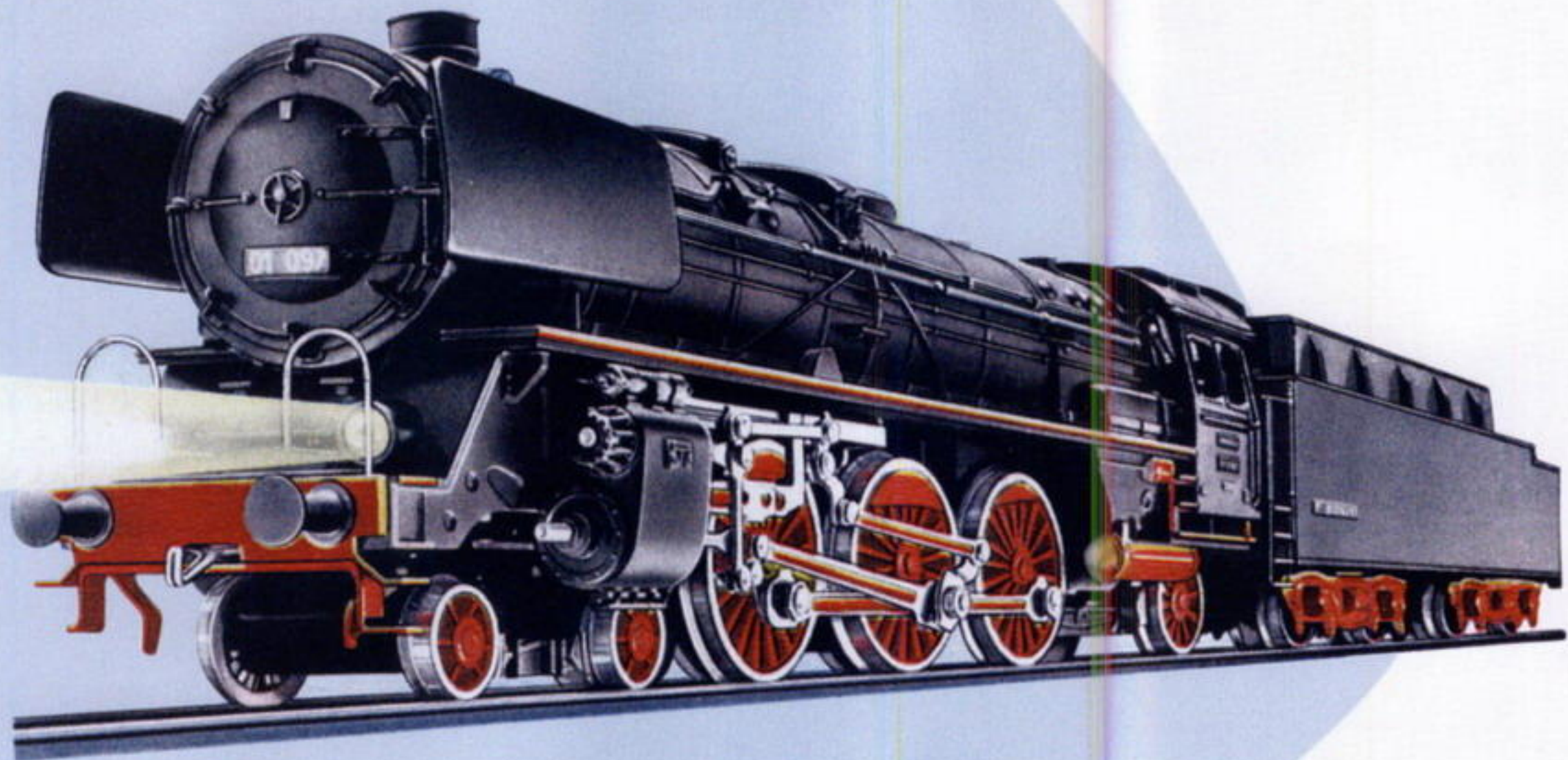


Märklin H0 – The Original



Märklin H0 – The Original

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



Introduction

Tradition, Quality, Emotion, Innovation.

These four concepts define the philosophy of our products and thereby the mystique of a great brand. Märklin is the synonym for the fascination of model railroading – worldwide. With Märklin you build your own world and you are the master of it in a fun way with the latest technology. Innovation at the highest technical level makes childhood memories come alive and long desired dreams come true.

You create the link between old and young in a fun way too, when as a grandfather or father you play with your grandchildren and children. In the era of child behavior studies get your children away from the television and create the conditions for genuine, meaningful play – at least for their lives. As a Märklin collector you own high class, valuable pieces as an investment for generations. Märklin railroad models impress people with their technical features and their look, which is almost indistinguishable from the originals.

Allow yourself to be tempted by a unique Märklin H0 Gauge complete program that will write new stories again and again every year. Take advantage of the products being offered by the manufacturer with the system, in the area of accessories too. For example, with the Märklin Central Station as a high end central controller for pros or with the Märklin C Track as the choice for a reliable operating track system worldwide.

Discover the many new items for 2006 and – if you still don't own a "Märklin", experience how affordable it can be to get started with our starter sets for beginners and pros.

We hope you will have much fun with Märklin H0.



Paul Adams



Andreas Sand



Stephan Unser

You will find the full 2006 Märklin product line in the presentation books for H0, Z, and 1 Gauge, as well as in the CD-ROM presentation book.

**Märklin H0 2006
Presentation Book**

19860 German edition
19862 English edition
19863 French edition
19864 Dutch edition
19865 Italian edition
19866 Swedish edition
19867 Danish edition
19868 Spanish edition

Märklin H0 Gauge full line for 2006.
456 pages.
Format approximately 29 x 21 cm /
11-7/16" x 8-1/4".

**Märklin Z 2006
Presentation Book**

19870 German edition
19872 English edition
19873 French edition
19874 Dutch edition

Märklin Z Gauge full line for 2006.
176 pages.
Format approximately 29 x 21 cm /
11-7/16" x 8-1/4".

**Märklin 1 2006
Presentation Book**

19876 German edition
19878 English edition
19879 French edition
19880 Dutch edition

Märklin 1 Gauge full line for 2006.
160 pages.
Format approximately 29 x 21 cm /
11-7/16" x 8-1/4".

**19882
Märklin CD-ROM Presentation Book
"Full Line for 2006".**

Contents: Full line for 2006 in German, English, French, and Dutch. Sounds of various models. Search function for quick location of the desired model according to various criteria. Can be used on PC's with Windows 98 or higher, as well as on PPC MAC, System 8.6 to 9.22.



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Gebr. Märklin & Co.
Inhaber: E. Märklin & E. Fritz

“Märklin” Tradition



Top quality makes Märklin a valuable asset



Technical toys have a high educational value



Legendary locomotives awaken a collector's passion



Precisely detailed reproduction of the original makes the difference

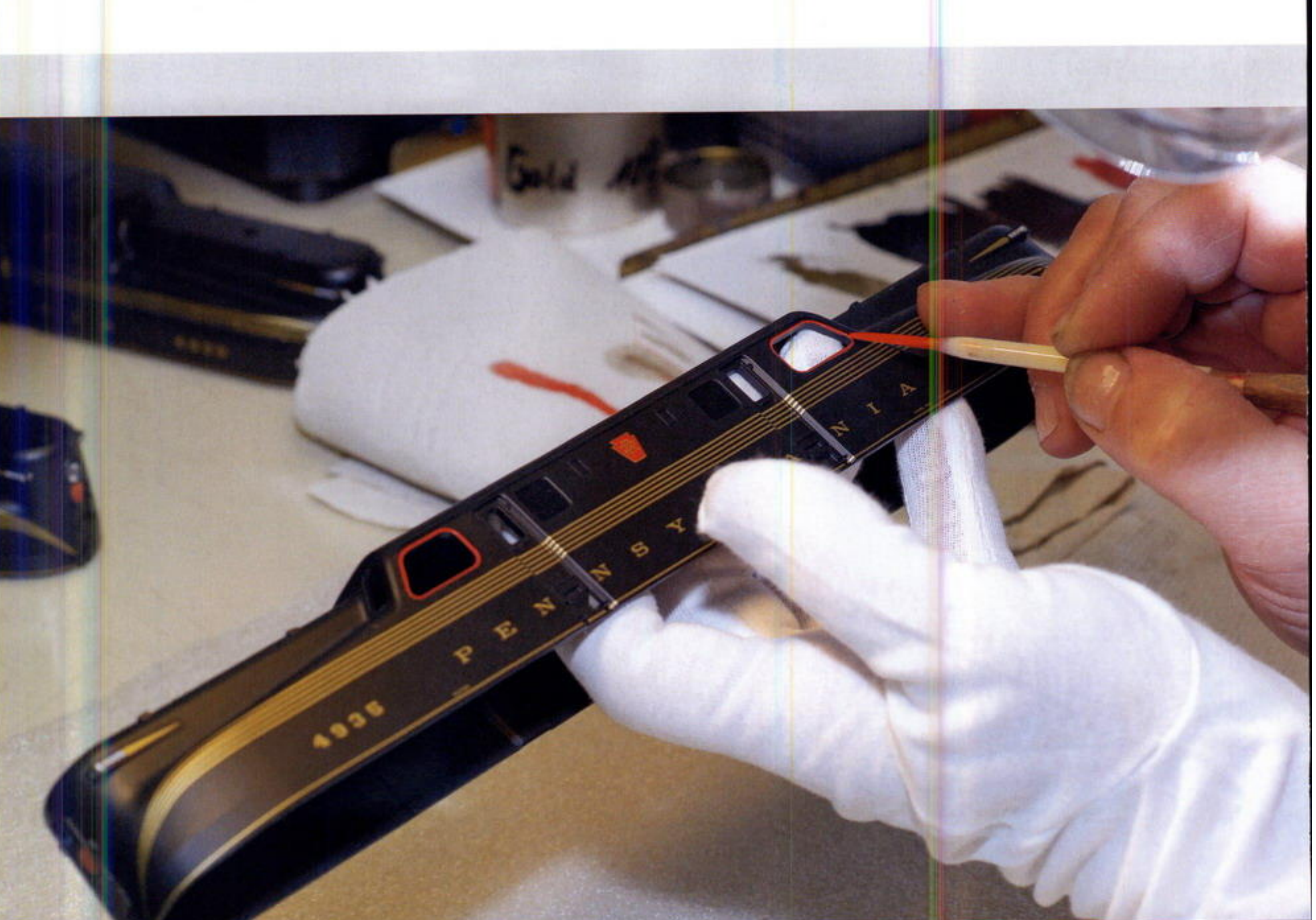
Technical toys have a long tradition. Transferring real dimensions to a size that can be played with poses a challenge to personnel and material. Regardless of whether you are talking about 1 Gauge or Z Gauge. Playing with technical toys creates experiences, where the relationship to history and the present day are evident. Leave your everyday life behind and enter the world of Märklin. A world in which the satisfaction of sophisticated technology and subtle play become the only determining factors. High-quality technical toys, reproduced in precise detail, have an educational value that cannot be overlooked.

Theodor Friedrich Wilhelm Märklin recognized this early on when he founded his company, the factory for fine tin-plate toys. Objects of daily use and doll kitchen accessories were in the production plans – the thought was that young girls should prepare for their future activities through play.

Trains were added in 1891. At the Leipzig Spring Fair Eugen Märklin exhibited the world's first model railroad system: Locomotives and cars ran on tracks that were laid out in a figure eight. The assortment grew rapidly. The company moved into what is today's production building on the Stuttgarter Straße. To this day this “dream factory” is the birthplace of high quality locomotives.

Then as now, playing with trains is fascinating. It doesn't matter whether it is simple track layout on the hardwood floor, or a dream layout. The creative play afforded by a model railroad on wings of fantasy is incredibly diverse. Planning skills, and craftsman's dexterity are required. The model railroader is a carpenter, bridge building engineer, electronics engineer, plasterer, landscape architect, and finally traffic planner, all combined. Naturally, best of all is when the family plays with the model railroad together. In many families this has been a cherished custom for generations, at least in the contemplative Christmas season – cultivating playing together with the miniature railroad as a special experience.

Father and son put the tracks together. Grandfather may revisit unforgettable moments from his own childhood, when he took over the family living room with his 1 Gauge layout and his tin-plate models. Märklin locomotives and cars are very stable in value and arouse a pronounced passion for collection. Then as now, a high level of technical engineering knowledge is brought into harmony with the work of skilled hands. And anyone having once succumbed to the myth of the Märklin world will always return to it.



Handcrafted "Märklin" Quality



Heavy metal – the stuff that locomotives are made of



Boiler decoration – even steam locomotives wear rings



Interplay – perfectly matched gear drive



Sure instincts – perfection in every movement of the hand

Every one of the excellent locomotives from the Märklin factory has already undergone a long journey before it makes the hearts of connoisseurs beat a little faster. Planning, documentation, and design are the initial stages. In addition, there are the many stations where resourceful minds and skilled hands ensure that the model will leave the Göppingen manufacturing facilities as a small object of desire. Once fine lithographed tin shaped the look of the legendary locomotives and cars; today metal with over 90% zinc content is the critical factor. All high-quality models are created from this material as much as possible. The finest detailing, smooth surface shapes, and enormous sturdiness make the locomotives indestructible life-long companions for model railroaders.

Märklin uses the die-cast process. Here molten metal is poured into a mold under pressure. The castings thus produced are characterised by a dense non-porous structure. Countless details of the future locomotives have already been taken into consideration by the mold makers, so that finely-detailed components stand out on the castings. After the casting process is completed, and the casting has been removed from the mold, the refining processes are next on the program. In the past flash was removed by hand, openings or holes were milled and cleaned.

A protective coating is deposited on the surface of the locomotive body in galvanizing baths containing an electrolyte solution with metal salts. After this procedure the bodies go into the hardening shop. Then the bodies move on to the continuous spray guns. Side by side they await their first coat of paint. Subsequent coats which are only applied at certain points on the body are done by hand. Paint masks and airbrushes are used in this process. Fine details like boiler bands, on the other hand, can only be painted by hand. Locomotive assembly – as is also the case in other industries where miniaturized components are involved – is usually done with precision manual work.

Z Gauge in particular poses frequent challenges to the fine skills of the workers. In spite of extensive automation, high-quality manual labor will also determine the level of perfection of a locomotive in the future. The scale does not matter here. Without the assistance of skilled labor none of the unmistakable legends made of metal could be produced.

Märklin H0 - 87 Times Smaller, Proven a Million Times Over and Simply Beautiful



With H0 Scale and its gauge of 16.5 mm / 5/8", Märklin was the first manufacturer worldwide to make it easier to fulfill the dream of having your own model railroad. Many of our models are sturdy enough to withstand rough everyday handling by children. Large layouts with the goal of prototypical train operations can be realized with a high degree of realism. Enduring value, innovative technology, and the best possible compromise between practicality and real detailing are additional plusses. In summary: Märklin H0 is by far the most successful system - in the world, proven a million times over.

Operating the wonderful H0 locomotives has been a real pleasure since the introduction of Märklin Systems. The simple and fast operation is fascinating, combined with the convenient handling. The starter sets with the new Mobile Station enable an exciting start in the world of Märklin Systems. It allows individual access to up to ten locomotives. Depending on their current draw, three to four locomotives can be run at the same time. This is just the right amount for small and above all for temporary layouts. Older Delta or Digital locomotives and powered units can also be controlled with the Mobile Station. Thanks to its proven "plug & play" feature, anyone wanting to play spontaneously will immediately be satisfied. Put the track together, connect the transformer and the Mobile Station - and you're ready to go until the Sandman comes and makes you drowsy.

The Central Station is designed for experienced model railroaders. Operating locomotives and controlling up to 16 special functions available with the new mfx decoder sets new standards. Solenoid accessories such as turnouts and signals can be controlled by lightly touching the graphic touch screen on the Central Station. And, if that's not enough: 128 speed levels provide perfect running characteristics on a layout. There are almost no limits to the fascination of Märklin H0 in the world of Märklin Systems.

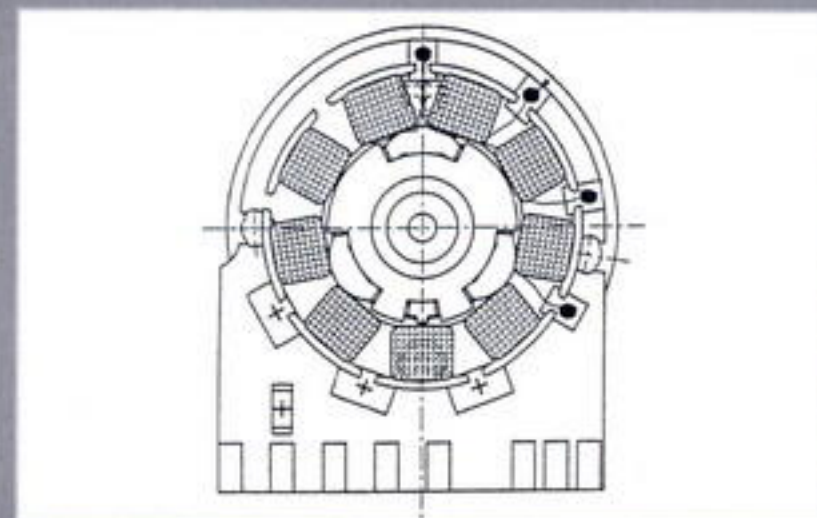
Märklin achieved a critical system advantage with the center conductor track. The ski-shaped pickup shoe consistently ensures good power contact, thanks to its self-cleaning feature, and the ground return through all of the wheels makes the system operationally reliable. Since the polarity is always the same in the rails - the center conductor is, as its name implies, in the middle - the wiring for a layout is as easy as child's play. Complicated circuits for reverse loops and wyes are not necessary.

The newest track system is C Track. It best meets our customers' wishes. Children understand the simple click connections in seconds. A track layout can be put away just as quickly as it can be set up. Nothing stands in the way of a spontaneous play experience. The ambitious digital model railroad appreciates C Track because it transfers data reliably with its double contacts. Decoders, electric turnout mechanisms, and turnout lanterns can be added gradually. Wide radius turnouts in conjunction the flex track in the K Track program provide elegant, sweeping rail lines. And, typically Märklin: All the track systems can be combined with each other thanks to appropriate adapter track sections.

Additional elements typical of a railroad are part of prototypical train operations: Signals ensure safety and guarantee a carefree play experience. The new color light signals are eye-catchers with their finely detailed, realistic appearance. Diodes ensure that the lights softly fade in and fade out when changing. In addition to the professional quality color light signals, there are also simpler models and the classic semaphore/target signals. The new catenary is an important model railroad accessory. Easy installation and sturdiness despite finely detailed construction definitely contribute to increasing the realism of your Märklin model railroad.

With the Märklin program, the ambitious model railroader will find fascinating working models such as the turntable, the gantry crane or a larger coaling station. These accessories will turn your model railroad layout into a world of adventure with the highest level possible of enjoyment.

C-Sine: The Motor for the Propulsion System of the Future



Märklin locomotives are all electric locomotives. Regardless of whether the mold makers have taken on a V 90, Big Boy, or the 103 - inside there is an electric motor at work. At first, locomotives had a motor wired in series with a flat commutator. Later, there was a quantum leap forward. In the Forties, a motor was developed that was a further development of the cylindrical design of the Thirties with a narrower width to fit inside a locomotive body. The proven elements, like the copper commutator that supplied power to the armature windings of the three-poled motor were retained. Nevertheless, a smaller motor was still needed for the small locomotives. While the commutator remained virtually unchanged, the armature was hidden behind the commutator. The drum-style commutator motor made its debut in 1973 in the class 03 steam locomotive with a tender. Gradually, this motor design was used in all new tooling. In 1985, the time was right for a new development. DC current motors powered the ICE Experimental.

An advance in technology was achieved with a can motor. From 1988 on, the drum-style commutator motor provided even better running characteristics. It was further developed into a five-pole motor and was equipped with two additional armature windings. Its designation "five-star propulsion" caused a sensation.

In 2000, Märklin took a totally new approach with the presentation of the C-Sine motor. The engineers borrowed from the real life railroad. Prototypes were the three-phase asynchronous motors used in the classes 101, 152, and 182. With a three-phase motor the stator (the stationary part of the motor), with multiple electro-magnets arranged in a circular pattern, generates a traveling magnetic field by means of variable frequencies of the current, which also generate a traveling, slightly phase-shifted - asynchronous - magnetic field in the rotor (the rotating part of the motor) arranged around the stator. The result is that the motor starts to turn with the speed of the traveling magnetic field. The C-Sine motor

functions in a similar manner: The nine stator windings generate a traveling magnetic field generated by an electronic circuit. The rotor, fitted with twelve permanent magnets, attempts to follow the magnetic field of the stator. The motor starts to spin at the speed of the traveling field. All of this takes place free of wear and friction.

After the introduction of Märklin Systems, Märklin H0 operators were quick to request that the Märklin Sine propulsion system so prized by many technology experts be equipped with the potential of this operating system. In practice, this meant that the Märklin development team had to completely redesign the electronics for the motor.

The Second Generation Motor

With the new Sine propulsion system you'll see that the types of motors will vary in dimensions and installation. The second generation Sine propulsion system therefore has the potential to be used in a much larger number of locomotives and powered units. These models will feature tractive effort paired up with a fine touch for running characteristics. The number of controllable functions has been increased compared to the earlier products and is on the same high level as Märklin Systems.

Do you control your layout with the Mobile Station? These new models with the second generation Sine propulsion system automatically register themselves on the system like all mfx locomotives. Changes that you make to the locomotive data remained stored in the locomotive and are immediately available for use on another layout. These locomotive models thereby play a trailblazer role in model railroading from the standpoint of operations leadership.

The locomotive will behave the same way with the Central Station as it does with the Mobile Station. You'll have the additional possibilities contained in this central controller. The Advantages of the Sine Propulsion System Can Be Realized Only with Costly Technology. Naturally, this has an effect on the price. For that reason this propulsion system will only be found in those models preferred by technical experts and demanding model railroaders. It is important for them that models have not the best, but the absolute best technology.

A comparison with a 1 Euro coin shows: Smaller and more compact motors are virtually impossible to build. The new C-Sine motor is the finest in high tech.

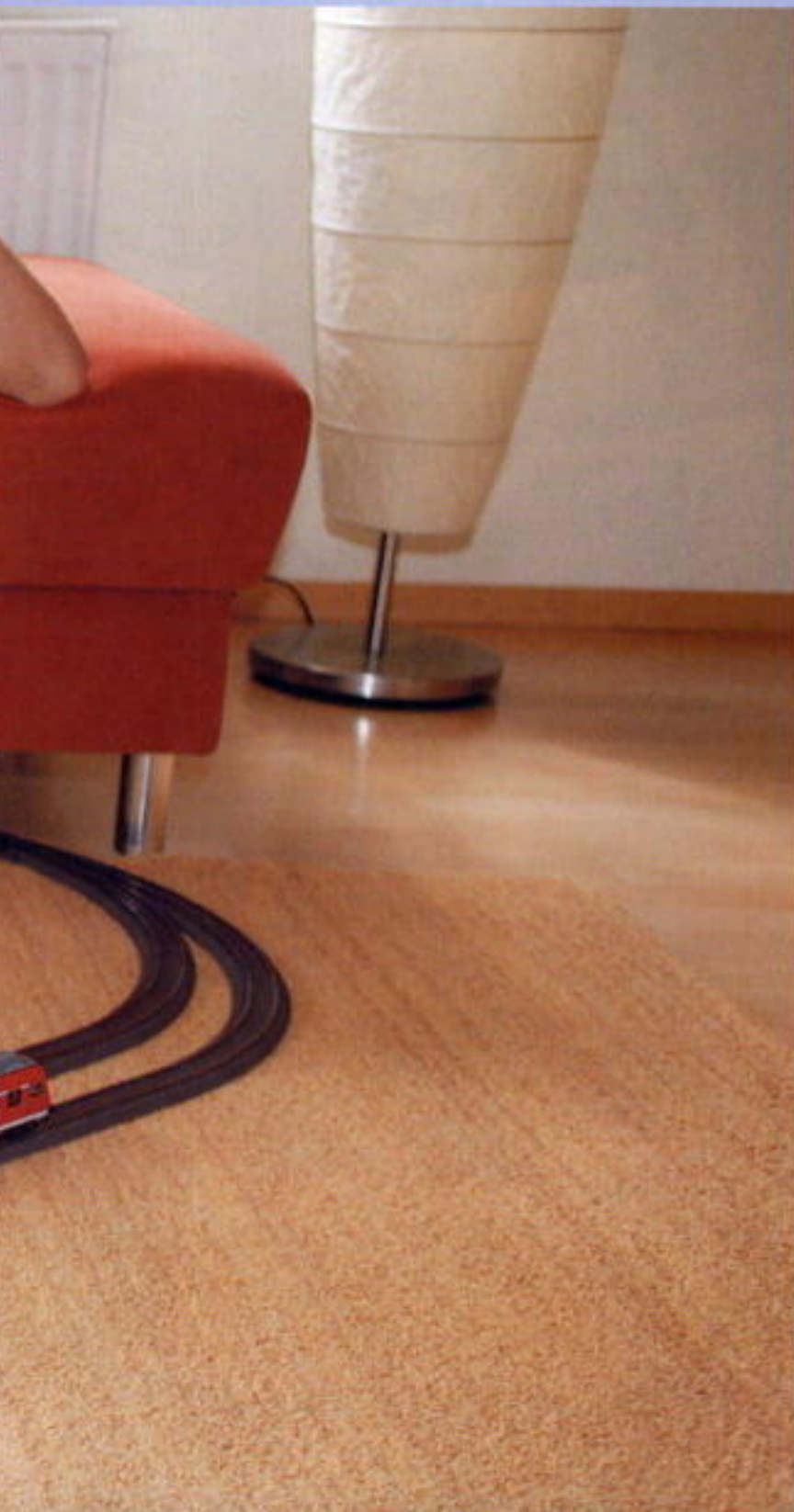
Power supply: Nine windings in the C-Sine motor make up the stationary stator.

The Advantages of This High Quality Propulsion System:

- High level of performance in a very small space
- Constantly high torque over practically the entire rpm range
- Silky smooth, quiet operation by means of high quality ball bearings
- Practically no axial play due to precisely installed ball bearings
- Low current draw
- High level of durability due to an electronic "commutator"
- Maintenance-free, no brushes
- Very low level of "cogging" action

Hobby and Beginner Program





Playing is great fun. Since Dad has forbidden watching TV anyway, the son looks forward particularly to seeing his brand new 146 on Dad's layout. And, when the kind grandfather brings the good grandchild a starter set for his birthday, the whole gang of little rascals turns the playroom into a station concourse at the speed of light. A model railroad comes alive with the Hobby assortment from Märklin.

These affordable models have all the important details featured quite realistically. Delicate parts have been purposefully left off and contribute thereby to the sturdiness of the locomotives and cars. Children may therefore feel free to play with them. That first encounter with the wonderful hobby of model railroading can thus take place in an uncomplicated atmosphere free of fear. Naturally, this also applies to adult beginners. Because, the Hobby assortment was not just intended for the little ones among us. Anyone looking for that first contact with model railroading will find affordable starter sets here. The first steps into the world of Märklin can take place with them successfully, free of tension, and easy as can be.

Different locomotives and cars from Eras III and V are among the new items in the Hobby assortment. For example, fans of Era III, the blossoming of the German Federal Railroad, will find the class V 80 general-purpose locomotive. This unit can be used for switching work, commuter trains, and freight transfer work on branch lines.

The powerful class 185 electric locomotives are intended for modern freight service. These models are being augmented by their LTE sibling, which is identical in design and which is at home beyond the borders of Austria. And, so that fans of modern diesel locomotives don't feel left out, a locomotive with a diesel-electric motor for Era V is in the program: the ER 20, better known under the nickname Hercules, a type of locomotive the Austrian Federal Railways are leasing. In Germany these locomotives are used by a private railroad company under the product name ALEX for passenger cars on the Allgäu line from Lindau to Munich.

A new digital starter set from the Hobby assortment is dedicated specially to the theme of commuter service. Included in this set, in addition to a basic package of C Track, are a class 146 electric locomotive along with bi-level cars and a Mobile Station. This set will enable you to reproduce entertaining and prototypical commuter service operations. Thanks to its digital components and the easy-to-operate Mobile Station, the locomotive can come smoothly to a stop and numerous stations along the way and then start up again just as smoothly.

The Hobby assortment is focused on the person playing with trains, someone who wants to play with his Märklin railroad quite spontaneously. It doesn't matter here where and when there is power in the track. Run trains and play!

Thomas and His Friends

29120 230 Volt
"Thomas & His Friends" 230 Volts,
Starter Set with a Branch Line
Train, C Track Layout and a
Transformer.

The cars have been designed with
loving care.

Robust technology: power mecha-
nism, sturdy details.

Relex couplers for easy playing
enjoyment; they can be replaced
with other couplers.

Digital decoder for all types of ope-
ration on Märklin layouts.

Märklin C Track for easy setup and
takedown of a layout.

The four car types available separa-
tely from the 44129 car assortment
go well as an add-on with the train
in this starter set.

Only available in Germany, Austria,
and Switzerland.

Prototype: "Thomas" tank loco-
motive, "Annie" and "Clarabel"
passenger car as well as a "Sodor
Fuel" tank car from the famous rail-
road stories on the Isle of Sodor.

Model: The locomotive has a metal
frame and a digital decoder on
which you can set an address.
3 axles powered. The passenger
cars have running boards and
compartment doors for 1st and 3rd
class are only indicated. The tank
car has a representation of the
brake system and the tank. The
locomotive and cars have NEM
coupler pockets. The cars have
Relex couplers.

Train length about 42.0 cm / 16-1/2".

Track and accessories:

12 no. 24130 curved track, 2 each no.
24188 and 24172 straight track. 32 VA
transformer with smooth speed
control and connections for electric
accessories. Feeder wire set
included. Detailed setup instructions
with ideas for how to play with the
starter set. This starter set can be
expanded with the C Track
extension sets and with the entire
C Track program as well as with
other cars.

Track layout dimensions:
112 cm x 76 cm / 44" x 30".



112 x 76 cm
45" x 30"

29120



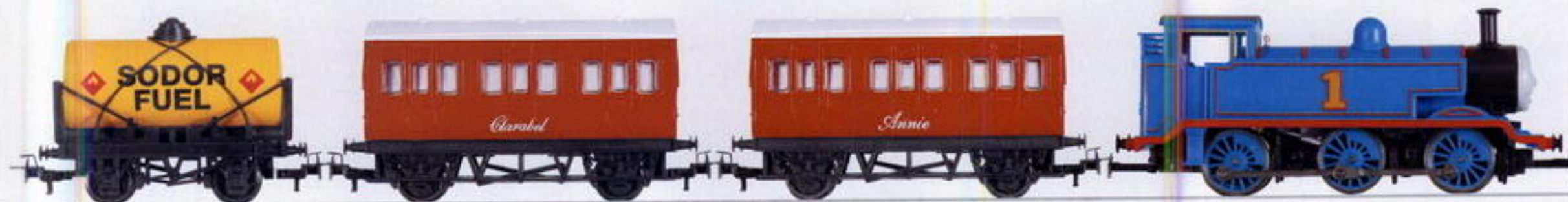
12x



2x



2x



44129

Car Assortment.

The cars have been designed with loving care.

Robust construction, sturdy details. Relex couplers for easy play enjoyment; they can be replaced with other couplers.

The 4 cars in this assortment come individually packaged. Only available in Germany, Austria, and Switzerland.

The assortment of individually available "Isle of Sodor Railroad" cars go well as add-ons with 29120 "Thomas and His Friends" starter set.

Prototype: 2 passenger cars and 2 freight cars from the famous railroad stories on the Isle of Sodor for the theme "Thomas and His Friends".

Model: "Annie" passenger car and "Clarabel" passenger car. The passenger cars have running boards and compartment doors for 1st and 3rd class are only indicated. The cars have NEM coupler pockets with Relex couplers. Length over the buffers for each car 9.8 cm / 3-3/4".

"TAR" tank car and "MILK" tank car. The tank car has a representation of the brake system and the tank dome. The cars have NEM coupler pockets with Relex couplers. Length over the buffers for each car 7.5 cm / 3".



"My Start with Märklin" Starter Set

29165 230 Volt
"My Start with Märklin", 230 Volts,
Starter Set with an Oval of C Track
and a Transformer.

Locomotive constructed of metal. New locomotive drive gear with hidden gear train. Acceleration and braking delay can be controlled digitally. Headlights that change over with the direction of travel.

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

Prototype: German Federal Railroad (DB) class 81 heavy switch engine. German Federal Railroad (DB) type EI-u 061 gondola and type Kbs stake car, privately owned type Iclus-u 377 refrigerator car (used on the DB).

Model: The locomotive comes with a digital decoder. 4 axles powered. 2 traction tires. Relex couplers in NEM pockets. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally a Control Unit or Märklin Systems.

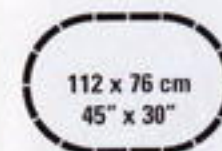
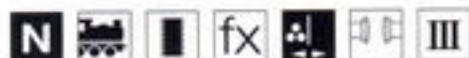
The acceleration and braking delay can be controlled digitally. 1 each gondola, stake car, and refrigerator car. All of the cars come with Relex couplers.

Train length 48.8 cm / 19-3/16".

Contents: 12 no. 24130 curved track, 2 no. 24172 straight track, 2 no. 24188 straight track, feeder wire set, 230 volt/32 VA transformer with smooth speed control and connections for electric accessories. This set can be expanded with the C Track extension sets and the entire C Track program.
 C Track oval 112 x 76 cm / 45" x 30".

My Start with Märklin.

The classic steam powered train operations were still indispensable as motive power on the German Federal Railroad well into the 1970s. The heavy steam locomotives created an incomparable atmosphere with their impressive background of sounds, fascinating running gear movement, and immense clouds of smoke and steam. The "My Start with Märklin" steam freight train starter set provides a living impression in model form of this unforgettable era.



29165



12x



2x



2x

"Europe" Starter Set

29135 230 Volt
"Europe" Starter Set, 230 Volts,
with an Oval of C Track and a
Transformer.

Locomotive constructed of metal.
Headlights with maintenance-free
LED's.

Modern European locomotives
and cars.

Easy-to-set-up C Track layout.

Almost all of the current Era V
model railroad cars from prototypes
of Central European railroads can
be used with this train set.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class 482 general-purpose, dual-system locomotive. 1 type Eaos (DB) gondola and one petroleum oil tank car (used on the DB).

Model: The locomotive is constructed of metal. It comes with a digital decoder and a special can motor. 4 axles powered through cardan shafts. 2 traction tires. The triple headlights are maintenance-free LED's and change over with the direction of travel. The acceleration and braking delay can be controlled digitally with the 6021 Control Unit or with Märklin Systems.

4 pantographs that can be raised and lowered manually (they are not wired to take power from the catenary). The cars come with Relex couplers.

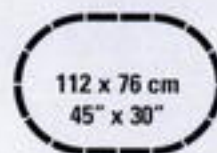
Train length 49.3 cm / 19-7/16"

Contents: 12 no. 24130 curved track, 2 no. 24172 straight track, 2 no. 24188 straight track, feeder wire set, 230 volt/32 VA transformer with smooth speed control and connections for electric accessories. This set can be expanded with the C Track extension sets and the entire C Track program.

C Track oval 112 x 76 cm / 45" x 30"

Europe's Modern Freight Service –

Modern multi-system electric locomotives now enable cross border rail service in many European countries. The Swiss Federal Railways maintain just such a roster of motive power that is used universally far beyond the borders of the Swiss Confederation. For that reason you can often see train compositions on German rail routes made up of cars and locomotives from all kinds of European countries.



29135



12x



2x



2x



Passenger Train Sets

29551 230 Volt
29552 120 Volt
"Hogwarts Express™" Passenger
Train Starter Set with C Track,
Transformer, and Mobile Station.
230 Volts.

The 29551/29552 starter set is only
available in certain countries.

Prototype: Express locomotive and
2 English style passenger cars.

Model: Locomotive comes with a
digital Decoder, large front headlight,
and a sound effects generator. The
headlight, locomotive whistle, and
preset acceleration and braking
delay can be controlled digitally.
One each passenger coach with and
without a service area. The locomotive
and cars come with Relex couplers.

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

Contents: 14 sections 24130 curved
track, 8 sections 24188 straight track,
1 no. 24088 feeder track, 9 sections
24172 straight track, 1 pair of 24671
and 24672 curved turnouts. 18 VA
transformer. Mobile Station digital
controller. Colorful play surface with
themes for the setup of the layout,
can be folded, and a suitable back-
drop wall. Detailed instructions for
setup.

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

Express™

The Hogwarts Express™ is the train
that travels between King's Cross
Station (via platform 9 and three-
quarters) and Hogwarts School of
Witchcraft and Wizardry.

The model railway, elegant steam
locomotive and classic compart-
ment cars are meticulously de-
signed, exceptionally detailed and
replicate the train shown in the
films. The play surface which incor-
porates images of the films provi-
des the perfect background for your
Hogwarts Express™ train.



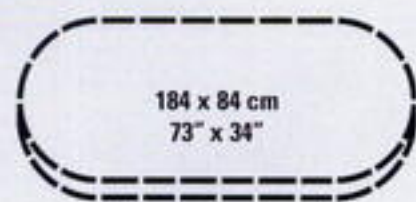
41551
"Hogwarts Express™" Passenger
Car Set.

The 41551 car set is only available
in certain countries.

Prototype: 3 English style express
train passenger cars. 2 compart-
ment coaches (Composite Coach)
and 1 coach with service area
(Brake Coach).

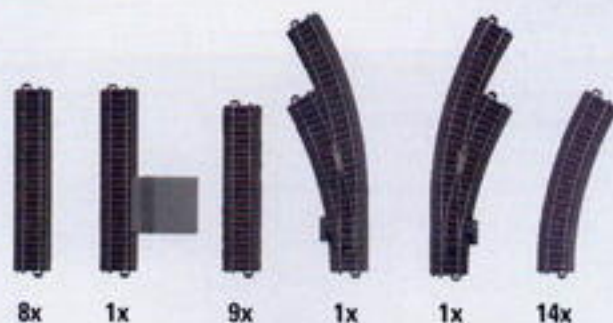
Model: Suitable addition to the
29551/29552 starter set. The cars
have different car numbers. NEM
coupler pockets with Relex cou-
plers. Can be replaced with other
makes of couplers.
Total length over the buffers
82.0 cm/32-5/16".





184 x 84 cm
73" x 34"

29551/29552



8x

1x

9x

1x

1x

14x



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"Fire Department" Digital Starter Set

29755 230 Volt
"Fire Department" Digital Starter Set. 230 volts.

Getting started with digital model railroading. Mobile Station included. Locomotive with high-efficiency propulsion. Play value with action: fire department.

Prototype: Class 212 diesel locomotive, a crew car, a low side car, and a tank car, all painted and lettered for a fire department.

Model: Specific use train with a diesel locomotive, large C Track layout, a Mobile Station, and a transformer. The locomotive comes with a digital decoder, controlled high-efficiency propulsion, and controllable headlights and a warning light.

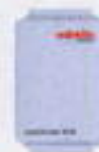
There is a blinking warning light on the roof of the engineer's cab. The triple headlights change over with the direction of travel. They will work in conventional operation and can be controlled digitally. The blinking warning light as well as direct control (acceleration/braking delay) can be controlled with a Control Unit or Märklin Systems. 1 crew car, 1 low side car, and 1 tank car for water for extinguishing fires as well as 1 model of a fire truck with a rotating ladder. The locomotive and cars have Relex couplers. Train length 54.0 cm / 21-1/4".

Contents: 14 no. 24130 curved track, 8 no. 24188 straight track, 1 no. 24088 feeder track, 9 no. 24172 straight track, 1 pair of 24671 and 24672 curved turnouts. 230 volt / 18 VA transformer. Mobile Station. Illustrated instruction manual with all sorts of tips and ideas for setting up the starter set. This set can be expanded with the C Track extension sets and the entire C Track program. The turnouts can be retrofitted with the 74490 electric turnout mechanism.



184 x 84 cm
73" x 34"

29755



8x



1x



9x



1x



1x



14x



"THW" Digital Starter Set

29655 230 Volt
"THW" Digital Starter Set 230 Volts.

Specific use train with all sorts of play potential.
Locomotive with a blinking warning light.
Mobile Station and transformer included.
Large C Track Layout.

Prototype: Class 212 diesel locomotive and 5 cars painted and lettered for THW (Emergency Response Organization).
Model: The locomotive comes with a digital decoder and controlled high-efficiency propulsion. 2 axles powered, 4 traction tires. The locomotive has a blinking warning light on the roof of the engineer's cab. The locomotive's triple headlights will work in conventional operation and can be controlled digitally. The blinking warning light as well as the acceleration and braking delay can be control with a Control Unit or Märklin Systems.

1 crew car, 1 two-axle low side car with an equipment container, 1 four-axle low side car with a THW truck as a load, 1 boxcar for equipment, and 1 tank car for oil accidents. The locomotive and cars are painted and lettered for the Emergency Response Organization (THW). The cars come with Relex couplers. Total train length 84.2 cm / 33-1/8".

Contents: 14 no. 24130 curved track, 8 no. 24188 straight track, 1 no. 24088 feeder track, 9 no. 24172 straight track, 1 pair of 24671 and 24672 curved turnouts. 230 volt / 18 VA transformer. Mobile Station. Illustrated instruction manual with all sorts of tips and ideas for setting up the starter set. This set can be expanded with the C Track extension sets and the entire C Track program. The turnouts can be retrofitted with the 74490 electric turnout mechanism.



184 x 84 cm
73" x 34"

29655





"Freight Train" Digital Starter Set

29533 230 Volt
Freight Train Digital Starter Set
230 Volts.

Getting started with digital model railroading.
Mobile Station included.
Locomotive with high-efficiency propulsion.
Telex couplers for remote controlled switching operations.

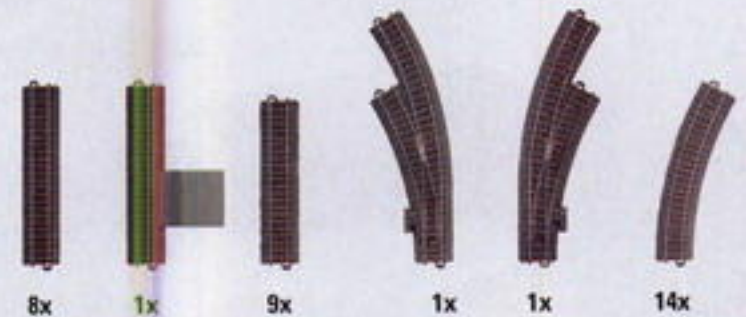
Prototype: German Federal Railroad (DB) class 86 tank locomotive and 5 freight cars.

Model: The locomotive comes with a digital decoder, controlled high-efficiency propulsion, controllable headlights, and Telex couplers for remote controlled switching operations. 1 boxcar, 1 gondola, 1 tank car, and 1 low side car, and a baggage car. Relex couplers. Train length 75.5 cm / 29-3/4".

Contents: 14 no. 24130 curved track, 8 no. 24188 straight track, 1 no. 24088 feeder track, 9 no. 24172 straight track, 1 pair of 24671 and 24672 curved turnouts. 230 volt/18 VA transformer. Mobile Station. Illustrated instruction manual with all sorts of tips and ideas for setting up the starter set. This set can be expanded with the C Track extension sets and the entire C Track program. The turnouts can be retrofitted with the 74490 electric turnout mechanism.



29533





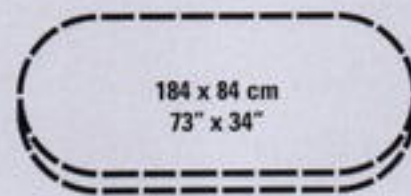
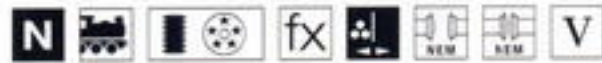
"Regional Express" Digital Starter Set

29475 230 Volt
Regional Express Digital Starter Set
230 Volts.

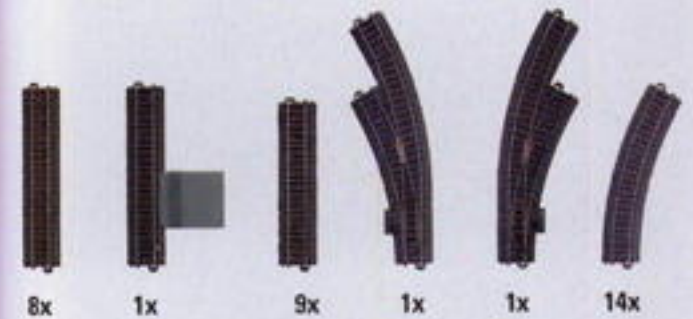
Modern passenger train.
Transformer and Mobile Station.
Large C Track Layout.

Prototype: German Railroad, Inc. (DB AG) class 146.1 electric locomotive and 2 bilevel commuter cars.
Model: The locomotive is constructed of metal and comes with a digital decoder and a centrally mounted motor. 4 axles powered. 2 traction tires. The headlights and the acceleration and braking delay can be controlled digitally. The cars have tinted windows.
Train length 75.4 cm / 29-11/16".

Contents: 14 no. 24130 curved track, 8 no. 24188 straight track, 1 no. 24088 feeder track, 9 no. 24172 straight track, 1 pair of 24671 and 24672 curved turnouts. 230 volt / 18 VA transformer, Mobile Station. Detailed instructions for setting up the starter set. This set can be expanded with the C Track extension sets and the entire C Track program. The turnouts can be retrofitted with the 74490 electric turnout mechanism.



29475



**43470
Bi-level Cab Control Car.**

This cab control car is an ideal add-on for the 29470 "Regional Express" starter set.

Prototype: German Railroad, Inc. (DB AG) type DBbzf 761. 2nd class with engineer's cab compartment, Era V.

Model: An ideal add-on for the Regional Express. Tinted car windows. Marker lights at the end of the car with the engineer's cab compartment. The car has close couplers with a guide mechanism. Length over the buffers 27.3 cm / 10-3/4". DC wheel sets: 4 x 70 0580.

Changing Direction Faster - The bi-level cars are a current feature of the modern German Railroad, Inc. They allow a clearly larger passenger capacity without expensive expansion of the station platforms.

The type DBbzf 761 cab control car goes well with the bi-level intermediate cars and enables rational push/pull service without the time-consuming process of changing the locomotive at the end station. The reason for this is that, depending on the direction of travel, the bi-level cab control car is either being pulled at the end of train or pushed at the front of the train.



"ICE 2" Digital Starter Set

29790 230 Volt
ICE 2 Digital Starter Set 230 Volts.

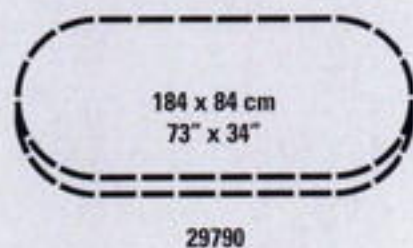
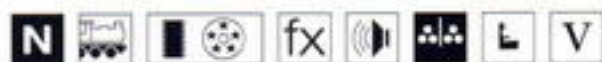
The modern way to get started in digital model railroading. Mobile Station included. Horn and station announcement sound effect included. Large C Track layout.

The 78056 extension set is ideal for completing this train.

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

Model: The powered end car has a digital decoder, horn sound effect, station announcement, and controllable headlights / marker lights. 1 intermediate car and 1 cab control car. The pantographs work mechanically but have no electrical connections. Train length 76.5 cm / 30-1/8".

Contents: 14 no. 24130 curved track, 8 no. 24188 straight track, 1 no. 24088 feeder track, 9 no. 24172 straight track, 1 pair of 24671 and 24672 curved turnouts. 18 VA transformer. Mobile Station digital controller. Illustrated instruction manual with all sorts of tips and ideas for setting up the starter set. This set can be expanded with the C Track extension sets and the entire C Track program. The turnouts can be retrofitted with the 74490 electric turnout mechanism.



8x



1x



9x



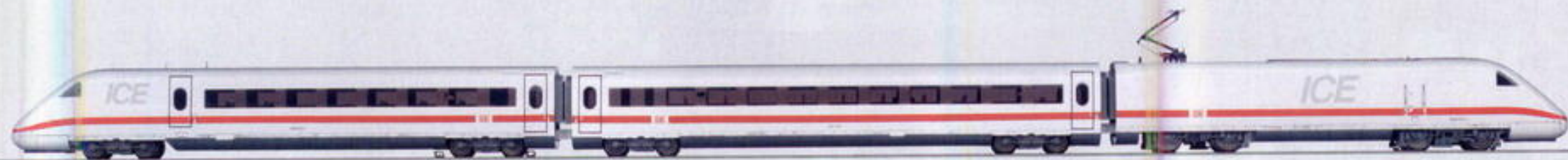
1x



1x



14x





"Swiss Freight Train" Digital Starter Set

29480 230 Volt
Swiss Freight Train Digital Starter Set. 230 volts.

Modern freight train.
Transformer and Mobile Station.
Large C Track Layout.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class 482 dual system general-purpose electric locomotive. Four different Swiss freight cars: SBB type Eaos four-axle gondola and two-axle stake car. Two-axle "AVIA" petroleum oil tank car and a privately owned refrigerator car painted and lettered for "Feldschlösschen Brewery" used on the SBB.

Model: The locomotive is constructed of metal. It comes with a digital decoder and a special can motor. 4 axles powered through cardan shafts. 2 traction tires. The triple headlights are maintenance-free LED's and change over with the direction of travel. The acceleration and braking delay can be controlled digitally with a 6021 Control Unit or with Märklin Systems. 4 pantographs that can be raised and lowered manually (they are not wired to take power from the catenary). The cars come with close couplers with guide mechanisms. Train length 61.4 cm / 24-3/16".

Contents: 14 no. 24130 curved track, 8 no. 24188 straight track, 1 no. 24088 feeder track, 9 no. 24172 straight track, 1 pair of 24671 and 24672 curved turnouts. 230 volt / 18 VA transformer. Mobile Station. Detailed instructions for setting up the starter set. This set can be expanded with the C Track extension sets and the entire C Track program. The turnouts can be retrofitted with the 74490 electric turnout mechanism.



29480



8x



1x



9x



1x



1x



14x



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.

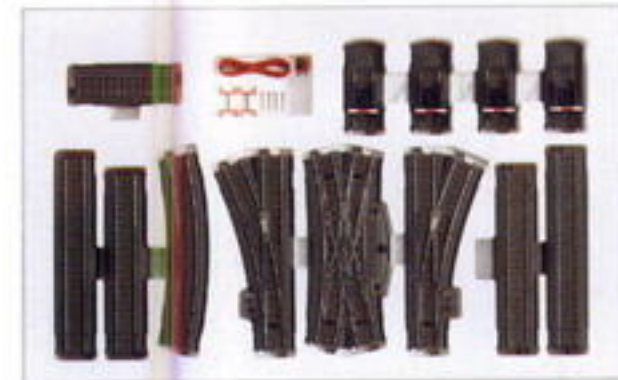
Contents: 4 no. 24188 straight track, 4 no. 24172 straight track, 2 no. 24077 straight track, 2 no. 24130 curved track, 6 no. 24230 curved track, 1 no. 24671 curved turnout, 1 no. 24672 curved turnout, wire, plugs, connectors and instructions.



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.



Theme Extension Set

78050
"Relief Train" Theme Extension Set.

Specific use train for fighting fires. All sorts of play value: The automobile models can be used as loads and to play with.

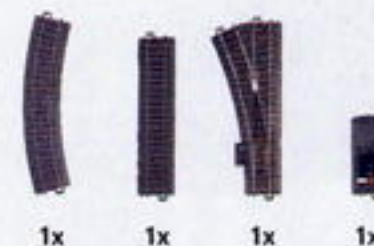
This extension set goes well with the 29755 fire department starter.

Prototype: Standard design tank car and low side car.
Model: This set includes railroad and street models as well as C Track to expand a layout with a fire department theme.

Contents: Track – 1 no. 24611 left turnout, 1 no. 24172 straight track, 1 no. 24130 curved track, 1 no. 24977 track bumper. Rolling stock – 1 two-axle tank car for fire extinguishing foam, 1 low side car with trucks. 2 automobile models – a VW Tourareg lettered "Polizei" ("Police") and a Mercedes Sprinter lettered "Rotes Kreuz" ("Red Cross"). Length of the freight car set over the buffers 27.9 cm.



78050



Theme Extension Sets

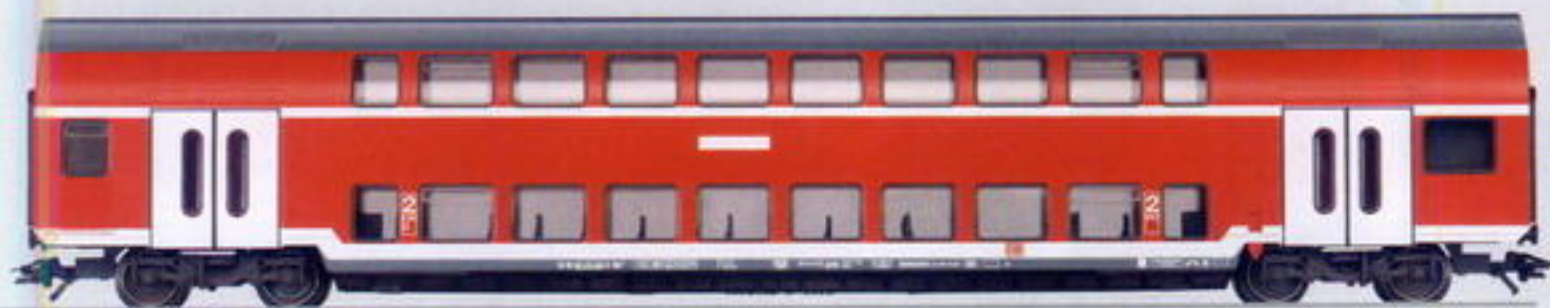
78055
"Commuter Passenger Service"
Theme Extension Set.

Lively commuter passenger service in model railroading. Very realistic linkage of rail and road transportation. Expanding your layout with track to form a passing siding. Station announcements with a sound effects circuit.

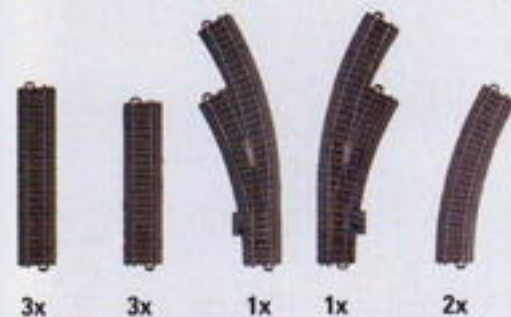
This extension set goes well with the 29475 Regional Express starter set.

Prototype: German Railroad, Inc. (DB AG) bi-level commuter car, 2nd class. Mercedes "Travego" bus model.
Model: Expand your layout with commuter cars with more C Track.

Contents: Track – 1 no. 24671 left curved turnout, 1 no. 24672 right curved turnout, 3 no. 24172 straight track, 3 no. 24188 straight track, 2 no. 24130 curved track. 1 bi-level commuter car. 1 Mercedes Travego bus lettered. 1 sound effects circuit with station announcements. Illustrated wiring diagram. Length over the buffers for the bi-level car 26.8 cm / 10-9/16".



78055



78056
"Long Distance Passenger Service"
Theme Extension Set.

Modern high speed passenger service in model railroading. Track to greatly expand your main line.

Station announcements with a sound effects circuit.

This extension set goes well with the 29790 ICE 2 starter set.

Prototype: German Railroad, Inc. (DB AG) ICE 2 intermediate car.
Model: Greatly extend your main line C Track and add to your train with an ICE 2 intermediate car.

Contents: Track – 24 no. 24188 straight C Track. Rolling stock – 1 ICE 2 intermediate car. 1 adapter cable for connecting a second Mobile Station or for connecting two starter sets with Mobile Stations together for joint play. 1 sound effects circuit with station announcements. Illustrated wiring diagram. Length 26.4 cm /10-3/8".



78056



24x



Theme Extension Sets

78030

"Station" Theme Extension Set.

The station extension set for starter sets.

2 exclusive building kits. Includes block signal and control box.

For expanding the C Track starter sets or an existing C Track layout.

Contents: Building kit of a station, building kit of a railroad track walker's house, automobile.

3 sections of 24188 straight track, 5 sections of 24172 straight track, 2 sections of 24224 curved track, 1 no. 24611 turnout, 1 no. 24612 turnout, 2 no. 24977 track bumper, 1 no. 72750 control box, 1 no. 74391 block signal, 1 no. 74920 railroad grade crossing, feeder wire set and instructions for setup.



78010

"Railroad Maintenance Facility" Theme Extension Set.

A start for your own railroad maintenance facility.

Includes turnout mechanisms and control box. 4 exclusive kits.

For expanding the C Track starter sets or an existing C Track layout, includes 2 additional turnout mechanisms for the C Track layout to be expanded.

Contents: Building kit of a sanding tower, building kit of a small coaling station, building kit of a loading gauge, building kit of a water stand-pipe.

3 sections of 24188 straight track, 5 sections of 24172 straight track, 2 sections of 24224 curved track, 1 no. 24611 turnout, 1 no. 24612 turnout, 2 no. 24977 track bumper, 4 no. 74490 turnout mechanisms, 1 no. 72720 control box, 8 plugs, feeder wire set and instructions for setup.



78000
"Fire Department"
Theme Extension Set.

Ideal add-on to the theme
"Fire Department".
 Vehicles in an exclusive version.
 Fire truck with blinking light.
 1 exclusive building kit.

For expanding the C Track starter
 sets or an existing C Track layout.

Contents: Building kit of a village fire
 department, fire department ladder
 truck with double flashing blue
 lights, wheel loader in fire depart-
 ment colors, set of figures.
 3 sections of 24188 straight track,
 5 sections of 24172 straight track,
 2 sections of 24224 curved track,
 1 no. 24611 turnout,
 1 no. 24612 turnout.
 Feeder wire set and instructions for
 setup.



78020
"Sawmill" Theme Extension Set.

Lumber processing on your
 model railroad layout.
 1 exclusive building kit.
 Includes block signal and control
 box.

For expanding the C Track starter
 sets or an existing C Track layout.

Contents: Building kit of a sawmill,
 truck with loading crane.
 3 sections of 24188 straight track,
 5 sections of 24172 straight track,
 2 sections of 24224 curved track,
 1 no. 24611 turnout,
 1 no. 24612 turnout,
 2 no. 24977 track bumper.
 1 no. 72750 control box,
 1 no. 74391 block signal,
 feeder wire set and instructions for
 setup.



Steam Locomotives

36871

Tank Locomotive.

New mechanism.

Built-in digital decoder.

Acceleration and braking delay can be controlled digitally.

Prototype: Wet steam locomotive based on a provincial railroad design, 0-6-0T wheel arrangement.

Model: The locomotive comes with a digital decoder. 1 axle powered. 1 traction tire. Coupler hooks. The acceleration and braking delay can be controlled digitally. Length over the buffers 10.8 cm / 4-1/4".



N   I-V

Nimble Branch Line Motive Power

Tank locomotives should use little fuel and also be able to run in both directions without the need for a turntable on branch lines with low axle load limits. For these reasons maneuverable, general-purpose locomotives were indispensable in the past particularly for bringing cars on short routes to main lines and for switching work.

In addition, their designs were supposed to be extremely simple to operate and not incur much in the way of servicing and repair costs. These locomotives were often painted in decorative provincial railroad color schemes, and a number of them have survived up to the present in part on privately owned and industrial railroads as well due to the commitment of railroad enthusiasts. Such admirable old-timers can be found on the motive power roster of many railroad museums.



30000
Tank 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".



30951
Tank Locomotive.

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

Model: Locomotive comes with a Delta electronic circuit. 3 axles 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".



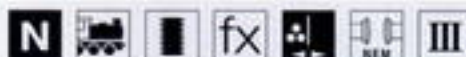
36320
Steam Locomotive.

New mechanism with hidden gear train.
Acceleration and braking delay can be controlled digitally.
Headlights that change over with the direction of travel.

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

Prototype: German Federal Railroad (DB) class 81 heavy switch engine.
Model: The locomotive comes with a digital decoder. 4 axles powered. 2 traction tires. Relex couplers in NEM coupler pockets. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally.

The acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. Length over the buffers 12.8 cm / 5-1/16".



Entry Level Diesel

36080
Diesel Locomotive.

New tooling.
Locomotive constructed of metal.
Powerful four-axle propulsion.
Built-in digital decoder.
Engineer's cab interior details reproduced.

The 42750, 4317, 4318, and 4319 passenger cars, among other, as well as almost all Era III freight cars from central European railroad prototypes go well with this locomotive.

Prototype: German Federal Railroad (DB) class V 80 with diesel-hydraulic propulsion and universal shaft transmission. Era III, B-B wheel arrangement, built in 1952.

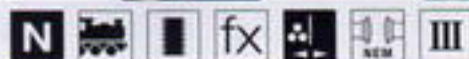
Model: The locomotive is from Era III and comes with a digital decoder and a special can motor with a flywheel. 4 axles powered, 2 traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LED's. The locomotive has a reproduction of the engineer's cab interior details.

Length over the buffers
14.7 cm / 5-13/16".

Diesel-Hydraulic Trail Blazer –

The class V 80 rang in a new era in German locomotive design. Starting in 1952, these locomotives were the first units placed into service with hydraulic power transmission. Other technical innovations were the welding technology used on the frame and superstructure as well as on the trucks. The propulsion system was equipped with 1,100 horsepower motors from MTU and an equally, fundamentally new universal shaft power transmission, both of these features constituting trail-blazing new developments.

These units were also delivered for their planned service with multiple unit control for m.u. operation and push/pull service. The railroad followed the aesthetics of the 1950s with a flowing, rounded locomotive body. The V 80 was used with commuter and fast passenger trains. It was also used for light freight trains.





Diesel Locomotives

36880
Diesel Locomotive.

Built-in warning light, can be controlled digitally. Metal hand rails at the ends.

Prototype: Henschel class DHG 700 locomotive privately owned by the firm On Rail, Mettmann, Germany – Era V.
Model: This locomotive comes with a digital decoder. 3 axles powered. 1 traction tire. Metal handrails at the ends of the locomotive. Built-in warning light on the roof. Triple headlights, which change over with the direction of travel. The headlights, which change over with the direction of travel, and the warning light will work in conventional operation (on all the time) and can be controlled digitally.

The acceleration and braking delay can be controlled digitally. Coupler hooks are present on both ends of the locomotive. Length over the buffers 11.2 cm / 4-7/16".

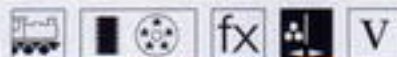
Leased Switching Power.

Since 1982 the Mettmann firm On Rail has been actively successful as a builder of railroad equipment and accessories as well as a leasing company for locomotives and cars.

Modern Henschel class DHG 700 diesel locomotives are also part of the pool of motive power for On Rail-Mietloks. They are used by all types of firms for industrial plant traffic and transfer work. These locomotives have a very attractive paint scheme in the current Era V version.



© On Rail



36848
General-Purpose Locomotive.

Model constructed of metal. Built-in digital decoder. Maintenance-free LED's for headlights. Running characteristics can be controlled digitally.

Prototype: Allgäu Express "alex" class ER 20. Diesel electric design. B-B wheel arrangement.
Model: The locomotive has metal construction with many integrated details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a centrally mounted special can motor. 4 axles powered through cardan shafts.

2 traction tires. The headlights are LED's and they will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled with a Control Unit or Märklin Systems. Length over the buffers 21.7 cm / 8-1/2".

ER 20 in "alex" Railroad Operations.

The diesel-electric powered ER 20 is a member of the technically very modern EuroRunner locomotive family. Siemens Dispolok GmbH has been leasing out these units from the large EuroRunner production run since 2002. These locomotives are suitable for freight service as well as for passenger train service.

These units put out 2,000 kilowatts / 2,681 horsepower and are currently authorized to run in Germany and Austria. The latest diesel motor technology and a new type of noise dampening make the ER 20 one of the quietest diesel locomotives with the lowest level of exhaust gases in Europe. If necessary, these locomotives can be adapted in appearance and technically on request to the various requirements of customers for use on national or European main or branch lines.

The consortium from the "Provincial Railroad" (brand name for the Regental Railroad AG/Regental Railroad Operations GmbH) and EuroTurbo GmbH (German subsidiary of the Swiss firm Turbo AG) is one of Siemens Dispolok's lease locomotive customers. These two partners jointly run the Allgäu Express from Munich to Oberstdorf, which has its logo "alex" on the Siemens Dispo locomotives. These locomotives with their contrasting yellow-white-aluminum paint scheme are a real eye catcher in railroad operations in the alpine foothills.



36849
Diesel Locomotive.

Metal body. Headlights with maintenance-free LED's.

Era V freight cars from almost all of the Central European railroads go well with this locomotive.

Prototype: EuroRunner class ER 20. Privately owned locomotive painted and lettered for the firm LTE Logistik- und Transport GmbH, Graz, Austria, in the association Rail Freight Alliance European Bulls.
Model: The locomotive has metal construction with many integrated details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a special can motor. 4 axles powered through car-dan shafts. 2 traction tires.

The headlights are LED's and they change over with the direction of travel. They will work in conventional operation and can be controlled digitally. Adjustable running characteristics. Length over the buffers 21.7 cm / 8-1/2".

European Bulls across Borders. European Bulls was founded on January 13, 2005 as an alliance of several European railroad freight companies with the main objective of setting up a Europe-wide system of quality, reliable rail freight service focused on customers. For the first time, customers for European Bulls can contract with this association in one step for international rail service without restrictions by old national borders and considerations having to be taken into account between state railroads. The partners in European Bulls offer Pan-European transport services as they have been offered for a long time on roads and waterways, services that have always failed by rail because of the areas of responsibilities for the various national railroads.

The members of the alliance are: Comsa Rail Transport (Barcelona, Spain), Ferrovie Nord Cargo (Milan, Italy), LTE Logistik- und Transport (Graz, Austria), rail4chem (Essen, Germany), viamont (Usti nad Labem, Czech Republic).

The alliance partners link up their experiences and areas of activity from their home countries for international transportation. For customers this means only one partner at any one time responsible for the entire international service with the same standards. As one of the five members of "European Bulls" "rail4chem" contributes to the European freight service with appropriately designed motive power. In addition, these units have permission and safety packages for cross-border traffic for Germany, Austria, and Switzerland.



© LTE



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 powered axles. 4 traction tires. Separately applied exhaust stacks. Relex couplers. Length over buffers 18.2 cm / 7-5/32".



Diesel Locomotives

36790
Diesel Locomotive.

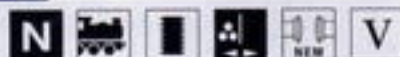
Model constructed of metal.
Built-in digital decoder.
Maintenance-free LED's for head-
lights.

Export model for Austria.

Prototype: Steiermark Provincial Railways (STLB) class 2016 "Hercules" general-purpose locomotive. Diesel-electric design. B-B wheel arrangement.

Model: The locomotive has metal construction with many integrated details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a centrally mounted special can motor. 4 axles powered through cardan shafts. 2 traction tires.

The headlights are LED's and they will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. Length over the buffers 21.7 cm / 8-1/2".





© Ulf Fischer, Wiener Neustadt Hbf, 23.9.04

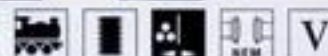
In 1998 the ÖBB (Austrian Federal Railways) ordered a diesel-electric locomotive with three-phase traction motors from Siemens. On one hand, the 2016 was intended to replace the outdated class 2043 and 2143 locomotives. On the other hand, the ÖBB wanted to procure a powerful, general-purpose universal locomotive with this locomotive.

In addition to the ÖBB, the Hong Kong KCRC also ordered the EuroRunner type ER 20 locomotives. In addition, several locomotives are part of Siemens's lease locomotive pool, and trains such as "Allgäu-Express" from Munich to Oberstdorf. In Austria they are known as "Hercules".

36845 Diesel Locomotive.

Prototype: Austrian Federal Railways (ÖBB) class 2016 general-purpose locomotive. "Hercules" design diesel electric.

Model: The locomotive has metal construction with many integrated details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a special can motor. 4 axles powered through cardan shafts. 2 traction tires. The headlights are LED's and they will work in conventional operation and can be controlled digitally. Length over the buffers 21.7 cm / 8-9/16".



Electric Locomotives

36850
Electric Locomotive.

Metal body.



Prototype: German Railroad, Inc. (DB AG) class 185 general-purpose locomotive. Dual system locomotive.
Model: The locomotive is constructed of metal with many integrated details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a special can motor. 4 axles powered through cardan shafts.

2 traction tires. The headlights are LED's and they will work in conventional operation and can be controlled digitally. Adjustable running characteristics. 2 pantographs that can be raised and lowered manually (they are not wired to take power from the catenary). Length over the buffers 21.7 cm / 8-9/16".

36854
Electric Locomotive.

Hopper cars to go with this locomotive are available under item no. 46253.



Prototype: Ruhrkohle AG Bahn und Hafen GmbH (RAG/BuH) (Ruhr Coal, Inc. Railroad and Harbor, Inc.) class 185-CL 009 general-purpose locomotive, road no. 222. Dual system locomotive.
Model: The locomotive is constructed of metal with many integrated details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a special can motor. 4 axles powered through cardan shafts.

2 traction tires. The headlights are LED's and they will work in conventional operation and can be controlled digitally. Adjustable running characteristics. 4 pantographs that can be raised and lowered manually (they are not wired to take power from the catenary). Length over the buffers 21.7 cm / 8-1/2".

European Bulls across Borders.

European Bulls was founded on January 13, 2005 as an alliance of several European railroad freight companies with the main objective of setting up a Europe-wide system of quality, reliable rail freight service focused on customers. For the first time, customers for European Bulls can contract with this association in one step for international

rail service without restrictions by old national borders and considerations having to be taken into account between state railroads. The partners in European Bulls offer Pan-European transport services as they have been offered for a long time on roads and waterways, services that have always failed by rail because of the areas of responsibilities for the various national railroads. The members of the alliance

are: Comsa Rail Transport (Barcelona, Spain) Ferrovie Nord Cargo (Milan, Italy) LTE Logistik- und Transport (Graz, Austria) rail4chem (Essen, Germany) viamont (Ústí nad Labem, Czech Republic) The alliance partners link up their experiences and areas of activity from their home countries for international transportation. For customers this means only one partner at any one time responsible

for the entire international service with the same standards. As one of the five members of "European Bulls" "rail4chem" contributes to the European freight service with appropriately designed motive power. In addition, these units have permission and safety packages for cross-border traffic for Germany, Austria, and Switzerland.



36830
Electric Locomotive.

Metal body.
Headlights with maintenance-free LED's.

Era V freight cars from almost all of the Central European railroads go well with this locomotive.

Prototype: Class 185 dual system locomotive. Privately owned locomotive painted and lettered for the firm rail4chem Railroad Company mbH, Essen, Germany, in the association Rail Freight Alliance European Bulls.

Model: The locomotive is constructed of metal with many integrated details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a special can

motor. 4 axles powered through cardan shafts. 2 traction tires. The headlights are LED's and they will work in conventional operation and can be controlled digitally. Adjustable running characteristics. 4 pantographs that can be raised and lowered manually (they are not wired to take power from the catenary). Length over the buffers 21.7 cm / 8-9/16".



36856
Electric Locomotive.

Model constructed of metal.
Maintenance-free LED's for headlights.

Prototype: German Railroad, Inc. (DB AG) general-purpose dual system locomotive. B-B wheel arrangement.

Model: The locomotive is constructed of metal with many integrated details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a special can

motor. 4 axles powered through cardan shafts. 2 traction tires. The headlights are LED's and they will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a Control Unit or with Märklin Systems. 4 pantographs that can be raised and lowered manually (they are not wired to take power from the catenary). Length over the buffers 21.7 cm / 8-1/2".



Electronic Locomotives

36851
Electric Locomotive.



Prototype: Swiss Federal Railways (SBB/CFF/FFS) class 482 general-purpose locomotive. Dual system locomotive.

Model: The locomotive is constructed of metal with many integrated details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a special can motor.

4 axles powered through cardan shafts. 2 traction tires. The headlights are LED's and they will work in conventional operation and can be controlled digitally. Adjustable running characteristics. 4 pantographs that can be raised and lowered manually (they are not wired to take power from the catenary). Length over the buffers 21.7 cm / 8-1/2".



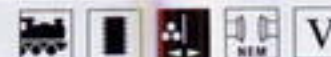
36852
Electric Locomotive.



Prototype: BLS Lötschbergbahn AG (Bern-Lötschberg-Simplon Railroad) class 485 general-purpose locomotive. Dual system locomotive.

Model: The locomotive is constructed of metal with many integrated details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a special can motor.

4 axles powered through cardan shafts. 2 traction tires. The headlights are LED's and they will work in conventional operation and can be controlled digitally. Adjustable running characteristics. 4 pantographs that can be raised and lowered manually (they are not wired to take power from the catenary). Length over the buffers 21.7 cm / 8-1/2".





Graz-Kaladorf 11.5.2005 © Foto: Hanspeter Reschinger

36831
Electric Locomotive.

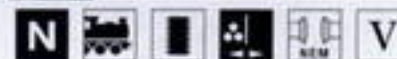
Model constructed of metal.
Built-in digital decoder.
Maintenance-free LED's for headlights.

Prototype: Privately owned railroad class 185 dual system general purpose locomotive painted and lettered for the firm of LTE Logistics and Transport, Inc., Graz, Austria. B-B wheel arrangement.

Model: The locomotive has metal construction with many integrated details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a centrally mounted special can motor. 4 axles powered through cardan shafts. 2 traction tires.

The headlights are LED's and they will work in conventional operation and can be controlled digitally. The direct control (acceleration/braking delay) can be controlled with a Control Unit or Märklin Systems. 2 pantographs that can be raised and lowered manually (they are not wired to take power from the catenary).

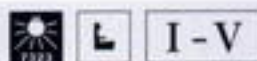
Length over the buffers
 21.7 cm / 8-1/2"



Passenger Cars

4107
Passenger Car.

Relex couplers.
Length over buffers 11.0 cm / 4-3/8".
DC wheel set 2 x 70 0600.



4108
Baggage Car.

With cupola for conductor's compartment.
Relex couplers.
Length over buffers 11.0 cm / 4-3/8".
DC wheel set 2 x 70 0600.



4039
Passenger Car.

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



4038
Baggage Car.

With cupola for conductor's compartment.
Relex couplers.
Length over buffers 11.0 cm / 4-3/8".
DC wheel set 2 x 70 0600.



4035
Prussian Passenger Car Set.

These models are not available separately.

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

Model: The cars have Relex couplers. Total length 45.0 cm / 17-3/4". DC wheel set 8 x 70 0600.



Freight Cars

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 2 x 70 0580.

I

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 2 x 70 0580.

IV

44591
Stake Car.



Prototype: German Federal Railroad (DB) 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 2 x 70 0580.

IV

Special Designs

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 6 x 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 2 x 70 0580.



IV V

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 3 x 70 0530.

IV V



Freight Cars

4423
Low Side Car.

Prototype: German Federal Railroad (DB) type Kklm 505.
Model: Relex couplers.
Length over buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.



IV

4473
Low Side Car.

Prototype: German Federal Railroad (DB) type Rimms.
Model: Relex couplers.
Length over buffers 16.0 cm / 6-5/16".
DC wheel set 4 x 70 0580.



IV

4424
Low Side Car.

Prototype: German Federal Railroad (DB) type Kklm 505.
Model: Loaded with a model of a bulldozer. Relex couplers.
Length over buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.



