8" x 1-9/16".



8945 Universal Relay.

With two single-pole switches and one double-throw switch for various circuits. Unit can perform a wide variety of tasks automatically (up to 3 functions simultaneously). Operating current 10 volts. Double solenoid mechanism. Can be activated with circuit tracks, the 7272 control box or with the hand lever. Width 30 mm / 1-3/16". Length 70 mm / 2-3/4". Height 8 mm / 5/16".



8946 Manual Signal Controller.

With two single-pole switches and one double-throw switch for controlling the light changeover on the 8939 signal and track current, for example. Width 30 mm / 1-3/16". Length 70 mm / 2-3/4". Height 8 mm / 5/16".



8947 Double-Pole Reverse Switch.

(Polarity switch). Operating current 10 volts. Double solenoid mechanism. Can be activated with circuit tracks, the 7272 control box or with the hand lever. Width 30 mm / 1-3/16". Length 70 mm / 2-3/4". Height 8 mm / 5/16".

8950 Light Socket for Buildings.

8953 Light Insert.

Comes with a 10 volt light bulb. For use in the 8950 light socket, 8939 signal (old version) and 8940 signal, 8992 railroad crossing gates, in all lighted locomotives and models of ICE intermediate cars (exceptions: units with maintenance-free LED's for lights).

269060 Light Bulb.

For 8871 ICE powered end units.

602100 Light Bulb.

For commuter cars 8718, 87181 and 8782, for the rear of the 8896 locomotive.

89871 Pair of Brushes.

For locomotives 8803, 88051, 88052, 88641, 8895 and 88951.

89881 Pair of Brushes.

For locomotives 88021 and 8831.

89891 Pair of Brushes.

For locomotives 88040, 88062, 88063, 88080, 88081, 88090, 88091, 88181, 8820, 88223, 88321, 88433, 88463, 88464, 88501, 88520, 88523, 88524, 88536, 8856, 88580, 88606, 88670, 88690, 88691, 88712, 8878, 8879, 88812, 88836, 88841, 88851, 88885, 88886, 88887, 8889 and 8896.



262470 Double-Arm Pantograph.

Comes with mounting screw (785150). For locomotives 88080, 88081, 88223, 88501 and 8856.



265370 Single-Arm Pantograph.

Comes with mounting screw (785150). For locomotives 88463, 88464 and 88536.



209286 Single-Arm Pantograph.

Comes with mounting screw (785150). For locomotives 88433, 88520, 88523, 88524, 88580, 88670 and 88712.

8974 Rerailer.

Facilitates placing locomotives and cars on the track.

7149 Oiler with Narrow Applicator Opening.

Contains 10 ml special oil for lubricating locomotives and cars.

Wire

The copper conductor in this wire consists of 24 separate strands each 0.10 mm / 0.0004" in diameter with a total cross section of 0.19 sq. mm / 0.008 sq. in. This cross section of wire will withstand a short circuit.

After the track has been laid, it's time for wiring. This is no problem with the Märklin wiring system.

Operating Trains

The adjustable track voltage (DC) is carried to the track with the red (power to the track) and brown (ground return) wires.

Accessories

The accessory circuit (AC) is completed with the yellow wire to the user and with the gray wire (ground return) back to the power pack.

Solenoid Accessories

The blue wires on the solenoid accessory always go to a contact generator, either to the 7272 control box or to an 8529, 8539 or 8589 circuit track. The gray wire goes from the control box to the power pack.

Wire

7100 Wire.

Single conductor. Gray. 10 m / 33'

7101 Wire.

Single conductor. Blue. 10 m / 33'

7102 Wire.

Single conductor. Brown. 10 m / 33'

7103 Wire.

Single conductor. Yellow. 10 m / 33'

7105 Wire.

Single conductor. Red. 10 m / 33'



71400 Plug and Socket Assortment.

Contents: 100 pieces. Assorted by color according to average requirements. New standard with additional safety features. Particularly suitable for lengthening wire connections. Cannot be used with the plugs from the earlier 7130 assortment.

- New miniature plug and miniature socket.
- Plugs and sockets with shielded contact.
- Connection between plug and socket seamlessly protected.
- Plugs and sockets with side hole for additional connections.
- Colors: brown, yellow, red, green, gray, orange.
- Can be used with earlier control boxes.



7209 Distribution Strip.

Has 11 electrically linked connections. Dimensions 50 x 20 mm / 2-3/4" x 11/16".



603026 Automatic Wire Stripper.

For stripping insulation from all single conductor wire 0.19 to 6.0 square millimeters in size. Wire stripper mechanism automatically adjusts itself to the size of the wire. Length of wire insulation to be stripped can be adjusted from 5 to 12 mm. Side cutter integrated into the wire stripper.

Dream Models

If you want to know what makes 1 Gauge so special compared to other scales, then just take a look at our Insider model of the class 01. Everything on it is authentic: Dimensions, proportions, scale fidelity, faithful detailing – this model conveys the entire impact and dynamism of the steam locomotive era. A lot of what this top-of-the-line model stands for can be found in other 1 Gauge models, from the model of the historic S 3/6 in the Rheingold paint scheme to the Era III switch engine. Whether it's tin-plate construction with its rich tradition or diecast metal, 1 Gauge is pure railroading.

Model Size 1
Gauge 45 mm / 1-3/4"
Scale 1:32





Maxi Features ...

The Headlights.

Every Maxi locomotive is equipped with headlights at one or both ends. These headlights switch over with the direction of travel on several of these locomotives.

The Metal Construction.

The locomotives and cars consist overwhelmingly of metal - the locomotive superstructures with a few exceptions are made of massive, precisely formed sheet metal or diecast metal., the wheels are made of nickel-plated diecast zinc.

The Weight. The heavy metal construction promotes pulling power and realistic running characteristics. The high level of weight also improves electrical pickup. And when you hear the clatter of the wheels over the rail joints, you have an idea of where the railroad got its nickname the "high iron".

The Technology.

The sturdy mechanism is located in a protected position in the locomotive and is designed for many years of service. The electronic circuit board allows operation with AC power, Märklin Delta or Digital and simply plugs into the locomotive wiring circuit; a second circuit board is included for operation with DC power.

The Outdoor Railroad.

Equipped with these qualities, Maxi is also the ideal railroad for the yard and terrace. Even the size of 1 Gauge makes Maxi an ideal railroad for playing outdoors.

Smoke Generator.

The smoke generator in Maxi steam locomotives can be turned off with a switch in the cab to reduce power consumption when operating several locomotives at the same time.

Couplers.

Maxi and the standard 1 Gauge program have the same sturdy 1 Gauge couplers. Locomotives and cars can be coupled together in any order that you want. Preuncoupling using the uncoupler track is possible when switching cars.

The Delta Multi-Train System.

All Maxi locomotives have a built-in Delta module. Using a hand controller you can address up to four Maxi locomotives, or with four hand controllers you can control them independently of each other at the same time. On a single power circuit and without extensive wiring.

The Quality.

Metal construction, multi-step processing and technology make Maxi almost indestructible. Long life is guaranteed with even the most rigorous play conditions; the occasional scratch and dent actually increases the charm of sheet metal toys.

Play Value.

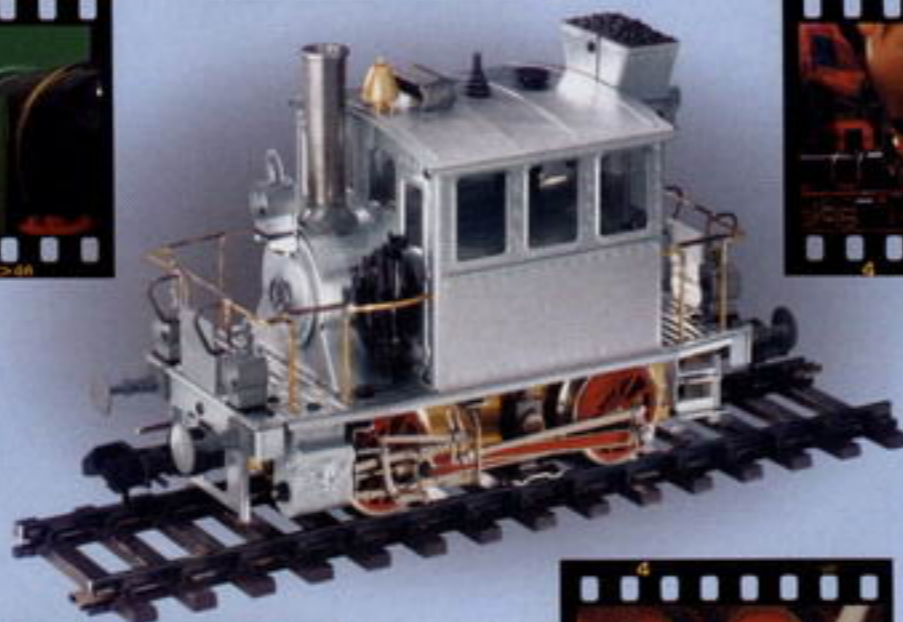
The car bodies are screwed on the frames and are suitable for experimental discoveries. Doors can be opened, roofs can be removed, and different working models along with the handy size of the models increase the play value.

Using Maxi with Standard 1 Gauge.

Maxi is fully compatible with the standard 1 Gauge and its track, turnouts, signals, Märklin Digital and other model railroad technology. With a scale of 1:32 Maxi has an almost inexhaustible choice of prototypes among the standard gauge railroads of the world.

The High-Efficiency Decoder.

For single-motor Maxi locomotives there is a digital, high-efficiency decoder that can be retrofitted into these units. Maximum speed, acceleration and deceleration rates can be custom adjusted for each locomotive on this decoder. A load compensation feature provides near constant speed during slow running and on ascending and descending grades. In addition, up to three auxiliary functions on the locomotive can be controlled with this decoder.



... and Standard 1 Gauge Features.

märklin
1

No Compromises.

The large gauge demands fewer compromises in its design. All of the details can be designed to scale in prototypical proportions. The lettering is readable with the naked eye, the windows are made with care to fit precisely into their openings, numerous details such as doors, hatches, and cranks work. The size of a locomotive's body offers enough space for the mechanism and for electronic circuits; interior detailing can also be reproduced here.



Sprung Buffers and Hook Couplers.

The locomotives and cars come with sprung buffers. The automatic claw coupler can be replaced by the 56101 reproduction prototype coupler. This will result in a prototypical close spacing between the cars. The red V 36 has a digital Telex coupler front and rear that allows you to uncouple the locomotive from the cars at any spot on the layout.

All of the Senses Are Stimulated.

The raw materials for the high quality interlocking construction, the fine structure of the surfaces, the extensive imprinting, the metal clacking of the wheels at the rail joints, the sound effects true to the original, the smell of the smoke fluid – Märklin 1 models have a decidedly sensory quality about them that will keep you hands, eyes, ears and nose busy.



Note the Minimum Radius for Curves.

The uncompromising design of the running gear requires larger radius curves for operation without derailment. Except for some 2-axle cars, the standard 1 Gauge models are not suitable for the 600 mm / 23-5/8" radius curves and turnouts; They require a minimum radius of 1,020 mm / 40-5/32".

Multifaceted Sound Effects Circuits.

Many 1 Gauge models have space for a sound effects circuit with its associated speaker. The often very complex sound images of the original locomotives are recorded for this, converted to a digital format, stored in memory, and adapted to the acoustics of the models. The sound effects are reproduced in a manner that is synchronized with the operating state of the locomotive at that moment.



High Quality Propulsion Technology.

The standard 1 Gauge locomotives are equipped at the factory with high-efficiency propulsion and digital decoders. They can be run with DC or AC power, or with Märklin Digital. In digital operation the decoder can be set for one of 80 locomotive addresses and for particular running characteristics. Depending on the features of the model, additional functions such as headlights, smoke generator, horn, and steam or diesel motor sound effects can be turned on and off.

Could There Be More?

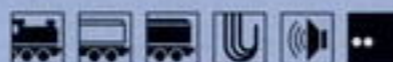
A freight train, an oval of track, transformer, a signal with train control features, a bridge with a ramp and pillars and even figures – Maxi starter sets keep getting better and better. And technically too, because the locomotive is equipped with a sound effects circuit, smoke generator and headlights. An additional sound

effects circuit can be installed in the container for the low side gondola. It reacts to sudden braking with the sound of glass shattering – not for the faint of heart. With passing sidings and spur sidings from the set program, the oval of track in this set becomes a layout with all sorts of possibilities.



Highlights

- ▶ Locomotive has built-in sound effects circuit.
- ▶ Container comes with sound effects circuit.
- ▶ Bridge and signal included with set.
- ▶ All sorts of possibilities for playing with the set



54407 230 volts

54413 120 volts USA

"Freight Train" Maxi Starter Set.

Model: Set contents: 1 two-axle tank locomotive, 1 dump car, 1 low side car, loaded with a container, 12 sections 5922 curved track, 2 sections 5903 straight track, 1 each 32 VA /2 amp transformer (for 230 volts or 120 volts, depending on the set), 1 manual signal with train control feature, 1 each 56293 ramp with 2 each 56295 bridge pillars and 4 each 56296 bridge supports, 3 different figures, 1 each 5654 feeder wire set with clips, 1 each 56031 track clip set.

Locomotive features: Rear axle powered directly from the motor. Front axle powered through side rods. Detailed valve gear. Built-in electronic circuit for operation with AC power or Märklin Delta/Digital. Additional built-in sound effects circuit that reproduces the operating sounds of a steam locomotive; these sounds vary with the speed of the locomotive. Built-in smoke generator.

Car features: 1 low side car with removable side walls. Comes with spoked wheels. Loaded with a removable plastic container. Doors that can be opened at one end of the container. A sound effects circuit board included with the set can be installed in the container; this circuit reproduces the sound of glass shattering when the train is suddenly braked. 1 dump car with a hopper that can be tipped (hopper and its mounting brackets are made of plastic. Car frame is made completely of metal.), spoked wheels. Minimum radius required for operation 600 mm / 23-5/8". Train length 73.5 cm / 29". Minimum required space for the oval of track is 165.0 cm x 140.0 cm / 65" x 56".



2 x



12 x



1 x



1 x



2 x



4 x



Christmas Starter Set

Highlights

- ▶ Built-in smoke generator.
- ▶ Box car with sound effects module.



MAXI



54416 230 volts

54415 120 volts

Maxi "Christmas Starter Set".

Model: Contents of this set: 3-axle tank locomotive, 1 box car, 1 caboose, 12 no. 5922 curved track, 2 no. 5903 straight track, 1 32 VA transformer with stepless speed control and connections for electric accessories, 1 no. 5654 feeder wire set, 1 no. 56031 track clip set and 1 figure of Santa Claus.

Locomotive features: 3 axles powered through side rods. 2 traction tires. Built-in electronic circuit for operation with AC power or Märklin Delta/Digital. The mode of operation is set manually on the circuit board. Replacement circuit board included for operating the locomotive on DC power. Headlight front and rear that changes over with the direction of travel. Built-in smoke generator that can be

turned on and off with a switch in the engineer's cab.

Car features: 1 box car with a special extensive color scheme and design. Sliding doors that can be opened. Built-in bracket for a sound effects module. This sound effects module reproduces a Christmas song and is powered by a built-in battery. 1 caboose with a special color scheme and design. Doors at the ends that can be opened.

Models are not available separately. Minimum radius required for operation 600 mm / 23-5/8". Total train length 93.8 cm / 36-7/8".

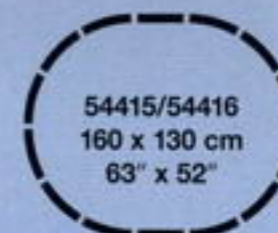
Export model for the USA



2 x



12 x



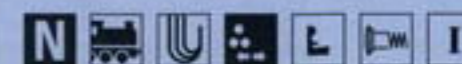
A Treat with "Attachments".

On this Bavarian train set, the word "tranquil" best describes its essential characteristics. The compact proportions of the Glaskasten and the two Royal Bavarian passenger cars conjure up the branch line romanticism of the previous millennium on the railroad. This train fits very well in a railroad landscape that makes use of every corner of a room in a manner that is curving, cute, and lovingly executed, or in a landscape out in the yard or garden that curves under a white and blue sky.



MAXI

The legendary PtL 2/2 branch line locomotive, probably better known as the "Glaskasten" or "Glass Box", owes its nickname to the special design of the engineer's cab around the boiler. These units were suitable for single-man operation on account of their semi-independent self-firing, which made it inevitable that they would be used for light branch line work. Hence, the Glaskasten is suitable for passenger cars as well as for freight cars and mixed consists of passenger and freight cars.



54107 "Bavarian Branch Line Train" Train Set.

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class PtL 2/2 and passenger cars.

Model: Train consists of a tank locomotive, a 2nd/3rd class passenger car, and a 3rd class passenger car.

Locomotive Features: 2 axles powered directly or through side rods. 2 traction tires. Detailed, multi-part valve gear. Built-in electronic circuit for operation with AC power or Märklin Delta/Digital. The mode of operation is set manually on the circuit board. Replacement circuit board for operation with DC power included. Headlights front and rear that change over with the direction of travel. Built-in smoke generator that can be turned on and off with a switch in the engineer's cab.

Car Features: 2-axle passenger cars with spoked wheels and sprung buffers. Car have interior details. Car ends have platforms and doors that can be opened.

Models not available separately. Minimum radius for operation is 600 mm / 23-5/8". Total length over buffers 86.0 cm / 33-7/8".

The 60955 digital high-efficiency propulsion can be installed in this locomotive only when there is no other auxiliary function than the headlights. Installation can be done only at the Märklin factory.



"Glaskasten" Lightweight Tank Locomotive.



54504 "Glaskasten" Lightweight Tank Locomotive.

Prototype: German Federal Railroad (DB) class 98¹.

Model: Two-axle tank locomotive. The rear axle is equipped with 2 traction tires and is powered directly from the motor; the front axle is powered through side rods. Detailed, multi-part valve gear. Built-in electronic circuit for operation with AC power or Märklin Delta/Digital. The mode of operation is set manually on the circuit board. Replacement circuit board included for operating the locomotive with DC power. Built-in smoke generator that can be turned on and off with a switch in the engineer's cab. Minimum radius for operation is 600 mm / 23-5/8". Length over buffers 22.0 cm / 8-11/16".

Passenger cars that go well with this popular Maxi model are the 1st class (54715) and 2nd class (54716) cars. Freight cars or a mixed consist of passenger and freight cars also look good behind this locomotive. The 60955 digital high-efficiency propulsion can be installed in this locomotive only when there are no other controllable digital functions other than the headlights. The installation must be done at the factory by Märklin.

MAXI

DELTA Multi-Train Operation

märklin



6608 Delta Mobil.

Hand controller for use with the Delta Station (6607). The 4 different addresses for the Delta Station can be selected with a slider switch. Rotary knob for speed control with easy-to-recognize direction setting for Maxi locomotives. LED indicator functions as an emergency stop button. Dimensions: 130 x 50 x 37 mm / 5-1/8" x 1-15/16" x 1-7/16".

The manufacturer warranty is covered only when Delta modules are installed by an authorized Märklin dealer.

Important: The Delta Pilot (6605) cannot be used with the Delta Station (6607). The Delta Mobil hand controller (6608) is not suitable for the Delta Control (6604) and the Delta Control 4 f (66045).



6607 Delta Station.

Delta electronic unit for individual control of locomotives with built-in Delta modules. The output of this Delta Station is designed for Maxi locomotives. When connected to a transformer (6001/6002), a maximum power of approximately 45 VA (approx. 35 VA with the 6001) is available.

Up to 4 Delta Mobil (6608) hand controllers can be connected to this unit. 1 Delta Mobil is included with this unit. The Delta Station can control 4 locomotives individually. These 4 addresses can be called up from any hand controller connected to the Station. The Delta Station can also be used outdoors to control Maxi locomotives. Dimensions 135 x 120 x 80 mm / 5-5/16" x 4-3/4" x 3-1/8".



The 6647/6646 Märklin transformer is used to control the Maxi toy railroad.

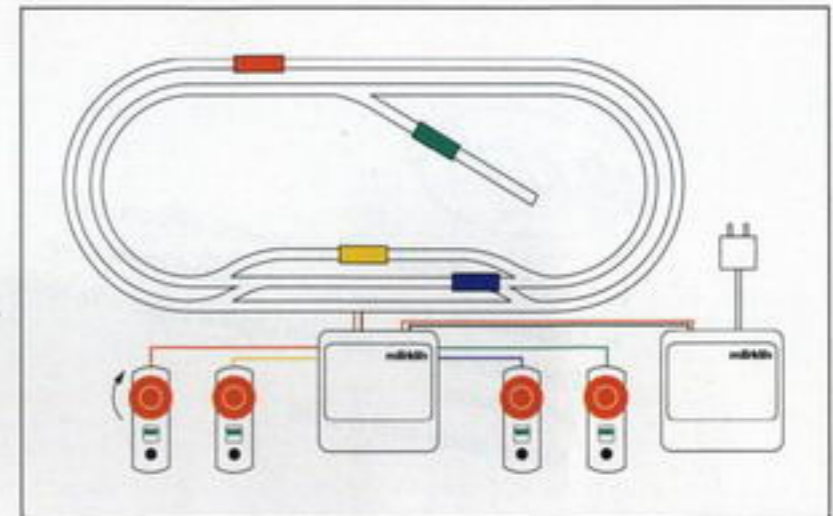
- 6645 100 volts Japan. 32 VA
- 6646 120 volts USA. 32 VA. UL/CSA tested.
- 6647 230 volts. 32 VA
- 76648 240 volts. 32 VA

Transformer 32 VA / 2 Amps

Track current adjustable between 4 and 16 volts. Accessory current 16 volts. Plastic housing. Dimensions 140 x 120 x 80 cm / 5-1/2" x 4-3/4" x 3-1/8". VDE/UL/CSA tested.

Additional information on the Delta multi-train control system can be found on pages 302/303.

The Maxi railroad system can be expanded with the entire track system and accessory program of the standard 1 Gauge program (see pages 508 - 521).



Delta multi-train system: With a hand controller each of the four locomotives can be addressed one after the other, or with 4 hand controllers 4 different locomotives can be simultaneously controlled independently of each other.



Heavy Locomotive with Tender.

Highlights

- ▶ Locomotive has built-in sound effects circuit.
- ▶ Locomotive comes with a smoke generator.
- ▶ Locomotive has built-in digital high-efficiency propulsion.
- ▶ Metal body and frame.



MAXI



54561 Heavy Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 18.4 express locomotive.

Model: Locomotive with tender, with 3 axes powered directly or through side rods, built-in sound effects circuit and built-in smoke generator. Built-in digital high-efficiency propulsion for operation with AC power, DC power or Märklin Delta/Digital. Adjustable maximum speed. Adjustable acceleration / braking delay. The smoke generator can be turned on and off in digital operation. It can be turned on and off with a switch in operation with DC power, AC power or Märklin Delta. The sound effects of the locomotive in operation vary with the speed of the driving wheels. The dual headlights change over with the direction of travel and can be turned on and off in digital operation. They are on constantly when the locomotive is operated with DC power, AC power or Märklin Delta. Their brightness varies with the amount of voltage present in the track. This locomotive has maintenance-free LED's for headlights.

A figure of an engineer and a fireman are included with this locomotive. Minimum radius required for operation 1,020 mm / 40-5/32". Length over buffers approx. 67.0 cm / 26-3/8".

Rheingold Locomotive History.

Continued from page 360.

The 662 kilometer / 414 mile maiden trip of the Rheingold lasted 11-1/2 hours – an outstanding performance by the class 18.4. The Bavarian S 3/6 was first presented in 1908 and is still considered as one of the most beautiful express steam locomotives. Characteristic for the S 3/6 are the different visual impressions: Viewed from the side it has a filigree, elegant look with the streamlined engineer's cab, pointed smoke box door, the fine running gear and open view under the boiler. From the front, by way of contrast, the mighty, one-piece four-cylinder block underscores the dynamism. The

performance and power of the S 3/6 was increased with each new group of locomotives built so that the DRG used these units as the class 18.4 on the point of the Rheingold.

Our Rheingold model in 1 Gauge has a very special prototype: the original, operational S 3/6 with the current, special paint scheme for the Rheingold anniversary as it will look in 2003 for special trips. Built entirely of metal, the 1 Gauge model provides authentic railroad atmosphere - very contemporary, but with the charm of earlier eras.



MAXI

Headlights

- ▶ Built-in sound effects circuit.
- ▶ Smoke generator.
- ▶ Built-in digital high-efficiency propulsion.
- ▶ Metal body and frame.



54563 Express Train Locomotive with Tender.

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class S 3/6. Special paint scheme from the operationally preserved locomotive no. 3673 for the 75th anniversary of the Rheingold.

Model: Locomotive with tender with 3 axes powered directly or through side rods. Built-in sound effects circuit and built-in smoke generator. Digital high-efficiency propulsion for operation with AC power, DC power, or Märklin Delta/Digital. Adjustable maximum speed, and acceleration and braking delay. The smoke generator can be turned on and off in digital operation. It can be turned on and off by means of a switch when the locomotive is operated with DC power, AC power, or Märklin Delta. The steam locomotive sound effects vary with the speed of revolution of the driving axes. The direction dependent triple headlights can be turned on and off in digital operation. These lights are on constantly in operation with DC power, AC power or with Märklin Delta. The brightness of these lights depends on the amount of voltage present in the track. Maintenance-free LED's for lighting. One each figure of an engineer and fireman included. Minimum radius required for operation 1,020 mm / 40-5/32". Length over buffers 67.0 cm / 26-3/8".

One-time series

Diesel Locomotive



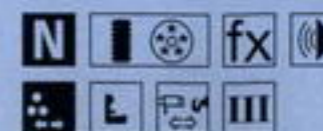
MAXI

The V 60 as a diesel switch engine was also part of the German Federal Railroad's extensive new locomotive construction program in the 1950s. The output of this unit is 478 kilowatts / 650 horsepower. Two versions can be identified among the 941 locomotives built. They differ only in the adhesion weight. These two versions were

designated in Era 4 as the class 260 and class 261. The V 60 is still at home all over Germany in switching work. Many of these locomotives now can be seen apparently without an engineer on account of their conversion to remote control.

Highlights

- ▶ Built-in sound effects circuit.
- ▶ Built-in digital high-efficiency propulsion.
- ▶ Telex couplers at both ends of the locomotive.



54322 Diesel Hydraulic Switch Engine.

Prototype: German Federal Railroad (DB) class V 60.

Model: 3-axle switch engine. All of the axles are powered through side rods. Center axle equipped with 2 traction tires. Diecast body. Plastic roof. Doors can be opened. Built-in digital high-efficiency propulsion for operation with AC power, DC power, or Märklin Delta/Digital. Adjustable maximum speed. Adjustable acceleration and braking delay. The direction-dependent triple headlights can be turned on and off in digital operation. These lights are on constantly in operation with DC power, AC power or with Märklin Delta. The brightness of these lights depends on the amount of voltage present in the track. Built-in sound effects circuit for digital operation, with diesel sound effects and a horn that can be turned on and off. In addition, the Telex couplers mounted at both ends of the locomotive can be activated in digital operation. Minimum radius for operation is 600 mm / 23-5/8". Length over buffers 32.5 cm / 12-13/16".