IV

4474
Low Side Car.*

Prototype: German Federal Railroad (DB) type Rimms.
Model: The car comes loaded with a bulldozer and a skip loader. Relex couplers.
Length over the buffers 16.0 cm / 6-5/16".
DC wheel set 4 x 70 0580.



* example loading

IV

44241
Low Side Car.

Prototype: German Federal Railroad (DB) type Kklm 505.
Model: Loaded with a model of a steamroller. Relex couplers.
Length over buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.



IV

44732
Auto Transport Car.

Prototype: German Federal Railroad (DB) type Rimms low side car.
Model: Loaded with 3 model automobiles. Appropriate restraints for the load. Relex couplers.
Length over the buffers 16.0 cm / 6-5/16". DC wheel set 4 x 70 0580.



IV



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 2 x 70 0580.

IV

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".

I. IV



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 2 x 70 0580.

IV V



Freight Cars



44188
Refrigerator Car.

Prototype: Type Ihs 377 standard car. Painted and lettered for a private party.
Model: Relex couplers. Length over the buffers 11.5 cm / 4-1/2". DC wheel set 2 x 70 0580.

IV 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 2 x 70 0580.

V



44192
Refrigerator Car.

Prototype: Privately owned car painted and lettered for the firm Chupa Chups.
Model: The car has Relex couplers. Length over the buffers 11.5 cm / 4-1/2". DC wheel set 2 x 70 0580.

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 2 x 70 0580.

V



44190
Refrigerator Car.

Prototype: Privately owned car painted and lettered for Deutsche Sinalco GmbH Markengetränke & Co. KG, Duisburg-Walsum, Germany.
Model: The car has Relex couplers. Length over the buffers 11.5 cm / 4-1/2". DC wheel set 2 x 70 0580.

V



44193
Beer Car.

Prototype: Privately owned car painted and lettered for "Schöfferhofer" of the firm Radeberger Gruppe GmbH, Frankfurt am Main, Germany.
Model: The car has Relex couplers. Length over the buffers 11.5 cm / 4-1/2". DC wheel set 2 x 70 0580.

N 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 2 x 70 0580.



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 2 x 70 0580.



44191
Beer Car.



Prototype: Privately owned car painted and lettered for Erdinger Weißbräu, private brewery in Erding, Germany.
Model: The car has Relex couplers. Length over the buffers 11.5 cm / 4-1/2". DC wheel set 2 x 70 0580.



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 2 x 70 0580.



44189
Beer Car.



Prototype: Type Ihs 377 standard car. Painted and lettered for a private party.
Model: Relex couplers. Length over the buffers 11.5 cm / 4-1/2". DC wheel set 2 x 70 0580.



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 2 x 70 0580.



Freight Cars

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 2 x 70 0580.



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 2 x 70 0580.



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 2 x 70 0580.



IV 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 2 x 70 0580.



V



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 2 x 70 0500.



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 2 x 70 0580.



4431
Gondola.

Prototype: German Federal Railroad (DB) type EI-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 2 x 70 0580.

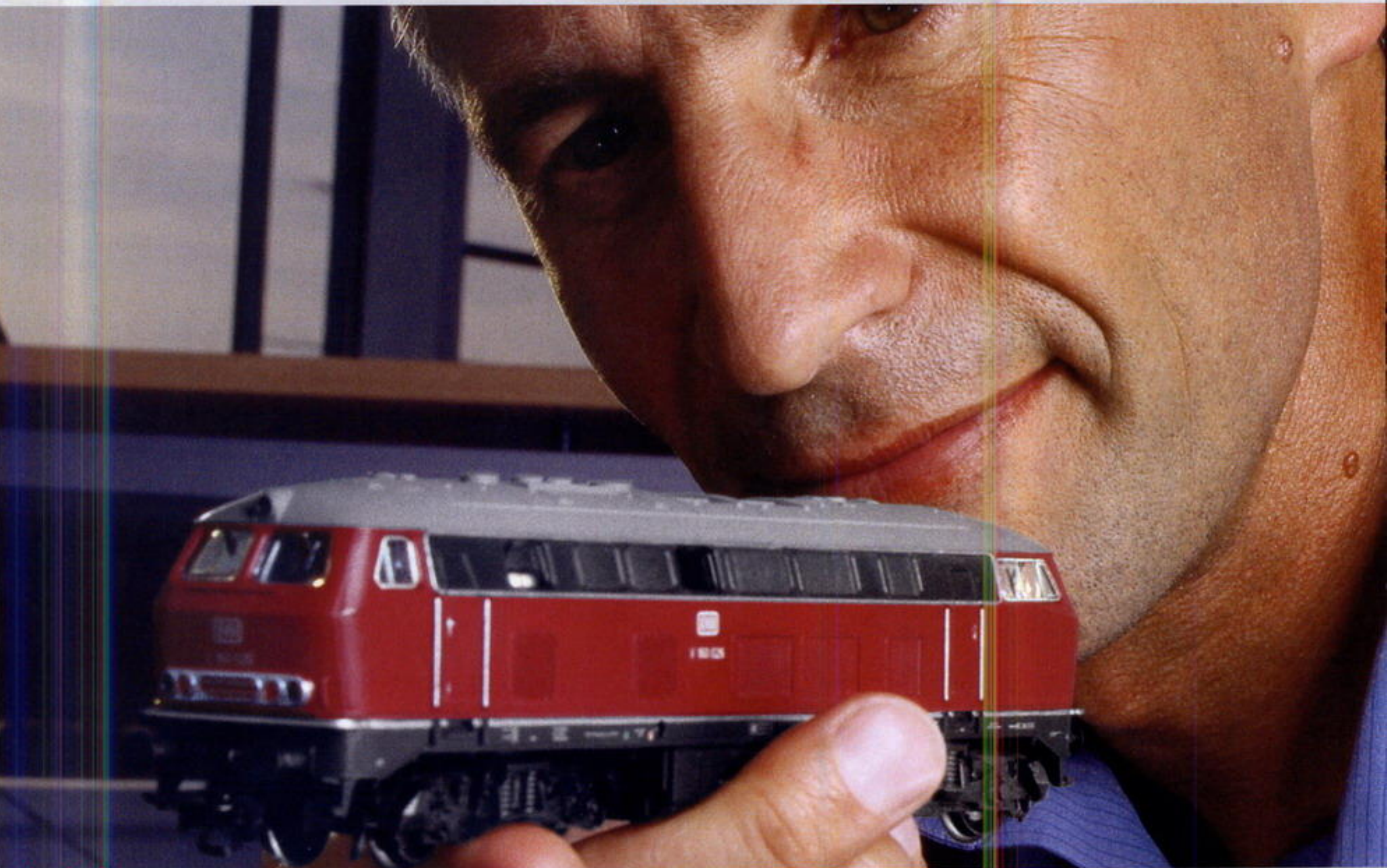



4430
Gondola.

Prototype: German Federal Railroad (DB) type EI-u 061.
Model: Relex couplers.
Length over buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.



Pro Starter Sets





The leaves have fallen from the trees, and a cool wind is blowing down the streets. The first snow is already on the distant mountains. Christmas is not far off. Yes, Christmas. We remember the sweet smell of fresh Christmas cookies or the fine scent of pine needles. And, the electric train was always close at hand. Naturally, one from Märklin, in H0 Scale, that ran swiftly over track made of sheet metal. It accompanied us through the days of our carefree childhood. Then, it suddenly disappeared. In the wild days of storm and stress other themes occupied the attention of us young men. Now and then we might find the leisure to play a little with the model railroad. Over time everything in the closet or in storage was sold or disposed of. Unfortunately. Today, we would love to have it back, the beautiful red V 200 for example, item number 3021, with the raised lettering DEUTSCHE BUNDESBahn on the side and the striking V on the ends. Or the V 160, so modern then.

Now, we finally have space in our own residence for an electric train setup. The hobby from our childhood and youth can come back into the foreground again. Starting again is as easy as child's play with the professional quality starter sets from Märklin. Setup goes very quickly.

A look into the future: All the sets can be expanded and guarantee all kinds of fun and enjoyment. These sets include not just selected trains put together thoughtfully, but also locomotives that are not available separately in this form. The sections of C Track included in the sets go together quickly. Even people in a hurry can soon enjoy seeing the little locomotives and cars running on the track. The C Track system is not only absolutely true to the prototype, it is also extremely sturdy. Thanks to the "click" connection, the operational reliability of your train is preserved even if you set up and take down the track layout often.

And, anyone wanting to set up something larger using the starter sets as a foundation can get started at anytime. The wildest layout dreams can be realized with the tailor-made extension sets from the extensive track assortment. And, anyone wanting to can also start out with a K Track set. Märklin offers two useful track plan books for the planning phase, and they are available at your authorized dealer. As your model railroad dealer about them! He'll be happy to show you these books.

Thanks to the Mobile Station you're underway digitally right from the start with the digital starter sets. You'll be amazed to find out how the running characteristics for the new locomotives have changed compared to the older ones. These little units start up smoothly and come to a stop with super smoothness. The acceleration and braking delay can be set individually on the latest decoders installed in the locomotives. And, when the layout grows and grows, the Central Station will become your favorite controller as a multi-functional train and accessory controller.

With the professional quality starter sets you're laying the foundation for a fascinating hobby that will give joy your entire life. The favorites of your youth are also there, equipped with digital technology: the red V 200 or the V 160. But don't wait until the leaves are falling and Christmas is approaching. Because, locomotives also like lasting attention.

"Steam Locomotive Era" Digital Starter Set

29830 230 Volt
"Era III" Digital Starter Set. With a Large K Track Layout and a Mobile Station. 230 volts.

Large K Track layout with advanced model railroader expansion option. Typical train consist from the DB steam era.

Express steam locomotive with high-efficiency propulsion. mfx digital decoder with multiple sound and special functions.

The 42750 express passenger car set is a prototypical add-on for the era of this train.

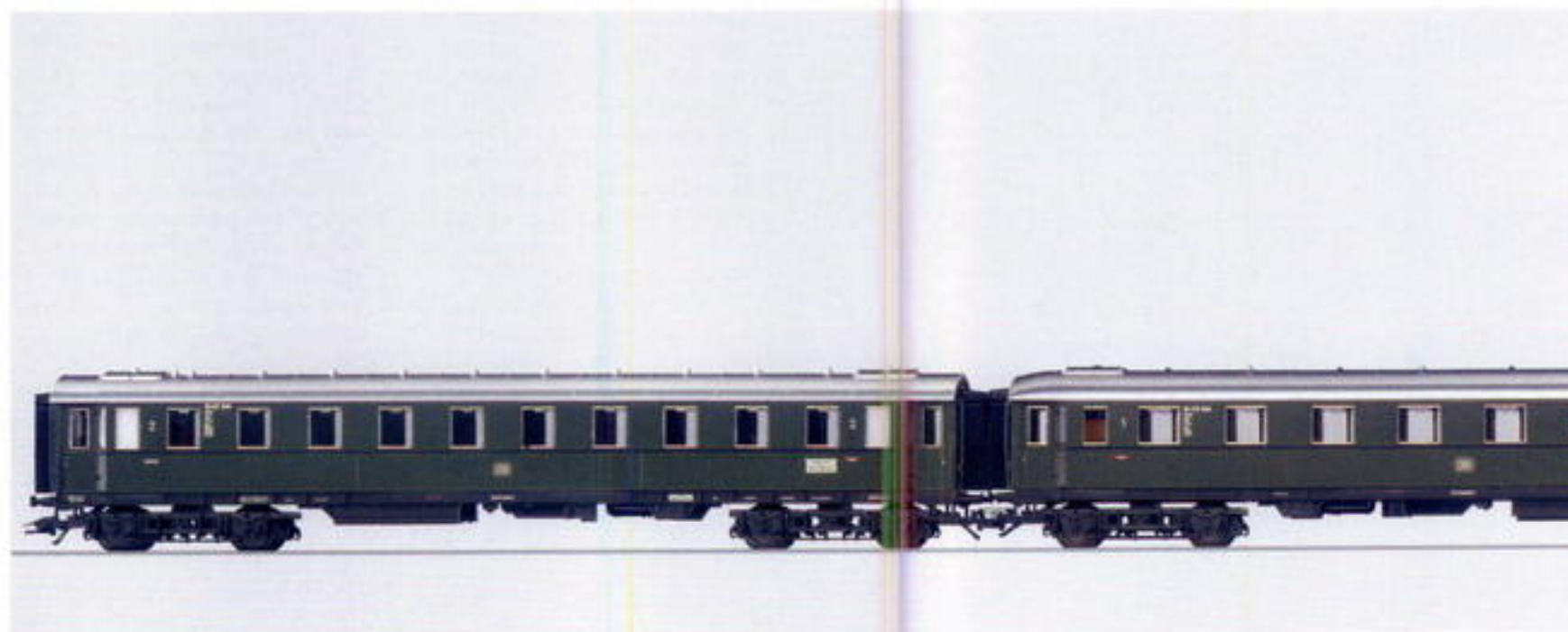
Prototype: Class 03 express locomotive. Standard design locomotive with a welded tender and Wagner smoke deflectors. 3 German Federal Railroad (DB) standard design fast train passenger cars from German State Railroad Group 28 and Group 30 designs.

Model: The locomotive comes with an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator with many functions. 3 axles powered. 2 traction tires. The locomotive can be retrofitted with a 7226 smoke generator. The headlights will work in conventional operation and can be controlled digitally. The smoke generator contact, the steam locomotive operation sounds, which change with the speed of the locomotive, and the acceleration and braking delay can be controlled digitally with the 6021 Control Unit or Märklin Systems. The running gear lights and other operating sound effects can be controlled digitally with the Mobile Station and with the 60212 Central Station. The cars have different car names and are imprinted with train destination signs. The roofs have traces of soot on them. Total train length 101.0 cm/39-31/32".

Contents: 3 fast passenger train standard design cars: 1 type A4yse-30/55 car, 1st class, and 2 type B4üwe 28/51 cars, 2nd class. 12 no. 2200 straight track, 2 no. 2207 straight track, 4 no. 2208 straight track, 2 no. 2232 curved track, 1 no. 2265 left manual turnout, 1 no. 2266 right manual turnout, 1 no. 2290 feeder track. 230 volt/32 VA transformer. Mobile Station digital controller. Illustrated instruction manual with all sorts of tips and ideas for setting up the starter set. This set can be expanded with the K Track extension sets and the entire K Track program. The turnouts can be retrofitted with the 7549 electric turnout mechanism, the 7548 below-baseboard mounting kit, and the 7547 turnout lantern kit.

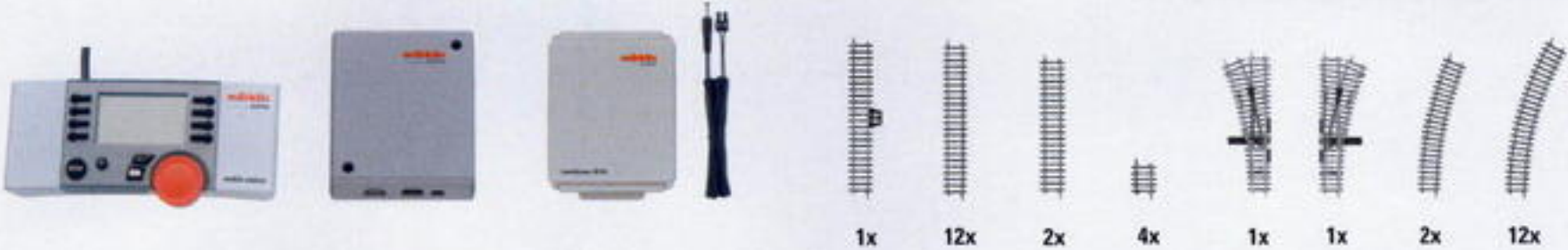


Digital Funktionen	6020	6021	60652	60212
Headlights	x	x	x	x
Smoke generator contact		x	x	x
Steam locomotive operating sounds		x	x	x
locomotive whistle		x	x	x
Direct control		x	x	x
Sound of squealing brakes off			x	x
Running gear lights			x	x
Whistle for switching maneuver			x	x
Sound of coal being shoveled			x	x





29830



"Era III" Mega Digital Starter Set

29820 230 Volt
Digital Mega Starter Set with 2 trains. Passenger Train with Large C Track Layout, Transformer, and Mobile Station.
 230 Volt (transformer 60 VA).

Start digital model railroading with two trains.

New Mobile Station controller with many additional functions.

Both locomotives have high efficiency propulsion and sound effects.

Awesome sound: Diesel motor, steam cylinder and more.

Steam locomotive with telex coupling for switching.

Prototype: German Federal Railroad (DB) class 50, steam locomotive, class V 160 diesel locomotive, 3 "Silberlinge" commuter cars, and 4 freight cars.

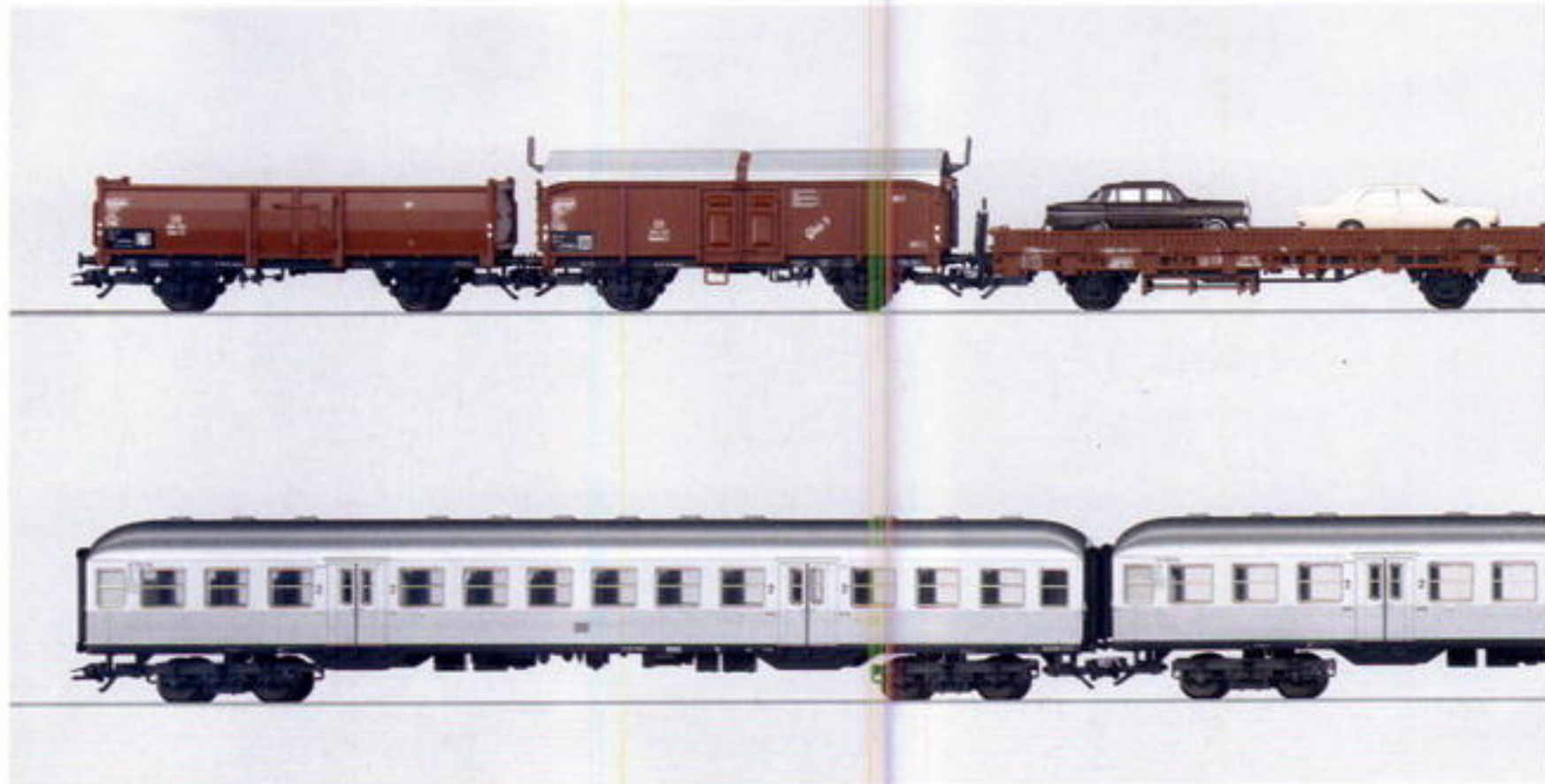
Model: Locomotives with digital decoder, controlled high-efficiency propulsion, controllable lighting and sound effects module with operating sound effects and 4 additional sound effects for each locomotive. Additionally steam locomotive with Telex coupler and connection for a smoke generator that can be retrofitted. 2 2nd class commuter cars, and 1 1st/2nd class commuter car. 1 container transport car, 1 low side car with 2 car models, 1 gondola with sliding roof sections, and 1 open freight car. Train lengths 98.0 cm / 38-19/32" and 75.5 cm / 29 23/32".

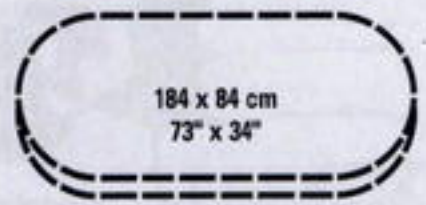
Contents: 14 sections of no. 24310 curved track, 8 sections of no. 24188 straight track, 1 section of no. 24088 feeder track, 9 sections of no. 24172 straight track, 1 pair of 24671 and 24672 curved turnouts. Mobile Station digital controller. Illustrated instruction book with many tips and ideas. Set 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.



Steam Locomotive BR 50 Function	Control Unit	Mobile Station	Central Station
Headlights (direction-dependent) - on in conventional operation	x	x	x
Smoke generator contact	x	x	x
Telex coupler(s)	x	x	x
Steam locomotive operating sounds	x	x	x
Direct control	x	x	x
Locomotive whistle		x	x
Air pump		x	x
Sound of coal being shoveled		x	x
Sound of squealing brakes off		x	x

Diesel Locomotive V 160 Function	Control Unit	Mobile Station	Central Station
Headlights (direction-dependent) - on in conventional operation	x	x	x
Diesel locomotive operating sounds	x	x	x
Direct control	x	x	x
Horn blast 1		x	x
Horn blast 2		x	x
Letting off air		x	x
Sound of squealing brakes off		x	x





29820



8x



1x



9x



1x



1x



14x



"Swiss" Mega Digital Starter Set

29850 230 Volt
Digital Swiss Mega Starter Set with 2 Trains.
Express Train and Freight Train with a Large C Track Layout, Transformer, and Mobile Station.
 230 volts.

Getting started with 2 Swiss trains in digital model railroading. Mobile Station as a new controller with auxiliary functions. Both locomotives made of metal and with high-efficiency propulsion. Different horn sound effects in both locomotives.

Prototype: Swiss Federal Railways (SBB) class 460 and class 660 (Ae 6/6) electric locomotives, 3 Swiss Federal Railways (SBB) type Mark IV express train passenger cars, and 4 Swiss Federal Railways (SBB) freight cars.

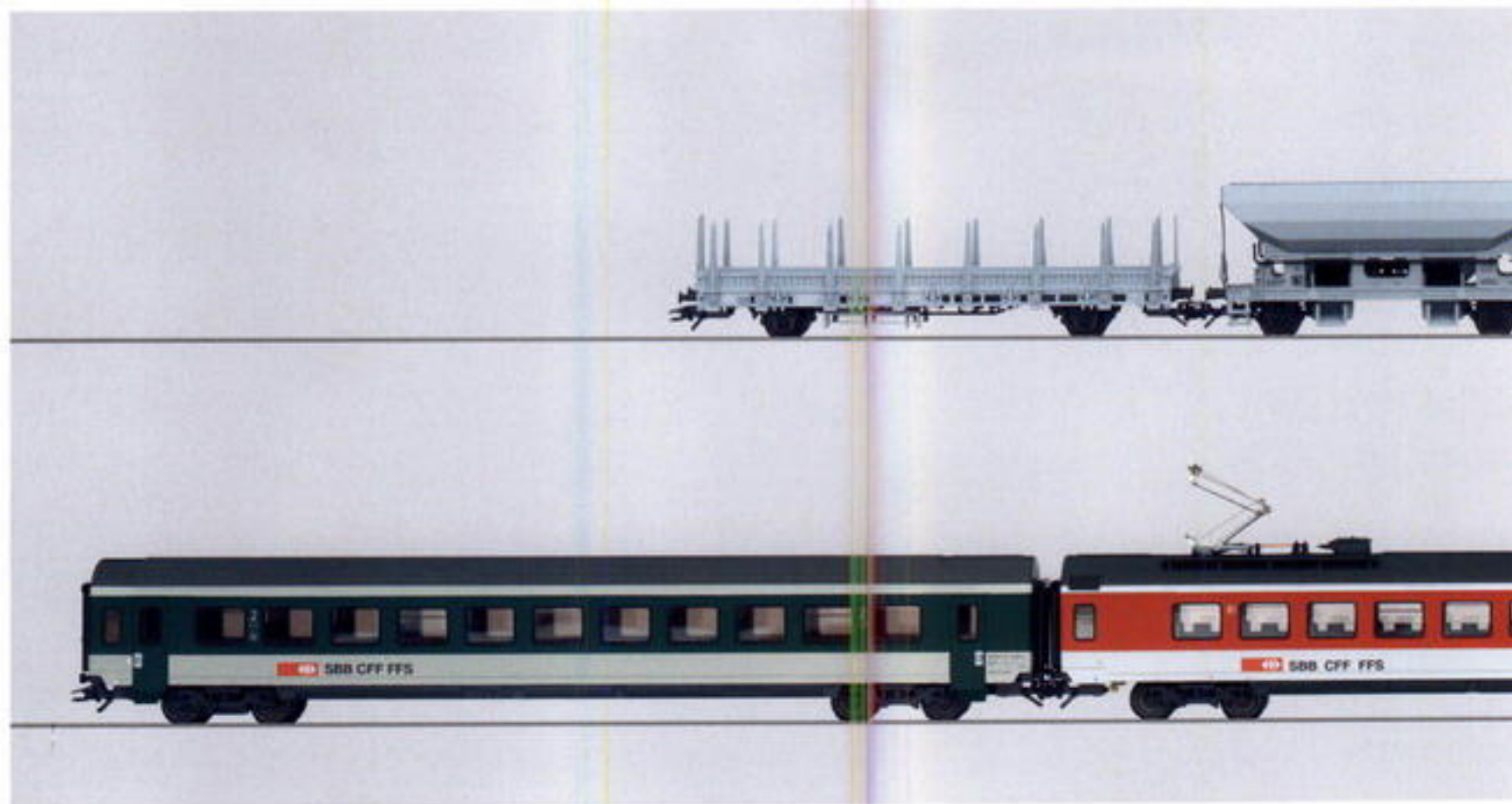
Model: The locomotives come with a digital decoder, controlled high-efficiency propulsion, headlights that can be turned on and off, and sound effects generators with several sound functions. 1 each express train passenger car 1st class and 2nd class as well as 1 dining car, 1 gondola, 1 stake car, 1 tank car, and 1 bulk freight car. Train lengths 101.2 cm / 39-13/16" and 84.9 cm / 33-7/16".

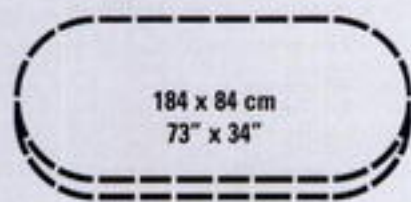
Contents: 14 no. 24130 curved track, 9 each no. 24188 and no. 24172 straight track, 1 pair of 24671 and 24672 curved turnouts. 60 VA transformer. Mobile Station digital controller. Hardware for connections. Illustrated instruction book with many tips and ideas. This set can be expanded with the C Track extension sets and with the entire C Track program. The turnouts can be retrofitted with the 74490 electric mechanism.



E-Lok Serie Ae 6/6 Funktion	Control Unit	Mobile Station	Central Station
Headlights (direction-dependent) - on in conventional operation	x	x	x
Electric locomotive operating sounds	x	x	x
Blower motors	x	x	x
Locomotive whistle	x	x	x
Direct control (ABV)	x	x	x
Sound of squealing brakes off		x	x
Main relay clicking		x	x
Sound of compressed air escaping		x	x

E-Lok Serie 460 Funktion	Control Unit	Mobile Station	Central Station
Headlights (direction-dependent) - on in conventional operation	x	x	x
Long distance headlights	x	x	x
Electric locomotive operating sounds	x	x	x
Horn	x	x	x
Direct control (ABV)	x	x	x
Start-up sound effects		x	x





29850



8x



1x



9x



1x



1x



14x



American Digital Starter Set

29575 230 Volt/32 VA
 29576 120 Volt/60 VA
**American Digital Starter Set,
 230 Volts.**

Getting started with digital model
 railroading the large way, American
 style.

Mobile Station included.
 Heavy locomotive with
 high-efficiency propulsion.
 Great sound:
 diesel motor, bell, horn, etc.

Prototype: New York Central System
 (NYC) ALCO PA-1 heavy diesel loco-
 motive and 4 freight cars.

Model: The locomotive comes with
 an mfx decoder, controlled high-effi-
 ciency propulsion, sound generator
 (diesel motor, bell, horn) and con-
 trollable headlights.

1 boxcar, 1 refrigerator car,
 1 hopper car, and 1 caboose.
 Train length 70.0 cm / 27-9/16".

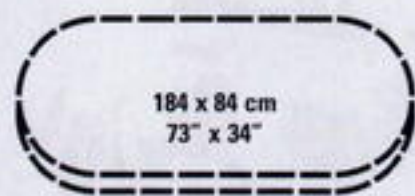
Contents: 14 no. 24130 curved track,
 8 no. 24188 straight track, 1 no.
 24088 feeder track, 9 no. 24172
 straight track, 1 pair of 24671 and
 24672 curved turnouts. Transformer.
 Mobile Station. Illustrated instructi-
 on manual with all sorts of tips and
 ideas for setting up the starter set.
 This set can be expanded with the
 C Track extension sets and the
 entire C Track program. The turnouts
 can be retrofitted with the 74490
 electric turnout mechanism.

**Special operating environment
 sound effects that can be controlled
 with the Control Unit or Märklin
 Systems:**

1. Couplers engaging
2. "Clickety clack" from rail joints
3. Cab radio "chatter"

Digital functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Horn		x	x	x
Diesel locomotive operating sounds		x	x	x
Bell		x	x	x
Direct control		x	x	x
Sound of squealing brakes off			x	x
Surrounding sounds 1			x	x
Surrounding sounds 2			x	x
Surrounding sounds 3			x	x





184 x 84 cm
73" x 34"

29575/29576



8x



1x



9x



1x



1x



14x

Locomotives





Regardless of whether they are standing in a decorative display case on a wonderfully built layout, or what is hidden under their metal bodies - they are objects of desire. Locomotives from Märklin have always been something quite special.

They awaken our passion and liberate pure emotions. They are more than just the perfect depiction of their large prototypes in 1:87 scale. They are realized with both love and perfection. Innovative technology is at work under the hard shell of metal. All generations of Märklin locomotives had their own and yet contemporary inner workings. Today it's overwhelmingly C-Sine three-phase motors that guarantee the running characteristics for new items that can be so convincing even in hard tests: They are simply great.

The selection of locomotives from all eras of railroad history is large. There are the models suggesting nostalgia that recall the former flair of the good old days of steam as well as the sturdy diesel and electric locomotives, which have proven themselves in decades of hard day-in-day-out tests. They have all been immortalized in models from Göppingen. The class 01 has earned a special position. Even the former German State Railroad's ranking system makes it clear: Nothing more comes in front of this locomotive. It was the product of rational request with the objective of reorganizing the colorful motive power roster thrown together as a result of the confusion of war and the merger of the provincial railroads. Intelligent men recognized even then that standardization could only be useful for operations.

The class 01 went into operation for the first time in 1926 and remained right up to our times - although only to be seen and admired in museums - the quintessential symbol for express steam locomotives. Its elegance, the large driving wheels, the harmonious relationship between the high mounted boiler and the running gear resulted in an image of pure aesthetics. The 01 quickly became the symbol for the German standard design locomotive. It's all the more wonderful that this locomotive is back in the assortment after an absence of over 30 years. Its predecessor, admired in our youth, honored by our fathers, admittedly has nothing more in common with the creation of today. Let it be given a place of honor in the display case, surrounded by other first class creations from Göppingen. By contrast, the successor with its perfect embodiment of a great express steam locomotive will bring much brilliance to a layout.

Steam Locomotives

37135
Tank Locomotive.

One-time series.

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class D XII branch line locomotive. Later, the class 73.

Model: Locomotive comes with a digital decoder and a controlled special motor. 2 axles powered. Headlights will work in conventional operation and can be controlled digitally. Acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Many separately applied details. Length over the buffers 13.8 cm / 5-7/16".



**37974
Steam Locomotive with a Tender.**

**One-time series for the anniversary
"200 years of the Kingdom of
Bavaria".**

Prototype: Royal Bavarian State
Railroad (K.Bay.Sts.B.) class B VI
old-timer locomotive. Version for
peat firing. "Klopstock" name plate.

Model: The locomotive comes with
a digital decoder, controlled high-
efficiency propulsion, and a sound
effects generator with many func-
tion. Powerful can motor with a bell-
shaped armature, in the locomoti-
ve's boiler. 2 axles powered. 2 trac-
tion tires. Detailed running gear with
exterior frame and Stephenson
valve gear. The headlights will work
in conventional operation and can
be controlled digitally. Steam loco-
motive running sound effects, which
vary with the speed of the loco-
motive, a whistle, as well as the
acceleration and braking delay can
be controlled digitally with a Control
Unit or Märklin Systems. Additional
operating sound effects can be
controlled digitally with Märklin

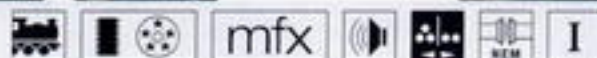
Systems. The tender has a raised
body and hatches that can be
opened. Close coupling between
the locomotive and tender. Brake
hoses and prototype couplers can
be installed on the buffer beam.
Length over the buffers 16.3 cm /
6-7/16". The locomotive comes
packaged in a decorative wooden
box.

Digital functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Steam locomotive operating sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Sound of coal being shoveled			x	x
Air pump / compressor			x	x
Horn blast 1			x	x
Sound of squealing brakes off			x	x
Operating sounds				x
Letting off steam / air				x
Sound of the grate being emptied				x



Between 1863 and 1871, Maffei supplied the Bavarian State Railways with 107 locomotives with a single-axle pilot truck and 2 coupled driving axles. Technically, the B VI was only slightly different than its predecessor class, the B V. The diameter of the driving wheels increased from 1,462 mm / 57-9/16" to 1,616 mm / 63-5/8", and service weight increased to 31 metric tons. Like its predecessor, the B VI could be fired with coal as well as with peat. After the installation of replacement boilers, the permissible steam pressure was increased from 8 to 10 bar or from 116 to 145 pounds per square inch.

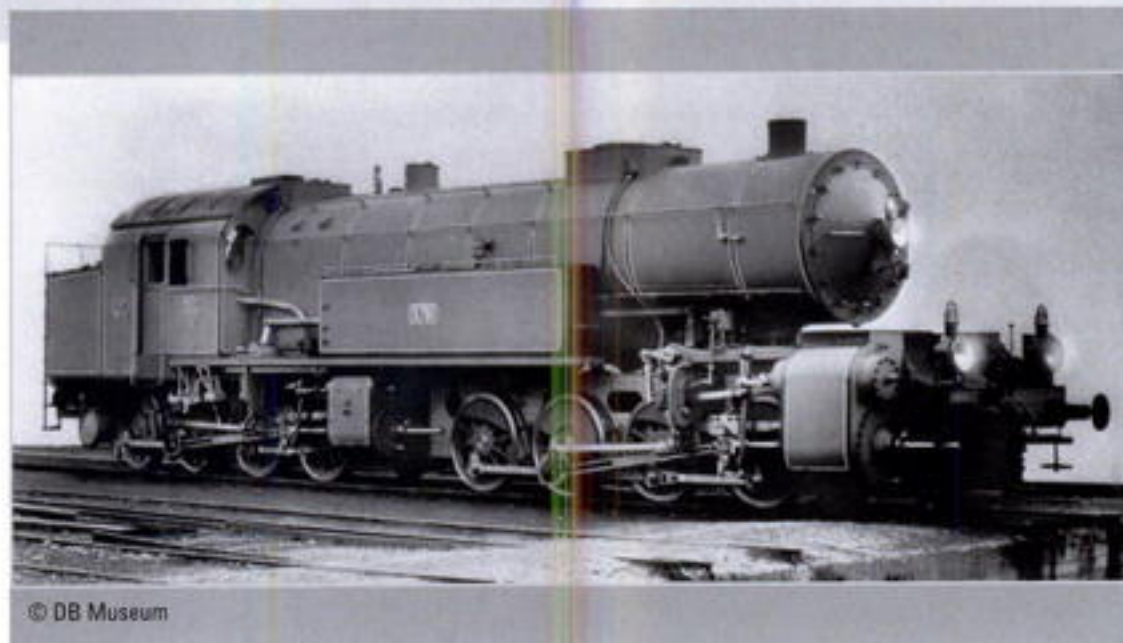
The B VI primarily hauled passenger trains in regular service. Faster locomotives soon pushed it down to lower levels of passenger train service. The railroad started retiring class B VI locomotives in 1895 and continued to withdraw them from service into the 1920s. Two units active in maintenance service made it into the provisional numbering system of the German State Railroad as road numbers 34 7461 and 7362, and were retired shortly after the new numbering system went into effect in 1925. One locomotive, road no. 316, made railroad history. Christened "Tristan", this locomotive hauled the court train of Ludwig II, when his majesty went on trips.



Steam Locomotives

Before you call up the national government in Berlin: The Kingdom of Bavaria is history. The magical anniversary number refers to the date of the crowning, when the Bavarian Prince Elector, with the favor of Napoleon, styled himself in 1805 as King Maximilian Joseph I. The cultural flowering then began under King Ludwig I, who was succeeded by Maximilian II, and the Fairy Tale King Ludwig II.

What makes this history so interesting for us are the Royal Bavarian State Railways, which we have to thank for some of the most beautiful prototypes around. We are celebrating the anniversary with a one-time series of the articulated Mallet locomotive, the class Gt 2x4/4.



© DB Museum

37964
Tank Locomotive.

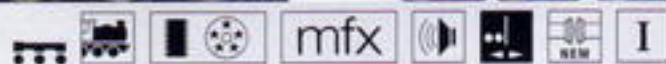
One-time series for the anniversary
"200 Years of the Kingdom of
Bavaria".

Prototype: Royal Bavarian State Railways (K.bay.Sts.B.) class Gt 2x4/4 heavy freight locomotive. Mallet design articulated locomotive with high and low pressure cylinders.

Model: The locomotive comes with a digital decoder, controlled high-efficiency propulsion, and a sound effects circuit with many functions. 4 axles powered. 4 traction tires. Articulated frame to enable the unit to negotiate sharp curves. The headlights will work in conventional operation and can be controlled digitally.

The steam locomotive operating sounds, whistle, as well as the acceleration and braking delay can be controlled digitally with the Control Unit or with a Systems controller. Additional operating sounds can be controlled digitally with a Systems controller. Numerous separately applied details. Length over the buffers 20.3 cm / 8". The locomotive comes packaged in a decorative wooden box.

Digital functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Steam locomotive operating sounds		x	x	x
Horn blast 1		x	x	x
Direct control		x	x	x
Sound of coal being shoveled			x	x
Air pump / compressor			x	x
Horn blast 2			x	x
Sound of squealing brakes off			x	x
Operating sounds				x
Letting off steam / air				x
Sound of the grate being emptied				x



The Royal Württemberg State Railways had two routes with steep grades in the notorious Geislingen Grade and the rail line Bretten-Ulm. They demanded everything locomotives had to give. As train loads continuously increased in the early years of the 20th century, the state railroads required more powerful locomotives that had to have a maximum axle load of 16 metric tons.

For that reason, in 1917 the designers boldly went a step further with the class K with its 6 coupled driving axles. In order to ensure good running characteristics on curves, the first and sixth axles had side play. The Esslingen Machinery Company reduced the wheel flange by 15 mm / 9/16" on the third and fourth driving axles. The two outer cylinders were connected to the fourth set of driving wheels, the two inner cylinders were connected to the third set of driving wheels.

Test runs demonstrated that the locomotives offered unusually good performance on grades. On level ground, however, they were underutilized and were consequently not economical. Their service life was spent pretty much on their home routes in Württemberg. In the World War II some of these locomotives operated as far as Austria, Hungary, and Yugoslavia. In 1953, the German Federal Railway took the last class K (designated as the class 59.0 starting in 1925) locomotive out of service. In Austria these locomotives were in service until 1957 as the class 659.



37055
Steam Locomotive.

One-time series for the anniversary "200 years of the Kingdom of Württemberg".

Prototype: Royal Württemberg State Railways (K.W.St.E.) class K freight locomotive. Version in an all green paint scheme.

Model: The locomotive comes with a digital decoder, controlled propulsion, and a sound effects generator. Powerful can motor with a bell-shaped armature, built into the boiler. Rigid frame with side play for the axles, enables the locomotive to negotiate sharp curves. 6 axles powered. 4 traction tires.

Adjustable close coupling between the locomotive and the tender. Detailed engineer's cab, figures of a locomotive engineer and fireman are included. Free-standing headlight lanterns with integrated LED's. The locomotive is ready for installation of the 7226 smoke generator. The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. The steam locomotive operating sound effects, the whistle, as well as the acceleration and braking delay can be controlled

digitally with a Control Unit or Märklin Systems. Additional sound effects functions can be controlled digitally with Märklin Systems. Brake hoses and prototype couplers can be installed on the buffer beam. Length over the buffers 23.5 cm / 9-1/4". The locomotive comes packaged in a decorative wooden case.

Digital functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Steam locomotive operating sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Sound of coal being shoveled			x	x
Air pump / compressor			x	x
Bell			x	x
Sound of squealing brakes			x	x
Operating sounds				x
Letting off steam / air				x
Sound of the grate being emptied				x

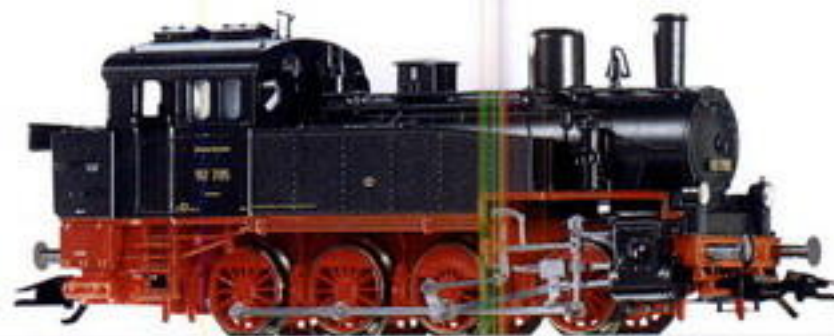


Steam Locomotives

34132
Tank Locomotive.

Prototype: German State Railroad Company (DRG) class 92, former 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 / 5-1/8".



37073
Tank Locomotive.

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

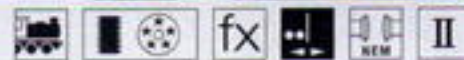
Model: Locomotive comes with a digital decoder and controlled high-efficiency propulsion. 3 axles powered. 2 traction tires. Many separately applied details. Separately applied signboard on the smoke box.

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".

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.



37540
Steam Locomotive with
Tender.

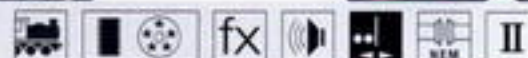
Prototype: German State Railroad Company (DRG) class 55 general-purpose locomotive. Former Prussian G 8.1.

Model: The locomotive comes with a digital decoder, controlled high-efficiency propulsion, and a sound effects generator with many functions. Powerful can motor with a bell-shaped armature and a fly-wheel, in the boiler. 4 axles powered. 2 traction tires. The headlights will work in conventional operation and can be controlled digitally. A 72270 smoke generator can be retrofitted into the locomotive.

The smoke generator contact, steam locomotive operating sounds, which vary with the speed of the locomotive, a whistle, as well as the acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Other operating sounds can be controlled digitally with Märklin Systems. The engineer's cab has interior details. There is a permanent close coupling between the locomotive and tender. The locomotive has many separately applied details.

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

Digital functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Steam locomotive operating sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Whistle for switching maneuver			x	x
Bell			x	x
Air pump / compressor			x	x
Letting off steam / air			x	x



Steam Locomotives

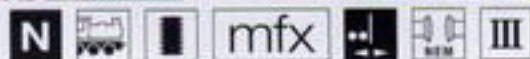
36862
Tank Locomotive.

Miniature can motor with a flywheel.
mfx decoder.
The acceleration and braking delay can be controlled digitally.

The following DB Era III cars go well with this locomotive: 43010, 43020, 43030.

Prototype: German Federal Railroad (DB) class 98.3 "Glaskasten" ("Glass Box"). As it looked in operation in Era III around 1956.

Model: The locomotive comes with an mfx decoder, 2 axles powered, 1 traction tire. The inner boiler is made of metal. Numerous separately applied hand rails and grab irons. Finely detailed reproduction of the boiler fittings and other details. The locomotive has dual headlights that change over with the direction of travel. They will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled with a Control Unit or with Märklin Systems.
Length over the buffers
8.0 cm / 3-1/8".



© DB Museum

Branch Line Legend.

The legendary DB class 98.3 (former Bavarian class PtL 2/2) branch line locomotives were seldom designated with their exact class number, because these nimble branch line units were much better known with the nickname "Glaskasten" ("Glass Box"). The comparably roomy engineer's cab is to thank for this affectionate name.

The cab surrounded a large part of the boiler and its luxurious glassed in area gave the engineer a good view of the tracks in both directions. Partially automatic coal firing enabled economical one-man operation of these locomotives. This meant they were predestined for light weight branch line service.



43030 43010 43020 36862

In 1882, Henschel delivered the first example of a saturated steam locomotive with three coupled driving axles for branch line service. The T 3 impressed people with its easy maintenance, robustness and versatility. The jury at the Chicago World's Fair in 1893 was also convinced. It awarded a prize to this 11 year old design. Even 13 years later locomotive builders were still bold enough to exhibit the T 3. In Milan, Hanomag presented the last locomotive, equipped with a Lentz poppet valve system as an experiment.

The exhibition efforts paid off for the companies involved. Locomotives of similar design went to China, France, Greece, and Italy. The German State Railroad designated it the class 89.70. In Germany, in addition to the Prussian State Railways, numerous private railroads purchased the T 3. Starting in 1891, the Royal Württemberg State Railways also joined the group railroads running the T 3. The first units for this railroad were built by Krauss in neighboring Bavaria. After that, additional locomotives came from Württemberg builders, the Maschinenbau-Gesellschaft Heilbronn, and Maschinenfabrik Esslingen.

The drive gear of the Württemberg locomotives was designed for more power, and the wheel diameter was somewhat smaller. Instead of the outboard mounted Allan valve gear, they were equipped with Heusinger valve gear. They ran on the German State Railroad as the class 89.3. Several units of both classes survived to be used by the state railroads of both East and West Germany after 1945. Road numbers 89 7296 and 7377 were the last units retired by German Federal Railroad in 1961.

**37140
Tank Locomotive.**

Prototype: German Federal Railroad (DB) class 89.⁷⁰ tank locomotive. Former Prussian T 3 branch line locomotive.

Model: The locomotive comes with a digital decoder and controlled propulsion. It has a miniature can motor in the boiler. 3 powered axles. 2 traction tires. The locomotive has detailed running gear with a representation of the Allan valve gear. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. There is an unobstructed view through the engineer's cab. Many separately applied details. Length over buffers 9.9 cm / 3-7/8".



© Ulrich Klumpp



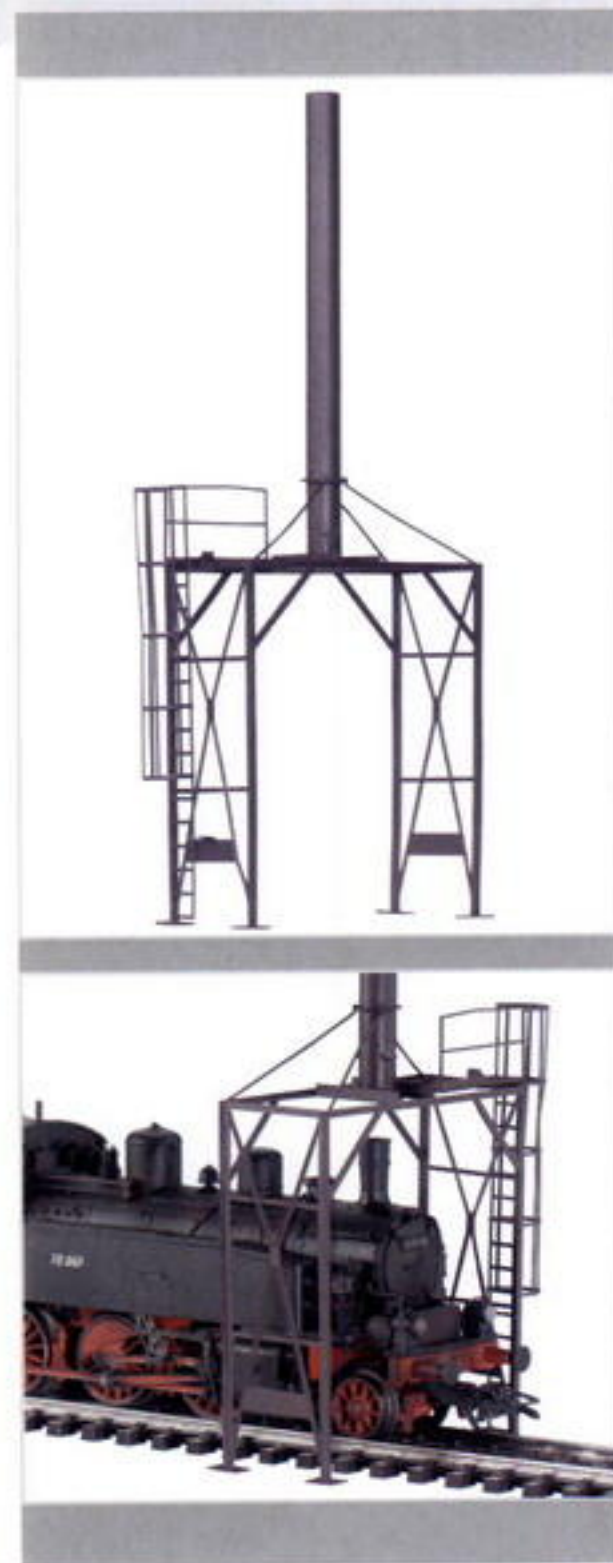
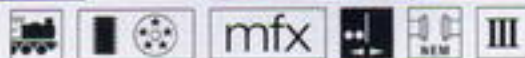
Steam Locomotives

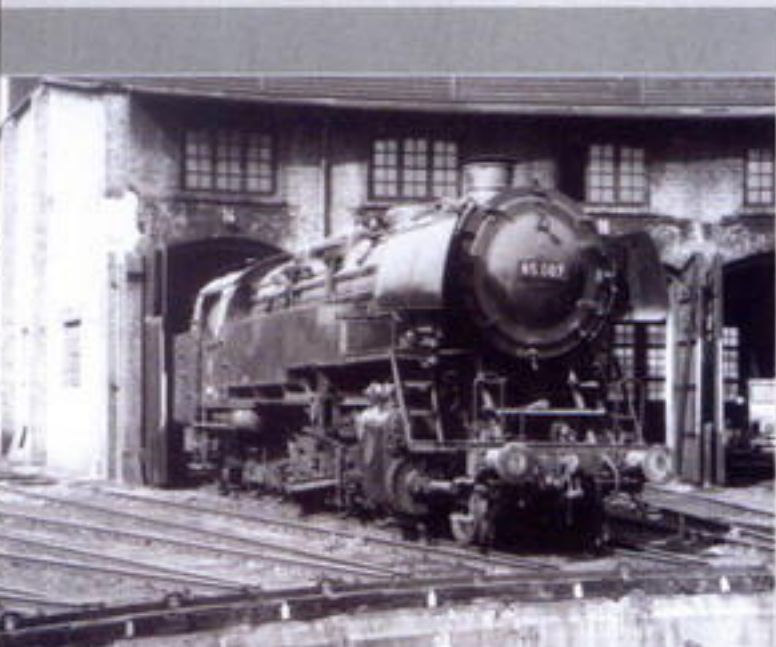
37133
Steam Locomotive with Heating
Smoke Stack.

Prototype: German Federal Railroad (DB) class 75 tank locomotive, maintained on a siding to produce steam. Fully operational locomotive for use under a stationary heating smoke stack.

Model: The locomotive comes with a digital decoder and controlled high-efficiency propulsion. 3 axles powered. 2 traction tires. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a 6021 Control Unit or Märklin Systems. Length over the buffers 13.9 cm / 5-1/2".

The heating smoke stack comes mounted on a girder framework for installation over the track. Completely assembled, detailed metal model. Height 140 mm / 5-1/2". Length along the track about 60 mm / 2-3/8".





märklin

The Specialist for Steep Grades - Originally, the 10 units of the class 85 three-cylinder, heavy tank locomotive placed into service were built for the Höllentalbahn (Hell's Valley Railroad) in the Black Forest.

This line was initially run with expensive and time-consuming rack railroad technology. The massive class 85 locomotives were able to negotiate this difficult line with the more economical adhesion operation. They gave excellent results there up to the conversion to electric motive power.

Afterwards a number of these athletic units took up service on other steeply graded routes in Germany such as Erkrath-Hochdahl.

**37096
Steam Locomotive**

Metal frame and mostly metal body. Articulated frame for optimal operation on curves.

Cars such as item nos. 4131, 4132, and 4133 as well as Era III freight cars go well with this locomotive.

Prototype: German Federal Railroad (DB) class 85 heavy tank locomotive, Era III. The last version of the class 85 with Witte smoke deflectors and the designation with the classic framed DB logo.

Model: This locomotive comes with an mfx digital decoder and controlled high-efficiency propulsion. 5 axles powered. 4 traction tires. Ready for installation of the 7226 smoke generator.

Numerous separately applied details. Metal coal bunker ladders. Triple headlights, which change over with the direction of travel. The headlights as well as the 7226 smoke generator, which can be installed on the locomotive, will work in conventional operation (on all the time) and can be controlled digitally. The acceleration and braking delay can be controlled digitally. Length over the buffers 18.6 cm / 7-5/16".



Steam Locomotives

37030
Steam Locomotive with Tender.

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.

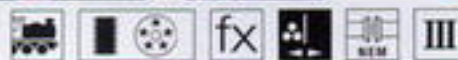
Prototype: German Federal Railroad (DB) class 38.10-40 passenger locomotive. Former Prussian P8. Version with 3 domes, small Witte smoke deflectors and box-style tender.

Model: The locomotive comes with a digital decoder and controlled propulsion. The locomotive has a powerful can motor with a bell-shaped armature and flywheel in the boiler. 3 axles powered. 2 traction tires. The headlights will work in conventional operation and can be controlled digitally. The locomotive can be retrofitted with a 72270 smoke generator. The smoke generator contact as well as the acceleration and braking delay can be controlled digitally with the 6021 Control Unit. The engineer's cab has interior details. There is a permanent close coupling between locomotive and tender. Figures of a locomotive engineer and fireman are included.

Length over the buffers 21.8 cm / 8-9/16".

"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 well into the 1970s in regional service. At present there about 20 survivors of this group in operational condition spread out over all of Europe.



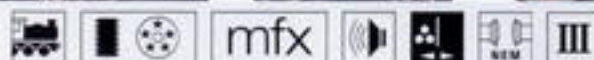
37953
Steam Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 03 express locomotive. Standard design locomotive with welded tender and Witte smoke deflectors.

Model: Locomotive comes with digital decoder, controlled high-efficiency propulsion, Telex coupler on the tender and multi-function sound effects generator. 3 powered axles. 2 traction tires. 7226 smoke generator can be retrofitted. Headlights will work in conventional operation and can be digitally controlled. Smoke contact, telex couplers, speed-dependent steam locomotive sound effects, as well as acceleration and braking delay can be digitally controlled with the 6021 Control Unit. Running gear lights and additional operating sound effects can be digitally controlled with the 60652 Mobile Station and with the 60212 Central Station.

Length over buffers 27.7 cm / 10-29/32".

Digital functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Telex coupler(s)		x	x	x
Steam locomotive operating sounds		x	x	x
Direct control		x	x	x
Locomotive whistle			x	x
Air pump / compressor			x	x
Light Function1			x	x
Sound of squealing brakes			x	x
Whistle for switching maneuver				x
Letting off steam / air				x
Sound of coal being shoveled				x
Sound of the grate being emptied				x



Steam Locomotives

39103
Express Locomotive with
Tender.

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

Model: With digital decoder, high-
efficiency propulsion system C-sine
motor, running gear lights, and
sound effects generator. 3 powered
axles. 2 traction tires. Ready 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 run-
ning gear lights can be controlled
digitally with the 6021 Control Unit.
Length over buffers 27.7 cm /
10-29/32".



© Klaus Zimmermeier





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© Märklin

37083
Express Locomotive with a Tender.

Locomotive chiefly constructed of metal. mfx decoder. Many operating and sound functions that can be controlled. Prototypical reproduction of the locomotive with oil firing and an oil tender. Drawbar between the locomotive and tender, with a guide mechanism.

The DB express train passenger cars from the 43929 car set as well as models 43910, 43920, 43930, 43940, and 43950 go well with this locomotive.

Prototype: German Federal Railroad (DB) class 10. Version with an oil tender and oil firing.

Model: The locomotive comes with an mfx decoder and controlled high-efficiency propulsion. 3 axles powered, 2 traction tires. The tender is made of metal. There is a close coupling between the locomotive and tender. The locomotive is ready for installation of a 72270 smoke generator. The triple headlights and the smoke generator that can be retrofitted into the locomotive will work in conventional operation and can be controlled digitally. Running gear lights and a sound effects module are built into the locomotive. The running gear lights, a whistle, steam locomotive operating sounds synchronized with the driving wheels, and the direct control (acceleration/braking delay) can be controlled with a Control Unit or Märklin Systems. Additional sound functions can be controlled with Märklin Systems. Length over the buffers 30.5 cm / 12".

Elegant Oil Steamer –

The two class 10 express steam locomotives developed from scratch and placed into service in 1957 at the initiative of the German Federal Railroad were supposed to replace the class 01 and 01.10 locomotives, who were getting on in years, as motive power for modern long distance passenger trains. These DB parade locomotives were built by Krupp and were equipped with partial streamlining, which was supposed to decrease wind resistance and protect the cylinders from too much dirt. Road number 10 002 was equipped at the time of entering service with an efficient form of oil firing. The high performance boiler of welded construction was used in new locomotive construction and

had already proven itself very well in the DB class 01.10 locomotives rebuilt starting in 1953. This design gave both of these new locomotives tremendous reserves of power with 2,500 horsepower / 1,840 kilowatts. Nevertheless, the era of steam motive power was clearly nearing its end due to the rapid electrification during the 1960s. These two elegant steam race horses thus remained a single pair despite the instructive results achieved in operation. They are a pair that is still among the legends of that era.

Digital functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Locomotive whistle		x	x	x
Steam locomotive operating sounds		x	x	x
Direct control		x	x	x
Air pump / compressor			x	x
Running gear lights			x	x
Sound of squealing brakes off			x	x
Whistle for switching maneuver			x	x
Letting off steam / air				x
Sound of coal being shoveled				x
Sound of the grate being emptied				x

DB Locomotive Star

The DB express train passenger cars from the 43929 car set as well as item nos. 43910, 43920, 43930, 43940, and 43950 go well with this locomotive.

39010
Express Locomotive with a Tender.

Locomotive chiefly made of metal. Completely new tooling. New compact design C-Sine propulsion. mfx decoder. Multiple controllable operating and sound functions.

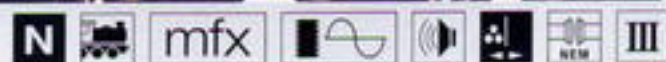
Prototypical version with closed front skirting and type 2'2'T34 standard design tender. Coupling between locomotive and tender with a guide mechanism, adjustable in length.

Prototype: German Federal Railroad (DB) class 01. Locomotive as it looked around 1966 with the older design boiler and Witte smoke deflectors.

Model: The locomotive has a controlled C-Sine high-efficiency propulsion in a compact design with an mfx decoder and a sound generator. 3 axles powered, 2 traction tires. The tender is made of metal. There is a close coupling between the locomotive and tender that can be adjusted for different curves. The locomotive is ready for installation of the 7226 smoke generator. The locomotive has triple headlights that change over with the direction of travel and a smoke generator contact. Both will work in conventional operation and can be controlled digitally.

The locomotive whistle and steam locomotive operating sounds as well as the acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. The sounds of air compressors, the flickering glow from the firebox, the sound of brakes squealing, and a short whistle blast for switching operations can be controlled digitally with Märklin Systems. Three additional sound functions (letting off steam, the sound of coal being shoveled, and the sound of the grate being shaken) can be activated with the 60212 Central Station. There is a close coupler with a guide mechanism and an NEM coupler pocket on the tender. Minimum radius for operation 360 mm / 14-3/16". Length over the buffers 27.5 cm / 10-13/16".

Digital functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Locomotive whistle		x	x	x
Steam locomotive operating sounds		x	x	x
Direct control		x	x	x
Air pump / compressor			x	x
Sound of squealing brakes off			x	x
Whistle for switching maneuver		x	x	
Letting off steam / air				x
Sound of coal being shoveled				x
Sound of the grate being emptied				x



39015
Express Locomotive with a Tender.

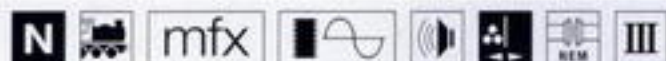
Prototype: German Federal Railroad (DB) class 01.

Model: The locomotive looks the same and is technically the same as 39010, but without expanded sound functions.

The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. The locomotive whistle as well as the acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems.

Length over the buffers 27.5 cm / 10-13/16"

Digital functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x



The two-cylinder class 01 locomotives were delivered starting in 1925 as the first express locomotives from the German State Railroad's standard design program. Of the total of 231 units placed into service, those locomotives with road numbers from 01 102 on had reinforced brakes and front pilot truck wheels with a diameter of 1,000 mm / 39-3/8". This allowed the maximum speed to be increased from 120 to 130 km/h / 75 to 81 mph.

Steam Locomotives

37921
Steam Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 41 fast freight locomotive. Standard design locomotive with welded tender and Witte smoke deflectors.

Model: Locomotive comes with digital decoder, controlled high-efficiency propulsion, Telex coupler on the tender and multi-function sound effects generator. 4 powered axles. 2 traction tires. 7226 smoke generator can be retrofitted. Headlights will work in conventional operation and can be digitally controlled.

Smoke contact, telex couplers, speed-dependent steam locomotive sound effects, as well as acceleration and braking delay can be digitally controlled with the 6021 Control Unit. Additional operating sound effects can be digitally controlled with the 60652 Mobile Station and with the 60212 Central Station. Length over buffers 27.5 cm / 10-13/16".

Digital functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Telex coupler(s)		x	x	x
Steam locomotive operating sounds		x	x	x
Direct control		x	x	x
Locomotive whistle			x	x
Air pump / compressor			x	x
Whistle for switching maneuver			x	x
Sound of squealing brakes			x	x
Letting off steam / air				x
Sound of coal being shoveled				x
Sound of the grate being emptied				x



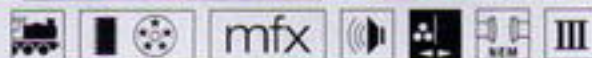
Genuine Steam Locomotive Action.

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

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 smoke fluid, and your locomotive is ready to belch smoke like the real thing.

When you turn on power in the track, 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 locomotives. The 7226 smoke generator is identical to the Seuthe no. 10, and the 72270 smoke generator is identical to the Seuthe no. 20.



A Franco Crosti boiler is a conventional locomotive boiler with an additional second boiler. The latter heats boiler water with the assistance of gasses passing around it, which have been emitted by the locomotive's smoke. This second boiler is therefore called an exhaust gas pre-heater. The Italian designers Franco and Crosti built their first test locomotives with this technology as early as the 1930s. The savings in coal were approxi-

mately 20% with the improved efficiency. The German Federal Railroad took advantage of this idea for this reason and contracted Henschel to build two class 42.90 locomotives. The exhaust gas pre-heater is situated below the regular boiler in these locomotives. The flat smokestacks for operation project from both sides of the boiler, which results in a very striking appearance. The standard smokestack is no longer used to discharge the exhaust

gases during operation; it is only required for firing up the locomotive. Despite the increased efficiency, the operating costs were rather high, pre-heater boilers were rather subject to corrosion.

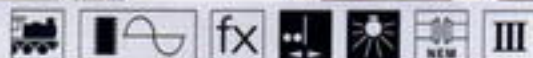
39161
Steam Locomotive with a Tender.

One-time series.

Prototype: German Federal Railroad (DB) class 42.90 Franco-Costi freight locomotive. Version with Wagner smoke deflectors.

Model: The locomotive comes with a digital decoder, controlled high-efficiency C-sine propulsion, lighted engineer's cab and running gear lights. 5 axles powered. 4 traction tires. Articulated frame to enable the unit to negotiate sharp curves. The lighting comes with maintenance-free LED's. The headlights and engineer's cab lighting will work in conventional operation and can

be controlled digitally. The running gear lights as well as the acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. Close coupling between the locomotive and tender. Length over the buffers 26.7 cm / 10-1/2".



Steam Locomotives

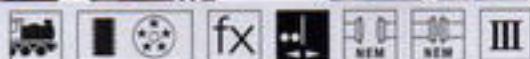
37884
Freight Locomotive with Tender.

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.



37889
Steam Locomotive with a Tender.

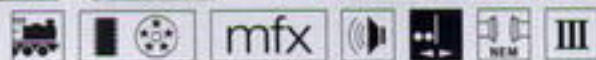
Prototype: German Federal Railroad (DB) class 44 heavy freight locomotive. Version with Wagner smoke deflectors.

Model: This locomotive comes with a digital decoder, controlled high-efficiency propulsion, a Telex coupler on the tender, and a sound effects generator with many functions. 5 axles powered. 4 traction

tires. An articulated frame allows the locomotive to negotiate sharp curves. Ready for installation of the 7226 smoke generator. The headlights will work in conventional operation and can be digitally controlled. The smoke generator contact, the Telex coupler, steam locomotive sound effects, which vary with the speed of the locomotive, as well as

the acceleration and braking delay can be controlled digitally with the Control Unit or Märklin Systems. Additional sound effects can be controlled digitally with Märklin Systems. Adjustable close coupling between the locomotive and tender. Length over buffers 26.0/26.2 cm / 10-1/4"/10-5/16".

Digital functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Telex coupler on the rear		x	x	x
Steam locomotive operating sounds		x	x	x
Direct control		x	x	x
Locomotive whistle			x	x
Air pump / compressor			x	x
Horn blast 1			x	x
Sound of squealing brakes off			x	x
Letting off steam / air				x
Sound of coal being shoveled				x
Sound of the grate being emptied				x

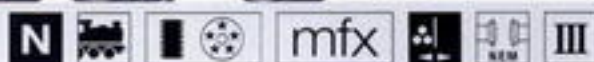


37136
Tank Locomotive.

Locomotive constructed of metal.
Motor with a flywheel.
mfx decoder.

Prototype: Swiss Federal Railways (SBB) class Eb 3/5. The "Habersack / Haversack" as it looked in Era III at the end of the 1950s.

Model: The locomotive comes with an mfx decoder and controlled high-efficiency propulsion. 3 axles powered. 2 traction tires. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. Separately applied rail guards. Separately applied metal grab irons and lines. Length over the buffers 14.6 cm / 5-3/4".



The "Habersack / Haversack"

Only a few Swiss locomotives achieved such a high degree of popularity that they were given a name. The Eb 3/5 tank locomotive was designed intentionally with a particular shape and got its nickname "Habersack" from the field pack long familiar to Swiss men, when they did their military service. From 1911 to 1916 SLM built a total of 34 of this locomotive with its power output of almost 1,000 horsepower / 735 kilowatts. It was initially intended for passenger service and could run at 75 km/h / 47 mph in both directions.

After being equipped with an additional braking system, these locomotives were also quite suitable with their 74 metric ton service weight for freight service. Starting in 1930 they were assigned mostly to this latter service. Regular use of this attractively shaped veteran of the Swiss steam locomotive era decreased as the Swiss rail network was completely electrified. Between 1950 and 1965 these locomotives were gradually put into storage or sold.



37056
Steam Locomotive with Tender.

Prototype: early version of the 1950s.
Prototypical raised tender superstructure.
Goes well with the 48805 freight car set.

One-time series on the occasion of the anniversary "150 Years of the Semmering Railroad".

Export model for Austria.

Prototype: Austrian Federal Railways (BBÖ/ÖBB) class 659 heavy freight locomotive. Former German class 59, before that the Württemberg class K.

Model: Locomotive comes with a digital decoder and controlled propulsion. High-efficiency motor with a bell-shaped armature, built into the boiler. Rigid frame with side play for the axles, able to negotiate sharp curves. 6 coupled driving axles powered. 4 traction tires.

Free-standing lanterns with integrated, maintenance-free LED's. Headlights will work in conventional operation and can be controlled digitally. Locomotive can be retrofitted with the 7226 smoke generator. Smoke generator contact as well as the acceleration and braking delay can be controlled digitally with the

6021 Control Unit. Adjustable coupling between the locomotive and tender. The tender comes with a raised coal load. Detailed engineer's cab. Figures of a locomotive engineer and fireman included. Length over the buffers 23.5 cm / 9-1/4".



Steam Locomotives



37036
Steam Locomotive.

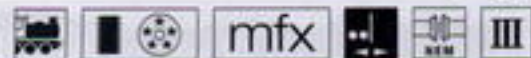
Export model for France.

Prototype: French State Railways (SNCF) class 230 F passenger locomotive. Former German P 8. The boiler has 2 domes, no smoke deflectors. Three-axle box-style tender.

Model: The locomotive comes with a digital decoder and controlled high-efficiency propulsion. It has a powerful can motor with a bell-shaped armature, mounted in the boiler. 3 axles powered. 2 traction tires.

The locomotive is ready for installation of a 72270 smoke generator. The headlights are maintenance-free LED's. The headlights and smoke generator contact will work in conventional operation, and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a 6021 Control Unit or Märklin Systems.

There is a close coupling between the locomotive and tender. Detailed engineer's cab. The brake hoses, prototype couplers, and the piston rod protective tubes can be mounted separately. Length over the buffers 21.0 cm / 8-1/4".



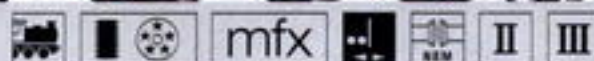
37034
Steam Locomotive.
Export model for Italy.

Prototype: Italian State Railways (FS) class 675 passenger locomotive. Former German P 8. Tank with 2 domes without deflectors. Four-axle box-style tender.

Model: The locomotive comes with a digital decoder and controlled high-efficiency propulsion. It has a powerful can motor with a bell-shaped armature, mounted in the boiler. 3 axles powered. 2 traction tires.

The locomotive is ready for installation of a 72270 smoke generator. The headlights are maintenance-free LED's. The headlights and smoke generator contact will work in conventional operation, and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a 6021 Control Unit or

Märklin Systems. There is a close coupling between the locomotive and tender. Detailed engineer's cab. The brake hoses, prototype couplers, and the piston rod protective tubes can be mounted separately. Length over the buffers 21.8 cm / 8-1/2".



37559
Steam Locomotive with Tender.

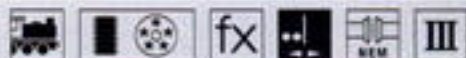
Metal frame, boiler, and tender. Can motor with bell-shaped armature and with flywheel. Propulsion system built into the locomotive. Special decoder with speed control. Goes well with the freight cars in the 47878 and 47879 sets.

Export model for Italy.

Prototype: Italian State Railways (FS) class 460 freight locomotive. Former Prussian G 8.1.

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

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



Steam Locomotives

Järnvägen
150 år



37555
Freight Locomotive with a Tender.

"150th Anniversary of the Swedish State Railways"

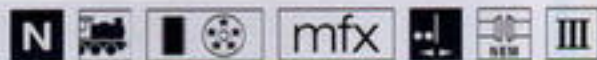
Metal frame, boiler, and tender.
Motor and gear drive built into the boiler.
Can motor with a bell-shaped armature, and a flywheel.
Mfx decoder.

Prototype: Statens Järnvägar (SJ) – Swedish State Railways class G. Former Prussian G 8.1.

Model: The locomotive comes with an mfx decoder and controlled propulsion. It has a powerful can motor with a bell-shaped armature, and a flywheel in the boiler. 4 axles powered. 2 traction tires. The locomotive has dual headlights that change over with the direction of travel as well as a smoke generator contact. Both will work in conventional operation and can be controlled digitally. A 72270 smoke generator can be retrofitted into the locomotive.

The acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. The engineer's cab has interior details. There is a permanent close coupling between the locomotive and tender. The model has prototypical details such as rail guards, finely constructed thin buffers, and the central locking mechanism on the smoke box door. Many separately applied details.

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



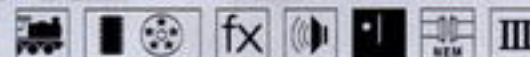


37973
Steam Locomotive with Tender.

Prototype: Union Pacific Railroad (UP) class 2400 fast freight locomotive. United States Railroad Administration (USRA) standard design 2-8-2 "Mikado".

Model: With digital decoder, controlled high-efficiency propulsion, and sound effects generator. High-efficiency motor with bell-shaped armature in the boiler. 4 powered axles. 2 traction tires. 72270 smoke generator can be retrofitted. Headlights and smoke generator contact are conventional in operation, and they can be digitally controlled. Lighting with maintenance-free LEDs.

Speeddependent steam locomotive sound effects, whistle signal, as well as acceleration and braking delay can be digitally controlled with the 6021 Control Unit. Prototypical non-functional coupler inserted on the front. Close coupling between locomotive and tender. Separately applied metal grab irons. Many separately applied details. Figures of a locomotive engineer and fireman are included for the engineer's cab. Negotiable minimum radius 360 mm / 14-3/16". Length over couplings 29.0 cm / 11-13/32".



In Honor of the Old Master Carl Bellingrodt

37965
Heavy Freight Tank Locomotive.

"Carl-Bellingrodt-Edition"
Carl Bellingrodt Edition in a premium model version.
Prototypical super detailing.
Mfx decoder included.
Multi-sound generator included.
Collector's display case.

"Carl Bellingrodt Edition"
One-time edition in a limited series (model 1 of 5).

Prototype: German State Railroad Company (DRG) class 96. Mallet design articulated locomotive with compound running gear consisting of high and low pressure cylinder groups.

Model: The locomotive comes with a digital decoder, controlled high-efficiency propulsion, and a multi-sound generator with many functions. 4 axles powered. 4 traction tires. The locomotive has an articulated frame enabling the unit to negotiate sharp curves. The headlights will in conventional operation and can be controlled digitally. The steam locomotive operating sounds, whistle, and the acceleration and braking delay can be controlled digitally with a Control Unit or with Märklin Systems. Additional operating sounds can be controlled with Märklin Systems. The locomotive is finely constructed with many separately applied details. Length over the buffers 20.3 cm / 8". The locomotive comes with a decorative collector display case.

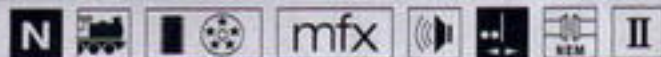
In Honor of the Old Master

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

In this manner Carl Bellingrodt set the style for many other railroad photographers, many of whom still make the pilgrimage to the beloved "Bellingrodt photography sites" in order to photograph the trains of our time in the classic perspective of the old master.

Märklin is planning a special five-part series of sought after H0 models in memory of this railroad photograph pioneer, who died on September 24, 1971 in Wuppertal and who will certainly live on in the memory of many people for a long time. One locomotive per year will be produced as a limited series in exquisite detailing and with premium technical features.

Each of these models will be delivered with a decorated display case with the Bellingrodt photograph of the locomotive in question mounted on the back wall of the case. In front of this in the lower part of the case is a glass display floor on which the model can be attractively presented. This will allow a direct comparison between the Bellingrodt photograph of the prototype locomotive and the exquisite reproduction as a model. The glass front wall offers effective protection against dust.



The Special Gift Idea



The Special Gift Idea –
Your Personal Model of a Class 50
for your 50th!

37845
Model of the Class 50 Locomotive.

**The Special Gift Idea – Your
Personal Model of a Class 50
for your 50th!**

The locomotive is carefully weath-
ered by hand. The model is present-
ed with a display case made of clear
acrylic. The base has your personal
name plate made of metal with the
date of your 50th birthday.

This service will be offered for the
last time in 2006 due to technical
production reasons. For that reason
this specially dedicated model will
not appear in the 2007 assortment.

A list of participating dealers can be
found on the Internet at
www.maerklin.com.

Please see a dealer listed there for
additional information.



Separately applied metal plates give the
ordinal number of the year of your birth as
well as the class number 50.

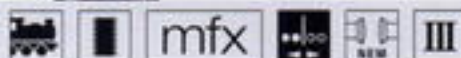


Fireless Locomotive

36810 Storage Battery Locomotive.

Controlled motor with a flywheel.
Headlights / marker lights with maintenance-free LED's.
Track adhesion magnets for greater pulling power.

Prototype: German Federal Railroad (DB) class Ks small locomotive. Version with storage batteries and electric traction motors on a diesel locomotive frame.
Model: The locomotive comes with a digital decoder and a controlled miniature can motor. 2 axles powered. 2 magnets mounted in the frame for increased tractive effort. Separately applied metal grab irons. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. Length over the buffers 7.4 cm / 2-15/16".



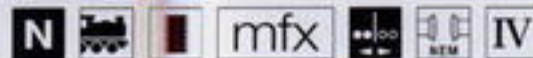
Switch Engine Dwarf with Storage Battery Power - From 1935 to 1937 a total of 41 locomotives with electric traction motors suspended over the axles powered by storage batteries were built parallel to the small locomotives built with diesel and Otto motors. Similar frames were used as a basis as with the variations with combustion motors. For that reason the locomotives designated as the class Ks were very similar externally to the class Kö (small locomotive with an diesel oil motor) and the class Kb (small locomotive with a gasoline motor) and had a comparable power output.

The critical advantages of this class were that it was immediately ready to be run and could be used in areas or plants where exhaust gases were prohibited due to the danger of explosion. The DB still had a number of these locomotives powered from storage batteries well into the 1980's. They were initially designated as the class Ka and later with the computer numbering designation 381. Several units were then acquired by private firms and museums.

36811 Small Locomotive with Storage Batteries.

Controlled motor with a flywheel.
Headlights with maintenance-free LED's.
Track adhesion magnets for greater pulling power.

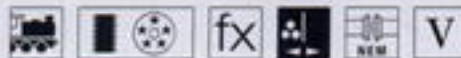
Prototype: German Federal Railroad (DB) class Ks small locomotive. Version with storage batteries and electric traction motors on a diesel locomotive frame.
Model: The locomotive comes with a digital decoder and a controlled miniature can motor. 2 axles powered. 2 track adhesion magnets for greater pulling power. Separately applied metal grab irons. The locomotive has dual headlights the will work in conventional operation and can be controlled digitally. The upper headlight does not work. The acceleration / braking delay can be controlled with a Control Unit or Märklin Systems. Length over the buffers 7.4 cm / 2-15/16".



37251 Fireless Steam Locomotive.

Prototype: Fireless steam locomotive no. 3 in the Mannheim "GKM" power plant.
Model: Comes with a digital decoder and controlled highefficiency propulsion. 4 powered axles. 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 digitally controlled.

The acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Length over buffers 12.8 cm / 5-1/32".



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.

Diesel Locomotives

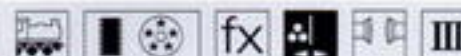
37365
Diesel Hydraulic Switch Engine.

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".



36800
Diesel Locomotive.

Prototype: German Federal Railroad (DB) class Köf II small locomotive. Version with open engineer's cab.

Model: Locomotive comes with a digital decoder and controlled miniature motor. 2 axles powered. 2 track adhesion magnets for greater tractive effort. Separately applied metal 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 the buffers
 7.4 cm / 2-15/16".



Diesel Locomotives

37654
Diesel Locomotive.

One-time series.

Prototype: German Federal Railroad (DB) class 261 switching locomotive. Heavy-duty version of the original V 60.

Model: Comes with a digital decoder, controlled high-efficiency propulsion and Telex couplers. 3 powered axles and 2 powered jackshafts. 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 metal end railings. Length over buffers 12.0 cm / 4-23/32".



37652
Diesel Locomotive.

Controllable propulsion for precise switching work.
Telex couplers for remotecontrolled uncoupling.
Metal locomotive body.
Finely constructed metal end handrails.
Detailed frame.

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".



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.

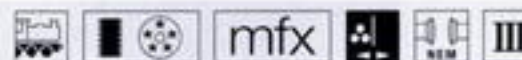
The model of the DB V 60 switch engine has been a classic in the Märklin program for decades. This locomotive is now being given a newly tooled metal body with separately applied plastic parts as an addition to the frame that was redesigned recently. The detailing has been refined on this new model,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

37724
General-Purpose Diesel
Hydraulic Locomotive.

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

Model: The locomotive comes with an mfx decoder with controlled high-efficiency propulsion. The locomotive has a metal frame, 2 axles powered, 4 traction tires. Metal grab irons. Scale narrow hoods.

The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a 6021 Control Unit. Length over buffers 14.1 cm / 5-9/16".

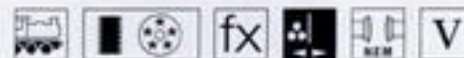


37725
General-Purpose Diesel
Hydraulic Locomotive.

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

Model: Locomotive comes with a digital decoder and high-efficiency propulsion. Metal frame. 2 axles 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".



Diesel Locomotives

50th Anniversary of the V 200



© Günther Glauz

39821
Heavy Diesel Locomotive.

C-Sine Motor.
Heavy metal construction.
Diesel motor and horn sounds are also controlled digitally.

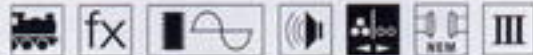
Prototype: German Federal Railroad (DB) class V 200.1.

Model: With digital decoder, C-Sine high-efficiency propulsion and sound effects circuit. 2 axles 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".

50th Anniversary of the V 200

The new German Federal Railroad was intensively occupied in the 1950s with replacing steam motive power that was expensive to run with other forms of motive power. The high cost of electrifying the entire rail network at that time restricted the possibilities. So, attention was given to powerful diesel locomotives for important express train service. The required technology was already at hand for smaller and medium weight diesel locomotives. However, progress had been made in mastering the low maintenance, quiet running

propulsion technology with cardan shafts for powerful locomotives with motors. Moreover, Daimler-Benz, MAN, and Maybach had designed a new 12 cylinder 1,100 horsepower prime mover in cooperation with the German Federal Railroad's central office in Munich. In addition, Maybach and Voith developed a new fluid transmission. The successful V 200.0 was developed from these progressive components by Krauss-Maffei with participation from most of the West German locomotive builders. The two prime movers in the locomotive put out a total of 2,200 horsepower with a service weight of about 78 metric tons.





A steam locomotive of comparable power had a tender tipping the scales with a weight of approximately 160 metric tons. The proof of the extraordinarily high level of reliability and suitability of this locomotive icon in daily operation of the 1950s can be seen in the fact that a half century after its creation there are still units running in foreign countries and in privately owned railroads.

**39800
Diesel Locomotive.**

Special light function:
The locomotive marker lights can be controlled with a Control Unit or Märklin Systems.

Heavy metal construction.
New compact design C-Sine high-efficiency propulsion.
mfx decoder with sound.
Triple headlights and dual red marker lights that change over with the direction of travel.

The DB express train passenger cars from the 43929 car set as well as item nos. 43910, 43920, 43930, 43940, and 43950 go well with this locomotive.

Prototype: German Federal Railroad (DB) class V 200.0 heavy diesel-hydraulic locomotive. B-B wheel arrangement. In the original "old red" paint scheme of the first production versions of 1956.

Model: The locomotive comes with a compact design C-Sine high-efficiency propulsion, an mfx decoder, and a sound effects generator. 2 axles powered. 4 traction tires. The headlights will work in conventional operation and can be controlled digitally. The marker lights, diesel locomotive operating sounds, the horn sound, and the acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. Two additional operating sounds (sound of compressed air leaking, sound of squealing brakes) can be controlled with Märklin Systems. Separately applied metal side and end hand rails. The couplers can be replaced by closed end skirting. Length over the buffers 21.0 cm / 8-1/4".

Digital Functions	6020	6021	60652	60212
Headlights	x	x	x	x
Light Function 1		x	x	x
Diesel locomotive operating sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Letting off steam / air			x	x
Sound of squealing brakes off			x	x

Diesel Locomotives

Digital Functions	6020	6021	60652	60212
Headlights	x	x	x	x
Diesel locomotive operating sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Letting off steam / air			x	x
Sound of squealing brakes off			x	x

39801
Diesel Locomotive.

Heavy metal construction.
New compact design C-Sine
high-efficiency propulsion.
mfx decoder with sound.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Am 4/4 heavy diesel-hydraulic locomotive. B-B wheel arrangement. The locomotive is in the fire red SBB paint scheme as the prototype looked in Era V.

Model: The locomotive has a compact design C-Sine high-efficiency propulsion with an mfx decoder and a sound generator. 2 axles powered, 4 traction tires. The headlights will work in conventional operation and can be controlled digitally. The diesel locomotive operating sounds, and the whistle as well as the direct control (acceleration and braking delay) can be controlled with a Control Unit or Märklin Systems. Two additional operating sounds (compressed air leaking and sound of brakes squealing) can be controlled with Märklin Systems. The locomotive has metal handrails on the sides and ends. The couplers can be replaced by closed skirting for the ends.

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

From Germany to the SBB

The class 200 (later the class 220) heavy diesel locomotives purchased in the 1950s by the German Federal Railroad were taken out of service toward the end of the 1980s and some of them were sold. On the one hand the increasing electrification of the DB's route network had decreased the need for diesel locomotives, and on the other hand the maintenance costs were too high by today's standards for this first large German diesel locomotive with its two separate propulsion systems. Many of these units were therefore sold to private German railroads and abroad.

The SBB also acquired 7 of these large diesel locomotives from the DB and starting in 1987/88 designated them as the class Am 4/4 in its motive power pool.

These locomotives were needed in Switzerland to transport material for extensive rebuilding of main lines. Since there is no working catenary present for such construction work, the SBB was looking for powerful diesel locomotives, which were unavailable in Switzerland in sufficient quantities. Since these locomotives were also used at night for this track work, the former DB flagship locomotives were completely overhauled and equipped with expensive sound insulation for the motors in order to minimize the noise for residents near the tracks. A few years later after their use in track construction the Am 4/4 locomotives went back to Germany to railroad material suppliers.



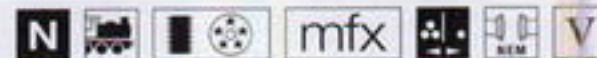
37643
Diesel Locomotive.

Heavy metal construction.
Reinforced metal hand rails on
all four sides of the locomotive.
Adjustable high-efficiency
propulsion:
Suitable for heavy and fast trains.
mfx decoder.
Maintenance-free LED's for head-
lights / marker light.

Prototype: Swiss Federal Railways (SBB Cargo) class Am 842 general-purpose locomotive. Vossloh Schienenfahrzeugtechnik GmbH (VSFT) type G 800 BB diesel-hydraulic, further development of the former MaK standard design locomotives.

Model: The locomotive comes with an mfx decoder and controlled high-efficiency propulsion. It has a special can motor with a bell-shaped armature, and a flywheel.

4 axles powered. 4 traction tires. The locomotive has triple headlights / white marker light that change over with the direction of travel. They will work in conventional operation and can be controlled digitally. They are maintenance-free LED's. The acceleration and braking delay can be controlled digitally with a Control-Unit or Märklin Systems. Length over the buffers 16.5 cm / 6-1/2".





37659
Diesel Locomotive.

Export model for Austria.

Prototype: Austrian Federal Railways (ÖBB) class 2070 "Hector" general-purpose locomotive. Vossloh Schienenfahrzeugtechnik GmbH (VSFT) diesel hydraulic model G 800 BB, developed from former MaK standard design locomotives.

Model: The locomotive comes with a digital decoder and controlled high-efficiency propulsion. Centrally mounted, powerful can motor with a bell-shaped armature and a flywheel. 4 axles powered. 4 traction tires. The lighting is maintenance-free LED's. The headlights / marker lights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a 6021 Control Unit Märklin Systems. Metal handrails on the sides and ends. Length over the buffers 16.5 cm / 6-1/2".



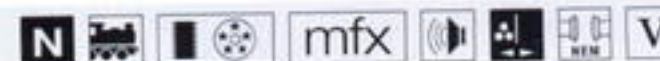
Digital Functions	6020	6021	60652	60212
Headlights	x	x	x	x
Diesel locomotive operating sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Letting off steam / air			x	x
Sound of squealing brakes off			x	x

37666
Diesel Locomotive.

Heavy metal construction.
Controlled high-efficiency propulsion.
mfx decoder and a sound generator.

Prototype: Hungarian State Railways (MAV) class M 61.004. NOHAB general-purpose diesel-electric as a MAV museum locomotive as it looked around 1993.

Model: The locomotive has controlled high-efficiency propulsion with an mfx decoder and a sound generator. 3 axles powered. 4 traction tires. The headlights change over with the direction of travel. They will work in conventional operation and can be controlled digitally. The diesel motor sounds, whistle, and acceleration and braking delay can be controlled digitally with a Control-Unit or Märklin Systems. Two additional sound functions, the sound of compressed air leaking and squealing brakes, can be controlled with Märklin Systems. Length over the buffers 20.5 cm / 8-1/16".



Diesel Locomotives



37270
Diesel Locomotive.

One-time series.

Used for freight trains and
passenger trains.
Horn in digital operation.

Prototype: Belgian State Railways (SNCB/NMBS) class 201 multipurpose locomotive. Original version of later class 59.

Model: With digital decoder, controlled high-efficiency propulsion, and sound effects generator. 2 powered axles. 4 traction tires. Lighting with maintenance-free LEDs. Headlights will work in conventional operation, can be digitally controlled. Horn sound effect, as well as acceleration and braking delay can be digitally controlled with the 6021 Control Unit. Prototypically correct overhangs of different length. Separately applied grab irons and cooling grate. Length over buffers 18.6 cm / 7-5/16".



**37271
Diesel Locomotive.**

**Metal construction.
Controlled high-efficiency
propulsion.
mfx decoder included.
Horn sound effects modu-
le included.
Maintenance-free LED's
for headlights / marker
lights.**

Export model for Belgium.

Prototype: Belgian State Railways (SNCB/NMBS) class 59. Later version of the original class 201.

Model: The locomotive comes with controlled high-efficiency propulsion, an mfx decoder, a horn sound effects module. 2 axles powered. 4 traction tires. The headlights / marker lights are maintenance-free LED's. The dual headlights and red marker lights change over with the direction of travel. They will work in conventional operation and can be controlled digitally. The horn sound effect as well as the acceleration and braking delay can be controlled digitally with a Control-Unit or Märklin Systems. The overhang on the locomotive is different in length as in the prototype. Separately applied handrails and air intake grills. Length over the buffers 18.5 cm / 7-5/16".

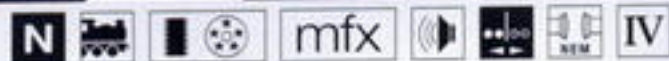
Long-Lived General-Purpose Diesel

At the beginning of the 1950s the SNCB was looking for alternatives to steam motive power. The new locomotives had to be suitable for branch lines that were not economical to electrify as well as for main lines during the transition period until the latter had usable catenary.

At that time the only reliable information about the broad use of powerful diesel locomotives was available in the United States. The introduction of diesel motive power on the SNCB therefore ended up by necessity in a cooperative venture between the American locomotive builders and the Belgian railroaders.

At the end of 1953 SNCB awarded a contract for 55 four-axle class 201 locomotives to be built in the John Cockerill plant in Seraing. They were designed for the lighter traffic routes on the northern plains of Sambre and Maas and were equipped with a Baldwin motor. The first regular production locomotive was delivered in December of 1954.

The last of these long-lived locomotives was still pulling work trains in June of 2002 for the construction of the high-speed routes in France and Belgium. These units were given a green paint scheme with yellow decorative striping as well as additional steps under the headlights in middle of the 1960s.



43535

43533

43531

37271

Diesel Locomotives



37658
Diesel Locomotive.

Metal locomotive body.
Prototype: the latest construction
train locomotive.

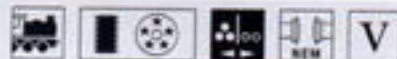
Prototype: Locomotive with the
girl's name "Carin".
Goes well with the 46250 and
48545 cars for construction trains.

Export model for the Netherlands.

Prototype: Type MaK 1206 "Carin"
construction train locomotive for the
Dutch construction firm Strukton.
Used on the routes of the Dutch
State Railways (NS).

Model: Locomotive comes with a
digital decoder and controlled high-
efficiency propulsion. High efficiency
motor with bell-shaped armature
and flywheel. 4 axles powered.
4 traction tires.

Headlights are maintenance-free
LED's. Headlights will work in con-
ventional operation and can be con-
trolled digitally. Acceleration and
braking delay can be controlled digi-
tally with the 6021 Control Unit.
Metal handrails along all four sides
of the locomotive.
Length over the buffers 16.5 cm /
6-1/2".





**37644
Diesel Locomotive.**

- Heavy metal construction.
- Reinforced metal hand rails on all four sides of the locomotive.
- Adjustable high-efficiency propulsion:
- Suitable for heavy and fast trains.
- mfX decoder.
- Maintenance-free LED's for headlights / marker lights.

Prototype: Dutch State Railways (NS) class 6400 general-purpose locomotive. Vossloh Schienenfahrzeugtechnik GmbH (VSFT) type G 800 BB diesel-electric, further development of the former MaK standard design locomotives.

Model: The locomotive comes with an mfx decoder and controlled high-efficiency propulsion. It has a special can motor with a bell-shaped armature, and a flywheel. 4 axles powered. 4 traction tires. The locomotive has triple headlights / 2 red marker lights that change over with the direction of travel.

They will work in conventional operation and can be controlled digitally. They are maintenance-free LED's. The acceleration and braking delay can be controlled digitally with a Control-Unit or Märklin Systems.
Length over the buffers 16.5 cm / 6-1/2".



Diesel Locomotives

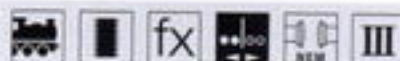
36807
Diesel Locomotive.

Export model for France.

Prototype: French State Railways (SNCF) class YDE 18 110 small locomotive. Same basic design as the German class Köf II. Version with an open engineer's cab.

Model: The locomotive comes with a digital decoder and a controlled miniature can motor. 2 axles powered. 2 magnets mounted in the frame for increased traction. Separately applied metal grab irons.

The headlights / marker lights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. Length over the buffers 7.4 cm / 2-15/16".



37653
Diesel Locomotive.

Metal locomotive body.
Correct dual headlight arrangement.
Telex couplers for unhindered switching operations.
Ideal partner for the 37270 road engine.

Export model for Belgium.

Prototype: Belgian State Railways (SNCB/NMBS) class 260 switch engine, original version of the later class.

Model: Locomotive comes with a digital decoder, controlled high-efficiency propulsion, Telex couplers. 3 axles and a jackshaft powered. 2 traction tires. Headlights will work in conventional operation and can be controlled digitally.

Independent Telex couplers front and rear as well as the acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Separately applied metal end railings. Length over the buffers 12.0 cm / 4-3/4".





36806
Diesel Locomotive.

Metal frame and body.
White headlights / red marker lights at both ends.
This switch engine goes well with the 37559 locomotive and the 47878 and 47879 cars.

Export model for Italy.

Prototype: Italian State Railways (FS) class 213 small locomotive. Former German class Köf II.

Model: Locomotive comes with a digital decoder and controlled miniature motor. 2 axles powered. 2 track adhesion magnets for greater tractive effort. Separately applied metal 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 the buffers 7.4 cm / 2-15/16".



37746
Diesel Locomotive.

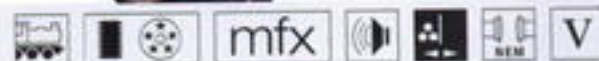
Export model for Italy.

Prototype: Server Servizi Ferroviari, an Italian State Railways (FS CARGO) subsidiary, class V 216 general-purpose locomotive. This locomotive is used to haul maintenance and construction trains, but also in regular freight service. It is a former German class 216 / V 160.

Model: The locomotive comes with a digital decoder and controlled high-efficiency propulsion. 2 axles powered. 4 traction tires. The locomotive has a metal frame. The headlights will work in conventional operation and can be controlled digitally.

The diesel locomotive operating sounds and the horn as well as the acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. Additional operating sound effects can be controlled digitally with Märklin Systems. Length over the buffers 18.2 cm / 7-1/4".

Digital Funcions	6020	6021	60652	60212
Headlights	x	x	x	x
Horn blast 1		x	x	x
Horn blast 2		x	x	x
Diesel locomotive operating sounds		x	x	x
Direct control		x	x	x
Locomotive operating sounds			x	x
Sound of squealing			x	x



47876

37746

Diesel Locomotive

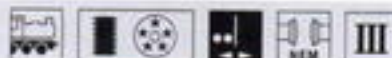
37364

Diesel Locomotive.

Export model for Denmark.

Prototype: Danish State Railways (DSB) switching tractor no. 1. Former German class V 36.

Model: Locomotive comes with a digital decoder and controlled high-efficiency propulsion. 3 axles and jackshaft 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. Many separately applied details. Length over the buffers 10.6 cm / 4-3/16".



36821

Diesel Locomotive.

Metal frame and body.

Traction magnets for increased tractive effort.

Triple headlights and dual red marker lights, which change over with the direction of travel.

Maintenance-free LEDs.

Cars such as item nos. 47314, 48546, and 46621 go well with this switch engine.

Export Model for Denmark.

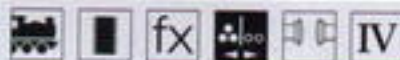
Prototype: Danish State Railways (DSB) switching tractor from the series numbered 251 to 290 – basically the same as the German small diesel locomotives, class Köf II. Version with enclosed, orange color superstructure – Era IV.

Model: This locomotive comes with a digital decoder and controlled miniature can motor. 2 axles powered. 2 traction magnets for increased tractive effort. Separately applied metal grab irons. Headlights and marker lights (white/red) change over with the direction of travel. The headlights and marker lights will work in conventional operation. The headlights and marker lights as well as the acceleration and braking delay can be controlled digitally with the 6021 Control Unit 6021 or with Märklin Systems. Length over the buffers 7.4 cm / 2-15/16".

Danish Diesel Dwarf

In the 1950s the Danish State Railways also purchased 40 small diesel locomotives to replace aged steam switch engines. These diesels were based on the Small Locomotive Motive Power Group II known in Germany as Köf II.

The superstructures for these switching dwarfs in Denmark were given a basic paint scheme of orange later in their service lives. These locomotives provided a lively color accent in daily railroading with this warning color.



47314

47314

36821

**37667
Diesel Locomotive.**

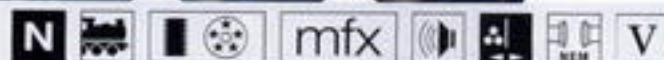
**Heavy metal construction.
Controlled high-efficiency
propulsion.
mfx decoder and a sound generator.**

Export model for Denmark.

Prototype: Danish State Railways (DSB) class MY 1100. NOHAB general-purpose diesel-electric in a new dark blue freight service paint scheme with "DSB gods" ("DSB Freight") printed in yellow. Locomotive as it looked in 2004.

Model: The locomotive has controlled high-efficiency propulsion with an mfx decoder and a sound generator. 3 axles powered. 4 traction tires. The headlights change over with the direction of travel. They will work in conventional operation and can be controlled digitally. The diesel motor sounds, whistle, and acceleration and braking delay can be controlled digitally with a Control-Unit or Märklin Systems. Two additional sound functions, the sound of compressed air leaking and squealing brakes, can be controlled with Märklin Systems. Length over the buffers 20.5 cm / 8-1/16".

Digital Functions	6020	6021	60652	60212
Headlights	x	x	x	x
Diesel locomotive operating sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Letting off steam /air			x	x
Sound of squealing brakes off			x	x



Diesel Locomotives

37612
Double Diesel Locomotive.

Double locomotive with metal construction.
Heavy units with impressive pulling power.
Two controlled high-efficiency propulsion systems synchronized with each other.
mfX decoder with many operating and sound functions.
Great sound: diesel motor, bell, horn, brakes, etc.

Export model for the USA.

The 43601, 43602, 43603, 43604, and 43614 cars can be used to make up a train.



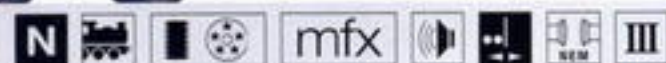
Prototype: Denver & Rio Grande Railroad (D&RG) class PA-1 American Locomotive Company (ALCO) heavy double diesel locomotive. Diesel-electric propulsion.

Model: Double locomotive, each locomotive comes with controlled high-efficiency propulsion. 2 axes powered per locomotive, 4 traction tires. The locomotive has an mfx decoder with a sound effects generator (diesel motor operating sounds, bell, horn, braking sounds) and a Mars light that changes with the direction of travel and that can be controlled digitally. The headlight changes over with the direction of travel and can be controlled digitally. The diesel motor sound effects, bell, horn, and the acceleration and braking delay can be controlled with a Control Unit or Märklin Systems.

The braking sounds and the Mars light function in the upper headlight changes over with the direction of travel, is at the front of the locomotive, and can be controlled with Systems. The two locomotive halves are connected to one another electrically and mechanically with special couplings. The locomotive has close couplers in standard coupler pockets at the ends; these couplers can be replaced by an American knuckle coupler or a cover hatch. Minimum radius for operation 360 mm / 14-3/16". Length over the couplers 47.2 cm / 18-9/16".

The Mars light in the upper headlight at the front of the locomotive can be controlled with Märklin Systems as an auxiliary light function (1).

Digital Functions	6020	6021	60652	60212
Headlights	x	x	x	x
Diesel locomotive operating sounds		x	x	x
Bell		x	x	x
Horn		x	x	x
Direct control	x	x		x
Operating sounds 1			x	x
Sound of squealing brakes off			x	x
Light function 1			x	x



Diesel Locomotives



49611
Diesel Locomotive for Multiple Unit Operation.

The 49611 locomotive can only be operated in conjunction with a 37611 locomotive.
The minimum required curve for operation is 360 mm / 14-3/16".

Prototype: Same as model 37611, but with road number 77L.

Model: Booster unit for real multiple unit operation with model 37611. High-efficiency motor, controlled from the decoder in the 37611 locomotive. 2 axles powered. 4 traction tires. Lights as well as acceleration and braking delay can be controlled from the decoder in the 37611 locomotive.

Special coupling with multiple-pin electrical connections between the two locomotives. Close coupler in standard coupler pocket can be replaced by an American type coupler or by a cover.
Length over the couplers 23.5 cm / 9-1/4".





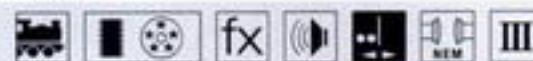
37611
Diesel Locomotive.

Prototype: Atchison Topeka & Santa Fe Railway (AT & SF) class 52 express locomotive. American Locomotive Company (ALCO) type PA-1. Diesel-electric propulsion. Road number 61L.

Model: Locomotive comes with a digital decoder, controlled high-efficiency propulsion and auxiliary functions. 2 axles powered.

4 traction tires. Headlight and lighted number boards will work in conventional operation and can be controlled digitally. Mars light, diesel motor sound effects, horn sounds as well as the acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Powerful speaker. Adjustable volume.

This locomotive can be coupled to a second motorized locomotive without a decoder (49611), which is controlled from the decoder in the first locomotive. Close coupler in the standard pocket can be replaced with an American style coupler or with a cover plate. Length over couplers 23.5 cm / 9-1/4".



Electric Locomotives

37196
Electric Locomotive.

Metal construction.
mfx decoder included.
Locomotive whistle module included.
Older design pantographs.
Many separately applied details.

Prototype: German State Railroad Company (DRG) class E 91.9.

Model: The locomotive comes with an mfx decoder, controlled high-efficiency propulsion and a locomotive whistle sound effects module. 3 axles powered. 2 traction tires. The engine room has interior details. Separately applied grab irons and roof walk boards.

The locomotive as originally delivered has cab windows with hoods to protect from the glare of the sun, large headlight lanterns, a gray DRG paint scheme, and older design pantographs. The headlights will work in conventional operation and can be controlled digitally.

The locomotive whistle sound effects module as well as the acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. Length over the buffers 19.9 cm / 7-13/16".



46090

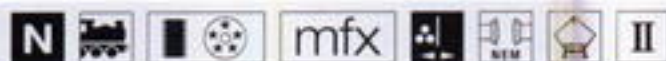
37196

Articulated Heavyweight for Steep Grades.

The German State Railroad Company placed a total of 12 class E 91.9 three-unit locomotives in service in 1927. The two double motors on these units transferred their power to the two 3-axle power trucks with side rods by means of Winterthur drive rods.

These locomotives could run at a maximum speed of 55 km/h / 34 mph, which was sufficient for the heavy freight service on curving steep grades. These three-unit heavyweights could use their hefty startup power to great effect on such routes.

Six of these units were on the motive power roster of the German Federal Railroad, and one unit has been preserved as a museum locomotive.



37477
Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 69 branch line locomotive. Red version.

Model: Locomotive comes with a digital decoder and a controlled miniature motor. 2 axles powered. 1 traction tire. Headlights will work in conventional operation and can be controlled digitally.

Acceleration and braking delay can be controlled digitally with the 6021 Control Unit. View through engineer's cab not obstructed. Separately applied handrails and grab irons. Length over the buffers 8.5 cm / 3-3/8".





37750
Electric Locomotive.

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

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

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.

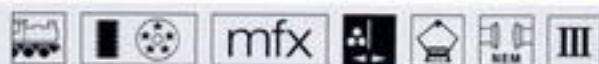
A 20-pole motor for each group powered the driving axles through a jackshaft and side rods. The maximum speed was only 70 km/h or 44 mph with a service weight of 106 metric tons.



37470
Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 04 express locomotive.

Model: The locomotive comes with a digital decoder and controlled high-efficiency propulsion. 3 axles powered. 2 traction tires. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a 6021 Control Unit or Märklin Systems. Separately applied metal grab irons. Length over the buffers 17.8 cm / 7".



Electric Locomotives



37482
Electric Locomotive.

Metal construction.
Older design pantographs.
Many applied details.

Prototype: German Federal Railroad (DB) class E 70.2 – former Royal Bavarian State Railroad (K.Bay.Sts.B.) class EG 2 x 2/2.

Model: The locomotive comes with an mfx digital decoder and controlled high-efficiency propulsion. The locomotive has a special can motor with a flywheel. 2 axles and a jackshaft powered. 2 traction tires. Articulated frame enabling the unit to negotiate sharp curves, pivoting trucks mounted under the rigid hood areas. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a 6021 Control Unit 6021 or with Märklin Systems. Length over the buffers 14.3 cm / 5-3/4".

Maneuverable Specialist for Mountain Routes – The Bavarian State Railroad purchased two electric locomotives for freight and pusher service on the route Freilassing – Berchtesgaden. These units had powered trucks and no pilot trucks and their design was quite progressive for that period. Both of these locomotives were placed into service in 1920 and turned in good results on their challenging home line. For that reason they remained there in service even into the German Federal Railroad period.



39223
Electric Locomotive.

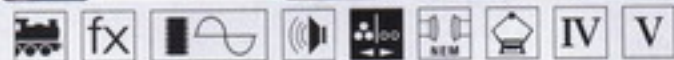
Prototype: German Federal Railroad (DB) class 194 freight locomotive. Locomotive as it has been preserved to date in its earlier, original paint scheme and with its original equipment, operational and authorized for operation.

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".

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.



39680
Electric Locomotive.

Metal construction.
New compact design C-Sine
high-efficiency propulsion.
mfx decoder.
Older design pantographs.
Older design headlights.
Many separately applied details.

The DB express train passenger cars from the 43929 car set as well as item nos. 43910, 43920, 43930, 43940, and 43950 go well with this locomotive.

Prototype: German Federal Railroad (DB) class E 18 in a blue Era III paint scheme.

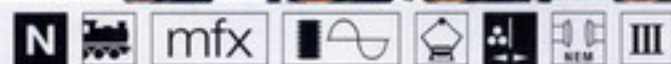
Model: The locomotive comes with an mfx decoder and a new compact design C-Sine high-efficiency propulsion. 2 axles powered. 4 traction tires.

The engineer's cabs and engine room have interior details. The locomotive body has many separately applied elements. Era III paint and lettering with large older style headlights and older design pantographs. Finely detailed frame and running gear with a realistic reproduction of the quill drive driving wheels.

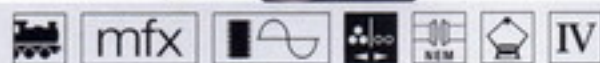
The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. Length over the buffers 19.5 cm / 7-11/16".

Express Train Star of Striking Elegance – The German State Railroad Company (DRG) awarded a contract to AEG as early as 1933 to develop a powerful locomotive for heavy express train service. The design for these locomotives, which were placed into service as the E 18 starting in 1935, borrowed heavily from the predecessor classes E 04 and E 17, since good results had been gathered with these units. However, new paths were blazed with the technology for the frame and running gear, in that proven elements were combined with progressive new developments. This resulted in noticeable improvements in the running characteristics.

Moreover, these locomotives were provided with a particularly elegant shape with characteristically rounded engineer's cabs. The E 18 was impressive in terms of form as well as power output. Undoubtedly, they are still among the stars of German locomotive design. The E 18 was the most powerful single-frame locomotive in the world, when it was awarded the highest accolade of the Grand Prix at the Paris World Fair in 1937. These elegant "race horses" could also shine in terms of durability and reliability: The last units (then designated as the class 118) were not retired by the DB until 1984.



Electric Locomotives



39440 Electric Locomotive.

Metal construction.
High-efficiency C-sine motor in
a new compact design.

Prototype: German Federal Railroad (DB) class 144 general-purpose locomotive. Older design locomotive.
Model: The locomotive comes with an mfx digital decoder and a controlled high-efficiency C-sine motor in a new compact design. Centrally mounted motor with a flywheel. 4 axles powered through cardan shafts. 2 traction tires. The headlights are maintenance-free LED's.

The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a 6021 Control Unit or with Märklin Systems. The buffer beams swing out prototypically with the trucks.
Length over the buffers 17.5 cm / 7".

Universal and Reliable.

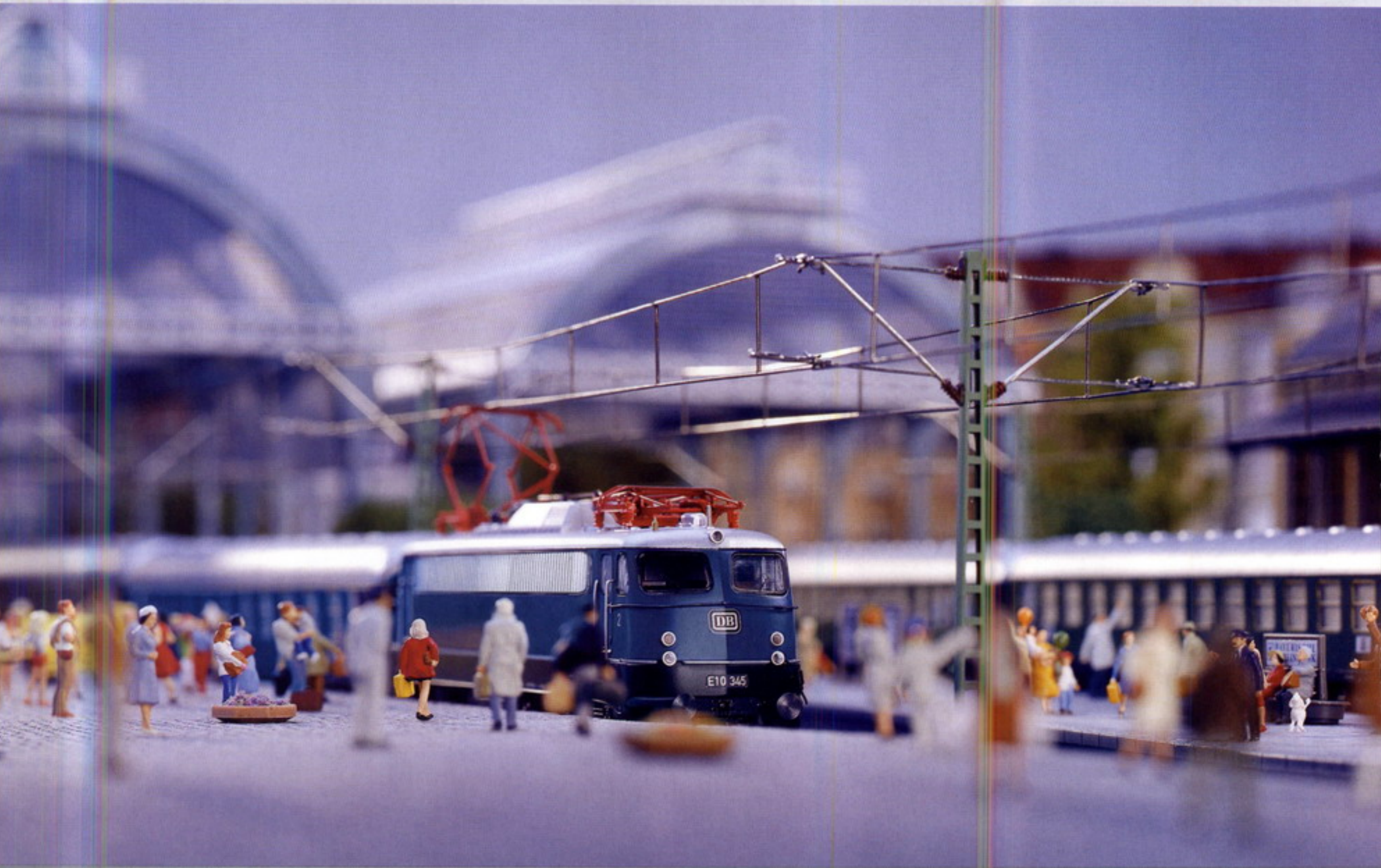
After the great world-wide economic crisis, the German State Railroad resumed electrification of its network. New, powerful locomotives were needed for these routes. The German railroad industry developed innovative concepts and prototypes for modern, general-purpose locomotives for this purpose. The design by Siemens in particular stood out as clearly more progressive compared to previous designs that were only further developments of provincial railroad locomotives.

The Siemens unit was designed as a lightweight, general-purpose locomotive and had a welded frame that rode on two two-axle trucks with integrated buffer beams. Four traction motors suspended from the axles provided the drive mechanism. This meant that this compact locomotive with no pilot trucks could bring its full 78 metric tons of service weight to bear as adhesion weight on the driving wheels without reaching the critical axle load of 20 metric tons. These modern motors reached 2,200 kilowatts / 2,949 horsepower that could be used directly at the axles without expensive drive mechanisms.

This locomotive could reach 90 km/h / 56 mph. The 178 locomotives purchased by the German State Railroad from 1932 to 1945 as the E 44 were followed by another 7 units on the German Federal Railroad. These units all turned in such good results that they were kept in regular service well into the 1980s and were considered almost indestructible.



Electric Locomotives



From New Construction to Enduring Classic.

The class E 10 (starting in 1953) and class E10.1 (starting in 1956) electric locomotives placed into service by the new German Federal Railroad quickly proved to be extremely multifaceted and highly reliable new locomotives. However, from 1963 on there was a desire to increase express train speeds to 160 km/h / 100 mph. The two early classes of E 10 locomotives were designed for a maximum speed of 130 and 150 km/h / 81 and 94 mph, which was not enough.

The class E 10.3 was therefore developed. Its design borrowed heavily from proven components, but it was equipped with a more aerodynamic body with typical "pants crease" ends, buffers in streamlined housings, and continuous skirting at the ends for the buffer beams. This was in addition to higher gear ratios and improvements to the running gear. One other characteristic feature of these locomotives was the continuous vent grills along the sides of the units, which together with a cobalt blue paint scheme gave these locomotives a dignified, elegant appearance.

From 1963/64 on the E 10.3 in this form was the preferred motive power for express train consists in important long distance service on electrified routes. The units still in use today have proven themselves with their high percentage of time available for service and their extremely durable construction. The experience gathered from this class was used as a basis for the design of the still more powerful class E 03 electric express locomotives.

**39120
Electric Locomotive.**

Completely new tooling.

Metal construction.

New compact design C-Sine high-efficiency propulsion. mfx decoder included.

Sound generator with multiple functions included.

"Station announcements" as a special sound function.

Headlights / marker lights with maintenance-free LED's.

Prototype: German Federal Railroad (DB) class E 10.3. B-B wheel arrangement. The locomotive looks as the prototype did in Era III around 1965 with "pants crease" ends, continuous cooling grills, continuous rain gutter, and aerodynamic buffer housings as well as end skirting.

Model: The locomotive comes with an mfx decoder and the new compact design controlled C-Sine high-efficiency propulsion. 4 axles driven by cardan shafts from a centrally mounted motor. 2 traction tires. The locomotive has separately applied metal hand rails. The engineer's cabs have interior details. The locomotive has separately applied roof walks. The triple headlights and dual red marker lights are maintenance-free LED's. They change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Station announcements, a locomotive whistle sound, and the direct control (acceleration/braking delay) can be controlled with a Control Unit or Märklin Systems. Length over the buffers 18.9 cm / 7-7/16".



Electric Locomotives

37538
Electric Locomotive.

One-time series.

Prototype: German Federal Railroad (DB) class 120.0 fast general purpose locomotive. "E 120" presentation version for the 1979 Munich Transportation Exhibition.

Model: Comes with a digital decoder, controlled high-efficiency propulsion, sound effects and lighting functions. 2 powered axles. 4 traction tires. Lighting with maintenance-free LEDs. Headlights will work in conventional operation, can be digitally controlled.

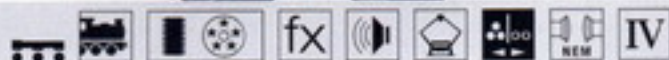
Engineer's cab lighting, whistle signal, as well as acceleration and braking delay, can be digitally controlled with the 6021 Control Unit. Engineer's cabs with interior details. Separately applied grab irons. Length over buffers 22.1 cm / 8-11/16".

25 years of revolution on rails.

In addition to the Transrapid magnetic suspension train, another sensation was also introduced at the 1979 Transportation Exhibition in Munich: The first electronically controlled three-phase current locomotive for universal implementation.

The designation was not taken quite as seriously by the manufacturers, Krauss-Maffei, Henschel, Krupp, and BBC as it was by the official DB: At the presentation the E120 bore the Epoch III code letters for electric locomotives in addition to the regular class designation.

Breakthrough technologies were already in evidence in the first 5 prototypes. These technologies have been used and further developed in the 120.1 main series, in the ICE project, and in today's Europa locomotives.



37317
Electric Locomotive

mfX decoder.
The bilevel commuter cars in the "traffic red" paint scheme such as item nos. 43584, 43585, and 43586 go well with this locomotive.

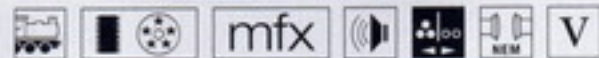
Prototype: German Railroad, Inc. (DB AG) class 111 general-purpose electric locomotive – Era V.

Model: This locomotive comes with an mfx digital decoder and controlled high-efficiency propulsion. 2 axles powered. 4 traction tires. The locomotive whistle as well as the acceleration and braking delay can be controlled digitally.

Triple headlights and dual red marker lights, which change over with the direction of travel. These lights will work in conventional operation and can be controlled digitally. Length over the buffers 19.1 cm / 7-1/2".

Indispensable New Construction Classics

It was almost believed that all of the new construction locomotives from the early German Federal Railroad period would be completely displaced by the German Railroad, Inc.'s new, current purchases. Then it turned out that the proven class 111 units could hold their own quite well in modern, daily railroad operations after being overhauled technically and repainted. Now, these new construction classis from the economic miracle years will certainly be a part of the DB AG's motive power for years to come.



© Märklin

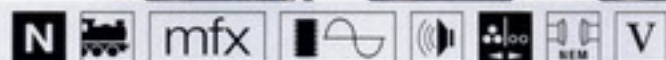
39572
Electric Locomotive.

Heavy metal construction.
C-Sine high-efficiency propulsion.
mfx decoder
Horn sound module.
Engine room lighting as a special
controllable light function.
Headlights, marker lights, and
engine room lighting are
maintenance-free LED's.

Prototype: German Railroad, Inc. (DB AG) class 103.1 express locomotive. C-C wheel arrangement. Regular production unit with double ventilation grills. The locomotive looks as the prototype did in Era V at the beginning of the 1990s with single-arm pantographs and a Chinese red paint scheme.

Model: The locomotive has a C-Sine high-efficiency propulsion with an mfx decoder and a sound generator for a horn. 3 axles powered. 4 traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally.

The engine room lighting, marker lights, and horn as well as the acceleration and braking delay can be controlled with a Control Unit or Märklin Systems. The couplers can be replaced by closed end skirting. Length over the buffers 21.9 cm.



Electric Locomotives

37433 Electric Locomotive.

Locomotive constructed of metal.
Controlled high-efficiency propulsion.
mfx decoder included.

Prototype: German Railroad, Inc. (DB AG) class 143 general-purpose locomotive. B-B wheel arrangement.
Model: The locomotive comes in the current traffic red basic paint scheme with squared off buffers and squared off roof edges. The locomotive has an mfx decoder and a controlled high-efficiency propulsion. 2 axles powered. 4 traction tires. The engineer's cabs have interior details.

The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The direct control (acceleration/braking delay) can be controlled with a Control Unit or Märklin Systems. Length over the buffers 19.1 cm / 7-1/2".



37398 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 101 express locomotive. Regular production version.

Model: The locomotive comes with a digital decoder, controlled high-efficiency propulsion, and a sound effects generator. 2 axles powered. 4 traction tires. Movable reproduction the mechanical gear for steering the trucks. The lighting is maintenance-free LED's. The headlights and sound effect of the current converter will work in conventional operation and can be controlled digi-

tally. The long distance headlights front and rear as well as the acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. The horn and other operating sound effects can be controlled digitally with Märklin Systems. The engineer's cabs have interior details. Length over the buffers 21.9 cm / 8-5/8".



Digital Functions	6020	6021	60652	60212
Headlights	x	x	x	x
Operating sounds 1		x	x	x
Light function 1		x	x	x
Light function 2		x	x	x
Direct control		x	x	x
Electric locomotive operating sounds			x	x
Horn blast 1			x	x
Horn blast 2			x	x
Letting off steam / air			x	x
Sound of squealing brakes off				x
Surrounding sounds				x

39581
Electric Locomotive.

Horn sound effects that work in digital operation.

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 axles 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".



39582
Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) Railion Deutschland AG (formerly DB Cargo) class 151 heavy freight locomotive. Current paint scheme and lettering.

Model: The locomotive comes with a digital decoder, C-sine high-efficiency propulsion, and a sound effects generator. 3 axles powered. 4 traction tires. The headlights will work in conventional operation and can be controlled digitally. The horn sound effect as well as the acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. Separately applied metal grab irons. Detailed pantographs. Length over the buffers 22.2 cm / 8-3/4".



Electric Locomotive

39340
Electric Locomotive.

C-sine high-efficiency propulsion.
Headlights with full beam and low beam.

Each pantograph can be individually remote-controlled
Prototypically slow movement sequence.

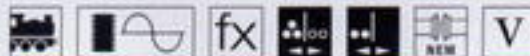
Prototype: German Railroad, Inc. (DB AG) class 152 general purpose locomotive.

Model: With digital decoder and controlled high-efficiency propulsion C-sine, lighting functions and remote-controlled pantographs. 2 powered axles. 4 traction tires. Lighting with maintenance-free LED.

Headlights and marker lights, in conventional operation, can be digitally controlled. Long distance headlights, mechanism for raising and lowering both pantographs, as well as acceleration and braking delay can be digitally controlled with the 6021 Control Unit. Engineer's cabs with interior details. Separately applied grab irons. Separately applied rail guard. Wheels with representation of the brake disks. Length over buffers 22.5 cm / 8-27/32".

Information about this model: The model is introduced from the factory with a built-in mechanism for raising and lowering both pantographs. Remote control is enabled by miniature technologies: specially developed piezo motors in the small drive unit, and control electronics that are precisely adapted to the locomotive decoder. Each of the two pantographs can be individually raised or lowered from the digital locomotive controller.

Movement is prototypically slow and soft. Operation is permanently connected to supply from the center conductor track, in order to ensure supply current for pantograph control at all times.



© Sascha Götz

39834
Electric Locomotive.

One-time series.

Prototype: Mittelweserbahn / Central Weser Railroad (MWB) class ES64U2 fast general-purpose locomotive. Built as the Austrian class 1116 "Taurus". Multi-system locomotive with 2 pantographs.

Model: The locomotive comes with a digital decoder, C-sine high efficiency propulsion, and a sound effects generator. 2 axles powered. 4 traction tires. The headlights and marker lights will work in conventional operation and can be controlled digitally. The long distance headlights and the horn sound

effect as well as the acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. Additional operating sound effects for the main relay and compressed air can be controlled digitally with Märklin Systems. The engineer's cabs have interior details. Separately applied metal grab irons. Length over the buffers 22.5 cm / 8-7/8".

Digital Function	6020	6021	60652	60212
Headlights	x	x	x	x
Long distance headlight		x	x	x
Horn		x	x	x
Direct control		x	x	x
Electric locomotiv operating sounds			x	x
Operating sounds			x	x



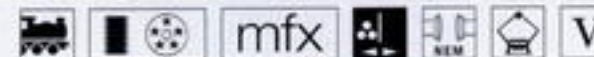
37402
Electric Locomotive.

Model constructed of metal. Controlled high-efficiency propulsion. mfx decoder included.

Prototype: German Railroad, Inc. (DB AG) class 140. Former E 40. B-B wheel arrangement.

Model: The locomotive comes with a digital decoder and controlled high-efficiency propulsion. 2 axles powered. 4 traction tires. The locomotive has triple headlights that change over with the direction of travel.

They will work in conventional operation and can be controlled digitally. The direct control (acceleration/braking delay) can be controlled with a Control Unit or Märklin Systems. Length over the buffers 18.3 cm / 7-3/16".



Electric Locomotive



© Reinhard Reiss

39420
Electric Locomotive.

New tooling.
Heavy metal construction.
Separately applied metal handrails.
New compact design C-Sine
high-efficiency propulsion.
Motor with a flywheel.
mfx decoder.
Swiss headlight / marker light code
changeover.
Headlight / marker lights are
maintenance-free LED's.

Prototype: Swiss Federal Railways (SBB) class Re 4/4 I electric locomotive. In the original Era III green paint scheme as the prototype looked around 1965.

Model: The locomotive comes with an mfx decoder and controlled high-efficiency propulsion. All 4 axles are powered. 2 traction tires. The locomotive has separately applied roof walks. The locomotive has separately applied metal hand rails. The locomotive has a representation of the walkover plates at the ends and

handrails. The Swiss headlight / marker light code (triple headlights / white marker light) changes over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlight / marker lights are maintenance-free LED's. The locomotive whistle as well as the direct control (acceleration and braking delay) can be controlled with a Control Unit or Märklin Systems.

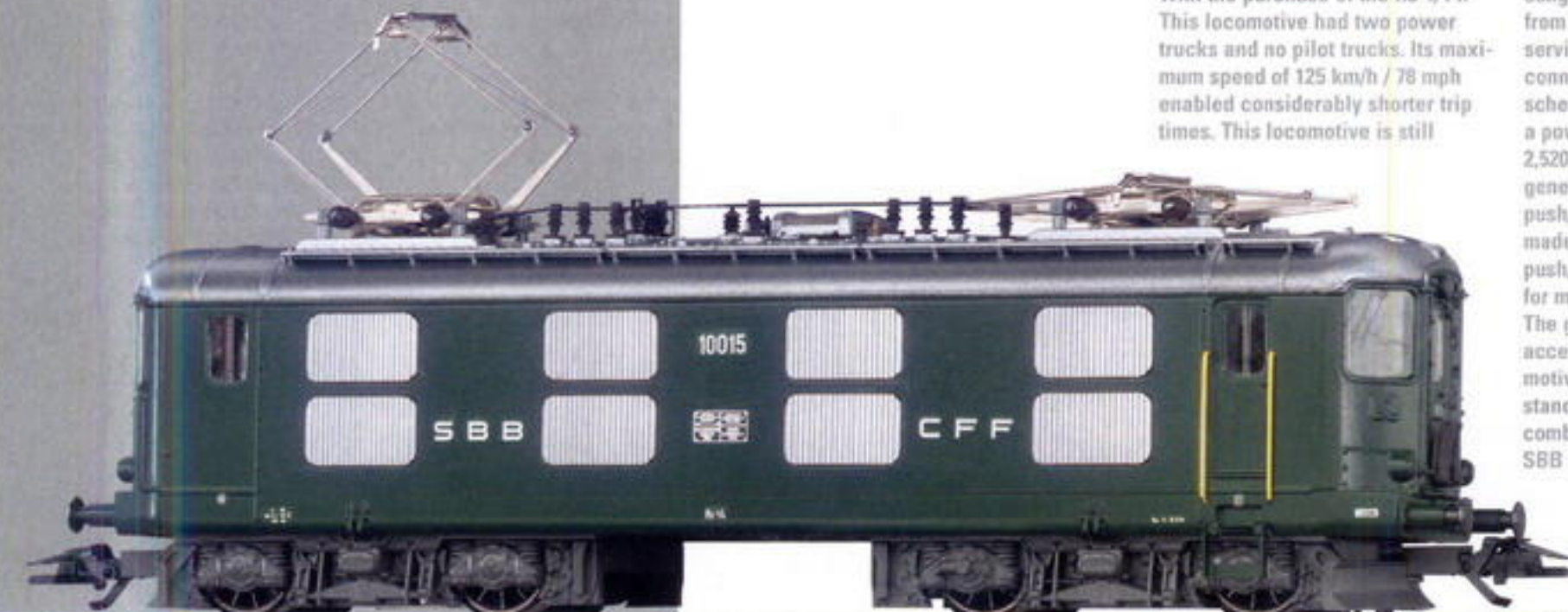
Length over the buffers 17.1 cm / 6-3/4".

With the Re 4/4 into a New Era,

In 1947 a new generation of locomotives appeared on the Swiss rail network. The Swiss Federal Railways were able to revolutionize its entire concept for motive power with the purchase of the Re 4/4 I. This locomotive had two power trucks and no pilot trucks. Its maximum speed of 125 km/h / 78 mph enabled considerably shorter trip times. This locomotive is still

considered today as a milestone in the history of Swiss locomotive building. The Re 4/4 I was swift and at just 57 metric tons was a remarkably lightweight unit. It mastered its period of use extremely well. It introduced a new era in SBB passenger service with the transition from heavy, sedate express train service to accelerated city-to-city connections with short, regularly scheduled timings. The Re 4/4 I had a power output of 1,855 kilowatts / 2,520 horsepower was a very good general-purpose locomotive, whose push/pull and multiple unit controls made it suitable for a rationalized push/pull train service as well as for m.u. motive power operation. The good reserve of power for acceleration present on these locomotives with their electric resistance brakes made them the ideal combination with the comfortable SBB lightweight steel passenger

cars. These train consists left their stamp for a long time on the image of passenger train service for long distance city-to-city connections.





Electric Locomotive

37362

Electric Locomotives - Double Set
"50th Anniversary of the Ae 6/6".
„50 Jahre Ae 6/6“.

Metal frame and body.
Extensive sound effects functions,
can be activated digitally.
Passenger cars such as item nos.
4365, 4368, and 4369 or freight cars
such as item nos. 47192, 47441,
47449, 48025, and 46323 go well with
these locomotives.

Prototype: 2 Swiss Federal Railways (SBB) class Ae 6/6 electric locomotives, one in the original green paint scheme as first delivered in 1955, Era III, with the locomotive name "Schwyz", one as the locomotives currently look in 2005 with a "traffic red" paint scheme, Era V, with the locomotive name "Langnau i.E.".

Two Anniversary Celebrants
Paired Together

In 1955, the success story began for the 120 units of the class Ae 6/6 electric locomotive delivered to the Swiss Federal Railways. They quickly proved themselves, particularly on the Gotthard line, as the ideal motive power for hauling ever growing train loads at a brisk pace

Model: Both locomotives come with mfx decoders, controlled high-efficiency propulsion, and digitally controlled sound effects. 3 axes powered. 4 traction tires. Separately applied metal grab irons. The acceleration and braking delay can be controlled digitally with the Control Unit or Märklin Systems. The triple headlights and single Swiss style marker light will work in conventional operation (on all the time) and

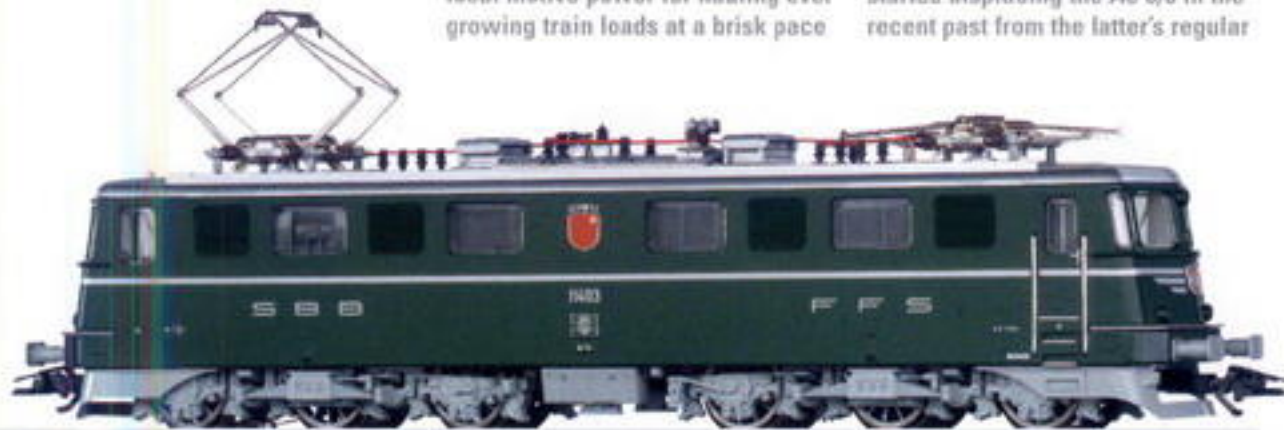
up the grades, because the "slowly creeping" Crocodiles took too long to negotiate this line. The attractive looking and speedy "Ae 6/6 power houses" quickly replaced Crocodiles and many locomotives with pilot trucks especially on steeply graded main lines. The newest locomotives have only started displacing the Ae 6/6 in the recent past from the latter's regular

can be controlled digitally.
Length over the buffers for each unit
21.0 cm / 8-1/4".

lines. Since then you can see these 50 year old anniversary celebrants almost exclusively in the middle of Switzerland on the point of heavy freight trains.



BBC



36330
Electric Locomotive.

New tooling.
Locomotive has switch engine headlight changeover like the Swiss prototype.

One-time series.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Ee 3/3 switch engine. Series built starting in 1932.
Model: Locomotive comes with a digital decoder and a miniature motor with a flywheel. 3 axles and jackshaft powered. Headlights are maintenance-free LED's integrated into the end platforms. Headlights will work in conventional operation and can be controlled digitally.

Acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Separately applied roof equipment. Separately applied handrails and grab irons. Brake hoses and prototypical couplers can be mounted on the buffer beams. Length over the buffers 11.2 cm / 4-7/16".

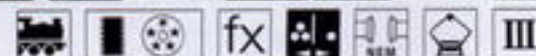


37522
Electric Locomotive.

Export model for Switzerland.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class De 6/6. "Seetal Crocodile", as it looked around 1953.
Model: The locomotive comes with a digital decoder and controlled high-efficiency propulsion. It has a special can motor with a flywheel. 6 axles powered. 4 traction tires. Articulated frame to enable the unit to negotiate sharp curves. The headlights will work in conventional operation and can be controlled

digitally. A white marker light as well as the acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. Separately applied metal grab irons. Brake hoses and prototype couplings can be installed on the buffer beam. Length over the buffers 16.2 cm / 6-3/8".



39560
"Crocodile" Freight Locomotive.

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.

Prototype: Swiss Federal Railways (SBB) class Ce 6/8III. 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".



Electric Locomotive



39831
Electric Locomotive.

Export model for Austria.

Prototype: Austrian Federal Railways (ÖBB) class 1116 general-purpose locomotive. Named the "Taurus". Dual system locomotive.

Model: Locomotive comes with a digital decoder and a controlled C-Sine high-efficiency propulsion system, light and sound functions. 2 axles powered. 4 traction tires. Headlights / marker lights are maintenance-free LED's. Headlights and marker lights will work in conventional operation and can be controlled digitally.

Long distance headlights, air horn sound effect as well as the acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Engineer's cabs have interior details. Separately applied handrails. Separately applied pilots. The wheels on the locomotive have a representation of sound mufflers. Length over the buffers 22.5 cm / 8-7/8".



39358
Electric Locomotive.

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.

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. Directiondependent 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".



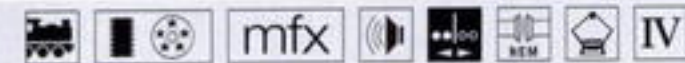
**37236
Electric Locomotive.**

Export model for Belgium.

Prototype: Belgian State Railways (SNCB/NMBS) class 23 general-purpose locomotive. Version in "zebra" stripes design.

Model: The locomotive comes with a digital decoder, controlled high-efficiency propulsion, and a sound effects generator. 2 axles powered. 4 traction tires. The lighting is maintenance-free LED's.

The headlights / marker lights will work in conventional operation and can be controlled digitally. The horn sound effects as well as the acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. The engineer's cabs have interior details. Separately applied metal grab irons and additional details. The couplers can be replaced with front skirting. Length over the buffers 21.0 cm / 8-1/4".



Electric Locomotive

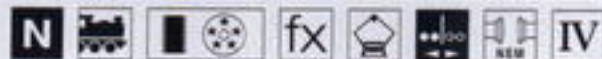
37333
Electric Locomotive.

Metal construction.
All axles powered.
Marker lights can be turned off.
For freight and passenger trains.

Prototype: Luxembourg State Railways (CFL) class 3600. In Bordeaux red as the prototype looked in Era IV. Design similar to the French BB 12 000.

Model: The locomotive comes with a digital decoder and controlled high-efficiency propulsion. The locomotive has a special can motor with a flywheel. 4 axles powered, 4 traction tires. The dual headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The marker lights as well as the acceleration and braking delay can be controlled with a Control Unit or Märklin Systems.

The headlights / marker lights are maintenance-free LED's. The pantographs are mounted on free-standing frames. The locomotive has numerous separately applied grab irons. Realistic brake hoses and reproductions of couplers can be installed on the buffer beams. Length over the buffers 17.5 cm / 6-7/8".

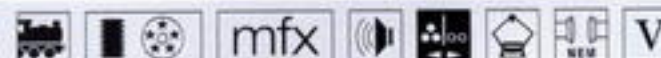


© Jean-Marie Ottalé, Prof-Ing-Dipl.

37120
Electric Locomotive.

Prototype: Dutch State Railways (NS) class 1200 heavy general-purpose locomotive. Locomotive as it looked just before being taken out of service.

Model: The locomotive comes with a digital decoder, controlled high-efficiency propulsion, and a sound effects generator. 2 axles powered. 4 traction tires. The lighting is maintenance-free LED's. The headlights / marker lights will work in conventional operation and can be controlled digitally. The horn sound effects as well as the acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. Brake hoses can be installed on the buffer beam. Length over the buffers 20.8 cm / 8-3/16".

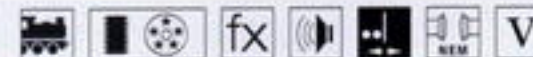


37263
Electric Locomotive.

Export model for the Netherlands.

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: This locomotive comes with a digital decoder, controlled high-efficiency propulsion and a sound effects generator. 2 axles 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 the buffers 21.0 cm / 8-1/4".



43646

43645

43644

37263

Electric Locomotive



37332
Electric Locomotive.

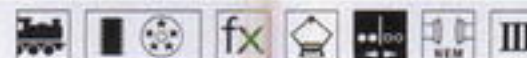
Metal construction.
All axles powered.
Use for freight and passenger trains.

Export model for France.

Prototype: French State Railways (SNCF) class BB 12 000 general-purpose locomotive.

Model: Locomotive comes with a digital decoder and controlled high-efficiency propulsion. Special motor with flywheel. 4 axles powered. 4 traction tires. Headlights are maintenance-free LED's. Headlights will work in conventional operation and can be controlled digitally. Marker lights as well as the acceleration and braking delay can be controlled digitally with the 6021 Control Unit.

Pantographs mounted on free-standing open frames. Separately applied metal handrails and grab irons. Brake hoses and prototype coupler can be mounted on the locomotive. Length over the buffers 17.5 cm / 6-7/8".



37389
Electric Locomotive.

Export model for France.

Prototype: French State Railways (SNCF) class 26 000 express general-purpose locomotive. "SYBIC" dual system locomotive. Used in passenger service.

Model: Locomotive comes with a digital decoder, controlled high-efficiency propulsion, and a sound effects circuit. 2 axles powered. 4 traction tires. Headlights will work in conventional operation and can be controlled digitally. Sound effect of a whistle as well as the acceleration and braking delay can be controlled digitally with the 6021 Control Unit.

Different design pantographs. Separately applied grab irons. Length over the buffers 20.4 cm / 8-1/16".





37255
Electric Locomotive.

Metal construction.
Current paint scheme for the prototype.
Horn sound effect in digital operation.
Goes well with the 46551, 47211 cars.

Export model for France.

Prototype: French State Railways (SNCF) class BB 422 200 general-purpose locomotive. Assigned to the freight service area (FRET). Dual system locomotive.

Model: Locomotive comes with a digital decoder, controlled high-efficiency propulsion, and a sound effects generator. 2 axles powered. 4 traction tires. Headlights will work in conventional operation and can be controlled digitally. Sound effect of a whistle as well as the acceleration and braking delay can be controlled digitally with the 6021 Control Unit.

Pantographs positioned specifically for this type of locomotive. Separately applied metal handrails and grab irons. Length over the buffers 20.0 cm / 7-7/8".



37384
Electric Locomotive.

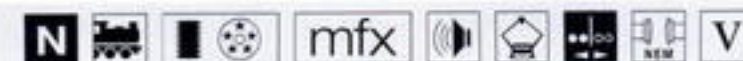
Model constructed of metal.
mfx decoder included.
Horn sound effect.
Digitally controllable running characteristics.

Export model for France.

Prototype: French State Railways (SNCF) class 426000 dual system locomotive. "SYBIC" dual system locomotive. B-B wheel arrangement. Assigned to the freight service area (FRET).

Model: The locomotive comes with a digital decoder, controlled high-efficiency propulsion, and a horn sound effect module. 2 axles powered. 4 traction tires. The locomotive has dual headlights and red marker lights that will work in conventional operation and that can be controlled digitally. The horn sound effect as well as the acceleration and braking delay can be controlled with a Control Unit or Märklin Systems.

The locomotive has different pantographs and separately applied metal handrails. Length over the buffers 20.4 cm / 8-1/16".



Electric Locomotive



37242
Electric Locomotive.

Current color scheme for the prototype.
Goes well with the express train passenger cars in the 41895, 41896 sets.

Export model for Italy.

Prototype: Italian State Railways (FS) class E 424 general-purpose locomotive. Rebuilt version. Italian design pantographs.

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. Metal pilots. Separately applied metal handrails and grab irons. Length over the buffers 17.6 cm / 6-15/16".



© A. Schepers

37413
Electric Locomotive.

Export model for Sweden.

Prototype: Swedish State Railways (SJ) class Rm freight locomotive with tender Original version. Used in ore and freight service.

Model: Comes with a digital decoder and controlled high-efficiency propulsion. 2 powered axles. 4 traction tires.

Headlights will work in conventional operation, can be digitally controlled. Acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Double-arm pantograph. Length over buffers 18.0 cm / 7-3/32".



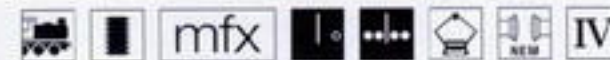
36335
Electric Locomotive.

One-time series.

Prototype: Swedish State Railways (SJ) class Ub switch engine.

Model: The locomotive comes with a digital decoder and a miniature can motor with a flywheel. 3 axles and 2 jackshafts powered. The headlights are maintenance-free LED's. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems.

The roof equipment is separately applied. The metal grab irons are separately applied. Brake hoses and prototype couplers can be installed on the buffer beams. Length over buffers 11.2 cm / 4-1/2".



Electric Locomotives

37491

Electric Locomotive.

Locomotive constructed of metal. Controlled high-efficiency propulsion.

Powerful can motor with a bell-shaped armature. mfx decoder with many operating and sound effects functions. Great sound: running gear sounds, blower motors, horn, relay system, squealing brakes, etc.

A wider wiper for the pantograph may be necessary for operation under catenary mounted in a zigzag pattern or bent to follow a curve. A suitable wiper is available as a spare part: item no. 611073.

Prototype: Pennsylvania Railroad (PRR) class GG-1 heavy general purpose locomotive. 4-6-6-4 wheel arrangement. Built by General Electric and Westinghouse. Original version in Brunswick green paint scheme.

Model: The locomotive comes with a digital decoder, controlled high-efficiency propulsion, and a sound effects generator with many functions. It has a centrally mounted powerful can motor with a bell-shaped armature. 4 axles powered in each power truck. 4 traction tires. The locomotive has 2 power trucks and 2 pilot trucks and can negotiate sharp curves. The headlights and cab lighting are maintenance-free LED's. The headlights and the cab lighting will work in conventional operation and can be controlled digitally.

The long distance headlights, cab lighting, and the sound effects of the blower motors as well as the direct control (acceleration/ braking delay) can be controlled with a Control Unit or Märklin Systems. The Central Station can be used to activate the sounds of the relay system at work, cab radio "chatter", the sounds of couplers engaging, and the "clickety-clack" sound of the train running on jointed rail as well as turn off the sound of squealing brakes. Large American design pantographs. Length over the couplers 28.0 cm / 11".

Digital functions	6020	6021	60652	60212
Headlights	x	x	x	x
Long distance headlights		x	x	x
Engineer's cab lighting		x	x	x
Electric locomotive operating sounds		x	x	x
Direct control		x	x	x
Bell			x	x
Horn			x	x
Operating Sounds 1			x	x
Blower motors			x	x
Operating Sounds 2				x
Operating Sounds 3				x
Surrounding Sounds 1				x
Surrounding Sounds 2				x
Sound of squealing brakes off				x





© Pennsylvania Railroad

37491
Electric Locomotive.

Locomotive constructed of metal. Model in an attractive metallic paint scheme for collectors. Controlled high-efficiency propulsion.

Powerful can motor with a bell-shaped armature. mfx decoder with many operating and sound effects functions. Great sound: running gear sounds, blower motors, horn, relay system, squealing brakes, etc.

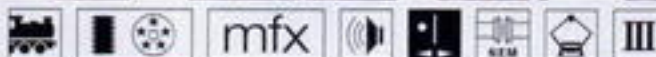
A wider wiper for the pantograph may be necessary for operation under catenary mounted in a zigzag pattern or bent to follow a curve. A suitable wiper is available as a spare part: item no. 611073.

Prototype: Class GG-1 heavy general-purpose locomotive. 4-6-6-4 wheel arrangement. Built by General Electric and Westinghouse.

Model: The locomotive comes with a digital decoder, controlled high-efficiency propulsion, and a sound effects generator with many functions. It has a centrally mounted powerful can motor with a bell-shaped armature. 4 axles powered in each power truck. 4 traction tires. The locomotive has 2 power trucks and 2 pilot trucks and can negotiate sharp curves. The headlights and cab lighting are maintenance-free LED's. The headlights and the cab lighting will work in conventional operation and can be controlled digitally. The long distance headlights, cab lighting, and the sound effects of the blower motors as well as the direct control (acceleration/braking delay) can be controlled with a Control Unit or Märklin Systems.

The Central Station can be used to activate the sounds of the relay system at work, cab radio "chatter", the sounds of couplers engaging, and the "clickety-clack" sound of the train running on jointed rail as well as turn off the sound of squealing brakes. Large American design pantographs. The body comes in an attractive metallic collector version. Length over the couplers 28.0 cm / 11".

Digital functions	6020	6021	60652	60212
Headlights	x	x	x	x
Long Distance headlights		x	x	x
Engineer's cab lighting		x	x	x
Electric locomotive operating sounds		x	x	x
Direct control		x	x	x
Bell			x	x
Horn			x	x
Operating Sounds 1			x	x
Blower Motors			x	x
Operating Sounds 2				x
Operating Sounds 3				x
Surrounding Sounds 1				x
Surrounding Sounds 2				x
Sound of squealing brakes off				x



Model Railroad Meet for 2005

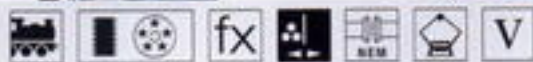
37478 Electric Locomotive.

The 37478 locomotive + the 43136 car + the 43151 car make up the special train at the Model Railroad Meet.

Prototype: German Federal Railroad (DB) class E 69 branch line locomotive.

Model: This locomotive comes with a digital decoder and a controlled miniature motor. 2 axles powered. 1 traction tire.

The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with the 6021 Control Unit or with Märklin Systems. You can see through the engineer's cabs. Separately applied metal grab irons. Length over the buffers 8.5 cm / 3-3/18".



In June of 2005 about 40,000 Märklin enthusiasts traveled again to Göppingen for the Modellbahn Treff. That year a perfect anniversary was celebrated at the foot of the Hohenstaufen with the 5th event of this kind for fans of railroading. Unique for this occasion was the historic E 69 that came to Göppingen as part of a special trip. Interested attendees of the model railroad meet show could view this ancestor of electric locomotives for low-frequency single-phase alternating current up close.

The 37478 locomotive with one each type Bi-29 standard design branch line coach, item no. 43136, and one each type Pwi standard design branch line mail car, item no. 43151 made up a souvenir for this Modellbahn Treff anniversary. This special train for a particular era had the train destination signs "Sonderfahrt Nördlingen - Göppingen" on the sides of the cars. The prototype cars belong to the collection of the Bavarian Railroad Museum in Nördlingen (BEM).