Märklin 12 Teller 24 Volt
No. 54 30 J 66

Electric Locomotive

Highlights

- ▶ Completely new tooling.
- ▶ Body and frame mostly made of metal.
- ▶ Digital high-efficiency propulsion.
- ▶ Built-in sound effects circuit.
- ▶ Telex couplers front and rear.



After an interruption due to the great economic crisis, the electrification of the German State Railroad's network was continued starting in 1930. New, powerful locomotives were needed for the new routes. In the meantime, the German railroad industry had developed new concepts and prototypes for modern general purpose locomotives.

This design from Siemens shows clear progress compared to the provincial railroad designs of before that had been merely developed further. This unit was designed as a lightweight, general purpose locomotive and was built on a welded frame, mounted on trucks with integrated buffers beams and powered with axle-suspended motors. This gave this compact locomotive a total weight of 78 metric tons without the need for pilot trucks and still below the critical 20 metric ton limit for axle loads. The modern motors' output of 2,200 kilowatts or 2,950 horsepower was available directly to the axles without the need for an expensive mechanism. The maximum speed reached on level track was 90 km/h or 56 mph.

The first unit was successfully tested and placed into service by the German State Railroad as early as 1930 as the E 44 001. Additional regular production locomotives with a maximum speed of 80 km/h or 50 mph were ordered immediately, initially for the route from Stuttgart to Augsburg (with the Geislingen Grade). The German State Railroad purchased a total of 174 regular production locomotives, of which 45 remained in East Germany. Seven more locomotives were built new for the German Federal Railroad and several were equipped with push/pull controls or resistance brakes. The indestructible E 44 was in regular use well into the 1980s - at the end as the 144 (DB) and 244 (DR).



54291 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 44.

Model: 4 axles powered by means of 2 motors. Body and frame down to a few separately applied parts is made of metal. Doors on the locomotive can be opened. Roof is made of plastic. 2 pantographs. Built-in digital high-efficiency propulsion for operation with DC power, AC power, or Märklin Delta/Digital. Adjustable maximum speed and acceleration / braking delay. Built-in sound effects circuit for digital operation has locomotive operating noises and whistle that can be turned on and off. In addition, the Telex couplers mounted on the front and rear of the locomotive can be activated in digital operation. The direction-dependent triple headlights can be turned on and off in digital operation. They are turned on constantly in operation with DC power, AC power, or Märklin Delta. The brightness of these lights depends on the amount of voltage present in the track. Locomotive figure included. Minimum radius for operation is 600 mm / 23-5/8". Length over buffers 47.8 cm / 18-13/16".

Electric Locomotive



MAXI



54214 Electric Locomotive.

Prototype: German Federal Railroad (DB) class 110 (E 10).

Model: Four-axle electric locomotive in a blue paint scheme. 2 motors power two axles, each with 2 traction tires. 2 catenary pantographs. Built-in electronic circuit for operation with AC power, DC power or Märklin Delta/Digital. The mode of operation is set manually on the electronic circuit board. Doors that can be opened. Engineer's cabs at both ends with interior details. Minimum radius for operation is 600 mm / 23-5/8". Length over buffers 48.5 cm / 19-1/8".

The class E 10 was the first electric standard design locomotive developed by the German Federal Railroad. It pulled D-Zug express trains, but also InterCitys, when additional passenger trains had to be added during vacation periods.



Heavy Diesel Locomotive



54314 Heavy Diesel Locomotive (Non-Powered).

Prototype: Atlantic Coast Line General Motors EMD F7 diesel electric locomotive, B unit.

Model: Non-powered B unit as a complement to the powered 54309 locomotive. Märklin claw couplers at both ends. Different road number from that used for 54309. Minimum radius for operation is 600 mm / 23-5/8". Length 47.5 cm / 18-11/16".

American trains are impressive mostly because of their stately length. In order to move such long trains, several locomotives are often coupled together to increase the power (the F7 diesel locomotive's A and B units each produce about 1,500 hp). These units are coupled up with additional B units as required, thus resulting in immense pulling power for the train. All of the locomotives in such a combination are controlled centrally from the lead locomotive.





54309 Heavy Diesel Locomotive.

Prototype: Atlantic Coast Line General Motors EMD F7 diesel electric locomotive.

Model: Four-axle locomotive with 2 motors that each power one axle with 2 traction tires. Built-in electronic circuit for operation with AC power, DC power or Märklin Delta/Digital. The mode of operation is set manually on the electronic circuit board. Built-in sound effects circuit with the sounds of a diesel motor, can be used only in operation with Märklin Digital or Märklin Delta. The sound of a locomotive horn or a locomotive bell can be activated separately by means of magnets mounted in the track. 2 appropriate track magnets are included with the locomotive. Number boards are lighted. Couplers at both ends. Engineer's cab with interior details and with a seated figure of an engineer. Minimum radius for operation is 600 mm / 23-5/8". Length 48.0 cm / 18-7/8".

Information about the model: The sound effects module requires a constant voltage supply in the track. This requirement is satisfied when the locomotive is operated with Märklin Delta or Digital. The sound effects can be turned on with a switch on the bottom of the locomotive. The sounds of a locomotive horn or an American locomotive bell can be activated with magnets in the track.



Freight Cars



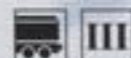
54943 Flat Car with a Load.

Prototype: Flat car painted and lettered for the Atchison, Topeka & Santa Fe Railway (AT & SF).

Model: Four-axle flat car, loaded with 2 pickup trucks. A bracket with a brake wheel is at both ends of the car. Magnetic restraints for holding the trucks in place on the flat car. Trucks can be removed from the flat car. Minimum radius for operation is 600 mm / 23-5/8". Length 40.5 cm / 15-15/16".

When asked about the automobile model built in the largest numbers per year, many Europeans would give a particular type of lower middle class car as their choice. From a global point of view the trucks with a cargo surface designated as a "pickup" in America lead the production statistics. This type of vehicle from the 1950s became familiar in Europe from a television series with a collie.

The pickup trucks may vary in color from the models shown here.



54940 Gondola.

Prototype: Gondola painted and lettered for the Pennsylvania Railroad.

Model: Four-axle gondola with permanent half height walls, 2 trucks. Brake wheel at both ends. Grab irons and hand rails on the right and left. Two color imprinting. Solid wheels. Minimum radius for operation is 600 mm / 23-5/8". Length 40.5 cm / 15-15/16".



MAXI

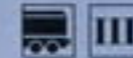


54861 Caboose.

Prototype: Caboose painted and lettered for the Atchison, Topeka & Santa Fe Railway (AT & SF).

Model: Four-axle caboose with two trucks. Separately applied cupola. Open platforms front and rear, each with a brake wheel and a ladder. Doors on the ends that can be opened. Solid wheels. Minimum radius for operation is 600 mm / 23-5/8". Length 25.0 cm / 9-13/16".

A caboose for the conductor and brakemen was a typical feature of American freight trains. The locomotive and the caboose at the end of the train came from the same railroad.



54315 Heavy Diesel Locomotive (Non-Powered).

Prototype: Atchison, Topeka & Santa Fe Railway (AT & SF) EMD F7 diesel - electric locomotive. B unit.

Model: Non-powered B unit as a complement to the powered 54307 locomotive. Märklin claw couplers at both ends. Different road number from that used for 54307. Minimum radius for operation is 600 mm / 23-5/8". Length 47.5 cm / 18-11/16".

Flat Car with Load.



54945 Flat Car with Load.

Prototype: Union Pacific Railroad (U.P.) flat car.

Model: 4-axle flat car loaded with 2 automobile models made of metal and plastic in 1:32 scale. Flat car has 2 brake wheels. Magnet holders included for fixing the automobile wheels in place. Vehicles are removable. Minimum radius for operation is 600 mm / 23-5/8". Length 40.5 cm / 15-15/16".



MAXI



54902 Tank Car.

Model: Four-axle tank car lettered with advertising. Metal outer tank. Inner tank liner is plastic and can be filled with water from the hatch on the top and emptied with the valve on the underside of the tank. Not suitable for any foodstuffs. Tank capacity is over 350 cubic centimeters or about 12 fluid ounces. Multi-color imprinting. Minimum radius for operation is 600 mm / 23-5/8". Length 33.2 cm / 13-1/16".

The 54309 and 54314 diesel locomotives are the ideal motive power for the 54902 tank car and can be found on page 442/443.



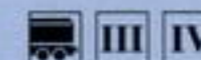
54862 Caboose.

Prototype: Atlantic Coast Line caboose.

Model: Four-axle caboose with 2 trucks. Separately applied cupola. Open platforms at both ends, each platform with a brake wheel and a ladder. Doors on the ends of the caboose can be opened. Minimum radius for operation is 600 mm / 23-5/8". Length 25.0 cm / 9-13/16".



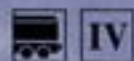
The 54309 and 54314 diesel locomotives are the ideal motive power for the 54862 caboose and can be found on page 442/443.



54921 Stock Car.

Model: Four-axle car for transporting livestock. Sliding doors on the sides that can be opened. Equipped with typical details such as ladders, brake wheels, etc. Minimum radius for operation is 600 mm / 23-5/8". Total length 40.0 cm / 15-3/4".

Freight Cars



54954 Stake Car with a Load of Plastic Pipe.

Model: Four-axle stake car with metal stakes on both sides that can be folded down. Each pair of stakes facing opposite each other is connected by a real metal chain. 2 trucks. Loaded with 6 sections of gas pipe on wood frames. Minimum radius for operation is 600 mm / 23-5/8". Length over the buffers 44.0 cm / 17-5/16".



Highlights

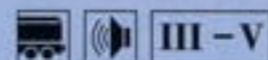
- ▶ Very realistic sound of glass shattering.
- ▶ The sides of car painted to look like repaired areas.



56051 Marker Light Kit.

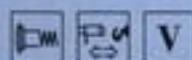
Marker light with red light bulb, can be attached on the end of a car. Can be mounted on the buffer or on the end wall/hand rail of a car. Power supplied through two wheel contact strips.





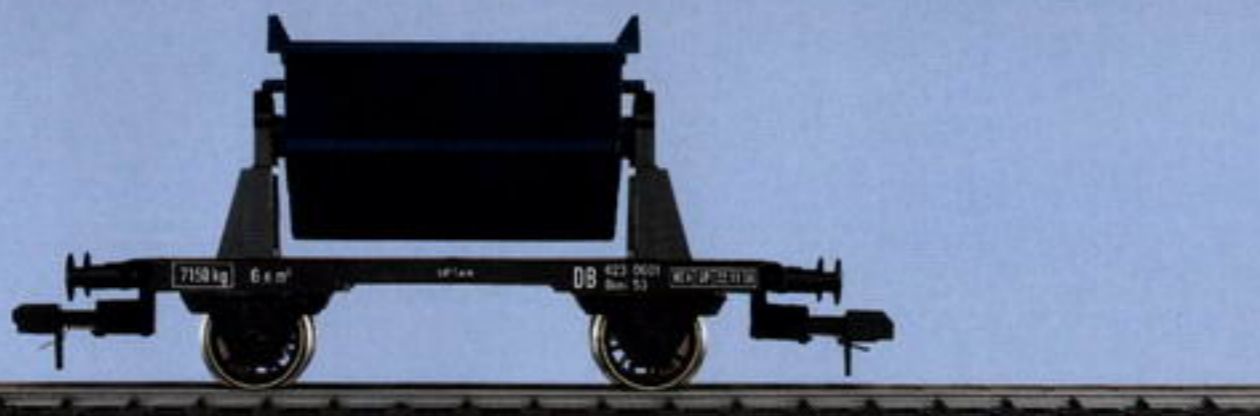
54836 Boxcar with Sound Effects Module.

Model: Two-axle boxcar with sliding doors on the sides that can be opened. Built-in bracket for a sound effects module. This sound effects module reproduces the sounds of glass shattering, when the train is braked suddenly or when this car is in a collision. The sound effects module is powered by a built-in battery. Minimum radius for operation is 600 mm / 23-5/8". Length over buffers 27.5 cm / 10-13/16".



54772 Refrigerator Car.

Model: Two-axle freight car lettered with advertising. Plastic frame. Metal body. Plastic roof. Sprung buffers. Imitation cooling vents on the roof. Multi-color imprinting. Minimum radius for operation is 600 mm / 23-5/8". Length over the buffers 31.5 cm / 12-3/8".



54757 Dump Car.

Model: Two-axle dump car. Hopper with its mount is made of plastic. Car frame has imprinting on it. Hopper can be tipped to both sides and locked in the center position. Spoked wheels. Minimum radius for operation is 600 mm / 23-5/8". Length over buffers 23.0 cm / 9-1/16".

Lightning Clean

The track cleaning car is very useful to run in a train. Two flexible cleaning elements are mounted between the axles, and they wipe dust and dirt from the rails. Always have the track cleaning car in a train so that your track stays clean and so that the locomotives on your layout have good electrical contact with the track.



54841 Track Cleaning Car.

Prototype: German Federal Railroad (DB).

Model: Two-axle boxcar with built-in track cleaning equipment. The rails are cleaned by two cleaning blocks mounted parallel to one another on the underside of the car. These two cleaning elements are separately mounted. Spoked wheels. Minimum radius for operation is 600 mm / 23-5/8". Length over buffers 27.5 cm / 10-13/16".

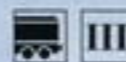


Tank Cars



54964 Tank Car.

Model: 2-axle tank car with brakeman's cab. Outer tank made of metal. Inner tank made of plastic, can be filled at the top by means of a filler hatch, and can be emptied by means of a valve on the side. Not suitable for beverages or food. Minimum radius for operation is 600 mm / 23-5/8". Length over buffers 27.5 cm / 10-13/16".



54963 Tank Car.

Model: Two-axle tank car with brakeman's platform. Metal outer tank. Inner tank liner is plastic and can be filled with water from the hatch on the top and emptied with the valve on the underside of the tank. Not suitable for any foodstuffs. Separately applied ladder and catwalk with railing. Minimum radius for operation is 600 mm / 23-5/8". Length over the buffers 27.5 cm / 10-13/16".



Crane Car Set



54991 Digitally Controlled Crane Car Set.

Prototype: German Federal Railroad (DB) crane car and boom support car.

Model: Set consists of a three-axle crane car and a two-axle boom support car. Crane car with built-in Digital decoder and 3 motors for operating the crane functions by means of Märklin Digital (suitable central unit: 6021 Control Unit). The function buttons on the Control Unit are used to activate the desired type of movement on the crane car - 1. Turning the crane

cab, 2. Raising and lowering the boom or 3. Raising and lowering the crane hook. The speed of a particular function can be adjusted with the control knob on the Control Unit. Lighting in the crane operator's cab is digitally controlled. Hinged support struts with spindle levelers at the 4 corners of the crane car. Crane boom support car with boom support assembly. Minimum radius for operation is 600 mm / 23-5/8". Total length over buffers 54.0 cm / 21-1/4".



60955 Maxi High-Efficiency Electronic Circuit.

High-efficiency decoder for converting single-motor Maxi locomotives to digital high-efficiency propulsion. This electronic circuit has 4 controllable functions. The "function" output is intended for headlights. The "f1" and "f2" outputs can be used for other switching functions such as a sound effects circuit or a smoke generator (**not possible with 54504 and 54104!**). The "f4" function allows you to turn off the controlled motor functions for easier switching of cars. The "f1", "f2" and "f4" functions can be

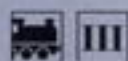
controlled only with the Control Unit (6021) or a Control 80 f locomotive controller or Interface connected to this central unit. This electronic circuit allows you to adjust the maximum speed and the acceleration/braking delay. Controlled motor functions under different load conditions such as on ascending and descending grade. Can be coded for 80 different locomotive addresses. The "function" and "f1" functions are turned on when the locomotive is operated conventionally with AC or with the 6607 Delta Station. Decoder dimensions 43 mm x 25 mm x 8 mm / 1-11/16" x 1" x 5/16".

Highlights

- ▶ Crane cab can be turned by digital control.
- ▶ Boom can be raised and lowered by digital control.
- ▶ Crane hook can be raised and lowered by digital control.
- ▶ Digitally controlled operator's cab lighting.



Back To The Origin.



55001 Steam Locomotive with Tender, with Live Steam Operation.

Prototype: German State Railroad Company (DR) class 89⁰⁰.

Model: Three-axle tank locomotive with tender, with live steam mechanism. **The locomotive is operated by a proportional remote controller (included with the locomotive).** This lets you set the direction and change the speed gradually. The water boiler is heated with gas from a refillable gas tank in the locomotive cab. This locomotive is designed for operation with the gas available in most stores for cigarette lighters. All three axles on the locomotive powered through side rods. Built-in safety valve and pressure gauge. Remote control receiver built into the tender. The lights on the rear of the tender indicate whether the receiver is working. Rechargeable batteries (not included with the locomotive) are required for operating the remote controller and for the receiver. This locomotive may be operated only outdoors. Minimum radius for operation is 1,020 mm / 40-3/16". Length over buffers 48.0 cm / 18-7/8".

After an absence of over 60 years the Märklin program once again has a locomotive with a live steam mechanism. Please note the following points on the use of this locomotive:

- This locomotive may be used only by adults.
- This locomotive may be operated only outdoors. When operating this locomotive, you must be aware that the track will become dirty with oil and steam residue.
- It is not possible to have simultaneous operation of locomotives powered electrically from the track and this live steam locomotive on the same track.
- The water boiler for this locomotive must never be heated when it is empty.
- This locomotive will run for 10 to 15 minutes, depending on the load, with a full water boiler.
- Maxi or standard 1 Gauge cars with the Märklin claw coupler can be coupled to this locomotive with no problem.
- This model can be used everywhere in Europe.

Important:

The photograph shows a working sample model that differs visually in various details from the regular production model.

Highlights

- ▶ Live steam operation.
- ▶ Graupner remote control system included.



Standard 1 Gauge Starter Set.



55032 Standard 1 Gauge Starter Set.

Prototype: German Federal Railroad (DB) class 80 tank locomotive and 4 different design freight cars.

Model: 1 tank locomotive, 1 low side gondola with a load, 1 boxcar, 1 four-axle tank car, 1 gondola. 17 sections curved track $r = 1,020 \text{ mm} / 40\text{-}5/32'' / 22.5^\circ$, 7 sections straight track $l = 300 \text{ mm} / 11\text{-}3/4''$, 1 section straight track $l = 150 \text{ mm} / 5\text{-}7/8''$, 1 section straight track $l = 59.5 \text{ mm} / 2\text{-}3/8''$, 1 right hand turnout $r = 1,020 \text{ mm} / 40\text{-}5/32''$, 1 track bumper, 1 no. 6647 transformer, 1 package of 56031 track clips and feeder connection hardware. Minimum radius required for operation of the locomotive and cars is $1,020 \text{ mm} / 40\text{-}5/32''$. Space required to set up the oval of track is $310 \text{ cm} \times 240 \text{ cm} / 123'' \times 95''$.

Tank locomotive features: Metal frame. Plastic body. All 3 axles powered directly or through side rods. 2 traction tires. Built-in high-efficiency electronic circuit for operation with DC power, AC power, or Märklin Delta/Digital. The triple headlights change over with the direction of travel and can be turned on and off in digital operation. The headlights are on constantly in operation with DC power, AC power or Märklin Delta. Their brightness varies with the amount of voltage present in the track. Doors that can be opened. Length over buffers $30.5 \text{ cm} / 12''$.

Low side gondola features: Two-axle low side gondola, loaded with a fire truck for off-road operation. This model of an off-road truck is made mostly of metal and has doors that can be opened. Length over the buffers $25.5 \text{ cm} / 10\text{-}1/16''$.

Boxcar features: Two-axle boxcar with truss rods. Sliding doors that can be opened. Length over the buffers $31.5 \text{ cm} / 12\text{-}3/8''$.

Tank car features: Four-axle version with advertising on it. With brakeman's platform, tank ladder and catwalk. Length over buffers $38.5 \text{ cm} / 15\text{-}3/16''$.

Gondola features: Two-axle gondola with standard frame and truss rods. Length over the buffers $31.5 \text{ cm} / 12\text{-}3/8''$.





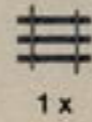
55032
310 x 240 cm
123" x 95"



7 x



1 x



1 x



17 x



1 x



1 x



A Premium Start in the Large Gauge.

"If you're going to do it, then do it right", is the philosophy of many people just getting started in or changing over to Digital. "If you're going to do it, then do it right", is also the philosophy of this starter set, because it has been designed for the advantages of digital technology. With a passenger train and a freight train for individual control. With digital high-efficiency propulsion in the locomotives, that can be set individually to meet your wishes. And with a Control Unit and a transformer, of course. You'll be right in the middle of digital operation with this starter set.





A Premium Start in the Large Gauge.



55031 Premium Standard 1 Gauge Digital Starter Set.

Prototype: German Federal Railroad (DB) class 91st tank locomotive, V 100 general purpose diesel hydraulic locomotive, type B3yg 761 three-axle passenger car, type AB 3yg 756 three-axle passenger car, type Omm 53 gondola, four-axle standard design tank car.

Model: Contents of this starter set: 1 tank locomotive, 1 four-axle general purpose locomotive, 1 each three-axle passenger car, 1st/2nd class and 2nd class, 1 two-axle gondola, 1 four-axle tank car, 16 sections curved track $r = 1,020 \text{ mm} / 40\text{-}5/32'' / 22.5^\circ$, 4 sections straight track $l = 300 \text{ mm} / 11\text{-}3/4''$, 4 sections straight track $l = 900 \text{ mm} / 35\text{-}7/16''$, 4 sections straight track $l = 59.5 \text{ mm} / 2\text{-}3/8''$, 1 left turnout $r = 1,020 \text{ mm} / 40\text{-}5/32''$, 1 right turnout $r = 1,020 \text{ mm} / 40\text{-}5/32''$, 1 each 6002 transformer, 1 each 6021 Control Unit, 1 package of 56031 track clips and feeder connection hardware. Minimum radius for operation of the locomotives and cars is $1,020 \text{ mm} / 40\text{-}5/32''$. Space required to set up the oval of track with a passing siding

that can be built with the track in this set is $415 \times 240 \text{ cm} / 164'' \times 95''$.

Tank Locomotive Features: General purpose locomotive for passenger and freight cars. Body and frame down to tiny, separately applied parts is made of metal. 3 axles powered. 2 traction tires. Built-in high-efficiency electronic circuit for operation with AC power, DC power, or Märklin Delta/Digital. The dual headlights change over with the direction of travel and along with the built-in smoke generator can be turned on and off in digital operation. The headlights are on all of the time in operation with DC power, AC power or Märklin Delta. Their brightness depends on the voltage present in the track. In digital operation the Telex coupler built onto the rear of the locomotive can also be activated. Maintenance-free LEDs for the headlights. Length over buffers $33.5 \text{ cm} / 13\text{-}3/16''$.

General Purpose Locomotive Features: Four-axle locomotive for passenger or freight cars. Metal frame, plastic body. All 4 axles powered. 2 traction tires. Built-in high-efficiency electronic circuit for operation with AC power, DC power, or Märklin Delta/Digital. The triple headlights can be turned on and off in digital operation. The headlights are on all of the time in operation with DC power, AC power or Märklin Delta. Their

brightness depends on the voltage present in the track. Locomotive has doors that can be opened. Length over buffers $38.4 \text{ cm} / 15\text{-}1/8''$.

Passenger Car Features: 3-axle models with the axles linked together and controlled by the center axle. Doors on the cars that can be opened. Sliding doors at the ends of the cars that can be

opened. Imitation rubber corridor connections. Detailed interior with separate seats, baggage racks, etc. Restroom with interior details. Length over buffers $41.6 \text{ cm} / 16\text{-}3/8''$.

Gondola Features: Two-axle gondola with standard design frame. With truss rods. Length over buffers $31.5 \text{ cm} / 12\text{-}3/8''$.

Tank Car Features: Four-axle version with brakeman's platform, tank ladder and catwalk. Length over buffers $38.5 \text{ cm} / 15\text{-}3/16''$. The locomotives and cars as actually delivered may differ in their road and car numbers or in the color scheme for the freight cars from the samples pictured here.





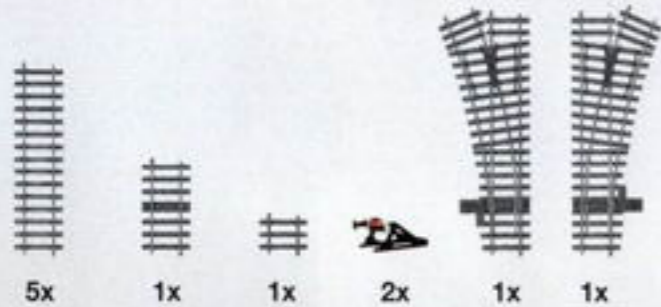
59861 "Standard 1 Starter Set" Extension Set.

Extension set for the 55031 premium digital starter set.

Prototype: German Federal Railroad (DB) tank car used in the express milk service for Frankfurt-Hoechst.



Model: Contents of this extension set: 1 "Bad Filseck" station building kit. Base dimensions 60.0 cm x 29.0 cm / 23-5/8". 1 two-axle tank car with brakeman's platform. Length over buffers 27.5 cm / 10-13/16". 1 left turnout, radius = 1,020 mm / 40-3/16", 1 right turnout, radius = 1,020 mm / 40-5/32", 5 sections straight track, length = 300 mm / 11-3/4", 1 section straight track, length = 150 mm / 5-7/8", 1 section straight track, length = 59.5 mm / 2-3/8" and 2 track bumpers with lighted lanterns.



58093 Passenger Car.

Prototype: German Federal Railroad (DB) type B3yg 761.

Model: 3-axle passenger car as an add-on to the 55031 premium starter set. Same destination signs as the two cars in the starter set. Axles linked together and controlled by the center

axle. Doors on the car that can be opened. Imitation rubber corridor connections. Sliding doors at the ends of the cars that can be opened. Detailed interior with separate seats, baggage racks, etc. Restroom with interior details. Solid wheels. Length over buffers 41.6 cm / 16-3/8".



58112 Passenger Car with Baggage Compartment.

Prototype: German Federal Railroad (DB) type BD3yg.

Model: 3-axle passenger car with baggage compartment, as a complement to the premium starter set, item no. 55031. Car has the same train destination signs as the two passenger cars in the

55031 set and as the passenger car, item no. 58093. The three axles are linked together and are controlled by the center axle. The doors can be opened. Imitation rubber corridor connections. Sliding doors at the ends of the cars that can be opened. Detailed interior details with separate benches, baggage nets, etc. Length over buffers 41.6 cm / 16-3/8".

Berlin Commuter Service Train Set.

Continuation from page 340.

The Prussian compartment cars offered their passengers a rather original railroad feel. As soon as the train was under way, a severe rumbling drowned out any conversation. The rolling noise of the three-axle frame swelled to a noisy concert, in which different secondary sounds were mixed: vibrating ash tray covers, shaking vent covers, clattering grab irons and gas lanterns. Leather straps with holes pierced in them held the clattering window frames

on the doors in place. And since a little commuter nap was out of the question anyway on the hard wooden benches, there was time for official reading material: Numerous enameled signs warned about leaning out of the windows, opening the doors too soon, or activating the emergency brakes improperly. Other signs allowed or forbade smoking, explained where open and close on the door handle was or described the ventilation setting for the clerestory.

The T 9.3 tank locomotive was, like its similar siblings, good-natured, reliable, and powerful. It was therefore purchased in large numbers (2,055 units by 1913). Because it could quickly accelerate up to 65 km/h or 41 mph and had an effective range of up to 100 kilometers or 62 miles, it was also used in Sunday traffic on main lines. Then it was out to the countryside. The collective singing of Berlin street songs was lost in the noise of the compartment cars.

Highlights

- ▶ Locomotive has typical direction signs on the smoke box door and on the tank.
- ▶ Built-in sound effects circuit.
- ▶ Digital high-efficiency propulsion.
- ▶ Compartment doors can be opened.
- ▶ Built-in LED interior lighting for digital operation.

Information about this model:

The interior lighting is designed to work best with Märklin Digital. Operation with a conventional system is not technically supported.



55024 "Berlin Commuter Service" Train Set.

Prototype: Royal Prussian Railroad Administration (KPEV) class T9³ and type AB3, C3, and D3 compartment cars.

Model: Train set consists of a tank locomotive, a 2nd class compartment car with a brakeman's cab, a 3rd class compartment car with a brakeman's cab, and a 4th class compartment car with a brakeman's cab. 1 locomotive figure, 8 figures of seated passengers and exchange couplers included.

Locomotive features: Body and frame down to just a few separately applied parts are made of metal. 3 axles powered. 2 traction tires. Locomotive has direction signs on the smoke box door and on the tank. Built-in digital high-efficiency propulsion for operation with DC power, AC power, or Märklin Delta/Digital. The direction-dependent double headlights and the smoke generator can be turned on and off in digital operation. These lights and the smoke generator are on constantly in operation with DC power, AC power or with Märklin Delta. The brightness of these lights and the intensity of the smoke depend on the amount of voltage present in the track. Built-in sound effects circuit for digital operation with steam sound effects and locomotive whistle that can be turned on and off. In addition, the Telex coupler mounted on the back of the locomotive can be activated in digital operation.

Car features: 3-axle passenger cars with brakeman's cab, with built-in LED interior lights that work in digital operation. Detailed interior details. Compartment doors can be opened. Light color scheme for the roofs ("Berlin tradition").

Models not available separately. Minimum radius required for operation 1,020 mm / 40-5/32". Total length over buffers 153.8 cm / 60-9/16".

One-time series

"Swiss Track Laying Train" Train Set.





55023 "Swiss Track Laying Train" Train Set.

Prototype: Diesel hydraulic class Am 847 general purpose locomotive, privately owned by Sersa AG, Zürich, Switzerland, former German class 212 und 3 different design freight cars from the Swiss Federal Railways (SBB) and from Sersa AG, Zürich.

Model: Train consists of a four-axle diesel locomotive, a boxcar, a heavy duty flat car with a load, a gondola with a load and 3 track laying crewmen.

Locomotive features: Four-axle locomotive, with metal frame. Plastic body. All 4 axles powered. 2 traction tires. Built-in high-efficiency electronic circuit for operation with DC power, AC power, or Märklin Delta/Digital. The triple headlights can be turned on and off in digital operation. The headlights are on constantly in operation with DC power, AC power or Märklin Delta. Their brightness varies with the amount of voltage present in the track. Doors that can be opened.

Car features: Boxcar with built-in sound effects circuit. In digital operation various background construction sounds can be selected and the sound of a horn can be activated. Sound effects can be turned on and off in digital operation. Doors that can be opened. Heavy-duty flat car, loaded with a power shovel. Exclusive model of a power shovel is made of metal and plastic. Gondola with a load of gravel. Gravel load is represented by a styrofoam core with a layer of real gravel glued to it.

Models not available separately. Minimum radius required for operation 1,020 mm / 40-5/32". Train length 137.4 cm / 54-1/8".

One-time series

Highlights

- ▶ Boxcar with built-in sound effects circuit.
- ▶ Model of power shovel in an exclusive paint and lettering scheme.



Tank Locomotive





55913 Tank Locomotive.

Prototype: Royal Württemberg State Railways (K.W.St.E.) class T9³.

Model: Metal body and frame except for a few separately applied detail parts. 3 axles powered. 2 traction tires. Built-in high-efficiency electronic circuit for operation with DC power, AC power, or Märklin Delta/Digital. The dual headlights that change over with the direction of travel and the digital smoke generator can be turned on and off in digital operation. The headlights and smoke generator are on constantly in operation with DC power, AC power or Märklin Delta. The brightness of the headlights and intensity of the smoke from the generator varies with the amount of voltage present in the track. Built-in sound effects circuit for digital operation, with steam sound effects and a locomotive whistle that can be turned on and off. A Telex coupler built on the rear of the locomotive can also be activated in digital operation. Figure of a locomotive engineer included. Length over buffers 33.5 cm / 13-3/16".

As delivered from the factory this model will run on a minimum radius of 1,020 mm / 40-5/32". It can be run on a minimum radius of 600 mm / 23-5/8" after the conversion parts included with the locomotive are mounted on it.

One-time series



Insider Model for 2004

Express locomotives were always the stars among steam locomotives by virtue of their power, elegance, and speed.

Hence, the heavy class 01 express locomotive is without a doubt the symbol of German standard design locomotives. It ran as reliably on the point of the best express trains as well as with the more prosaic passenger trains.

By 1938, a total of 231 units of the class 01 had been manufactured by different German locomotive builders. Another 10 locomotives

were built as the class 02 and were subsequently rebuilt between 1937 and 1942 into the class 01. After World War II, 165 class 01 locomotives remained in the Western Zone and 70 were in Soviet Occupation Zone, whereby a number had to be taken out of service due to heavy damage.

Starting in the 1950s, both German railroads rebuilt the class 01 units several times and adapted them to the operating conditions as well as to improvements in technology. Thus, in the West the large

Wagner smoke deflectors were replaced by the smaller Witte design, the air and feed pumps were relocated from the niche in the smoke box to the middle of the boiler, and on many locomotives the sloping fairing between the buffer beam and the running boards was removed.

Use of the class 01 ended on the DB in the mid-1970s, and on the DR they were not taken out of service until the 1980s.



Highlights

- ▶ Completely new tooling.
- ▶ Diecast boiler, tender, and frame.
- ▶ Digital high efficiency propulsion.
- ▶ Built-in sound effects circuit (steam locomotive sounds, locomotive whistle).
- ▶ Running gear lights.
- ▶ Prototypical, finely detailed wheels.
- ▶ Engineer's cab lighting.
- ▶ Built-in smoke generator.
- ▶ Telex coupler on the tender.



55900 Express Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 01. Version with old boiler, front fairing, and Witte smoke deflectors.

Model: Body and frame are mostly diecast metal. Engineer's cab and separately applied parts are made of plastic. 3 axes powered. Digital high efficiency propulsion.

Permanent functions for operation with DC power, AC power, or Märklin Delta: Smoke generator and direction-dependent headlights (amount of smoke and brightness of the lights varies with the amount of voltage in the track). Locomotive operational sound effects synchronized with the driving wheel revolutions (can be turned off with a switch in the tender).

Controllable functions with Märklin Digital: Smoke generator. Triple headlights with constant brightness. Locomotive whistle. Running gear lights. Engineer's cab light. Telex coupler on the tender. Locomotive operational sound effects synchronized with the driving wheel revolutions (can be turned off with a switch in the tender). The coalbunker comes with a layer of real coal.

The various lights on the locomotive and tender are maintenance-free LED's. A service and accessory packet comes with the locomotive and includes a claw coupler, headlight guard wires, coupler grab irons, 1 each locomotive engineer and fireman, as well as (for the display case) the brake rigging for the trailing truck, tender doors and deck plate. This model requires a minimum radius of 1,020 mm / 40-3/16". Length over buffers 75.0 cm / 29-1/2".

This 55900 locomotive is being produced in a one-time series only for Insider members. Delivery is scheduled for the 1st quarter in 2004 and will extend out over a long period of time, because the model is being produced with extensive handwork. The order deadline is November 07, 2003. Order forms are available from your dealer.

Freight Locomotive with Tender.

Highlights

- ▶ Built-in sound effects circuit.
- ▶ Digital high-efficiency propulsion.
- ▶ Digitally controlled functions such as a smoke generator and engineer's cab lighting.
- ▶ Headlights, sound effects for a locomotive whistle and bell.



In the 1930s, many class G81 locomotives were rebuilt into the class 56². A striking difference between the two classes was the addition of a pilot truck. The relocation of the engineer's cab and the boiler also gave the locomotive a completely new look from the sides.*

This rebuilding allowed the maximum speed to be increased by 15 km/h or about 9 mph to 70 km/h or about 44 mph. This made these locomotives suitable for passenger train service. Approximately 370 locomotives of this type were acquired by the German Federal Railroad. In 1967 the last locomotive of this class was retired by the DB.

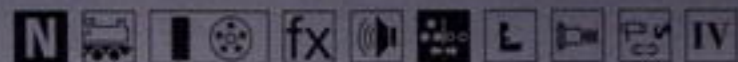


55282 Freight Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 56²*.
Model: 4 axles powered directly or through side rods. 2 powered wheels equipped with traction tires. Built-in digital high-efficiency propulsion for operation with DC power, AC power, or Märklin Delta/Digital. Built-in smoke generator and engineer's cab lighting that can be turned on and off in digital operation. Built-in circuit for generating sound effects, which vary with the speed of revolution for the driving axes. This sound effects circuit can only be used in digital operation. In addition, the sounds of a locomotive whistle and a bell can be turned on in digital operation. The direction-dependent double headlights can be turned on and off in digital operation. These lights are on constantly in operation with DC power, AC power or with Märklin Delta. The brightness of these lights depends on the amount of voltage present in the track. Figures of a locomotive engineer and a fireman as well as exchange couplers included. Minimum radius required for operation 1,020 mm / 40-5/32". Length over buffers 57.5 cm / 22-5/8".



Diesel Hydraulic General Purpose Locomotive.



55714 General Purpose Diesel Hydraulic Locomotive.

Prototype: German Federal Railroad (DB) class 218.

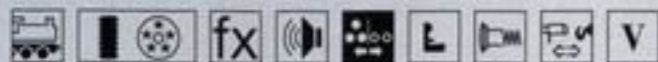
Model: All 4 axles powered by means of cardan shafts with 1 main transmission and 4 transfer gearboxes. Built-in digital high-efficiency propulsion for operation with DC power, AC power, or Märklin Delta/Digital. Headlights can be turned on and off in digital operation. The brightness of these lights depends on the amount of voltage present in the track. Built-in sound effects circuit that can be turned and off only in digital operation, with diesel motor sound effects and optional activation of a high or low frequency locomotive horn. Figure of a locomotive engineer built into the locomotive. Exchange couplers included. Minimum radius required for operation 1,020 mm / 40-5/32". Length over buffers 51.5 cm / 20-1/4".

Over 400 units of the class 218 were built between 1968 and 1981. This makes it the DB's diesel road engine built in the largest numbers. The class 218 has a maximum speed of 140 km/h or 87 mph and has been a regular sight for decades all over Germany on the point of express trains, regional passenger trains, and freight trains. It can also be used in push/pull operation or in m.u. service.



Diesel Locomotive

märklin
1



55713 Diesel Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 218 general purpose diesel hydraulic in a special royal blue paint scheme.

Model: All axles powered by means of cardan shafts with 1 central gear box and 4 transfer gear boxes. Built-in high-efficiency electronic circuit for operation with DC power, AC power, or Märklin Delta/Digital. Headlights can be turned on and off in digital operation. The brightness of the headlights varies with the amount of voltage present in the

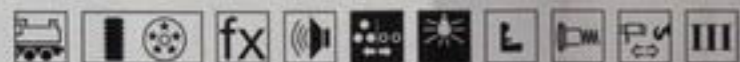
track. Built-in sound effects circuit with the sounds of the diesel motor and optional activation of a high or low pitch locomotive horn, works only in digital operation. Built-in figure of an engineer. Minimum radius required for operation 1,020 mm / 40-5/32". Total length over buffers 51.5 cm / 20-1/4".

One-time series

The prototype of the model with the road number 218 473 was specially painted for the special trains to the musical "Ludwig II – A Yearning for Paradise". During the year it repeatedly brought interested theatergoers from Augsburg and Munich in the cars of the Eisenbahn- und Sonderwagen-Betriebsgesellschaft (ESG) or Railroad and Special Car Operating Company (ESG) to the theater in Füssen. In addition to these special trips, it also continued in regular service.



Heavy Diesel Hydraulic Locomotive.



55802 Heavy Diesel Hydraulic Locomotive.

Prototype: German Federal Railroad (DB) class V 200 in the original paint and lettering scheme.

Model: Heavy four-axle locomotive for passenger or freight cars. All 4 axles powered by means of cardan shafts with 1 central gear box and 4 transfer gear boxes. 2 wheels equipped with traction tires. Built-in high efficiency circuit with for operation with DC power, AC power or Märklin Digital/Delta. Headlights that change with the direction of travel and that can be turned on/off in digital operation along with the lighting for the engineer's cabs. During operation with

DC or AC power the headlights and the cab lights will be on all of the time and their intensity depends on the voltage present in the track. Built-in diesel locomotive sound effects circuit (the sound of one or two motors during startup, at idle and at speed that can be turned on and off and the separately activated sound of a horn), can be used only with digital operation. Figure of a locomotive engineer in the front cab. One of the most powerful models in the Märklin 1 program. Minimum radius for operation is 1,020 mm / 40-5/32". Length over buffers 57.7 cm / 22-11/16".



Small Diesel Locomotive



55741 Small Diesel Locomotive.

Prototype: German Federal Railroad (DB) Performance Group II (Köf II) small locomotive.

Model: 2 axles powered. Built-in high-efficiency propulsion with a can motor with a bell-shaped armature for operation with DC power, AC power or Märklin Delta/Digital. Built-in electronic circuit for generating the sound of a locomotive whistle in digital operation. Built-in cab lighting that can be turned on and off digitally (on

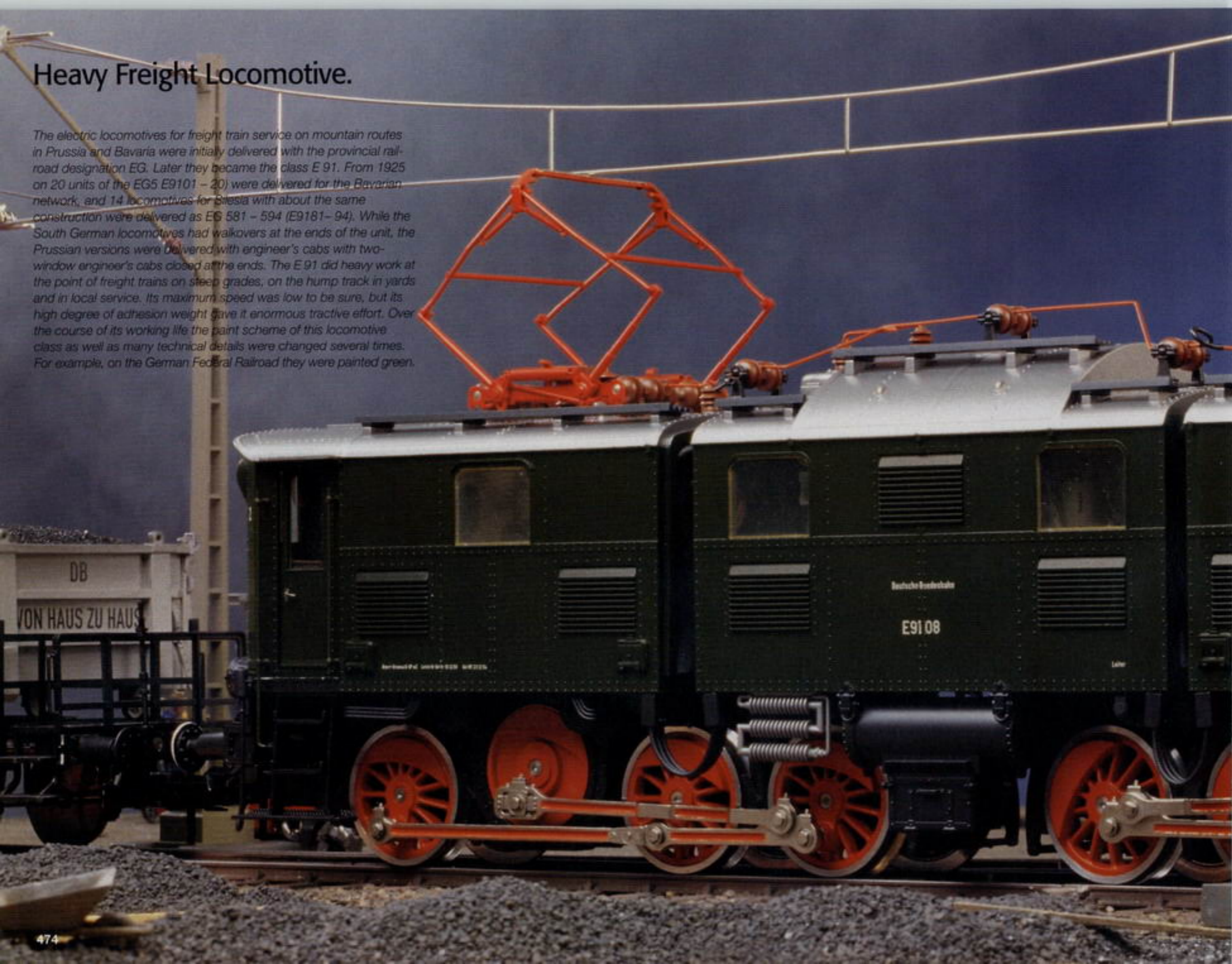
constantly in conventional operation). In conventional operation the brightness of the headlights and the cab lighting varies with amount of voltage present in the track. Figure of a locomotive engineer and reproduction prototype couplers are included with the locomotive. Minimum radius for operation is 600 mm / 23-5/8" . Length over buffers 20.2 cm / 7-15/16" .

Information on the prototype: The Köf 6124 standard design small locomotive was built in 1951. Its black paint scheme from Era 3 was applied to it again along with Era 3 lettering after 1978, when it was assigned to the German Federal Railroad's museum motive power.



Heavy Freight Locomotive.

The electric locomotives for freight train service on mountain routes in Prussia and Bavaria were initially delivered with the provincial railroad designation EG. Later they became the class E 91. From 1925 on 20 units of the EG5 E9101 – 20) were delivered for the Bavarian network, and 14 locomotives for Silesia with about the same construction were delivered as EG 581 – 594 (E9181– 94). While the South German locomotives had walkovers at the ends of the unit, the Prussian versions were delivered with engineer's cabs with two-window engineer's cabs closed at the ends. The E 91 did heavy work at the point of freight trains on steep grades, on the hump track in yards and in local service. Its maximum speed was low to be sure, but its high degree of adhesion weight gave it enormous tractive effort. Over the course of its working life the paint scheme of this locomotive class as well as many technical details were changed several times. For example, on the German Federal Railroad they were painted green.





Highlights

- ▶ Pantographs can be raised and lowered in digital operation.
- ▶ Digital high-efficiency propulsion.
- ▶ Built-in sound effects circuit.
- ▶ Metal body and frame.



55171 Heavy Freight Locomotive.

Prototype: German Federal Railroad (DB) class E 91.
Model: 6 axes powered by means of 2 motors and side rods. 4 traction tires. Body and frame down to just a few separately applied parts are made of metal. Doors can be opened. Diaphragms made of real leather. Built-in digital high-efficiency propulsion for operation with DC power, AC power, or Märklin Delta/Digital. Adjustable maximum speed and acceleration / braking delay. The pantographs can be raised and lowered in digital operation with the 6021 Control Unit. Built-in sound effects circuit for digital operation, with a locomotive whistle that can be turned on and off. Sound effects of the locomotive in operation can be turned on and off with the switch on the underside of the locomotive. The direction-dependent triple headlights can be turned on and off in digital operation. They are on constantly in operation with DC power, AC power or with Märklin Delta. Their brightness depends on the amount of voltage present in the track. A figure of a locomotive engineer as well as exchange couplers are included. Minimum radius required for operation 1,020 mm / 40-5/32". Length over buffers 52.2 cm / 20-9/16".

Information about this model:

This model can be switched to catenary operation with a switch on the underside and can receive its power through the pantographs in conventional operation (DC or AC power). The pantographs can be raised and lowered with the pantograph motor mechanism only in digital operation when the power to the locomotive is supplied through the track. The pantographs can be moved manually in operation with DC power, AC power, or with Märklin Delta.

"75 Years of the Hindenburg Embankment" Car Set.



58214 "75 Years of the Hindenburg Embankment" Car Set.

Prototype: German Federal Railroad (DB) type B3yge rebuild car, type BPw3yg rebuild car and type Rimmso 56 low side gondola.

Model: Car set consists of 1 rebuild car, 2nd class, 1 rebuild car, 2nd class with baggage compartment and 3 two-axle low side gondolas with a load. Minimum radius for operation is 1,020 mm / 40-5/32". Total length over buffers 184,0 cm / 72-7/16".

Passenger car features:

Three-axle models, axles linked together and controlled by the center axle. Doors that can be opened. Sliding doors at the ends of the cars that can be opened. Imitation rubber corridor connections. Detailed interiors.

Low side gondola features:

Two-axle models, each loaded with a contemporary automobile model. Automobile models are made mostly of metal with detailed interiors and hoods that can be opened.

Models not available separately.

One-time series





Express Train Passenger Cars



58011 Express Train Coach.

Prototype: German Federal Railroad (DB) type Aüm 203.

Model: Four-axle passenger car. 1st class, with built-in interior lighting. Interior lighting ready for installation of 60960 function decoder. Minimum radius for operation is 1,020 mm / 40-5/32". Length over buffers 75.0 cm / 29-1/2".

The built-in coupler system with a guide mechanism represents a new feature for 1 Gauge. This will provide a near seamless look on straight stretches of track, where the buffers on the cars will almost touch. On curves the guide mechanism will increase the spacing between the cars so that the latter can negotiate the 1,020 mm / 40-5/32" radius effortlessly.

When the built-in interior lighting is retrofitted with a 60960 function decoder, then the lighting in the corridor and in the compartments can be turned on and off separately as desired.





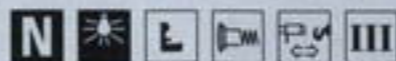
58021 Express Train Coach.

Prototype: German Federal Railroad (DB) type Büm 234.

Model: Four-axle passenger car. 2nd class, with built-in interior lighting. Interior lighting ready for installation of 60960 function decoder. Minimum radius for operation is 1,020 mm / 40-5/32". Length over buffers 75.0 cm / 29-1/2".



Express Train Passenger Cars



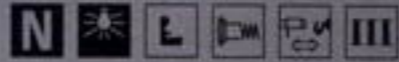
58051 Express Train Passenger Car with Baggage Compartment.

Prototype: German Federal Railroad (DB) type BD4üm-61.

Model: 4-axle express train passenger car with baggage compartment, 2nd class. Car comes with built-in interior lighting. Interior lighting ready to have 60960 switching decoder retrofitted. Built-in close coupler mechanism. Minimum radius required for operation 1,020 mm / 40-5/32". Length over buffers 75.0 cm / 29-1/2".

Supplement to the 58011 and 58021 express train passenger cars.

Hjzelights
► New tooling.



58041 Half Dining Car.

Prototype: German Federal Railroad (DB) type AR4ümg-54.

Model: 4-axle half dining car with built-in interior lighting. Interior lighting ready to have 60960 switching decoder retrofitted. Built-in close coupler mechanism. Minimum radius required for operation 1,020 mm / 40-5/32". Length over buffers 75.0 cm / 29-1/2".



Supplement to the 58011 and 58021 express train passenger cars.



Express Train Passenger Cars



58022 Express Train Coach.

Prototype: German Federal Railroad (DB) type Büm 234.

Model: Four-axle passenger car. 2nd class, with built-in interior lighting. Interior lighting ready for installation of 60960 function decoder. Minimum radius for operation is 1,020 mm / 40-5/32". Length over buffers 75.0 cm / 29-1/2".

This car is intended as an add-on to the 58031 car set. The interior lighting for all of the four-axle passenger cars has been designed to consume very little current in digital operation. For that reason this lighting does not become noticeable in conventional operation until the train in which the cars are being run has reached higher speeds.





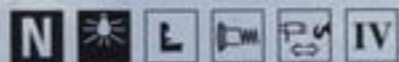
58031 Express Train Passenger Car Set.

Prototype: German Federal Railroad (DB) type Aüm 203 and Büm 234.

Model: Car set consists of 1 four-axle passenger car, 1st class, and 2 four-axle passenger cars, 2nd class, in blue/cream paint scheme. All cars have built-in interior lighting. Interior lighting in each car is ready for installation of 60960 function decoder. Built-in close coupler guide mechanism. All of the cars have different car numbers. The cars in this set are not available separately. Minimum radius for operation is 1,020 mm / 40-5/32". Total length of the cars 227.0 cm / 89-3/8".



Express Train Passenger Cars



58042 Half Dining Car.

Prototype: German Federal Railroad (DB) type ARm 216. Former type AR4ümg-54.

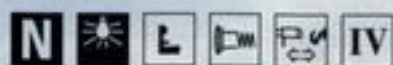
Model: 4-axle half dining car with built-in interior lighting. Interior lighting ready to have 60960 switching decoder retrofitted. Built-in close coupler mechanism. Detailed underbody.

Hinged vestibule walkover plates. Minimum radius required for operation 1,020 mm / 40-5/32". Length over buffers 75.0 cm / 29-1/2".

Supplement to the 58022 and 58031 express train passenger cars.

Summer New Item





58052 Express Train Passenger Car with Baggage Compartment.

Prototype: German Federal Railroad (DB) type BDms 273. Former type BD4üm-61.

Model: 4-axle express train passenger car with baggage compartment, 2nd class. Car comes with built-in interior lighting. Interior lighting ready to have 60960 switching

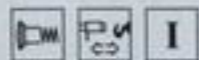
decoder retrofitted. Detailed underbody. Hinged vestibule walkover plates. Built-in close coupler mechanism. Minimum radius required for operation 1,020 mm / 40-5/32". Length over buffers 75.0 cm / 29-1/2".