43136
Passenger Car.

Prototype: German Federal Railroad (DB) standard design branch line car, 1st/2nd class.

Model: Exclusive version for the 5th Model Railroad Meet in Göppingen in 2005. Train destination sign "Sonderfahrt Nördlingen-Göppingen" ("Special Run Nördlingen-Göppingen"). Length over the buffers 14.9 cm / 5-7/8". DC wheel set 2 x 70 0580.



Märklin is presenting a special car for the 5th Model Railroad Meet in Göppingen. A 2nd class car has been created on the basis of a former German Federal Railroad (DB) car. Later, a type Bi-29 standard design car at the Bavarian Railroad Museum in Nördlingen will also be lettered in the same manner as the Märklin car.

43151
Mail Car.

Prototype: German Federal Railroad (DB) standard design branch line type Pwi mail car.

Model: Exclusive version for the 5th Model Railroad Meet in Göppingen in 2005. Train destination sign "Sonderfahrt Nördlingen-Göppingen" ("Special Run Nördlingen-Göppingen"). DC wheel set 2 x 70 0580.



Powered Rail Cars and Rail Car Trains





They all have a story to tell us. Small, quiet, and rather unimportant. Or moving ones that once appeared in bold print on the front pages of the newspapers. They fly across the new routes at over 300 km/h or 188 mph or they slide at 10 km/h or 6 mph through an unprotected grade crossing somewhere between Kleinunterhofen and Niederenggenbach: the powered rail car trains. They rush into the "cathedrals" of the railroad, the large metropolitan stations, admired by hundreds, or they let a lonely passenger out into the dark of dusk on the station platform built up with gravel for some nameless end station. The fastest train in the world or the plain savior of the branch lines. Powered rail car trains are the means of transportation for great occasions. Dashing from Frankfurt to Cologne or taking industrious workers and students to factories or places of higher learning. They write history or are the stuff of dull everyday life, inconspicuous and yet extremely important. No railroad management can deny itself of their services. No model railroader will want to do without them.

The sleek ICE 3 is the star of our times. It tells the short-lived stories of our time. Everyday a new one that we will have forgotten tomorrow. Others can tell legends such as the VT 08 that brought the valiant soccer heroes of 1954 home from Bern. Those men who gave the Germans a feeling of pride and worth that had been absent for a long time. Who were victorious in the friendly competition revolving around that round piece of leather, with the simple virtues of strength of will and of man-to-man competition against technically superior athletes from Hungary.

Or the SVT 137 and the Henschel-Wegmann train, they also have much to report from the turbulent times of the German State Railroad. The VT 11.5 was long-lived, a train that met with great liking and whose models are among the best that Märklin has ever offered. Nevertheless, model railroaders appreciate the small red growlers, the VT 98 rail bus that has grown on all of us in one way or another.

Its departure from the rails was all the more bitter. Yet, it still drones today on several museum railroads up and down dreamy rail lines. And, soon in a perfect version on our layouts.

Now they're on the move, the powered rail car trains from Märklin. First-hand account, moving, great moment, and the dull everyday all together. Hear them in the small and large stories, on your layout too in the near future. You'll be amazed at what all the powered rail car trains will tell you ...

Powered Rail Car Train

37266
Electric Rail Car Train.

One-time series.

Prototype: Royal Prussian Railroad Administration (KPEV) ET 833/834 rail car train, wheel arrangement 2+1+B+1+1+2. Later designated the ET 87 on the German State Railroad (DRG). Built in 1914 by AEG and LHB. Authentic color scheme for Era I.

Model: This rail car train comes with a digital decoder, controlled high-efficiency propulsion, prototypical powered center unit, 2 axles powered, 2 traction tires, dual headlights and dual red marker lights that change over with the direction of travel.

The train has interior lighting with maintenance-free LED's. The headlights / marker lights and interior lights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a Control Unit or with Märklin Systems. The passenger areas of the train have interior details, and you have a clear view through the

engineer's cabs. The train has special close couplings between the cars and NEM coupler pockets on the ends. Length over the buffers 49.0 cm / 19-5/16".



Powered Rail Car Train Pioneer –
 In 1914 the KPEV purchased a total of 6 three-unit powered rail car trains for the route in Silesia between Nieder Salzbrunn and Halbstadt with its many grades. These 6 trains were acquired to better manage the constantly increasing passenger volumes in this region. These rail car trains were initially designated as the E.T. 501-506, and they had a visually striking design that was based in part on the express train passenger cars commonly in use at that time with their clerestories, truss rods, and inset doors. The motor car located between the two cab control cars ensured good running characteris-

tics on routes with curves. Since the passenger volumes into what was now Czechoslovakian Halbstadt almost died off after World War I, these rail car trains, which were now designated as the ET 87, were used on other routes. These trains were first taken into the DRG roster and painted in the cream/red scheme for powered rail cars at that time. After World War II three of these trains came to Bavaria and were used there until 1959. The long years of service is proof of the successful and durable design from the pioneer days of rail car trains.



Insider Model for 2006

39080
Diesel Powered Rail Car Train.

Completely new tooling faithfully modeling the real life train.

Metal bodies.
New compact design C-Sine propulsion system.
mfx decoder with many sound functions.
Built-in interior lighting with maintenance-free LED's.

An intermediate car with the prototypical lettering "FUSSBALL-WELTMEISTER 1954" is offered under item no. 42080.

The 39080 model is being produced in 2006 in a one-time series only for Insider members.

Prototype: German Federal Railroad (DB) class VT 08.5 fast powered rail car train. Three-unit design with a B-2+2-2+2-2 wheel arrangement.
Model: The train is a three-part unit consisting of a powered car (VT), an intermediate car (VM), and a cab control car (VS). The train comes with an mfx decoder and a new, compact design, maintenance-free C-Sine high-efficiency propulsion system. 2 axles powered. 2 traction tires.

The train comes from the factory with built-in interior lighting. There is a special close coupled connection between the cars in the train. The train has built-in interior details. There is a clear view through the engineer's cabs in the end cars. The headlights / marker lights and the interior lighting have maintenance-free LED's. The dual headlights and marker lights change over with the direction of travel and along with the interior lighting will work in conventional operation and can be controlled digitally. The diesel motor sounds, horn, acceleration and braking delay can be controlled with a Control Unit or Märklin Systems.

Additional operating and environment sounds including a news report sound bite about the soccer world championship can be controlled with Märklin Systems. The train has 2 pickup shoes for power pickup, and the power pickup changes between the two depending on which pickup shoe is at the front of the train. Length of the three-unit train 85.6 cm / 33-11/16".

A station platform announcement, the associated sounds of the doors being closed, and the departure whistle Märklin Systems as auxiliary environment sound functions. In addition, the sound of escaping compressed air can be activated with the Central Station.

Digital Function	6020	6021	60652	60212
Headlights	x	x	x	x
Diesel locomotive operating sounds		x	x	x
Horn		x	x	x
Direct control		x	x	x
Surrounding Sounds 1			x	x
Surrounding Sounds 2			x	x
Sound of squealing brakes off			x	x
Surrounding Sounds 2			x	x
Letting off steam / air				x





© Carsten Hölscher

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

The modern, comfortable VT 08 represented the epitome of the new German Federal Railroad and enjoyed great popularity among the passengers. The smooth rounded form of the ends of the train quickly led to the nickname "Egg Heads". These deluxe trains provided service on long distance routings with sonorous names such as "Rheinblitz", "Münchener Kindl", "Roland", "Schauinsland" or "Saphir". These fast trains were also used on foreign routes such as the "Paris-Ruhr" (Dortmund-Paris) as well as the "Helvetia" (Hamburg-Zürich). The prime time for the VT 08 extended well into the 1960s. After electrification of many major routes, the VT 08 trains were then still used partially in TEE service. Later, these trains were rebuilt to simpler standards for plain fast train service.

World Champions Return Trip in 1954 – Without a doubt the most spectacular use of a VT 08 powered rail car train was the return trip in this comfortable, special powered rail car train of the German national soccer team after they won the world championship in 1954 in Bern. This train was lettered for the occasion with "FUSSBALL-WELTMEISTER 1954" ("WORLD SOCCER CHAMPIONS 1954"). On the trip from Spiez, the headquarters of the German team, to Munich hundreds of thousands of soccer enthusiasts crowded into the stations to celebrate this sensational team. Over 20,000 fans eager to see the team overwhelmed the border station of Singen. They stood on station platforms, platform roofs, tracks, anywhere they could catch a glimpse of the train. The trip had to be repeatedly interrupted due to the masses of people.



Add-on for the Insider Model for 2006

42080
Powered Rail Car Train
Intermediate Car.

This car goes with the
VT 08.5 powered rail car train –
item no. 39080.

Prototype: German Federal Railroad
(DB) type A40. Intermediate car for
the VT 08.5.

Model: Intermediate car lettered
"FUSSBALL-WELTMEISTER 1954"
("WORLD SOCCER CHAMPIONS
1954"). This car allows you to trans-
form the prototypically neutral 39080
VT 08.5 powered rail car train into
the set for the return trip of the
German soccer world champion
team of 1954.

Special close coupling at both ends
for integrating this car into the
powered rail car train consist. Built-
in interior details. Interior lighting
with maintenance-free LED's. The
interior lighting is powered by
means of the special current-con-
ducting coupling.
Length over the buffers 28.8 cm /
11-1/8".



© Carsten Hölcher





Savior of the Branch Line





Rail Bus

39980
Rail Bus with Control Car.

Completely new tooling with super detailing.

The bodies of the rail cars are primarily made of metal. mfx decoder with sound functions, in the motor car.

New compact design C-Sine propulsion.

Headlights and marker lights with maintenance-free LED's.

Built-in interior lighting with maintenance-free LED's.

Prototype: German Federal Railroad (DB) class 798 + 998 (motor car and control car). Original paint scheme for the Era IV version at the beginning of the 1970s.

Model: The rail bus comes with an mfx decoder and C-Sine controlled high-efficiency propulsion in a new, maintenance-free compact design. 2 axles powered. 1 traction tire. The rail bus has factory installed interior lighting. The rail bus units have a current-conducting drawbar coupling with a guide mechanism between them. The rail bus has interior details.

The engineer's areas in the cars, the control car, and the optional available trailer unit have a clear view through the interiors. The headlights and marker lights as well as the interior lighting all have maintenance-free LED's. The headlights and marker lights will work in conventional operation and can be controlled digitally. The diesel motor sounds, the horn, and the acceleration and braking delay can be controlled with a Control Unit or Märklin Systems. Additional operating sounds can be controlled with Märklin Systems.

Length of the two-unit set 32.2 cm / 12-11/16".

The headlights / marker lights at the coupler ends of the rail bus can be controlled as an auxiliary light function. In addition, the environment sound function (sound of doors closing, departure whistle) can be controlled with Märklin Systems.

Digital Function	6020	6021	60652	60212
Headlights	x	x	x	x
Light Function 1		x	x	x
Diesel locomotive operating sounds		x	x	x
Horn		x	x	x
Direct control		x	x	x
Bell			x	x
Surrounding sounds			x	x
Sound of squealing brakes off			x	x



39985
Rail Bus with Control Car.

Prototype: German Federal Railroad (DB) class 798 + 998 (motor car and control car).

Model: This model looks the same as the 39980 and is the same technically, but without sound functions. The headlights / marker lights and the interior lighting will work in conventional operation and can be controlled digitally.

The headlights / marker lights at the coupler ends of the rail bus and the acceleration and braking delay can be controlled with a Control Unit or Märklin Systems. Length of the two-unit set 32.2 cm / 12-11/16".



Unforgettable Branch Line Growlers.

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

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

These crimson red rail bus sets quickly defined the look on German branch line routes, where they quickly replaced the trains that previously were still hauled by steam locomotives.

The Uerdingen rail bus sets left an enduring impression on the memory of many railroad passengers: For decades these red growlers were the synonym for mobility in rural areas. The hearts of many railroad users still belong to these lovable "branch line saviors" from the time when they were placed into service.

41980
Rail Bus Trailer Car.

Prototype: German Federal Railroad (DB) class 998.

Model: This is a trailer car to go with the 39980 and 39985 rail bus set consisting of a powered rail bus car and a cab control car. The car has close coupler pockets at both ends for plug-in current-conducting drawbars. One current-conducting drawbar included. There is a clear view through the car's interior space. The car has interior details. The car has interior lighting with maintenance-free LED's. The interior lighting is powered by means of the current-conducting drawbar from the powered rail bus. Length over the buffers 16.0 cm / 6-5/16".



© Dietrich Seegers



Powered Rail Car Train

37606
Express Powered Rail Car Train.

One-time series.

This powered rail car train can be lengthened with the 43116 car set.

Prototype: German Federal Railroad (DB) class 602. Rebuilt version with gas turbine high-efficiency propulsion. Used in InterCity service. The train consists of two powered end cars, a compartment car, and a galley car.

Model: The train comes with a digital decoder, controlled propulsion, and a sound effects generator. 2 powerful motors in the powered end cars. 4 axles powered. 8 traction tires. The lighting is maintenance-free LED's that will work in conventional operation and can be controlled digitally. The gas turbine sound effects, horn sounds as well as the acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems.

Additional operating sound effects such as the sound of the auxiliary diesel, blower motor sounds, and the sound of the doors being closed can be controlled digitally with Märklin Systems. A powerful speaker is in both powered end cars and has adjustable volume. Special multi-conductor current-conducting coupling and tightly fitting diaphragms with guide mechanisms are between the cars. Reproduction of the covered Scharfenberg coupler (non-working) on the ends of the train.

Length of the train over the couplers
88 cm / 34-5/8".





Digital Function	6020	6021	60652	60212
Headlights	x	x	x	x
Interior light		x	x	x
Locomotive operating sounds		x	x	x
Horn		x	x	x
Direct control		x	x	x
Horn blast 1			x	x
Operating Sounds 1			x	x
Letting off steam / air			x	x
Letting off steam / air			x	x
Operating Sounds 2				x
Sound of squealing brakes				x
Surrounding sounds				x



43116
Express Train Passenger Car Set.

One-time series.

This car set can only be used in conjunction with the powered rail car train, item no. 37606.

Prototype: 3 intermediate cars for the German Federal Railroad (DB) class 602 gas turbine powered rail car train. Rebuilt version for InterCity service. One each compartment car, open, and lounge car.

Model: This car set is for lengthening the 37606 train. Special multi-conductor current-conducting coupling and tightly fitting diaphragms with guide mechanisms are between the cars. The interior lighting is powered and controlled from the end cars. The lighting is maintenance-free LED's. This set lengthens the train by 62.9 cm / 24-3/4".



Powered Rail Car Train



37783
Powered Rail Car Train.

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.

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.



Intermediate Cars

Important: The couplings for the 37783 and 34780/37780 powered rail car trains are technically the same. In the prototype the two classes are not mixed however.

43734
Intermediate Car for the Express Powered Rail Car Train.

Prototype: German Railroad, Inc. (DB AG) power converter car for the ICE 3. Type 403.7, 2nd class.
Model: Intermediate car to go with the model of the ICE-3 train, item no. 37783. Special close couplings with guide mechanism. Interior lighting powered by continuous electrical connections in the train. Length 27.9 cm / 11".



43744
Intermediate Car for Express Powered Rail Car Train.

Digital working car. Horn. "Please close the doors!"

Prototype: German Railroad, Inc. (DB AG) type 3 ICE intermediate car. Class 403.8, 2nd class.
Model: Intermediate car goes well with 37783 model of the ICE 3 train. With digital decoder and sound effects functions. Compressed air horn and warning signal of the door closing system can be controlled digitally with the 6021 Control unit. Special close coupling with guide

mechanism. Interior lighting supplied via continuous electric connection of the train.

Length 27.9 cm / 10-31/32".



43714
Intermediate Car for the Express Powered Rail Car Train.

Prototype: German Railroad, Inc. (DB AG) power converter car for the ICE 3. Type 403.2, 1st class.
Model: Intermediate car to go with the model of the ICE-3 train, item no. 37783. Special close couplings with guide mechanism. Interior lighting powered by continuous electrical connections in the train. Length 27.9 cm / 11".



43707
Intermediate Car for the
Model of the ICE 3.

Prototype: German Railroad, Inc. (DB AG) type 406.1 transformer car, 1st class.

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



43717
Intermediate Car for the
Model of the ICE 3.

Prototype: German Railroad, Inc. (DB AG) type 406.2 power converter car, 1st 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".



43727
Intermediate Car for the
Model of the ICE 3.

Prototype: German Railroad, Inc. (DB AG) type 406.6 transformer 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".



Train Set



26834
"Walhalla" Train.

One-time series for the anniversary
"200 years of the Kingdom of
Bavaria".

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class PtL 2/2 tank locomotive "Glaskasten" ("Glass Box"). Version without a jackshaft. 1 each type BCL passenger car, 2nd/3rd class, and type CL passenger car, 3rd class. 1 type PpostL mail and baggage car. 1 tank car with a brakeman's cab, privately owned. Assigned to the Regensburg District.

Model: The locomotive comes with an mfx decoder and controlled miniature can motor. 2 axles powered. 1 traction tire. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. The cars comes with

many separately applied details and fine decorative striping. Total length over the buffers 47.9 cm / 18-7/8".





If you travel down the Danube you will discover a Greek temple of marble, about 10 kilometers / 6 miles after Regensburg. Leo von Klenze based his design on the Parthenon of Athens, when he was commissioned to erect a hall of fame. The building got its name "Walhalla" from the home of the Germanic gods.

26 years after starting the work, King Ludwig I was able to declare on the 18th of October 1842. "May 'Walhalla' promote the strengthening and increase of the German mind! May the Germans, regardless of their tribe always feel that they have a common Fatherland".

This notable hall today contains the busts of 126 significant personalities, who for the most part come from German speaking areas, including Johann Sebastian Bach, Ludwig van Beethoven, Otto von Guericke, Johann Gregor Mendel,

Johannes Gutenberg, Jakob Fugger, August II of Saxony, Friedrich II of Prussia, Immanuel Kant, Gottfried Wilhelm Leibniz, as well as Sophie Scholl and Ulrich von Hutten.

In addition, there are 64 panels commemorating great personalities such as Hildegard von Bingen, Albertus Magnus, Roswitha from Gandersheim, Walther von der Vogelweide, Heinrich III, Hermann the Cheruscan, as well as Peter Henlein, and Gerhard, Master Builder of Cathedrals.

Some visitors may note that many prominent persons are missing, for instance Friedrich List. However this does nothing to diminish this unusual memorial. A complete listing of those honored in the "Walhalla" Hall can be found on the Internet at <http://de.wikipedia.org/wiki/Walhalla>



Train Set

26535
Palatine Railroad Freight
Train.

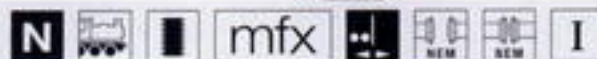
**Locomotive with very fine detailing.
Controlled high-efficiency
propulsion with a special motor.
mfx decoder included.**

Prototype: Royal Bavarian State
Railroad (K.Bay.Sts.B.) class D XII
tank locomotive, later the DRG
class 73. Three privately owned
freight cars, used on the K.Bay.Sts.B.

Model: The tank locomotive comes
with a digital decoder and a controlled special can motor. 2 axles
powered. The dual headlights
change over with the direction of
travel. They will work in conven-
tional operation and can be controlled digitally. The acceleration/
braking delay can be controlled with
a Control Unit or Märklin Systems.
The locomotive has many separately
applied details.
Length over the buffers
13.8 cm / 5-7/16".

3 privately owned freight cars:
1 wine transport car lettered for
"Wachenheimer Gerümpel". The car
has a metal frame, wooden barrels,
and metal bands to hold the barrels
in place. 1 tank car with a brakeman's cab, lettered for "Raschig".
The tank car comes with a separately applied platform for the dome.
1 beer car with a brakeman's cab,
lettered for "Bayerisches Brauhaus
Landstuhl".

All 3 cars come with NEM close
couplers with a guide mechanism.
The locomotive and the cars look
as the prototype did on the Royal
Bavarian State Railroad
(K.Bay.St.B.), Era I.
Total length over the buffers
44.0 cm / 17-5/16".





Train Set



26537
Bavarian Group Administration
Passenger Train.

Prototypes: German State Railroad Company (DRG), Bavarian Group Administration, class EP 3/6 electric 2-6-4 wheel arrangement. Later the class E 36. Built in 1914. Version with electric train heating for passenger train use. 1 type AB3ü bay express train passenger car, 1st/2nd class, 1 type C3ü bay express train passenger car, 3rd class, 1 type Pw3ü bay express train baggage car. German State Railroad Company (DRG), Bavarian Group Administration. The locomotive and cars look as the prototypes did in Era II around 1925.

Models: The locomotive comes with an mfx decoder and a controlled, special can motor with a flywheel. 3 axles and the jackshaft powered. 2 traction tires. The locomotive has older design pantographs. The locomotive has triple headlights that change over with the direction of travel, work in conventional operation, and can be controlled digitally. The direct control (acceleration/braking delay) can be controlled with a Control Unit or Märklin Systems. The locomotive has many separately applied details. The train has 3 Bavarian design express train passenger cars from 1894 to 1896. They can be used in express trains on main and branch lines.

The cars have an exact reproduction of the clerestories and of the baggage car cupola. The cars have many separately applied details. The baggage car has 2 sliding doors that can be opened. The cars have NEM close coupler pockets with guide mechanisms. Total length over the buffers 61.6 cm / 24-1/4".



Train Set



26512
Express Train Set.
One-time series.

Prototype: German Federal Railroad (DB) class 110 electric express locomotive with "pants crease" and 4 express train passenger cars in "Pop colors". 1 type Büm car, 2nd class (blue) and 1 type Aüm car, 1st class (orange), 1 type WRüge dining car (red) and 1 type Düm baggage car (green). In 1972 train D 611 was in regular service from Dortmund to the Olympic grounds in Munich.

Model: The locomotive comes with a digital decoder and controlled high-efficiency propulsion. 2 axles powered. 4 traction tires. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with the 6021 Control Unit. The cars can be retrofitted with the 7319 plug-in current-conducting drawbars or the 72020 working current-conducting close couplers that can be uncoupled.

The baggage car has roll-down doors. The cars have destination signs.
Total length over the buffers
126.5 cm / 49-7/16".

German society changed in the 1960's. The youth revolt broke the hardened political lines. Artists rebelled against traditional ways of seeing things, with Pop Art. The exhilarating and easily digested fare penetrated all areas of life. Light and exhilarating was also the feel of the glass tent architecture for Munich's Olympia Park. The graphic artist, Otl Aicher, created a visual concept for the 72 Olympic games that included the pastel color tones of the rainbow.





The German Federal Railways also followed the trend. The sad, dark green of the passenger cars dampened the spirit. Using the model of the Rheingold the company sought more modern, fresher, more dynamic colors for the express trains, which would enhance the image of the DB. In 1970 the DB commissioned 16 express train cars in cobalt blue/pebble gray.

The colors chrome oxide green/pebble gray were intended for a second series of 24 cars. The new colors met with little enthusiasm from passengers, and little enthusiasm internally at DB. Only the pebble gray side walls were convincing; brighter friendlier colors were desired for the window strips. In the second approach there were cars with blood orange, cobalt blue, blue-violet, magenta, red-violet, and green window strips.

The side walls were pebble gray, longitudinal girders and chassis were deep black, roofs were umbra-gray 1st class cars were marked with a yellow-gold identifying stripe. Thereafter, a portion of the 1st and 1st/2nd class coach cars delivered in 1970/71 were painted orange, 2nd class coach cars and 2nd class with baggage compartment were painted blue, dining car and sleeping car, as well as half dining car, were painted red, and the baggage car was painted green.

The unusual rich coloring resulted in the nickname, pop cars. A total of 146 cars were given the pop treatment. The DB mostly sent the colorful trains from Bremen, Osnabrück, Norddeich and Dortmund to Munich. In addition, pop trains traveled the Basel – Hamburg route, later as DC trains as well. Due to the pop colors, the closed effect of the window strip made the cars look elongated and modern. Other railways copied the effect.

The pebble-gray side walls however proved to be very sensitive to dirt. Consequently, in 1974 the DB selected ocean blue/beige as new standard colors. In 1985 the last pop cars were stationed in Munich. A little while later the DB returned to essential design elements of the pop cars for its new color concept for passenger cars.



Train Set



26529
"Leonhard Weiss" Construction
Train.

Locomotive with metal construction.

Controlled miniature can motor with a flywheel.

Track adhesion magnets for better pulling power.

Acceleration and braking delay can be controlled digitally.

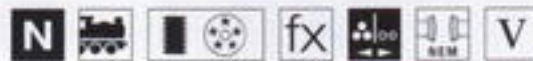
Headlights and red marker lights change over with the direction of travel.

Maintenance-free LED's for white headlights / red marker lights.

Prototype: Class Köf II small diesel locomotive with an enclosed engineer's cab. 1 type Kbs stake car with stakes that can be installed on the car. 1 type Kls flat car.

Model: The locomotive comes with a digital decoder. It has a controlled miniature can motor with a flywheel. 2 axles powered. The locomotive has track adhesion magnets for better pulling power. The locomotive has separately applied metal grab irons. The triple headlights and dual red marker lights change over with the direction of travel. They will work in conventional operation and can be controlled digitally.

The direct control (acceleration/braking delay) can be controlled with a Control Unit or Märklin Systems. The locomotive is painted and lettered as the privately owned locomotive "Emma" and the cars are painted and lettered for the firm of Leonhard Weiss, Göppingen, Germany. The stake car has a wheel loader for a load; the flat car has a crawler mounted excavator for a load. The wheel loader and the excavator are special models from the firm of Wiking. Both of the freight cars have close couplers with guide mechanisms. Train length over the buffers 39.5 cm / 15-9/16".





Switching Dwarf in Industrial Work

The Köf II was once widely used in Germany as a switch engine and could be seen with its delightful shape at most of the German transfer yards.

A total of 1,600 of this locomotive were placed into service from 1934 to 1965. Many of these almost indestructible small locomotives are still giving faithful service in numerous industrial operations and on factory railroad systems. The maximum speed, depending on the series, is 30 to 45 km/h / 19 to 28 mph. The most powerful versions had a 6-cylinder diesel motor with an output of 128 horsepower.



Train Set

26524
Train Set.

**Sold out at the factory.
Please see your dealer.**

Prototype: Westphalian Provincial Railroad (WLE) class VL 0604 small locomotive, used on the Westphalian Railroad Museum in Münster (WEM) in Germany. Class Köf II with an open engineer's cab. WLE type Uc bulk freight silo container cars with double silos and brakeman's platform. Built in 1958 for the Austrian Federal Railways (ÖBB).

Model: The locomotive comes with a digital decoder and a controlled miniature can motor. It has 2 axles powered and 2 track adhesion magnets for greater pulling power. The locomotive has separately applied metal grab irons. The triple headlights and dual red marker lights change over with the direction of travel and will work in conventional operation. The headlight / marker light changeover can be controlled digitally. The acceleration and braking delay can be controlled digitally with the 6021 Control Unit or with Märklin Systems. Length over the buffers 7.4 cm / 2-15/16".

Two silo container cars with new car numbers. The cars have 2 end platforms and an upper work platform with metal ladders. The piping on the superstructure and beneath the car is separately applied. Total train length 27.4 cm / 10-13/16".

A lively freight service can be found on the Westphalian Provincial Railroad (WLE). The WLE has diesel locomotives of different power classes. Among them is road number VL 0604, a Köf II built in 1948. It now belongs to the operational motive power roster of the Westphalian Railroad Museum in Münster (WEM) and is used for special excursions.





Powered Rail Car Train

37090

Powered Freight Rail Car Train.

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





© Andre Recken

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 flat-bed 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 timeconsuming 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.



Train Set



26534
SBB Commuter Train.

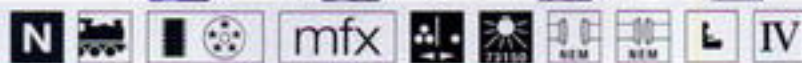
Locomotive with metal construction.
Controlled high-efficiency propulsion.
mfx decoder included.
Cars are new tooling.

Prototype: Class Re 4/4 II electric locomotive. Type B lightweight steel cars (2nd class), each with 2 entries on both sides of the cars, type D lightweight steel baggage car. Swiss Federal Railways (SBB).

Model: The class Re 4/4 II electric locomotive comes with round headlights and single-arm pantographs. The engineer's cabs and engine room have interior details. The locomotive comes with an mfx decoder and controlled high-efficiency propulsion. 2 axles powered, 4 traction tires. The triple headlights and 1 white marker light change over with the direction of travel. They will work in conventional operation and can be controlled digitally.

The direct control (acceleration/braking delay) can be controlled with a Control Unit or Märklin Systems. 2 type B lightweight steel cars, 2nd class, each with 2 entries on the sides of the cars and 1 type B lightweight steel baggage car.

These cars can be retrofitted with the 7319 plug-in current-conducting drawbars or the 72020 working close couplers that can be uncoupled. The locomotive and the cars look as the prototype did as a commuter train on the Swiss Federal Railways (SBB), Era IV around 1980. Total length over the buffers 90.9 cm / 35-13/16".





Passenger Cars





Large or small stations. Loud speakers and the confusion of voices. People hurrying, waiting. Coming and going, arriving and departing, saying farewell and welcoming. Stations are places of great feelings and a hint of wanderlust is always wafting on the station platforms. Where is the trip supposed to go? Are you traveling in 1st class or in the wooden class. Aha, you have been able to grab a place to stand in a modern bi-level car. Well, better to travel badly than? This applies to more than just Märklin's car program. There you have everything with fine construction: branch line cars and elegant "Schürzenwagen", Langenschwalbach cars and "Thunder Boxes", "Silberlinge" commuter cars and IC cars.

Do you dream of the era of the express trains still pulled by a steam locomotive? In the cars the steam heating spread a homey warmth and you could hear the sounds of the 01 at work at the front of the train. Then, you might like the new long Era III express train passenger cars that Märklin is producing for the first time in a 1:93.5 scale length. You'll be delighted to look at these finely detailed cars under a magnifying glass at your authorized dealer. Which applies to all of our other cars of course. Their lettering and imprinting is also sharp and clear.

You're traveling abroad? No problem. The Märklin car program not only has the Swiss EC cars, but also the Swiss Federal Railways panorama car or the Austrian Federal Railways Eurofima cars and the brand new Swiss lightweight express cars and much more.

You want to take your automobile with you? By all means. Appropriate automobile transport cars are naturally also in the assortment. And, if that's not enough for you, you can travel for a change in Era III with the silver streamliner cars and the California Zephyr through Colorado. In a word, such an extensive, international car program makes a little proud. And, you have the agony of making a choice, which is also ok with us. Almost all the cars can be lighted so that the trip does not have to be in the dark at night. Close couplers are standard equipment. And, of course Märklin offers replacement wheel sets for the fans of 2-rail DC. Because, no one should have to claim that his trip was stillborn because the track and power system on his layout is a little bit different.

Passenger Cars

43108
"Ruhr Express Service"
Commuter Car Set.

Models not available separately.

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: The cars have detailed construction with numerous separately applied handrails and ladders.

2-color paint scheme for the car bodies. Imprinted train destination signs. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled.

Total length over the buffers
76.9 cm / 30-1/4"

DC wheel set 12 x 70 0580.



43109
"Ruhr Express Service"
Commuter Car.

Working car.

Prototype: German State Railroad Company (DRG) type C4i-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.

The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. The 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 the 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.



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.

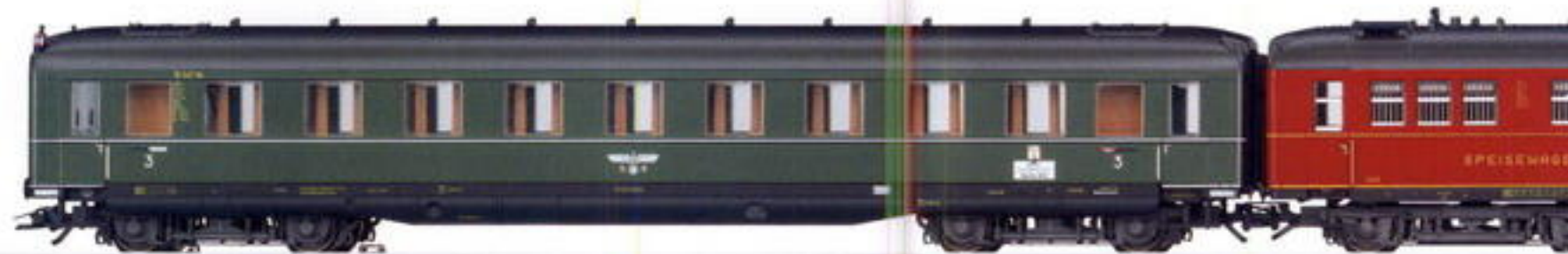
In addition to different powered rail cars, the 4-axle "English design" compartment cars turned out particularly well in this service. The attractive paint scheme became a trademark symbol for this regularly scheduled express passenger service.

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.



Passenger Cars



43258
"Berlin-Hamburg" Express Train
Passenger Car Set.

One-time series.

"Schürzenwagen" baggage car is
new tooling.
Version with streamlined roof.
Coach with marker lights.
Appropriate train for the model
of the class 05.

Prototype: 3 German State Railroad
Company (DRG) "Schürzenwagen"
semi-streamlined cars. 1 coach,
3rd class, 1 dining car and 1 bagga-
ge car. Version for the D 6 express
train.

Model: The coach has a pickup
shoe for power and 2 red marker
lights. Train destination signs with
lettering imprinted on the car sides.
The car can be retrofitted with
the 7319 plug-in current-conducting
couplers or the 72020 working close
couplers that can be uncoupled.
Total length over the buffers
77.5 cm / 30-1/2".
DC wheel set 12 x 70 0580.





Passenger Cars

In 1889, a rail line was built to the elegant spa of Langenschwalbach, now known as Bad Schwalbach. The line ran to Wiesbaden and had grades of about 3.3% as well as curves with a minimum radius 200 meters / 656 feet 2 inches. The Prussian State Railroad had a new type of passenger car built especially for service to the spa.

Although commuter cars at that time almost always had two or three rigid axles, the Langenschwalbach cars were equipped with 2-axle trucks, initially with a short wheelbase of 1,650 mm / 65" and a small wheel diameter of 740 mm / 29-1/8". However, it was soon apparent that a wheelbase of 2,000 mm / 78-3/4" and the usual wheel diameter of 960 mm / 37-3/4" did not negatively affect the riding comfort of the cars. The bodies for the cars demonstrated the first elements of lightweight construction. The designers used the exterior sheet metal for the walls as a load-bearing element. Tubular shapes served as cross girders for the car bodies.

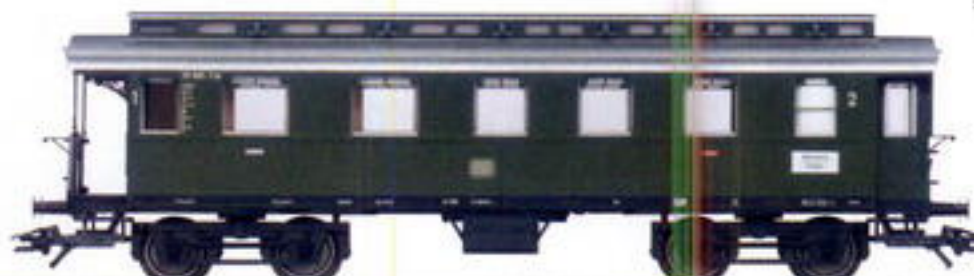
The design proved so effective that it was used for 35 years with few changes. The first Langenschwalbach cars were placed into service in 1892. Initially, only 1st to 3rd class seating was offered. From 1907 on, the various state railways also placed 4th class cars of this type into service. Combination mail and baggage cars came later.

As the cars were quite popular with the public, they were soon in service outside of their home district. The German Federal Railroad retired these cars in the 1950s. Numerous cars found new work in maintenance train service.

43040
Passenger Car.

Prototype: German Federal Railroad (DB) Langenschwalbach design car with trucks. Type LAB4i, 1st and 2nd class. Former type BC4i Pr14, 3rd series.

Model: Version with an open end platform and an enclosed vestibule. The roof and clerestory represent the rebuilt version. The trucks are specific to this car. Separately applied grab irons, walkover plates, and battery box. Length over the buffers 16.5 cm / 6-1/2". DC wheel set 4 x 70 0580



43050
Passenger Car.

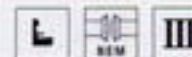
Prototype: German Federal Railroad (DB) Langenschwalbach design car with trucks. Type LB4i, 2nd class. Former C4i Pr15, 3rd series.

Model: Version with two enclosed vestibules. The roof and clerestory represent the rebuilt version. The trucks are specific to this car. Separately applied grab irons, walkover plates, and battery box. Length over the buffers 14.9 cm / 5-3/4". DC wheel set 4 x 70 0580

43070
Passenger Car.

Prototype: German Federal Railroad (DB) Langenschwalbach design car with trucks. Type LB4itr, 2nd class with a baggage compartment. Former CC4i Pr14, 3rd series.

Model: Version with an open end platform and an enclosed vestibule. The roof and clerestory represent the rebuilt version. The trucks are specific to this car. Separately applied grab irons, walkover plates, and battery box. Length over the buffers 14.9 cm / 5-3/4". DC wheel set 4 x 70 0580





43060
Passenger Car.

Prototype: German Federal Railroad (DB) Langenschwalbach design car with trucks. Type LB4itr, 2nd class with a baggage load compartment. Former C4itr Pr14, 3rd series.

Model: Version with two open end platforms. The roof and clerestory represent the rebuilt version. The trucks are specific to this car. Separately applied grab irons, walkover plates, and battery box. Length over the buffers 14.9 cm / 5-3/4". DC wheel set 4 x 70 0580



43080
Baggage Car.

Prototype: German Federal Railroad (DB) Langenschwalbach design car with trucks. Type LPw4i, baggage area with a mail compartment. Former PwPost4i Pr14, 3rd series.

Model: Version with closed vestibules. The trucks are specific to this car. Separately applied ladders, grab irons, and vestibule walk-over plates. Length over the buffers 14.0 cm / 5-1/2". DC wheel set 4 x 70 0580.



Passenger Cars



43020
Passenger Car.

Prototype: German Federal Railroad (DB) branch line car. Bavarian design. 2nd class with open seating area.

Model: Train destination signs with lettering printed on the car sides. Length over the buffers 14.1 cm / 5-9/16". DC wheel set 2 x 32 3760 04.



43010
Passenger Car.

Prototype: German Federal Railroad (DB) branch line car. Bavarian design. 2nd class with 2 compartments.

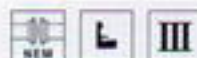
Model: Train destination signs with lettering printed on the car sides. Length over the buffers 14.1 cm / 5-9/16". DC wheel set 2 x 32 3760 04.



43030
Baggage Car.

Prototype: German Federal Railroad (DB) branch line car. Bavarian design. With a baggage area and mail compartment.

Model: Train destination signs with lettering printed on the car sides. Length over the buffers 11.4 cm / 4-1/2". DC wheel set 2 x 32 3760 04.



43030

43010

43020

36852



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.



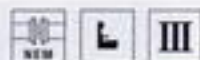
The rebuild cars also almost always run on the DB as a permanently coupled pair of cars. A prototypical pair of cars such as this can be equipped with the 7317 lighting kit.

Passenger Cars

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 2 x 70 0580.



4313
Passenger Car.



Prototype: German Federal Railroad (DB) type Abi "Donnerbüchse" standard car. 1st and 2nd class.
Model: Length over buffers 16.0 cm / 6-5/16".
DC wheel set 2 x 70 0580.



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.

4314
Passenger Car.



Prototype: German Federal Railroad (DB) type Bi "Donnerbüchse" standard car. 2nd class.
Model: Length over buffers 16.0 cm / 6-5/16".
DC wheel set 2 x 70 0580.



4315

4314

4314

4313

37096

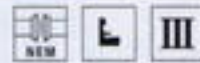


43351
Passenger Car.

Prototype: German Federal Railroad (DB) type ABie-34 standard design branch line passenger car. 1st and 2nd class.
Model: Length over buffers 14.9 cm / 5-7/8".
DC wheel set 2 x 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.



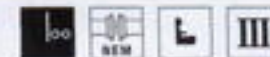
4315
Baggage Car.

Prototype: German Federal Railroad (DB) type Pwi "Donnerbüchse" standard car.
Model: 4 sliding doors that open. Side walkways.
Length over buffers 16.0 cm / 6-5/16".
DC wheel set 2 x 70 0580.

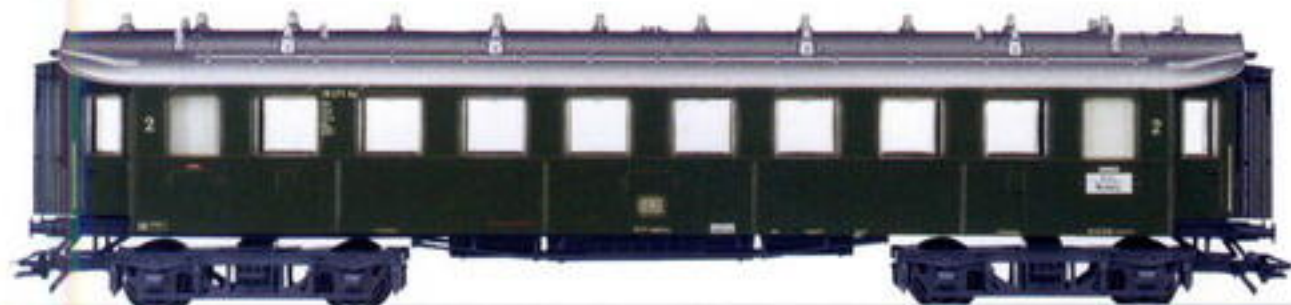


4316
Baggage Car.

Prototype: German Federal Railroad (DB) type Pwi "Donnerbüchse" standard car.
Model: 4 sliding doors that open. Side walkways. Marker lights.
Length over buffers 16.0 cm / 6-5/16".
DC wheel set 2 x 70 0580.

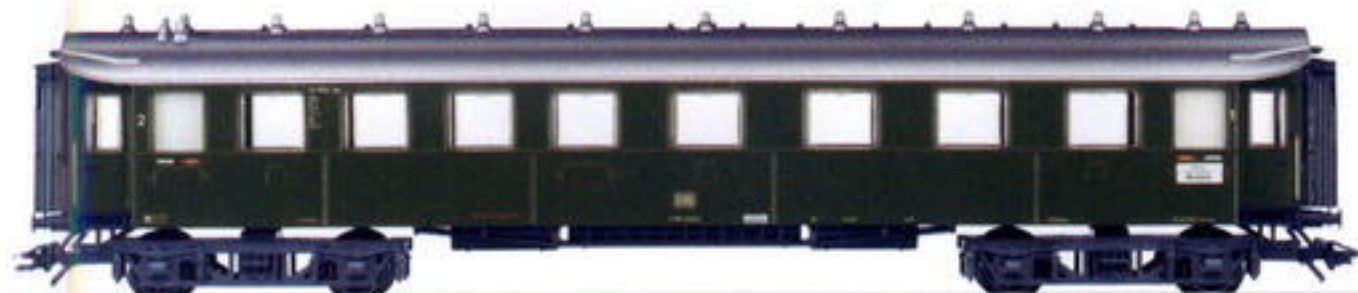


Passenger Cars



41352
Express Train Passenger Car.

Prototype: German Federal Railroad (DB) type B4ü 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 4 x 70 0580.



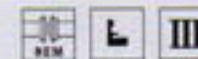
41362
Express Train Passenger Car.

Prototype: German Federal Railroad (DB) type AB4ü 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 4 x 70 0580.

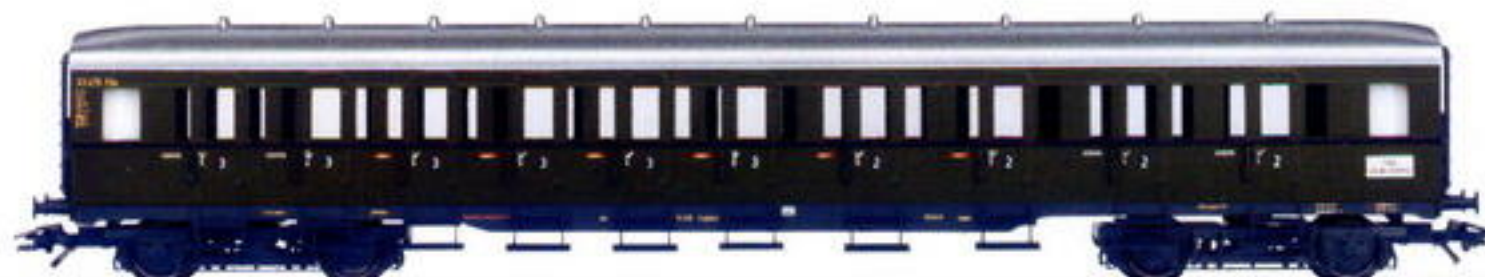


41372
Express Train Baggage Car.

Prototype: German Federal Railroad (DB) type Pw4ü Bay 09/21a.
Model: Light traces of soot on the roof.
Length over buffers 20.0 cm / 7-7/8".
DC wheel set 4 x 70 0630.



43100
Compartment Car.



Prototype: German Federal Railroad (DB) type BC4i, 2nd and 3rd class.
Model: The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Handrails separately installed on the entry doors. Ladders separately applied to the ends. Length over the buffers 25.5 cm / 10-1/16".
 DC wheel set 4 x 70 0580.



43110
Compartment Car.



Prototype: German Federal Railroad (DB) type C4i, 3rd class.
Model: The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. The handrails are separately installed on the entry doors. The ladders are separately applied to the ends. Length over the buffers 25.5 cm / 10-1/16".
 DC wheel set 4 x 70 0580.



43119
Compartment Car.



Prototype: German Federal Railroad (DB) type C4i, 3rd class.
Model: The car has built-in marker lights with maintenance-free LEDs. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. The handrails are separately installed on the entry doors. The ladders are separately applied to the ends. Length over the buffers 25.5 cm / 10-1/16".



43119

43110

43100

37030

Passenger Cars

42750
Express Train Passenger
Car Set.

Prototype: 4 German Federal Railroad (DB) standard cars. German State Railroad design group 28 and 30. One A4yse-30/55 1st class car. Two B4üwe 28/51 2nd class cars, and one Pw4ü-30 baggage car with roof cupola.

Model: Different road numbers. Printed train destination signs. Roofs with traces of soot suggested. Total length over buffers 97.5 cm / 38-3/8". DC wheel set 16 x 70 0580.



The German Federal Railroad class V 200.0 diesel-hydraulic locomotive (Märklin-model 39800) goes well with "Schürzenwagen" passenger cars.

Traveling in Comfort in Streamlined Cars – The former German State Railroad demonstrated a high level of comfort and technical progress with the "Schürzenwagen" ("skirted passenger cars") purchased starting in 1939. These cars were designed for a speed of 160 km/h / 100 mph and acquired their nickname from the tumble-home part of the car body in the form of a streamlined skirting down by the car frame. The DR wanted to use these completely welded cars to speed up trains pulled by steam locomotives in the 1930s. A large number of "Schürzenwagen" remained in the western zones of Germany after World War II, and they were gradually modernized by

the German Federal Railroad as well as rebuilt from mixed class cars to cars with first class seating only. A number of units were painted in blue starting in 1951 for the revived legendary "Rheingold". These cars thus experienced the high point of their service life. The "Schürzenwagen" were in service on the DB well into the 1980s.

43202
Express Train Passenger Car.

Finely detailed car frame and trucks.
Ready for installation of current-conducting couplers.
Can be retrofitted with interior lighting.

This car can be combined with the 43222 car to form a typical Era III express train "Schürzenwagen" consist.

Prototype: German Federal Railroad (DB) "Schürzenwagen" ("skirted passenger car") compartment car, 1st class. Later the type Aüe 310.

Model: This car is ready for installation of the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. The car looks as the prototype did in Era III. Length over the buffers 25.1 cm / 9-7/8". DC wheel set 4 x 70 0580.



43222
Express Train Passenger Car.

Finely detailed car frame and trucks.
Ready for installation of current-conducting couplers.
Can be retrofitted with interior lighting.

This car can be combined with the 43202 car to form a typical Era III express train "Schürzenwagen" consist.

Prototype: German Federal Railroad (DB) "Schürzenwagen" ("skirted passenger car") compartment car, 2nd class. Later the type Büe.

Model: This car is ready for installation of the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. The car looks as the prototype did in Era III. Length over the buffers 24.4 cm / 9-5/8". DC wheel set 4 x 70 0580.



43222

43202

39680

Passenger Cars

These cars can be assembled into a typical Era III express train passenger car consist.

43910
Express Train Passenger Car.

Completely new tooling.



Finely detailed trucks with reproductions of the brake shoes and generator mechanism. Ready for installation of current-conducting couplers. Ready for installation of interior lighting.

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

Model: The car has the blue color scheme of the prototype from 1963 on. Realistically detailed trucks with a reproduction of the brake shoes and the generator mechanism. Unlighted red marker light inserts at the ends of the car.

This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled, and it is ready for installation of interior lighting.

Minimum radius for operation 360 mm / 14-3/16".
Length over the buffers 28.2 cm / 11-1/8".
DC wheel set 4 x 70 0580.



43920
Express Train Passenger Car.

Completely new tooling.



Finely detailed trucks with reproduction of the brake shoes and generator mechanism. Ready for installation of current-conducting couplers. Ready for installation of interior lighting.

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

Model: The car has the chrome oxide green color scheme of the prototype from 1963 on. Realistically detailed trucks with a reproduction of the brake shoes and the generator mechanism.

Unlighted red marker light inserts at the ends of the car. This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled, and it is ready for installation of interior lighting.

Minimum radius for operation 360 mm / 14-3/16".
Length over the buffers 28.2 cm / 11-1/8".
DC wheel set 4 x 70 0580.



43930
Express Train Passenger Car.

Completely new tooling.



Finely detailed trucks with reproductions of the brake shoes and generator mechanism. Ready for installation of current-conducting couplers. Ready for installation of interior lighting.

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

Model: The car has the chrome oxide green color scheme of the prototype from 1964 on. Realistically detailed trucks with a reproduction of the brake shoes and the generator mechanism. Unlighted red marker light inserts at the ends of the car.

This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled and it is ready for installation of interior lighting.

Minimum radius for operation 360 mm / 14-3/16".
Length over the buffers 28.2 cm / 11-1/8".
DC wheel set 4 x 70 0580.



43940
Express Train Passenger Car.

Completely new tooling.
Finely detailed trucks with reproductions of the brake shoes and generator mechanism.
Ready for installation of current-conducting couplers.
Ready for installation of interior lighting.

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

Model: The car has the chrome oxide green color scheme of the prototype from 1962 on. Realistically detailed trucks with a reproduction of the brake shoes and the generator mechanism.

Unlighted red marker light inserts at the ends of the car. This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled, and it is ready for installation of interior lighting.
Minimum radius for operation 360 mm / 14-3/16".
Length over the buffers 28.2 cm / 11-1/8".
DC wheel set 4 x 70 0580.

Express Train Travel during the Economic Miracle.

After the 1950s gave the German Federal Republic (West Germany) an economic upswing and the most important, private basic needs had been covered, many West Germans had a desire to travel.

Yet, before the great growth in automobile ownership, the demand was growing for another series of modern passenger cars for long distance express service. The number of new design express train passenger cars placed into service since 1954 was no longer sufficient for this purpose. The DB therefore placed additional modern express train passenger cars into service from 1963 on. The following express train passenger car types belonged to this family of new cars: A4üm-61, 1st class (later the type Am 203), B4üm-63, 2nd class (later the type Bm 234), AB4üm-63, 1st/2nd class (later the type ABm 225), BRbu4üm-61, half dining car, 2nd class (later the type RBbumh 282), and BD4üm-61, half baggage car, 2nd class (later the type BDms 273).



43950
Express Train Passenger Car.

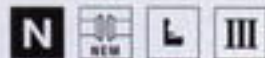
Completely new tooling.

Finely detailed trucks with reproductions of the brake shoes and generator mechanism.
Ready for installation of current-conducting couplers.
Ready for installation of interior lighting.

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

Model: The car has the chrome oxide green color scheme of the prototype from 1964 on. Realistically detailed trucks with a reproduction of the brake shoes and the generator mechanism. Unlighted red marker light inserts at the ends of the car. This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled, and it is ready for installation of interior lighting.
Minimum radius for operation 360 mm / 14-3/16".
Length over the buffers 28.2 cm / 11-1/8".
DC wheel set 4 x 70 0580.

The designs for these cars followed for the most part the concept for the first postwar car types of 1953/54, but folding doors were used for the entry doors on the sides of the cars. Externally, the sliding windows with bright gold oxidized lightweight metal frames attracted attention also. The interiors experienced a series of changes in details. In addition, sliding doors were built into the ends of the cars. The 1st class cars with a cobalt blue paint scheme clearly stood out from the 2nd class cars and baggage cars in their chrome oxide green schemes. These consists were among the typical Era III trains used by the "Economic Miracle children", who had just arrived into a modest prosperity, to travel during their vacations.



43950

43940

43930

43920

43910

39120

Passenger Cars

43238
Set – 2 "Rheingold"
Express Train Passenger
Cars.

One-time series.

Prototype: German Federal Railroad (DB) skirted passenger cars. 1 each type AB4üwe-39/52 car, 1st and 2nd class, and type B4üwe-38/52 car, 2nd class.

Model: The coaches have Görlitz type trucks. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Train destination signs lettered with "Rheingold".

Retracted diaphragms for the ends of the train are included.
Total length over the buffers
49.0 cm / 19-5/16".
DC wheel set 8 x 70 0580.

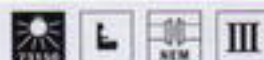


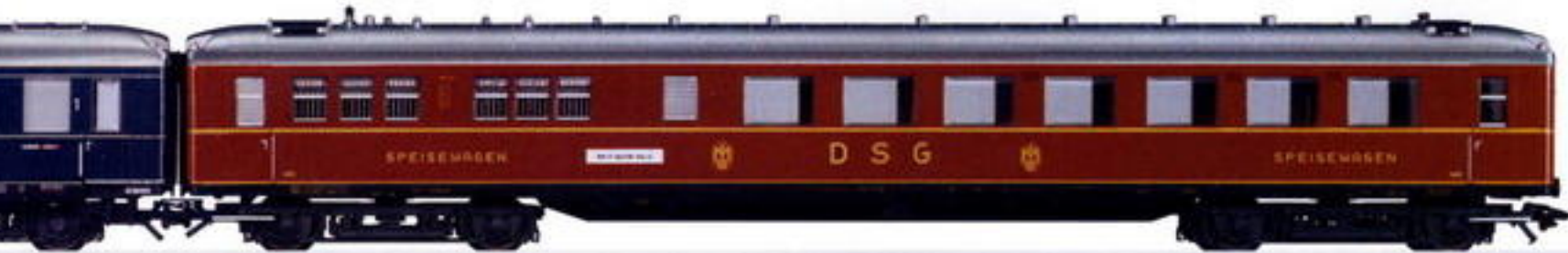
43237
Set – 4 "Rheingold"
Express Train Passenger
Cars.

One-time series.

Prototype: German Federal Railroad (DB) skirted passenger cars. One each, type A4üe-38/52, 1st class, type AB4üwe-39/52, 1st and 2nd class, type B4üwe-38/52, 2nd class, and 1 type WR4ü-39 dining car.

Model: The coaches have Görlitz type trucks; the dining car has Minden-Deutz type trucks. The cars can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Train destination signs lettered with "Rheingold". Fill pieces for dining car skirting, as well as retracted diaphragms for the ends of the train are included.
Total length over the buffers
101.5 cm / 39-15/16".
DC wheel set 16 x 70 0580.





Passenger Cars

43929 Express Train Passenger Car Set.

"Hans Sachs" long distance express train route Munich – Hagen. Finely detailed trucks with reproductions of the brake shoes and generator mechanism.

A lighting kit will be available later.

The class 01 locomotive, item nos. 39010 and 39015, go well with this car set.

Prototype: "Hans Sachs" F-Zug (long distance express) consist: German Federal Railroad (DB) type A4üm-61 (later the type Am 203) 1st class express train passenger cars in blue, "Mitropa" type WR4ü dining car, car number 1215, used on the German Federal Railroad (DB).

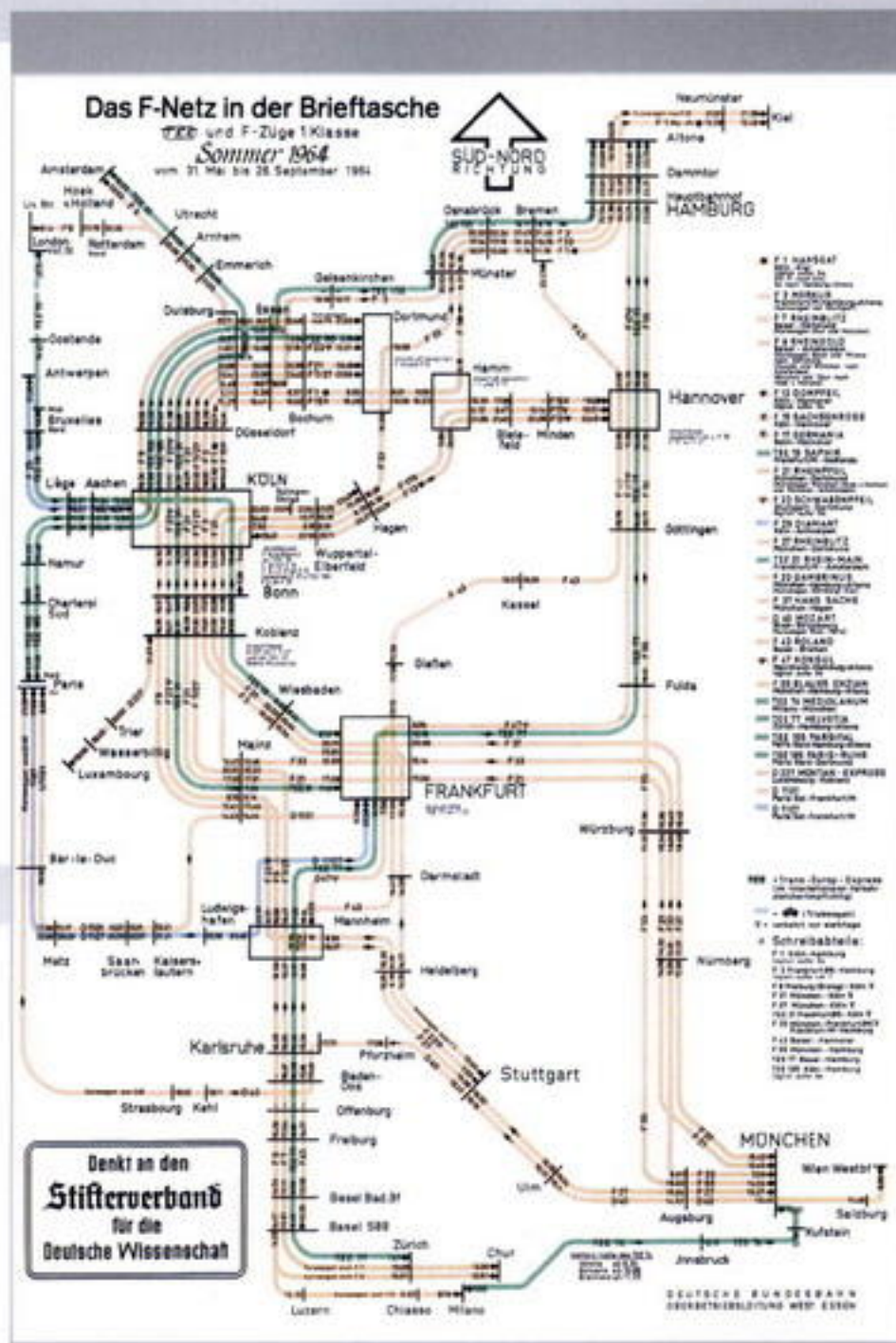
Model: Express train passenger car set, four cars, consisting of three type A4üm-61 1st class express train passenger cars and one "Mitropa" type WR4ü dining car. The cars appear as the prototypes did at the start of the 1960s, including the train destination signs imprinted with "Hans Sachs". Realistically detailed trucks with a reproduction of the brake shoes and the generator mechanism.

These cars can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled, and they are ready for installation of interior lighting.
Minimum radius for operation 360 mm / 14-3/16".
Length over the buffers 113.1 cm / 44-1/2".
DC wheel set 16 x 700580.



43929

39010



The Fast F-Zug trains of the German Federal Railroad

At the start of the 1950s, the new German Federal Railroad went back to the prewar tradition of the legendary FD-Zug trains (long distance express trains) and created a new train category with the F-Zug trains (cross-border long distance D-Zug express trains and long distance express trains). These trains were run with mostly 1st class cars and consisted of special cars for this important long distance service.

The route network for these trains was also called the "blue F-Zug network" because of the blue paint scheme on the passenger cars in the trains. Train number F 37, "Hans Sachs", from Munich to Hagen, had one of the particularly long routes. The subdued red of the Mitropa dining cars used in these trains contrasted effectively with the rest of the train consist and helped provide the quality look of the F-Zug express trains so highly prized by passengers in the 1950s and 1960s.

Working Cars



49962
Sound Effects Car for Locomotives.

Digital working model.
Supplement for steam locomotives
without their own sound effects
circuit.

Prototype: Mail car employed by the German Federal Railroad (DB). Skirted car design.

Model: With digital decoder and sound effects generator for different steam locomotive operating sound effects. In addition to speed-dependent exhaust sound effects, different whistle sounds and bells, pump, injector, sliding superstructure, and other sound effects are available.

The desired sound effect can be digitally selected with the 60652 Mobile Station, and with the 60212 Central Station.
Length over buffers 26.3 cm / 10-11/32".

Digital Functions	6020	6021	60652	60212
Steam locomotive operating sounds	x	x	x	x
Locomotive whistle		x	x	x
Whistle for switching maneuver		x	x	x
Horn blast 1		x	x	x
Horn blast 2			x	x
Horn blast 3			x	x
Airpump / compressor			x	x
Sound of squealing brakes			x	x
Surrounding sounds				x
Letting off steam / air				x
Sound of coal being shoveled				x
Sound of the grate being emptied				x
Operating sounds				x



49964
Sound Effects Car for Locomotives.

Working digital model.
Add-on for diesel locomotives
without their own sound effects
circuit.

Prototype: German Federal Railroad (DB) type Pw40-38 baggage car, "Schürzenwagen" skirted car design.

Model: The car comes with a digital decoder and a sound effects generator for different diesel locomotive operating sound effects. Various whistle tones (long, short) and horns (high, low tone) are available in addition to the motor sounds that vary with the speed of the locomotive.

The sounds of compressed air (bang, hiss), braking sound effects, auxiliary diesel sounds, oil pump, and the sound of doors being closed are available. The desired sound effect can be digitally selected with the 60652 Mobile Station or with the 60212 Central Station.
Length over the buffers 25.1 cm / 9-7/8"

Digital Functions	6020	6021	60652	60212
Diesel locomotive operating sounds	x	x	x	x
Locomotive whistle			x	x
Horn blast 1			x	x
Surrounding sounds			x	x
Surrounding sounds 1				x
Surrounding sounds 2				x
Operating sounds				x
Operating sounds 1				x
Sound of squealing brakes				x
Operating sounds 3				x
Operating sounds 2				x

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 4 x 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 4 x 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 4 x 70 0580.



4256
Commuter Car.

Prototype: German Federal Railroad (DB) "Silberling" type Bnb 719, 2nd class.

Model: The car has adjustable buffers. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 26.4 cm / 10-3/8". DC wheel set 4 x 70 0580.



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.

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. The car has adjustable buffers. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 26.4 cm / 10-3/8".



When operated control car first, triple headlights shine.



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

Passenger Cars

42993

Sudwind / South Wind Car Set.
"Südwind".

Models not available separately.

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: The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. The cars have adjustable buffers. Imprinted train destination signs.

Total length over the buffers
80.8 cm / 31-13/16".

DC wheel set 12 x 70 0580.



42994

Sudwind / South Wind Car Set.
"Südwind".

Models not available separately.

Prototype: 3 different German Federal Railroad (DB) InterCity cars. 1 type Bpmz open seating car, 2nd class. 2 type Bm compartment cars, 2nd class, with different car numbers.

Model: The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. The cars have adjustable buffers. Imprinted train destination signs.

Total length over the buffers
80.8 cm / 31-13/16".

DC wheel set 12 x 70 0580.





Passenger Cars

42943 Express Train Passenger Car Set.

One-time series.

Prototype: 2 German Federal Railroad (DB) compartment cars. Standard design UIC-x cars in "Pop colors". 1 type Aüm (blue) car, 1st class and 1 type Büm (green) car, 2nd class. Goes with train D 611 from 1972.

Model: Add-on for the 26512 express train set. Train destination signs with lettering are printed on the car sides. The cars have adjustable buffers.

The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Total length over the buffers 54.1 cm / 21-5/16". DC wheel set 8 x 70 0580.

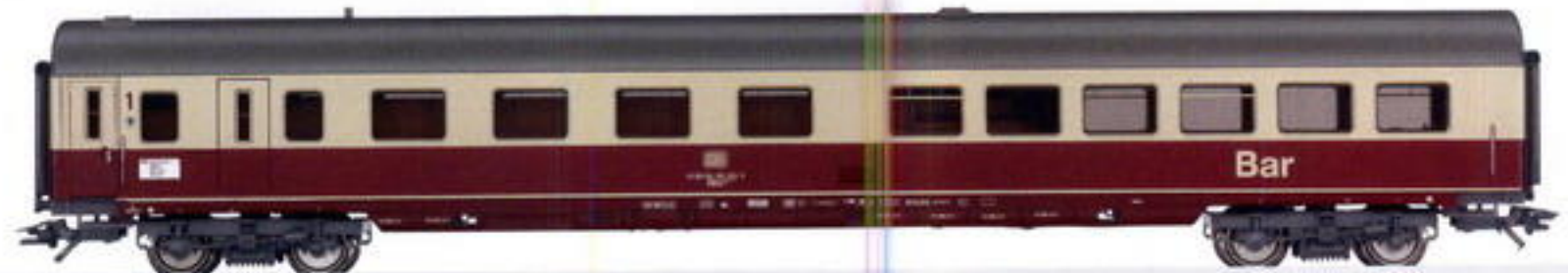


42972 Express Train Passenger Car.

Prototype: German Federal Railroad (DB) type ARDmh 105 bar car. Goes well with the TEE and IC trains such as the "Südwind" or "South Wind" train.

Model: An add-on for the 42993 and 42994 car sets. Train destination signs with lettering are printed on the car sides. The car has adjustable buffers. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020

working close couplers that can be uncoupled. Total length over the buffers 27.0 cm / 10-5/8". DC wheel set 4 x 70 0580.



42973 Express Train Passenger Car.

Working digital model.
Pantograph can be raised and lowered by remote control.
Conductor's all aboard whistle.
Goes with the model of the "Südwind" or "South Wind" train.

Prototype: German Federal Railroad (DB) type WRmz 135 dining car. Goes well with the TEE and IC trains such as the "Südwind" or "South Wind" train.

Model: An add-on to the 42993 and 42994 car sets. Car comes with a digital decoder, remote-controlled pantograph, and sound function. The mechanism for raising and lowering the pantograph and the conductor's all aboard whistle can be controlled digitally with the 6021 Control Unit.

Train destination signs with lettering printed on the car sides.
Adjustable buffers.
Length over the buffers 27.0 cm / 10-5/8".





Passenger Cars

The 42995 and 42997 car sets go well with the model of the class 111 electric locomotive; item no. 37316.

42995
"Apfelpeil" Express Train
Passenger Car Set (1).

One-time series.

Prototype: 2 vista dome cars of the International Apfelpeil Organization (IAO). German Federal Railroad former type ADm 101 for the TEE "Rheingold".

Model: The cars have vista dome areas with 8 viewing areas and a walkway the same color as the roof for the car. Special built-in light diffuser for the interior lighting. The cars have different car numbers. Separately applied loudspeaker on the roof (non-working). The car frame has a representation of the lowered baggage area.

Detailed trucks. The cars can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. The cars have adjustable buffers.

Length over the buffers 54.1 cm / 21-5/16".

DC wheel set 8 x 70 0580.



42997
"Apfelpeil" Express Train
Passenger Car Set (2).

One-time series.

Prototype: 3 International Apfelpeil Organization (IAO) hospitality. Former German Federal Railroad type UIC-x compartment cars for TEE service.

Model: 2 of the cars are in the complete corporate color scheme. 1 car is in its original color scheme with corporate logo on the sides. The cars have different car numbers. Separately applied loudspeaker (non-working) on the roof. The car frames have a representation of the side skirting. Detailed trucks.

The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. The cars have adjustable buffers.

Length over the buffers 81.2 cm / 31-31/32".

DC wheel set 12 x 70 0580.



In the 1970s, the International Apfel-
 feil Organization (IAO) organized
 the so-called "Apfelfahrten"
 ("Apple Trips"), nostalgic trips
 throughout Europe with special
 trains. In 1976, the IAO took over
 the well-known "Rheingold" vista
 dome cars and other cars from the
 TEE car pool of the German Federal
 Railroad. For several years the
 easily-identifiable trains were
 symbols of comfortable, exciting
 travel at reasonable prices.

Later, faced with increasing compe-
 tition from flat-rate travel with
 charter aircraft, this concept could
 no longer be sustained economi-
 cally. In 1979 the IAO had to discon-
 tinue operations and declare bank-
 ruptcy. These special cars were
 sold to other tour operators and are
 still in use today. Some of them
 have been rebuilt.



© Sebastian Althausen



Passenger Cars



42551
Commuter Car.

Prototype: German Railroad, Inc. (DB AG) type ABn. Regionalbahn paint scheme. 1st and 2nd class. **Model:** The car has adjustable buffers. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 26.4 cm / 10-3/8". DC wheel set 4 x 70 0580.



42561
Commuter Car.

Prototype: German Railroad, Inc. (DB AG) type Bnz. Regionalbahn paint scheme. 2nd class. **Model:** The car has adjustable buffers. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 26.4 cm / 10-3/8". DC wheel set 4 x 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. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 26.4 cm / 10-3/8".



When operated control car first, triple headlights shine.



When operated control car last, dual red marker lights shine

43620
Salon Car.

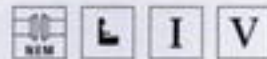
The management academy for the German Railroad, Inc. (DB AG) is in the former Imperial Station Potsdam-Wildpark. In May the royal salon car for the Empress, used in the Kaiser Wilhelm train will be on display there. This historic car is currently being overhauled. Märklin is presenting this unique car in H0.

Prototype: Royal salon car for the Empress. Royal Prussian Railroad Management (KPEV) type Salon6ü Pr 01 with the car number 2. Restored in 2005 to the way it looked in 1915.

Model: This car comes from the factory with built-in interior lighting. Close couplers, prototypical couplers, and brake lines included. Display case with a metal sign reading "Hofsalonwagen der Kaiserin aufgestellt im ehemaligen Kaiserbahnhof Potsdam Wildpark" ("Royal Salon Car for the Empress, on Display in the Former Imperial Station Potsdam Wildpark"). Longer truss rods are included for showing the car in a display case. A brochure on the history of this car is included. Length over the buffers 22.3 cm / 8-3/4".



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Passenger Cars

43584
Bi-level 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 4 x 70 0580.



43585
Bi-level 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 4 x 70 0580.





43586
Bi-level 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 currentconducting couplers. Length over buffers 27.3 cm / 10-3/4".



When operated control car first, triple headlights shine.



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

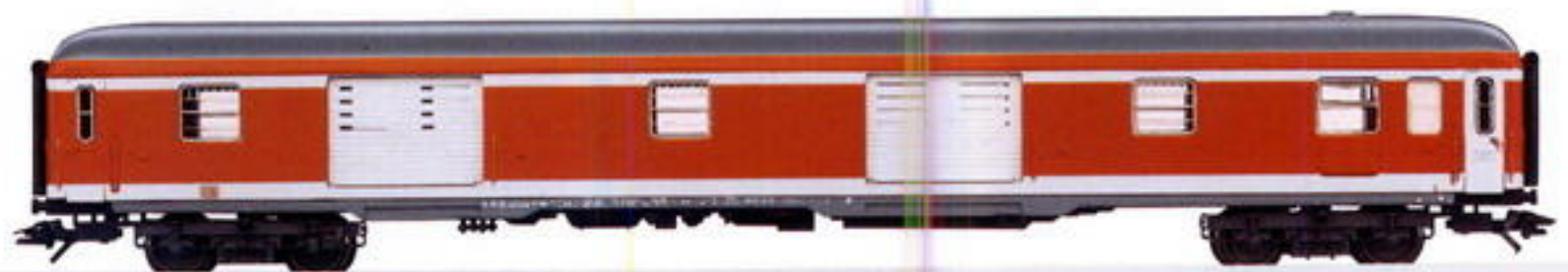
Passenger Cars



42932
Commuter Service Baggage Car.

Sliding doors that can be opened.
Commuter service color scheme.

Prototype: German Railroad, Inc. (DB AG) type Dm.
Model: The car has two sliding jalousie doors on each side of the car. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Adjustable buffers. Length over the buffers 27.0 cm / 10-5/8". DC wheel set 4 x 70 0580.





4281
Express Train
Passenger Car.

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

Model: Adjustable buffers. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled.

Length over the buffers 27.0 cm / 10-5/8".

DC wheel set 4 x 70 0580.



4282
Express Train
Passenger Car.

Prototype: German Federal Railroad (DB) type Bim 263 InterRegio car, 2nd class.

Model: Adjustable buffers. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled.

Length over the buffers 27.0 cm / 10-5/8".

DC wheel set 4 x 70 0580.

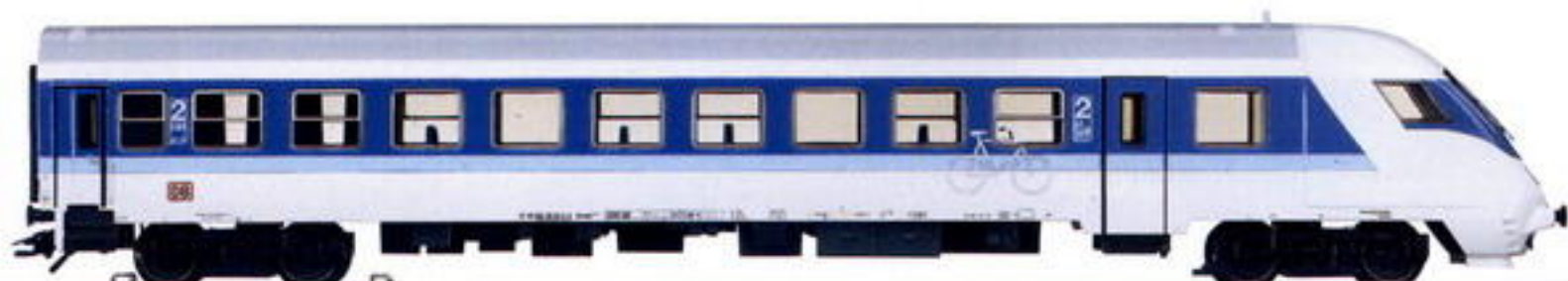


43300
Express Train
Passenger Car.

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. The car can be retrofitted with the 7319 plug-in current-conducting

couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 27.5 cm / 10-13/16".



When operated control car first, triple headlights shine.