Supplement to the 58022 and 58031 express train passenger cars.

Summer New Item



Pair of Flat Cars with Load Cradles



58792 Pair of Flat Cars with Load Cradles.

Prototype: Royal Württemberg State Railways (K.W.St.E.) Association design flat cars with load cradle.

Model: 2 two-axle flat cars with load cradles loaded with real lumber. With brakeman's cab. Minimum radius for operation is 1,020 mm / 40-5/32". Length over buffers 55,0 cm / 21-5/8".





58957 Boxcar with Advertising Imprinting.
Prototype: German Federal Railroad (DB) type G 10.

Model: Two-axle boxcar. Extensive advertising imprinting on both sides. Doors that can be opened. Minimum radius for operation is 600 mm / 23-5/8". Length over buffers 30.0 cm / 11-13/16".



I-V

56101 Retrofit Set of Reproduction Prototype Couplers.

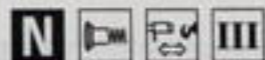
Detailed miniature reproduction of the original prototype coupler as used in real life on the railroad. Works like the prototype. With mounting spring. Contents 10 pieces.

The standard 1 Gauge models produced since 1987 can have the regular claw coupler replaced with this reproduction prototype coupler. This coupler looks and works like its real life prototype. Running a train with this

coupler usually requires a very wide minimum radius of 3.0 to 3.5 meters or 118" to 138", depending on the models. Current standard 1 Gauge models that can be retrofitted with this coupler can be identified by the symbol shown below.



"Container Flat Car" Car Set.



58323 "Container Transport" Car Set.

Prototype: German Federal Railroad (DB) type BT 10 flat car for transporting containers.

Model: 2 cars that come with different car numbers. Separately applied destination boards. Loaded with 3 each removable containers for coal, each container with its own registration number. The containers are loaded with coal for heating residences (Styrofoam core with real coal sprinkled over it). Minimum radius for operation is 600 mm / 23-5/8". Total length over buffers 62.0 cm / 24-7/16".

Models not available separately.

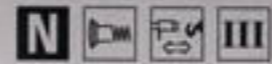


► Coal containers are new tooling.



Tank Car

märklin



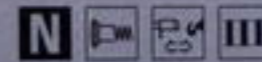
58065 Tank Car.

Prototype: Privately owned car painted and lettered for Esso AG, Hamburg, Germany, used on the German Federal Railroad (DB).

Model: 2-axle tank car with brakeman's platform and ladders. Car comes with separately applied advertising emblem made of metal. Minimum radius for operation is 600 mm / 23-5/8". Length over buffers 27.5 cm / 10-13/16".



"Continuous Cast Metal" Heavy Duty Car Set.



58656 "Continuous Casting" Heavy-Duty Flat Car Set.

Prototype: German Federal Railroad (DB) type Ssy45.

Model: 2 heavy-duty flat cars with different car numbers. Each loaded with 2 removable stacks of continuous cast metal with prototypical traces of a film of rust. The load supports are made of real wood. The cars come with stakes that can be installed on them. Minimum radius required for operation 1,020 mm / 40-5/32". Total length over buffers 68.0 cm / 26-3/4".

Models not available separately.

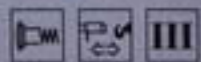


- ▶ Freight load stack of continuous cast metal is made of metal.
- ▶ Load is removable.





Double Auto Transport Car

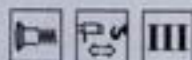


58562 Double Auto Transport Car.

Prototype: German Federal Railroad (DB) type Offs 59. Bilevel design.

Model: Both upper decks can be lowered at the ends of the car. Permanent coupling between the car halves. Minimum radius required for operation 1,020 mm / 40-5/32". Total length over buffers 64.5 cm / 25-3/8".





58561 Double Auto Transport Car.

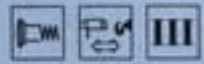
Prototype: German Federal Railroad (DB) type Offs 59. Bilevel design.

Model: Both upper decks can be lowered at the ends of the cars. Permanent coupling between the car halves. Loaded with 8 automobile models of the period. Automobile models are made mostly of metal with detailed interiors and hoods that can be opened. Minimum radius required for operation 1,020 mm / 40-5/32". Total length over buffers 64.5 cm / 25-3/8".

Special bilevel transport cars based on the type Omm 55 high side gondola were built and permanently coupled together in pairs. The end walls and side doors were left off, and connecting metal plates were present on both levels so that cars could be driven the length of the entire train from both ends. The upper deck can be lowered to form a ramp at both ends of a pair of cars.



Freight Cars



58292 Dump Car.

Prototype: German Federal Railroad (DB) type Otm 70 dump car.

Model: Two-axle dump car with unloading hatches that are closed with operating rotary hatch covers. The coal load is represented by a layer of scale sized hard coal glued to a core of styrofoam. Load is permanently mounted on the car. Brakeman's platform with brake handle that can be turned. Solid wheels. Minimum radius for operation is 600 mm / 23-5/8". Length over buffers 30.5 cm / 12".

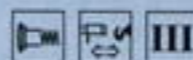




58281 Low Side Gondola with Load.

Prototype: German Federal Railroad (DB) type X maintenance car.

Model: Two-axle low side gondola, loaded with an off-the-road vehicle for the railroad police. Off-the-road vehicle is mostly made of metal with doors that can be opened. Minimum radius for operation is 600 mm / 23-5/8". Length over buffers 25.5 cm / 10-1/16".



58961 Gondola with Load.

Prototype: German Federal Railroad (DB) type O-10 gondola.

Model: Two-axle gondola with load. The load of ballast is represented by a Styrofoam core with real ballast glued to it. Minimum radius for operation is 600 mm / 23-5/8". Length over buffers 25.5 cm / 10-1/16".



Freight Cars



58322 "Flat Cars for Containers" Car Set.

Prototype: German Federal Railroad (DB) type BT 10 flat car.

Model: 2 cars with different car numbers. Separately applied destination boards. Each loaded with 3 removable tank containers lettered with advertising and with different registration numbers. Minimum radius for operation is 600 mm / 23-5/8". Total length over buffers 62.0 cm / 24-7/16".

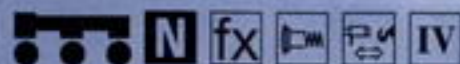
Models not available separately.

The German Federal Railroad (DB) type BT 10 flat cars for transporting containers resulted from the conversion of boxcars whose superstructure and car floor were removed. The laterally mounted rails for rolling the containers were mounted on the side sills of the frame.

The tank containers were offloaded directly from the flat cars on to trucks in the "Haus zu Haus" service ("Doorstep-to-doorstep"). The containers themselves were secured on the flat cars with quick lock devices.



Insider Model For 2003



58115 Main Line Measurement Car.

Prototype: German Federal Railroad (DB) layover car. Railroad maintenance car from a former 3-axle rebuild car.

Model: Car comes with a digital decoder, measurement equipment and LED displays on both sides of the car in the car windows. Measurements and displays can be controlled in digital operation from the function buttons f1 through f4 with the 6021 Control Unit. The route that the train has taken, its travel times, and speeds as well as the entire time in operation can be measured and displayed. This

display can be given in model or prototype units of measurement. In conventional operation, the speed is given in km/h. Side play of the end axles is controlled by the center axle. Doors and roll-down barriers can be opened at the ends of the car. Minimum radius required for operation 1,020 mm / 40-5/32". Length over buffers 41.6 cm / 16-3/8".



The 58115 main line measurement car is being produced in a one-time series in 2003 only for Insider members.

Hijelights

- ▶ Working digital model.
- ▶ Universal measurements are possible with the car in operation.
- ▶ Large display of the measurement values on both sides of the car.



"Potash Transport 1" Car Set.

N   **IV**

58355 "Potash Transport 1" Car Set.

Prototype: German Federal Railroad (DB) type KkT 57 dump cars with hinged roof hatches.

Model: 2 cars with hinged roof hatches that can be opened. The two cars come with different car numbers. Unloading hatches on the sides of the cars that can be opened and closed. Brakeman's platforms at both ends of the cars. Both cars are authentically weathered. Minimum radius required for operation 1,020 mm / 40-5/32". Total length over buffers 75.0 cm / 29-1/2".

Models not available separately.

Highlights

- ▶ New tooling.
- ▶ Authentic weathering.
- ▶ All of the hinged roof hatches can be opened.
- ▶ Side hatches can be opened and closed.





DB

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+ 11,5 m +
25 t

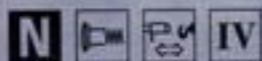
31 RIV
80 DB
583 0 043-1
• Tad-u[®]

Waldmühlweg
80337 Grödenhausen

RIV

59 © CONRAD

"Potash Transport 2" Car Set.



58295 "Potash Transport 2" Car Set.

Prototype: German Federal Railroad (DB) type Tdgs-z 930 dump cars with hinged roofs.

Model: 2 cars with hinged roofs that can be opened. The two cars have different car numbers. They have unloading opening that are closed with rotary hatches that can be opened and closed. Both cars are authentically weathered. Minimum radius for operation is 600 mm / 23-5/8". Total length over buffers 62.0 cm / 24-7/16".

Models not available separately.






- ▶ New tooling.
- ▶ Authentic weathering.
- ▶ Hinged roof that can be opened.
- ▶ Rotary hatches on both sides of the cars that can be opened and closed.





Low Side Car with Load.




N   

58282 Low Side Car with a Load.

Prototype: German Federal Railroad (DB) type X car.

Model: 2-axle low side car, loaded with a model of a power shovel and a pile of wet-mix macadam (Styrofoam core with real wet-mix macadam scattered over it). Power shovel is made of metal and plastic in 1:32 scale. Minimum radius for operation is 600 mm / 23-5/8". Length over buffers 25.5 cm / 10-1/16".

Flat Car with Telescoping Covers and with Load.

N   

58782 Flat Car with Telescoping Covers, with Load.

Prototype: German Federal Railroad (DB) type Shimms 708.

Model: 4-axle freight car with 3 movable covers. Hooks that can be turned to fix the covers in place. Loaded with 5 metal models of sheet metal coils. Adjustable load restraints for the coils inside the car. The car comes lightly weathered. Minimum radius required for operation 1,020 mm / 40-5/32". Length over buffers 37.6 cm / 14/16".

Flat cars with telescoping covers transport chiefly coils of sheet metal that have to be protected from the effects of weather. The open covers enable unhindered loading and unloading with forklifts and cranes. A visual delight is the changing appearance of the car. In a train consist the car has a closed look, while with the hoods open you can reproduce striking loading scenes.

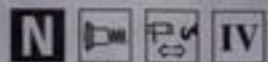


Hijalijphats

- ▶ Car is lightly weathered.
- ▶ Movable hoods.
- ▶ Removable metal load.



Flat Car with Load.



58706 "Catastrophic Emergency Transport VI"

Flat Car with Load.

Prototype: German Federal Railroad (DB) type Sgjs 716.

Model: 4-axle flat car with stakes on the sides that can be folded down. Loaded with a truck model with a metal driver's cab and frame, plastic tank. Exclusive version of the truck model with a water tank. The frame of the freight car is made mostly of metal. Drive-over plates that can be folded up or down. Minimum radius required for operation 1,020 mm / 40-5/32". Length over buffers 65.5 cm / 25-13/16".

Highlights

- ▶ Exclusive truck model.
- ▶ Drive-over plates that can be folded up or down.
- ▶ Stakes that can be folded down.





Hijelights

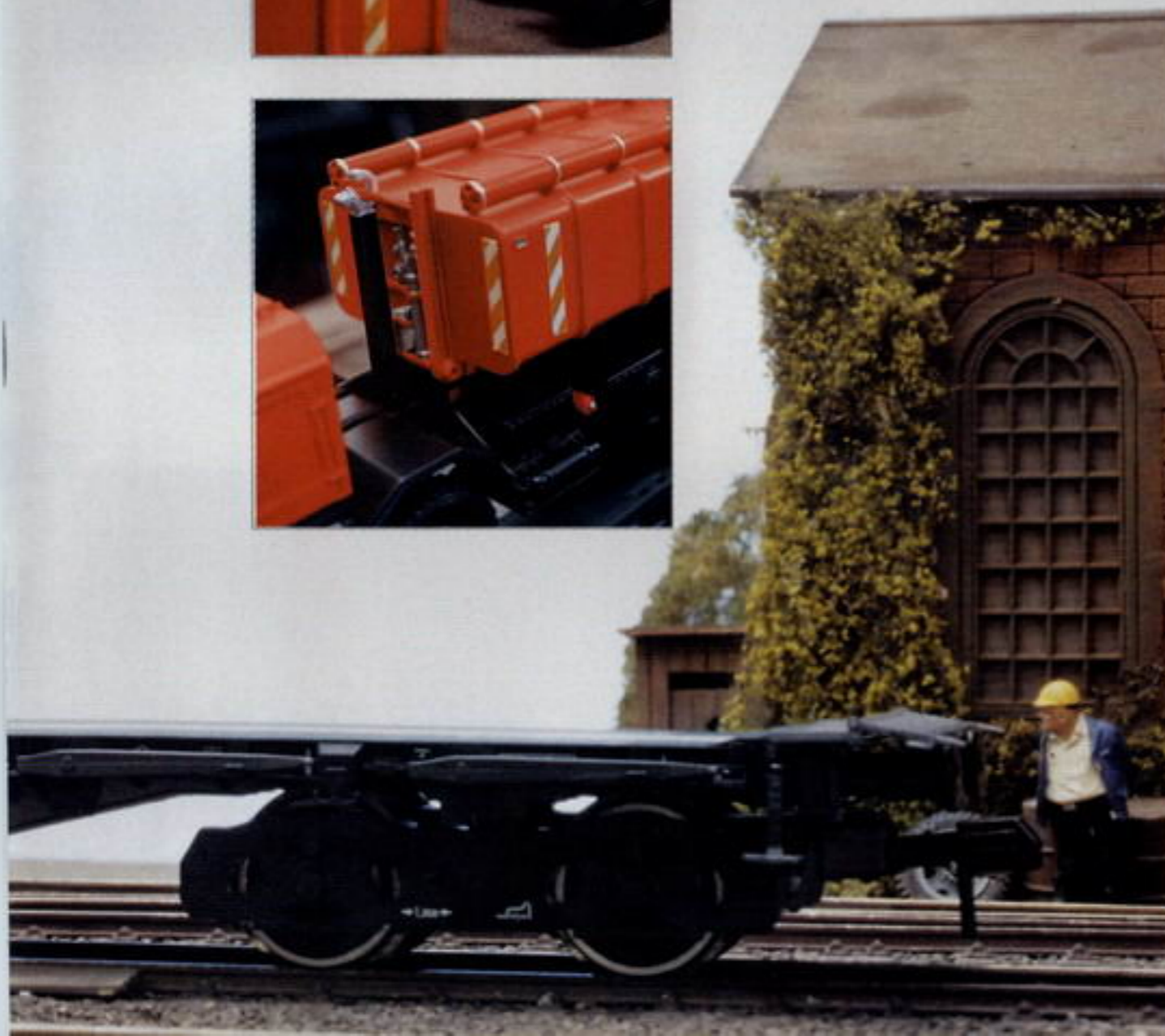
- ▶ Metal frame and driver's cab.
- ▶ Driver's cab can be tipped forward.
- ▶ Removable tarp cover.



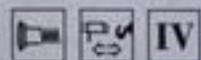
18101 Truck with Tarp Cover.

Prototype: MAN type 7 t mil gl (6x6) truck painted and lettered for the German Emergency Aid organization.

Model: Three-axle truck model. Exclusive version with a tarp cover. Metal frame, load walls and driver's cab. Driver's cab can be tipped forward. Length 29.5 cm / 11-5/8".



Freight Cars



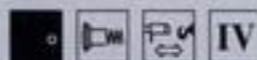
58203 Gondola with Load.

Prototype: German Federal Railroad (DB) type E 040.

Model: Two-axle freight car with semi high side walls. Load represents a load of old glass. Car is weathered and shows signs of repairs. Minimum radius for operation is 600 mm / 23-5/8". Length over buffers 31.5 cm / 12-3/8".



Old glass was one of the first raw materials to be recycled. Old glass is typically sorted and transported by color.

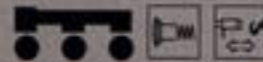


58266 Boxcar with Marker Lights.

Prototype: German Federal Railroad (DB) type Gls 212 boxcar.

Model: Two-axle boxcar with built-in marker lights. Sliding doors that can be opened. Car painted to show repaired areas and light traces of use. Minimum radius for operation is 600 mm / 23-5/8". Length over buffers 31.5 cm / 12-3/8".



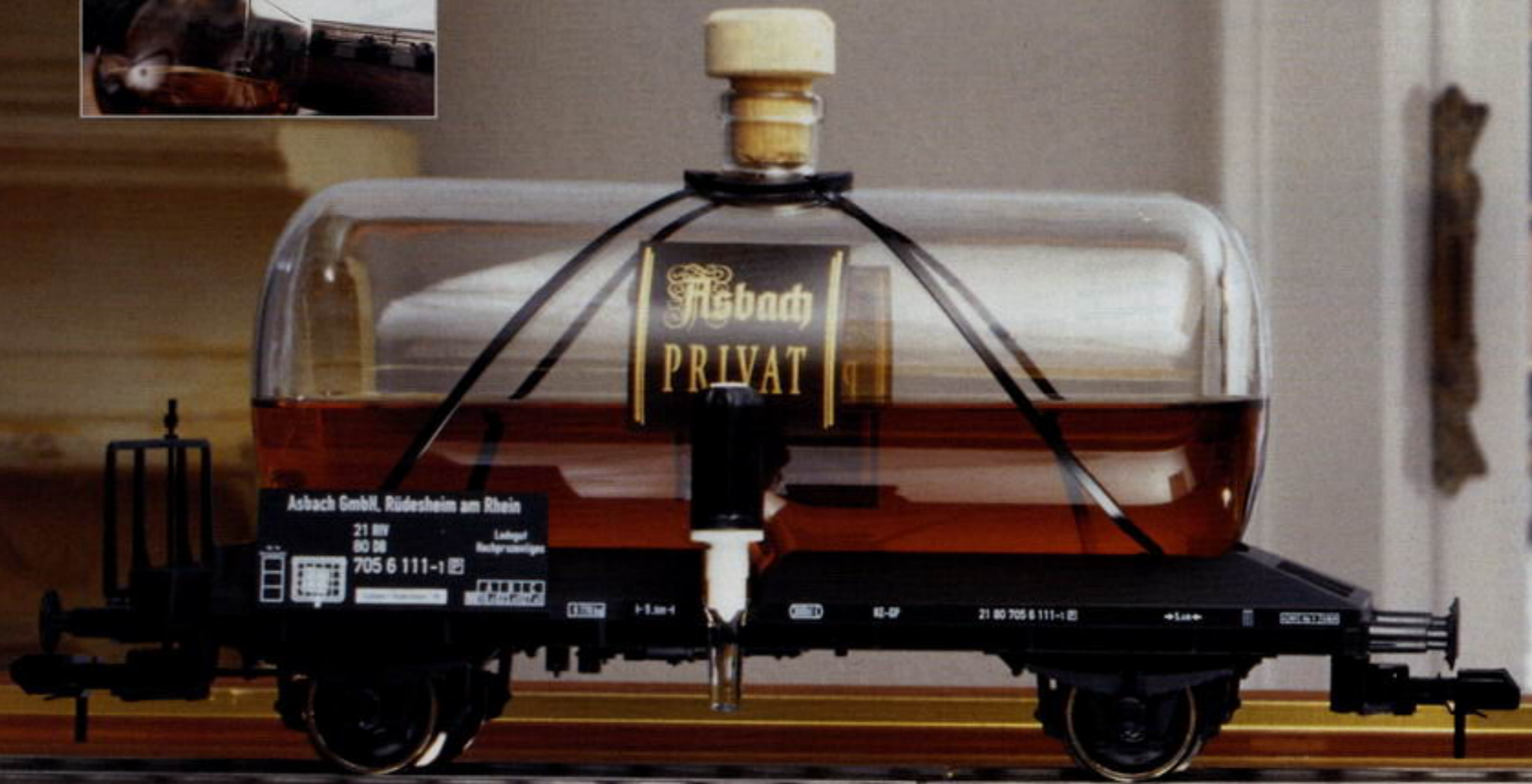


58271 Glass Tank Car.

Model: Two-axle tank car with real glassware quality glass tank. Hatch on the top for filling the tank. 1 valve for emptying the tank on the side. Tank capacity approximately 1,200 cubic centimeters / 2.5 pints. Minimum radius for operation is 600 mm / 23-5/8". Length over buffers 31.5 cm / 12-3/8".

One-time series

The home of Asbach Privat V.S.O.P. is the "Domaine du Chillot" owned by Asbach in the French town of St. Preuil near the city of Cognac. This excellent drink ages at least 8 years there in oak barrels from the Limousin region of France.



Track

Maxi and the standard 1 Gauge program run on identical track with shiny, solid rails made of stainless steel that will resist rusting. The two small radii of 600 and 760 mm (23-5/8" and 30") are available for Maxi. They will fit into a child's bedroom or can snake through the

formal garden. Most of the locomotives in the standard 1 Gauge program require the two large radii of 1,020 and 1,176 mm / 40-5/32" and 46-1/4". The filigree appearance of our 1 Gauge track system along with the flex track kit offers the model railroader

all of the possibilities for prototypical layout construction. Despite this the track sections are quite sturdy and can be laid without a baseboard.

All Maxi locomotives and cars can be used on the 5965 and 5966 turnouts as well as the 5922 curved track with a radius of 600 mm / 23-5/8". Some of the other Märklin 1 locomotives require a minimum radius of 1,020 mm / 40-5/32". Please note the appropriate information about these products in the Märklin full-line catalog or in the instructions.

The 59230 track serves as a parallel circle to the 5922 curved track. The center-to-center spacing (160.8 mm / 6-11/32") is based on the 5965 and 5966 turnouts.

The 5936 track has a spacing of 156 mm / 6-1/8" with the 5935 track. This is the same track spacing as when two 5976 or 5977 turnouts are put together to make a crossover or when a 5976 or 5977 turnout and a 5935 curved track are combined.



5922
Curved Track.
Radius 600 mm /
23-5/8". 30°.



59230
Curved Track.
Radius 760.8 mm /
29-15/16". 30°.



5935
Curved Track.
Radius 1,020 mm /
40-5/32". 22° 30'.



5936
Curved Track.
Radius 1,176 mm /
46-1/4". 22° 30'.



5903
Straight Track.
Length 300 mm /
11-3/4".



5917
Straight Track.
Length 150 mm /
5-7/8".



5904
Straight Track.
Length 80.4 mm /
3-5/16".



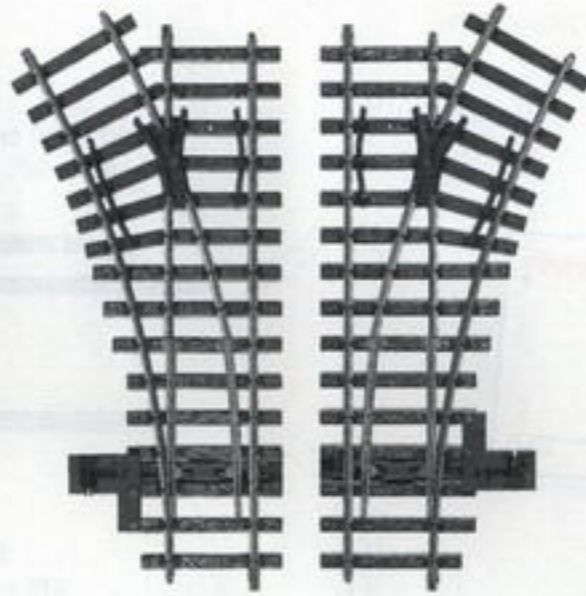
5916
Straight Track.
Length 59.5 mm /
2-3/8".



5998 Track Kit.
Contents: 2 rails 900 mm /
35-1/16" long, 45 ties with
different wood patterns and
6 rail joiners. The connecting
notches on the ties are so
designed that curved track
with almost any radius or
straight track can be built.



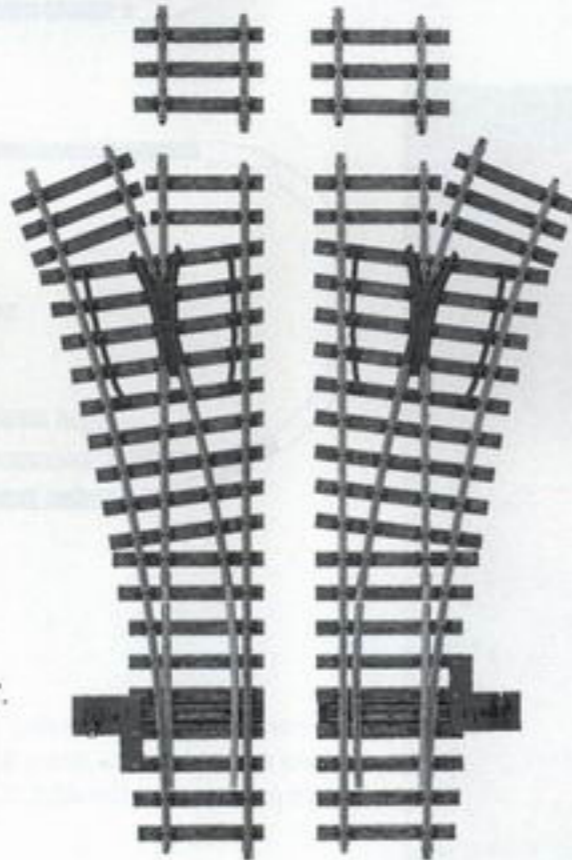
59033 Straight Track.
Length 900 mm / 35-7/16".
The 59033 track can be installed on straight areas of track and replaces 3 sections of 5903 track.



5965 Left Turnout
5966 Right Turnout

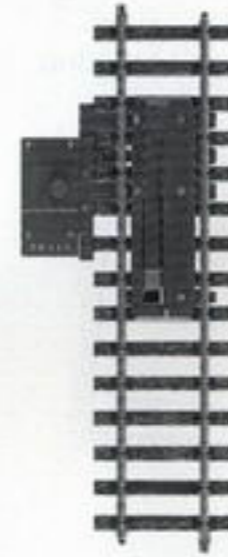
With hand lever. Sprung switch rails. Turnout angle 30°. Branch radius 600 mm / 23-5/8". Length of the straight side 300 mm / 11-3/4".

The hand lever for 5965, 5966, 5976 and 5977 can be mounted on the right or left side or can be replaced by the 5625 electromagnetic turnout mechanism.



5976 Left Turnout
5977 Right Turnout

With hand lever. Sprung switch rails. Turnout angle 22°30'. Branch radius 1,020 mm / 40-5/32". Length of the straight side 390.5 mm / 15-3/8". Can be extended to 450 mm with the 5916 straight track included with the unit.



5994 Uncoupler Module.

Mounted on 5903 track. Designed to be joined with straight track at almost any location desired. Solenoid mechanism. Can be operated by remote control using the 7272 or 7271 control boxes (conventional operation) or the 6083 k 83 decoder (digital operation).



5625 Turnout Mechanism.

Double solenoid mechanism with feedback contacts, end position shutoff and locking feature. Can be mounted on the 5965, 5966, 5976 and 5977 turnouts. Can be operated by remote control using the 7272 or 7271 control boxes (conventional operation) or the 6083 k 83 decoder (digital operation). 3 hookup wires included. Dimensions 67 x 41 x 17 mm / 2-5/8" x 1-5/8" x 5/8".

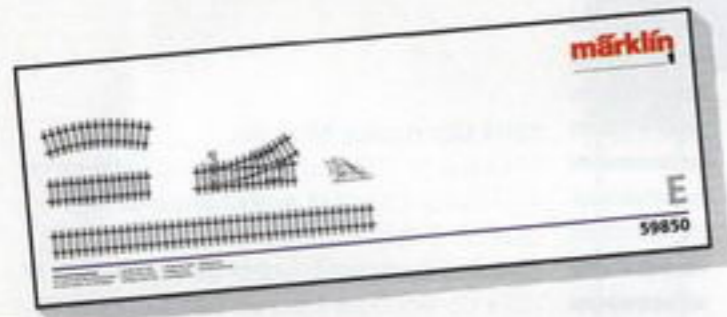


5602 Track Bumper.

Reproduction of a bolted steel design. Can be slid over the rails. Length 98 mm / 3-7/8".

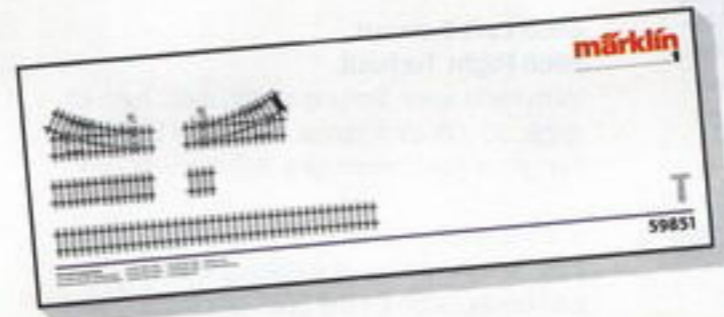
It's Easier with a Set.

You can expand your Maxi starter set with two track extension sets – for switching cars or storing cars, for a small loading area or a passing siding. The turnouts can be converted to electric operation with the 5625 electric turnout mechanism.



59850 E Track Extension Set.

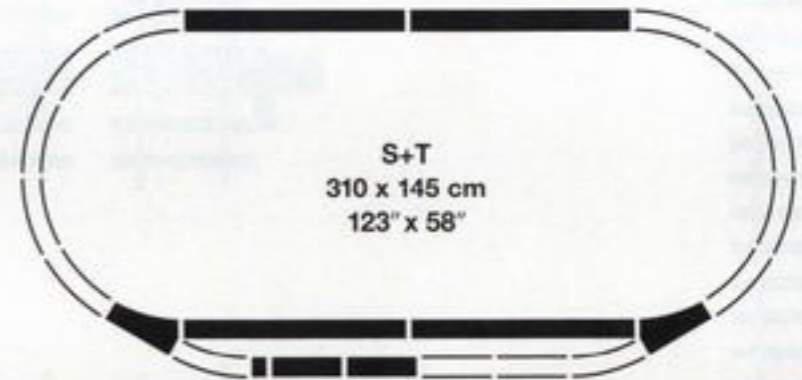
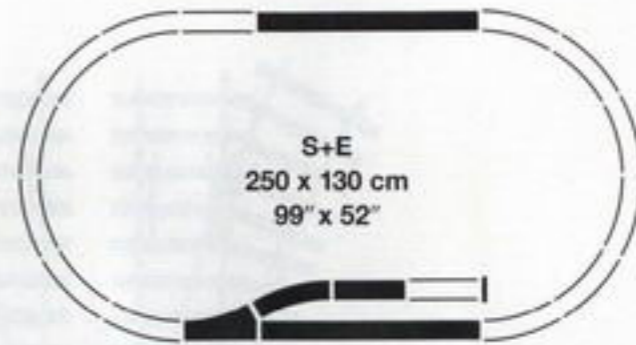
Track extension set to expand all Maxi starter sets with a storage or a loading siding. Contents: 1 section 5903 straight track, 2 sections 59033 straight track, 1 section 5922 curved track, 1 each 5965 manual turnout, 1 each 5602 track bumper, 1 feeder wire set, track clips and instructions.



59851 T Track Extension Set

Track extension set to expand all Maxi starter sets with a passing siding or station track. Contents: 2 sections 5903 straight track, 4 sections 59033 straight track, 1 section 5904 straight track, 1 each 5965 manual turnout, 1 each 5966 manual turnout, 1 feeder wire set, track clips and instructions.

The entire 1 Gauge track assortment is available for further expansion with parallel tracks, large curves and wide radius turnouts.



These two track extension sets can be used to expand the three Maxi starter sets (see pages 424-427) in steps.



Track / Accessories



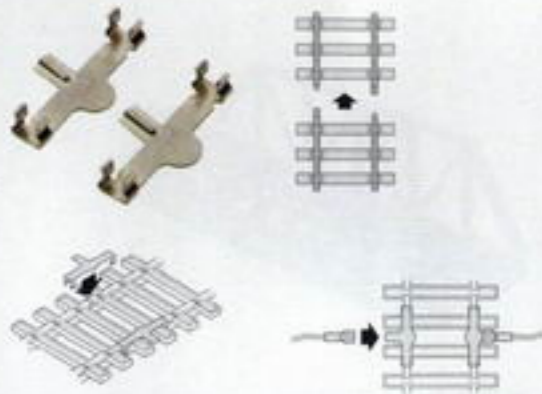
5654 Feeder Clip Set.

For supplying power to any spot on a track layout. Reliable contact with set screw connections.



56091 Insulated and Regular Rail Joiners.

Package with 15 insulated rail joiners and 15 regular rail joiners. The insulated rail joiners can be installed at any rail joint between two rails instead of a regular rail joiner to separate track circuits.



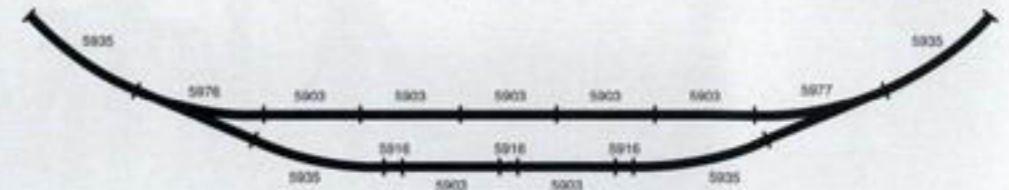
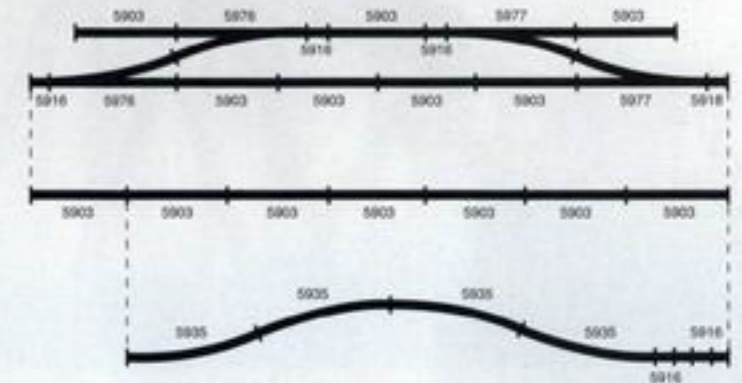
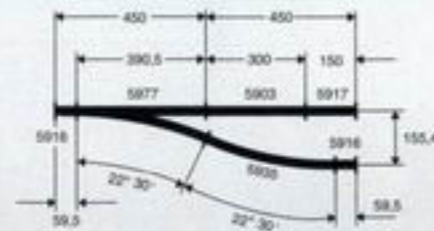
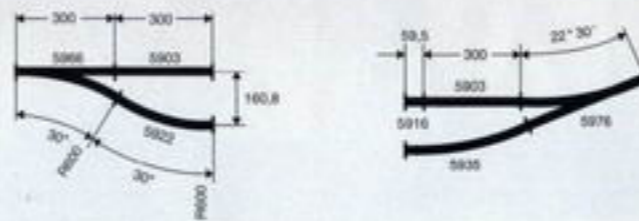
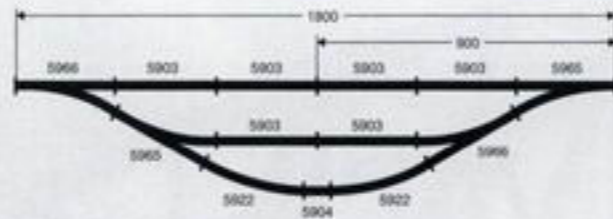
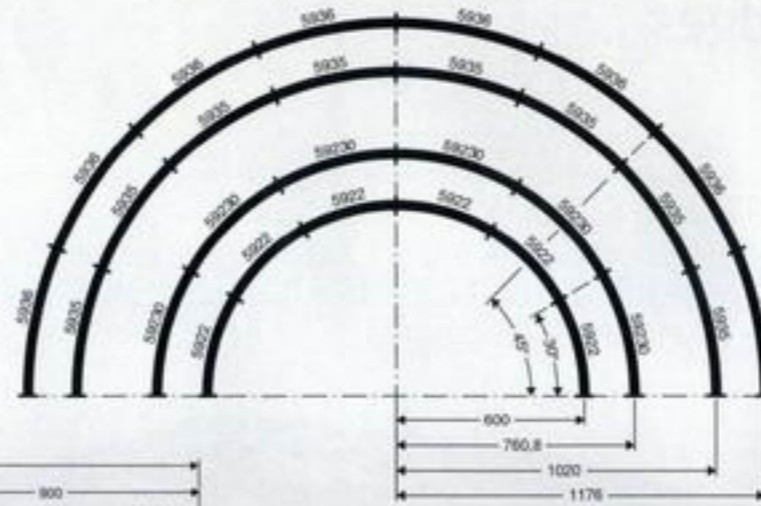
56031 Track Clips.

These track clips improve electrical conductivity in the rails in addition to safeguarding track joint connections for 1 Gauge track. Bag with 30 pieces.

Track Geometry

The 4 track radii

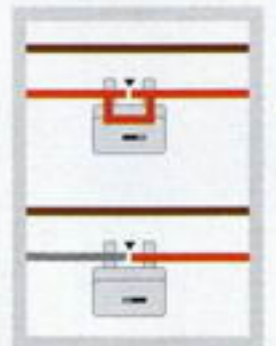
- 5936 circle = 16 sections
- 5935 circle = 16 sections
- 59230 circle = 12 sections
- 5922 circle = 12 sections



56081 Track Circuit Switch.

Features: Manual switch for interrupting the current in 1 Gauge track. Can be attached at a rail joint with an insulated rail joiner. Dimensions 67 mm x 50 mm x 15 mm / 2-3/4" x 1-15/16" x 9/16".

As is well known, anyone operating his Maxi or 1 Gauge layout with Märklin Digital or Delta, can stop his locomotive with no problem at all at any spot on the layout and start running another locomotive. With conventional AC power, lengths of track must be set up where the power can be turned on and off. This new track current switch can be used for this purpose.



The Magic of Bridges

What does a model railroader do after he has set up his track and has test run his locomotives? Right, he builds a bridge. Because railroads and bridges go together. In the prototype there is hardly a route built that did not bridge some natural or artificial obstacle –

over ditches, roads to farm fields, highways, canals, valleys, rivers or other tracks – every trip over a bridge has a certain magic about it. Our bridges are designed for the track curves and weight of the Maxi models.



56291 Arched Bridge.

Design with straight deck girderwork in a reproduction of crisscross metal construction. Separately applied reproduction of metal construction in an arched form on the left and right bridge wall, with diagonal upper connecting girders at the crown of the arch. Takes 3 each 5903 straight track or one 59033 straight track. Bridge length 900 mm / 35-7/16". Arch height 230 mm / 9-1/16".



56292 Truss Bridge.

Straight truss bridge design in a reproduction of metal construction. Left and right sides of the bridge in form of right angle railings. Takes 1 each 5903 and 5917 straight track. Bridge length 450 mm / 17-11/16".



56293 Straight Ramp.

Ramp with straight deck in a reproduction of metal construction. Safety railing on the left and right sides of the ramp. Takes 1 each 5903 straight track. Ramp length 300 mm / 11-13/16".



56294 Curved Ramp.

Ramp with curved deck in a reproduction of metal construction. Safety railing on the left and right sides of the ramp. Ramp for 600 mm / 23-5/8" track radius. Takes one each 5922 curved track.



56296 Bridge Supports.

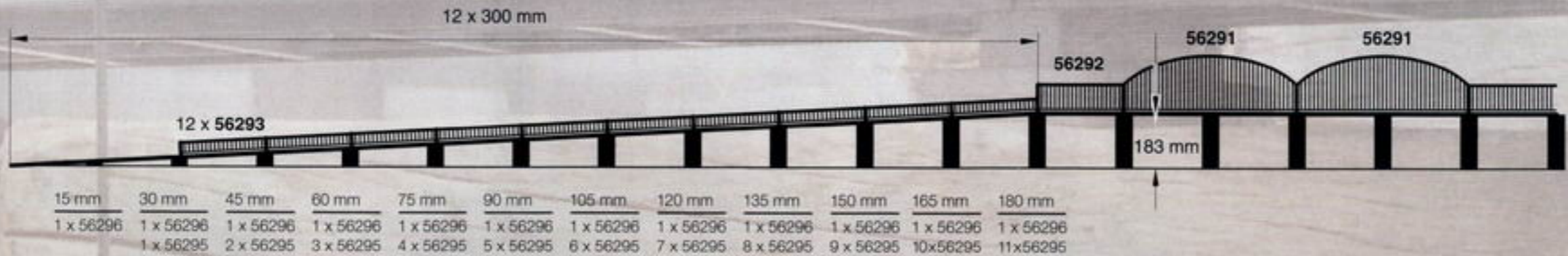
The bridge supports serve as a connecting element between the bridge pillars and the bridges or ramps. The height of the bridge support is 18 mm / 11/16". 10 pieces to a package.



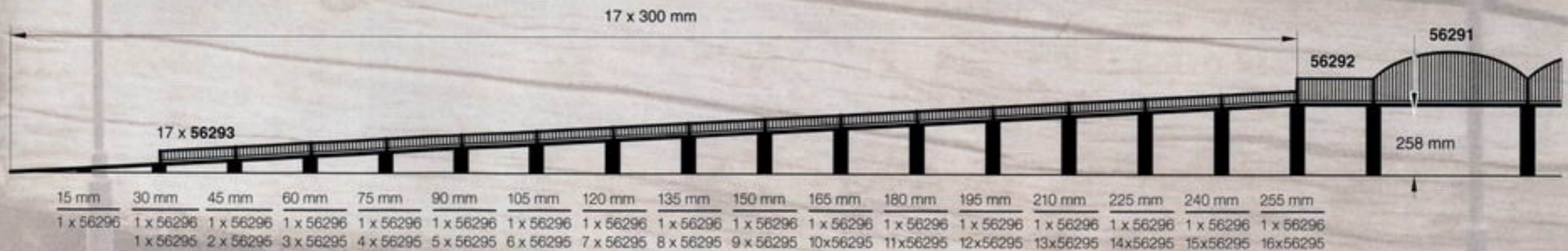
56295 Bridge Pillars.

Bridge pillars reproduce a double layer dressed stone pillar. The individual bridge pillars can be stacked on top of each other. This will result in different pillar heights at intervals of 15 mm / 9/16". The height of a single bridge pillar is 15 mm / 9/16". 4 pieces to a package.

Ramps for steam and diesel locomotives.



Ramps for electric locomotives with catenary.



Signals

72441 Signal Module.

Signal mechanism with integrated circuit for controlled stops of digital locomotives with high-efficiency propulsion. Connections for a 2 position color light signal, for the 3 track blocks required for safe braking of the locomotive. This signal module can be controlled with either a k 83 decoder or a conventional 7272 control box. Dimensions 100 x 54 x 22 mm / 3-15/16" x 2-1/8" x 7/8".

The signal module requires 3 isolated track blocks in the area of the signal. The first block is a transition area and should be as long as the longest locomotive on the layout (approx. 60–75 cm / 24"–29"). The second block is the actual braking area in which the locomotive will be brought to a controlled stop. The length of the braking block is determined by the setting for the braking delay on the locomotive's decoder. This second block should be at least 100 cm / 39" long. The third block is a safety block in which the track voltage is turned off as is done in simple signal blocks. This keeps the locomotive from accidentally overshooting the signal.

The signal module is suitable for use with color light and semaphore signals.

Locomotives with built-in Digital or Delta electronic circuits without a control feature (i.e. acceleration / braking delay) come to a stop partially in the braking area or not until the safety area is reached. A simple solution to this situation is not possible. For that reason we do not absolutely recommend using the 72441 signal module together with propulsion systems without a control feature.



56131 Bavarian Semaphore Signal.

Bavarian prototype manual semaphore signal with train control feature. Can be mounted at the track joint of two straight sections of track. Height 20,0 cm / 7-7/8".



56135 Color Light Home Signal.

Changes from red (Hp0) to green (Hp1). Lighted with LEDs. 16 volts operating voltage. The signal comes without a mechanism. The universal relay (7244 or 72441) or the k 84 decoder (6084) can be used as a mechanism.



5613 Home Signal.

With a semaphore arm. Solenoid mechanism with end position shutoff and feedback contacts. Can be used to control train movements. Light changes from red to green. Can be operated by remote control using the 7272 or 7271 control boxes (conventional operation) or the 6083 k 83 decoder (digital operation). Height 26.5 cm / 10-1/2".



5614 Distant Signal.

Complements 5613 home signal. Solenoid mechanism. Light changes from yellow/yellow to green/green. Height 19.3 cm / 7-5/8".

Catenary

N

56320 "Catenary" Assortment Package.

Prototype: German Federal Railroad (DB) standard catenary Re 160 mast.

Model: Dealer package consisting of 10 masts, 10 sections of catenary wire with a length of 67.0 cm / 26-3/8", 10 sections of catenary wire with a length of 45.0 cm / 17-11/16" and 1 feeder mast. All of these parts are also available separately.

5632 Catenary Mast.

Mast and support arm made of metal. Height 25.5 cm / 10-1/16".

5635 Catenary Wire.

Length 67.0 cm / 26-3/8".

5636 Catenary Wire.

Length 45.0 cm / 17-11/16".

5633 Feeder Mast.

Mast and support arm made of metal. Height 25.5 cm / 10-1/16".

The 1 Gauge catenary is designed in its geometry for a minimum radius of 1,020 mm / 40-5/32".



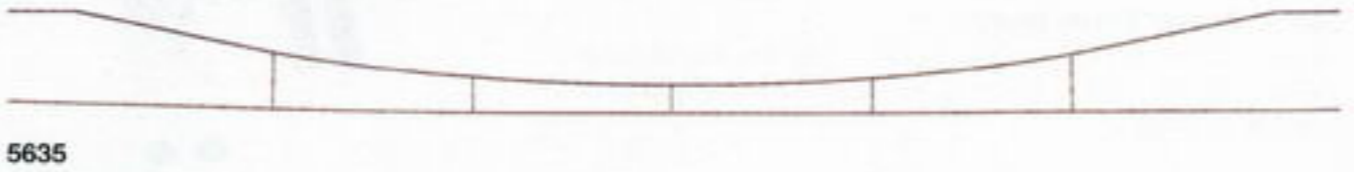
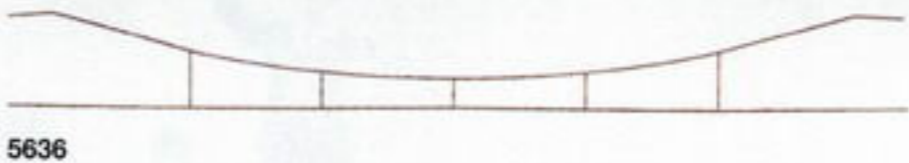
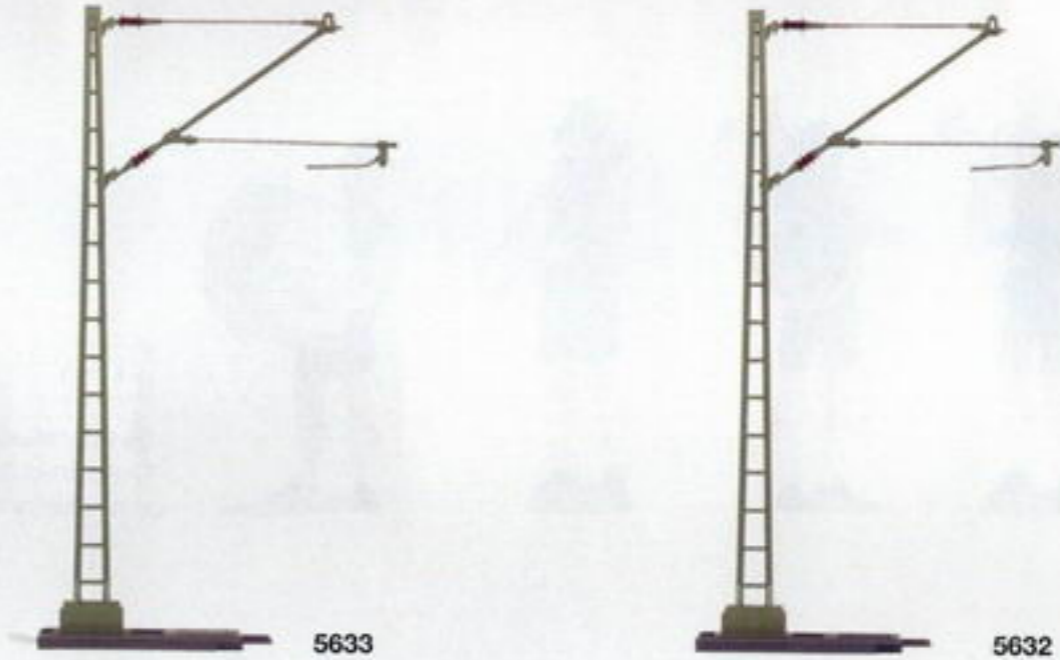
III - V

56610 Curved Street Light.

For operation with 16 volts AC. Metal mast. 2 different mounting bases for installing the light on a permanent layout or for setting it up on the floor. Height 24 cm / 9-7/16".

56136 Color Light Home and Distant Signal.

Model: Set consists of a home signal with one each green, red, and yellow LEDs to indicate the signal conditions of stop (Hp0), proceed (Hp1), and proceed slowly (Hp2), and a separate distant signal to go with the home signal. Both signals do not have a mechanism. An H0 mechanism or a Märklin Digital decoder can be used, depending on how the signals are to be used. This color light home signal and distant signal are not available separately.



Small Details with Great Effect.

There are many small details that give a layout the final finishing touch.

For example, our figures that bring life to the station, cars and the surrounding landscape. It's worth taking a closer look at these figures: The types, their faces, posture, hairstyles, clothing and accessories are lovingly crafted and carefully painted by hand.



The 1:32 scale standing and seated figures formerly offered in the 5640 and 56401 selling assortments are now being offered individually under their six digit spare parts numbers. You can populate your 1 Gauge layout with these figures to improve its appearance and to provide more operating enjoyment.



I - V

56402 "Music Band" Figure Set.

Consists of 5 figures in Bavarian costumes with music instruments in a scale of 1:32. Figures not available separately.

III - V

56403 "Tavern" Figure Group.

Consists of 1 tavern keeper (taping beer), 1 waitress (carrying beer steins) and 4 male and 2 female guests from a tavern. Figures not available separately.





687130

687160

687170

687210

687230

687240

687250

687260

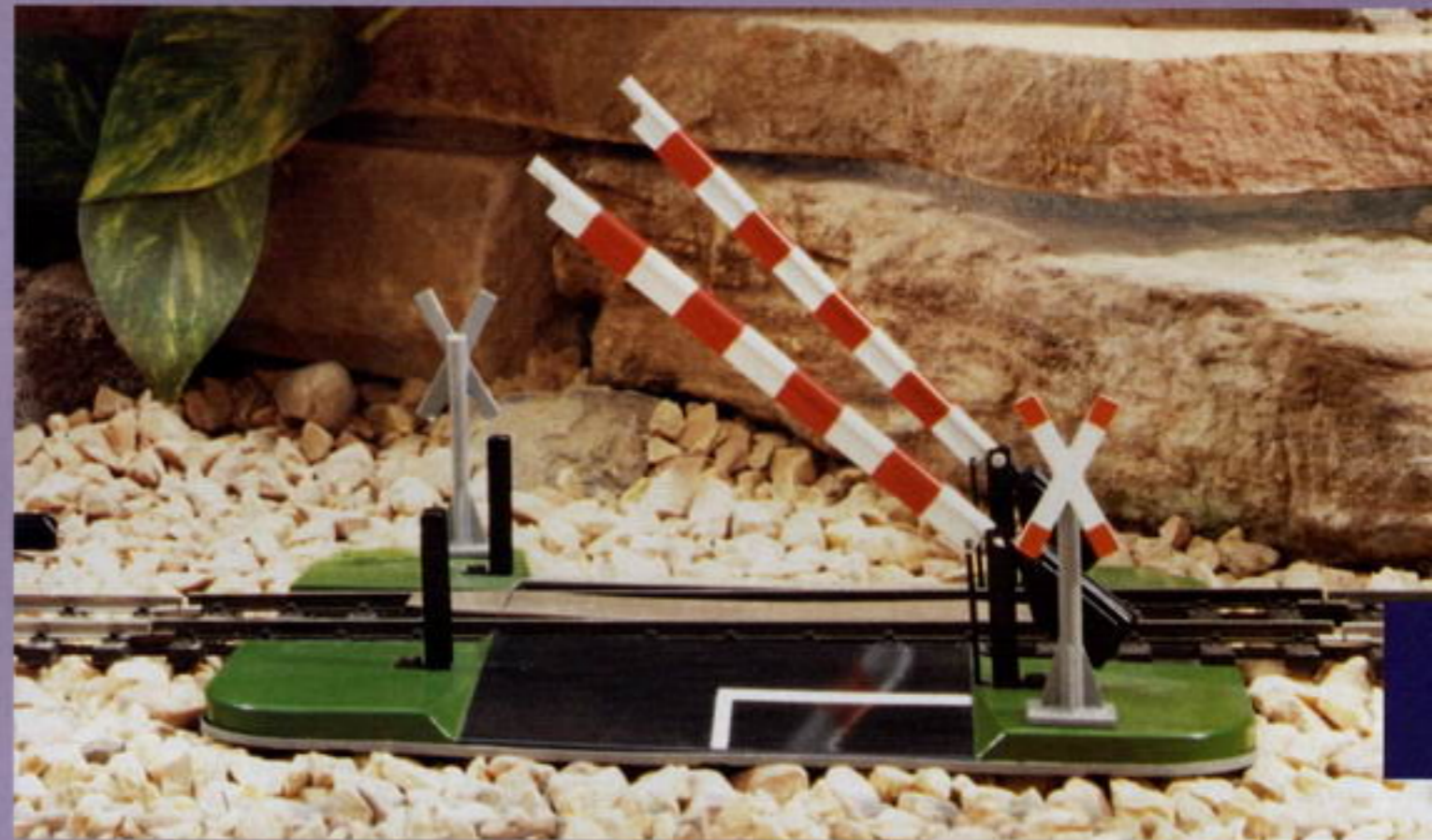
687300

687350



56175 Locomotive Shed.

Model: 1-stall locomotive shed for 1 Gauge locomotives with a total maximum length of 30 cm / 11-13/16". Locomotive shed is built completely of wood. Door that can be opened. Removable roof. Locomotive shed is delivered in parts. This locomotive shed is suitable for use indoors. Its use outdoors is possible only as long as the model does not come in contact with moisture (rain, wet ground). For that reason it should not be left continuously outdoors. Entry clearance maximum 15 cm / 5-7/8". Base dimensions 35.0 cm x 20.0 cm / 13-3/4" x 7-7/8".