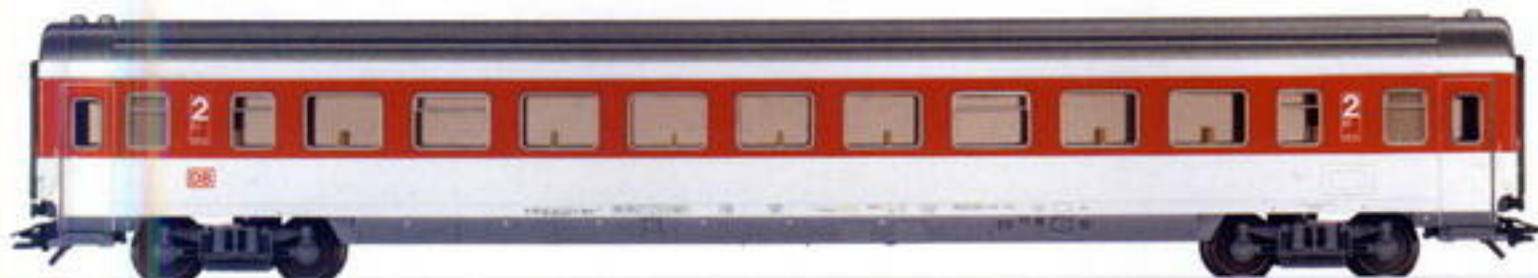
When operated control car last, dual red marker lights shine.

Passenger Cars



42861
Express Train
Passenger Car.

Prototype: German Railroad, Inc. (DB AG) type Apmz 121.3 InterCity open seating car, 1st class.
Model: The car has adjustable buffers. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 27.0 cm / 10-5/8". DC wheel set 4 x 70 0580.



42271
Express Train
Passenger Car.

Prototype: German Railroad, Inc. (DB AG) type Bpmz 291.2, 2nd class.
Model: The car has adjustable buffers. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 26.4 cm / 10-3/8". DC wheel set 4 x 70 0580.

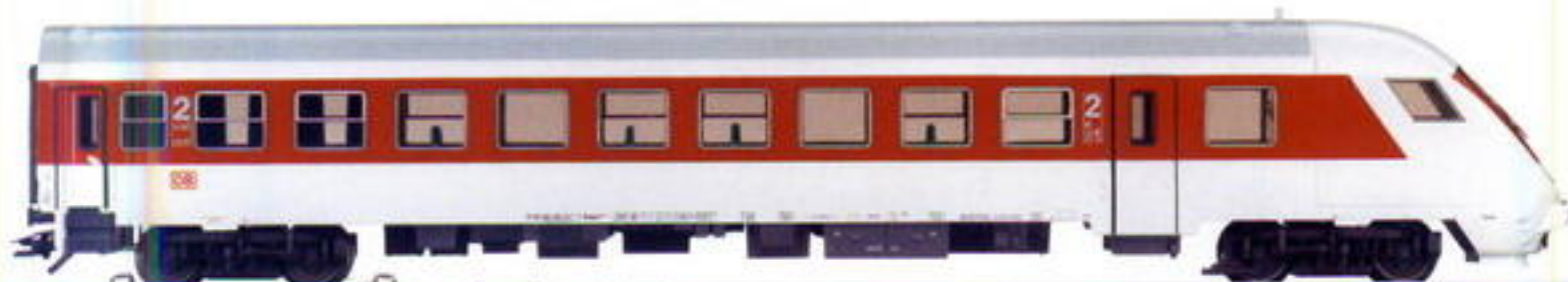


43303
Cab Control Car.

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. The car can be retrofitted with the 7319 plug-in current-conducting

couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 27.5 cm / 10-13/16".



When operated control car first, triple headlights shine.



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



42971
Dining Car.

Prototype: German Railroad, Inc. (DB AG) type WRmz 135.0 InterCity dining car.

Model: The cars have adjustable buffers. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. The car has a working pantograph.

Length over the buffers 27.0 cm / 10-5/8"

DC wheel set 4 x 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.



Passenger Cars



42862
Express Train
Passenger Car.

Prototype: German Railroad, Inc. (DB AG) type Apmz 121.2 InterCity open seating car, 1st class.
Model: The car has adjustable buffers. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 27.0 cm / 10-5/8". DC wheel set 4 x 70 0580.



42272
Express Train
Passenger Car.

Prototype: German Railroad, Inc. (DB AG) type Bpmz 293.1 InterCity open seating car, 2nd class.
Model: The car has adjustable buffers. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 26.4 cm / 10-3/8". DC wheel set 4 x 70 0580.



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 cowling. The car can be retrofitted with the 7319 plug-in current-conducting

couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 27.5 cm / 10-13/16".



When operated control car first, triple headlights shine.



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



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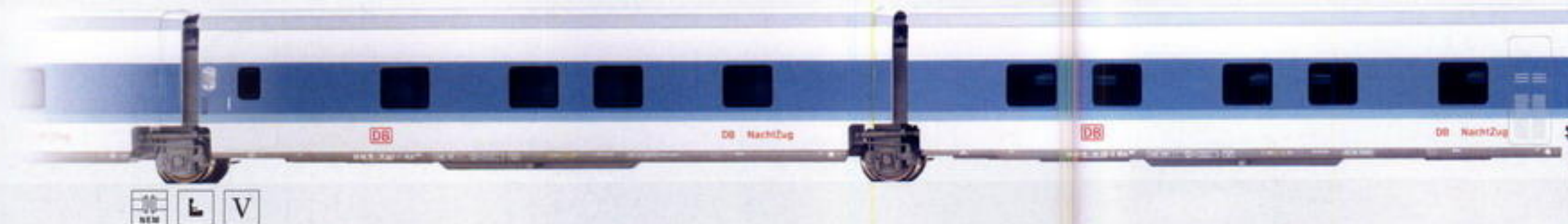
Passenger Cars

41773 Express Train Passenger Car Set.

Special running gear with
single-axle trucks.

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 axles 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 7 x 70 0580.

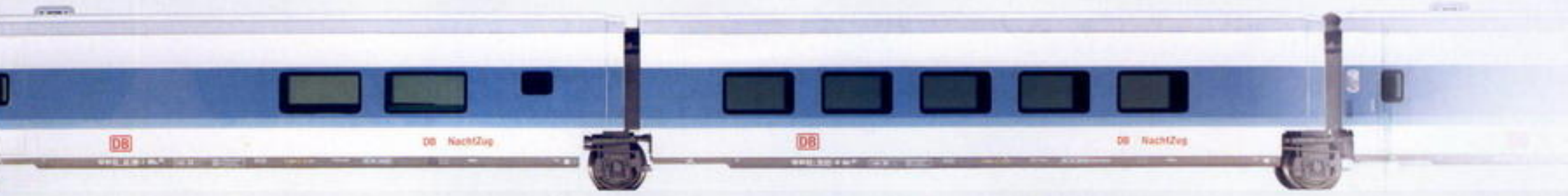


41774 Express Train Passenger Car Set.

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 cou-
plings between the cars.
Lengthens the train by 45.1 cm /
17-3/4". DC wheel set 3 x 70 0580.





Auto Transport Cars



4234
Passenger Train Auto
Transport Car.

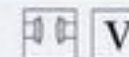
Prototype: German Federal Railroad
(DB) type DDM 915.
Model: Loaded with 8 model autos.
Length over buffers 26.4 cm /
10-3/8".
DC wheel set 4 x 70 0580.





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 4 x 70 0580.



Swiss Passenger Car Standard

The lightweight steel passenger cars go well with the Re 4/4 I electric locomotive, item no. 39420.

43360 Lightweight Steel Passenger Car.

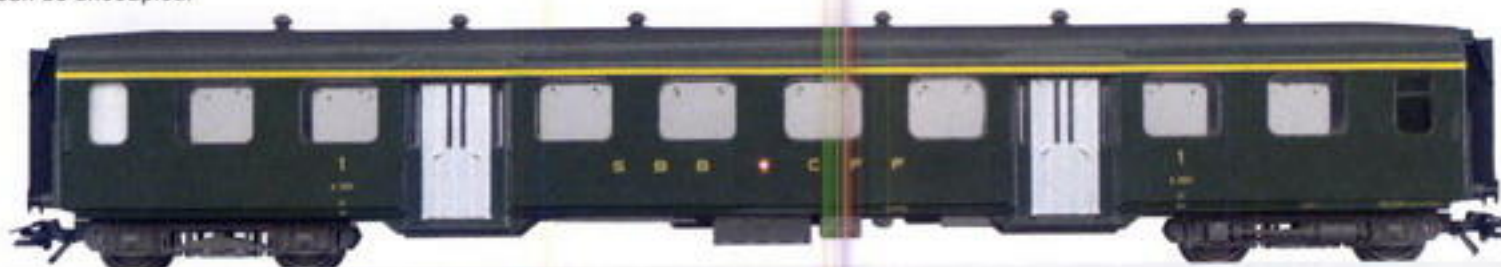
Completely new tooling.
Scale dimensions. Built-in interior details. Ready for installation of current-conducting couplers.
Completely new tooling.
Scale dimensions.
Built-in interior details.
Ready for installation of current-conducting couplers.

Prototype: Swiss Federal Railways (SBB) type A. 1st class with 2 entry doors per side.

Model: The car comes in a spruce green color scheme with the diaphragms originally used on the car. The car looks as the prototype did around 1965.

This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled.

Length over the buffers 26.0 cm / 10-1/4".
DC wheel set 4 x 70 0580.



43370 Lightweight Steel Passenger Car.

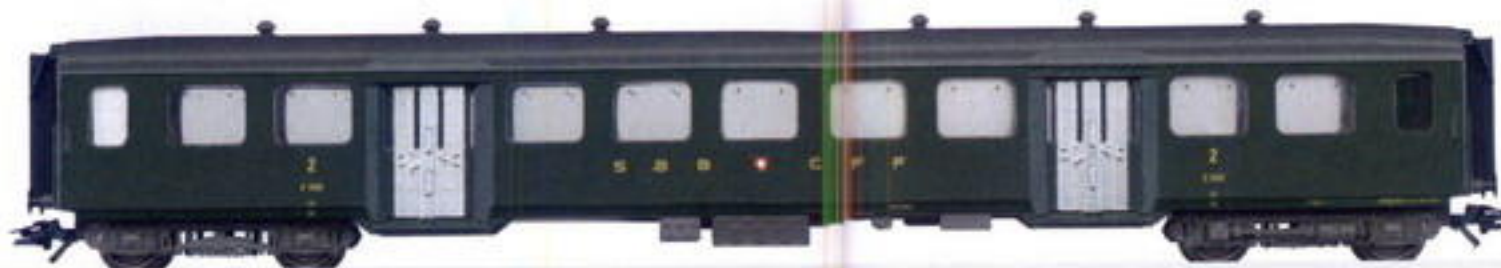
Completely new tooling.
Scale dimensions.
Built-in interior details.
Ready for installation of current-conducting couplers.

Prototype: Swiss Federal Railways (SBB) type B. 2nd class with 2 entry doors per side.

Model: The car comes in a spruce green color scheme with the diaphragms originally used on the car. The car looks as the prototype did around 1965.

This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled.

Length over the buffers 26.0 cm / 10-1/4".
DC wheel set 4 x 70 0580.



43380 Lightweight Steel Passenger Car.

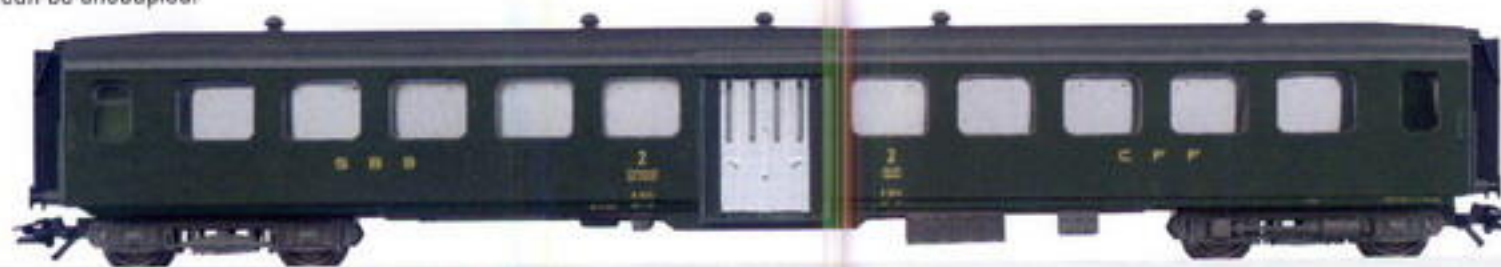
Completely new tooling.
Scale dimensions.
Built-in interior details.
Ready for installation of current-conducting couplers.

Prototype: Swiss Federal Railways (SBB) type B. 2nd class with one entry door per side.

Model: The car comes in a spruce green color scheme with the diaphragms originally used on the car. The car looks as the prototype did around 1965.

This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled.

Length over the buffers 26.0 cm / 10-1/4".
DC wheel set 4 x 70 0580.





SBB Lightweight Steel Passenger Cars – Comfortable and Successful – The use of the first lightweight steel coaches on the route Zürich-Geneva starting in 1937 began the "New Era" on the SBB in passenger service between cities. Due to the growing competition in the 1930s from automobiles at that time, very modern passenger cars were developed in cooperation between the SBB and SWS (Schlieren). The lightweight concept of these two organizations with a reduction in the weight of the cars unloaded from between 36 and 39 metric tons to between 25 and 27 metric tons enabled faster speeds on curves and a definite increase the train speeds. The doors on the sides of the cars were moved from the ends of the cars to the area between the trucks because of the requirement for easier boarding of the cars and as low a center of gravity for the cars as possible. This innovation as well as the double doors originally designed for regional passenger trains enabled shorter stops in stations. As a result cars with simple entry doors followed later.

These cars were built up to the end of the 1960s, and during this time different designs and arrangements of doors as well as different window arrangements and other modifications resulted in a great number of variations in lightweight steel cars, including cars with center entry doors and later even with entry doors on the ends. The initial arrangement of the doors in the direction of the cars' center had become necessary in order to improve the running characteristics and gain space for the trucks, which were set wide apart from each other. The costs of this design paid off, and the SBB used its comfortable, lightweight cars exclusively in city-to-city long distance service for almost 3 decades for the lightweight express trains created at that time. It was the middle of the 1950s before the SBB's financial situation allowed it to purchase lightweight steel coaches in large numbers and subsequently use these cars in regional passenger service. During this phase these cars were also equipped with control lines for push/pull service. A total of about 2,400 units were built and they formed the backbone of the SBB's passenger car roster. The lightweight steel coaches made up a harmonious whole with the class Re 4/4 I electric locomotives (with two trucks), which were perfect in terms of technology and appearance. From 1947 on these cars and locomotives in particular consistently defined the look of Swiss train consists.

43390
Lightweight Steel Dining Car.

Completely new tooling.
Scale dimensions.
Built-in interior details.
Ready for installation of current-conducting couplers.

Prototype: Swiss Federal Railways (SBB) type WR.

Model: The car comes in a crimson color scheme with the diaphragms originally used on the car. The car looks as the prototype did around 1965.

This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 26.0 cm / 10-1/4". DC wheel set 4 x 70 0580.



43400
Lightweight Steel Baggage Car.

Completely new tooling.
Scale dimensions.
Built-in interior details.
Ready for installation of current-conducting couplers.

Prototype: Swiss Federal Railways (SBB) type D.

Model: The car comes in a spruce green color scheme with the diaphragms originally used on the car. The car looks as the prototype did around 1965.

This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 21.1 cm / 8-1/4". DC wheel set 4 x 70 0580.



Passenger Cars

4368
Express Train Passenger
Car.

Prototype: Swiss Federal Railways (SBB) type Apm Euro City car. 1st class.

Model: The car has adjustable buffers. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 26.7 cm / 10-1/2".
DC wheel set 4 x 70 0580.



4369
Express Train Passenger
Car.

Prototype: Swiss Federal Railways (SBB) type Bpm Euro City car. 2nd class.

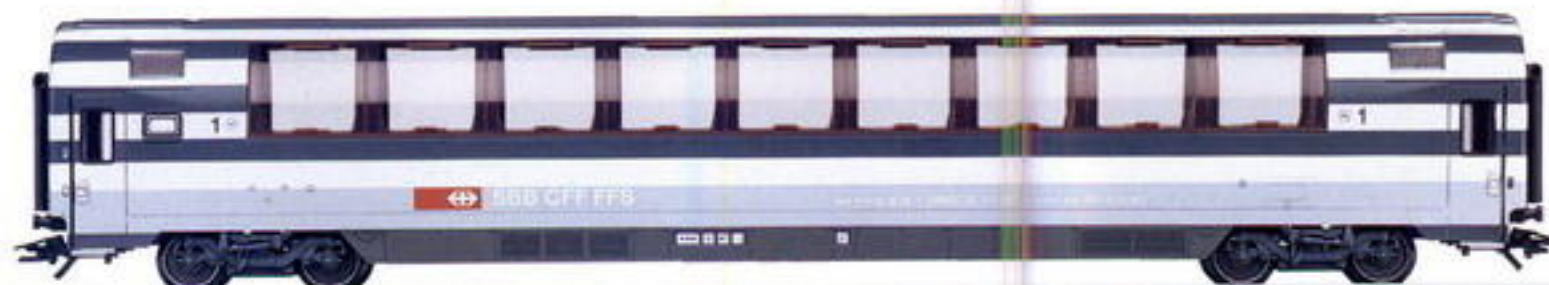
Model: The car has adjustable buffers. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 26.7 cm / 10-1/2".
DC wheel set 4 x 70 0580.

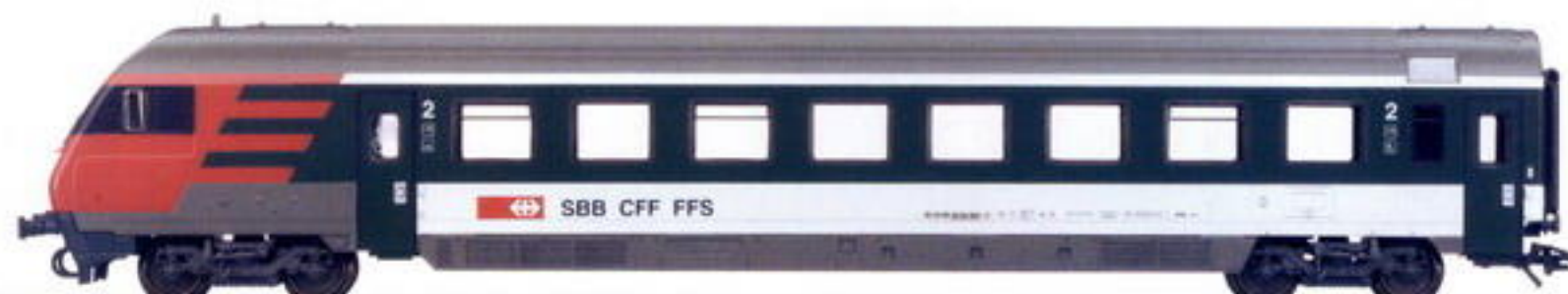


4365
Express Train Passenger
Car.

Prototype: Swiss Federal Railways (SBB) type Apm Euro City panorama car. 1st class.

Model: The car has adjustable buffers. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 26.7 cm / 10-1/2".
DC wheel set 4 x 70 0580.





42178
Express Train Passenger
Car.

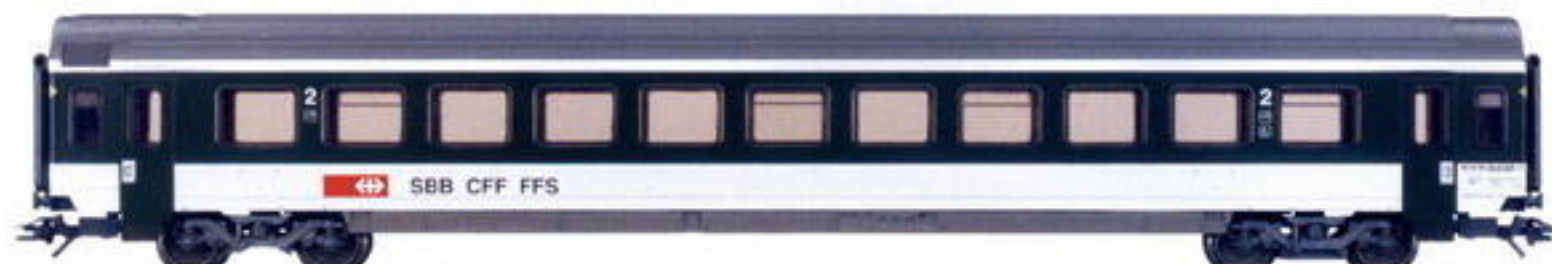
Prototype: Cab control car for push/pull trains. Swiss Federal Railways (SBB) type Mark IV Bt. 2nd class with engineer's cab similar to that for the class Re 460 locomotive.

Model: The car has maintenance-free LEDs for headlights and marker light. Engineer's cab with interior details. Coupler at the car end without an engineer's cab. The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Adjustable buffers. Length over the buffers 27.5 cm / 10-13/16".



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: The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Adjustable buffers. Length over the buffers 26.4 cm / 10-3/8". DC wheel set 4 x 70 0580.



Passenger Cars

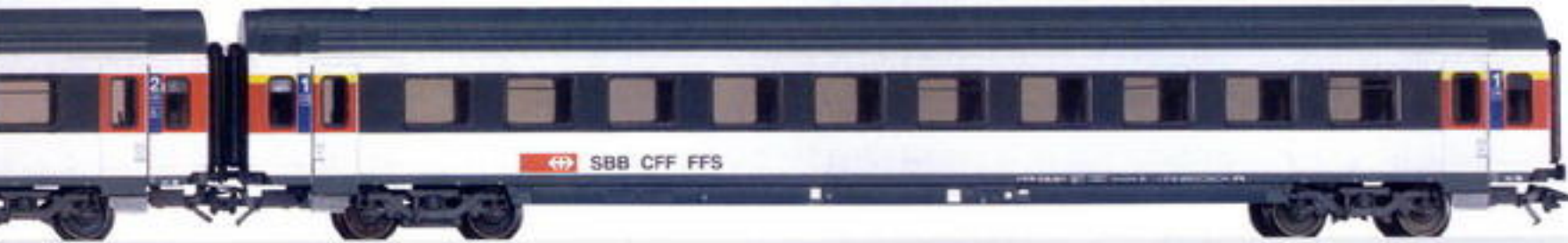
42166
Express Train Passenger Car Set.

The Mark IV cars go well with
locomotives such as item no. 39602.

Prototype: Swiss Federal Railways
(SBB) Mark IV express train passen-
ger cars, 1st and 2nd class. The cur-
rent design with the InterCity paint
and lettering scheme.

Model: Two 2nd class express train
passenger cars, one 1st class
express train passenger car.
The car can be retrofitted with the
7319 plug-in current-conducting
couplers or the 72020 working close
couplers that can be uncoupled.
Adjustable buffers.
Length over the buffers 79.5 cm /
34-3/4".
DC wheel sets for each car
4 x 70 0580.





© Reinhard Reiss



Passenger Cars



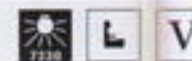
42721
Express Train Passenger
Car.

Export model for Austria.

This car goes well with
the 42725 car set.

Prototype: Austrian Federal
Railways (ÖBB) type Z1 Eurofima
car. Type Bmz compartment car,
2nd class. New Eurocity color
scheme.

Model: The car can be retrofitted
with the 7319 plug-in current-con-
ducting couplers or the 72020 work-
ing close couplers that can be
uncoupled.
Length over the buffers 26.4 cm /
10-3/8".
DC wheel set 4 x 70 0580.



42722
Express Train Passenger
Car.

Export model for Austria.

This car goes well with
the 42725 car set.

Prototype: Austrian Federal
Railways (ÖBB) type Z1 Eurofima
car. Type Bmz open seating car,
2nd class. New Eurocity color
scheme.

Model: The car can be retrofitted
with the 7319 plug-in current-con-
ducting couplers or the 72020 work-
ing close couplers that can be
uncoupled.
Length over the buffers 26.4 cm /
10-3/8".
DC wheel set 4 x 70 0580.



43531
Commuter Car.



Prototype: Belgian State Railways (SNCB/NMBS) type M2 A5B5, 1st and 2nd class.

Model: The car has separately applied window frames. The car comes in a crimson color scheme with white stripes as the prototype looked at the end of Era IV and the beginning of Era V.

This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 27.5 cm / 10-13/16". DC wheel set 4 x 70 0580.



43533
Commuter Car.



Prototype: Belgian State Railways (SNCB/NMBS) type M2 B11, 2nd class.

Model: The car has separately applied window frames. The car comes in a crimson color scheme with white stripes as the prototype looked at the end of Era IV and the beginning of Era V.

This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 27.5 cm / 10-13/16". DC wheel set 4 x 70 0580.



43535
Commuter Car.



Prototype: Belgian State Railways (SNCB/NMBS) type M2 BD, 2nd class with a baggage area.

Model: The car has separately applied window frames. The car comes in a crimson color scheme with white stripes as the prototype looked at the end of Era IV and the beginning of Era V.

This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 27.5 cm / 10-13/16". DC wheel set 4 x 70 0580.



Passenger Cars

42644
Express Train
Passenger Car.

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

Model: The car can be retrofitted
with the 7319 plug-in current-con-
ducting couplers or the 72020 work-
ing close couplers that can be
uncoupled.
Length over the buffers 26.4 cm /
10-3/8".
DC wheel set 4 x 70 0580.



42645
Express Train
Passenger Car.

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

Model: The car can be retrofitted
with the 7319 plug-in current-con-
ducting couplers or the 72020 work-
ing close couplers that can be
uncoupled.
Length over the buffers 26.4 cm /
10-3/8".
DC wheel set 4 x 70 0580.



42646
Express Train
Passenger Car.

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

Model: The car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled.
Length over the buffers 26.4 cm / 10-3/8".
DC wheel set 4 x 70 0580.



© Martijn Haman

Passenger Cars

The 37120 and 37263 locomotives go well with this car.

42637
Inter-City Express Train
Passenger Car.



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

Model: The car comes in the red/yellow BENELUX color scheme. This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 10-3/8". DC wheel set 4 x 70 0580.



42647
Inter-City Express Train
Passenger Car.



Prototype: Dutch State Railways (NS) type ICR-A10 open seating car, 1st class.

Model: The car comes in the red/yellow BENELUX color scheme. This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 10-3/8". DC wheel set 4 x 70 0580.



42657
Inter-City Express Train
Passenger Car.



Prototype: Dutch State Railways (NS) type ICR-BKD10 combination car, 2nd class, with a dining car area, galley, and baggage area.

Model: The car comes in the red/yellow BENELUX color scheme. This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72020 working close couplers that can be uncoupled. Length over the buffers 10-3/8". DC wheel set 4 x 70 0580.





Passenger Cars



43604
Express Train Passenger Car.

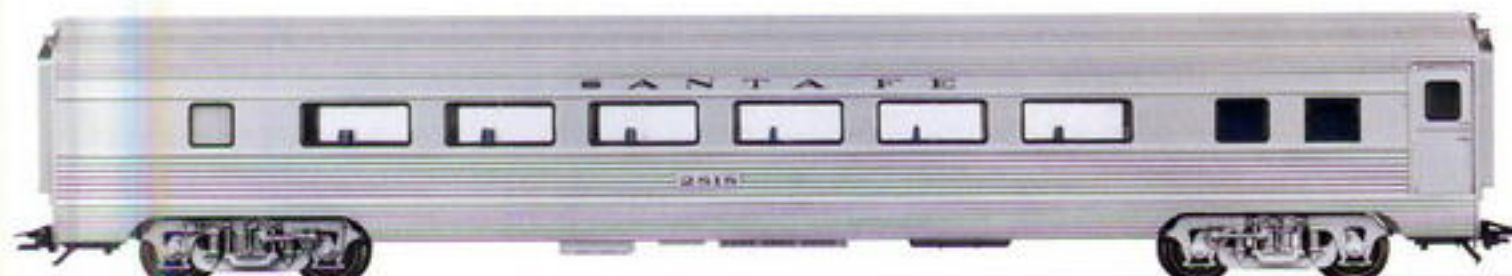
Goes well with the models of the F7 diesel locomotive.
An ideal add-on to the 43601, 43602, 43603 aluminum cars.
Interior and end lighting built in.

Prototype: Atchison Topeka & Santa Fe Railway (AT & SF) observation car.
Model: The 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".



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 4 x 70 0580.



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 4 x 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 4 x 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 4 x 70 0580.



Freight Cars





Freight trains usually run at night. They make it possible for the railroad's customers to receive their shipments of goods as quickly as possible. And, overnight connections are best for this. On your layout they run of course when you want them to. Yet, freight trains are always standing a bit in the shadows of the express trains. They have to go into a siding when the bearers of melodious names are coming up behind them. There's hardly a freight train around that can lay claim to an illustrious name. You'll look in vain on the lists of freight trains for a "Rheingold", a "Johann Strauß", or a "Leonardo da Vinci". They just have a number that is assigned on the basis of a clear system: The numbers reveal where the train is question is going and whether it has something important on board. Freight trains have been given names only recently. For example, now there is the "Ecco Cargo Salzburg": It connects Mozart's birthplace with Cologne – it is pulled by the decorative blue-silver Taurus locomotives of the Mittelweser Railroad. Or, "Hannibal" that typically goes across the Alps. It provides service for the exchange of goods between Germany and Italy and runs on the legendary Gotthard rail line.

Containers and convertible load carriers are transported that can be quickly transferred from the railroad to trucks. The experts call this concept "bimodal". Special flat cars are necessary for this, which is right in line with the trend. Because, only cars made for a clear, specific purpose make sense today. When we look at photographs from the good old days of railroading, the freight cars were less specialized than they are today. Loading and unloading took a lot of time. Everything was mostly done by hand. Two-axle cars were the order of the day. Often, the destinations were not very far away. Today, the connections are usually all over Europe and the trains being run are unit trains.

In the Märklin assortment you'll find a wide selection of cars as a freight service specialist. It doesn't matter what your logistical job is. There are livestock cars, tank cars from all eras, and above all cars for transporting special products. For example, freight sensitive to moisture must be well protected in transit. You can make up endless unit trains with the type Tds 930 hopper car.

The same applies to the tank cars that are used in the chemical and petroleum oil industry. Freight cars have always been and are international. Only a few were or are not allowed to leave the boundaries of their railroad. For example, this applied to those cars that were once kept in reserve for transporting sugar beets. Their seasonally limited use led to the railroad strategists to finally give up sugar beets as a freight load; the Austrians and the Swiss take a different view and still transport millions of tons of these sweet tuber plants by rail.

How long should freight trains be on a layout? Anyone who has seen a train with over 140 cars roll by in the USA will more than likely want to have a longer train on his layout. The class 152 can do it well and willingly with 20 cars. Yet, trains in regional service are no less fun for a model railroader. A transfer freight with the V 90 and several tank cars coupled to it looks very good. And, the switching work is a lot more fun than just having a long train roll by on the layout – fans of compact modular layouts think that at any rate.

Märklin's freight car program is as international as the prototypes. You'll find cars from many European railroads here. And, for anyone wanting to really try out a train with 140 cars based on American prototypes, please be our guest: Even with such plans there is no supply problem thanks to appropriate models with outstanding construction. Very close to the prototype: cabooses, boxcars, tank cars, hopper cars. Speaking of running trains at night: With Märklin there are all sorts of lights and lamps to give your own freight yard the right lighting at any time.

Freight Cars

46360
Stake Car.

Prototype: Royal Württemberg State Railways (K.W.St.E.) type Rm.
Model: Reproduction of removable wooden stakes. The car frame has truss rods.
Length over the buffers 13.8 cm / 5-7/16".
DC wheel set H 2 x 70 0580.

Flat cars of this design were placed into service on the Royal Württemberg State Railways starting in 1895. Flat cars were indispensable for the many types of bulky freight commonly transported at that time. Loads of hay were often seen as freight.

The car had wooden stakes that could be installed 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.



46151
Boxcar.

Prototype: Royal Württemberg State Railways (K.W.St.E.) type Gml with brakeman's cab.

Model: Length over the buffers 13.8 cm / 5-7/16".
DC wheel set 2 x 70 0630.



46364
Stake Car.

Prototype: Royal Württemberg State Railways (K.W.St.E.) type Rm. For the transport of a small schnapps distillery.

Model: Removable stakes with lettering. Car frame has truss rods. Reproduction of the distillery consisting of the distilling apparatus, cooler, and connecting piping.
Length over the buffers 13.8 cm / 5-7/16".
DC wheel set 2 x 70 0630.



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 2 x 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 2 x 70 0630.

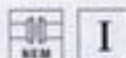


Freight Cars

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 2 x 70 0630.



48808
Württemberg Old-Timers Car Set.

One-time series for the anniversary "200 years of the Kingdom of Württemberg".

Prototype: 4 different Royal Württemberg State Railways (K.W.St.E.) classic freight car types. Gondola with high side walls. Gondola with hinged roof hatches, for transporting chicory. Ice refrigerator car for transporting beverages. Stake car for transporting vehicles.

Model: The high side gondola is based on an Association design. The mineral water car has closed ice hatches in the roof and a small platform at both ends. The chicory car has a representation of a closed, hinged hatch on the roof and a brakeman's platform. The stake car has removable stakes and a detailed of a model freight trailer as a load. All of the cars come with spoked wheels. Total length over the buffers 45.5 cm / 17-15/16". DC wheel set 8 x 70 0630.

The land belonging to the Lords of Wirdeberch dates back to the year 1081. 50 years after the first documented mention of the name, the lords received the title of Count. In 1495 Württemberg obtained the rank of dukedom. Friedrich I became Prince Elector in 1803, and ascended to the throne as King in 1805 with the support of Napoleon Bonaparte. In the next year he guided his country into the Rhine Confederation. The Württemberg territory doubled in size during the French domination of Central Europe.

Parts of Upper Swabia, and the Allgäu came under the Württemberg crown. The royal territory remained unchanged until 1952. At that time Württemberg and Baden joined together to become one state. While the two peoples did not always have an easy time living together, the fusion was considered to be very successful. Today Baden-Württemberg is among the richest German Federal States. Many well-known companies are headquartered there, including the software giant SAP, Heidelberger Printing Presses, and the world's market leader in model railroading, Märklin.

From its beginnings, the Kingdom of Württemberg emphasized construction of state railroads. All of the main lines were built at government expense. The only chance for private initiative was beyond the main trunk lines, i.e. branch lines. The decision of the government to build rail lines could be traced to king's love of railroading, among other reasons. Consequently, there were several locomotive builders in the kingdom, of which the Esslingen Machinery Company was the most important.





Freight Cars

45094
Peat Supply Car.

One-time series for the anniversary "200 years of the Kingdom of Bavaria".

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) special car. Gondola with medium height side walls and higher end walls, and a covered load area. Used as an additional tender.

Model: This car goes well with the B VI "Klopstock" locomotive, item no. 37974. Detailed construction. Length over the buffers 9.1 cm / 3-9/16".
DC wheel set 2 x 32 3012 11.

46078
Food Stuffs Car.

Prototype: Privately owned car used on the Royal Bavarian State Railroad (K.Bay.Sts.B).
Boxcar with open end areas.

Model: The car has sliding doors that can be opened.
Length over the buffers 10.6 cm / 4-3/16".
DC wheel set 2 x 32 3012 11.

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 2 x 32 3012 11.



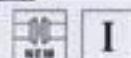
46829
Berlin Suburban Traffic
Theme Set.

One-time series.

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

Model: The poultry livestock car has sliding doors that can be opened. Open car body with slats, allows you to see through the car. Length over the buffers 13.3 cm / 5-1/4".

Double deck omnibus with metal chassis. Length 6.9 cm / 2-11/16". Outdoor advertising pillars made of metal. The design is based on historical prototypes. DC wheel set 2 x 32 3012 11.



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 2 x 32 3012 11.



Freight Cars



46090 Freight Car Set.

The E 91 electric freight locomotive, item no. 37196, as well as the Trix car set, item no. 24319 go well with this car set.

Prototype: Four DRG cars and a privately owned car: type K gondola with hinged roof hatches, "Wuppertal" Association design. High side gondola with a brakeman's cab, "Essen" type Om.

Boxcar with a brakeman's cab, "Kassel" type Gr. Gondola with medium high walls, peaked end walls, and ridge pole. Privately owned tank car with a brakeman's cab, used on the DRG.

Models: 5 different freight cars painted and lettered for Era II. The gondola with hinged roof hatches is weathered with traces of limestone. The high side gondola has a load insert with a layer of scale sized real coal. The boxcar has sliding doors that can be opened.

All of the cars are painted for the DRG.
Total length over the buffers 54.1 cm / 21-5/16".
DC wheel sets: 6 x 70 0580,
2 x 31 2999 04,
2 x 32 3760 04.



N  II



DRG Freight Service.

Era II for the German State Railroad Company (DRG) extended from 1920 to 1945. The image of freight trains from this era was very much characterized by long consists of two-axle cars. Freight cars with more axles or with trucks were the exception then.

The consists usually conveyed the image of a colorful mix of all kinds of different car designs, because the individual provincial railroads participated in the founding of the DRG with their existing pools of cars. The DRG also introduced air brakes on all of the cars. Although this innovation did away with the need for protection against the weather for brakemen, the brakeman's cabs remained for a long time even on rebuilt cars. In addition, the freight train service that went all over Germany now under the DRG management made for a large variety of cars on the railroad.

because transport by road was hardly an alternative at that time. Hence, at that time almost any kind of freight you could imagine was shipped by rail, particularly over long routes. The variety in loads resulting from this situation also provided a colorful look to freight train consists.



Freight Trains



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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 6 x 70 0580.

DC
NEW

II

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 6 x 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.



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 2 x 70 0580.

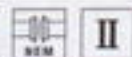


46160
Boxcar.

Prototype: German State Railroad Company (DRG) type G1 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 2 x 32 3760 04.

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 2 x 32 3760 04.



Freight Cars

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 2 x 70 0580.



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 construction 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.

Models not available separately.

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 20 x 70 0580.



46076
Car Set for Transporting Cinders.

Prototype: 2 German Federal Railroad (DB) type X05 low side cars. Versions with and without brakes. Used for removing steam locomotive cinders from the locomotive maintenance facilities.

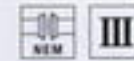
Model: The car frames have truss rods. 1 car has a reproduction of the brake system, separately applied platform and brakeman's cab. Load inserts with a layer of real crushed steam locomotive cinders. Total length over the buffers 22.4 cm / 8-3/4". DC wheel set 4 x 70 0580.



48946
Container Transport Car Set.
Models not available separately.

Prototype: 2 German Federal Railroad (DB) type Bt 10 container transport cars. 1 car has a brake-man'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 4 x 70 0580.



48271
Set - 2 Container Cars.

Prototype: German Federal Railroad (DB) class Okmm 38 flat cars. Coal tubs with 12 cubic meter / 424 cubic feet load capacity.

Model: Partially open car floor and with finely detailed load surface. Separately applied brakeman's platforms. Each car has 3 containers that can be removed and opened. The cars have different car numbers and the containers have different registration numbers. Total length over the buffers 17.6 cm / 6-15/16". DC wheel set 4 x 70 0580.



Freight Cars

Casting molds are used for manufacturing raw materials such as stainless steel, which then is further processed by rolling or forging.

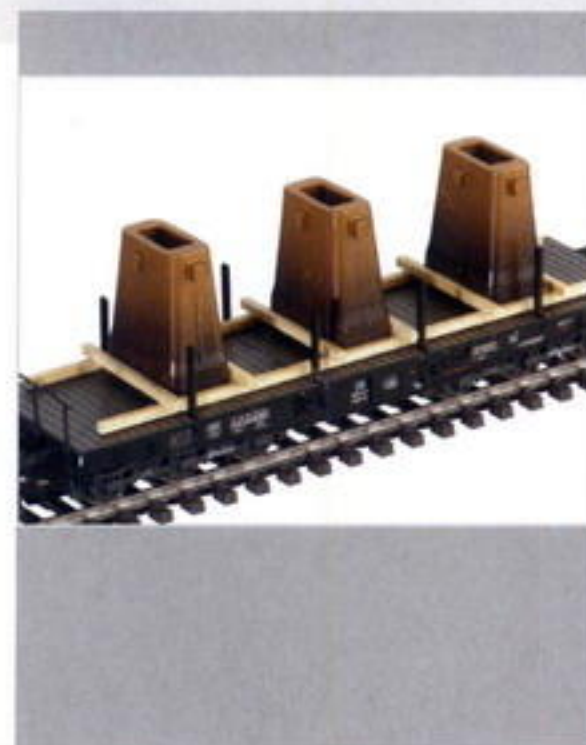
The castings are also made of steel and are consumed by the high thermal stress after approximately 100 cycles. The permanent demand for replacement of these large parts for production is primarily provided over rail.

48672
Heavy-duty Flat Car Set.

One-time series.

Models not available separately.

Prototype: 2 German Federal Railroad (DB) Ssym flat cars. Loaded with "chilled castings".
Model: Different road numbers. 6 metal castings, mounted in wooden holding frames. Removable stakes are included. Total length over buffers 30.5 cm / 1", DC wheel set 12 x 70 0580.



48664
"Steel Slabs" Heavy Duty Flat Car Set.

Models not available separately.

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 12 x 70 0580.



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. Imitation of the glowing steel slabs.

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: The car comes with removable stakes. The 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 6 x 70 0580.

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 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.



Imitation of the glowing steel slabs.

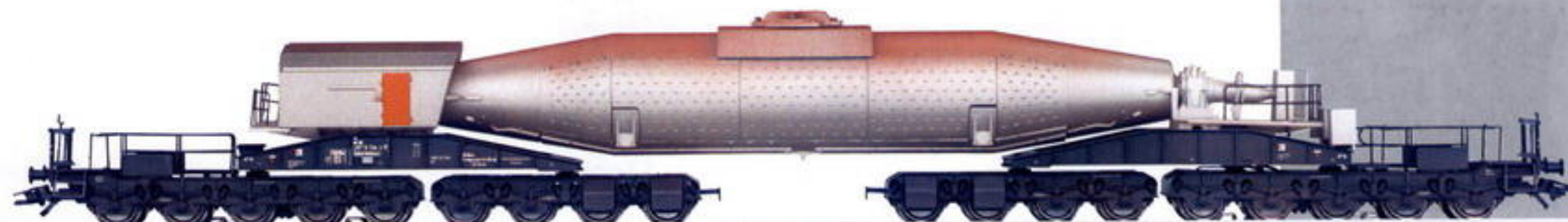
48291
Torpedo Ladle Car.

Working digital model.
Realistic effect from glow from the interior.
Torpedo can be turned with a fine touch.

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".

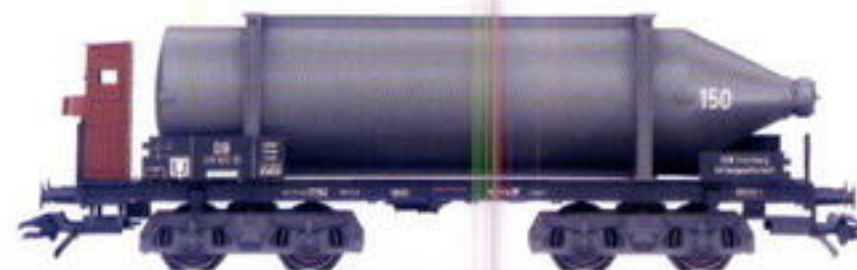


Freight Cars

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.

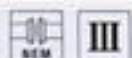
Model: Metal sills. Finely detailed construction with open car floor. Separately applied data board. Removable carbide container with reproduction of the rivets and openings. Length over buffers 14.3 cm / 5-5/8". DC wheel set 4 x 70 0580.



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 2 x 70 0580.

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.



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 2 x 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.

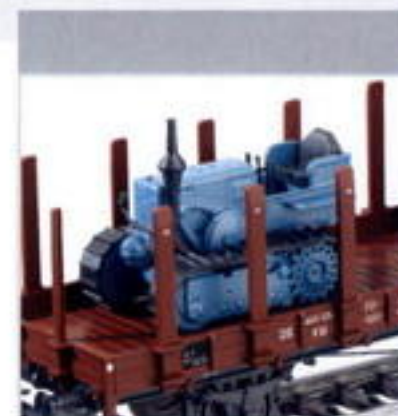


46363
Stake Car.

Prototype: German Federal Railroad (DB) type R 02. Lanz Bulldog tractor with caterpillar treads.

Model: Removable stakes. Car frame has truss rods. Length over the buffers 13.8 cm / 5-7/16".
Loaded with 2 caterpillar tractor models.

These vehicles have a metal frame and superstructure. Length of each 3.8 cm / 1-1/2".
DC wheel set 2 x 70 0580.



Freight Cars



Vehicles with track chains have not been widely used in farming or agricultural work as they have been in the military or in construction work. The relatively soft ground and the intensive buildup of dirt make bulldozers difficult to steer on a field, although the principle of a tracked vehicle enables high tractive effort at low motor power output.

In the 1930s the so-called halftracks were supposed to link the advantages of this type of propulsion with the maneuverability of conventional tractors. Simple methods enabled the conversion of the halftrack Bulldog from Lanz: The rear wheels were replaced on each side by a tread; the rest of the running gear including front steering axle remained unchanged. This design was expensive despite the modular construction concept, and this vehicle found limited use away from farms. Production was halted in the 1950s, when more powerful diesel motors and improved drive systems using conventional axles became available.

46064
Flat Car.

One-time series.

Prototype: German Federal Railroad (DB) type H 10 flat car. With a brakeman's cab. Used to transport vehicles.

Model: The car comes loaded with a model of a Lanz type HR 8 half-track tractor. The tractor is mostly made of metal. Appropriate chock block included.

Length over the buffers 11.5 cm / 4-1/2".

DC wheel set 2 x 70 0580.



46844
Flat Car.

One-time series.

Prototype: German Federal Railroad (DB) type H 10 flat car. With a brakeman's cab. Used to transport vehicles.

Model: Loaded with a model of a Lanz type HR 8 tractor with wheels for traversing marshes. The tractor is mostly made of metal. A suitable chock block is included.

Length over the buffers 11.5 cm / 4-1/2".

DC wheel set 2 x 70 0580.



These tractors with their out-board mounted wide wheels were specially developed for agricultural development of moors and swampy areas. They enable safe farming on this type of terrain.

45096
Stake Car.

Prototype: German Federal Railroad (DB) type R02. Used for transporting farming equipment.

Model: The car comes with removable stakes. The car frame has truss rods.

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

Loaded with 2 combine harvester models in loading frames. The combine harvesters have metal bodies and frames.

Length with drawbar attached for each model 5.9 cm / 2-5/16".

DC wheel set 2 x 70 0580.



46977
Low Side Car with a Load.

Prototype: German Federal Railroad (DB) type Rimms0 56. Used for transporting vehicles.

Model: The car comes loaded with 2 tractors, detailed metal models on wood load frames.

Length over the buffers 15.7 cm / 6-3/16".

DC wheel set 2 x 70 0580.



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 2 x 70 0580.

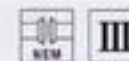


46077
Low Side Car.



One-time series.

Prototype: German Federal Railroad (DB) type X05. Version with brakeman's cab. Used to transport large wheel sets for steam locomotives.
Model: Loaded with a model wheel set (26.5 mm / 1-1/16" diameter) for the class 05 express locomotive. Suitable wooden load frame included. Length over the buffers 11.6 cm / 4-9/16". DC wheel set 2 x 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 2 x 70 0580.



45095
"Rail Transport" Car Set.

Prototype: 3 German Federal Railroad (DB) type H 10 flat cars.

Model: 3 cars, loaded with 8 flexible reproductions of rails. Special load restraints for safely fixing the load in place for transport. The cars are connected together with 2 plug-in drawbars.

All 3 cars have different car numbers. Both end cars have a close coupler with a guide mechanism. Total length over the buffers 37.3 cm / 14-3/4". DC wheel set 6 x 70 0580.





46063
Low Side Car Loaded with a
VW Beetle.

Prototype: German Federal Railroad (DB) type X05. Version with a brakeman's cab.

Model: The car comes loaded with a Wiking model of a VW "Beetle" in a fire department version with a blue warning light. The automobile is mounted on a special wood load frame.

Length over the buffers 11.6 cm / 4-1/2".

DC wheel set 2 x 70 0580.



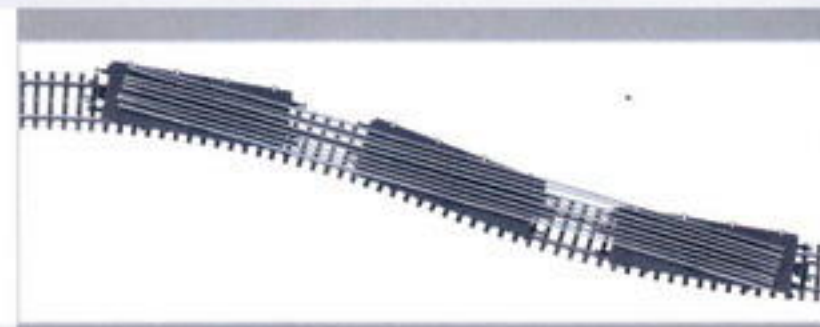
48756
Heavy-Duty Flat Car with Fire
Department Truck.

One-time series.

Prototype: German Federal Railroad (DB) type SSym heavy-duty flat car. MAN type F8 fire department equipment truck with a tarp cover.

Model: Heavy-duty flat car without stakes. Length over the buffers 15.2 cm / 6". The flat car comes loaded with a fire department equipment truck lettered "Berufsfeuerwehr" ("Professional Fire Department"), and the fire truck comes with a blue warning light mounted on it and a gray tarp cover. A check block for the truck is included.

DC wheel set 6 x 70 0580



Freight Cars

46974
Stake Car.

Prototype: German Federal Railroad (DB) type Kbs 443. Version with brakeman's platform and tarp cover.

Model: Removable stakes. Tarp cover is a removable part. Length over the buffers 15.7 cm / 6-3/16".

DC wheel set 2 x 70 0580.



46976
Low Side Car with a Load.

One-time series.

Prototype: German Federal Railroad (DB) type Rimmso 56. Use for agricultural transport.

Model: Loaded with a reproduction of hay, covered with a lettered tarp cover.

Length over the buffers 15.7 cm / 6-3/16".

DC wheel sets 2 x 70 0580.

The lovingly formed load of hay reproduces the prototype in fine detail. The tarp cover shows the owner of the prototype: Eugen Häberle's Country Store in Leinfelden near Stuttgart.





46365
Stake Car with a Load.

One-time series.

Prototype: German Federal Railroad (DB) type R 02. Former Württemberg type Rm. Used to transport agricultural products.

Model: The car is loaded with a reproduction of loosely layered straw, under a light gray protective tarp. Stakes are included with the car. A loading gauge is included with this stake car to enable you to have a prototypical setup on your layout.
Length over the buffers 13.8 cm / 5-7/16".
DC wheel set 2 x 70 0580.

A loading gauge is a metal frame often located near the track scale. The space to the side of and above the tracks is the clearance gauge, and no parts of the load may extend out into this space. This clearance gauge prevents overloading of the cars. The clearance gauge differs among most of the European countries. The loading gauge regulates adherence to the clearance gauge.



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 2 x 70 0580.



Freight Cars

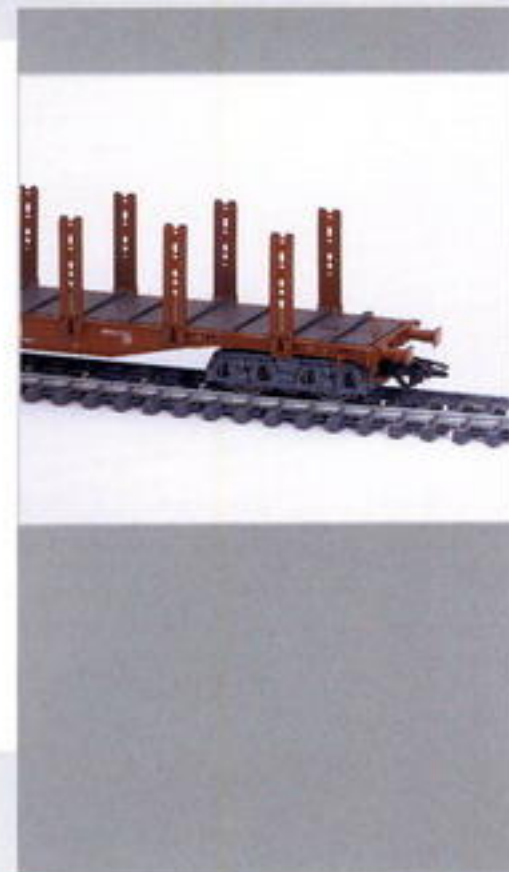
4771
Stake Car.

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 4 x 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).



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 4 x 70 0580.



Auto Transport Cars

46121
Auto Transport Car.

Prototype: German Federal Railroad (DB) type Off 52 (Laae 540) double unit. Bilevel design.

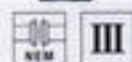
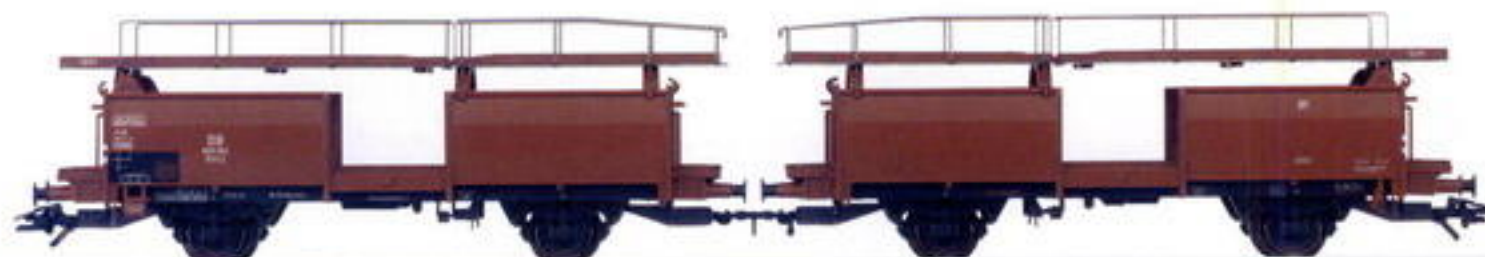
Model: Permanent close coupling between the car halves. Upper deck can be lowered.

Length over buffers 25.3 cm / 9-15/16".

DC wheel set 4 x 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 cross-over 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.



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 4 x 70 0580.





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.

Closecoupled, special connection with standard coupler pocket between the car halves. Length over buffers 31.0 cm / 12-14". DC wheel set 4 x 70 0580.



Freight Cars

46275
Boxcar.

Prototype: German Federal Railroad type Gmehs 50.
Model: Ventilation hatches picked out in color.
Length over buffers 14.2 cm / 5-9/16".
DC wheel set 2 x 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 2 x 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.



48605
Refrigerator Car with a
Brakeman's Cab.

Prototype: Type G 10 insulated boxcar with a brakeman's cab. Privately owned car painted and lettered for the firm Oscar Dörffler AG, Association in Westphalia, used on the German Federal Railroad (DB).

Model: The side walls represent horizontally mounted boards. The car has fixed refrigeration area doors. The car has NEM coupler pockets and close coupler mechanism.
Length over the buffers 11.0 cm / 4-5/16".
DC wheel set 2 x 70 0270.



48770
Thermal Insulated Car.

New design as thermal insulated car.
Superstructure with lengthwise boards.

Prototype: German Federal Railroad (DB) type G10. Special version with thermal insulation.

Model: Side walls are constructed of boards running horizontally. Fixed doors for the refrigeration area.
Length over the buffers 10.6 cm / 4-3/16".
DC wheel set 2 x 70 0270.





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 2 x 70 0580.



Freight Cars

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 2 x 32 3760 04.



45021
Beer Car.

Prototype: German Federal Railroad (DB) type Tehs 50 refrigerator car. Painted, lettered, and used for a large Munich brewery.

Model: Separately applied roof vents. Separately applied ladders at the ends.
Length over the buffers 13.4 cm / 5-1/4".
DC wheel set 2 x 32 3760 04.



46202
Refrigerator Car.

Prototype: Beer car used on the German Federal Railroad (DB). Privately owned car painted and lettered for the Kulmbach Brewery Company. Model with horizontal board construction on the walls.

Model: Length over the buffers 13.9 cm / 5-1/2".
DC wheel set 2 x 70 0580.



46203
 "Munich Breweries" Beer Car Set.

Prototype: 3 beer cars, used on the German Federal Railroad (DB). One each privately owned car painted and lettered for the Munich breweries Pschorr, Paulaner, Thomasbräu, and Hackerbräu. Car type with walls of horizontal boards.

Model: 3 cars. Total length over the buffers 41.9 cm / 16-1/2". DC wheel set 6 x 70 0580.



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Freight Cars

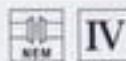
48690
Track Scale Calibration
Train Car Set.

Completely new tooling.
Hinged roof hatches can
be opened.
Weight can be removed
individually.

Prototype: 2 calibration cars and
1 equipment car painted and
lettered for the German Federal
Railroad (DB). Cars uses a unit
to text track scales.

Model: Calibration cars have a
3-axle frame, roof hatches that can
be opened, and 8 each removable
calibration weights. The cars come
with different car numbers.

Boxcar painted and lettered as a
maintenance car.
Total length over the buffers
26.8 cm / 10-9/16".
DC wheel set 4 x 32 3178,
2 x 70 0580,
2 x 40 6240.



42355
Temporary Signal Tower.

One-time series.

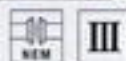
Prototype: German Federal Railroad
(DB) standard design branch line
car. Stationary rebuild on metal
framework construction.

Model: Building as a finished model.
Underbody has an intermediate
floor. Metal steps and railings. Car
body with its frame can be removed
from the platform.
Dimensions without the steps 16.2 x
4.4 cm / 6-3/8" x 1-3/4".
Height 9.7 cm / 3-13/16".

46042
Track Cleaning Car.

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

Prototype: Type K 15 gondola with hinged hatches on the roof, used as a maintenance car on the German Federal Railroad (DB). Former type "Wuppertal" car with a brakeman's cab.
Model: The car comes with built-in cleaning equipment: a metal block with vertical movement, with 2 parallel polishing felt pads that can be washed and changed. The roof hatches can be opened.
Length over the buffers 8,2 cm / 3-1/4".
DC wheel set 2 x 70 05 80.



45072
Repair Facility Car.

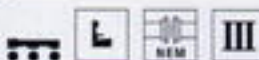
Prototype: German Federal Railroad (DB) maintenance car for use in a maintenance facility (Bw). Converted from an older mail car.
Model: Length over the buffers 11.0 cm / 4-5/16".
DC wheel set 2 x 70 0580.



43148
Baggage Car.

One-time series.

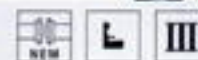
Prototype: German Federal Railroad (DB) former "Donnerbüchse" ("Thunder Box") passenger car. Used as a freight train baggage car.
Model: Length over buffers 16.0 cm / 6-5/16".
DC wheel set 2 x 70 0580.



46980
Freight Train Baggage Car.

Important car for freight trains.
New design: roof with cupola.

Prototype: German Federal Railroad (DB) type Pwgs 41. Version with cupola.
Model: Cupola opens into the interior of the car. Underbody has separately applied brake rods.
Length over the buffers 11.9 cm / 4-11/16".
DC wheel set 2 x 70 0580.



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 2 x 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 2 x 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 2 x 70 0580.



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 2 x 70 0600.



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 4 x 32 3760 04.



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 2 x 32 3760 04.



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 4 x 70 0580.



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 4 x 70 0580.



Freight Cars

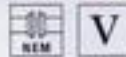
47561
Tank Car.

Prototype: Special car for chemical products, used on the German Railroad, Inc. (DB AG). Design with insulated funnel flow tank. Privately owned car painted and lettered for the car leasing company KVG Kesselwagen Vermietgesellschaft mbH.

Model: The car has a detailed partially open frame. Separately applied details.

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

DC wheel set 4 x 70 0580.



48484
Pressurized Gas Tank Car.

Prototype: Privately owned car painted and lettered for the firm Eisenbahn-Verkehrsmittel GmbH (Eva), used on the German Railroad, Inc. (DB AG). Used for "PiaNOx" from the firm SKW.

Model: Detailed partially open car frame. Separately applied details.

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

DC wheel set 4 x 70 0580.



46557
Petroleum Oil Tank Car.

Prototype: Privately owned car painted and lettered for the firm Ermewa GmbH, Hamburg, Germany. Tank car with a funnel-flow tank, used on the German Railroad, Inc. (DB AG).

Model: The car has a finely detailed, partially open frame. The platform and walkway are separately applied. The car has type Y25 trucks. Length over the buffers 18.0 cm / 7-1/16". DC wheel set 4 x 70 0580.



46430
Henkel Tank Car Set

One-time series.

All of the cars come in a special version.

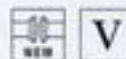
Not available separately.

Prototype: 3 different privately owned cars painted and lettered for the firm Henkel KGaA, Düsseldorf, Germany.

Model: The cars have separately applied brakeman's platforms with ladders and dome platform. Finely detailed reproduction of the partially open car floor.

Total length over the buffers 30.6 cm / 12-1/8".

DC wheel set 6 x 32 3760 04.



Freight Cars

46310
"Side Dump Car" Car Set.

Models not available separately.

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 6 x 70 0580.

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.



46301
Hopper Car with Hinged Roof.

Hinged roof covers can be opened and closed.
Car type ideal for unit trains.
Very finely detailed construction.

Prototype: German Railroad, Inc. (DB AG) type Tds 930 hopper car. Version with hinged roof load area covers.

Model: The car comes in finely detailed, reddish brown version with many separately applied details. The car has a separately applied chute extension. The hinged roof can be opened and closed.
Length over the buffers 11.2 cm / 4-7/16".
DC wheel set 2 x 70 0580.



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 4 x 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 supplementary 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 4 x 70 0580.

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

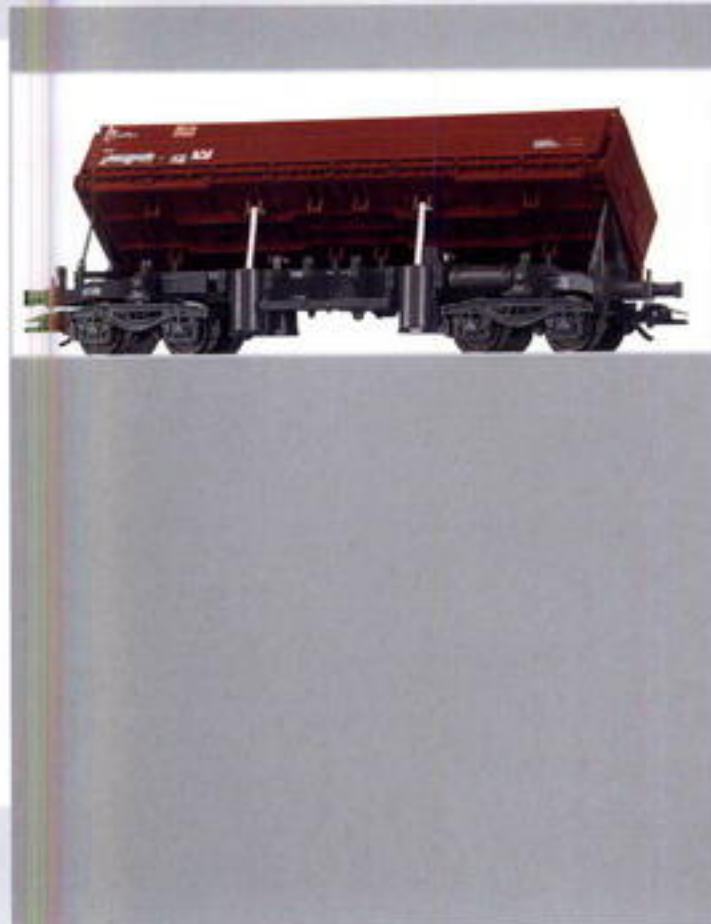
48450 Bulk Material Dump Car.

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 4 x 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.

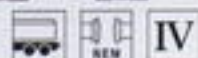
The rational design – large loading capacity of 59 metric tons, the ability to dump on both sides, built-in pneumatic cylinders and automatic control of the unloading hatches – make this and similar new cars attractive for inclusion in the DB AG's further modernization of its rolling stock. These side 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 4 x 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 4 x 70 0580.



46253
Hopper Car.

Prototype: Ruhrkohle AG Bahn und Hafen GmbH (RAG/BuH) (Ruhr Coal, Inc. Railroad and Harbor, Inc.) hopper car for transporting coal, registered as a type Fals by the German Railroad, Inc. (DB AG).

Model: This car goes well with the 36854 locomotive. Metal saddle, frame and end platforms. Length over the buffers 13.3 cm / 5-1/4". DC wheel set 4 x 70 0580.



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 4 x 70 0580.



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 4 x 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 4 x 70 0580.



Freight Cars

48060
Sliding Wall Boxcar.

Prototype: German Railroad, Inc. (DB AG) type Hbbills 308 with insulated walls.

Model: The car has separately applied steps.
Length over the buffers 17.8 cm / 7".
DC wheel set 2 x 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 2 x 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 4 x 70 0580.



Freight Cars

47200
Car for Transporting Coils
of Rolled Sheet Steel.

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

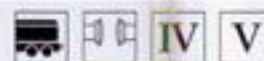
Model: With closed tarp cover.
Length over buffers 13.8 cm /
5-7/16".
DC wheel set 4 x 70 0580.



4740
Depressed Floor Flat Car
for Truck Transport.

Prototype: German Federal Railroad
(DB) type Saackms 690 for the
"Rollende Landstraße" Car
Association.

Model: End car with 2 hinged and
removable buffer beams. Chock
blocks for trucks and special cou-
pling 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 8 x 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 8 x 43 2950.

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.



Freight Cars

47705 Container Car.

Prototype: German Railroad, Inc. (DB AG) type Lgns 570 flat car. Convertible truck flat beds for transporting parcel post.

Model: Prototypical partially open load surface. Separately applied axle mount. The convertible containers come with different registration numbers.
Length over the buffers 19.1 cm / 7-1/2".
DC wheel set 2 x 70 0580.



47440 Deep Well Flat Car with a Semi-Trailer.

Prototype: German Railroad, Inc. (DB AG) type Sdgkms 707 flat car. Designed for transporting interchangeable truck transport units or semi-trailers.

Model: The car has a metal frame, body, and load well. Special design low riding trucks. Many separately applied details. Adjustable load restraints.

Loaded with a model semi-trailer.
Length over the buffers 18.9 cm / 7-7/16".
DC wheel set 4 x 32 0577.



**47442
Deep Well Flat Car with
Interchangeable Transport
Unit.**

Prototype: German Railroad, Inc. (DB AG) type Sdgmks 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 4 x 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.



© Daniel Hentschel

Add-on Set



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.

* The tunnel rescue train, item no. 26510, is not in the current program.



Freight Cars

46117
Fire Extinguishing Water Car on a Tub-Style Tender

Prototype: German Federal Railroad (DB) fire department fire extinguishing water car (conversion of a tub-style tender).

Model: Fire extinguishing water car with numerous separately applied details and with additional fire-fighting equipment. Length over the buffers 11.3 cm / 4-7/16". DC wheel set 4 x 70 0580.



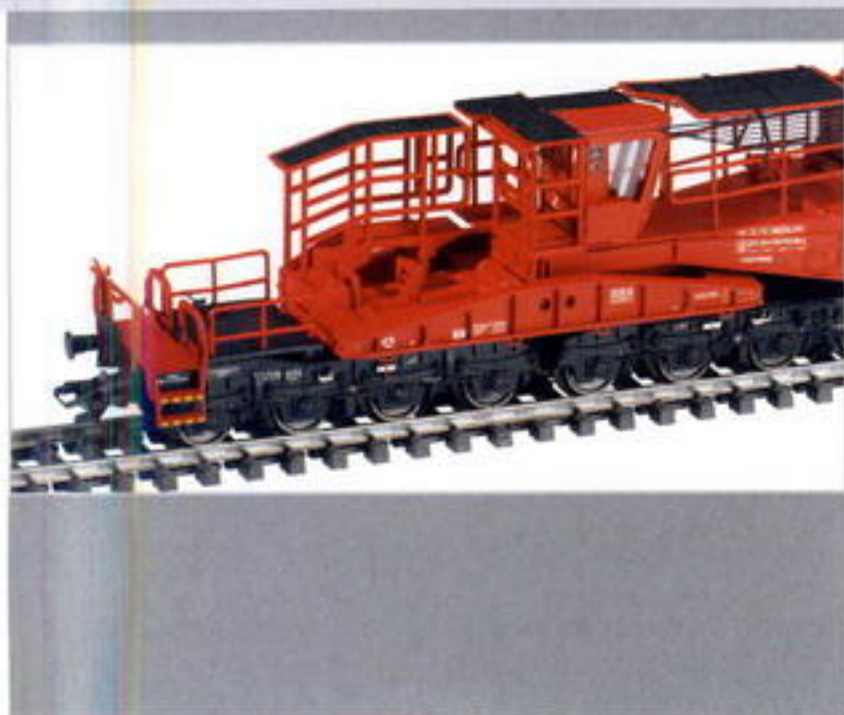
47911
Fire Extinguishing Water Car.

Prototype: Fire extinguishing water car based on a German Railroad, Inc. (DB AG) heavy oil tank car.

Model: This car comes with a red paint scheme and is lettered "DB Bahnfeuerwehr" ("DB Railroad Fire Department"). Separately applied platform and ladders on the end of the car. Separately applied side steps and depressions integrated into the tank sheathing to form steps. Length over the buffers 13.1 cm / 5-3/16". DC wheel set 4 x 70 0580.



Wheel Works



48295
Heavy Duty Car.

One-time series.

Prototype: German Railroad, Inc. (DB Cargo) type Uai 839 "Schnabel" type transport car. Version with 32 axles. Large transformer with transport mounts.

Model: Metal "Schnabel" load arms and truck bolsters. Metal transformer, mounted with side play. Load can be removed. Load arms can be couple directly to one another.

Center axles on the trucks are spring mounted. Many separately applied details. Length over the buffers 72.0 cm / 28-3/8". DC wheel set 1 x Set 31 0199.



18820
Heavy Duty Road Vehicle.

New tooling.
Detailed metal construction.
Can be used for the H0 transformer from the 48295 car.

Prototype: Scheuerle type LS 250 heavy duty road vehicle, nicknamed "Heuler" or "Howler" and painted and lettered for the German Railroad, Inc., DB Cargo (DB AG). **Model:** 28-axle truck model. 2-unit vehicle. Metal chassis and superstructure. Plastic interior details. Equipped for transporting transformers.

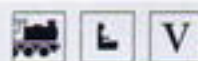
Wheels.

Large transformers for power plants and substations are designed for transport with special heavy duty railroad cars and trucks. Goose-neck support brackets are mounted on both sides of the transformer and are used to set these monsters on the transport framework.

The process of moving the transformer for further transport by truck is a particularly delicate act. There are special transfer locations with bases having the appropriate load handling capacity for this operation. Hydraulic presses lift the load on one side, and then the switch is made from the railroad car to the truck or vice versa.

After that the load is lowered again with the Gooseneck support brackets. This procedure is repeated for the other side. The heavy-duty depressed floor trailers no longer have anything in common with the earlier road rollers. The former are selfpropelled high-tech platforms, in this case with 52 swing axles and 208 tires.

Each swing axle can be turned and lowered individually by hydraulics. This means that every platform can be driven straight, on curves, diagonally, sideways or in circles and move and stop within centimeters. The total weight including the tare weight reaches 1,344 metric tons. The transformer is set on its base at the destination. The gooseneck support brackets are removed and



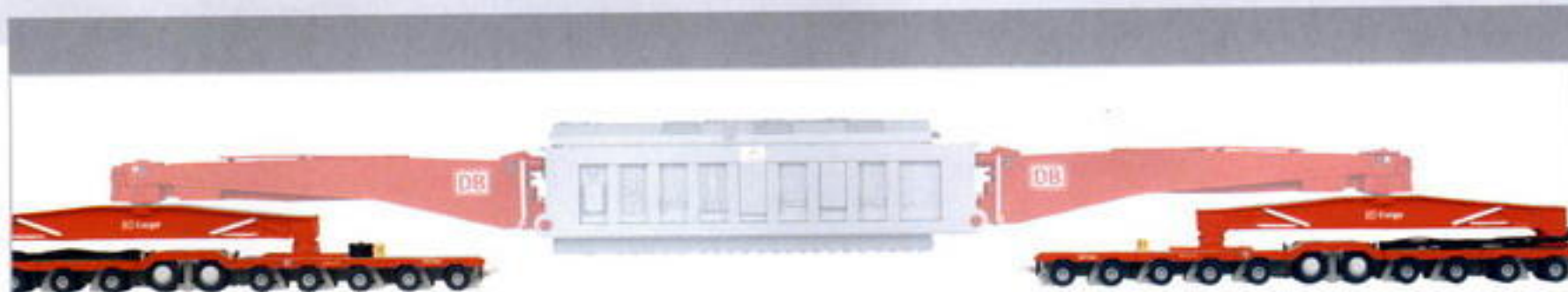
Important: The running gear geometry of this heavy duty car enables it to be run on normal track curves with a minimum radius of 360 mm / 14-3/16".

Since the long load arms swing out very wide with the load, sufficient space is required within the track curve, and this space must be kept clear of masts, trees, or buildings.

We recommend that you run this heavy car on well mounted track with the widest possible curves.



transported back. This special type of combined transport is also a challenge on a model railroad layout. The transport by rail as well as by road must be planned in detail and be monitored. An attractive theme is the transfer process whereby much model technology comes into play.



Freight Cars

49953
Set – 3 Crane Tender Cars for the Crane Car Train.

This car set has the right paint scheme and working features to go with the 49552 railroad crane car set.

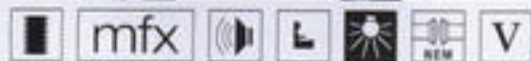
Prototype: Cable/equipment car, repair/equipment car and crew quarters car for the German Railroad, Inc. (DB AG) 150 metric ton crane.

Model: All of the cars come with current-conducting couplers and lighting. The repair car has a digital decoder and a sound effects generator with many functions.

The lighting in the crew quarters car will work in conventional operation and can be controlled digitally. There is lighting in the equipment and cable cars (F3). Different sound effects of work being done (F2) can be controlled digitally with a Control Unit or with Märklin Systems. A random sequence of operating sounds can be selected (this includes random sounds of work being done with welding (without a blinking light).

In addition, you can also call up different sounds of work being done (F4), with a Control Unit or with Märklin Systems. These sounds come in this sequence: vibrator / tamper, two-stroke motor, compressor with a compressed air driver, welding with light control (flickering), grinding wheel, hammering, compressed air screwdriver, metal being formed, and a metal saw. After the sounds of the metal saw,

the sequence of sounds starts up from the beginning. Total length over the buffers 79.1 cm / 31-1/8".



49952
Railroad Crane with Digital Functions Car Set.

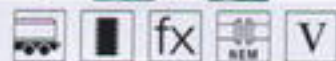
Prototype: German Railroad, Inc. (DB AG) crane car train. "Goliath" 150 metric ton crane car, crane tender car and, counterweight car. Current version.

Model: Crane car comes with a metal 8-axle car frame and superstructure. Metal counter weights that can be mounted on the crane.

Power supply, 3 motors, and special version digital decoder for remote control with the 6021 Control Unit. Superstructure with boom can be rotated on prototypical crown gear wheel. The boom can be raised and lowered with pulley and double block and tackle. Metal main hook can be raised and lowered with pulley and double block and tackle.