59950 Mechanically Activated Railroad Grade Crossing.

With full gates. For single-track routes with a minimum straight length of 60.0 cm / 23-1/2". Rocker frame is pushed down by locomotive and cars passing over it and closes the

gates. Metal base and superstructure. With crossbuck warning signs on the sides. Includes 2 sections 5903 straight track. Base size 30.0 cm x 30.0 cm / 11-3/4" x 11-3/4".

Building Kits

5617 Locomotive Shed Kit.

Model of weather-resistant plastic. The older architectural style of this model makes it suitable for use on a layout from the provincial railroad period to the present. 4 individually hinged doors. Interior lighting kit included.

Clear glass windows. Many separately applied details such as smoke stacks, exhaust stacks, etc. Track not included. Base dimensions 62 x 48 cm / 24-3/8" x 18-7/8".

5618 Coaling Station Kit.

Model of a small coaling facility for steam locomotives, consisting of coal bunker, two coal carts and a movable crane. The crane can be turned manually and the load hook can be raised and lowered with a hand crank. Genuine coal and sand included to fill the bunker. The boards on the coal bunker are removable. Made of weather-resistant plastic. Base dimensions 40 x 18 cm / 15-3/4" x 7-1/8".



5615 Altmühlhof Station Kit.

Model of a small town station with waiting room and freight shed. Clear glass windows. Interior lighting kit included. Decals and small accessories such as crates, etc. Station platform extension with railing (length 31 cm / 12-1/4"). Made of weather-resistant plastic. Base dimensions 60 x 29 cm / 23-5/8" x 11-1/2".



N III - V

56211 Building Kit for a Diesel Fueling Station.

Model of a diesel locomotive fueling station with fuel pumps for diesel and heating oil, storage tanks, and 2 working lights. Made of weather-resistant plastic. Suitable for installation in a double track area of a layout. Tracks not included. Dimensions 69.0 x 51.0 cm / 27-3/16" x 20-1/16".

Conventional Train Operation

All Märklin 1 locomotives will operate with no problems on conventional layouts. Transformer, locomotive controller, two wires and some track – this is all you need to get started.



- 6000** 100 volts Japan. 50 VA
- 6001** 110 volts USA. 42 VA. UL/CSA tested.
- 6002** 230 volts. 52 VA
- 6003** 240 volts. 52 VA

Transformer. LED pilot light, 2 pairs of terminal clips. 52 VA/42 VA output. 16 volt AC output. Plastic housing. Weight 1.6 kilograms / 3-1/2 pounds. Dimensions 135 x 120 x 80 mm / 5-1/2" x 4-7/8" x 3-1/2". VDE/UL/CSA approved.

The 6000, 6001, 6002 and 6003 transformers cannot be set up outdoors. They must be protected from moisture.



- 6645** 100 volts Japan. 32 VA
- 6646** 120 volts USA. 32 VA. UL/CSA tested.
- 6647** 230 volts. 32 VA
- 76648** 240 volts. 32 VA

Transformer 32 VA. Track current adjustable between 4 and 16 volts. Accessory current 16 volts. Plastic housing. Dimensions 120 x 140 x 80 mm / 4-3/4" x 5-1/2" x 3-1/2".

The 32 VA transformer is only suitable for operation of a Märklin 1 layout indoors.



7209 Distribution Strip. Has 11 electrically linked connections. Dimensions 50 x 20 mm / 2-3/4" x 1-1/16".



7271 Control Box with Feedback Function. With 8 sockets for connecting 4 double solenoid accessories. Automatic feedback of the accessory setting with LEDs when used with 5625 turnout mechanism. Dimensions 80 mm x 40 mm / 3-1/8" x 1-9/16".

Schematic of 7271 (Button 3 pushed)



7272 Control Box. For controlling 4 double solenoid accessories. The position of the buttons shows the setting for the signals, turnouts, etc. Dimensions 80 mm x 40 mm / 3-1/8" x 1-9/16".

Schematic of 7272 (Button 3 pushed)



7273 Control Box. For turning 4 different track or accessory circuits on and off. For example, power can be controlled in 4 storage sidings in 4 different track circuits. Dimensions 80 mm x 40 mm / 3-1/8" x 1-9/16".

Schematic of 7273 (Button 3 pushed)



7274 Control Box. For dividing or switching a track or accessory circuit into 4 different circuits, each with two connections. For example, 4 accessory circuits for building illumination can be turned on or switched over. Dimensions 80 mm x 40 mm / 3-1/8" x 1-9/16".

Schematic of 7274



603026 Automatic Wire Stripper.

For stripping insulation from all single conductor wire 0.19 to 6.0 square millimeters in size. Wire stripper mechanism automatically adjusts itself to the size of the wire. Length of wire insulation to be stripped can be adjusted from 5 to 12 mm. Side cutter integrated into the wire stripper.



71060 Wire.

Dealer package assortment with 10 each rolls of red, brown, blue and yellow wire. Length of each roll 10 meters / 33 feet. Wire cross section 0.75 square millimeters or 0.1163 square inches. Rolls of wire can also be sold separately.

The wire in this dealer package assortment with a cross section of 0.75 square millimeters or 0.1163 square inches is recommended for large HO layouts and for Märklin 1.

02420 Smoke Fluid.

Large 50 milliliter / 1.69 oz. bottle for Maxi and Märklin 1 locomotives with built-in smoke generators.

7149 Oiler with Narrow Applicator Opening.

Contains 10 ml / 0.0338 oz. special oil for lubricating locomotives and cars.



- 6000** 100 volts Japan. 50 VA
- 6001** 110 volts USA. 42 VA UL/CSA tested.
- 6002** 230 volts. 52 VA
- 6003** 240 volts. 52 VA

Transformer. Transformer for supplying power to the 6021 Control Unit or 6017 Booster. LED pilot light. 52 VA output (42 VA for 6001). The 6000, 6001, 6002 and 6003 transformers are not to be set up outdoors. They must be protected against moisture.



6021 Control Unit.

Central unit with built-in locomotive controller for Märklin H0 and Märklin 1 layouts. Supplies power and control commands to the layout.



6017 Booster.

Power output component for large digitally controlled Märklin H0 and Märklin 1 layouts.



6036 Control 80 f.

Locomotive controller. Access to 80 locomotive and function addresses.



6040 Keyboard.

Controller for 16 solenoid accessories. LEDs show settings for turnouts and signals.



6043 Memory.

Route controller. Several solenoid accessories can be switched with the press of a button. Stores in each of 24 routes the position commands for up to 20 turnouts or signals. Maximum of 4 Memories can be connected to the Control Unit.



6051 Interface.

Link to a computer. 80 locomotive addresses and 256 accessory addresses can be controlled through this unit.



6083 k 83 Decoder.

Decoder panel for controlling turnouts, signals or uncoupler tracks.



6084 k 84 Decoder.

Decoder panel for tuning on/off continuous current for lighting circuits or motors in accessories.



6088 Decoder s 88.

Feedback module for contact generators on digital model railroad layouts.



6038 Adapter 180

6039 Adapter 60

6089 Adapter s 88

Illustrations and product descriptions can be found on pages 314 and 318.



60955 Maxi High-Efficiency Electronic Circuit.

High-efficiency decoder for converting single-motor Maxi locomotives to high-efficiency propulsion. This electronic circuit has 4 controllable functions. Can be controlled with a Control Unit (6021). Can be coded for 80 different locomotive addresses. This electronic circuit enables you to adjust maximum speed as well as acceleration and braking delay. Built-in load-dependent speed control for different load situations such as ascending and descending grades. When operated with AC power or with the 6607 Delta Station, the "function" and "f1" functions are turned on. Decoder dimensions 43 x 25 x 8 mm / 1-11/16" x 1" x 5/16".



60960 c 96 Function Decoder.

Decoder for controlling up to 4 auxiliary functions (f1 to f4) from the Control Unit (6021) or from a Control 80 f locomotive controller or Interface connected to the Control Unit. This function decoder can be installed in addition to the locomotive decoder in locomotives or as an individual decoder in cars. Can be coded for 80 addresses.



60961 c96-1 Function Decoder.

Function decoder with a direction-dependent function as well as those switching functions present in the 60960 function decoder. This additional function is switched on with the "function" button on the 6021 Control Unit or the Control 80 f locomotive controller or the 66045 Delta Control 4 f. The maximum current load for the different functions outputs varies between 200 milliamps and 500 milliamps. The maximum total current load for this component is 1 amp. It can be coded for 80 different addresses. Uses for this electronic circuit: Retrofitting universal locomotives with digitally controlled functions, converting a cab control car to headlights / marker lights that can be controlled simultaneously with the same lights on a locomotive, other direction-dependent functions in cars.

The complete Digital system is shown in its entirety on pages 304-319.

The Märklin Magazin.

The Märklin Magazin offers its readers reading material in color on all of the themes about the hobby of model railroading. Implicit in the name is the focus on the different Märklin systems of Mini-Club, 3-rail H0 and 1 Gauge. There are also numerous reports and construction projects as well as tips on technology and how to build with models and accessories from other manufacturers. As a magazine with an emphasis on the practical side of the hobby, the Märklin offers its readers in six issues each year basic information on a broad range of themes about layout planning, layout construction, building scenery and the technology of model railroading. In addition, the reader will find an abundance of easy-to-understand suggestions about building or rebuilding model railroad layouts, locomotives and cars, buildings and

accessories. Specific ideas about the rational use of the Märklin system will help operators of conventional layouts as well as digital model railroaders. Among the special focal points in articles are descriptions of layouts by Märklin fans, presentation of new items from the Nürnberg Toy Fair as well as tips for collectors, and information about the current delivery status of products and information about shows and promotions.

Available with German text at your authorized Märklin dealer or from
 Modellbahnen-Welt Verlags- GmbH,
 Postfach 940, D-73009 Göppingen, Germany.



Summer New Item

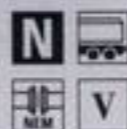


N

80813 Märklin Magazin Z Annual Car for 2003.
Prototype: Type Eaos 106 high side gondola. Load of wood chips for paper production.
Model: Car has the blue color scheme of the Märklin Magazin. Removable load insert. Length over buffers 63 mm / 2-1/2".

The 80813 Märklin Magazin Z Annual Car is being produced in a one-time series only in 2003.

Märklin Magazin annual cars are sold only by authorized Märklin dealers.



47447 Märklin Magazin H0 Annual Car for 2003.
Prototype: Standard design type Sdgkms 707 depressed well flat car with semi truck trailer. Painted and lettered as privately owned units.
Model: Metal frame, floor, and load well. Special trucks with low riding design. Many separately applied details. Adjustable load restraints. Semi-truck trailer (Herpa) is a special edition. Length over buffers 18.9 cm / 7-7/16".
DC wheel set 32 0557

The 47447 Märklin Magazin H0 Annual Car is being produced in a one-time series only in 2003.

Summer New Item



One-Time *Exclusiv* Series for 2003 Will Add to Your Collection.

märklin

There have been one-time *exclusiv* special series since 1990 in the Märklin program that can be purchased only from Märklin *exclusiv* dealers. *Exclusiv* special productions are innovative products with particular differentiation in color

scheme, imprinting, and technical features for the experienced model railroader sector. Märklin *exclusiv* products are produced in one-time series and are only available in limited quantities.

Authorized Märklin dealers in your area can be found in the Internet under www.maerklin.com (for Germany and Europe) or www.marklin.com (for North America).

The one-time *exclusiv* series for 2003 can be found on the following catalog pages.

Märklin H0		Page	Märklin Z		Page
37082	Model of the class 10 steam locomotive "10 Years of Insiders"	533	82071	Model of the "Persil" tank car set	384
37885	Model of the class 043 Oil steam locomotive	51	82272	Model of the type Sdgkms 707 depressed well flat car	393
39195	Model of the class E 91 electric locomotive	74	82518	Model of the freight car set	386
39579	Model of the DB class 103.1	70	82519	Model of the "Ledererbräu" beer car set	385
43137	Model of the "Donnerbüchsen" car set	133	87351	Model of the "Lorelei" express train passenger car set	369
46362	Model of the low side car with a freight load	202	87672	Model of the "Höllental Railroad" standard design branch line car set	368
46904	Model of the type Eaos gondola	227	88040	Model of the freight locomotive with tender	344
47703	Model of the flat car for containers, 1 x 2	231	88091	Model of the anniversary locomotive "10 Years of Insiders"	337
47718	Model of the type Snps double stake car	211	88851	Model of the express steam locomotive	346
48792	Model of the "Beer Transport" car set	188			
			Märklin 1		
			58115	Model of the annual car for 2003	497



We write SERVICE in capital letters!

Märklin Direct Service

The authorized Märklin specialty dealer is your contact for repairs and conversions from analog to. We can perform conversions in our repair department in Göppingen for those dealers without their own service department as well as for consumers. Since the cost will depend on the model, we recommend that you first send an inquiry to the Märklin address given below. You will receive a cost quotation including directions and costs for reliable shipping. If you want to leave and pick up models in person at our plant Göppingen, please note the hours of operation for dealers and consumers.

Gebr. Märklin & Cie. GmbH
Reparatur-Service
Stuttgarter Straße 55 – 57
D-73033 Göppingen
Telephone: 07161 608-553
reparaturabteilung@maerklin.de

Hours of Operation:
Tuesday + Thursday 9:30 AM – 12:00 noon
and 12:30 – 3:00 PM
as well as by appointment.

Important E-Mail Addresses

Insider-Club:	insider@maerklin.de
1. FC Märklin:	1.FC@maerklin.de
Spare Parts:	ersatzteile@maerklin.de
Repairs:	reparaturen@maerklin.de
Technical Questions:	technikfragen@maerklin.de
Museum:	museum@maerklin.de
Seminars:	seminarwesen@maerklin.de
Collection Shop:	collectionshop@maerklin.de
Customer Service:	kundenbetreuung@maerklin.de
PR Office:	presse@maerklin.de
General Information:	info@maerklin.de

Manufacturer's warranty of 24 months from the date of purchase

Upon purchase of a Märklin product the firm of Gebr. Märklin & Cie. GmbH gives you a manufacturer's warranty of 24 months from the date of purchase in addition to and beyond the warranty performance rights available to you legally in your country vis-à-vis your authorized Märklin dealer as the contractual selling party. This warranty is given with the following conditions listed below. Regardless of where you purchased the product, you thereby have the possibility of submitting for warranty claim defects or flaws occurring with the product directly to the firm of Märklin as the manufacturer of the product.

Warranty Conditions

This warranty applies to Märklin assortment products and spare parts that have been purchased from any of our worldwide authorized Märklin dealers. The warranty card filled out by the authorized Märklin dealer or the sales receipt will serve as proof of purchase. We therefore recommend that you keep this warranty card along with the sales receipt in a safe place.



Warranty Coverage / Exclusions

This warranty includes, at the discretion of the manufacturer, correction free of charge of any defects or the replacement free of charge of damaged parts that are due to defects in design, production, material or transportation inclusive of the service performance connected with these defects. Any further claims are excluded.

Warranty claims become null and void

- When the defect is caused by wear and tear or by normal wear of parts subject to wear and tear.
- When the installation of specific electronic elements has been carried out by parties not authorized by the manufacturer for such installation.
- When the product has been used in a manner not intended by the manufacturer.
- When the information in the operating instructions provided by the manufacturer has not been followed.
- No warranty or damage claims shall be accepted in those cases where parts neither manufactured nor approved by Märklin have been installed in Märklin products or where Märklin products have been converted in such a way that the non-Märklin parts or the conversion were causal to the defects and/or damage arising. The burden of presenting evidence and the burden of proof thereof, that the installation of non-Märklin parts or the conversion in or of Märklin products was not causal to the defects and/or damage arising, is borne by the person and/or company responsible for the installation and/or conversion, or by the customer.

Repair or replacement of a product does not extend its warranty period. Warranty claims can be submitted directly to the seller, or the part to be submitted for warranty can be sent directly to the firm of Märklin along with the warranty card or the sales receipt and a summary of the problem(s) with the product.

Our address:

Gebr. Märklin & Cie. GmbH
Reparatur-Service
Stuttgarter Straße 55-57
D-73033 Göppingen, Germany

The Special Gift Idea – Your Personal Model of a Class 50 for the 50th!



37845 Model of the class 50 locomotive carefully weathered by hand. The model is presented with a display case made of clear acrylic. The base has your personal nameplate made of metal with the date of your 50th birthday.



Separately applied metal plates indicate the year of your birth as the road number next to the class number 50.



High-quality gift package with personalized label.



The certificate included with the model is your confirmation that this custom Märklin model was produced personally for you.



It's so easy to obtain your own personal Märklin locomotive:

A list of the participating dealers is being published in the Insider Club magazine as well as on the Internet.

Please see one of the dealers listed there for further information.

Advertise with Your Good Name.



Märklin-Promotionservice
Postfach 8 60
D-73008 Göppingen,
Germany
Telephone 07161 608-0
Telefax 07161 608-173
www.maerklin.com

You give friends small gifts. In which case "small" can stand for the costs – part of the deductible advertising costs, depending on the model and the version – and also for the scale. Not, however, for the impact, because a Märklin model looks as good on a manager's desk as in a display case. Don't forget the "second use" of the car as a rolling advertisement on a model railroad layout.

Impact that lasts for years.

A Märklin model with a custom imprinted design is an ideal solution for many communication tasks, because of its appeal and high quality, and because it has an impact that lasts for years. As a market leader with recognized standards of quality and the highest recognition level in the industry, Märklin can give you a good image. Many of your customers will spontaneously remember their own times with Märklin or will admit to being an active model railroader. Appropriate models such as refrigerator cars, tank cars, or sliding wall boxcars, gondolas as holders for paper clips or pens and pencils, as well as special small or large containers, all of these offer you a large surface for your advertising message. And the high degree of technical know-how for imprinting that is sharp and true in its colors guarantees you the right medium for your messages.

There is any number of occasions and themes for that special advertising gift: The presentation of your new company image, a thank-you for loyal customers, invitation to the year's end press conference, motivation for employees and dealers, kick off for the sales force, Christmas or anniversary presents, multi-step promotion for the roll out of a new product, a reminder for business friends, or all encompassing: Image and customer maintenance.

Märklin special imprint models are available in all versions in Märklin Z, H0, and 1 Gauges. We would be happy to advise you.

Note:

In the USA and Canada please contact Märklin, Inc., P.O. Box 510559, New Berlin, Wisconsin 53151-0559, USA.
Telephone (262) 784-8854
Telefax (262) 784-1095

Seminars for Model Railroaders

Anyone pursuing his/her hobby with eagerness and commitment is always on the lookout for new tips and information. This explains the success of our model railroad seminars in Germany. You have the opportunity in these seminars to translate the freshly acquired theoretical basic knowledge immediately into practical experience on the layouts provided for the purpose, and you can discuss the results with your model railroad colleagues.

Our instructors Rüdiger Haller, Wolfgang Korduan, Dieter Lorenz, and Gunther Schneider have planned the following topics among others for 2004:

- ✕ Planning layouts and getting ready to build for Märklin H0
- ✕ Layout construction and scenery building
- ✕ Maintenance and service for Märklin H0
- ✕ Setup and operation with Märklin Digital
- ✕ Controlling accessories with Märklin Digital
- ✕ and other seminars

Please send a telefax with your address to the department "Seminarwesen" for the seminar program for 2004 with dates, locations, and registration form – all of this available starting in December of 2003: Telefax + 49(0) 71 61/ 608-143

Or a postcard to :
 Gebr. Märklin & Cie. GmbH
 Seminarwesen
 Postfach 8 60
 D-73008 Göppingen, Germany.

You can reach us by E-mail at:
 seminarwesen@maerklin.de

Note: These seminars are conducted in German.



Seminar car for 2003.



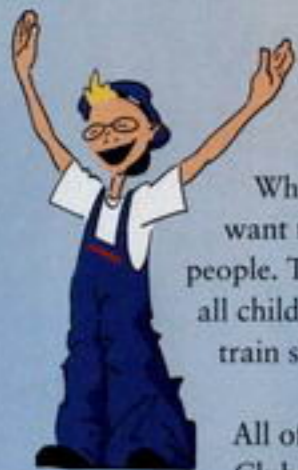
++++
 Insider members in these countries receive this information automatically!
 +++++

Web Training ...



The new way to learn –
 See it at :

www.maerklin.com/webtraining



The Club for Young Railroad Fans

When you're enthusiastic about something, you want to share this enthusiasm with likeminded people. The 1. FC Märklin is for this – a Club for all children and teenagers with a Märklin train set.

All of the Club members receive the Club magazine 6 times a year with reports about the real life railroad and about Märklin, with technical tips, ideas for projects, cartoons, games, and much more. There is also information about events revolving around the theme of railroading as well as cost savings for getting into these events.

Club members can also buy the great 1. FC annual car which is different every year.

The 1. FC Märklin club is all over the world. The Club magazine comes out in German, English, French, and Dutch.

Anyone can become a member by just sending his/her membership form to us. The membership form can be requested from:

1. FC Märklin
Postfach 9 60
D-73009 Göppingen, Germany



1. FC Annual Car for 2003:


Bugs Bunny, the clever rabbit, is lying in the corner totally cool and is enjoying carrots, his favorite food, with great delight. The car is filled to the top with carrots so that the supply doesn't run out. Daffy Duck is always good for an adventure and is waiting for one off to the side. Tweety, everyone's favorite, is skipping about between them.

The carrot transport car is appearing at about the same time as the new movie "Looney Tunes: Back in Action" starting in December of 2003



44242 Carrot Transport Car.
RELEX couplers. Length over buffers 11.5 cm / 4-1/2".
DC wheel set 70 0580

The magazine comes out in German, French, English, and Dutch.

 TM & © Warner Bros. Entertainment Inc. (s03)
www.looneytunes.de

Dream Stories.

A hundred years ago there were no large, color illustrated catalogs. Dealers wanting to see and be convinced of the construction and quality of a product had to see the products in the original in order to make their choices. At Märklin, there was a sample room for this purpose, where the current models in all sizes and with various features were presented. Year after year new items were added, while other models were taken out of the assortment and were put into the archives. Thus was born over the course of time a collection of the most beautiful Märklin toys. When more and more people asked to see these models, Märklin opened the collection up to the general public – the beginning of the Märklin Museums.

In principle, we have maintained the original mix of old and new right up to today. In the center section of the museum you'll see a chronological selection of historic Märklin model toys – stoves, ships, cars and trucks, airplanes, metal construction sets, stationary steam engines – among them samples and prototypes of incalculable value. And railroads of course: From the first Stork's Leg in 1891 up to the Millennium Crocodile made of pure platinum, and accessories such as stations, bridges, signals. Each of these models tells its own story and reflects the dreams and the technology of its time.

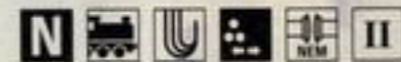


The richly detailed and expanded display and demonstration layouts form the core of the museum. From the generously designed and built layout to the maintenance facility, you can experience Märklin model railroads in all of our scales, in action, even a Maxi outdoor layout. A large display of current models supplements the display area.

Another attraction is our museum gift store. Here you can purchase exclusive museum models that are only available here as long as supplies last. Moreover, you will find a large assortment of special models in all of the Märklin and Trix gauges as well as products from the Märklin Collection. Literature, videos, things to take home and gifts complete the selection.

This attractive concept makes the Märklin Museum worth every excursion to Göppingen. We look forward to your visit in Holzheimer Straße 8. Simply follow the "Märklin-Museum" signs in Göppingen. Entry is free.

Hours of operation:
Monday through Friday from 9:00 AM to 5:00 PM
Saturdays from 9:00 AM to 2:00 PM
(except on holidays)
Subject to change.



33043 H0 Museum Locomotive.

Prototype: German State Railroad Company (DRG) class 80 in photo gray paint scheme.

Model: Metal body and frame. Locomotive comes with a Delta electronic circuit. 3 axles powered. 2 traction tires. Gear reduction for slow speeds. Triple headlights that change over with the direction of travel. Many separately applied details. Length over buffers 11.1 cm / 4-3/8".



Maxi Museum Car for 2003.

Model: 2-axle low side car lettered and painted for "Circus Maximale". Car has removable sidewalls. Loaded with high-wire equipment and a high-wire artist in a special version. (high-wire made of real stainless steel fine wire from the firm Carl Stahl GmbH, Süssen, Germany). Minimum radius for operation is 600 mm / 23-5/8". Length over buffers 27.5 cm / 10-13/16".



Hijelights

- ▶ Refuse crane is completely new tooling.
- ▶ Movable crane boom.
- ▶ Special steel cable on the refuse crane with a diameter of only 0.27 mm or 1/64".
- ▶ Drum wound with special steel cable.



N **II**

H0 Museum Car for 2003.

Prototype: Privately owned type O Halle car, used on the German State Railroad Company (DRG). This car has a brakeman's cab. Büssing design refuse crane.

Model: Gondola with reproduction of the dished sheet metal doors. Loaded with a winch made of real wood and special steel, safeguarded in a load frame. Length over buffers 10.1 cm / 4".

Refuse crane has metal frame and superstructure. Separately applied side markers. Rubber-like tires with reproduction of the tire profile. Crane boom can be moved. Metal crane hook with fixed special steel cable. Length 10.1 cm / 4".