4 support arms can be swung out manually and can be fixed with spindles on the bases included with the crane car train. Length of the superstructure with boom and counterweights is a maximum of 34.0 cm / 13-3/8". Radius range of the hook is up to 21.0 cm / 8-1/4".

On curves, the boom can swing to the side prototypically during transport. Crane tender car for supporting the boom, for storing the hooks and the support bases (stacks of ties). Counterweight car with special equipment for the transport and assembly of the counterweights. Total length over the buffers 55.0 cm / 21-5/8".





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Special Designs

46118
Snow Plow.

One-time series.

Prototype: German Federal Railroad (DB) "Klima" type Henschel snow plow.

Model: Engineer's cabs with clear view. Side plow blades can be folded. Metal ladder. Separately applied air reservoir and lines. Functional work light, can be switched off with slide switch. Length 11.7 cm / 4-19/32".



46119
Snowplow.

One-time series.

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.

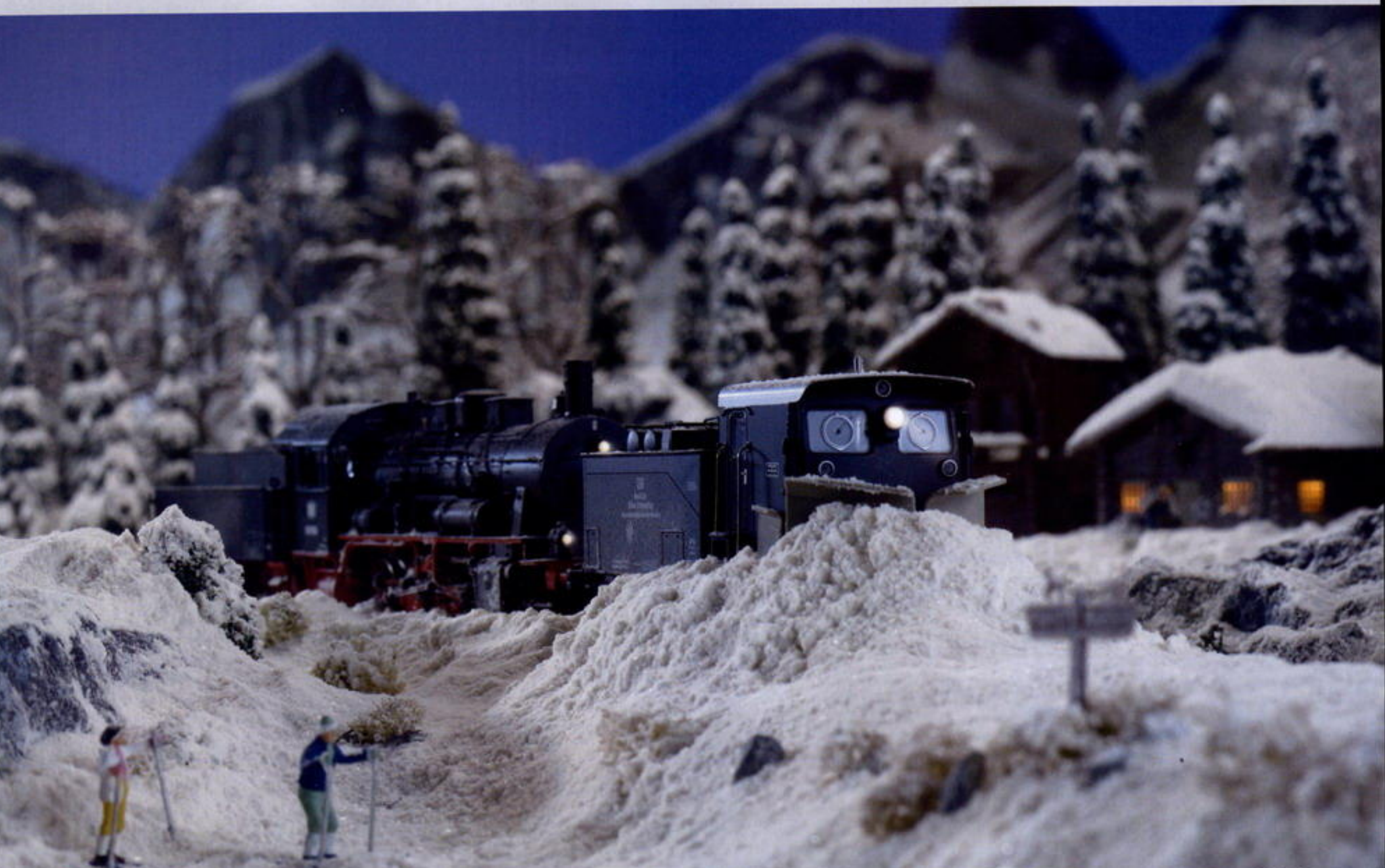
Separately applied air reservoir and lines. Work lights can be turned on with a sliding switch.

Length 11.7 cm / 4-5/8".



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.



Special Cars

48676
Heavy Duty Flat Car.

Special model for the Märklin Museum.

Prototype: German Federal Railroad (DB) type Ssym 46 flat car. Used for large vehicles and other loads up to 80 metric tons.

Model: The car comes with trucks capable of heavy loads. Suitable for transporting the trucks from the Museum Car Sets from 1991 on. Chock blocks are included included. Length over the buffers 15.2 cm / 6". DC wheel set 6 x 70 0580.

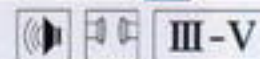


49150
Congratulations Car..

Prototype: Refrigerator car, standard model.

Model: With electronic sound effects and memory module for a personal greeting of up to 10 seconds. Can be recorded and re-recorded via a built-in microphone.

Playback via miniature speaker. Push-button control. Built-in longlife battery. Car and package with good luck symbols. Length over buffers 11.5 cm / 4-17/32".



48006
"Kaiser Brauerei"
Museum Car Set for 2006.

One-time series.

Available at the Märklin Museum.

Prototype: Type Bt 10 flat car for containers, with a brakeman's platform. Privately owned car painted and lettered for Kaiser-Brauerei W. Kumpf, Geislingen/Steige, Germany, loaded with 3 beer containers. Used on the German Federal Railroad (DB). MAN type F8 truck, loaded with a beer container that can also be used on the flat car for these containers.

Model: The car has a separately applied data sign with the lettering MÄRKLIN and Museum 2006 in a reproduction of German cursive chalk writing. Railroad car length over the buffers 11.2 cm / 4-7/16". The model of the truck is made mostly of metal with separately applied plastic parts. DC wheel set 2 x 70 0580.



**44530
Glass Tank Car.**

One-time series.

Vorbild: Privately owned car lettered and decorated for the firm Gorbatschow Wodka KG, Berlin, Germany.

Modell: Four-axle freight car frame with close couplers. Finely detailed construction with partially open car floor. Metal car sills. Real glass tank mounted in a special holder; the

tank can be filled with fluids and comes with a cork to seal it. Length over the buffers 14.3 cm / 5-5/8". DC wheel set 4 x 70 0580.



**48504
Märklin Magazin - 2004.
H0 Car of the Year.**

One-time series.

Prototype: Eanos high side gondola, European standard model. Used for transporting recycled paper.

Model: Metal insert for low center of gravity. Detailed representation of paper loading. Layout matches the series of the MM car of the year. Length over buffers 18.1 cm / 7-1/8". DC wheel set 4 x 70 0580.



**48505
Märklin Magazin Annual
H0 Car for 2005.**

Prototype: Type Post 2-t/13 flat car for postal containers.

Model: Exclusive version painted and lettered for the Märklin Magazin. The car body is in the old Märklin Magazin color of cobalt blue. The car has close couplers with a guide mechanism.

Separately applied coupler hoses and steps. 6 removable roller base containers in different colors. All of the roller base containers have reproductions of metal bands. Length over the buffers 17.0 cm / 6-11/16". DC wheel set 2 x 70 0580.



Freight Cars



48807
Swiss Freight Car Set.

Goes well with the new
36330 switch engine.

Prototype: 3 Swiss Federal Railways (SBB/CFF/FFS) freight cars. 1 type J3 boxcar, 1 type Eaos gondola, and 1 privately owned tank car for gasoline.

Model: The boxcar has sliding doors. The gondola has a load insert with a layer of real coal. The tank car has a detailed frame and separately applied platforms. Total length over the buffers 40.5 cm / 15-15/16". DC wheel sets 6 x 70 0580, 2 x 32 3760 04.



**48809
Freight Car Set.**

This car set goes well with the Eb
3/5 tank locomotive, item no. 37136.

Prototype: Swiss Federal Railways (SBB) type K3 boxcar with a brakeman's cab and type J3d. Barrel car. Privately owned car, used on the Swiss Federal Railways (SBB).

Model: Both of the boxcars have a brakeman's cab and 2 sliding doors that can be opened. The flat car has permanently mounted barrels made of real wood and many separately applied details.

All of the cars look as the prototypes did in early Era III to the end of the 1950s.
Total length over the buffers:
35.0 cm / 13-3/4".
DC wheel set 6 x 70 0580.

Freight Cars

46330
Hopper Cars.

Prototype: 2 type Falls privately owned cars painted and lettered for the Swiss firm Makies AG, Gettnau, Switzerland. Used on the Swiss Federal Railways (SBB/CFF/FFS).

Model: The cars come in an emerald green paint scheme with separately applied details. Total length over the buffers 27.2 cm / 10-11/16".



48025
Sliding Wall Boxcar.

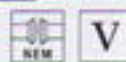
Export model for
Switzerland.

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

Model: The car frame has fish-belly side sills and separately applied details. The body comes in a metallic paint scheme.

Length over the buffers 17.9 cm / 7-1/16".

DC wheel set 2 x 70 0580.



46325
High Capacity Covered
Hopper Car.

Export model for
Switzerland/France.

Prototype: Type Uapps high capacity covered hopper car for transporting bulk food products, privately owned car painted and lettered for the firm Société des Produits Nestlé S.A., used on the French State Railways (SNCF).

Model: The car has large format advertising for "Nescafé" on the sides of the car. The car is finely constructed with many separately applied details. The car has a metal insert for a low center of gravity for smooth running.

Length over the buffers 17.1 cm / 6-3/4".

DC wheel set 4 x 70 0580.



46555

Set – 2 Tank Cars.

Export model for Austria.

Prototype: Petroleum oil cars, used on the Austrian Federal Railways (ÖBB). Design with a funnel flow tank. Privately owned car painted and lettered for the firms KVG and ÖMV.

Model: The cars have detailed, partially open frames. Separately applied details. Total length over the buffers 36.1 cm/ 14-3/16". DC wheel set 8 x 70 0580.



Freight Cars

44900

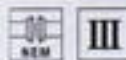
Set – 12 Freight Cars in Display.

Export model for France.

Prototype: 4 classic French State Railways (SNCF) freight cars. Type K boxcar. Type Tow high side gondola for transporting coal. Type SCw tank car. Type Qw low side car loaded with a Citroën H delivery truck.

Model: 3 of each of the 4 cars are included in the display. Each car is individually packaged.

Length over buffers for each car 11.5 cm / 4-1/2".
Total length over buffers 138.0 cm / 54-1/4".
DC wheel set 24 x 70 0580.



48449

Car Set – 2 Ore Cars.

Export model for France.

Prototype: Ore transport cars (Mineraliers), 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 8 x 70 0580.



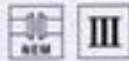
48821
French Freight Car Set.

These cars go well with the 37332 and 37886 locomotives. Additional cars to go with these locomotive are in the 46752 set.

Export model for France.

Prototype: 3 French State Railways (SNCF) boxcars. Older German types G 10 with and without brakeman's cab and Gr 20.

Model: All of the cars have sliding doors that can be opened. Brakeman's cab has metal handrails. Total length over the buffers 32.3 cm / 12-11/16". DC wheel sets 4 x 70 0580, 2 x 70 0270.



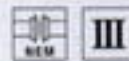
46752
Tank Car Set.

These cars go well with the 37332 and 37886 locomotives. Other cars that go well with these are in the 48821 set.

Export model for France.

Prototype: 3 French State Railways (SNCF) tank cars. Older design with brakeman's cab.

Model: Platforms and ladders separately applied. Cars come with different car numbers and lettering. Total length over the buffers 30.6 cm / 12-1/16". DC wheel set 6 x 70 0580.



Freight Cars

46322

Set with 3 Silo Cars.

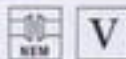
Export model for France.

Prototype: Type Uapps high capacity hopper cars for transporting grain (Cerealier), used on the French State Railways (SNCF). Standard design car with a round cross section.

Model: The cars have a metal insert for a low center of gravity and quiet running. Many separately applied details.

Total length over the buffers 51.5 cm / 20-1/4".

DC wheel set 4 x 70 0580.



46323

Grain Hopper Car Set.

1 car is modeled on a new Swiss prototype. 2 cars are in the current paint scheme for the firm Millet.

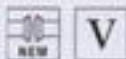
Export model for Switzerland/France.

Prototype: 3 high-capacity hopper cars for transporting grain (Cerealiers), used on the French State Railways (SNCF) and the Swiss Federal Railways (SBB/CFF/FFS). Standard design cars, privately owned.

Model: Metal insert for low center of gravity and quiet running. Many separately applied details. Cars come with different car numbers and different lettering.

Total length over the buffers 51.5 cm / 20-1/4".

DC wheel set 12 x 70 0580.



46326

High Capacity Covered Hopper Car Set.

Export model for France.

Prototype: 3 special cars for transporting grain (Ceraliers). Standard design privately owned cars, used on the French State Railways (SNCF).

Model: 3 privately owned cars painted and lettered for the firm "Sanders", used on the French State Railways (SNCF). The cars have large advertising printed on the sides. The cars are finely constructed with many separately applied details. The cars have a metal insert for a low center of gravity for smooth running. Length over the buffers 51.5 cm / 20-1/4".

DC wheel set 12 x 70 0580.





Freight Cars

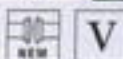
46551
Funnel Flow Tank Car Set.

Prototype: current, widely distributed car type. Goes well with the 37255 locomotive.

Export model for France.

Prototype: 2 tank cars, used on the French State Railways (SNCF). Privately owned car. European standard design with central emptying point.

Model: Detailed partially open car frame. Many separately applied details. Cars come with different car numbers and different lettering. Total length over the buffers 36.4 cm / 14-5/16". DC wheel set 8 x 70 0580.



47211
"Coil Transporter" Car Set.

Prototype: contemporary car type. Goes well with the 37255 locomotive.

Export model for France.

Prototype: 2 French State Railways (SNCF) flat cars with sliding tarp covers. Special cars for rolled steel coils.

Model: Closed tarp cover. The cars come with different car numbers. Total length over the buffers 27.8 cm / 10-15/16". DC wheel set 4 x 70 0580.



47211

47211

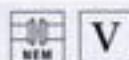
37384

46314
Set – 2 Dump Cars..
Export model for Luxembourg.

Prototype: Luxembourg State Railways (CFL) type Fcs side dump car.

Model: Finely detailed construction with many separately applied parts. The cars have a load insert with a layer of real coal.

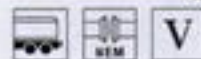
The cars have different car numbers.
Total length over the buffers 22.6 cm / 8-7/8"
DC wheel set 4 x 70 0580.



46251
Hopper Car Set.
Export model for Luxembourg.

Prototype: 2 Luxembourg State Railways (CFL) type Fals high capacity hopper cars. Version with German design Y25 trucks.

Model: Cars come with different car numbers.
Total length over the buffers 26.8 cm / 10-9/16"
DC wheel set 8 x 70 0580.



46251

46314

36853



Freight Cars

47877

Car Set – 5 Old-Timer Freight Cars.

Export model for Belgium.

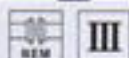
Prototype: Different car types painted and lettered for the Belgian State Railways (SNCB/NMBS).

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 6 x 70 0630,
4 x 70 0580.



46313

Dump Car Set.

Cars with realistic loads. Operating condition weathered colors. Goes well with 37270 and 37653 locomotives.

Export model for Belgium.

Prototype: Belgian State Railways (SNCB/NMBS) 3 Fc side dump cars.

Model: Finely detailed construction with many separately applied details. Separately applied chute extension. Load inserts coated with real coal. Car superstructures in weathered colors.

Total length over buffers 34.0 cm / 13-3/8".

DC wheel set 6 x 70 0580.





Freight Cars

47198
Set – 2 High Side Gondolas.

Export model for Belgium.

Prototype: Belgian State Railways (SNCB/NMBS) type Eanos gondolas.

Model: The cars have different paint schemes and car numbers. Each car is individually packaged.
Total length over the buffers
36.3 cm / 14-5/16".
DC wheel set 8 x 70 0580.



47210
"Coil Transporter" Car Set.

Export model for Belgium.

Prototype: 2 Belgian State Railways (SNCB/NMBS) flat cars with sliding tarp covers. Special cars for rolled steel coils.

Model: Closed tarp cover. The cars come with different car numbers.
Total length over the buffers
27.8 cm / 10-15/16".
DC wheel set 4 x 70 0580.



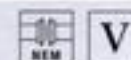


46324
Covered Hopper Car.

Export model for Belgium.

Prototype: Type Uapps high capacity hopper car for transporting grain (Cerealier), used on the Belgian State Railways (SNCB/NMBS). Standard design car privately owned.

Model: The car has a metal insert for a low center of gravity and quiet running. Many separately applied details. Length over the buffers 17,1 cm / 6-3/4". DC wheel set 4 x 70 0580.



47448
Deep Well Flat Car with Container.

Export model for Belgium.

Prototype: Belgian State Railways (SNCB/NMBS) type Sdgkms flat car. Also used to transport convertible truck trailers and semi-trailers.

Model: Metal frame, floor, and load well. Special low-riding design trucks. Many separately applied details. Load restraints are adjustable. Loaded with a model of a 40 foot container. Length over the buffers 18,9 cm / 7-7/16". DC wheel set 4 x 32 0577.



Freight Cars



© Nico Spitt

46625
Spherical Container Car.

Prototype: Dutch State Railways (NS) type Ucs. Car with 2 containers, each with 17 cubic meters / 449 gallons (34 cubic meters / 898 gallons) capacity.

Model: The car's frame has a partially open frame. The car's lines, platform, and fittings are separately applied.

Length over the buffers 10.5 cm / 4-1/8".

DC wheel set 2 x 70 0580.



46254
High Capacity Hopper Car.

Prototype: Dutch State Railways (NS) type Fals high capacity hopper car. Version with type Y25 trucks.

Model: The car has a load insert with a layer of scale sized real ballast.

Length over the buffers 13.3 cm / 5-1/4".

DC wheel set 4 x 70 0580.





46340
Set – 3 Dump Cars with Hinged Roof Hatches.

Export model for the Netherlands.

Prototype: Dutch State Railways (NS) dump cars. Version with load area that can be closed off from the elements.

Model: The cars have finely detailed construction with many separately applied parts. The hinged roof hatch is separately applied as a cover. The cars have different car numbers. Total length over the buffers 33.8 cm / 13-5/16". DC wheel set 6 x 70 0580.

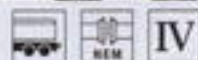


Freight Cars

48673
Heavy Duty Flat Car.

Export model for Italy.

Prototype: Italian State Railways (FS) type Sammp flat car.
Model: Loaded with steam beams. Length over the buffers 15.2 cm / 6". DC wheel set 6 x 70 0580.



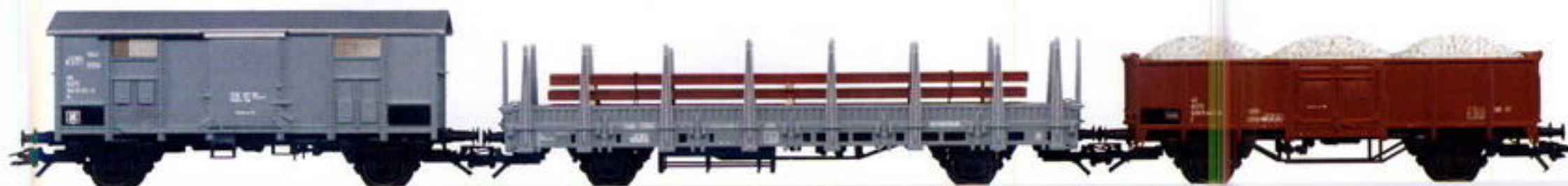
47876
Set - 3 Construction Train Cars.

Export model for Italy.

Prototype: Italian State Railways (FS) type Va boxcar, type E high-side gondola, and type Vkkm low-side car. Former freight cars. Painted and lettered for use in construction and work trains.

Model: The boxcar is made of metal and has a peaked roof. The high-side gondola comes with a load insert to represent ballast. The low-side car comes loaded with a stack of rail.

Total length over the buffers 39.0 cm / 15-1/4".
DC wheel set 6 x 70 0580.



47876

37746

47314
Freight Car Set.

Export model for
Denmark.

Prototype: 2 Danish State Railways (DSB) type Gbs boxcars. Version with built-up board walls.

Model: The cars come with different car numbers. The car bodies are weathered.

Total length over the buffers
32.5 cm / 12-13/16".

DC wheel set 4 x 70 0580.



Freight Cars

46038
Freight Car Set.

Export model for Sweden.
"150 Anniversary of the Swedish
State Railways"

This car set goes well with the
class steam freight locomotive,
item no. 37555.

Prototype: Gondola with a brake-
man's platform, type I su gondola,
and type Oe stake car with side
walls of boards and shaped stakes.
Swedish State Railways (SJ).

Model: Both of the gondolas have
load inserts with scale sized coal.
The stake car has a real load of
wood. All of the cars are painted
and lettered for Era III.

Total length over the buffers
30.7 cm / 12-1/16".
DC wheel set 6 x 70 0580.



Järnvägen
150 år



46624
Silo Container Car Set.
Export model for Sweden.

Prototype: 3 Swedish State Railways (SJ) type Ucs. Design with 2 spherical containers and 34 cubic meters / 8,983 gallons capacity.

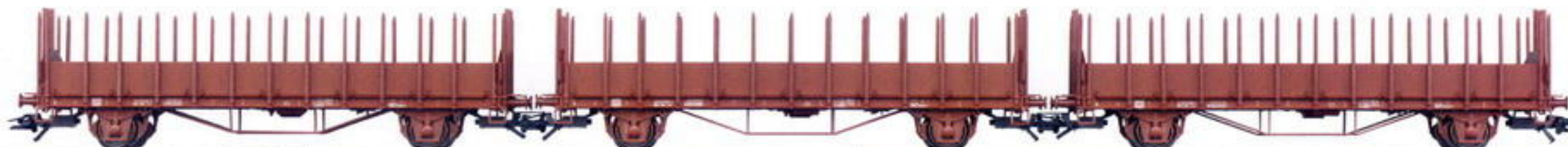
Model: Detailed partially open car frame. Piping, platform, equipment separately applied.
Total length over the buffers
31.8 cm / 12-1/2".
DC wheel set 6 x 70 0580.



47730
Set - 3 Stake Cars.
Export model for Sweden.

Prototype: Swedish State Railways (SJ) type Oms flat car with side walls and stamped stakes. General-purpose standard design car that was used for many years.

Model: The car bodies have integrated side walls. The stakes can be mounted on the car sides. The car floors have separately applied truss rods and steps. The cars have different car numbers.
Total length over the buffers
42.5 cm / 16-3/4".
DC wheel set 6 x 70 0580.



47730

36335

Freight Cars

45680

Set – 3 Refrigerator Cars.

This car set goes well with these Union Pacific (UP) locomotives: the 37991 "Big Boy" locomotive, the 37973 class 2400 "Mikado", and the 37610+49610 class 600 ALCO PA-1 double unit locomotive.

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 frames and floors. Detailed trucks with special wheel sets. The roof walks, ladders, brake system and additional details are separately applied. The cars come with different lettering. The couplers can be replaced by other makes of couplers.

Total length over the couplers
46.7 cm / 18-3/8".
DC wheel sets
12 x 32 0552 (NEM),
12 x 32 0389 (RP25).



45647

Set – 3 Boxcars.

This car set goes well with these Union Pacific (UP) locomotives: the 37991 "Big Boy" locomotive, the 37973 class 2400 "Mikado", and the 37610+49610 class 600 ALCO PA-1 double unit locomotive.

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. The cars come with different lettering. The couplers can be replaced by other types of couplers.

Total length over the couplers
46.7 cm / 18-3/8".
DC wheel sets
12 x 32 0552 (NEM),
12 x 32 0389 (RP25).



45800

Car Set – 4 Hopper Cars.

Important: The 45800 car set consists of 4 cars with different car numbers.

This car set goes well with these Union Pacific (UP) locomotives: the 37991 "Big Boy" locomotive, the 37973 class 2400 "Mikado", and the 37610+49610 class 600 ALCO PA-1 double unit locomotive.

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. The ladders and other details are separately applied. The couplers can be replaced with other makes of couplers. Length over the couplers
64,8 cm / 25-1/2".
DC wheel sets
16 x 32 0552 (NEM),
16 x 32 0389 (RP25).





Freight Cars

45652 Set – 3 Railroad Maintenance Cars.

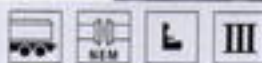
This car set goes well with these Union Pacific (UP) locomotives: the 37991 "Big Boy" locomotive, the 37973 class 2400 "Mikado", and the 37610 + 49610 class 600 ALCO PA-1 double unit locomotive.

Prototype: 2 boxcars and 1 caboose painted and lettered for the Union Pacific Railroad (U.P.). Special versions as maintenance cars for track maintenance (maintenance-of-way).

Model: Metal car floors. Detailed trucks with special wheel sets. The boxcars have sliding doors that can be opened. The caboose has interior details and platforms at both ends.

The roof walkways, ladders, brake system and other details are separately applied. The couplers can be replaced by other makes of couplers.

The cars come with different car numbers. Each car is individually packaged.
Length over the couplers
45.7 cm / 18".
DC wheel sets
12 x 32 0552 (NEM),
12 x 32 0389 (RP25).



45702 Caboose.

This caboose goes well with these Union Pacific (UP) locomotives: the 37991 "Big Boy" locomotive, the 37973 class 2400 "Mikado", and the 37610 + 49610 class 600 ALCO PA-1 double unit locomotive.

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. The roof walk, ladders and other details are separately applied. The couplers can be replaced with other makes of couplers. Length over the couplers 14.2 cm / 5-9/16".
DC wheel sets
4 x 32 0552 (NEM)
4 x 32 0389 (RP25).

45703 Caboose.

Prototype: New York Central System (NYC) series 19000 caboose. Version with walls of built-up boards.

Model: Goes with the model of the "Mikado" steam locomotive, item no. 37970. Metal frame and detailed floor. Brake layout, handrails, grab irons, and many other details separately applied. Detailed trucks with special wheels. Couplers can be replaced with other makes. Total length over the couplers is approx. 14.5 cm / 5-11/16".
DC wheel sets
4 x 32 0552 (NEM),
4 x 32 0389 (RP25).



45650

Set – 3 Boxcars.

These cars go well with the Pennsylvania Railroad (PRR) GG-1 locomotive, item no. 37490.

Prototype: Pennsylvania Railroad (PRR) type XM boxcar with single door. Version with large logo ("Herald").

Model: Car floor made of metal. Detailed trucks with special wheel sets. Sliding doors that open. Roof walkway, ladders, brake system and other details separately applied.

Couplers can be replaced by other couplers. Different road numbers. Each car is individually packaged. Total length over couplers 46.7 cm / 18-3/8".
DC wheel sets
12 x 32 0552 (NEM),
12 x 32 0389 (RP25).



45705

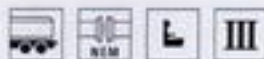
Caboose.

This caboose goes well with the 37490 Pennsylvania Railroad (PRR) GG-1 locomotive.

Prototype: Pennsylvania Railroad (PRR) type N5c caboose. Version with streamlined cupola.

Model: Metal car floor. Detailed trucks with special wheel sets. The roof walkway, brake system and other details are separately applied. The couplers can be replaced by other makes of couplers.

Length over the couplers 11.7 cm / 4-5/8".
DC wheel sets
4 x 32 0552 (NEM),
4 x 32 0389 (RP25).

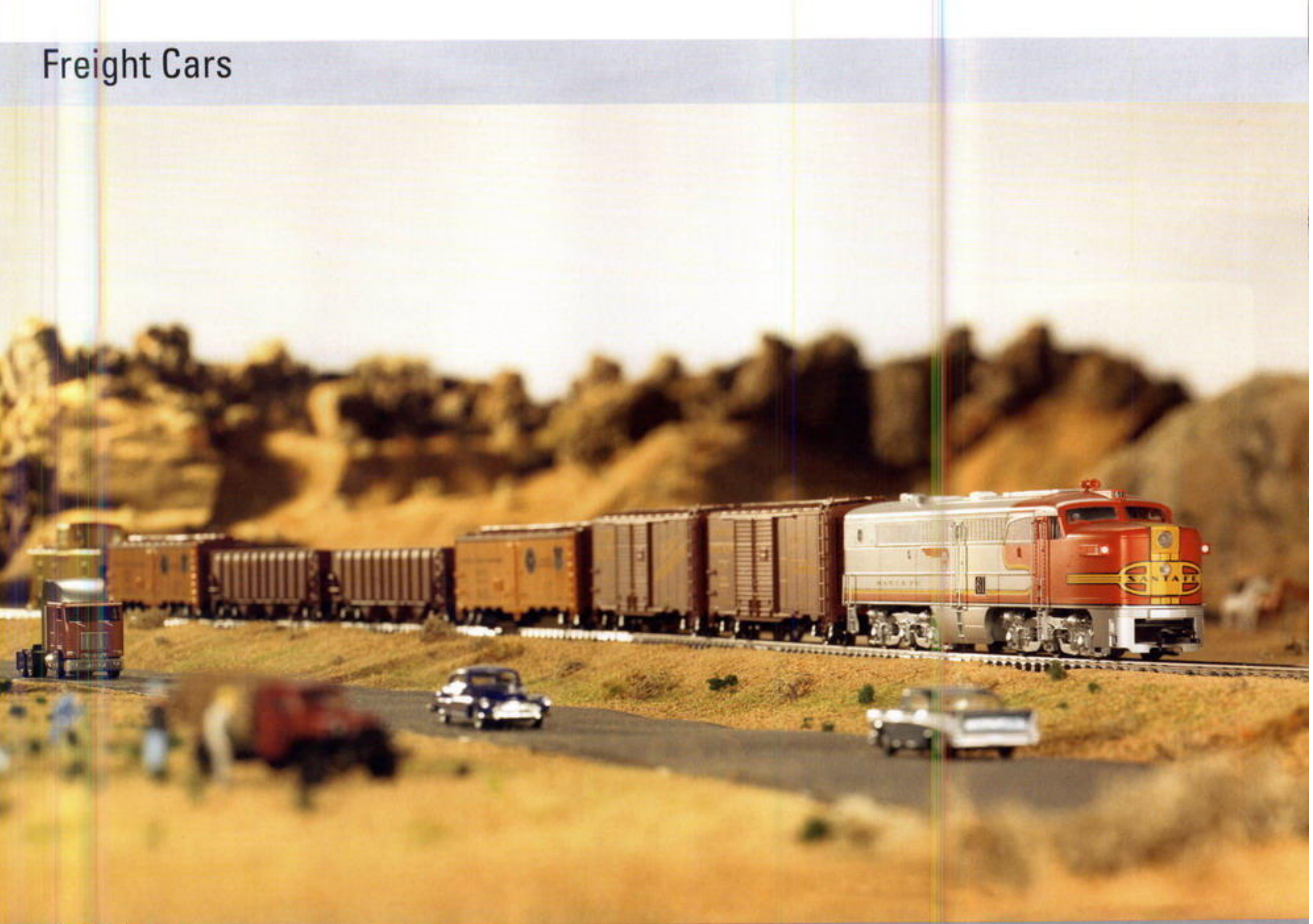


45705

45650

37490

Freight Cars



45651
Set - 3 Boxcars.

This car set goes well with the 37611 + 49611 Atchison, Topeka & Santa Fe (AT&SF)ALCO PA-1 double unit locomotive.

Prototype: Atchison, Topeka & Santa Fe (AT&SF) type XM single door boxcar. Version with train slogans and route map.

Model: Metal car floors. Detailed trucks with special wheel sets. Sliding doors that can be opened. Roof walkway, ladders, brake system and other details separately applied.

The couplers can be replaced by other makes of couplers. The cars come with different car numbers. Each car is individually packaged. Length over the couplers 46.7 cm / 18-3/8".

DC wheel sets
12 x 32 0552 (NEM),
12 x 32 0389 (RP25).



45580
Tank Car Set.

One-time series.

This car set goes well with all of our American locomotive models.

Prototype: 3 American design tank cars. American Car & Foundry (ACF) type 105A. Different versions of the dome, the platforms, and many details.

Model: Detailed metal car frame with partially open areas and with separately applied details. Detailed trucks with special wheel sets. Different lettering and car numbers.

Couplers can be replaced with other makes. Total length over the couplers is approximately 42.0 cm / 16-9/16".

DC wheel set
12 x 32 0552 (NEM),
12 x 32 0389 (RP25).



Accessories





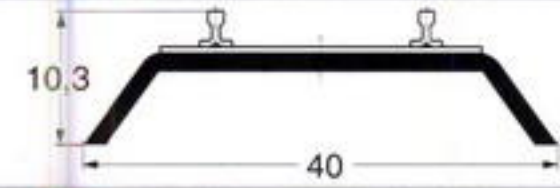
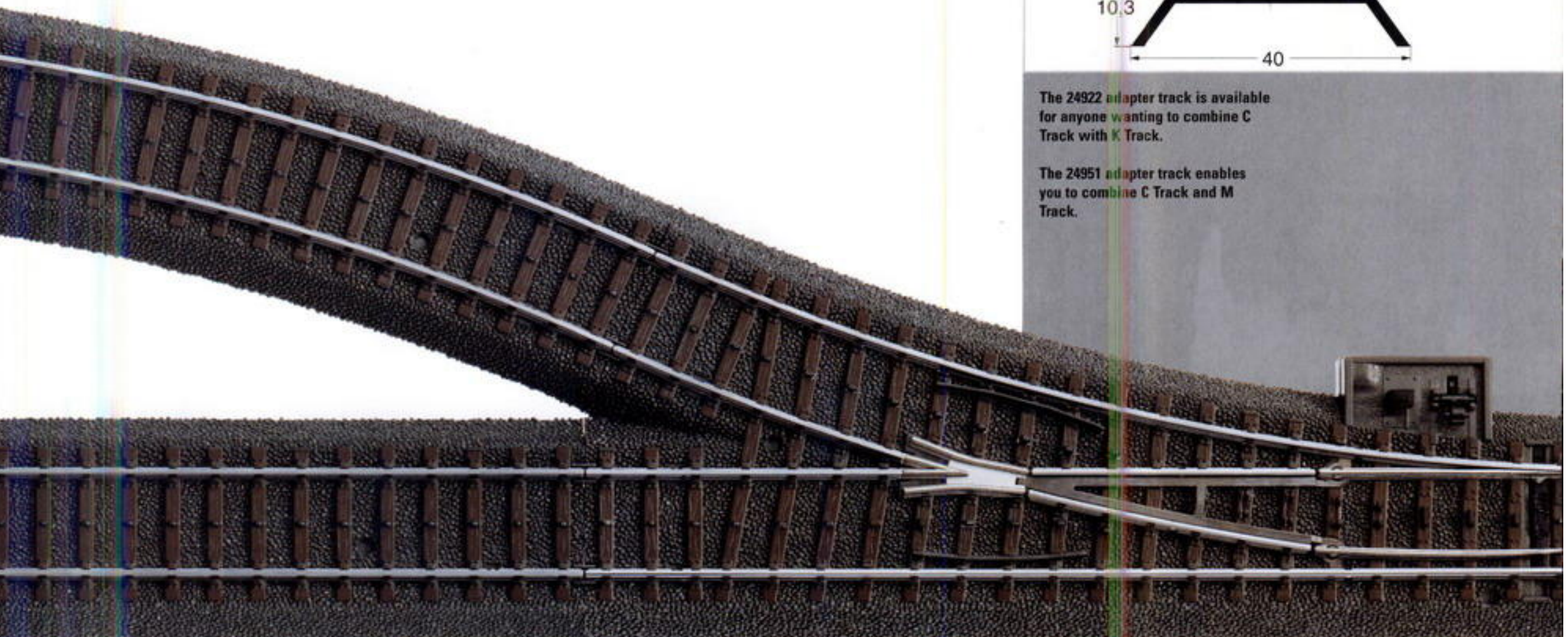
Signals are part of prototype railroad routes, and there are three versions available in the Märklin program. The classic semaphore/target signals with a mechanical mechanism, the Hobby color light signals for conventional layout operation, and the digital color light signals for the pros with an absolutely scale appearance and many functions. All of the signals can be attached to the track, and the connections for them are always easy. The technology and the way the signals work is designed for all model railroad applications, and a train control feature is standard. Trains stop in front of a signal set at red and go, when the signal aspect changes to green.

The current Märklin catenary offers more than just "strings above the track". The fine contact wires reproduce the prototype's catenary exactly. The masts can be mounted to C Track with a plug-in connection. In addition to an impressive appearance, the Märklin catenary also offers prototypical electric operation: Many electric locomotives from Märklin can take their power from the track or from the catenary, when the latter is carefully installed and connected to a power supply.

After a train's run is over, the locomotive goes to the maintenance facility. Märklin's accessory program has the individual stations for a prototypical railroad maintenance facility as working units with impressive operating possibilities: turntable, transfer table, coaling station, locomotive sheds. When these units are used together, they even offer their own layout themes. A gantry crane comes into use in a freight yard. It has miniature motors to power it and a remote controller.

Your authorized Märklin dealer has the accessory program waiting for you – all you have to do is set them up and operate them.

The Solution to an Impossible Task



The 24922 adapter track is available for anyone wanting to combine C Track with K Track.

The 24951 adapter track enables you to combine C Track and M Track.

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:

- the reliable Märklin system with stud contact center conductor
- mechanically sturdy "click" connections for fast setup and take down
- finely detailed, sturdy plastic road bed
- 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 have feeder wires connected to it
- improved geometry, requires fewer parts and adjustment sections
- adapter tracks to the M and K Track system
- realistic appearance with a low profile for the rails
- solid rails with an air space between the roadbed and the rails
- reliable operation for all Märklin H0 locomotives and cars from the mid 1950s on
- trains run very quietly on this track and the track is very reliable

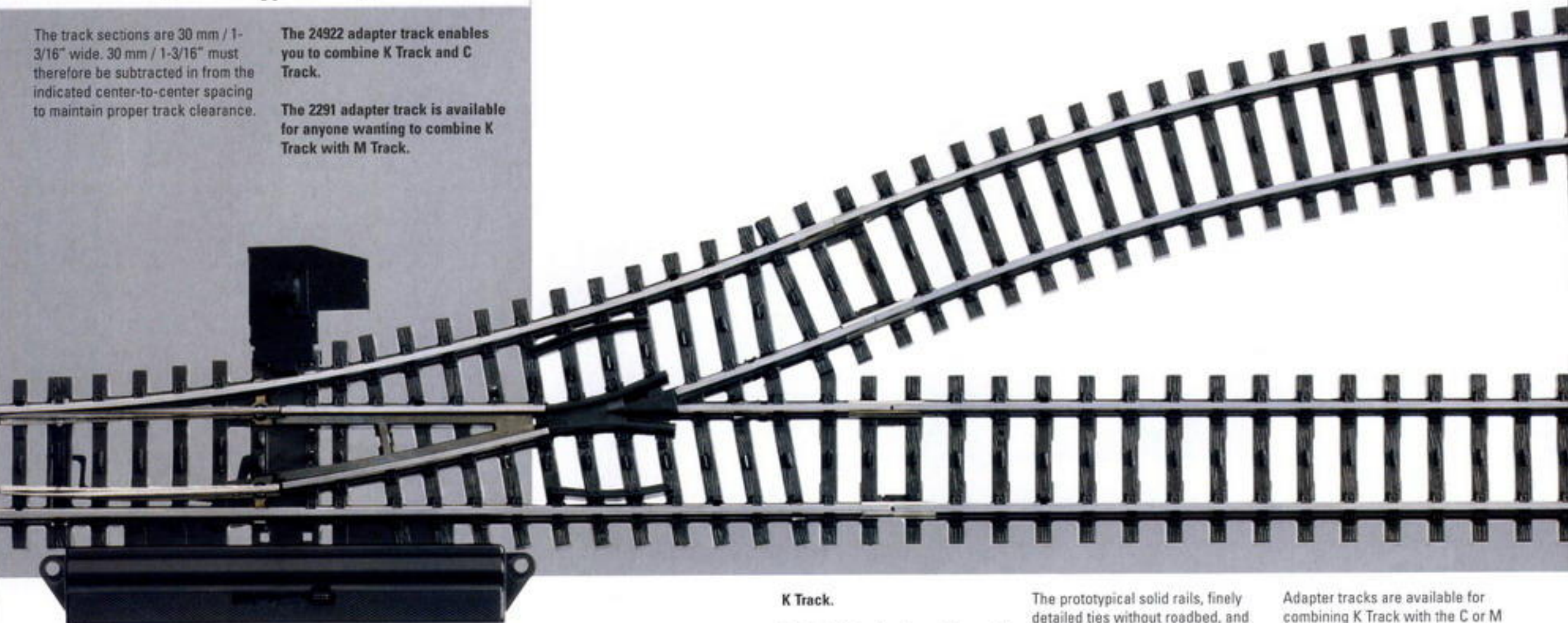
The track sections are 40 mm / 1-9/16" wide, 40 mm / 1-9/16" must therefore be subtracted in from the indicated center-to-center spacing to maintain proper track clearance.



The track sections are 30 mm / 1-3/16" wide. 30 mm / 1-3/16" must therefore be subtracted in from the indicated center-to-center spacing to maintain proper track clearance.

The 24922 adapter track enables you to combine K Track and C Track.

The 2291 adapter track is available for anyone wanting to combine K Track with M 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 gently 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 the C or M Track system.

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 and the mechanical and electrical connection is made and locked in place at the same time.

The locking connection with the “Click” holds the tracks on the layout together so that you have reliable operation and geometrically precise track joints. To separate the tracks, simply bend them against one another; the locking connection is undone. This unique plug-in connection is patented (DBP 40 33 440).

Setup in No Time at All.

Ever 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 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 solid running rails are made of very sturdy, rust-free stainless steel.

The cross section with a profile height of 2.3 mm / 3/32” (Code 90) closely corresponds to a scale rail size. The rails are prototypically mounted with an air space under the web of the rail.

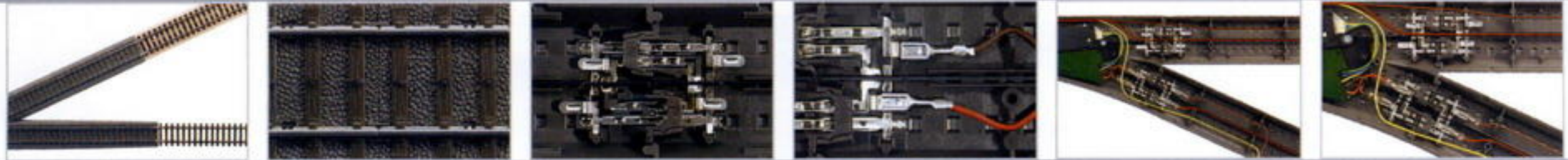
Track Roadbed with Ideal Dimensions.

The cross section for the track with its roadbed provides the proportions for a realistic track roadbed on a rail line. The full width remains preserved even at a turnout or a crossing. There is sufficient space between the tracks for catenary or signals.

The Finished Track Structure.

All C Track sections are ready to be used; they don’t require any additional handling or processing. The track structure does not have to be cut and above all it does not have to be ballasted.

The Track That Connects.



The Track with "Inner Values".

The Märklin H0 System.

Compatibility of the Märklin track systems with each other (adapter tracks to M and K Track). Reliable center conductor operation. Common ground for the running rails and accessories. Control with conventional Märklin transformers, in Delta multi-train operation, 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, consistently complete appearance. Trail joiners are not needed. The snap-together connection locks the track section together.

This keeps the track geometry for a layout in precise alignment without the need to fasten the track down.

Integrated Feeder Connections.

Instead of additional feeder tracks, with C Track every track section can be used for feeder wire connections to the layout. The feeder wire set with standard spade connectors can be plugged directly onto the contact fingers on the ends of each section of track.

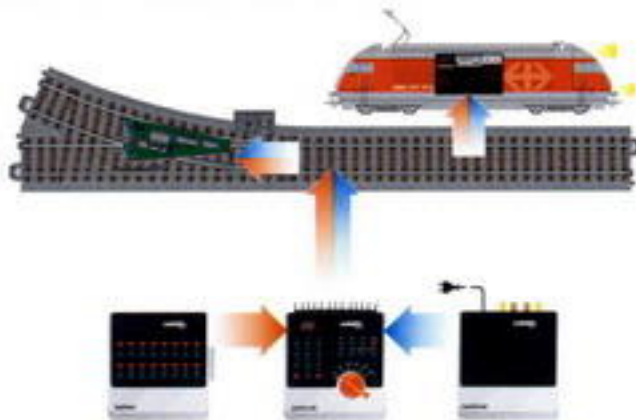
Space for All Sorts of Uses.

The roadbed for 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.

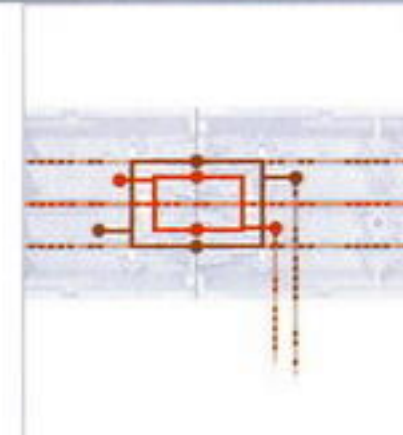
The small installation digital decoders for turnouts, signals, and other digitally controlled accessories can be installed under the roadbed.

The Track That Conducts Your Data.



Power and Data Directly in the Track.

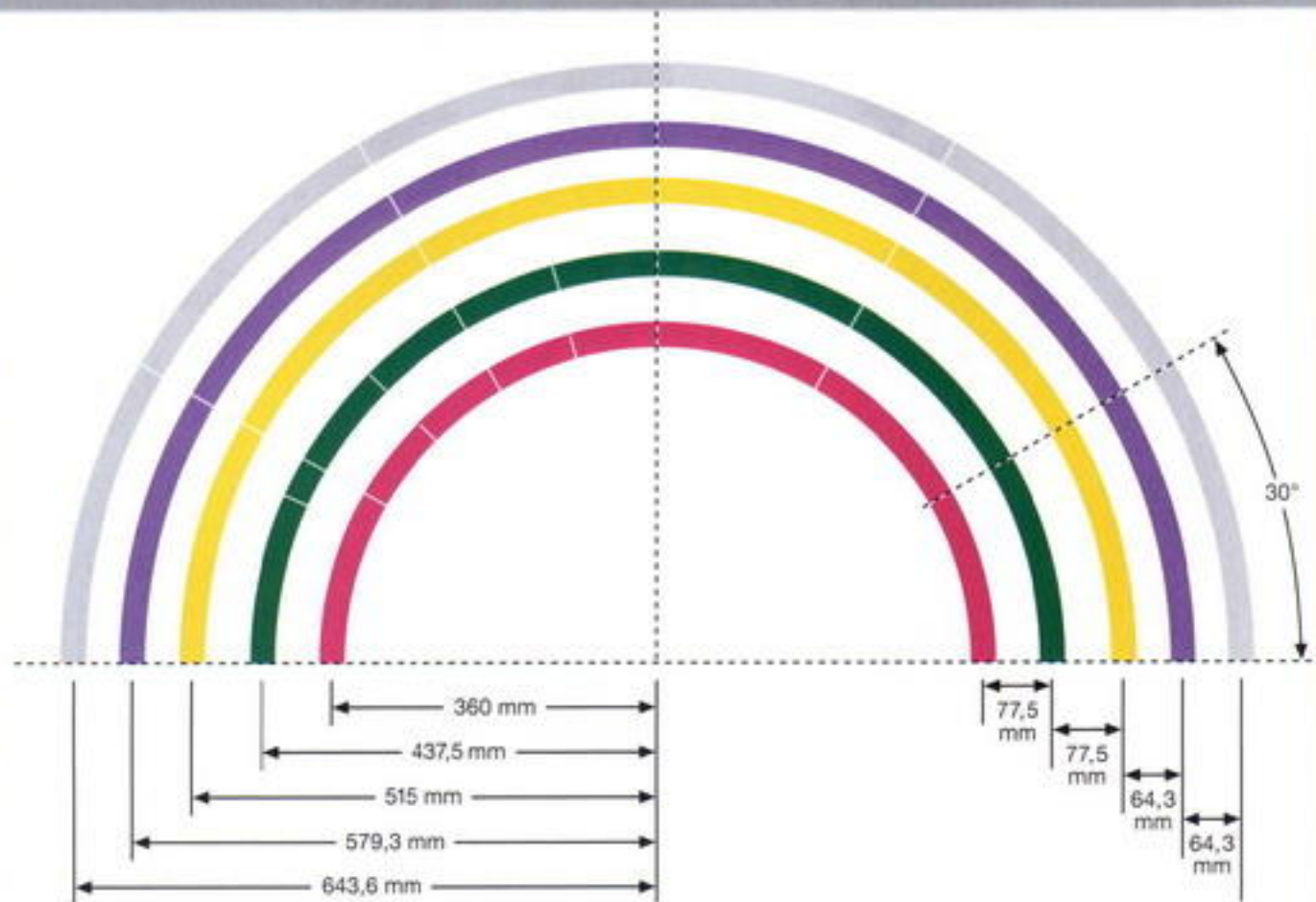
C Track is perfectly designed for the way in which the Digital system functions: The electrical power and the digital data are constantly transmitted together through the track.



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.

C Track – The Track with Easy-to-Understand Geometry



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)

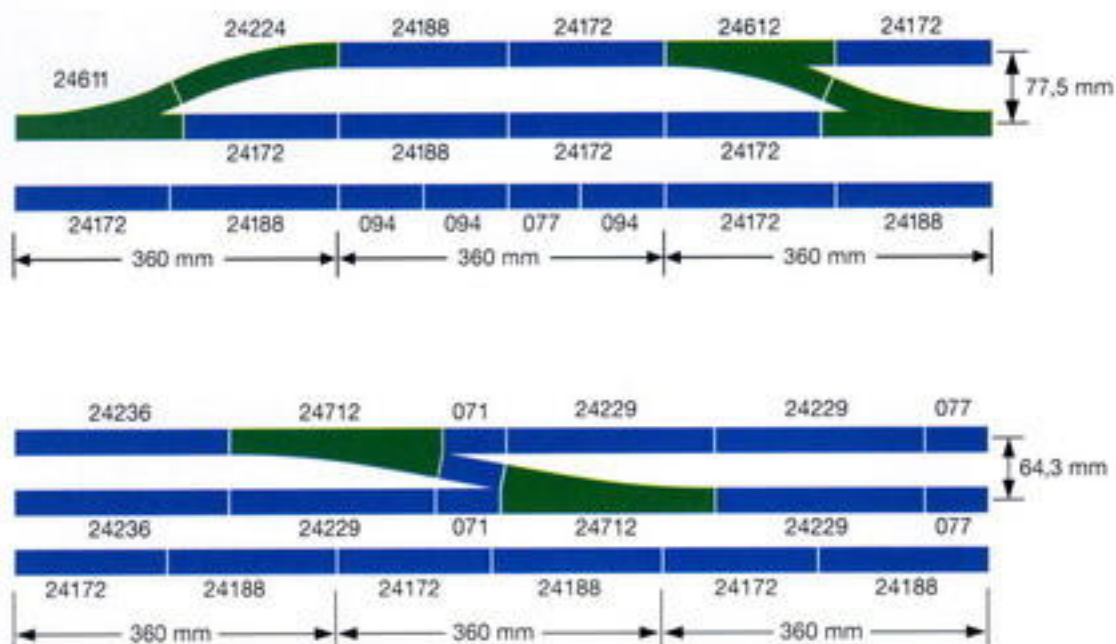
The Different C Track Curves.

The standard C Track curve has the customary radius of H0 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 spacing of 77.5 mm / 3-1/16" offers enough 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 for the first two sizes of curves (15° and 7.5°). The tracks (24.3° and 5.7°) required for turnout combinations come from the R2 parallel curve. The R4 and R5 curved track with the radii of 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 external diameters 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 C Track. This is the same in length as the length of a turnout combination and equals the length of the turnouts (188.3 mm / 7-13/32") and the length of the complementary curve (171.7 mm / 6-3/4"). Both lengths are available as straight track sections.

In addition, two partial lengths are provided: 94.2 mm / 3-11/16" (1/2 of 188.3 mm / 7-13/32") and 77.5 mm / 3-1/16" (extension of 94.2 mm / 3-11/16" to 171.7 mm / 6-3/4"). The function tracks (example: uncoupler track) are also 94.2 mm / 3-11/16" long. The second partial length is exactly the same as the parallel curve spacing (77.5 mm / 3-1/16"). The 236.1 mm / 9-5/16" long wide radius turnouts form combinations of 536.2 / 21-1/8" in length. There are other suitable lengths for this and for adding to the 360 mm / 14-3/16" basic track unit: 229.3 mm / 9", 70.8 mm / 2-13/16" and 64.3 mm / 2-9/16".

02415 Track Planning Stencil for C-Track.

For individual planning of track layouts. The most important normal geometry tracks, turnouts and intersections (radius R1, R2, and R3) are marked in 1:5 scale. The elements can be transferred to paper with a sharp pencil (a fine pencil lead 0.5 mm / 1/32" is recommended) and placed together. Representation of the track pitch line and the space required by the tracks Detailed instructions.



C x C Extension Program.

Extension sets for step-by-step expansion of a track layout from the basic set to an operating railroad.

Planning Aids.

Planning on Your Computer.
60521 Märklin 2D/3D Track Planning Software.

Advisors in Print.
07455 Track Plan Book for C Track.
07459 Track Plan Book for C Track.
188987 Märklin Magazin – C Track Special.

Straight Track



24236
Straight Track.

Length 236.1 mm / 9-5/16".
Corresponds to the length
of the wide radius turn-
outs and wide angle
crossings.



24229
Straight Track.

Length 229.3 mm / 9".
Serves as the complement
to the length of the com-
plementary curve on the
wide radius turnouts and
wide angle crossings.



24188
Straight Track.

188.3 mm / 7-13/32".



24172
Straight Track.

171.7 mm / 6-3/4".

24094
Straight Track.

94.2 mm / 3-11/16".



24077
Straight Track.

77.5 mm / 3-1/16".



24071
Straight Track.

Length 70.8 mm / 2-13/16".
Removable roadbed slope.
This track is used on both
branches of the wide
radius turnouts and wide
angle crossings.



24064
Straight Track.

Length 64.3 mm / 2-9/16".
Corresponds to the par-
allel track spacing for the
wide radius turnouts and
wide angle crossings.



Function Tracks

24951
Adapter Track to M Track.

180 mm / 7-3/32".
Enables the transition
from M Track to C Track.



24922
Adapter Track for K Track.

180 mm / 7-3/32".
Enables transition from
plastic track to C Track.



24995
Contact Track Set.

Two straight track
sections, each 94.2 mm /
3-11/16". Continuous con-
tact through wheel sets.
With insulated section of
rail for track occupation
feedback when traversed
by a train. Can be exten-
ded with regular straight
or curved track sections.



24088
Feeder Track.

For connecting a transformer and
up to 2 Mobile Stations.
Length 188.3 mm / 7-13/32".



24994
Straight Circuit Track.

Length 94.2 mm / 3-11/16".
Momentary contact by
means of a locomotive/car
pickup shoe.



24997
Uncoupler Track.

94.2 mm / 3-11/16",
electric.



24978
Track End with Bumper.

77.5 mm + 5 mm /
3-1/16" + 3/16",
with lantern.



24977
Track End with Bumper.

77.5 mm + 5 mm /
3-1/16" + 3/16".



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.



24294
Curved Circuit Track.

R2 = 437.5 mm / 17-1/4" / 15°.
Momentary contact by
means of locomotive/car
pickup shoe.



24194
Curved Circuit Track.

R1 = 360 mm / 14-3/16" / 15°.
Momentary contact by
means of locomotive/car
pickup shoe.



Curved Track



24130
Curved Track.

R1 = 360 mm / 14-3/16" / 30°.



24115
Curved Track.

R1 = 360 mm / 14-3/16" / 15°.



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°.



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 crossings.
Also suitable for use in constructing sweeping main lines.

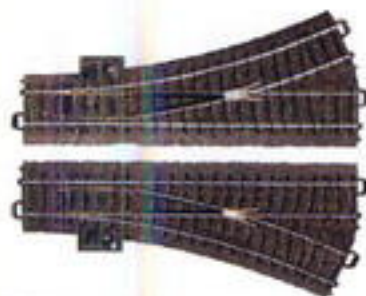


Turnouts and Crossings

24611
Left Turnout.

24612
Right Turnout.

188.3 mm / 7-13/32" / R2 = 437.5 mm / 17-1/4" / 24.3°. Manual hand lever included. 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 included. Can be retrofitted with two 74490 electric mechanisms and two 74470 turnout lanterns. Digital operation possible with 60830 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".



Manual hand lever included. Can be retrofitted with the 74490 turnout mechanism, 74460 digital decoder and 74470 turnout lanterns.

24640
Crossing.

188.3 mm / 7-13/32" / 24.3°.



24624
Double Slip Switch.

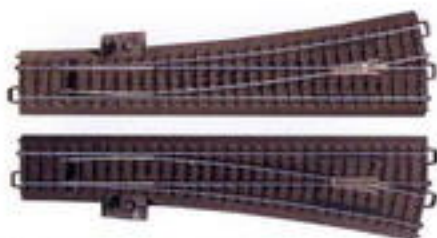
188.3 mm / 7-13/32" / 24.3°. Comes with electric mechanism and lighted double slip switch lantern. Can be retrofitted with 74460 digital decoder.



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. Manual hand lever included. Can be retrofitted with 74490 electric turnout motor, 74470 turnout lantern, and 74460 turnout decoder.

24740
Wide Angle Crossing.

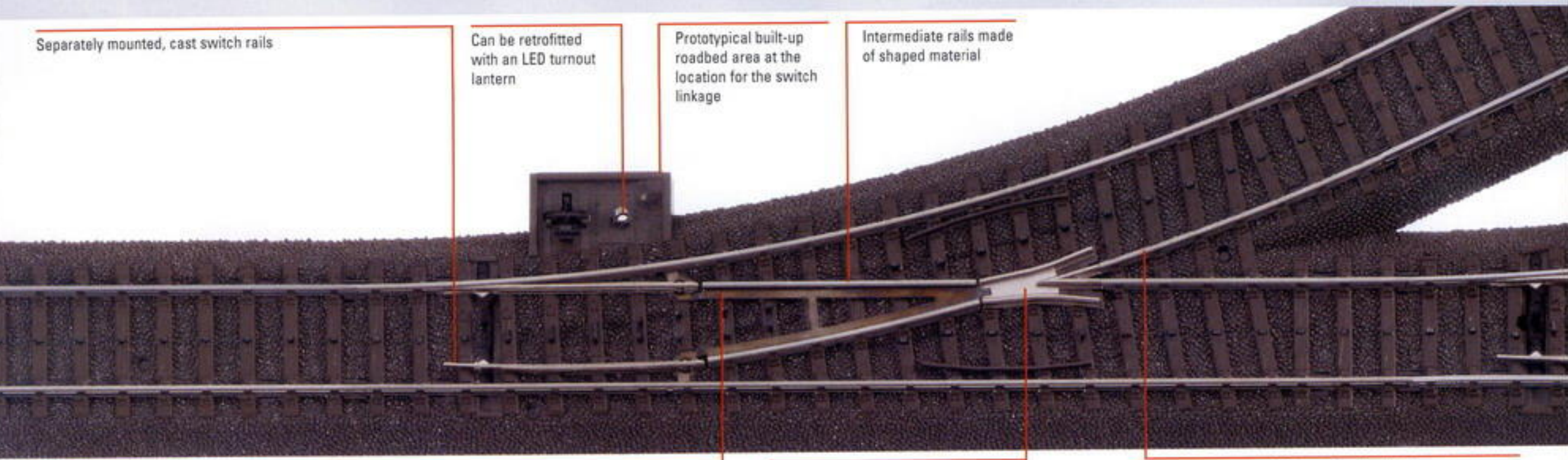
Length 236.1 mm / 9-5/16". Crossing angle 12.1°. Crossing legs electrically isolated from each other. 4 sections of 24071 track are required at the ends of the crossing (not included with 24740). 2 suitable roadbed fill-in pieces included.



24649
Crossing.

103.3 mm / 4-1/16". 48.6°. For double crossovers or intersecting parallel routes.





Separately mounted, cast switch rails

Can be retrofitted with an LED turnout lantern

Prototypical built-up roadbed area at the location for the switch linkage

Intermediate rails made of shaped material

Continuous electrical contact from the switch rails to the frog

Inset metal frog 16°

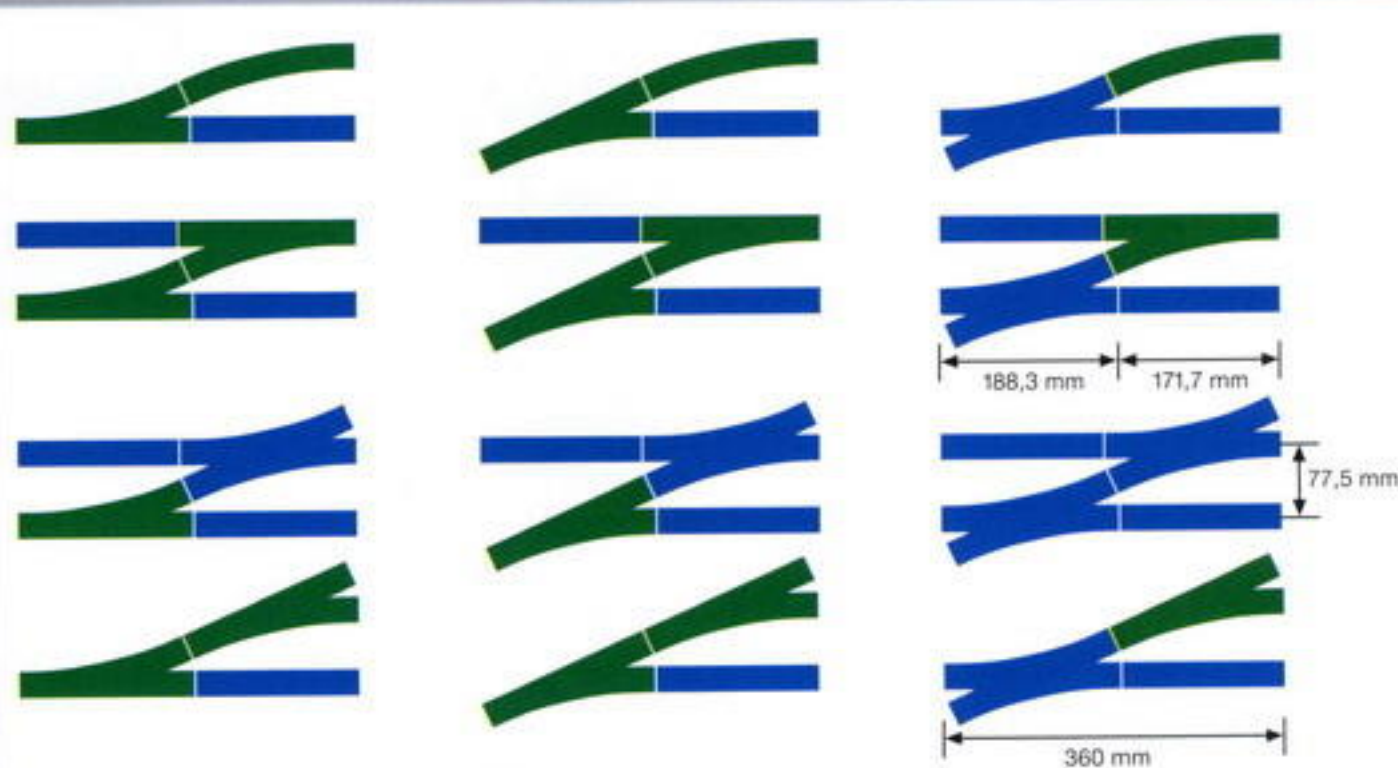
Turnout curve as a 24.3° section of a circle, radius 437.5 mm / 17-1/4"

The Geometry for Turnouts and Crossings.

The turnouts and crossings in compact C Track program has the same length (188.3 mm / 7-13/32"), 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 replaced them with crossings or double slip switches without having to make changes to the rest of the track layout.

Right and left crossing are identical and do not require any additional extension sections on the diagonal side. This means a smaller number of track sections compared to M Track.

The length of the complementary curves is counterbalanced in all combinations with the same straight track (171.7 mm / 6-3/4"). Additional special adjustment sections are not needed.

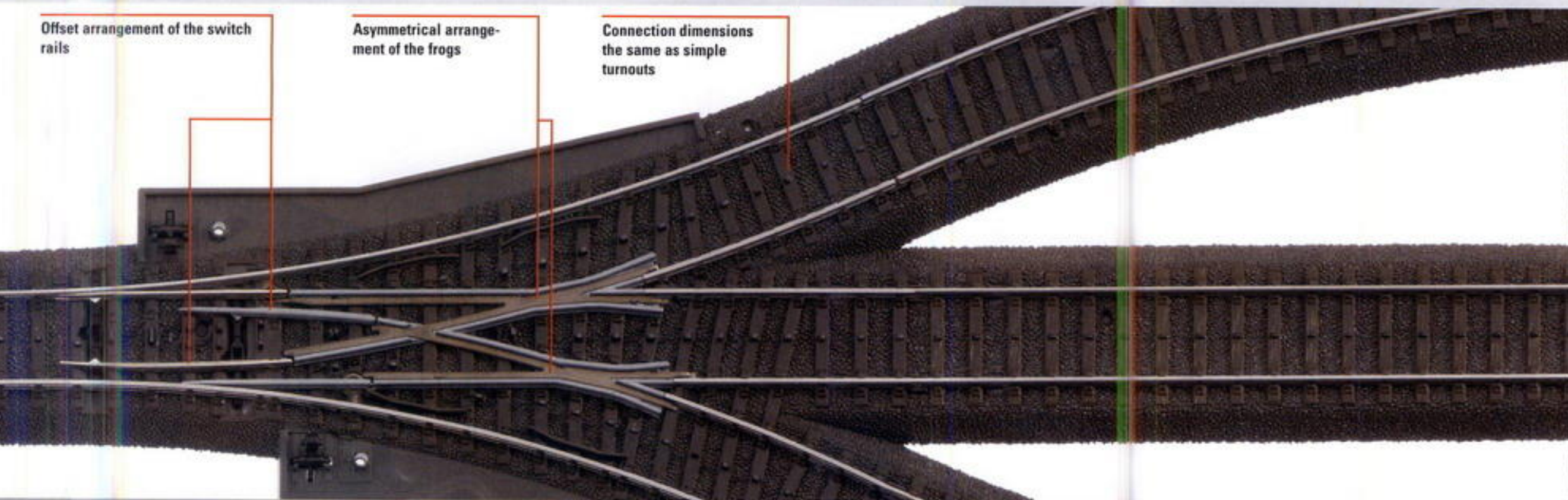


Turnouts and Crossings

Offset arrangement of the switch rails

Asymmetrical arrangement of the frogs

Connection dimensions the same as simple turnouts

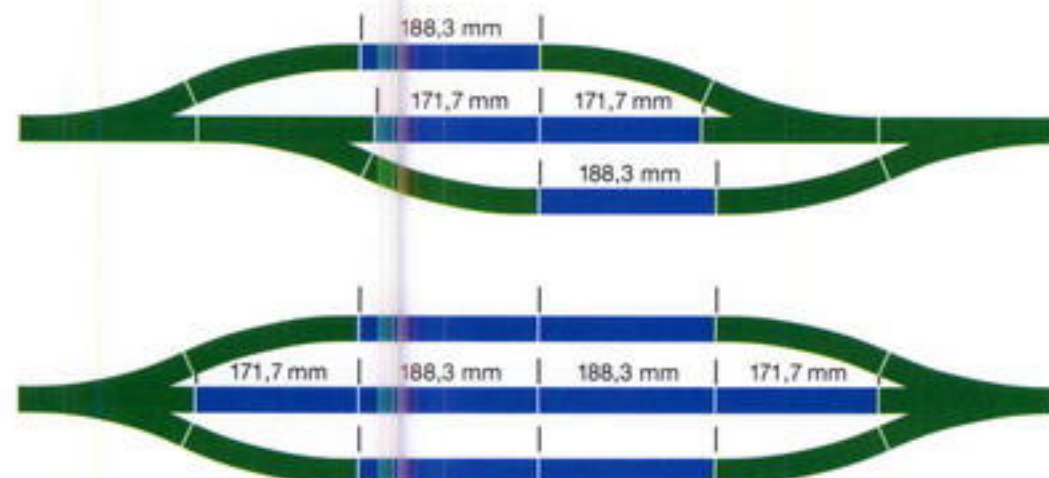
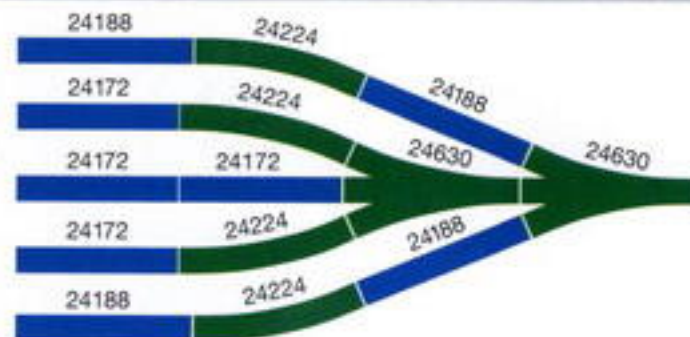
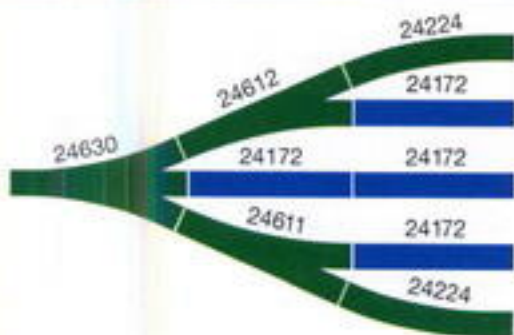


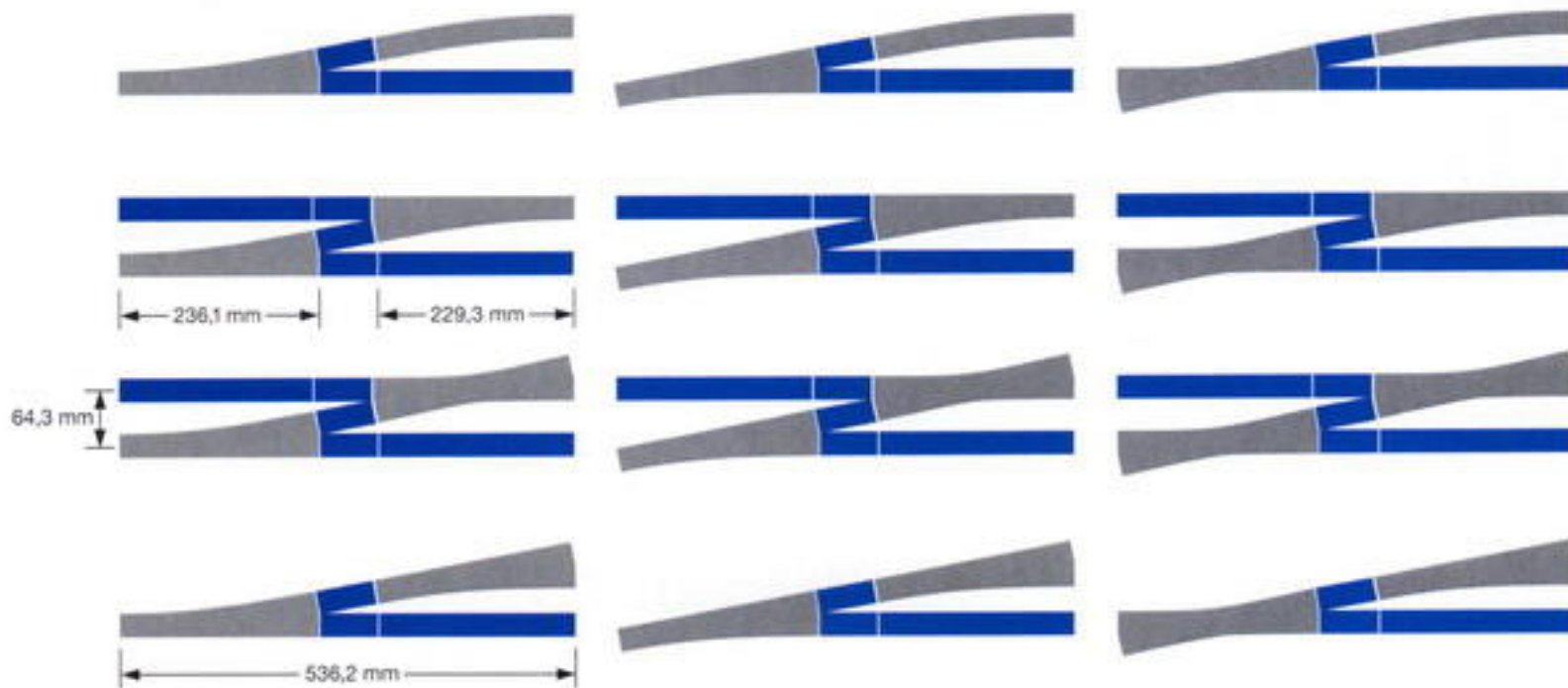
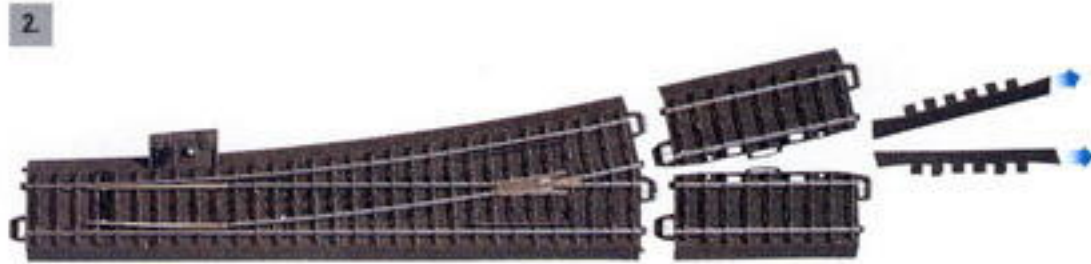
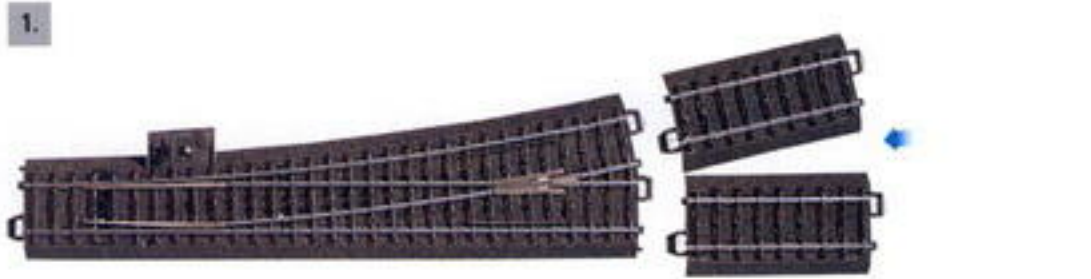
Three Paths Save Space.