DC wheel set 70 0580

N **II**

Märklin Z Museum Car Set for 2003.

Prototype: German State Railroad Company (DRG) type O high side gondola with brakeman's cab.

Model: High side gondola is loaded with a cable drum and load frame. Cable drum is wound with 42 cm / 16-9/16" of real fine cable made of special steel by the firm Carl Stahl, Süssen, Germany. Length over buffers 40 mm / 1-9/16".

1 Büssing crane lettered for the firm Carl Stahl, Süssen. The crane has a boom that can be rotated. Truck is made of metal. Length 39 mm / 1-9/16".

An appropriate metal container as packaging rounds out this Mini-Club Museum car set.

N **III**

Standard 1 Gauge Museum Car for 2003.

Prototype: German Federal Railroad (DB) type R 10.

Model: 2-axle stake car, loaded with 2 cable drums on a transport frame. The cable drums have real fine cable made of special steel by the firm Carl Stahl GmbH, Süssen, Germany. The stake car has a brakeman's platform and brake handle that can be turned. Numerous separately applied parts such as brake shoes, etc. Minimum radius required for operation 1,020 mm / 40-5/32". Length over buffers 37.5 cm / 14-3/4".



Märklin Clubs ...

... are located in the French part of Switzerland, France, Belgium, Denmark, the Netherlands, Great Britain, Sweden, Norway, Spain, Italy, Greece, the USA, Canada, Australia, New Zealand, Japan, Indonesia, Malaysia, Singapore, Thailand and Slovenia.

They are very popular because of exclusive club services such as:

- the "Club News" magazine. It is published 6 times a year in an English, French and Dutch edition, and has articles on all sorts of useful subjects about Märklin.
- the mailing of informational materials and brochures about Märklin products.
- the ability to order the annual Märklin Club car in H0 and Z at an exclusive club price.
- the option to order the "Club Edition", which is reserved exclusively for club members.

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P.O. Box 2416
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Chermside Qld 4032
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Website <http://www.trainsntoys.com.au>

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E-mail club@marklin.be
Website <http://www.marklin.be>

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Märklin Club DK
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Telephone 44 95 12 88
Telefax 44 95 48 33
E-mail mottlau@teltoy.dk
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Club Märklin
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Telephone 01 48 11 21 50
Telefax 01 48 11 64 55
E-mail club@marklin.fr
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E-mail info@marklin.gr

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Märklin Club Indonesia
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Website <http://www.trainsntoys.com.my>

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Telephone hours:
Monday, Wednesday and Friday
from 9:00 AM to 12:00 noon.
E-mail club@marklin.com
Website <http://www.marklin.com>



Märklin Z Club Car 2003



Märklin H0 Club Car 2003

Some of the services listed here are not available in all countries.

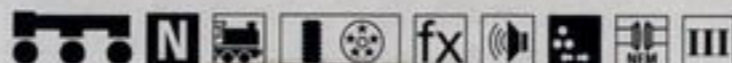
Please contact your local Märklin Club for more information.

10 Years of Insider Membership

märklin
Insider



The German Federal Railroad's new flagship locomotive was supposed to shine because of its external appearance as well as its technology. The color design for the prestigious class 10 therefore expanded into a much discussed topic. The locomotive builders participating in the construction of the locomotive submitted their designs and color studies for consideration by the blue ribbon committee at its meeting on August 4, 1955. Important aspects of this were the color selection, but also the execution of decorative striping and the smoke deflectors. Study no. TLO 5801 from Krauss-Maffei showed a locomotive in a red paint scheme that gave a very dynamic and innovative effect. The extremely large, teardrop shaped smoke deflectors with a diagonal front edge emphasized the forward striving character of the locomotive. In the following meeting on December 14, 1955, the committee could not agree on this design, however.



37082 Express Steam Locomotive.

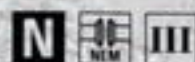
Prototype: German Federal Railroad (DB) class 10, design version from Krauss-Maffei.

Model: Locomotive comes with a digital decoder, controlled high-efficiency propulsion, running gear lights, and sound effects modul. 3 axes powered. 2 traction tires. Tender is made of metal. Close coupling between locomotive and tender. Ready for installation of 72270 smoke generator. Headlights and smoke generator that can be retrofitted into the

locomotive will work in conventional operation and can be controlled digitally. **Running gear lights, whistle, and steam locomotive sound effects synchronized with the motion of the locomotive can be controlled digitally with the 6021 Control Unit.** Length over buffers 30.5 cm / 12".

The 37082 express steam locomotive is being produced exclusively for Insider members who have been members for at least 10 years.

Special cars
for H0 Gauge
celebrants.



46010 Track Cleaning Cars "10 Years of Insiders".

Prototype: Pair of type KK 15 gondolas with hinged roof hatches, permanently coupled together, used as a railroad maintenance cars. Painted and lettered for Era III.

Model: Both cars come with built-in track cleaning equipment. Each car has a metal block that can move up and down, each

block with cleaning surface consisting of polishing felt. Cleaning surfaces can be replaced and are washable. Hinged roof hatches can be opened. Close couplers with guide mechanism. The two cars are coupled together with a plug in coupling. Length over buffers 15.3 cm / 6".

DC wheel set 70 0580

This cleaning procedure for maintaining track is also suitable for nickel silver or brass.

The track cleaning cars are being offered exclusively for Insiders who have been members for 10 years or more.



Special cars
for Z Gauge
celebrants.



86002 Birthday Car.

A car for 10 years' membership as an Insider. This birthday car lends itself for more than just giving yourself enjoyment. It can also be a special gift for friends and acquaintances. A music circuit for "Happy Birthday" is built into the packaging with its original design. The song plays when the packaging is opened.

This special Insider car only be ordered by Insider members who have been loyal members without interruption for at least 10 years.

Collection Shop

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collection shop

Whether you're a practicing model railroader, a collector, or simply someone who loves prototype trains and model trains – in the Märklin Collection Shop you'll always find attractive products and gifts.

There is a catalog for the Collection Shop that you can order by telefax + 49(0) 7161/ 608-143 or by postcard:

Gebr. Märklin & Cie. GmbH, Museum,
Postfach 860, 73008 Göppingen, Germany.

... or simply order products directly on the Internet.

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Märklin Collection-Shop: www.shop.maerklin.de

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Märklin offers you current information or brochures on almost all model railroad themes:

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Most of the publications are available in different languages, but unfortunately not all. We will make every effort, however, to fulfill your wis

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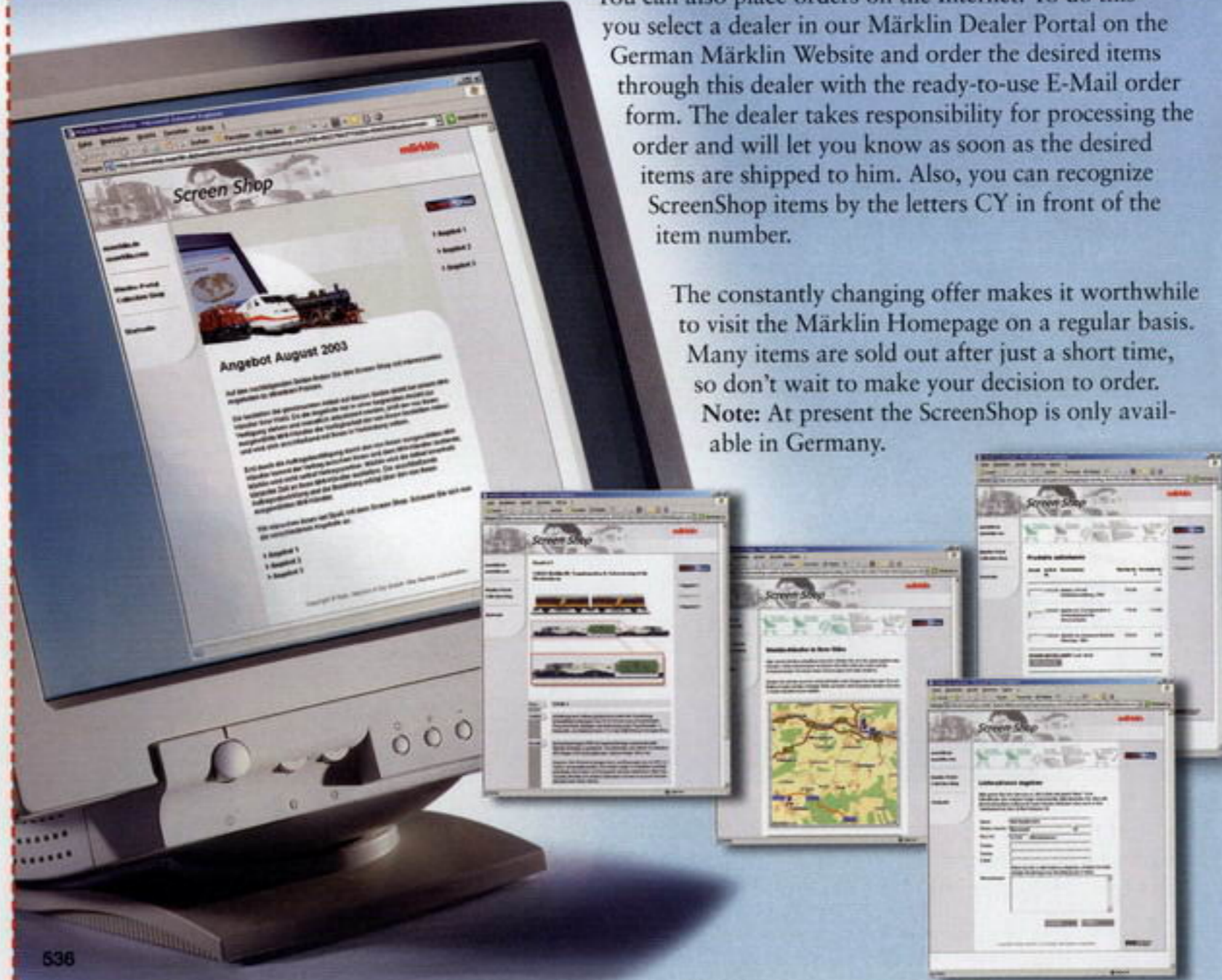
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Internet Shopping in the Comfort of Your Home: <http://screenshop.maerklin.de>

Many model railroad enthusiasts in Germany have enthusiastically accepted our Internet ScreenShop. This year we have redesigned and improved the ScreenShop for you. Each month we present a different offer of special items in the ScreenShop Märklin German Homepage. These special items can only be ordered through the ScreenShop. Examples of these special items are train and car sets, model variations and accessories in different scales. The quantity of each item is limited and is only available for the one month that it appears on the ScreenShop.

You can also place orders on the Internet. To do this you select a dealer in our Märklin Dealer Portal on the German Märklin Website and order the desired items through this dealer with the ready-to-use E-Mail order form. The dealer takes responsibility for processing the order and will let you know as soon as the desired items are shipped to him. Also, you can recognize ScreenShop items by the letters CY in front of the item number.

The constantly changing offer makes it worthwhile to visit the Märklin Homepage on a regular basis. Many items are sold out after just a short time, so don't wait to make your decision to order. **Note:** At present the ScreenShop is only available in Germany.



Always on the Right Track: www.maerklin.com

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Model railroading and the Internet are at first glance two totally different areas. And yet, both have surprisingly many parallels. Both are based on the latest technology, make use of digital protocols, both are dynamic and constantly changing. We are also developing innovative new things for the Internet, just as we do in the classic model railroad sector, and these new things for the Internet make a visit to the Märklin Homepage constantly new, different and worthwhile. www.maerklin.com is our international Homepage with links to all of the Märklin companies in the world. The Internet offerings of the latter can differ from country to country.

You can get directly to the German Homepage with www.maerklin.de. This Internet site has long been established as an independent source of information and service. We have revised the Homepage to make our offerings more transparent. Several service features are now grouped under Service, and using the tools has been simplified, an example being the product search feature. Exploded locomotive drawings can now be called up by everyone.

We have expanded our product information considerably. We are offering dealers and model railroaders numerous special seminars, correspondence courses, and workshops under the title Märklin Training. A number of these offerings are fee-based seminars with experienced instructors and certificates upon completion of the seminar. Märklin is blazing new paths with the interactive Web Training, a free Internet seminar, and the first in this new program is everything worth knowing about the new color light signals.

Something new is our Newsletter that will give you current information about the numerous new items on our Web pages. We would be happy to send you this Märklin Web News; all you have to do is request it. Insiders can participate in more intensive dialogs with Märklin, such as consumer surveys and votes.

www.maerklin.com

The Model Railroad Show on the South Side of the Alps

A model railroad enthusiast has realized his vision of miniature railways with this unique achievement. The Baumgartner Gallery has come into being planned down to very minute details and it offers an abundance of ideas to both practicing and theoretical model railroaders. An attractive feature is the variety of eras and gauges, such as the 0 Gauge layout with models over 60 years old. The "guest tracks" are also an original idea, where visitors can run their own locomotives and cars.

The themes:

- Märklin und Trix presentation in all of the gauges of these brands
- Permanent display of handmade models
- Current new items in all scales
- Large layouts
- Guest tracks in H0, 0 and 1 for visitors to run their own locomotives and cars

Hours of operation:

Tuesday to Friday	1:30 – 5:30 PM
Wednesday	9:30 – 12:00 Noon 1:30 – 5:30 PM
Saturday / Sunday and general holidays	10:30 AM – 6:30 PM
Monday	Closed

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Baumgartner

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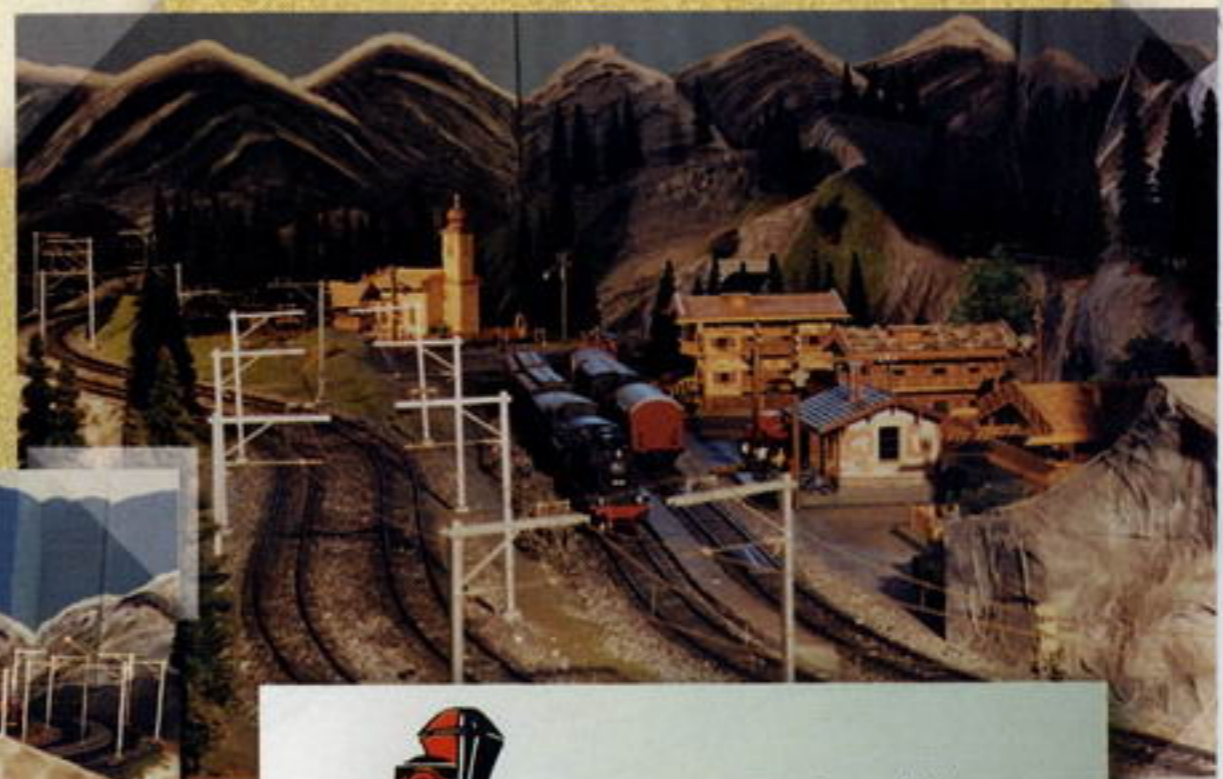
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Mo-Lok Model Railroad Show.

The Mo-Lok Model Railroad Show is located in the Upper Allgäu region in Burgberg-Erzflöße near Sonthofen, Germany. Spread out over 2 levels and over 400 square meters / 4,304 square feet, Märklin is the word on the second floor. The high point is without a doubt the 1 Gauge layout. A monumental world of mountains encompassing most of the

room rises up before you as you enter the upper level. Freight trains and steam locomotives rattle and puff leisurely into view while the newest express train models rush past. Whistling and thundering fill the air in this large room – the digitally controlled H0 nearby glides smoothly on by contrast. You are almost drawn into the large gauge's railroad action: It impresses you with its looks and its sounds – you almost want to board a train ...



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The Germany Express.

Right in the heart of the Ruhr Area in Germany, in Gelsenkirchen, at the foot of the conveyor tower for the Nordstern Coal Mine is the restored hall for this former coal mine. One of the largest computer-controlled Märklin model railroads has been located in this space since April 30, 1999. This layout is open all year round and is an experience for both young and old. It takes you on a trip through Germany from the North Sea with beaches and a harbor layout across long rail lines with extensive stations and large cities, through Rhine valleys past inland harbors down to Lake Constance. From here, the route takes you through chasms, across large bridges into Switzerland, with prototypical left hand train operation of course. Particular attention was paid to the construction of railroad maintenance facilities, industrial areas, and the colorfully lit country fair. Many of the buildings are constructions are based on well-known prototypes, just like the lovingly crafted details that are all derived from the prototype. More than 200 different passenger and freight trains run over 4,100 meters / 44,116 feet of track on the 700 square meter / 7,532 square foot layout that is equipped with 20 staging yards. Two Märklin Maxi layouts are provided for younger visitors, of course, and they can run trains on them to their heart's delight. There is a also a children's cinema for entertainment and for a break. Extensive parks managed by the German Federal Horticultural Garden Administration and restaurants can be found nearby.

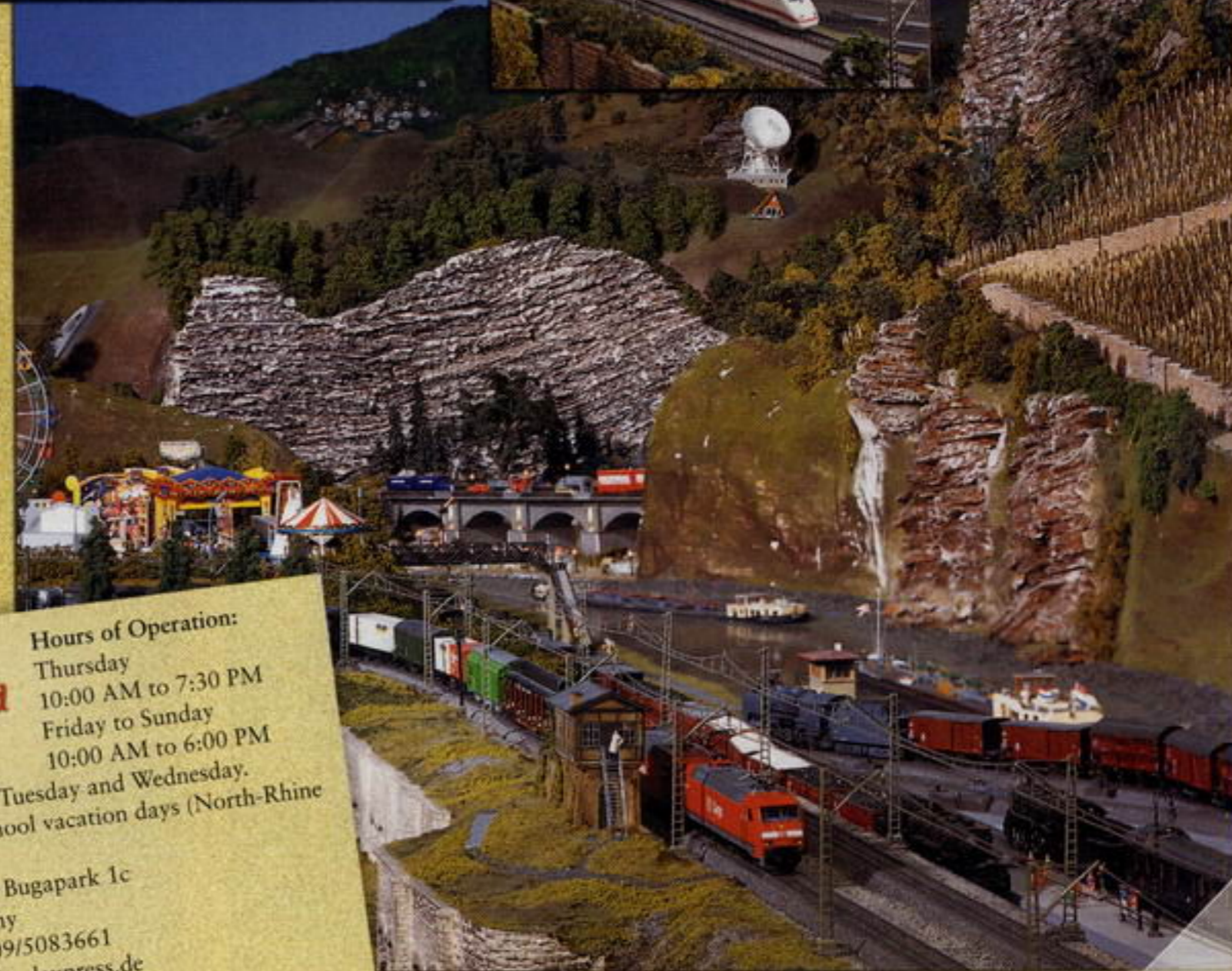
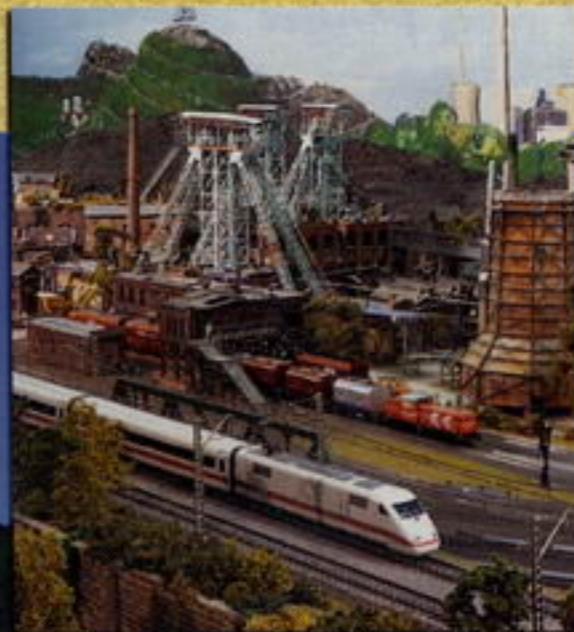
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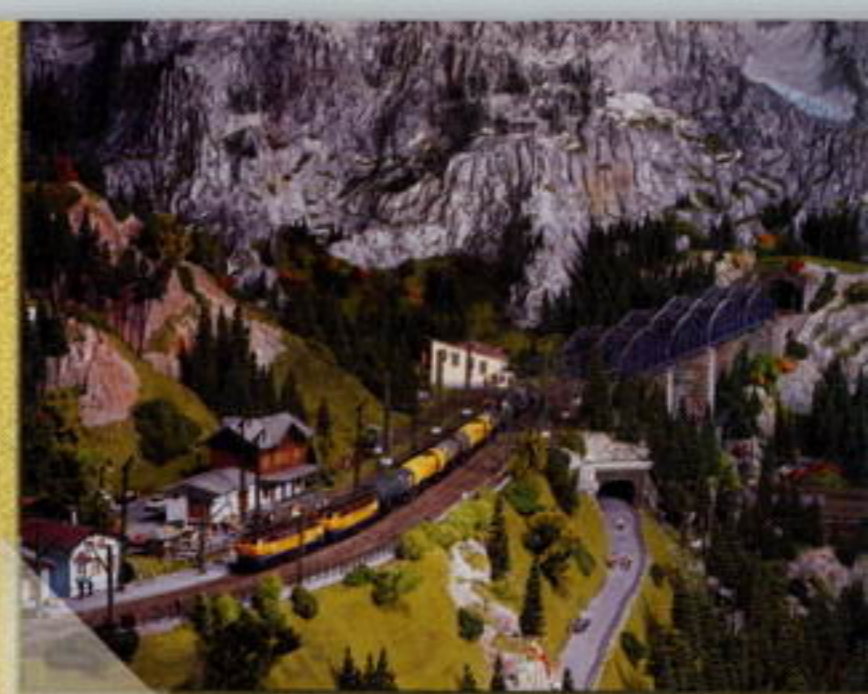
Miniatur Wunderland Hamburg.

The Largest Digital Model Railroad in the World. Right in the center of Hamburg, in the historic warehouse district, one of the largest model railroads in the world was built in two years. Here you will see eyes alight with excitement among small and large children - the slogan here is to feel well and to be curious about constantly new details. Visitors can play, discover, research, enjoy, immerse themselves in an overwhelming miniature world. Over 100,000 loving hours of work are behind the construction and equipping of this layout with its true-to-life details. Over 500 trains with a total of 7,000 cars run on this digitally controlled layout.

Approximately 70,000, 53,000 figures, 10,000 autos, 3,000 houses, and bridges, among other things, supplement this technically demanding model railroad. This dream-like model railroad scene along with outstanding service provide and enchanting family experience where everybody will come away feeling fulfilled.

A few facts about the layout:

- 2,000 square meters / approx. 21,540 square feet of display area



- 500 square meters / approx. 5,385 square feet of pure layout area
- Over 6,000 meters / approx. 1969 feet of track
- Live transmission from trains and automobiles in operation
- Over 100 scenes assembled at great cost
- 1 Gauge display
- Fire truck display (approx. 2,000 H0 models)
- Unique, computer-controlled car system
- Cinema, cafeteria, children's play area



Over 50 television reports and more than 200 newspaper reports already about this display.