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 on both sides of the track and guarantee a high level of operating reliability in all directions.

The three-way turnout has two independent manual hand levers, which corresponds to the design of the three-way turnout as a "double turnout". These manual hand levers can be augmented with two 74990 electric turnout mechanisms and a pair of 74470 lanterns.





The Wide Radius Turnouts for C Track.

The purposeful further development of the C Track program is also giving the demanding model railroader generous track geometry for a prototypical appearance.

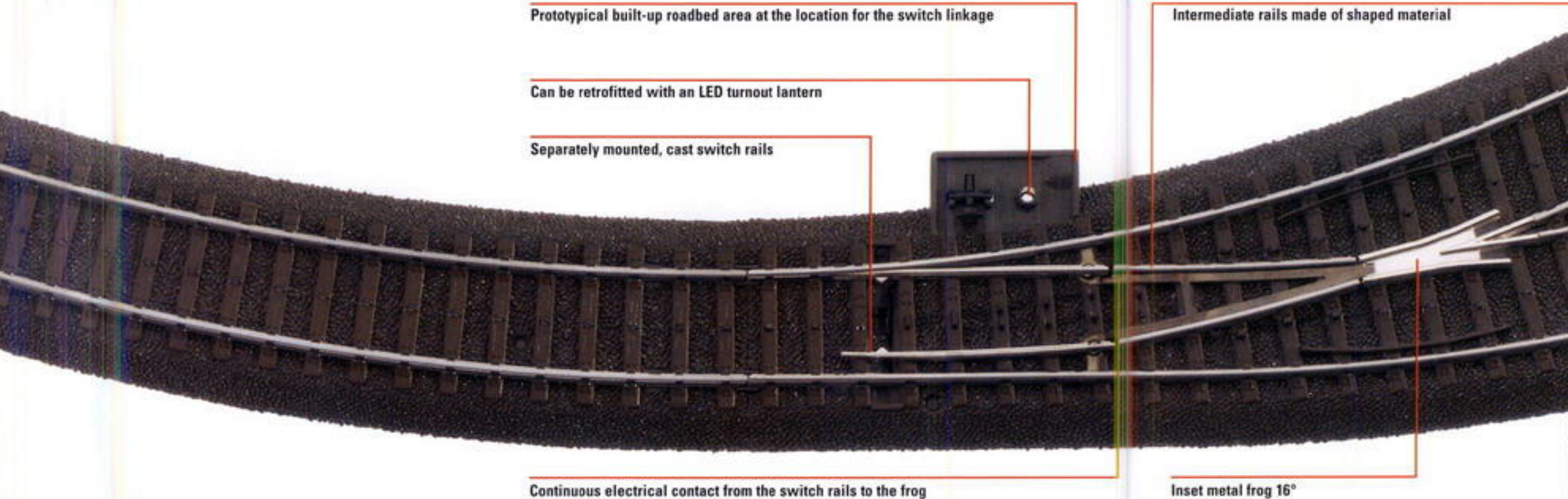
The specifics about the wide radius turnouts can be seen below:

- turnout length 236.1 mm / 9-5/16"
- branch track radius 1114.6 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 area also symmetrically arranged; 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 manual hand levers and can be retrofitted with electric turnout motors, decoders, and turnout lanterns.

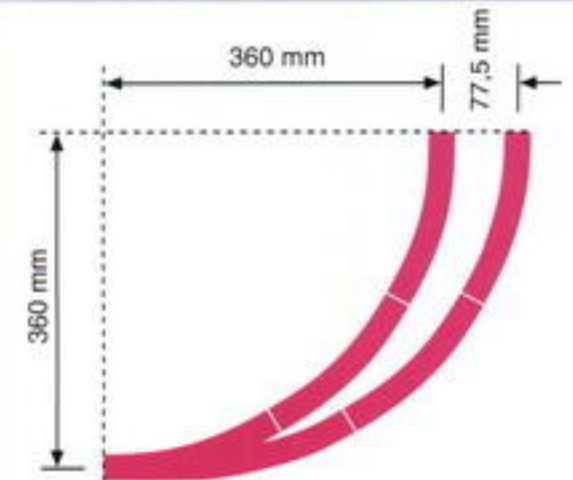
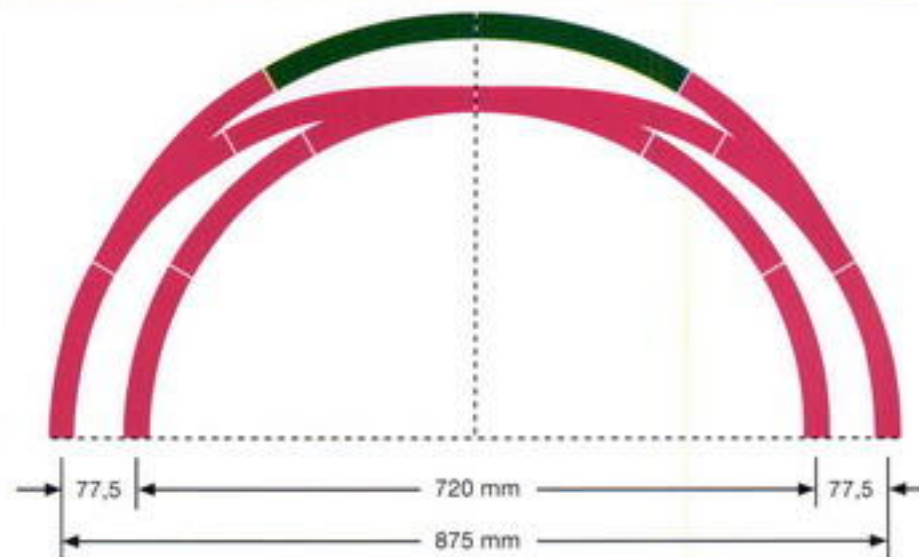
Curved Turnouts



Curved Turnouts with Round Geometry.

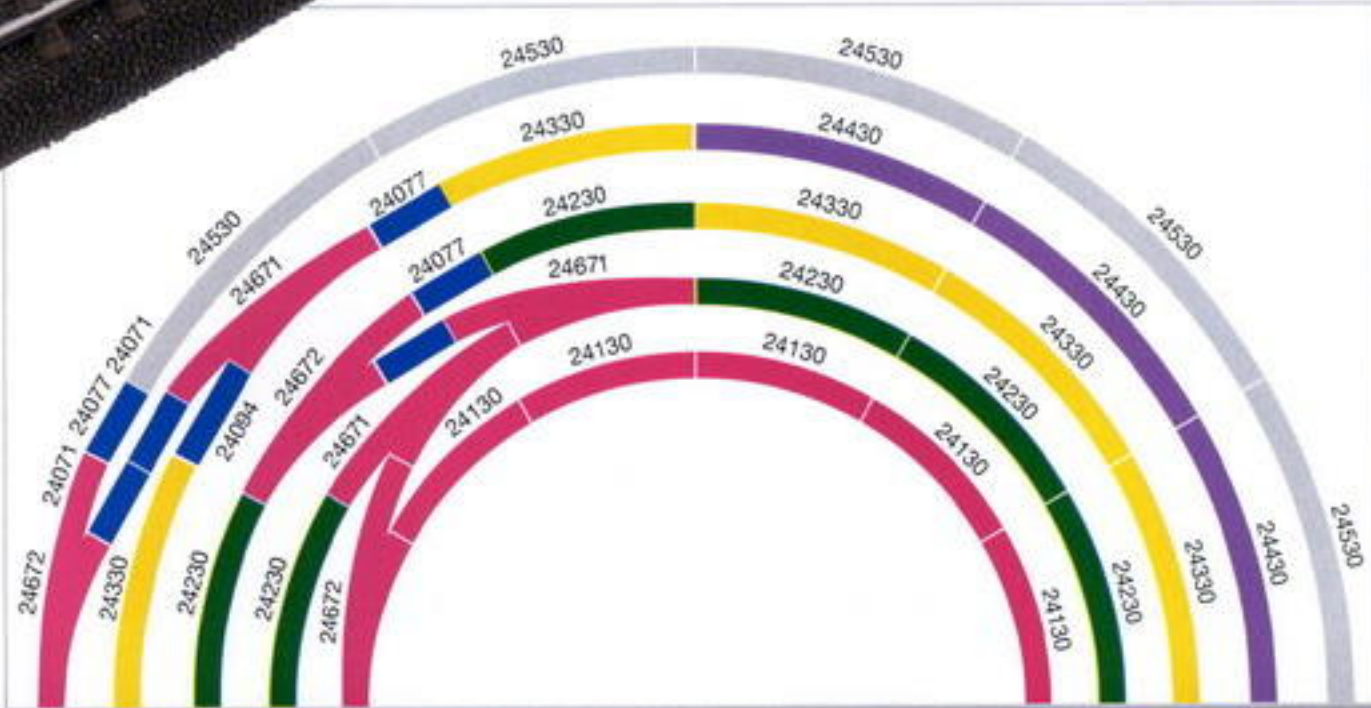
The curved turnouts consist of two offset 30° curved sections from Radius 1, and the main branch of the turnout is extended in length by 77.5 mm / 3-1/16". This means that the same turnout geometry can be used in the standard R1 curve as in the R2 parallel curve. Sidings with a parallel track spacing 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 on curves and gains length in the straight areas of the layout.



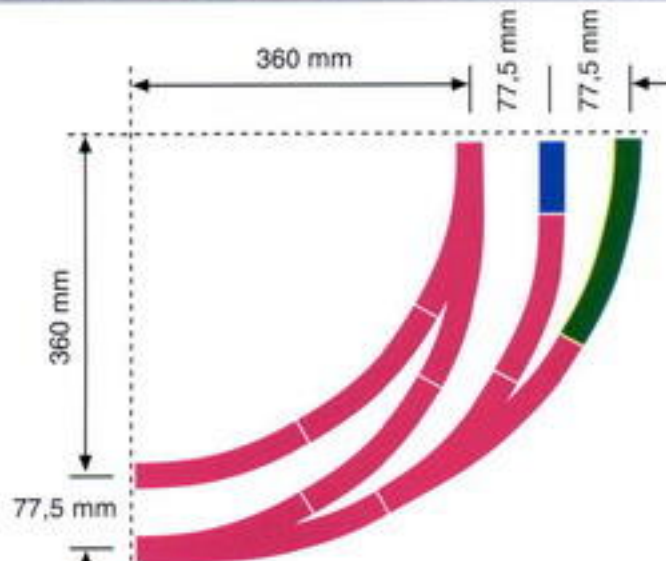
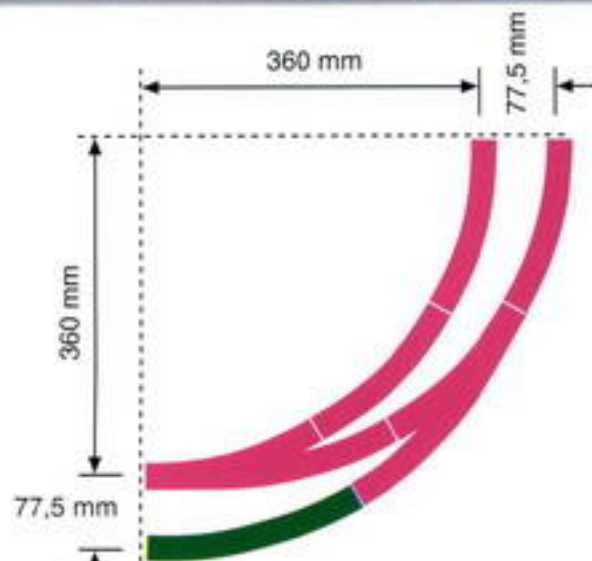
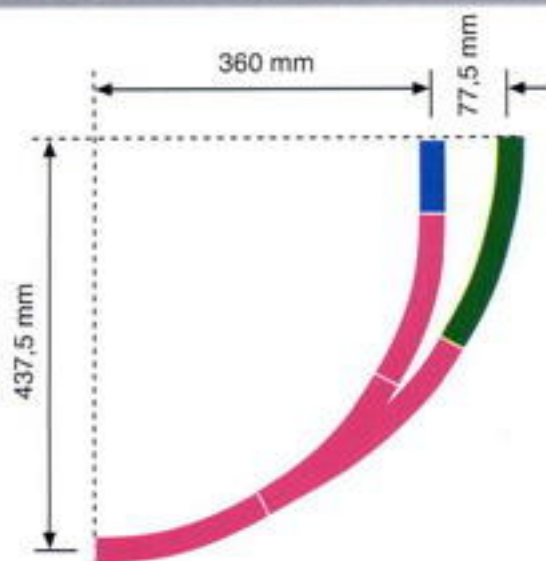


Turnout curve as a 30° section of a circle, radius 360 mm / 14-3/16"



Curved Turnouts on All Curves.

With the universal curved turnouts even two-track or three-track connections can be set up for the larger 24330 parallel curve. The roadbeds for the curved turnouts are cut out accordingly. Even the transition between the two large 24430 and 24530 curves is possible with practical and suitable connection dimensions. Since the elasticity of the roadbed is fully utilized with the inserted straight tracks, we recommend using these combinations on permanently mounted layouts.



Turnout 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.



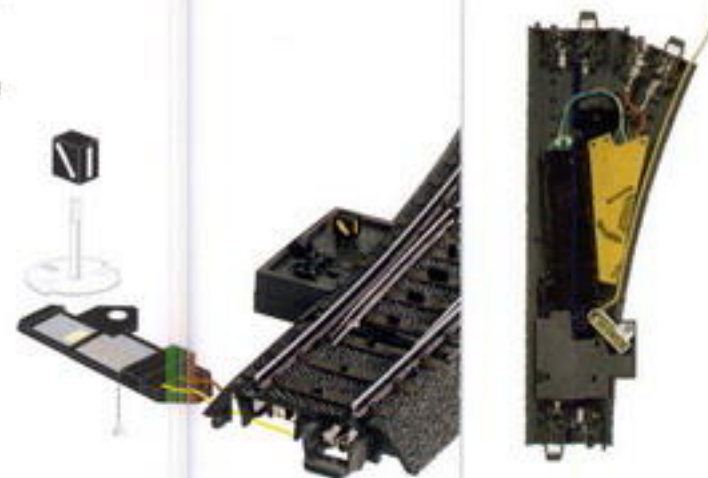
74470 Turnout Lantern Kit.

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.

Turnout lanterns with LED lights.

All of the C Track turnouts, with manual hand levers or electric turnout mechanisms, conventionally or digitally controlled, can be equipped with lighted turnout lanterns. The installation procedure is simple; the light insert also fits into the permanent lantern on the double slip switch. Maintenance-free miniature LED's make it possible to have a scale size for the lanterns.

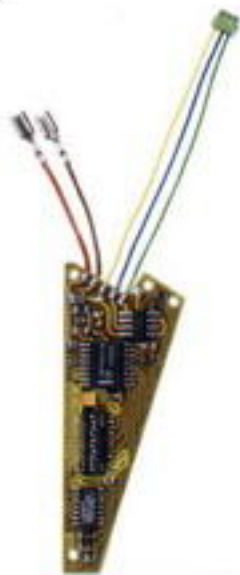
Note: A permanent lantern with prototypical lighting is already built into the 24624 double slip switch.



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.

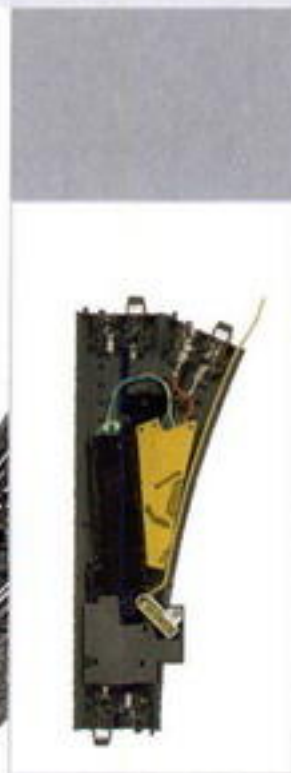
Tip: The 24630 three-way turnout uses 2 of the no. 74490 electric mechanism, and a 6083 digital decoder installed outside of this turnout must be used to convert it to digital operation.



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 7271/72710 control box. 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.



Electric Accessories

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 interference suppression 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.

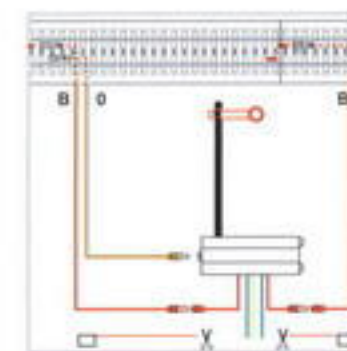
74042 Supplemental Feeder Wire Set.

Red and brown feeder wires with spade connectors at both ends, for C Track.
Length 2 meters / 78-3/4".



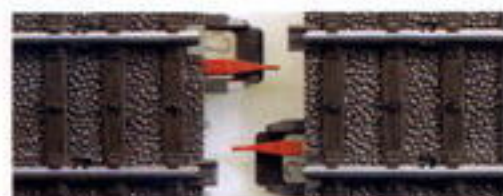
74043 Signal Feeder Wire Set for C Track.

For older light signals (item no. 7239 to item no. 7242) and semaphores (item no. 7039 to item no. 7042), that are equipped for K Track or M Track. Includes insulation, connecting cable, and connections for one signal section.



74030 Center Rail Insulators.

To separate power circuits or signal blocks.
8 pieces for 4 insulation points.



74990 Track Screws.

For mounting C Track. 1.6 x 13 mm / 1/16" x 1/2" with cross point head.
Contents 200 pieces.



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.



7555 Switch Contact.

For use at a suitable point in K Tracks or in C Tracks. The switch contact (reed contact) triggers a pulse when a vehicle with floor-mounted switch magnet passes by. Potential-free connection.
Switching current to 2 A.
Length 38 mm / 1-1/2".

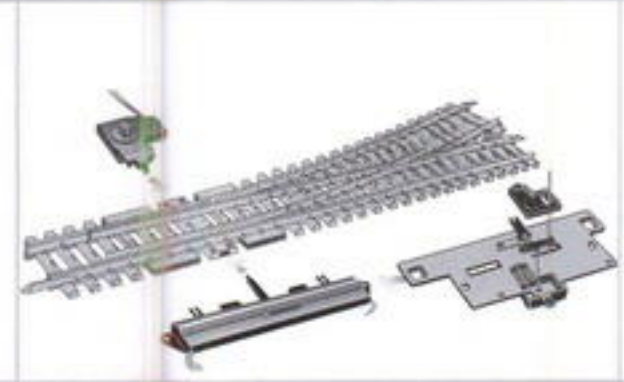


K Track - The Track with Many Possibilities

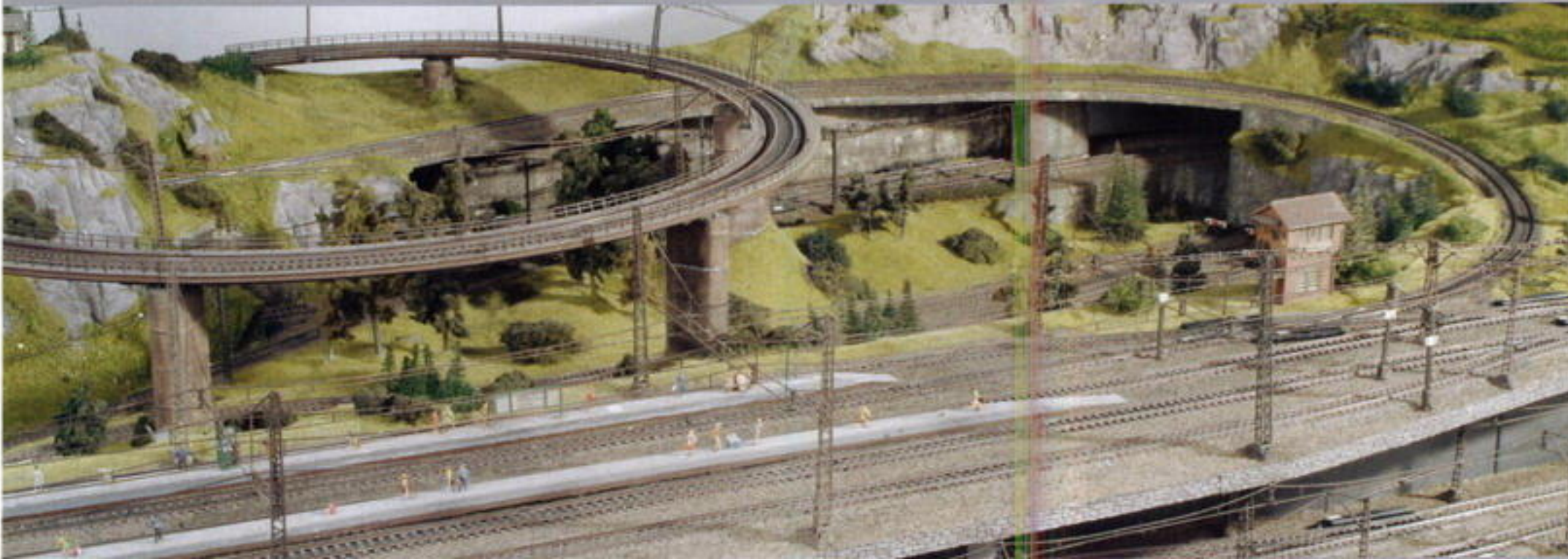
The compact turnout program offers a lot of action in a small area - the wide radius turnout program and flex track enable sweeping rail lines.

The flat track work is ideal for extended multi-track station layouts on the same level.

The mechanical hardware for the turnouts can be placed in a variety of ways: plug-in electric turnout mechanisms, below-the-baseboard installation, plug-in turnout lanterns.



The extensive geometry and the large selection of track elements offers all sorts of layout possibilities.



Custom design possibilities for a rail line's roadbed:

- rational: a pre-made hard foam roadbed with a layer of ballast applied to it is available at your local dealer.
- fast: track laid flat on a built-up bed processed in advance.
- professional: real ballasting with scale sized granules from your local dealer, put down with a suitable adhesive.

Important:

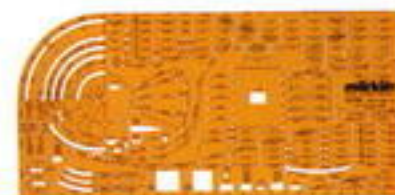
Use a standard, ph-neutral wood glue for "wet" ballasting. Glues with special characteristics such as "water resistant", "fast drying", etc. can contain additives that attack the metal parts of the track.

Movable parts on turnouts, circuit tracks, etc. must be kept free of glue and granulate particles.



**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.



Planning Aids

Track Planning on Your Computer.
60521 Märklin 2D/3D Track Planning Software.

Advisors in Print.
07450 KOMBI Step-by-Step. For model railroading with K Track.

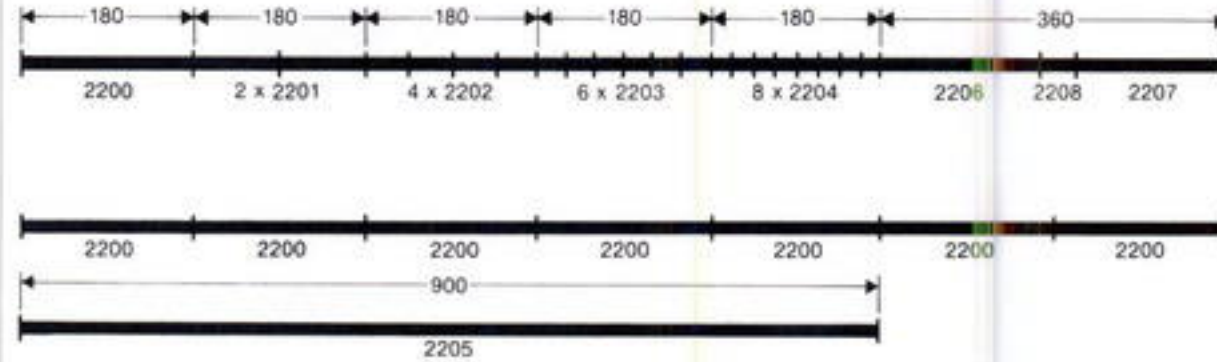
07455 Track Plan Book for C Track. (with track plans for K Track).

07459 Track Plan Book for C Track. (with track plans for K Track).

Straight Track

The K Track geometry starts with the basic unit of 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 odd lengths in combination with turnouts and crossings and to supplement the standard track length.

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.



Comparison of K Track Lengths.

2201
Straight Track.

Length 1/2 = 90 mm / 3-9/16".



2207
Straight Track.

Length 156 mm / 6-1/8".



2206
Straight Track.

Length 168.9 mm / 6-5/8". Same in length as 2262, 2263, 2265 and 2266 turnouts.



2200
Straight Track.

Length 1/1 = 180 mm / 7-3/32" (standard length).



2291
Adapter Track for M Track.

Length 1/1 = 180 mm / 7-3/32". Facilitates transition from K to M track.



2209
Straight Track.

Length 217.9 mm / 8-9/16".



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".



Function Tracks

Feeder Tracks.

Feeder track conduct power to the center conductor and from the running rails. Feeder tracks or 7500 and 7504 feeder terminals should be installed about every 2 meters or approximately 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 an interference suppression capacitor should be used in each track power circuit (these feeder tracks are not used with Delta and Digital operation).



2292
Straight Feeder Track.

Length 1/1 = 180 mm / 7-3/32". 2 feeder wires.
Built-in capacitor for interference suppression.



2290
Straight Feeder Track.

Length 1/1 = 180 mm / 7-3/32". 2 feeder wires.
Also for Delta and Digital.

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.



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 activate different circuit switching functions independently in both directions of travel.



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.



2299
Straight Circuit Track.

Length 1/2 = 90 mm / 3-9/16".
Momentary contact with locomotive/car pickup shoe.

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 in the uncoupler track can be operated from the 7272/72720 control box or with the manual hand lever on the side of the track.



2297
Straight Uncoupler Track.

Has solenoid mechanism.
Length 1/2 = 90 mm / 3-9/16". 2 wires for connections.

Contact Tracks.

An electrically 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 areas can be lengthened with straight and curved track sections.



2295
Contact Track Set.

Length 2 x 1/2 = 2 x 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.

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°.



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 track-
age. Cannot be used for
long locomotives and cars.



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°.



2234
Curved Track.

Length 1/4 = 7° 30'.



2235
Curved Track.

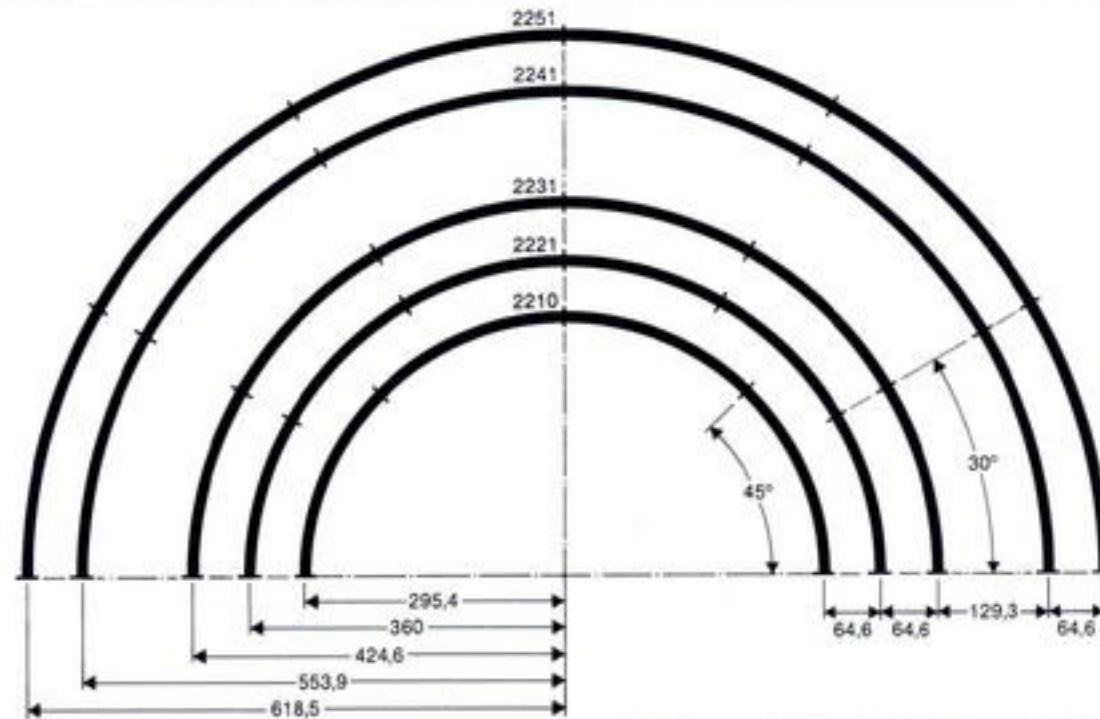
Length 1/8 = 3° 45'.



- 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 section of track for 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.



Large Curve I. Radius 553.9 mm / 21-13/16"

Large Curve II. Radius 618.5 mm / 24-3/8"

2241 Curved Track.

Length 1/1 = 30°.



2251 Curved Track.

Length 1/1 = 30°.



2274 Curved Track.

Length 14° 26'.
Complementary curve for 2272/2273 turnout.



Turnouts and Crossings

All of the turnouts shown are laid out for a standard parallel track spacing of 64.6 mm / 2-9/16". This short design saves space for yard tracks. All of the turnouts and crossings are interchangeable.

They can be installed either straight or on the diagonal without altering the track spacing or the length of the rail line. The turnouts are equipped with sprung switch rails, 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 72710 or 72720 control boxes, the 2229, 2239 and 2299 circuit tracks, or the 7555 reed switch.

The 72710 control box enables automatic feedback of the setting for the 2260, 2262, 2263, 2268, and 2269 (new versions) turnouts.

All of these turnouts can be used in the Märklin Digital system.

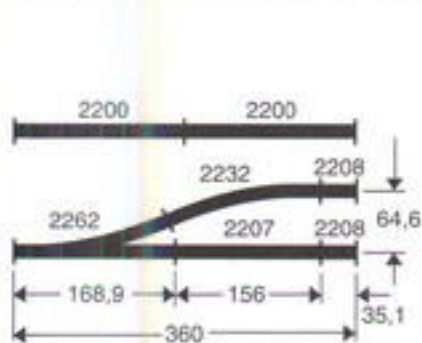
2262
Left Turnout. (2261 L).

2263
Right Turnout. (2261 R).

With detachable solenoid mechanism (7549).
Turnout branch 22° 30'. Branch same as 2232.
Length of straight side 168.9 mm / 6-5/8".



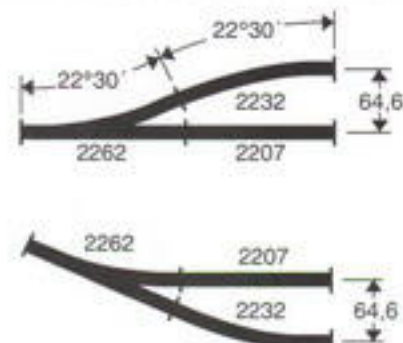
Turnouts for Standard Curve II



2265
Left Turnout. (2264 L).

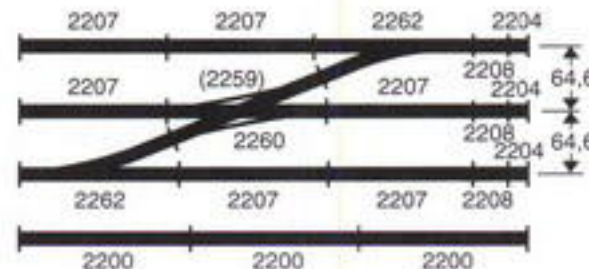
2266
Right Turnout. (2264 R).

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".



Crossings for Standard Curve II



Wide Radius Turnouts and Crossings.

The wide radius turnouts and crossings with an angle of 14° 26' and a parallel track spacing of 57 mm / 2-1/4" enables the elegant, sweeping track routes desired by discerning model railroaders.

The manual hand lever on the turnouts and on the double slip switch can be mounted on the right or the left and can easily be replaced by the 7549 electric turnout mechanism.

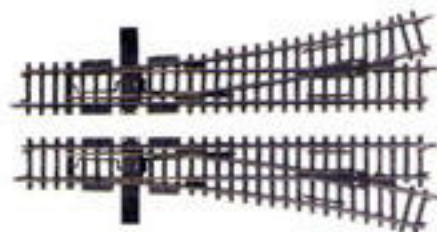
The 22715, 22716 turnouts are set up with conventional guard rails.

The 2275 double slip switch offers four different paths by means of switch rails that can be set individually.

**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° 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° 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.



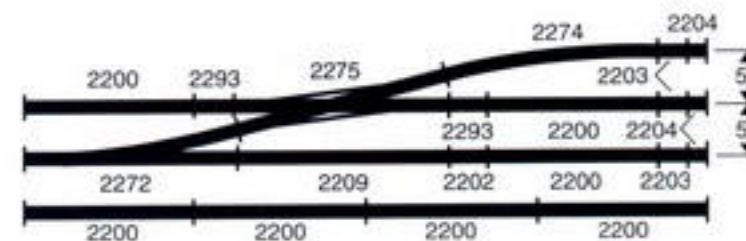
**2257
Crossing.**

Crossing angle 14° 26'.
Track length 225 mm / 8-7/8".



Wide Radius Turnouts and Crossings Radius 902.4 mm / 35-1/2"

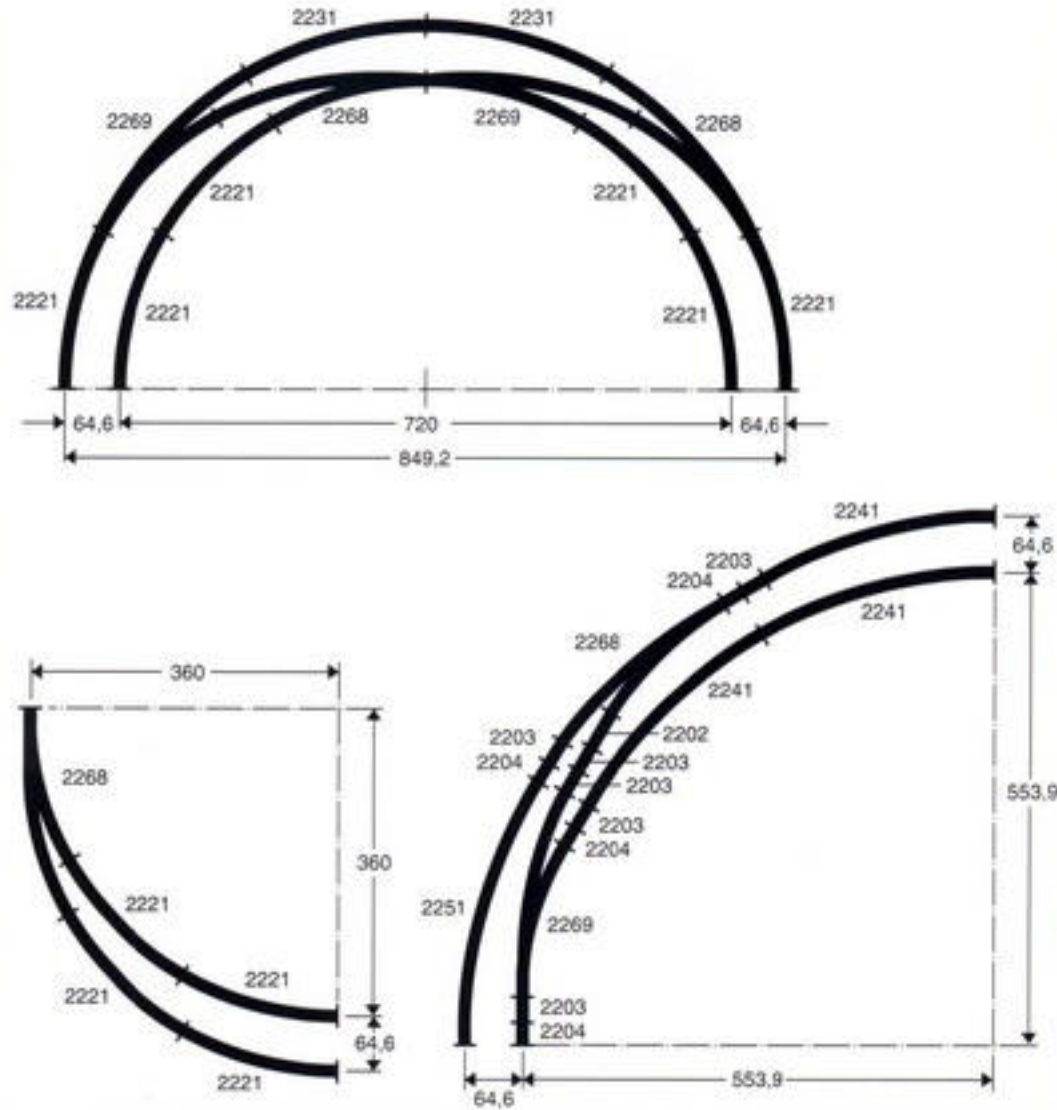
2275 Wide Radius Double Slip Switch or 2257 Crossing



Curved Turnouts and Three-Way Turnouts

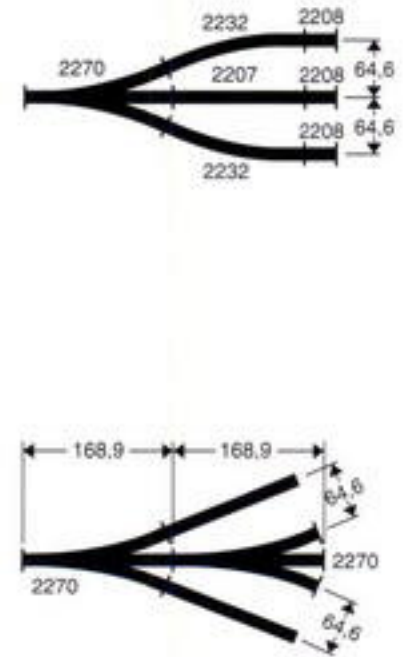
Curved Turnouts.

Using curved turnouts enables you to start sidings on a curve. This increases the usable length in the straight areas of the layout. The curved turnout enables a harmonious transition between the two standard curves (Radius 360 mm / 14-3/16" and 424.6 mm / 16-3/4"). The curved turnouts can also be used between the Large Curves I and II, when you add 2202, 2203 and 2204 adjustment sections.



Three-Way Turnout.

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 three-way turnout has two double solenoid mechanisms for remote control. Both of the branch tracks have the same radius and length as the 2262 and 2263 turnouts. A three-way turnout can be used for a direct path to a 72881 roundhouse locomotive shed.



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.



Standard Curve I.
Radius 360 mm / 14-3/16"

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.



Standard Curve II.
Radius 424.6 mm / 16-3/4"

K Track Accessories

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 Electromagnetic Turnout Mechanism.

This turnout mechanism is suitable for the 2265 and 2266 (new design), 22715 and 22716 turnouts, and the 2275 double slip switch, as well as for the KOMBI Track Extension program. Automatic end shut-off. An automatic feedback feature is available with the 7271/72710 control boxes. This mechanism can be mounted below-the-baseboard with the 7548 mounting kit.



7555 Switch Contact.

For use at a suitable point in K Tracks or in C Tracks. The switch contact (reed contact) triggers a pulse when a vehicle with floor-mounted switch magnet passes by. Potential-free connection. Switching current to 2 A. Length 38 mm / 1-1/2".



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.



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.



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 (H0) or for mounting bridge sections on bridge pillars (Märklin Z).



7595 Rail Joiners and Third Rail Clips.

Contents: 10 pieces of each. For joints with other track when the 2205 flex track is cut.



Catenary

The third dimension newly discovered.

The first electrified railroad routes in Germany were set up about 100 years ago. Individual provincial railroads made use of the great promise inherent in the advantages of electric motive power on their mountain routes. These railroads also lacked their own supplies coal for steam locomotives.

In the beginning there were different power systems, but in 1912 the states came to an agreement on a standard power system, and in 1928 the German State Railroad took the various designs and standardized them into one type of catenary. The principle for this catenary still applies today, although it has been adapted several times in its technical details to meet increasing demands and higher speeds.

For many model railroad enthusiasts catenary is a must. Like the prototype, the model also draws its power from the contact wire, and the additional power circuit expands the possibilities for operation in a kind of third dimension. At the same time there has always been a compromise between a delicate appearance and practical sturdiness - the Märklin catenary has stood the test of time with the latter for decades. Now we have developed a new system from the ground up. Our goal was to offer catenary convincing in appearance and technology with the potential of modern material and manufacturing techniques. This new catenary had to be as simply to set as what you have been used to from Märklin.

As you look at the photographs, you'll immediately notice the essential new features.

The finely detailed masts are made of metal and are scaled down exactly from the prototype. Straight and curved track can now be prototypically hung with catenary by using the regular masts, bridge masts, and concrete masts. The catenary wires are made of welded, dark nickel-plated, round wires, and they are no longer bent on curves. The cross spans can be adapted to the number of tracks to be spanned, just like the prototype.

The new Märklin catenary system is - despite its fine appearance - sturdy enough for operation and fully functioning. Setting up this catenary is electrically and mechanically as easy as in the past; the catenary wire does not have to be braced or anchored. Positioning jigs help you to mount the masts and install the catenary wires. All of the important parts for the system - masts, cross spans, catenary wire for ordinary track, turnouts, and crossing / double slip switches - as well as accessories such as wire for electrical separation points, bases, and adjustment sections are complete.

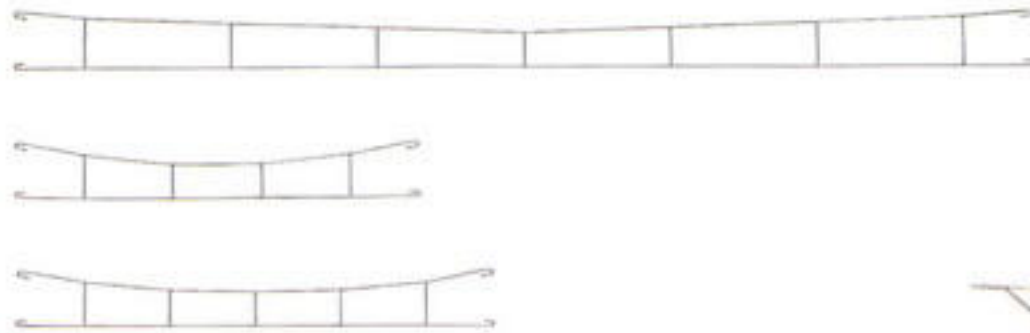
The new starter set for catenary "electrifies" the complete track layout for the larger starter sets. This means you can immediately become familiar with the advantages of the new system and experience the outstanding look and practical working features of this catenary. As with the new HO color light signals, we have brought system technology to a point with this catenary that will impress many HO Gauge enthusiasts beyond the Märklin system.



**70000
Basic Catenary Assortment.**

**New catenary system.
Complete for the track layout from
the current starter sets.
Easy setup, even for temporary
layouts.
Clip on the masts – hand the wires
– connect the catenary to the trans-
former or digital controller.
No bending and no stretching of the
catenary wires.**

For equipping a track plan consist-
ing of an oval with a passing siding
as found in the larger starter sets.
Contents: 9 sections of wire 360 mm /
14-3/16" for straight lengths of track.
18 section of wire 142 mm / 5-9/16"
for the standard curve. 6 sections of
wire 167.5 mm / 6-5/8" for the
parallel curve. 31 regular masts,
1 feeder mast. The masts come with
outrigger arms, base, and clip for C
Track. 1 mast positioning jig set.
1 installation jig for the catenary
wire. Instructions with a description
of the system and with tips for
setup.



**70012
Catenary Installation Jig.**

Aid for installing catenary wire.



Tool for determining the height and
side position of the catenary wire.
Can be adapted to all track systems.
Package with 5 pieces.

**70011
Mast Positioning Jig Set.**

Aid for installing catenary masts.



Tool for determining the position of
regular and tower span masts and
catenary wire lengths on curves.
This set consists of 2 positioning
jigs, 1 catenary branch-off jig,
and 2 marking pens.

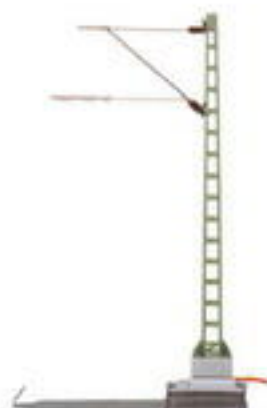
Catenary

Lattice masts made of metal. Metal outrigger arms that can be changed. The same outrigger arm can be used long and short. Base for screwing or clipping the mast to C Track. Plug-in connection between mast and base.



**74121
Feeder Mast.**

For supplying power to an area of catenary and for signal blocks. Metal lattice mast and outrigger arm. Base with mounting screw and plug-in connection. Additional base as a mounting bracket for C Track. Feeder wire for C Track. Height 100 mm / 3-15/16". 1 piece.



**74101
Standard Mast.**

Metal lattice mast and outrigger arm. Base with mounting screw and plug-in connection. Additional base as a mounting bracket for C Track. Height 100 mm / 3-15/16". Package comes with 5 pieces.



**74104
Bridge Mast.**

Metal lattice mast and outrigger arm. Base with plug-in connection. Additional mast mounting bracket for the Märklin-bridge system. Height 100 mm / 3-15/16". Package comes with 5 pieces.



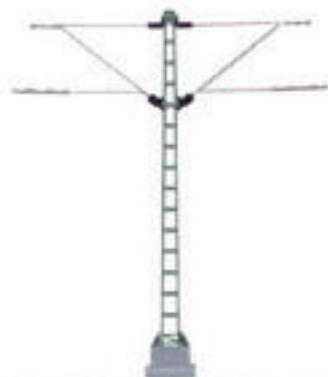
**74103
Concrete Mast.**

Metal round mast with outrigger arm. Base with mounting screw and plug-in connection. Additional base as a mounting bracket for C Track. Height 100 mm / 3-15/16". Package comes with 5 pieces.



**74105
Center Mast.**

Lattice mast and two hanger arms. Both arms are electrically insulated. The base comes with a mounting screw and plug connection, as well as an additional clip for C Track. Height 100 mm / 3-15/16". One mast to a package.



**74106
Tower Mast with Tubular
Outrigger Beam for
Hanger Arm.**

Tower mast with additional outrigger beam and 2 mounted hanger arms, all made of metal. Both arms are electrically insulated. The outer arm is adjustable to 117.5 mm / 4-5/8". Height 150 mm / 5-7/8".



**74142
Tower Mast.**

Metal lattice mast. The base comes with a mounting screw and plug connection. Suitable for cross span wires or outrigger arms. Mounting points on all four sides. Can be used for all track systems. Height 170 mm / 6-11/16". One unit to a package.



Metal outrigger arm for good electrical contact.

**74151
Single Outrigger Arm.**

Outrigger arm made of steel wire with hanger for contact and messenger wire. Can be installed on regular masts and on tower masts. Package comes with 5 pieces.



**74110
Mast Base.**

Replacement base for standard masts. Can be shortened for all available H0 track systems with or without roadbed. Comes with a screw suitable for mounting. Package comes with 20 pieces.



**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.

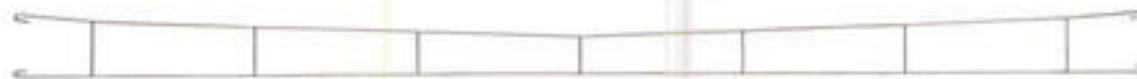


Catenary

The contact wires for H0 catenary are manufactured of welded steel wire. The galvanic surface looks realistic and protects from corrosion. The contact wire sections are prefabricated and easy to install.

70360 Catenary Wire.

Made of welded steel wire.
Length 360.0 mm / 14-3/16".
Standard length. Designed for
straight lengths of track.
Package comes with 5 pieces.



70142 Catenary Wire.

Made of welded steel wire.
Length 142.0 mm / 5-9/16".
Designed for curved track with a
radius of 360 mm / 14-3/16" (C Track,
K Track, M Track). 16 pieces of
catenary wire required for a circle,
each piece with 22.5° of curvature.
Package comes with 5 pieces.



70172 Catenary Wire.

Made of welded steel wire. Length
172.5 mm / 6-13/16". Designed
for curved track with a radius of
437.5 mm / 17-1/4" (C Track, M
Track). 16 pieces of catenary wire
required for a circle, each piece
with 22.5° of curvature.
Package comes with 5 pieces.



70167 Catenary Wire.

Made of welded steel wire. Length
167.5 mm / 6-5/8". Designed for cur-
ved track with a radius of 424.6 mm /
16-11/16" (K Track). 16 pieces of
catenary wire required for a circle,
each piece with 22.5° of curvature.
Package comes with 5 pieces.



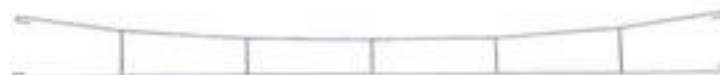
**70203
Catenary Wire.**

Made of welded steel wire.
Length 203.0 mm / 8". Designed for
curves with a 515 mm / 20-9/32"
radius (C Track). 16 catenary wires
are required for a circle, each one
making up 22.5° of a curve.
A package comes with 5 wires.



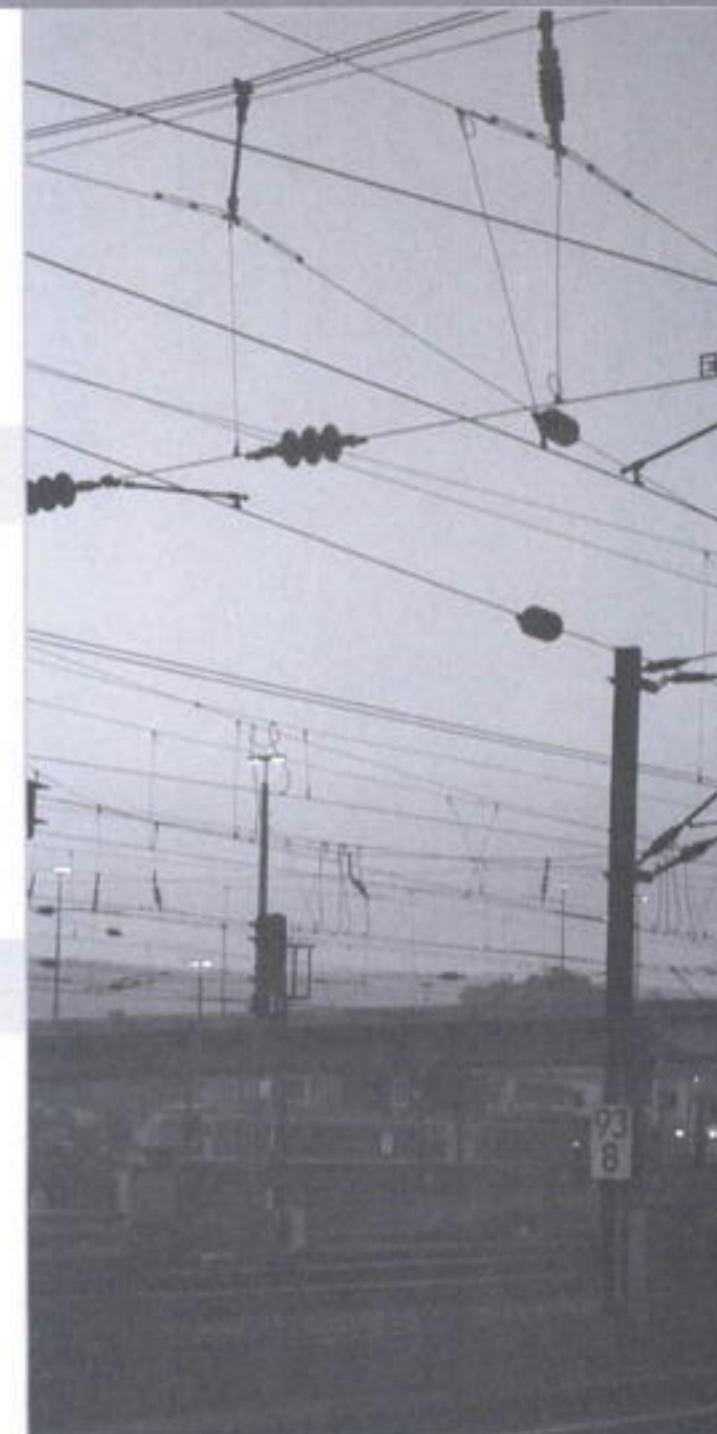
**70228
Catenary Wire.**

Made of welded steel wire. Length
227.5 mm / 8-15/16". Designed for
curves with a 579.3 mm / 22-13/16"
radius (C Track). 16 catenary wires
are required for a circle, each one
making up 22.5° of a curve.
A package comes with 5 wires.



**70253
Catenary Wire.**

Made of welded steel wire.
Length 252.7 mm / 9-15/16".
Designed for curve with a 643.6 mm /
25-11/32" radius (C Track). 16 cate-
nary wires are required for a circle,
each one making up 22.5° of a
curve. A package comes with
5 wires.

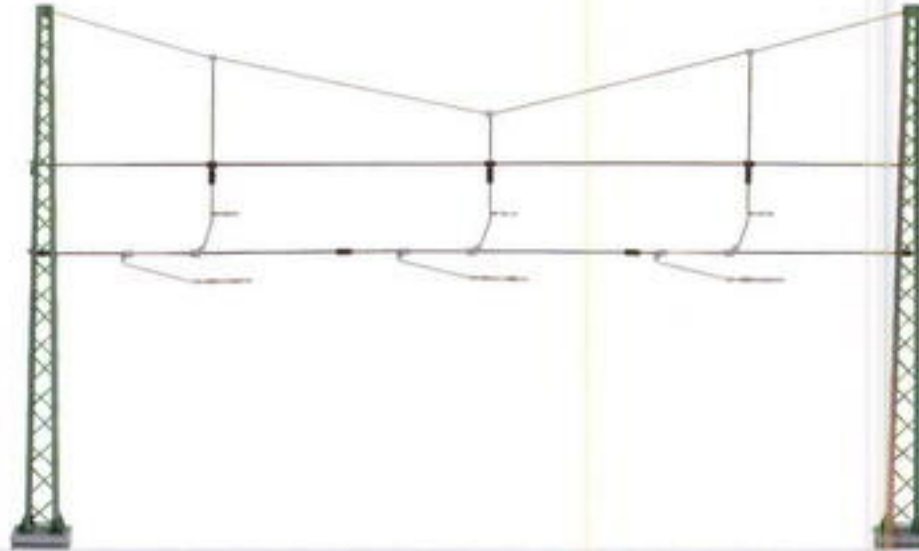


Catenary

The transverse carrier wires are realistic, stable and are universal in set-up. Clearance of the metal tower masts is adjustable, as is the position of the contact wire hangers over the track. The doubled transverse carrier wires are elastic and are prototypically tensioned as a polygon.

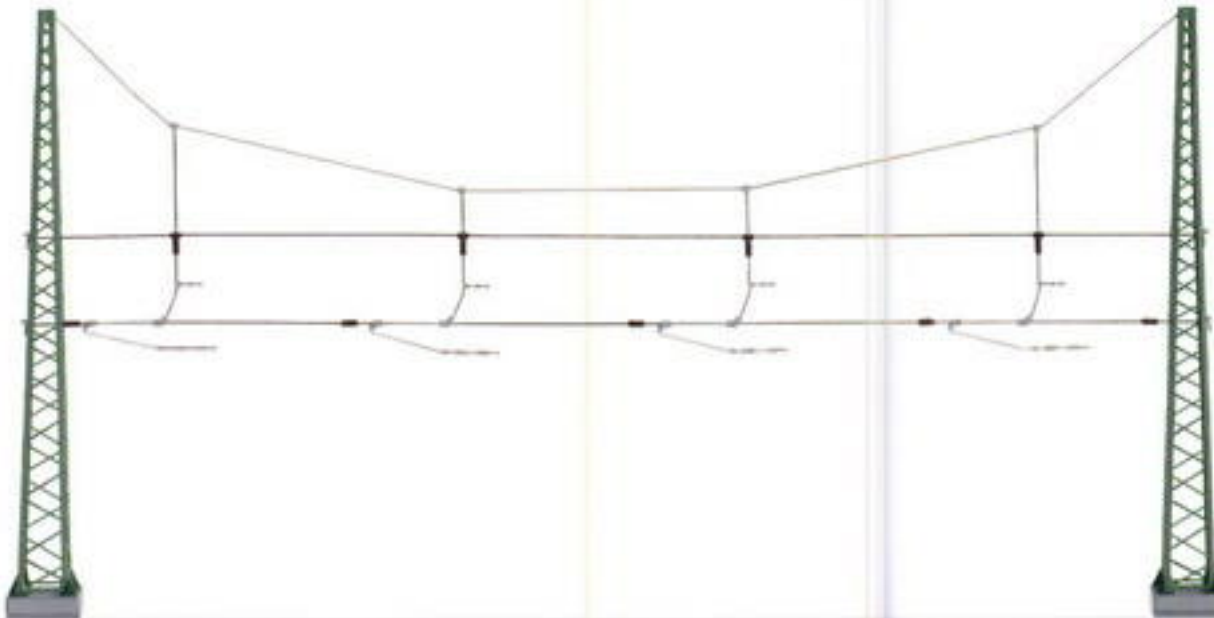
74131 Cross Span Assembly for 3 Tracks.

Pre-assembled unit consisting of cross span adjusters, cross span wires, and 3 adjustable catenary wire hangers. 2 metal tower masts on bases with mounting screws and plug-in connection. Mast spacing can be adjusted up to 235 mm / 9-1/4". Cross span adjuster made of welded steel wire, cross span wires are elastic, masts and catenary wire hangers are electrically separated. Mast height 150 mm / 5-7/8".



74132 Cross Span Assembly for 4 Tracks.

Pre-assembled unit consisting of cross span adjusters, cross span wires, and 3 adjustable catenary wire hangers. 2 metal tower masts on bases with mounting screws and plug-in connection. Mast spacing can be adjusted up to 312.5 mm / 12-5/16". Cross span adjuster made of welded steel wire, cross span wires are elastic, masts and catenary wire hangers are electrically separated. Mast height 170 mm / 6-11/16".



70143
Catenary Transition Piece.

Made of welded steel wire. Length approximately 142.0 mm / 5-9/16". Designed for the transition from the old Märklin catenary to the new catenary system. Package comes with 3 pieces.



70131
Catenary Wire for Crossings.

Made of welded steel wire. Pre-finished unit for crossings and double slip switches with a crossing angle of 22.5° (examples: 2259, 2260) and 24.3° (examples: 24624, 24640). Length 140.2 mm / 5-1/2". 1 piece. 4 each of the 70231 adjustment sections required at the ends.



70231
Catenary Wire Adjustment Section.

For adjustment of individual track lengths. One end with the standard suspension, the other end with receptacle for a cut catenary wire with an open end. Precise length adjustment during installation. Package comes with 5 pieces.



74133
Catenary Cross Span Kit.

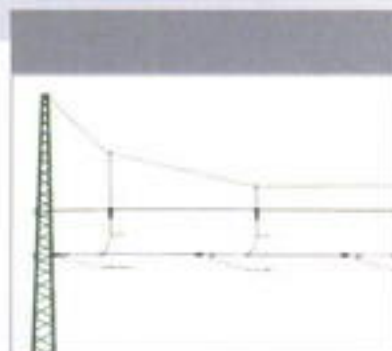
For a custom set-up. The kit consists of cross span tension wires, cross span wires, insulators and 5 catenary wire hangers. 2 tower masts are required at distance of up to 500 mm / 19-11/16".

The cross span wires are made of steel; the cross span tension wires can be realistically tensioned. The catenary wire hangers are electrically insulated. This kit comes with set-up instructions.



70221
Contact Wire Interrupter.

For electrical separation of the power circuit in the catenary. Install at any point by separating the contact wire and fixing in place in the insulation. Skids for a continuous voltage pick-up with variable holders. Set with 1 unit.



Catenary Geometry

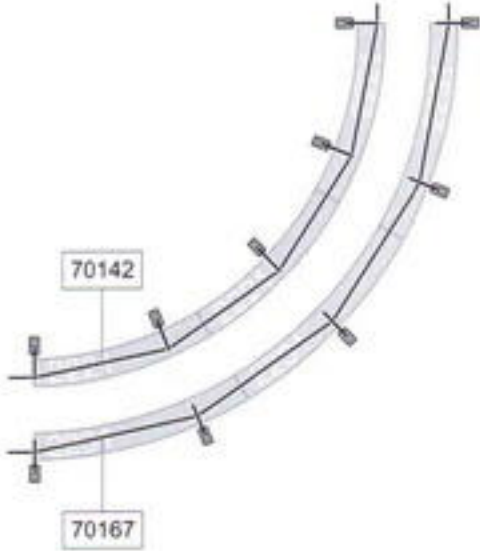
Straight Length of Track with Catenary.



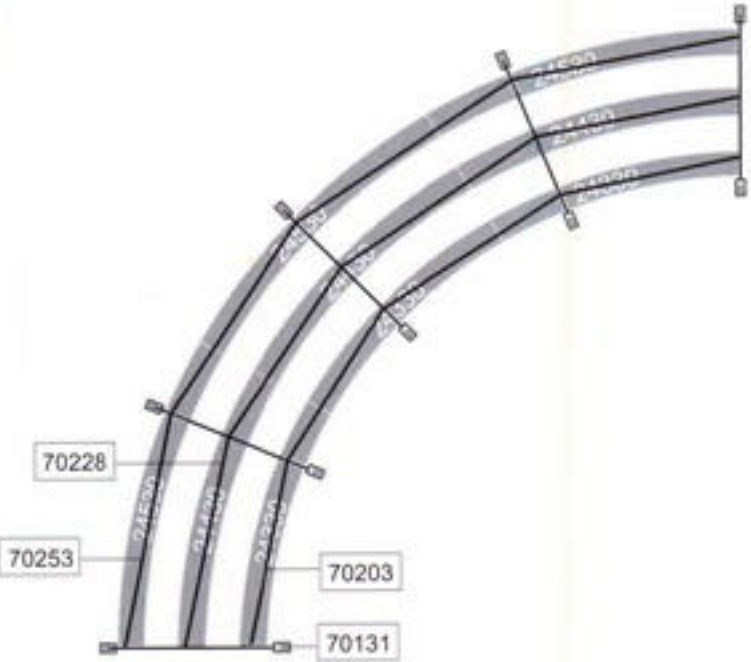
C Track Curves Radius 1 and 2.



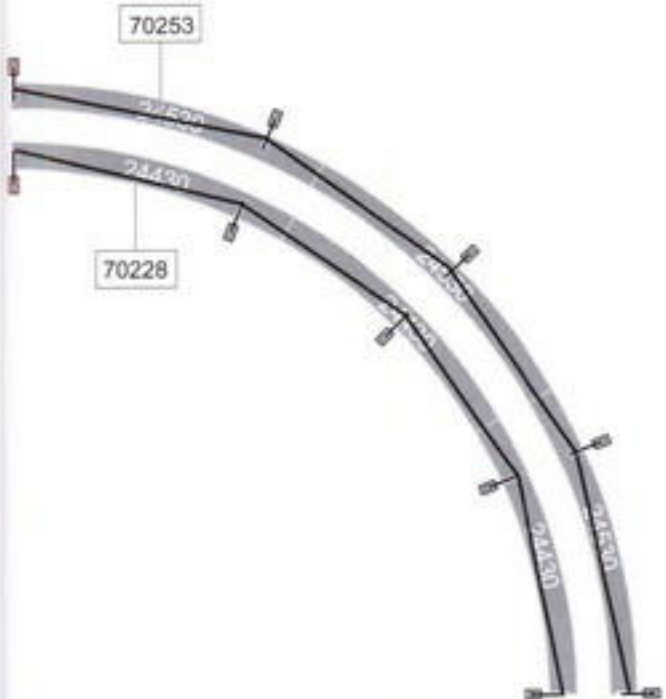
K Track Curves Standard Curve 1 and 2.



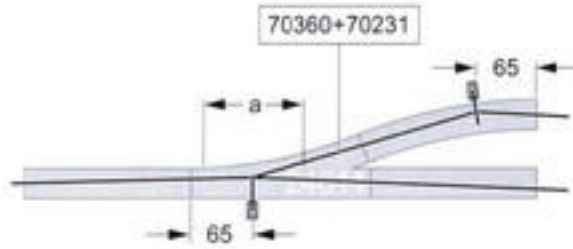
C Track Curves Radius 3, 4, and 5.



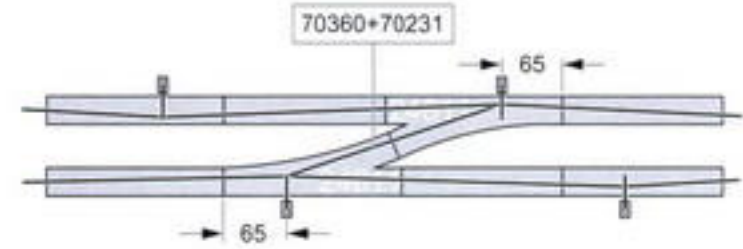
C Track Curves Radius 4 and 5.



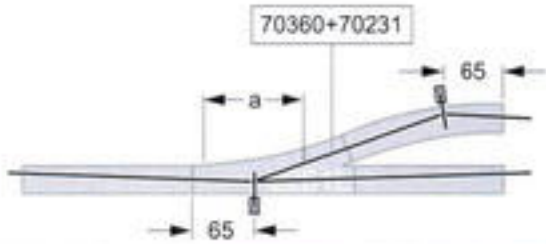
C Track Turnout with a Complementary Curve.



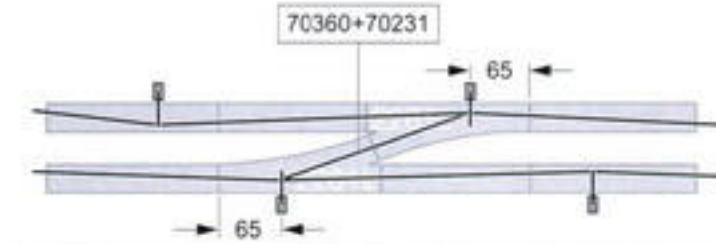
C Track Turnout Connection.



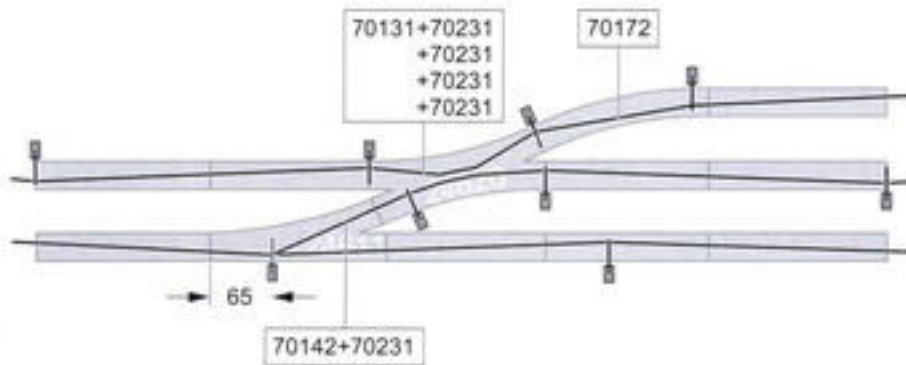
K Track Turnout with a Complementary Curve.



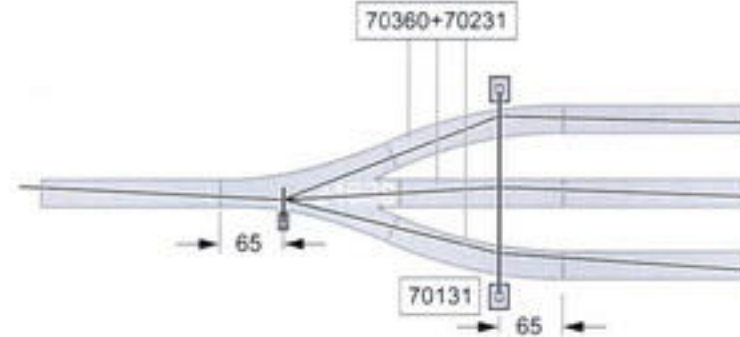
K Track Turnout Connection.



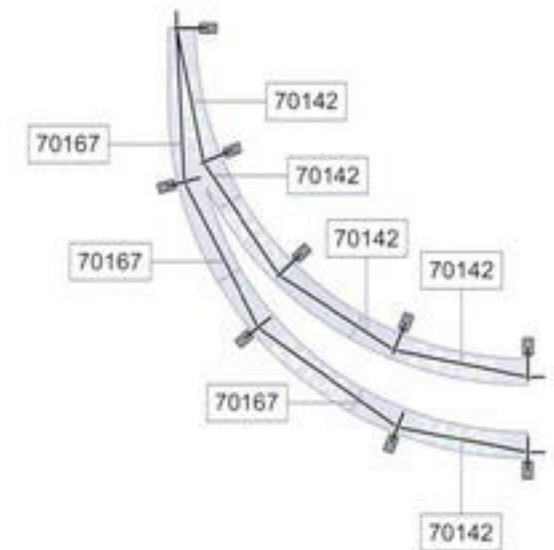
C Track Double Slip Switch.



C Track Three-Way Turnout.



C Track Curved Turnout.



Lamps and Lights

74141 Tower Mast with Light.

Metal mast.
4 mounting points for
outrigger arms.

Metal lattice mast. Base with mounting screw and plug-in connection. Suitable for cross spans or individual outrigger arms. Can be used with all track systems. Lighting with a clear light bulb. Mast height without light 170 mm / 6-11/16".



Finely crafted reproduction of important prototypes.
Metal masts. Miniature bulbs for good illumination.
Maintenance-friendly light sockets.
Plug-in base for easy install and removal.



72813 Double Light for Maintenance Facilities.

Height 124 mm / 4-7/8".

72811 Single Light for Maintenance Facilities.

Height 124 mm / 4-7/8".



72810
Double Station Platform Light.

Height 70 mm / 2-3/4".



72800
Simple Curved Streetlight.

Height 100 mm / 3-15/16".



72801
Double Curved Streetlight.

Height 100 mm / 3-15/16".



72809
Small Streetlight.

Height 49 mm / 1-15/16".



72802
Simple Streetlight.

Height 100 mm / 3-15/16".



72803
Double Streetlight.

Height 100 mm / 3-15/16".



72804
Single Park Light.

Height 56 mm / 2-7/32".



72805
Double Park Light.

Height 65 mm / 2-9/16".



72815
Lighted Railroad Station Platform Clock.

Height 56 mm / 2-7/32".



72814
Lattice Mast Light.

Height 140 mm / 5-1/2".



Plug-in base for easy installation and removal.

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.

7284
Park Light.

Height 63 mm / 2-1/2".
Base diameter 15 mm / 1/2".



7281
Station Platform Light.

Twin lights. Height 97 mm / 3-13/16".
Base diameter 25 mm / 1".



7280
Street Light.

Height 117 mm / 4-5/8".
Base diameter 25 mm / 1".
















7282
Street Light.

Twin lights. Height 120 mm / 4-3/4".
Base diameter 25 mm / 1".



Light Bulbs



Accessory	Catalog Number	Approx. Power Use
Rotarycrane	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
Lamps	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 power figures given refer to a nominal current of 16 volts available from the accessory terminals/sockets on Märklin transformers. The total power required for lighting in a circuit is figured by adding up the VA power consumption values for each light bulb.

* The 61 0080 is recommended as a replacement for continuous operation in the Digital system.

Color Light Signals



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 red, yellow, green, and 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 not blocked by 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.



Signals have always been a core part of the Märklin assortment. Their operation, control, and safety functions as well as the colorful changing lights contribute very much to the fascination of model railroading.

Now we have developed a new generation of color light signals, which use all of the potential of miniaturization. Their features can be described in a few words: They way the look and work is virtually the same as the prototype, and they are easy to integrate in a conventional or digital layout. A close look will reveal a wealth of details to the specialist. No visible wires disturb the appearance of the finely detailed masts.

Everything is true to scale - the flat signal housing, the super fine lens hoods, the auxiliary signals, the mini LED's. Every signal housing has its own electronic circuit for controlling the LED's. The signal aspects do not change abruptly; they softly fade in and out like the prototype. Even the colors of the maintenance-free LED's correspond to the prototype - cold green, powerful red, warm yellow - and genuine white.

A signal decoder is included as a separate component with every home signal. It can be connected to the Märklin Digital system or it can be connected to conventional controllers for AC or DC system with the wires included with the signal. The signal decoder 1 home signal and up to 2 distant signals as well as the stopping of the train. It can be mounted under the C Track roadbed or the layout baseboard.

The signal masts including their electrical connections are designed with a plug-in base. The receptacles for these bases come in the form of signal pedestals for the plug-in base designed for C and K Track.

These features on the new signals leave practically nothing to be desired - they are state-of-the-art technology for demanding model railroaders.

Get Ready to Be Impressed. Just Take a Look. A Good Look.

You can rotate them and turn them any way you want: The new Märklin signals are convincing from every angle. Whether it's the lens hoods, replacement signal, or the tiny LED's - everything is true to scale and has the same finely detailed look about it as the prototype.

What Happened to the Wires?

Spontaneous enthusiasm mounts to amazement, when you look at these models from the side: Where other makes of signals fill the masts with bundles of wires, with Märklin you still have a clear view through the mast structure. Regardless of whether you're looking behind the signal housing, at the lattice mast or the round mast - there are no wires or solder points to disturb the fine appearance. Nevertheless, the entry and distant signal as an example uses seven mini-LED's to show seven different signal aspects - on one mast.

Twice the Intelligence: In the Signal Housing and in the Roadbed.

This much innovation requires a lot of ideas, and many of them are in the signal housing. An extremely flat electronic circuit is located directly behind the front of the signal housing. It stores the signal aspects, powers and controls the LED's. When the signal lights change, it fades the LED's slowly out and fades the new signal aspect slowly in - like watching in slow motion - and just like the prototype. The electronic circuit in the signal housing communicates with a second electronic circuit, the microchip in a separate signal decoder. Every home signal has a signal decoder like this and it is mounted near the signal in the C Track roadbed or under the layout's baseboard. The decoder can be controlled with conventional control boxes and with digital Keyboards. The signal decoder sends out commands with the right code for the signal aspect to the home signal and to a distant signal that might be connected to it.

The Principle of the Decoder.

The command is decoded by the electronic circuit in the signal housing. It then knows which LED's must be turned on and off for this signal aspect. We no longer need a lot of wires to control the LED's, thanks to this decoder function directly in the signal housing. Power is supplied and commands are transmitted between the decoder and the signal housing with 2 wires.

LED's with Correct Traffic Colors.

The mini-LED's require no maintenance, have a long service life, and produce a bright light. These LED's produce the correct traffic colors just as in the standard regulations in the prototype: rot (powerful), yellow (warm), green (cold), and white (genuine white). The white LED's give permission for switching maneuvers and have an unbelievable diameter of 1.2 mm / 1/16".



The separate signal decoder has all of the connections for digital and conventional signal control.

The base with the plug-in system for the signal can easily be clipped to C Track. The few necessary connections and the signal decoder are hidden in the roadbed.

This is how easy it is to integrate the signal decoder, including control of train movements, into the Märklin Digital system.

The signal decoder receives its commands directly through the track. You do not have to have a control wire to the digital accessory controller (Keyboard).