Miniatur-Wunderland Hamburg

Kehrwieder 2 Block D, 20457 Hamburg, Germany
Telephone 0 40/36 09 11 57
Telefax 0 40/36 09 11 58

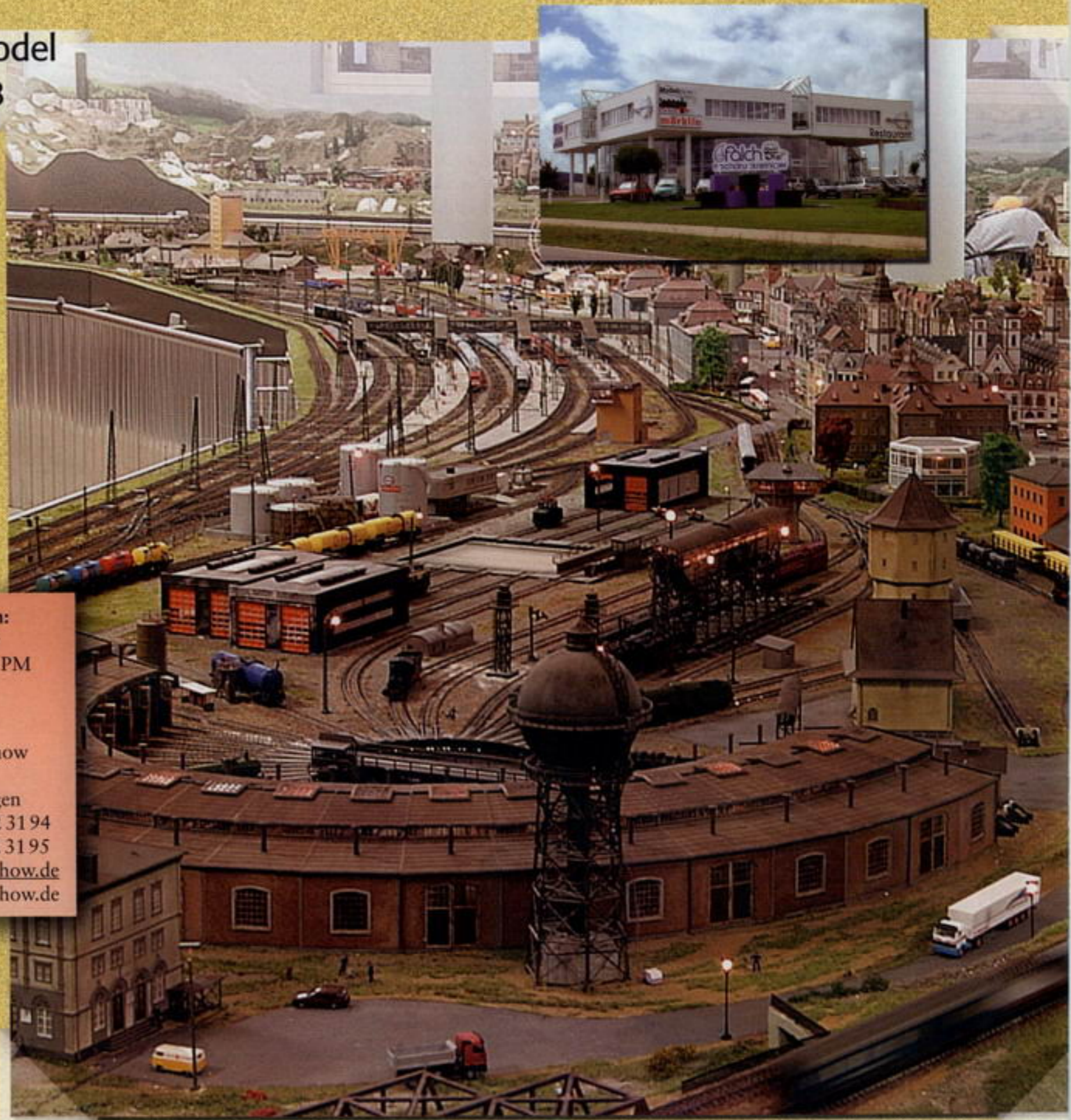
Hours of Operation:

Monday - Friday 10:00 AM - 6:00 PM,
Tuesday until 9:00 PM
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www.miniatur-wunderland.de

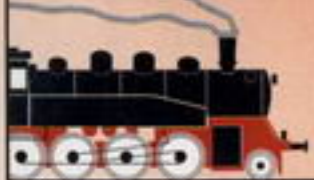


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tel: 0 73 37/8 10, fax: 0 73 37/8 11 81
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Maxi in a Paradise of Flowers.

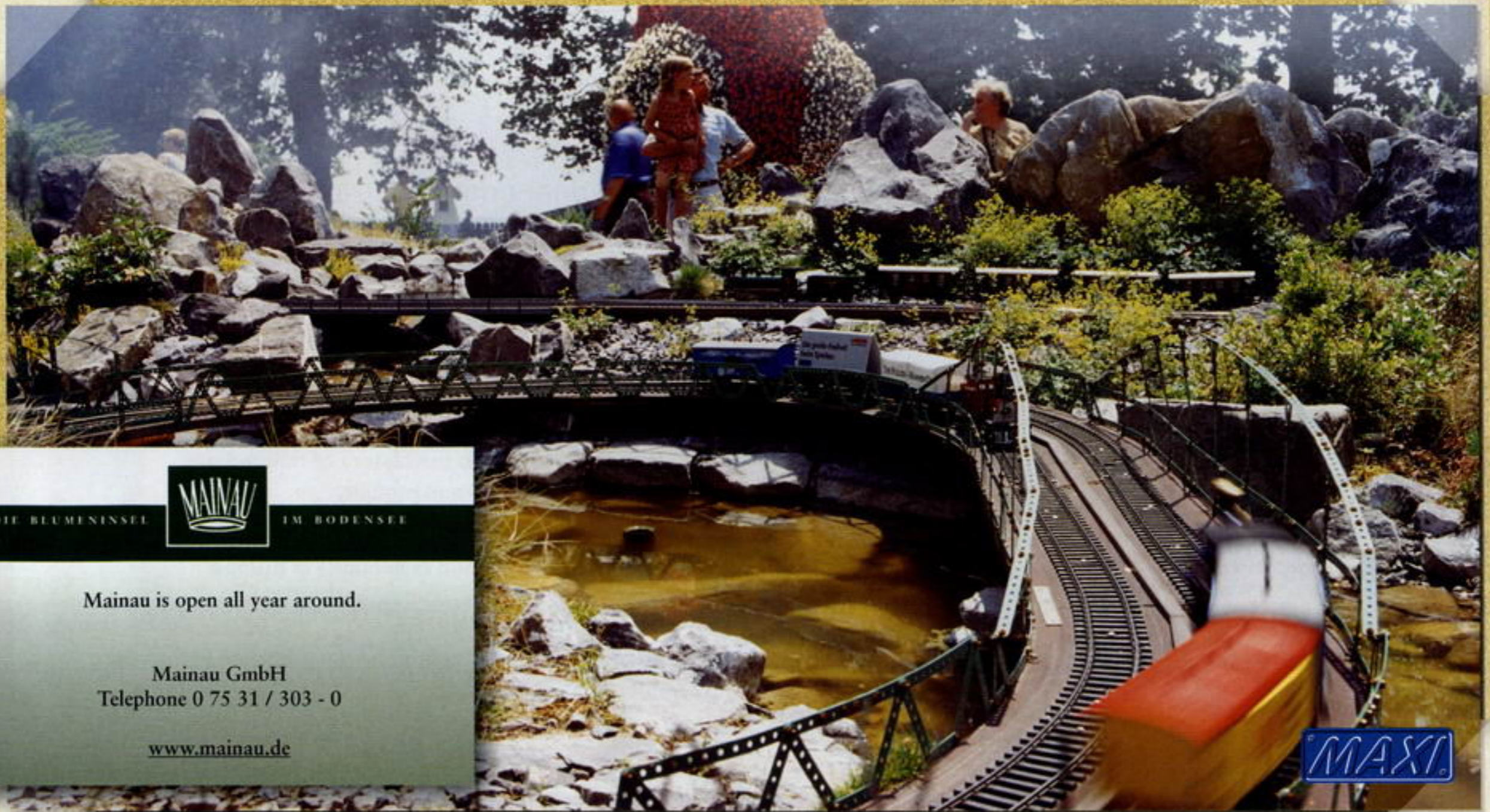
Mainau, the isle of flowers on Lake Constance, without a doubt makes the heart of every flower and botanical enthusiast beat faster. All year round 70 gardeners keep up a sumptuous display of flowers and plants under 6,000 square meters / 64,583 square feet of glass and on 32,000 square meters / 344,445 square feet of grounds. Mainau offers a multi-faceted program with unique events,

flower shows, exhibitions, and the butterfly house.

Hence, Mainau calls itself the "isle with five seasons in the year". Model railroaders can also feel their hearts beat faster here. Because a Maxi garden railway goes right through this sea of flowers:

6 trains on 200 meters / 656 feet of track with stations and buildings, valleys and tunnels, bridges and lakes.

The fact that the outdoor pros on the Isle of Mainau in their search for a suitable model railroad decided on Maxi speaks for Maxi's extraordinary qualities. And the powder paint finish on the metal models makes colorful accents even in a paradise of flowers.



DIE BLUMENINSEL

IM BODENSEE

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Mainau GmbH
Telephone 0 75 31 / 303 - 0

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MAXI

You will find ...

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0716	129	2218	35	2297	267	24712	258	29797	20	36473	53	37605	92	39358	87	42551	150
0733	129	2221	268	2299	267	24740	258	29816	34	36801	66	37610	69	39359	86	4256	147
07450	127	2223	268	24001	256	24902	32	29848	28	36861	38	37641	66	39560	82	42561	150
07455	128	2224	268	24064	256	24903	32	29849	28	37030	44	37647	66	39579	70	4257	147
07456	129	2229	268	24071	256	24904	32	29854	23	37073	42	37649	59	39581	77	42571	150
07460	126	2231	268	24077	256	24905	32	29855	23	37082	533	37652	60	39602	84	42723	167
07461	127	2232	268	24094	256	24912	257	29858	26	37090	98	37657	67	39609	84	42725	166
07466	127	2233	268	24107	257	24922	256	29859	26	37095	47	37673	67	39610	85	42751	132
07470	129	2234	268	24115	257	24951	256	30000	38	37132	41	37724	62	39711	100	42758	144
07480	128	2235	268	24130	257	24977	256	30033	39	37134	55	37725	62	39821	64	4281	155
07495	126	2239	268	24172	256	24978	256	30345	77	37157	54	37744	63	39830	81	4282	155
07499	126	2241	268	24188	256	24994	256	30747	63	37172	54	37750	75	4035	131	42861	156
07770	405	2251	268	24194	257	24995	265	3078	58	37240	91	37762	98	4038	131	42862	158
15337	1	2257	272	24206	257	24997	256	3087	38	37241	90	37780	104	4039	131	42903	171
15660	1	2258	270	24207	257	262470	419	30881	59	37251	41	37782	118	40480	114	42932	152
18101	505	2259	270	24215	257	26507	113	30951	39	37263	90	37783	102	4107	131	42971	156
18761	217	2260	270	24224	257	26510	114	33043	530	37265	96	37840	49	4108	131	42993	148
188987	127	2262	270	24229	256	26530	118	33622	67	37284	65	37841	49	41273	169	42994	148
209286	419	2263	270	24230	257	265370	419	33723	62	37331	88	37844	47	4131	146	42996	163
2200	266	2265	270	24236	256	26750	110	3374	63	37345	83	37845	525	4132	146	43100	140
2201	267	2266	270	24294	257	269060	419	33745	63	37365	58	37846	55	4133	146	43108	135





Explanation Of Symbols


N New item for 2003

HOBBY Hobby Assortment

DELTA Multi-train operation


 Metal locomotive frame


 Metal frame and mostly metal locomotive body


 Metal frame and locomotive body


 Metal car frame


 Metal car frame and body

 Universal locomotive with a Delta electronic circuit. Can be operated with Märklin transformers, in the Märklin Delta system and in the Märklin Digital system (Motorola format).


 Digital locomotive or digital control unit for the Märklin Digital system (Motorola format).


 Digital locomotives with high-efficiency propulsion. Maximum speed and acceleration/braking delay can be adjusted. Special motor with electronically enhanced load compensation or a compact can motor with a bell-shaped armature. Can be operated with Märklin transformers, in the Märklin Delta system and in the Märklin Digital system (Motorola format). 1 controllable auxiliary function (function), when the locomotive is being run in the Digital system.


 Digital decoder mit additional, digitally controlled functions (f1, f2, f3 or f4) when operated with the **6021 Control-Unit**. The functions present depend on the way the locomotive is equipped. Standard function (function) active during conventional operation.


 Locomotive with controlled, adjustable C-Sine propulsion. Can be operated with Märklin transformers, in the Märklin Delta system and in the Märklin Digital system (Motorola format).


 Locomotive with 5-pole Mini-Club motor


 Built-in sound effects circuit


 Single headlight at the front


 Single headlights that change over with the direction of travel


 Dual headlights at the front


 Dual headlights front and rear


 Dual headlights that change over with the direction of travel


 Triple headlights at the front


 Triple headlights front and rear


 Triple headlights that change over with the direction of travel


 Four-light headlights that change over with the direction of travel


 One red marker light


 Dual red marker lights


 Dual headlights and dual red marker lights that change over with the direction of travel


 Triple headlights and dual red marker lights that change over with the direction of travel


 Triple headlights and a red marker light that change over with the direction of travel


 Triple headlights and a white marker light that change over with the direction of travel


 Märklin close couplers with pivot point


 Märklin close couplers in standard coupler pocket with pivot point


 Märklin close couplers in standard coupler pocket with guide mechanism


 Built-in interior lighting


 Interior lighting can be installed, (example: with 7330)

 Built-in interior details

 Power supply can be switched to operate from catenary

 Locomotive/car has sprung buffers

 Automatic claw couplers can be replaced with reproduction prototype couplers.

 Märklin exclusive special models – produced in a one-time series

Useful information about the railroads and their eras can be found on pages 6/7.

Visit These International Model Railroad Shows:

Germany

December 3 – 7, 2003

Internationale Modelleisenbahn-Ausstellung, München

Switzerland

September 24 – 28, 2003

Suisse Toy, Bern

Austria

October 23 – 26, 2003

Modellbau-Messe 2003,
Messezentrum Wien

November 21 – 23, 2003

19. Österreichisches Spielefest
Austria Center Vienna

Belgium

October 11 – 12, 2003

EUROMODELBOUW 2003,
Limburg Hal Genk

Netherlands

November 14 – 16, 2003

Rail 2003
Groenordhallen Leiden

Italy

September 26 – 28, 2003

HOBBY MODEL EXPO
Parco Esposizioni Novegro
Mailand - Segrate

Great Britain

December 6 – 7, 2003

NEC, Birmingham

Germany

March 4 – 7, 2004

Faszination Modellbau, Sinsheim

May 21 – 24, 2004

Intermodellbau, Dortmund

Switzerland

September 22 – 26, 2004

Suisse Toy, Bern

Austria

October 22 – 26, 2004

Modellbau International,
Messezentrum Wien

Netherlands

Modelspoorexpositie,

Efteling-Kaatsheuvel

Dates not yet set.

See www.marklin.nl

for additional information.

Rail 2004,

Groenordhallen Leiden

Dates not yet set.

See www.marklin.nl

for additional information.

France

April 10 – 18, 2004

Salon de la Maquette et du
Modèle Réduit,
Parc des Expositions de la
Porte de Versailles Paris

Italy

March 6 – 8, 2004

HOBBY MODEL EXPO
PROFESSIONAL,
Parco Esposizioni Novegro
Mailand - Segrate

USA

March 27 – 28, 2004

East Coast Hobby Show,
Fort Washington Expo Center,
Fort Washington, Pennsylvania

June 5 – 6, 2004

Big Train Show,
Aboard the Queen Mary
Long Beach, California

July 4 – 11, 2004

NMRA National Convention
Double Tree Inn
Seattle, Washington

August 12 – 15, 2004

National Garden Railway
Convention
Holiday Inn International Airport
Denver, Colorado

International Model & Hobby Show

Donald E. Stephens Convention Center
Rosemont (Chicago), Illinois
Dates not yet set.
See www.marklin.com
for additional information.

October 16 – 17, 2004

Hobby Visions
Sands Convention Center/Venetian
Hotel
Las Vegas, Nevada

November 6 – 7, 2004

Trainfest
Wisconsin State Fair Park
West Allis (Milwaukee),
Wisconsin

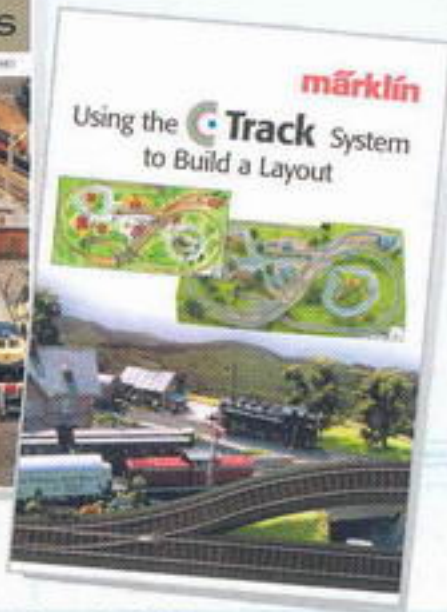
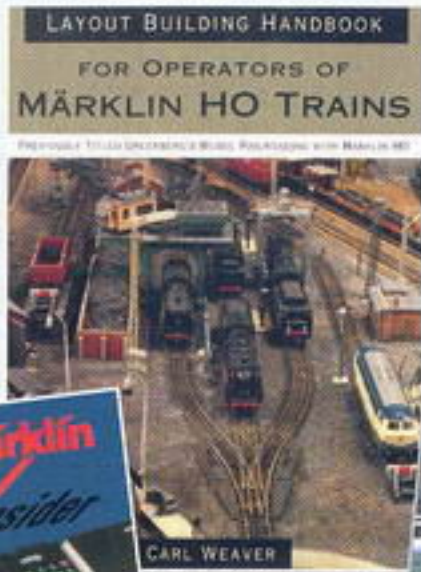
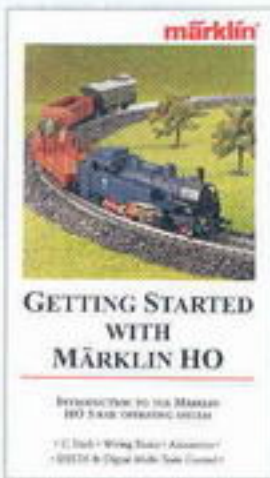


Preview

2005

June 11 – 12, 2005

Modellbahntreff 2005,
Göppingen



Display Cases
 Display the detail and beauty of your Märklin train collection in a high-quality custom oak display case. Cases may be purchased through the Club.

Books and Special Gift Items

You can purchase many special gift items through the Club including coffee mugs, caps and apparel. Informational magazines, videos and books cover a variety of topics from electrical wiring and layout building techniques to exciting stories about the real life railroads and prototypes.

Join Online

Visit our Web site www.marklin.com for more information about the benefits of Club membership. It's easy to join using our secure online application.

Retail StoreLocator™

While visiting our Web site, be sure to check out our handy Retail StoreLocator™ where you can search and locate authorized Märklin and Trix retail dealers who have ordered a specific item manufactured in the last two years. There is no guarantee the store has the item in stock, but the StoreLocator™ will help with the legwork, as many limited edition items sell out quickly. You can also access dealer Web sites, e-mail links, and search for dealers by state, province or scale.



Go Online for Trix

For the latest Trix product news and the name and location of your nearest authorized Trix dealer, visit our Web site www.trixtrains.com.

Trips to the Märklin Factory

On a biannual basis, the Club organizes a trip for Club members to the Märklin factory's home in Göppingen, Germany to attend Modellbahn Treff, a gathering of 40,000 Märklin enthusiasts.

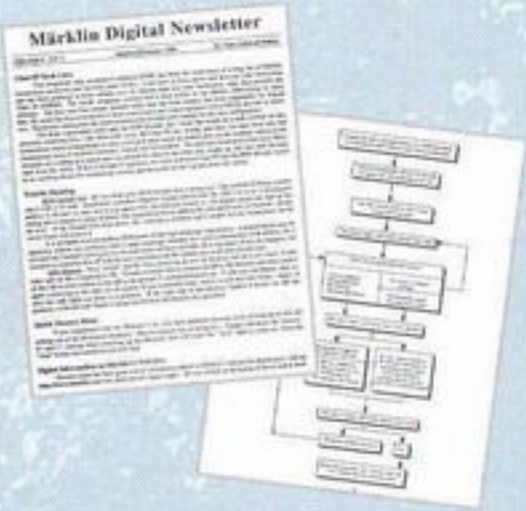


Regional Get-Togethers

Each year several regional seminars and workshops are conducted by Märklin, Inc. staff and hosted by local Märklin dealers. Club members meet, share ideas and learn more about their trains.

The Märklin Digital Club

Dedicated specifically to Digital, this separate club provides members with in-depth knowledge and insight into Märklin's most technologically advanced multi-train control system. Members receive a bimonthly newsletter edited by Dr. Tom Catherall, Märklin's digital consultant. This newsletter is designed to help members better understand the digital system and the host of personal computers that connect to the interface.





märklin

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D-73008 Göppingen

www.maerklin.com
www.marklin.com



HOBBY

DELTA

MAXI

märklin
H0

märklin
digital

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You will find ...

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58115	497	59850	510	60901	121	687240	517	7103	299	7262	290	7333	174	7512	276	81431	365
58203	506	59851	510	60902	121	687250	517	7105	299	7263	290	7335	175	7522	273	81510	326
58214	476	59861	459	60903	316	687260	517	71060	299	7267	290	7389	273	7525	277	81520	324
58266	506	5994	509	60904	121	687300	517	71400	300	7268	290	7391	273	7547	272	81530	331
58271	507	59950	517	60905	316	687350	517	7149	120	7271	300	74030	265	7548	272	81535	331
58281	495	5998	508	60955	316	7001	120	7188	287	7272	300	74040	265	7549	272	81562	327
58282	502	6001	301	60960	121	7003	277	7194	120	7273	300	74042	265	7555	265	81567	327
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58295	500	601223	417	66031	121	7006	277	7198	174	7277	278	74046	265	7557	120	81785	328
58322	496	601224	417	66032	121	7013	278	7203	120	7278	278	74100	276	7558	247	81830	330
58323	488	601225	417	66045	302	7014	278	7205	120	7280	298	74109	276	7569	290	81835	330
58355	498	601226	417	6605	302	7015	278	72060	120	7281	298	74120	276	7592	292	81863	328
58561	493	601227	417	6607	303	7016	278	7207	120	7282	298	74460	264	7593	292	81865	328
58562	492	601228	417	6608	303	7017	278	7209	300	7283	277	74470	264	7595	266	81868	328
58656	490	601229	417	6646	301	7018	278	7224	120	7284	298	74490	264	7599	273	8190	332
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58782	502	6017	314	67011	418	7021	277	72270	48	7287	294	74618	291	76372	285	8192	332
58792	486	6021	309	672010	516	7022	278	7230	288	7288	293	74620	291	76383	284	8193	333
58957	487	602100	419	672020	516	7023	278	7234	291	7289	295	74623	291	76391	283	8194	333
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5903	508	603361	300	672040	516	7038	286	7237	288	7294	294	74920	292	76394	283	8198	333
59033	509	6036	314	672050	516	7039	286	7238	288	7295	295	74930	292	76395	284	8199	333
5904	508	6038	314	672060	516	7040	286	7239	288	73140	175	74990	265	76397	284	82070	384
5916	508	6039	314	672070	516	7041	286	7240	288	73150	175	74995	300	76500	296	82071	384
5917	508	6040	318	672080	516	7042	287	7241	288	73155	175	74997	265	7687	294	82090	362
5922	508	60401	318	672090	516	7046	277	7242	289	7316	175	74999	265	80813	522	82171	383
59230	508	6043	318	672100	516	7047	298	7244	289	7317	174	7500	273	81003	398	82173	383
5935	508	6051	319	67271	418	7048	298	72441	289	7319	247	7501	276	81331	361	82203	394
5936	508	60512	319	687130	517	7077	174	7247	120	7320	174	7504	273	81418	364	82204	395
5965	509	6083	318	687160	517	70900	120	7250	290	7322	174	7505	277	81422	362	8226	389
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82400	383	8562	403	8701	367	87711	356	88523	352	8917	417	8972	415
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82519	385	8589	401	87181	372	87945	367	88690	348	8927	407	8981	414
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82590	397	86001	389	87330	372	8803	344	88812	346	89392	411	89881	419
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8504	401	86221	387	87457	379	88090	343	8889	346	89403	411	8996	415
8505	401	86222	387	87471	379	88091	337	8895	345	8945	418	8997	412
8506	401	8624	388	8750	370	8817	355	88951	340	8946	418	89981	412
8507	401	8630	388	87505	377	88181	338	8896	345	8947	418	8999	404
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The Märklin Club of North America

All Aboard The Märklin Club!

Besides getting your hobby started on the right track with valuable technical and product information, a Märklin Club membership gives you many other exclusive benefits.

Other Services and Benefits

Märklin Magazin Subscription Service

Club members may subscribe the *Märklin Magazin* through the Märklin Club.

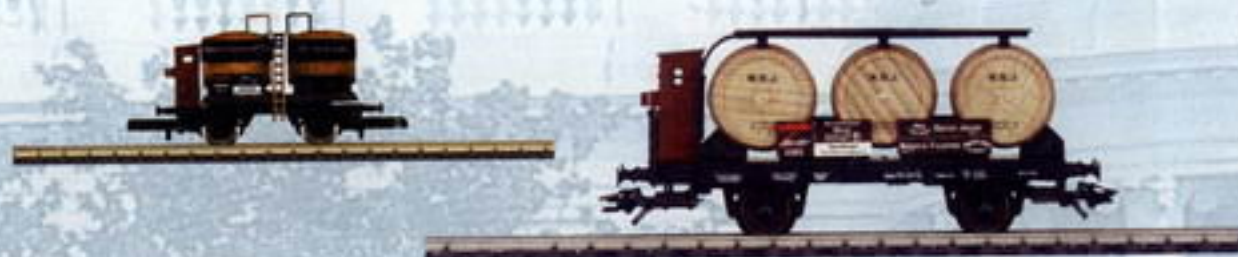
Technical Help

Through the *Insider* magazine and a variety of guide-books and videos, a world of technical and layout building assistance is available to Club members.



Insider – The Club Newsletter

The club newsletter, provides full-color detailed help with building layouts; maintaining your trains, new product updates, historical perspectives and many other topics to make training with Märklin more enjoyable. In addition to Insider, the *Märklin Depot* is also received exclusively by Club members. This small catalog offers books and videos on all kinds of train subjects, as well as unusual gift items such as tool kits, apparel, prints and posters.



Collectible Annual Club Cars

Club cars are available each year for purchase by Club members only. News and availability about other Märklin collectible cars are always made available to Club members on a timely basis.



Special Bonus For Club Members

In 1992 Märklin GmbH established the Insider Club, which is open to enthusiasts who reside in Germany, Austria and Switzerland. Each year the Insider Club releases special locomotives and cars that are produced by reservation only. These highly sought after collectibles are also available to Märklin Club members to purchase, using the reservation system.