The standard address for the signal decoder can be set before you install the signal. Only 4 contacts to the track and 1 cable to the signal must be plugged in for the connections.

Control wires to the control box are required for conventional layouts.

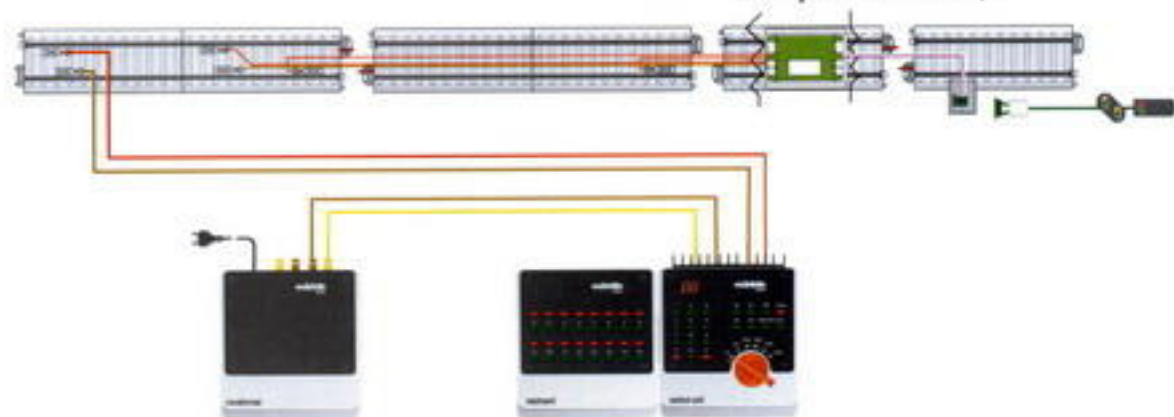
Rail line with digital current fed to it.

Power for the signal decoder.

Electrically isolated length of track.

Signal decoder (in the roadbed with C Track, otherwise mounted under the layout's baseboard).

Main line with plug-in base for the signal.



Color Light Signals

76391 Color Light Home Signal.

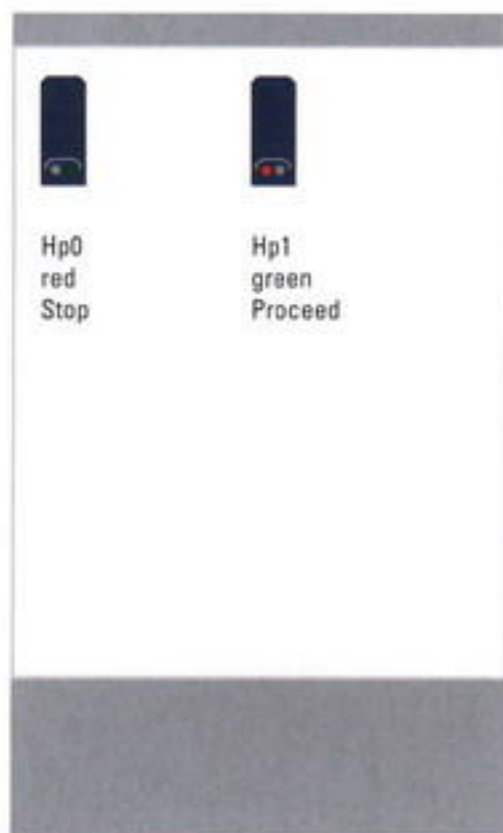
Block signal for use on main lines.

Appropriate distant signal by itself is item no. 76383 or on block signal, item no. 76395.

Prototype: German Federal Railroad (DB) standard design block signal. 2 settings: "Stop" – red (Hp0) and "Running" – green (Hp1).

Model: With integrated electronic signal circuit and 1 separate signal decoder. Control of all functions is possible via the associated signal decoder in the digital system, or with a conventional control box. Signal decoder can be installed under the C Track or under the layout. For digital operation, the configuration and the address can be assigned and tested before the installation. Connections for controlling train movements and for 1 distant signal on the signal decoder.

Height without base 78.0 mm /3-1/16".



76393 Color Light Home Signal.

Entry signal for use before stations.

Appropriate distant signal by itself is item no. 76383 or on block signal, item no. 76395.

Prototype: German Federal Railroad (DB) standard design entry signal. 3 settings: "Stop" – red (Hp0), "Running" – green (Hp1) and "Restricted speed running" – green/yellow (Hp2).

Model: With integrated electronic signal circuit and 1 separate signal decoder. Control of all functions is possible via the associated signal decoder in the digital system, or with a conventional control box. Signal decoder can be installed under the C Track or under the layout. For digital operation, the configuration and the address can be assigned and tested before the installation. Connections for controlling train movements and for 1 distant signal on the signal decoder.

Height without base 78.0 mm /3-1/16".



76394 Color Light Home Signal.

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.

Prototype: German Federal Railroad (DB) standard design exit signal. 4 settings: "Stop" – red/red (Hp00), "Running" – green (Hp1) and "Restricted speed running" – green/yellow (Hp2,) as well as train stop, switching permitted" – red/white/white (Hp0/Sh1).

Model: With integrated electronic signal circuit and 1 separate signal decoder. Control of all functions is possible via the associated signal decoder in the digital system, or with a conventional control box. Signal decoder can be installed under the C Track or under the layout. For digital operation, the configuration and the address can be assigned and tested before the installation. Connections for controlling train movements and for 1 distant signal on the signal decoder.

Height without base 78.0 mm /3-1/16".



76383
Color Light Distant Signal.

Distant signal can be used with all home signals.

Signal aspects for this signal automatically assigned when it is connected to signal control module.

Prototype: German Federal Railroad (DB) standard design distant signal. Distant signal with 3 settings: "Expect stop" – yellow/yellow (Vr0), "Expect running" – green/green (Vr1), and "expect restricted speed running" – green/yellow

Model: With integrated electronic signal circuit. Connection to the separate signal decoder of the associated home signal. Can be used for all home signals. Control of all functions via the signal decoder of the home signal. For digital operation the signal decoder of the home signal assigns the configuration and the address.

Height without base 61.0 mm / 2-13/32".

76395
Color light home signal with color light distant signal.

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.

Prototype: German Federal Railway (DB) standard design block signal with distant signal on the same signal mast. Home signal with 2 settings like item no. 76391. Distant signal with 3 settings like item no. 76383.

Model: With 2 integrated electronic signal circuits and 1 separate signal decoder. Can be used for all home signals. Control of all functions of both signals is possible via associated signal decoders in the digital system or with a conventional control box. Signal decoder can be installed under the C Track or under the layout. For digital operation the configuration and the address of both signals can be assigned and tested before the installation. Connections for controlling train movements and for 1 additional distant signal are on the signal decoder.

Height without base 78.0 mm / 3-1/16".

76397
Color light home signal with color light distant signal.

2 signals on one mast without additional connections.

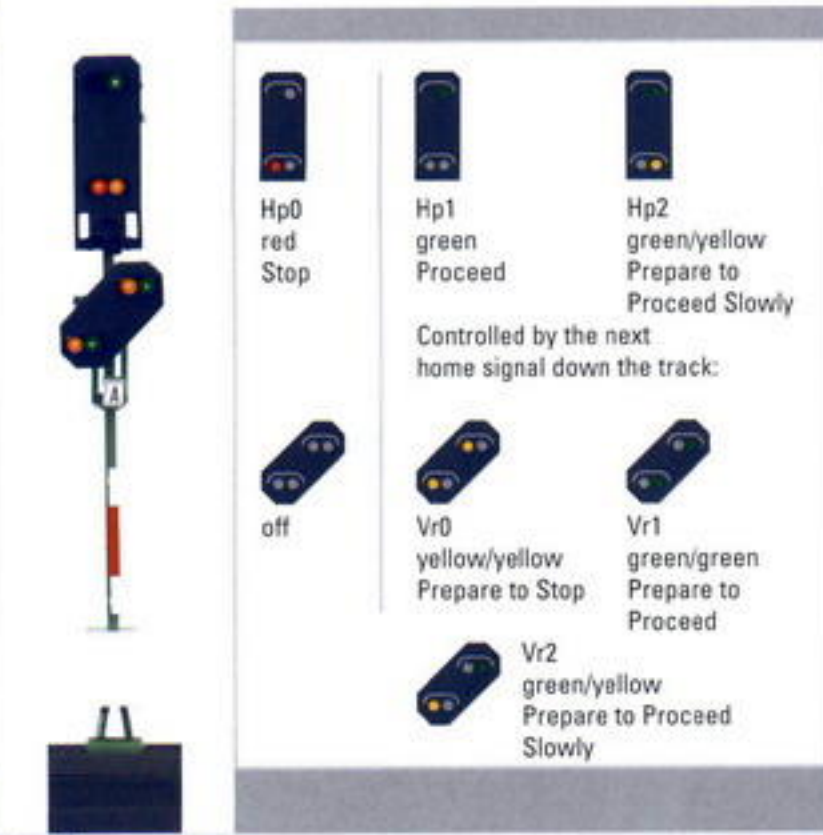
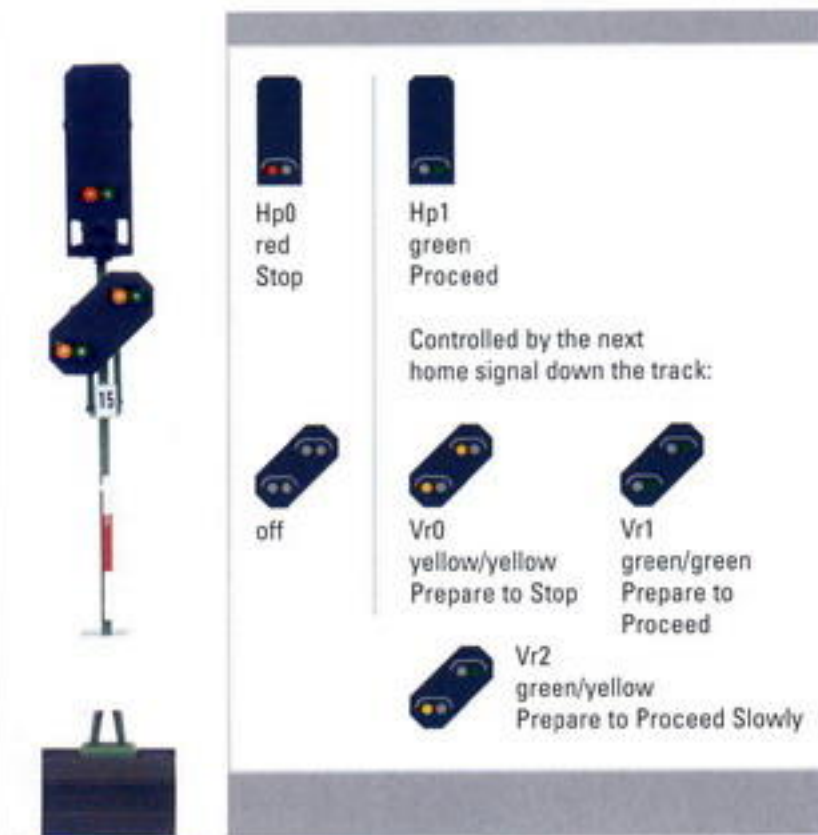
Entry signal for use before stations.

Distant signal for use before an exit signal.

Prototype: German Federal Railway (DB) standard design entry signal with distant signal on the same signal mast. Home signal with 3 settings like item no. 76393. Distant signal with 3 settings like item no. 76383.

Model: With 2 integrated electronic signal circuits and 1 separate signal decoder. Can be used for all home signals. Control of all functions of both signals is possible via associated signal decoders in the digital system or with a conventional control box. Signal decoder can be installed under the C Track or under the layout. For digital operation the configuration and the addresses of both signals can be assigned and tested before the installation. Connections for controlling train movements and for 1 additional distant signal are on the signal decoder.

Height without base 78.0 mm / 3-1/16".



Color Light Signals

76371 Color Light Yard Signal.

Yard signal for use in switching areas.

Signal housing on proto-typically narrow stand.

Sh1 aspect correct with 2 white lights.

Prototype: German Federal Railroad (DB) standard design yard signal. Dwarf signal without mast. 2 settings: "Stop, not to be moved in traffic" – red/red (Sh0) and "not to be moved in traffic, cancelled – white/white" (Sh1).

Model: With integrated electronic signal circuit and 1 separate signal decoder. Plug contact on the narrow foot of the signal housing. Signal housing with small lens hood. Control of all functions is possible via associated signal decoder in the digital system, or with a conventional control box. Signal decoder can be installed under the C Track or under the layout. For digital operation, the configuration and the address can be assigned and tested before the installation. Connections for controlling train movements are on the signal decoder. Height without base 10.0 mm / 13/32".



Sh0
Red/Red
Stop



Sh1
White/White
Switching
Allowed



74371 Color Light Track Block / Yard Signal.

New generation of Hobby color light signals.

Train control feature.

Simple track block signal without a mast for use in switch yards and station areas. Changes from Sh0 (red/red) to Sh1 (yellow/yellow). Track current can be controlled by means of the 72750 control box. Maintenance-free LED's. Height without base approximately 10 mm / 3/8".

Suitable control box is 72750.



Sh0
Red/Red
Stop



Sh1
Yellow/Yellow
Switching
Allowed



76372 Color Light Yard Signal.

Yard signal for use in switching areas.

Prototypical thin pipe mast.

Sh1 aspect correct with 2 white lights.

Prototype: German Federal Railroad (DB) standard design yard signal. High signal with tubular mast. 2 settings: "Stop, not to be moved in traffic" – red/red (Sh0) and "not to be moved in traffic, cancelled – white/white" (Sh1).

Model: With integrated electronic signal circuit and 1 separate signal decoder. Control of all functions is possible via associated signal decoder in the digital system or with conventional control box. Signal decoder can be installed under the C Track or under the layout. For digital operation, the configuration and the address can be assigned and tested before the installation. Connections for controlling train movements are on the signal decoder. Height without base 50.0 mm / 1-31/32".



Sh0
Red/Red
Stop



Sh1
White/White
Switching
Allowed



**74380
Color Light Distant Signal.**

**New generation of Hobby color light signals.
Train control feature.**

Simple distant signal for use in front of home signals. Changes from Vr0 (yellow/yellow) to Vr1 (green/green). Track current can be controlled by means of the 72750 control box. Maintenance-free LED's. Height without base approximately 61 mm / 2-3/8". Suitable control box is 72750.



Vr0
Yellow/Yellow
Prepare to Stop



Vr1
Green/ Green
Prepare to Proceed

**74391
Color Light Block Signal.**

**New generation of Hobby color light signals.
Train control feature.**

Simple block signal for use on rail lines away from station areas. Changes from Hp0 (red) to Hp1 (green). Track current can be controlled by means of the 72750 control box. Maintenance-free LED's. Height without base approximately 78 mm / 3-1/16". Suitable control box is 72750.



Hp0
Red
Stop



Hp1
Green
Proceed

**72442
Braking Module.**

All of the connections use the new plugs.

This brake module works the same as the 72441 brake module.

Signal mechanism with integrated circuits for controlled stopping of digital locomotives with high-efficiency propulsion. This module has connections for a two-aspect color light signal, for the 3 necessary lengths of track for controlled stopping of a locomotive. The braking module is operated either with a k 83 decoder or with a 7272/72720 conventional control box. Dimensions 100 x 54 x 22 mm / 3-15/16" x 2-1/8" x 7/8". The braking



module requires 3 electrically isolated lengths of track in the signal area. The first part is a transition area, which corresponds to the length of a ski-shaped pickup shoe (approx. 70 - 90 mm / 3" - 4"). The second length of track is the actual braking area, in which the locomotive comes to a controlled stop. The length of the braking area is determined by the brake delay setting on the locomotive's decoder. This second length of track should be at least 40 - 50 cm / 16" - 20". The third length of track is a safety section, in which the operating voltage is turned off as in standard signal

blocks. This prevents the locomotive from "running through" the signal block unintentionally. The braking module can be used for color light and for semaphore signals. Locomotives with built-in digital or Delta electronic circuits without a control feature sometimes come to a stop in the braking section or even in the safety section. We cannot tell you exactly how each of these locomotives will behave. We therefore do not recommend using the 72442 braking module with locomotive decoders that do not have a control feature.

**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.



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 7272/72720 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.

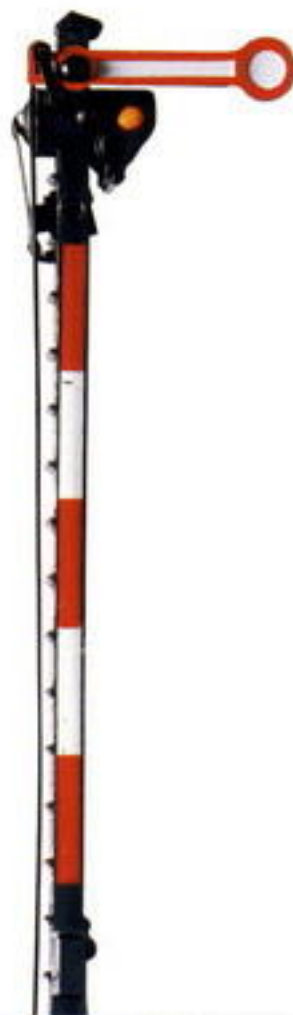
7036 Distant Signal.

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".



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".



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".



**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".

Usually on main lines or at stations with no sidings.

Controls switching maneuvers in a station/yard.



**7036
Distant Signal:**
Prepare to Stop
Vr0



**7039
Home Signal:**
Stop
Hp0



**7036
Distant Signal:**
Prepare to Proceed
Vr1



**7039
Home Signal:**
Proceed
Hp1



**7042
Yard Signal:**
Stop!
No Switching
Sh0



**7042
Yard Signal:**
Proceed
Sh1

Usually before or at stations with sidings.



**7038
Distant Signal:**
Prepare to Proceed Slowly
Vr0



**7040
Home Signal:**
Proceed Slowly
Hp0



**7038
Distant Signal:**
Prepare to Stop
Vr2



**7040
Home Signal:**
Prepare to Proceed Slowly
Hp2



Before or at stations with sidings or straight through operation.



**7038
Distant Signal:**
Prepare to Stop
Vr0



**7041
Home Signal:**
Stop
Hp0



**7038
Distant Signal:**
Prepare to Proceed Slowly
Vr2



**7041
Home Signal:**
Proceed Slowly
Hp2



**7038
Distant Signal:**
Prepare to Proceed
Vr1



**7041
Home Signal:**
Proceed
Hp1

Bridges

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 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".



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.



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.



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.



**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.



**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.



**7253
Pillar.**

30 mm / 1-3/16" high.



**7234
Base Plate.**

For mounting masts of 7200 signals on bridges.



**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.

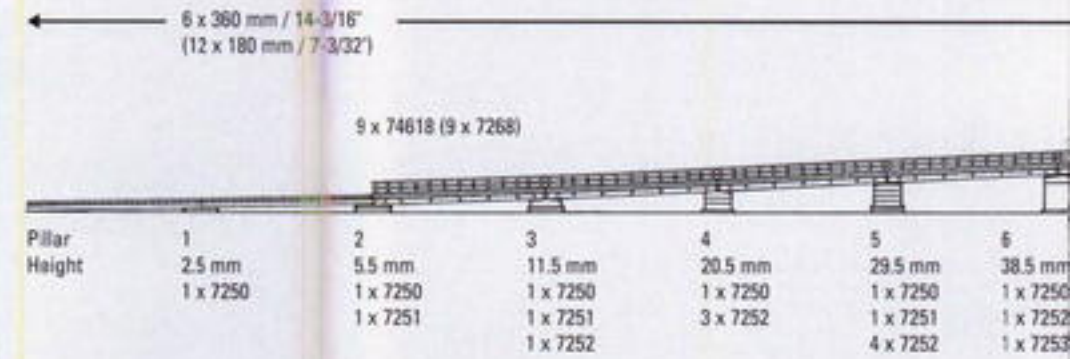


Bridge Approaches

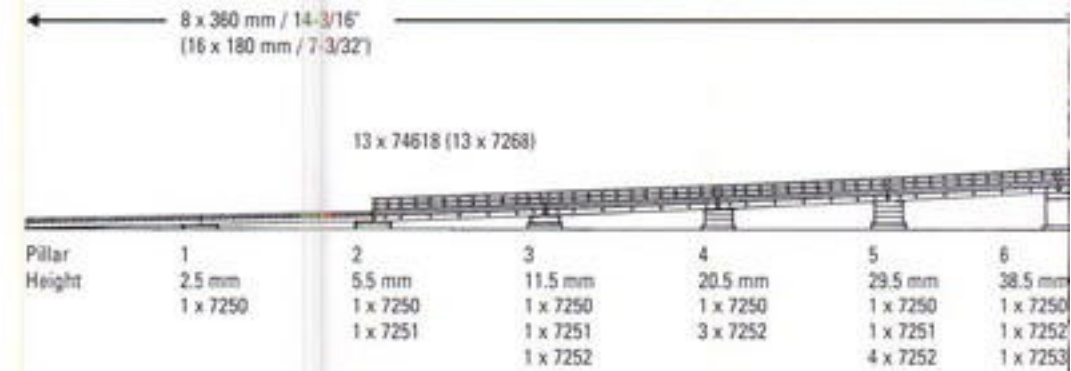
These drawings show how many track sections and pillars are required for approach ramps to achieve necessary minimum height clearance. This allows you to determine how a line of track should be built on a layout. The grade is 5% and is decreased at the start and end of the approach ramp.

Bridges and approach ramps can be built in any desired combination and length. The 7252 and 7253 pillar sections go together like building blocks and allow you to construct pillars in 6 mm / approx. 1/4" increments, 3 mm / approx. 1/8" increments are possible by combining the 7251 base plates with the 7250 base plate. The 7599 wood screws can be used to fasten the pillar sections to the base board and to each other.

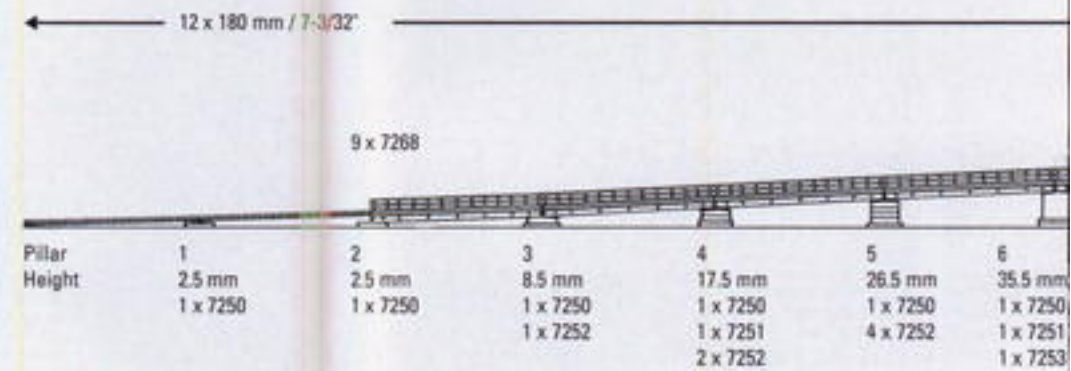
Ascending and descending grades with C Track for steam and diesel locomotives (M Track in parentheses)



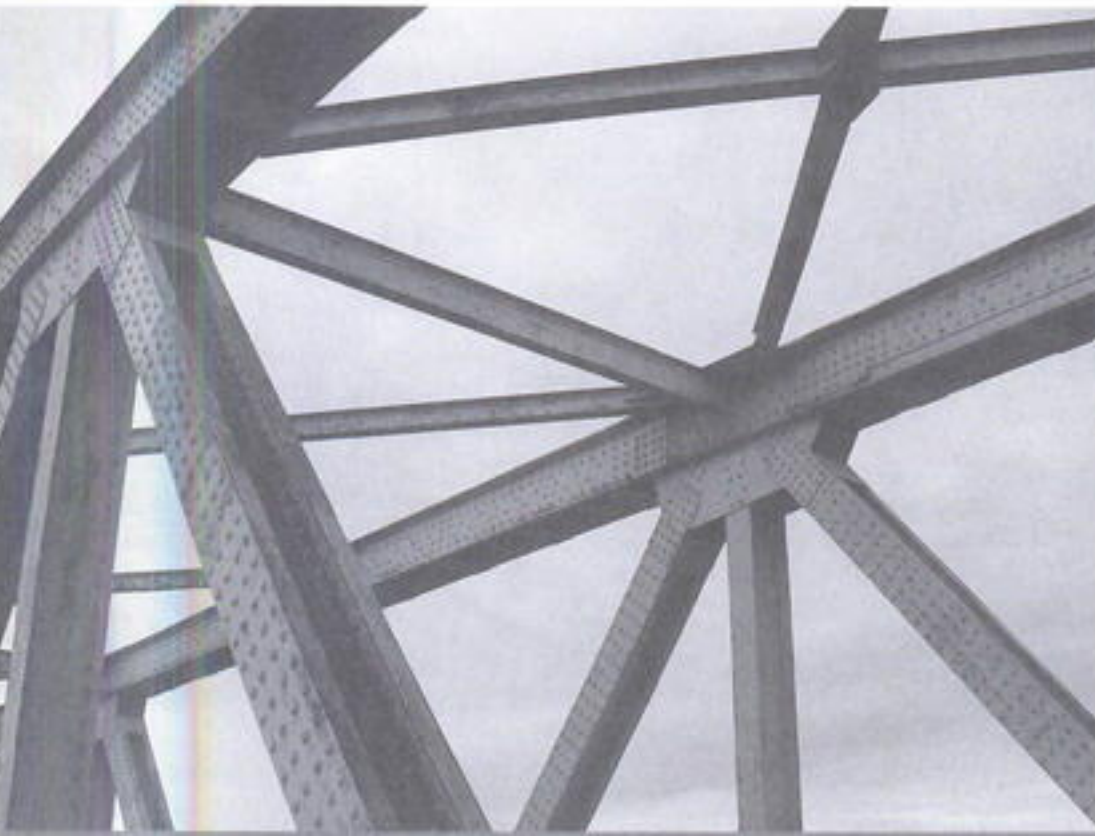
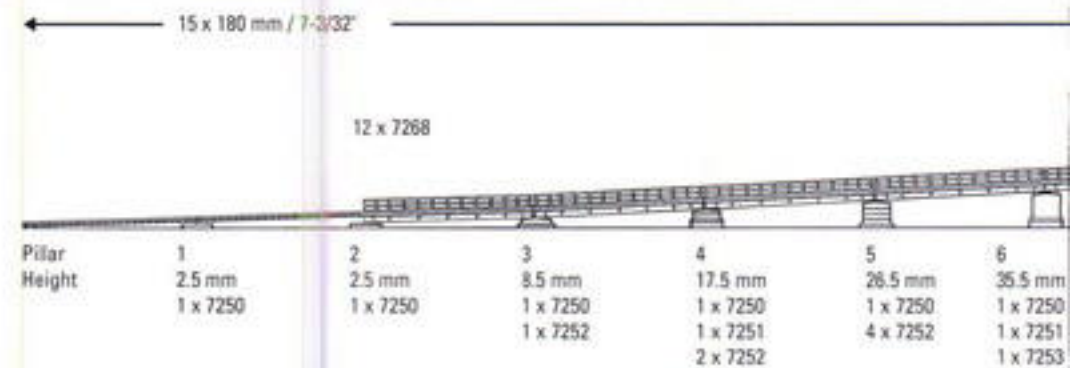
Ascending and descending grades with C Track for electric locomotives with catenary (M Track in parentheses)

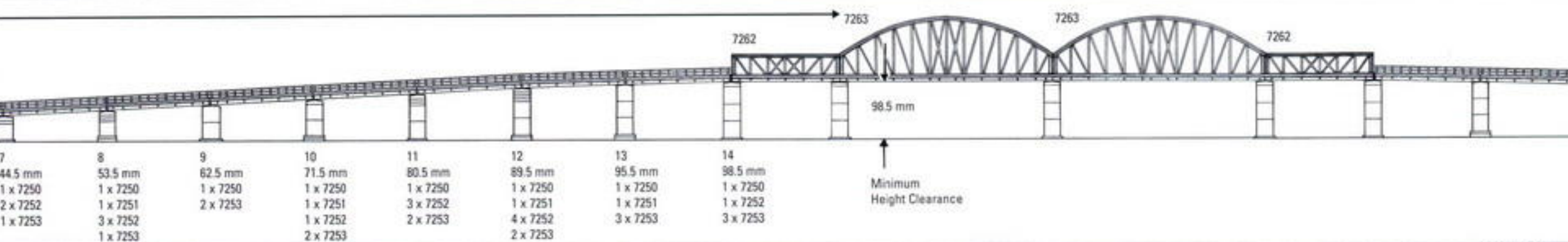
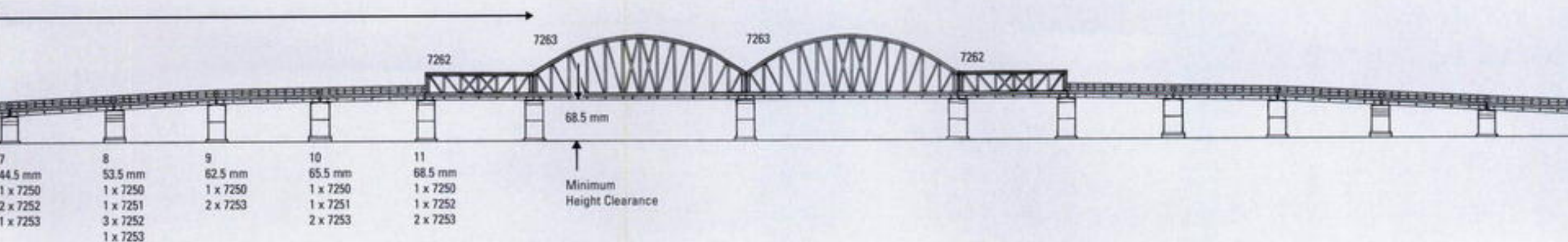
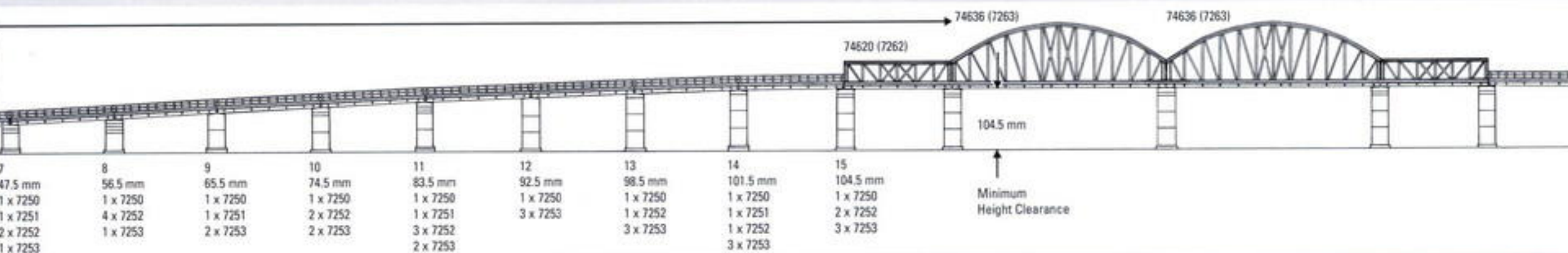
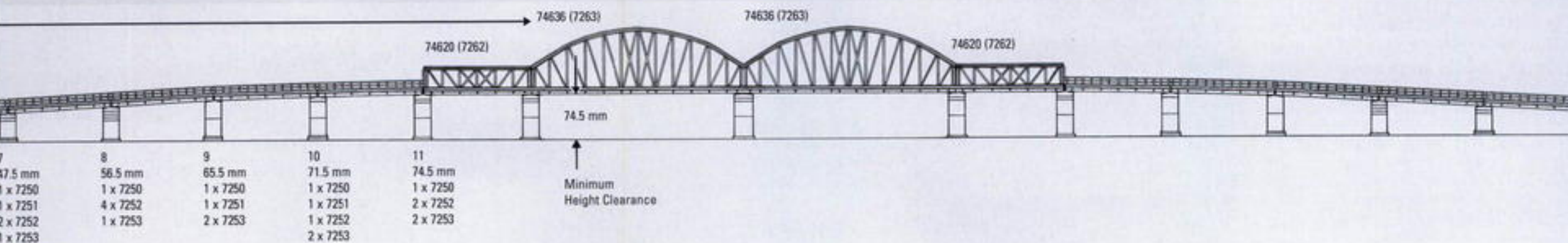


A Grade with K Track for Steam and Diesel Locomotives



A Grade with K Track for Electric Locomotives with Catenary





Railroad Crossing Gates

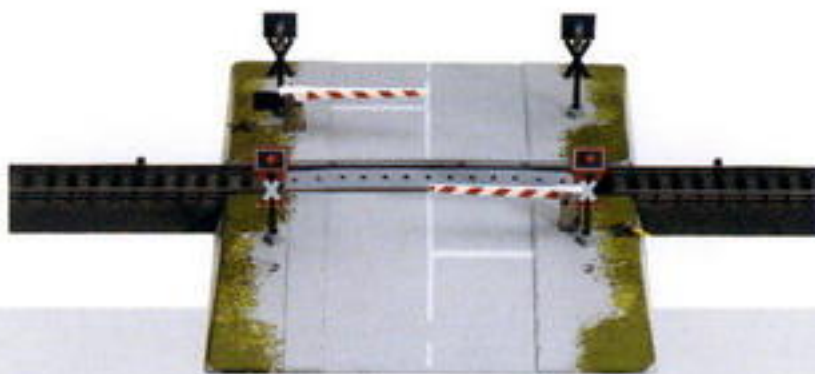
The gates for the fully automatic railroad grade crossings descend the minute an oncoming train reaches the contact area, and do not go back up until the last car has left the contact area. The contact area can be extended to any length desired. Any straight or curved track can be used with K Track. 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.

24922
Adapter Track for C Track.
See page 335.

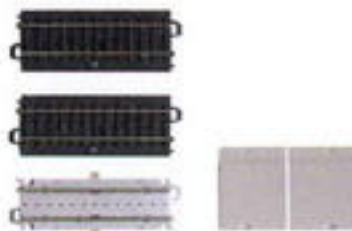
24951
Adapter Track to M Track.
See page 335.

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 66 to 101 mm / 2-5/8" to 4").

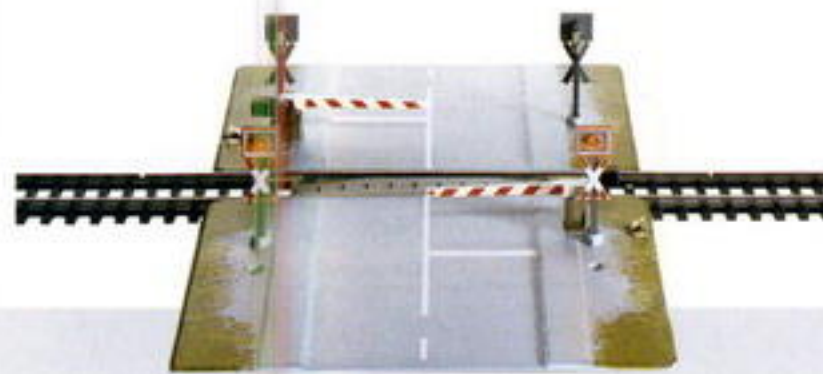


7592
Fully Automatic Railroad Grade Crossings.

24922
Adapter Track for C Track.
See page 335.

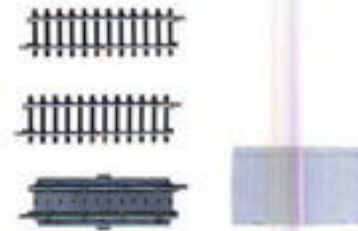
2291
Adapter Track for M Track.
See page 348.

With half gates. For K Track. 2 solenoid activated gates with 2 warning signals 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".



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".



Vehicles

18750
Fire Department
Vehicle.

Prototype: MAN type 450 "Fire Extinguishing Group Truck LF 16".
Model: This fire department vehicle is made mostly of metal with separately applied plastic parts, separately applied windows, and real rubber tires on detailed rims. Separately applied side markers, load area hand rails, ladders, and other elements. Finely modeled and imprinted radiator grill. Length 79 mm / 3-1/8".



N III

18751
Fire Department
Vehicle.

Prototype: MAN type F8 "Dry Powder Fire Extinguishing Truck".
Model: This fire department vehicle is made mostly of metal with separately applied plastic parts, separately applied windows, and real rubber tires on detailed rims. Separately applied side markers and other elements. The pressurized container for extinguishing material and extinguishing material canon are realistically modeled. Finely modeled and imprinted radiator grill. Length 100 mm / 3-7/8".



N III

18752
Fire Department
Vehicle.

Prototype: Büssing type 650 "Equipment Truck".
Model: This fire department vehicle is made mostly of metal with separately applied plastic parts, separately applied windows, and real rubber tires on detailed rims. Separately applied side markers. Equipment platform with separately applied ladders, equipment chests, and other elements. Finely modeled and imprinted radiator grill. Hose tender on the rear. Length 110 mm / 4-3/8".



N III

18753
Fire Department
Vehicle.

Prototype: Büssing type 650 "Equipment Truck".
Model: This fire department vehicle is made mostly of metal with separately applied plastic parts, separately applied windows, and real rubber tires on detailed rims. Separately applied side markers as well as a roof load with separately applied ladders and other elements. Finely modeled and imprinted radiator grill. Hose tender on the rear. Length 100 mm / 3-7/8".



N III

18745
Road Grader.

Prototype: CAT 160 H
Model: Deep tread, heavy duty construction machinery tires. Articulated chassis. Rotating scraper with height adjustment. Ripper on the rear with height adjustment. Interior details. Separately applied details. Length 120 mm / 4-3/4".



V

18746
Wheel Loader
with a Log
Grapple.

Prototype: CAT 966G II.
Model: Large, deep tread, heavy duty construction machinery tires. Articulated chassis. The arm can be swung up. The log grapple can be moved. Representation of the hydraulic cylinders. Interior details. Separately applied details. Length 105 mm / 4-1/8".



V

18747
Articulated
Truck with a
Water Tank.

Prototype: CAT 730.
Model: Large, deep tread, heavy duty construction machinery tires. Articulated chassis. Interior details. Separately applied details. Length 115 mm / 4-1/2".



V

18748
Smooth Drum
Vibratory
Compactor with
a Scraper Shell.

Prototype: CAT 530 E.
Model: Deep tread, heavy duty construction machinery rear tires. Interior details. Separately applied details. Length 100 mm / 3-15/16".



V

Layout Accessories



The street-front of "Plant 1" is approximately 200 m / 656 ft. long, and from the Filstal rail line, it forms the silhouette of Göppingen. The main building with the famous "little tower" and almost classic façade was built in 1908, and for a long time carried the artistically worked company name above the roof girder.

In 1926 an extension was built in similar style, with what was originally a free clinker brick façade. Modern architecture came in during the so-called "Economic Miracle" period: In 1957 a functional 6-story extension was built, which also housed the museum until 1979. For the 1984 Jubilee the plant building was painted white – since then white has been the Märklin "house color".

72895 Backdrop.

For designing a model railroad backdrop for layout or showcase. Colorful depiction with depth effect on strong paper. Scale representation of the historic "Märklin Plant 1" factory building. Format approx. 240 cm x 36 cm / 7'10-1/2" x 14-3/16" cm, in two parts.

74730 High Voltage Mast.

Lattice mast with 2 metal cross girders in lattice girder design. 6 doubled suspension insulators with eyelets (0.8 mm / 1/32") for carrying a thread as a high voltage cable. Height 292 mm / 11-1/2", width 205 mm / 8-1/16".



**76510
Large Coaling Station.**

**Many working functions.
Basis for every railroad
maintenance facility.**

Prototype: German Federal Railroad standard design weighing bunker with traveling rotary crane with a clamshell bucket, for railroad maintenance facilities.

Model: Detailed coaling station and suitable digital crane for use in railroad maintenance facilities. Base and superstructure made of high quality plastic, many separately applied details. Divided base for weighing bunker and for crane, can be set up in different ways. Power connections for the crane in the base.

Crane is powered by miniature motors. Rotary crane can travel forwards and backwards, crane cab can be rotated 360°, working clamshell bucket can be raised and lowered. Work light on the boom and cab lighting both work. Crane functions can be controlled with the 6021 Control Unit 6021, the sender and receiver for item no. 76500, or the new 60652 Mobile Station. Weighing bunker has 4 bunker compartments, bunker hatches that can be opened. Bunker spacing is the same as a track spacing of approximately 64.5 mm / 2-9/16". Track spacing to the crane is approximately 64.5 mm / 2-9/16". Freight car clearance by the crane follows NEM standards. Dimensions: 300 x 220 x 243 mm / 11-13/16" x 8-11/16" x 9-9/16".

The operating expense for a steam locomotive is much greater than for diesel or electric locomotives.

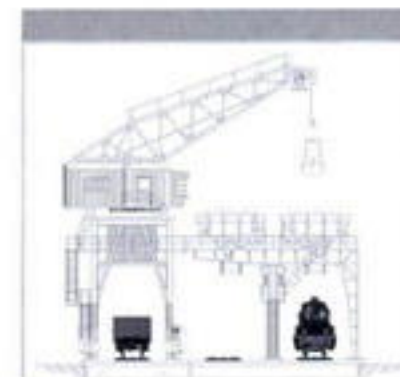
Taking on coal and water, sanding, firing up, lubricating, removing ashes and slag, turning in the direction of travel – the infrastructure for these tasks is concentrated in the railroad maintenance facility.

Coal is delivered to the coaling station, unloaded, stored, and loaded into the locomotive tender. Depending on the number and size of the locomotives to be serviced, standard designs define the type and features of the coaling station. An ingenious coal management is required at larger coaling stations. Depending on the locomotives being used, coal in different qualities and sizes must be made available. The coaling procedure should take place as quickly as possible; the standard design tenders take up to 10 metric tons.

Large coaling stations therefore have elevated bunkers or weighing bunkers. These are for fuel storage and are mounted over the tracks. They are loaded with the appropriate coal mixture and empty their fuel directly into the tender of the locomotive waiting underneath. The loading platform for a rotary crane with a clamshell bucket runs parallel to the tracks. It loads the coal from the freight cars into a large bunker, and it loads the weighing bunkers from this supply. The number of weighing bunkers and the capacity of the large bunker depends on the demand. In our prototype there are 4 weighing bunkers, each holding 20 metric tons of coal.

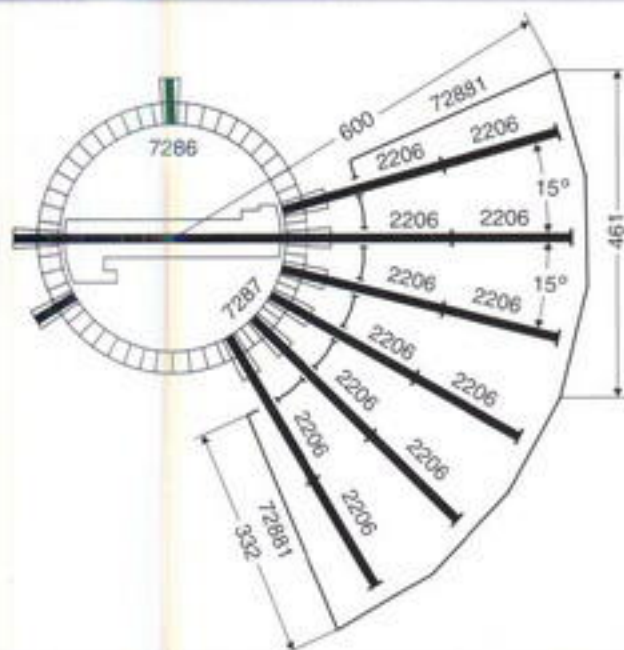


■ fX III-V



Turntable

This diagram shows 2 of the 72881 locomotive shed used with the 7286 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 7288/72881 locomotive shed.

This model is a joint project with the Fleischmann Company, Nürnberg, Germany.

24922 Adapter Track for C Track.

See page 335.

2291 Adapter Track for M Track.

See page 348.



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.



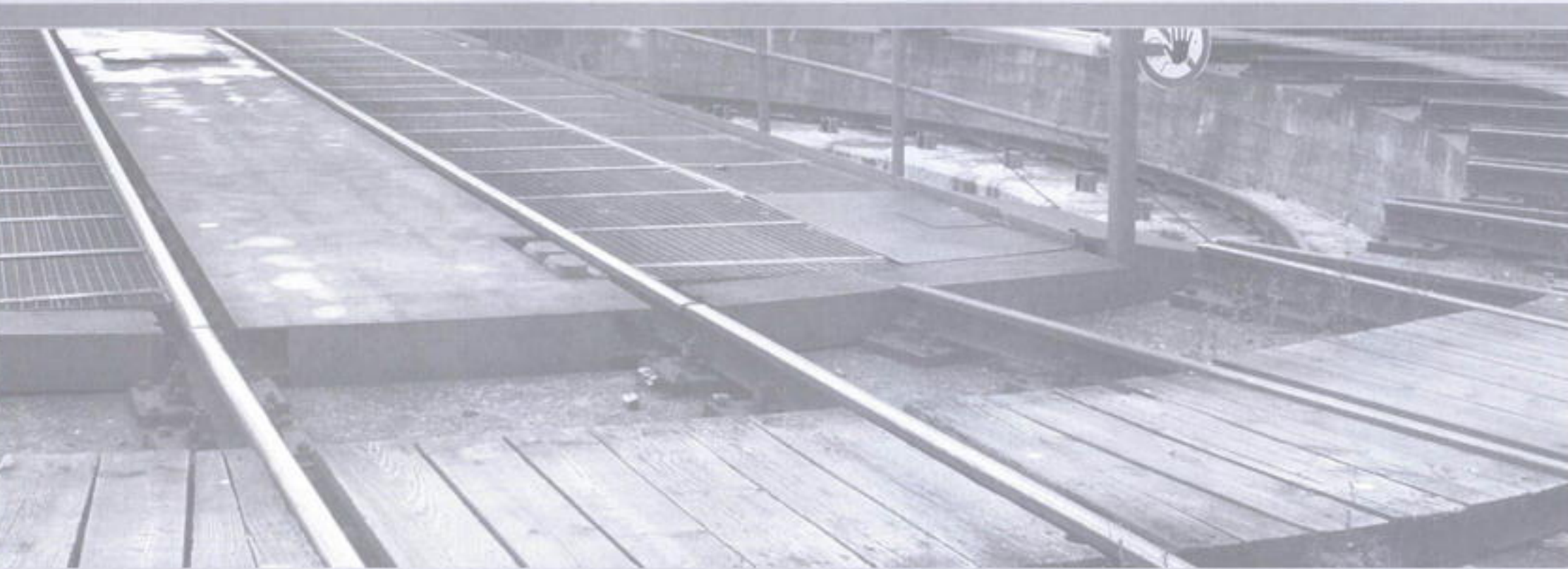
In addition to a central unit (6021 Control Unit), a digital accessory controller (6040 Keyboard) is required to control the digital turntable (7286 with 7687). It is also possible to control the turntable with a computer (with 6051 Interface). This digital control is independent of the conventional or digital control of the trains.

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.



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".



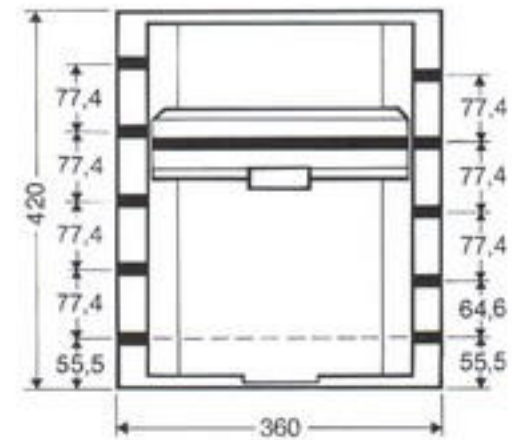
The transfer table can also be controlled with Märklin Digital using a k 84 decoder. The connections for the transfer table are described in the instructions for the k 84 decoder and in the 0308 Digital book.

**24951
Adapter Track for C Track.**

see page 335.

**2291
Adapter Track for K Track.**

see page 348.



Building Kits

72891

Locomotive Shed Kit.

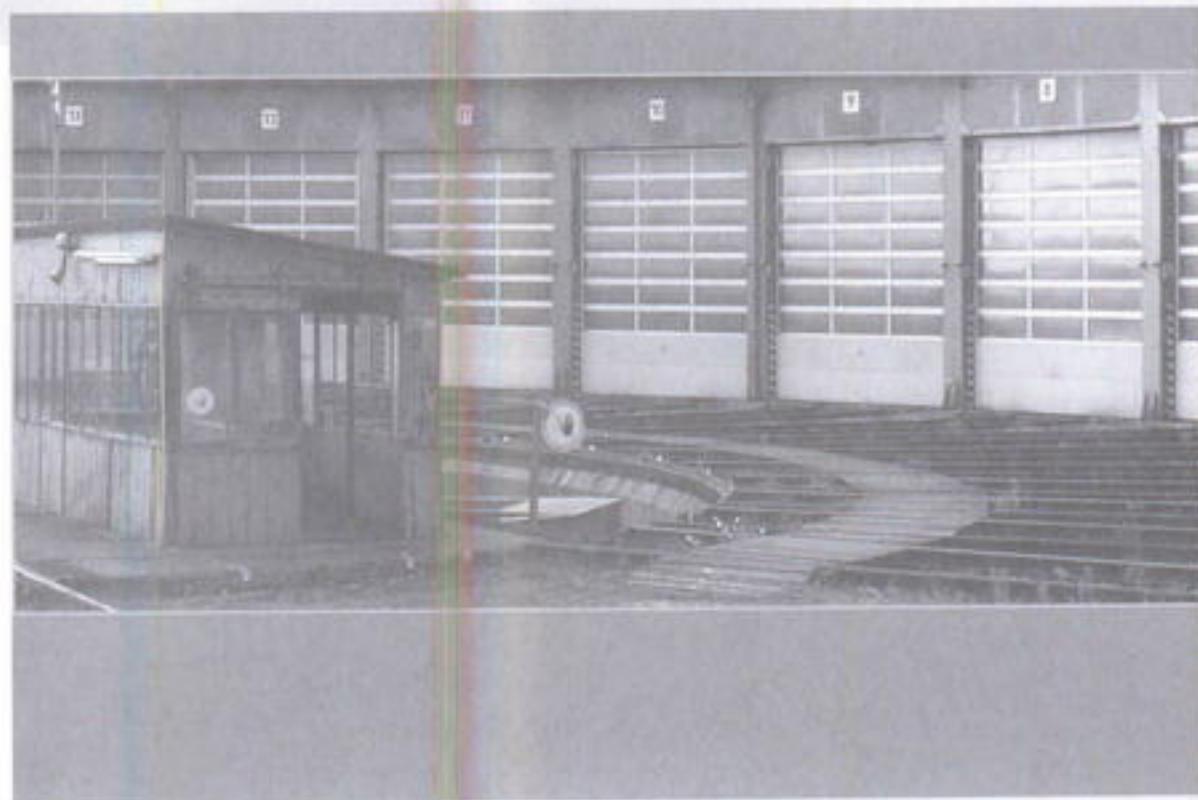
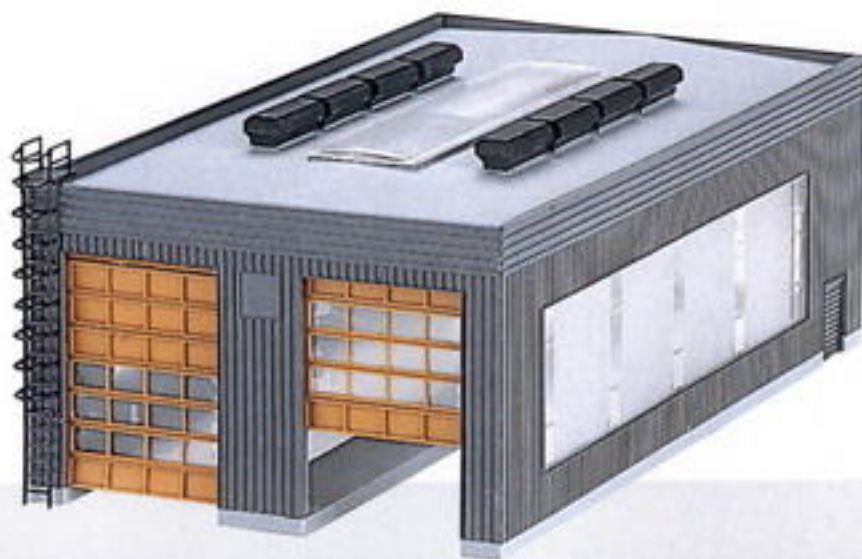
Single-stall locomotive shed. Doors close automatically after a locomotive enters the shed. Suitable for all H0 track.
Size approximately 320 x 120 mm / 12-5/8" x 4-3/4".

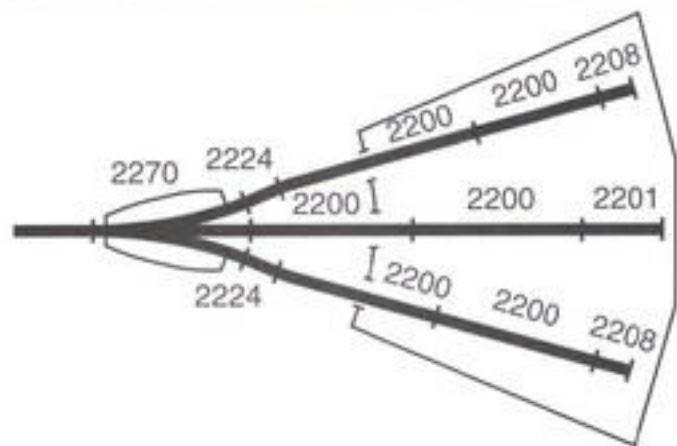


7289

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".





Suggestion for combining the 7288 locomotive shed with a 2270 three-way turnout.

**72881
Locomotive Shed Set.**

New development.
Also suitable for two-conductor DC
current track system.
Interior details with lighting.

Prototype: 3-place brick construction roundhouse. Early 20th century construction style. In use until current museum operation.

Model: Each place arranged at a 15° angle. Works well with 7286 Turntable. Suitable for C track and K track (track not included). 30 cm / 11-13/16" inside usable track length. Gates close automatically when the locomotives enter. Lighting set with 6 maintenance-free LED's, pre-wired, ready-to-install. Additional intermediate support set included for direct connection of multiple engine sheds without intermediate wall.

Size 350 x 461 mm / 13-25/32" x 18-5/32", height 128 mm / 5-1/32".



Gantry Crane

76500
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.

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".



■ fX III-V



Accessories

78100
Chassis Dynamometer.

For service and presentation of locomotives with up to 4 driving axles and coupled axles. Ideally suited for class 03, 41 models, Mikado. Structure is made of anodized aluminum sections. Four adjustable roller bracket pairs with precision ball bearings. C Tracks for positioning the non-powered axles.

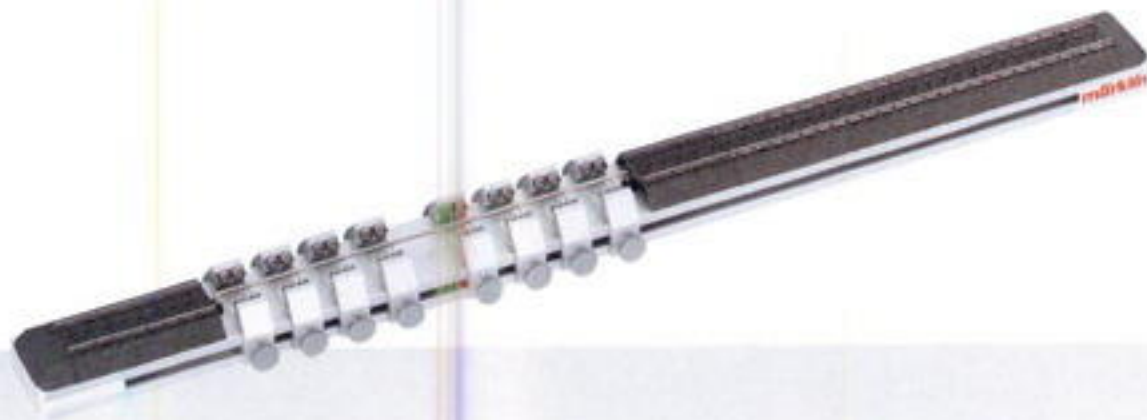
Locomotive power connection for conventional transformers, Delta or Digital System. Removable center conductor in the roller area. Outer tracks can be separately connected so that the unit is also suitable for two-conductor locomotives. Up to two 78110 roller bracket pairs or 78111 measuring device can be retrofitted.

Dimensions 400 x 42 x 30 mm / 15-3/4" x 1-21/32" x 1-3/16".



78101
Roller Test Stand.

For servicing and presenting locomotives with up to 8 driving axles and coupled axles. Also suitable for the Big Boy. Eight adjustable roller bracket pairs with precision ball bearings. The design and technical construction are the same as 78100. The roller test stand can be retrofitted with 78111 measuring device. Dimensions 520 x 42 x 30 mm / 20-1/2" x 1-5/8" x 1-3/16".



78110
Roller Bracket Pair.

For retrofitting the 78100 test rig by one coupling axle. With 4 precision ball bearings. Two 78110 roller bracket pairs can be retrofitted. With guide carriage and adjusting screws.

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



78111
Measurement Device.

For installation in the 78100 and 78110 Chassis Dynamometers. Enables wireless measurement of speed, time, and duration of operation. Special roller bracket pair with measurement transducer and transmitter. Display device with receiver and LCD display. Operation with 3 type AA/LR6 batteries (not included). Dimensions 80 x 70 x 120 mm / 3-5/32" x 2-3/4" x 4-23/32".



**78200
Display Case.**

High quality display case.
Can be used for locomotives and cars up to a length of approximately 34.0 cm / 13-3/8".

Display case for presentation of models. Wooden base with high quality acrylic cover. One length of K Track, 36.0 cm / 14-3/16", mounted. Can be used for locomotives and cars up to a length of approximately 34.0 cm / 13-3/8". Interior dimensions of the display case 37.0 x 11.0 x 12.5 cm / 14-9/16" x 4-5/16" x 4-15/16".



**7224
Rerailer.**

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



**72600
Universal Speed Measurement Tool.**

Universal speed measurement unit for many applications.
Choice of scales (1:220 – 1:22).
Measurement with photoelectric beam.
Data transmission by radio wave.

Tool for non-contact measuring of model speeds with a photoelectric beam sensor. Transmission of the data from the sensor to the display unit by radio waves (433 MHz). Up to 16 can be overseen by a measurement unit. Easy to read liquid crystal display with the option of showing the actual speed, maximum, and minimum speed. Display of the scale, optional adjustment of m/s, mph and km/h and display of the address of the sensor. Additional display of the laps run. Sensor circuit board approximately 80 x 50 mm / 3-1/8" x 1-15/16". Display unit approximately 80 x 70 x 120 mm / 3-1/8" x 2-3/4" x 4-3/4". Operation 4.5 volts (3 x 1.5 volt penlight battery).



**7226
Smoke generator, diameter 5 mm / 3/16".**

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



**72270
Smoke generator, diameter 3.5 mm / 1/8".**

Install from below on locomotive.



**02420
Smoke Fluid.**

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



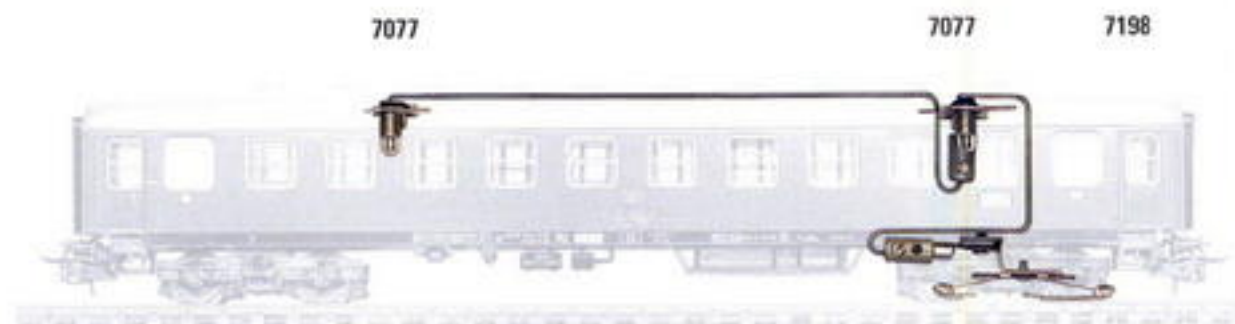
Lighting Kits

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.



7323 Lighting Kit.

For cars 4035, 4038, 4039, 4107
and 4108. Consists of pickup shoe
with light socket and light bulb.





**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.

7320



**7333
Lighting Kit.**

For cars 42101, 42131, 4214, 42141, 42142 and 4229. Consists of pickup shoe, light diffuser, lamp socket and light bulb.

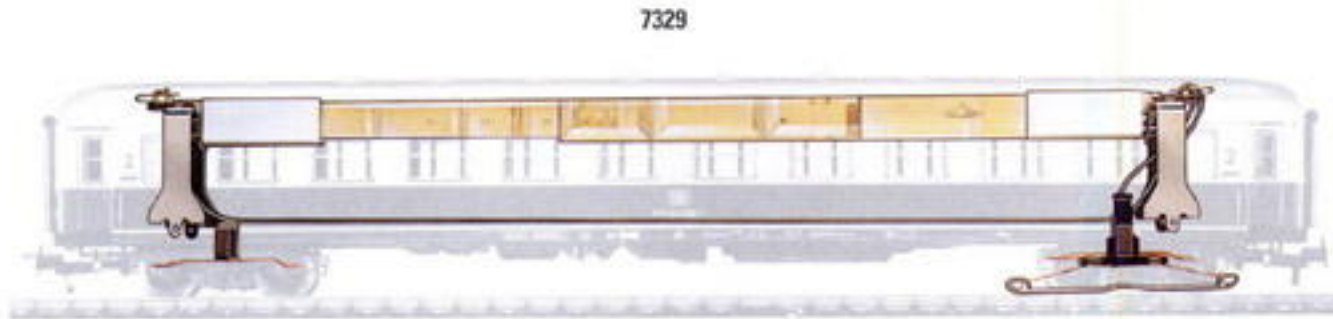
7333



Lighting Kits

7329 Lighting Kit.

For cars 4131, 4132 and 4133.
Consists of pickup shoe, adjustable light diffuser, 2 light sockets and 2 light bulbs.



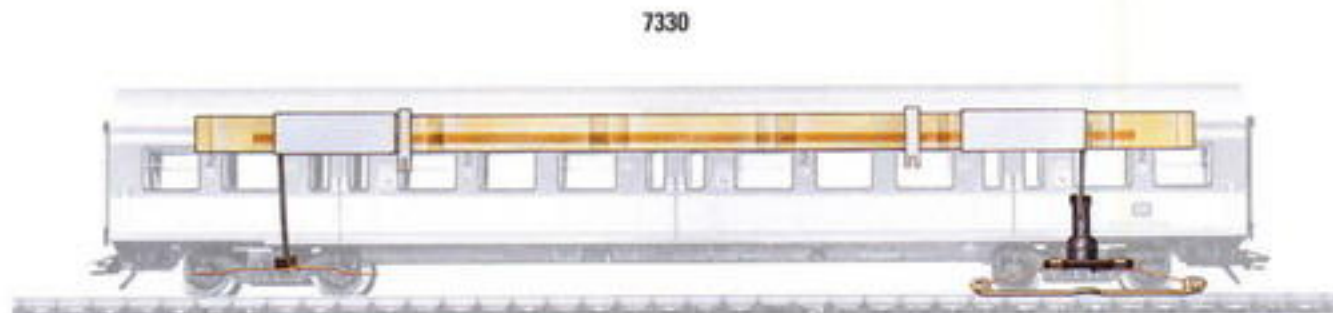
73161 Interior Lighting Kit.

Can be used with the models of the TEE/IC vista dome cars in the 26727 train and in the 42995 car set. Suitable only for cars produced since 2002. Consists of pickup shoe, 2 light bulb sockets, 2 light bulbs, and connecting wires. The light diffuser is already present in the cars.



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.



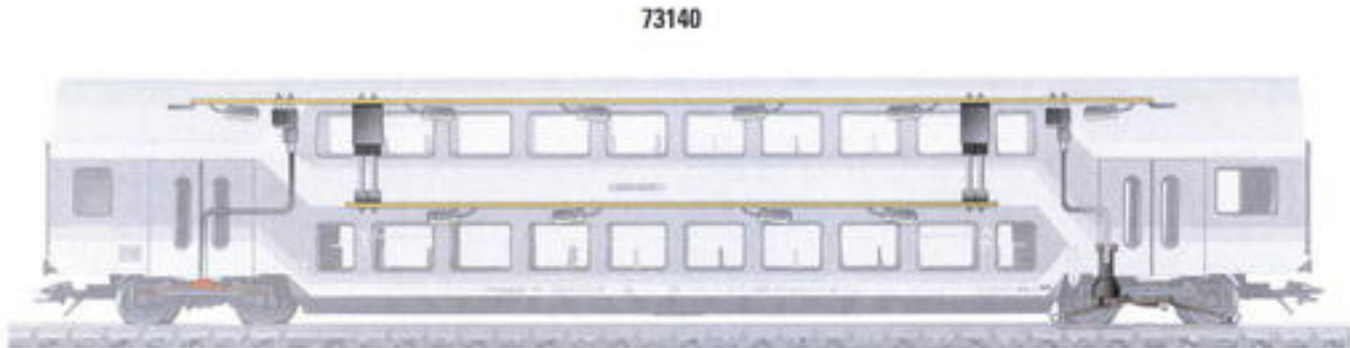
© Peter Weber, Euskirchen

7335 Lighting Kit.

Same as 7330, but for shorter express train passenger cars. For cars 41351, 41361, 42383 and 42751.

**73140
Lighting Kit.**

For cars 43581-43586. Consists of pickup shoe, circuit board with 10 light bulbs and current-conducting 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.

**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.

**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.

**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.



Accessories and Spare Parts

7247 Single-Arm Pantograph.

Type SBS 65 for modern locomotives. Interchangeable with 7218.



7207 Double-Arm Pantograph.

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



72020 Current-Conducting Close Coupler that Can Be Uncoupled.

This coupler is for a close-coupled connection between cars with single-conductor current transmission. It can be used in the close coupler pocket for all modern 26.4 cm / 10-3/8" and 27 cm / 10-5/8" long Märklin H0 cars with a guide mechanism.



This means that a single pickup shoe will be enough for a consist of lighted cars. In addition to two current-conducting close couplers, each set also has the hardware for current transmission through the guide mechanism as well as the terminal clips for the interior lighting wire for one car. Each package has 2 current-conducting close couplers and the hardware for the current transmission to convert a car. Installation instructions are included.

The 72020 current-conducting coupler, which can be uncoupled, is an alternative or conversion option for the current-conducting rigid coupler drawbars in the 7319 conversion set.



N

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 vehicles without guide mechanism.

Replacements for the standard Märklin plastic coupling. 10 couplings for locomotives (for 70 1560 and 70 4120) and 40 couplings for cars (for 70 1570 and 70 1580). Decreased coupling play for pulled vehicles.



7319 Current-Conducting Close Couplers.

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.



**2280
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.



I - V

**0226
Set of Figures.**

To add to passenger cars, 10 seated passengers. All figures hand painted in several colors.



**7001
Coupler Gauge.**

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

**446500
Narrow wiper.**

for SBB pantograph. Suitable for display models.

**7555
Switch Contact.**

For use at a suitable point in K Tracks or in C Tracks. The switch contact (reed contact) triggers a pulse when a vehicle with floor-mounted switch magnet passes by. Potential-free connection. Switching current to 2 A. Length 38 mm / 1-1/2".

**7195
Number Sign Set.**

12 bases. Signs for 1 - 24. For identifying turnouts and signals.

**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.

**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.

**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.



Märklin Systems



Märklin Systems. Admittedly, the first contact with the new elements in Märklin Systems took some getting used to. Everything looked different somehow. What had happened to the reverse switch that we had known since childhood? Why weren't there red and green push buttons for controlling digital accessories, buttons we were familiar with from the Keyboard? – Instead, a red control knob stared back at us that could easily be twirled with a thumb and that had no stops. Displays give us information about the status of our locomotives and solenoid accessories. After just a few minutes it was clear that a new world was opening up here that wanted to be discovered. Tingling excitement is guaranteed. Twenty years ago Märklin unleashed an avalanche with digital model railroading that has still not come to a standstill. Much has changed in the last two decades in the area of electronics. We have taken this into account. Model railroading no longer means just running trains in circles. Customers want to experience more with their Märklin model railroad right from the start. The four possible auxiliary functions in the classic digital world are no longer enough. Our locomotives can therefore do much more now. Despite this, controlling them has not become more complicated. On the contrary. We have set the goal of offering easy, manageable operation. It should be logically and clearly structured. Märklin Systems was developed for this reason. But, and this is what our friends all over the world appreciate particularly about the Märklin brand, compatibility to the existing classical configurations with the Control Unit is guaranteed.

And, that's the way it should be. The new heart of Märklin Systems is called the Central Station. A Märklin fan will use this controller above all else to run trains - and also to control turnouts and signals on his layout. It is a completely new operating feel. It begins with the absolutely easy setup on a layout. The digital centerpiece is quickly connected to the layout with just a few wires. And, it gets exciting right away: Almost all of the locomotives produced as digital locomotives can be found in the database, and they can be activated with easy negotiation of a menu. The special kick: All current models that come from the factory with an mfx decoder register themselves in the Central Station. They show their digital functions. Depending on the type of locomotive, this can be up to 16. Simple, self-explanatory pictograms give information about the individual locomotives can do. The large display offers a touch-sensitive screen (touch screen). Touching the desired function lightly will activate it. – If you had to keep a note card handy in the past to keep track of what number your favorites had, you can forget about it now. Names that can be custom tailored leave time to run the trains; all of the more or less burdensome side tasks fall away. Setting the running characteristics, braking and acceleration delay are taken care of in seconds. The maximum as well as the minimum speeds are also done this way. It's really fun to try out the beautiful mfx models to see what all they have in them.

So, you want to run multiple unit locomotive lash-ups with heavy trains over your grades? No problem. Multiple unit consists are very easy to do. This doesn't only sound easy, it is easy. Come enter the fantastic world of Märklin Systems. You'll find reason for enthusiasm.

**Märklin Systems:
Extraordinary challenges require special solutions. We have found them for you. Really good ones right from the start.**

**Easy as Child's Play:
The Perfect Way to Get Started in the World of Märklin Systems.**

Selected digital starter sets have the Märklin Mobile Station instead of the former Delta Control or Control Unit components. The Mobile Station surpasses by far the functionality of the former digital controllers. The Mobile Station combines the functions of 3 units:

- An easy to use controller for locomotives
- Booster for supplying power to the layout
- Central unit electronic circuit that collects all of the operating commands and sends them to the track as data signals.

**A Look Ahead:
With the starter set you already have the capacity for additional expansion.**

The Mobile Station has access to up to 10 locomotives from a locomotive list you can set up yourself. Two to three standard locomotives can be run at the same time, depending on their power consumption. Of course,

these locomotives can be selected from the 10 units in the locomotive list. The Mobile Station completely covers the operational possibilities with this feature for many small and medium size layouts.

**It Feels Good in Your Hands:
Mobile Station with top design and ergonomic feel.**

The design is as innovative as it is ergonomic. The large control knob, buttons for locomotive selection, menu, emergency stop as well as a headlight button and 8 function buttons and a large display make handling the Mobile Station simple, logical, and easy to understand. With the Mobile Station you really have up to 10 locomotives and their functions in hand in the truest sense of the word.

**Smart Communication:
The Mobile Station Shows Clear Text and Pictograms.**

The Mobile Station can show locomotives by their names. Instead of a number that says nothing, Big Boy, for example, is shown on the large display. You can also enter your own names or numbers. Self-explanatory pictograms next to the buttons show the functions for each active locomotive. So, you can turn lights, a horn, or Telex couples directly on and off in any order you want, and you don't have to keep track of what is assigned to the "f" buttons 1 through 4. Direction and speed indicator: The direction of travel and the speed that has been set are clearly shown on the display for an active locomotive.

**Long Term Memory:
The database built into the Mobile Station contains many Delta and Digital locomotives and powered units that were produced years ago.**

This will make the large community of Märklin collectors happy: The Mobile Station also can control your numerous Delta and Digital locomotives and powered units. Of course, only those functions that were built into the decoders for various locomotives can be activated - but always with ease of operation: You look up the item number for your Delta or Digital locomotive in the database. The Mobile Station then accepts the parameters for this locomotive. After that it shows the name for locomotive on the display in clear text as well as the functions for the locomotive as pictograms. This process becomes even more exciting with the new mfx decoder. This decoder can "talk back" to the controller. This means: It registers the locomotive automatically in the system. Simply place the locomotive on the track — and a little later the locomotive will appear on the display with its name and its specific functions.

**Out of the Set Box and You're Ready to Go:
A Section of Track with a Connector Box or Fun without "Spaghetti Wiring".**

The connector box has 3 sockets: a 10-pin socket for the Mobile Station, a 7-pin socket (it can't be confused with the 10-pin version) for a second Mobile Station, and a socket for the transformer. This does away with the need for burdensome preparation work: No more nervous fiddling with wires in the sockets or terminal

clips on the transformer, no fumbling around with trying to attach the spade connectors to the contact fingers under the feeder track. We have also already set up the correct polarity for you. Thanks to the well thought out plug-in contact, all of the connections are automatically configured correctly.

**Anyone Who Likes to Play Alone:
The Second Mobile Station Is Not Just for a Second Operator.**

You can use a second Mobile Station as an additional locomotive controller for a second operator or as a controller close to the action. For example, it could be placed directly by a large locomotive maintenance facility. The connections for the second Mobile Station are made in the Master-Slave mode -Modus at the same connector box. The first Mobile Station remains as a locomotive controller, booster, central unit electronic circuit, while the second one serves only as a locomotive controller. It is connected to the connector box by means of a 7-pin adapter cable.

**This Will Make Your Heart Beat a Little Faster:
The Central Station Is an Easy-to-Use Controller.**

The heart of Märklin Systems is the Central Station. An absolutely top controller. Made to meet the needs of experienced model railroaders. The Central Station is an all-in-one controller: Running trains and operating accessories will be experienced with a sense of ease previously unknown. Sixteen buttons for direct access to auxiliary functions, 2 control knobs as well as a large,

lighted touch screen set new standards.

**We tell it like it is:
The Most Important Basic Information in Märklin Systems.**

The Mobile Station and the Central Station make use of a new data format. No problem: You can continue to use your existing Märklin locomotives with the Motorola processor in the decoder. The new mfx locomotive decoder controls more functions and has a built-in feedback feature. It automatically registers the locomotive in the system clear text. Of course, you can also set individual characteristics from the Central Station on the decoder such as maximum and minimum speed as well as acceleration behavior or run locomotives in multiple unit consists. Number of addresses: with over 16,000 more than enough. Number of speed levels: sufficient. It's 128.

Two locomotives or powered units can be controlled directly at the same time with 2 control knobs. In addition, turnouts, signals, and other solenoid accessories can be controlled from the touch screen. Mobile Stations can be connected to the Central Station as auxiliary locomotive controllers. The modular setup of the unit allows future developments and functions to be retrofitted as a hardware or software upgrade.

So that you and your system are always up-to-date. An ethernet connection offers the possibility of hooking up a personal computer for controlling the layout as an option for the future. **Here for the future. Consistent. Different.**

Märklin Systems



60212 Central Station.

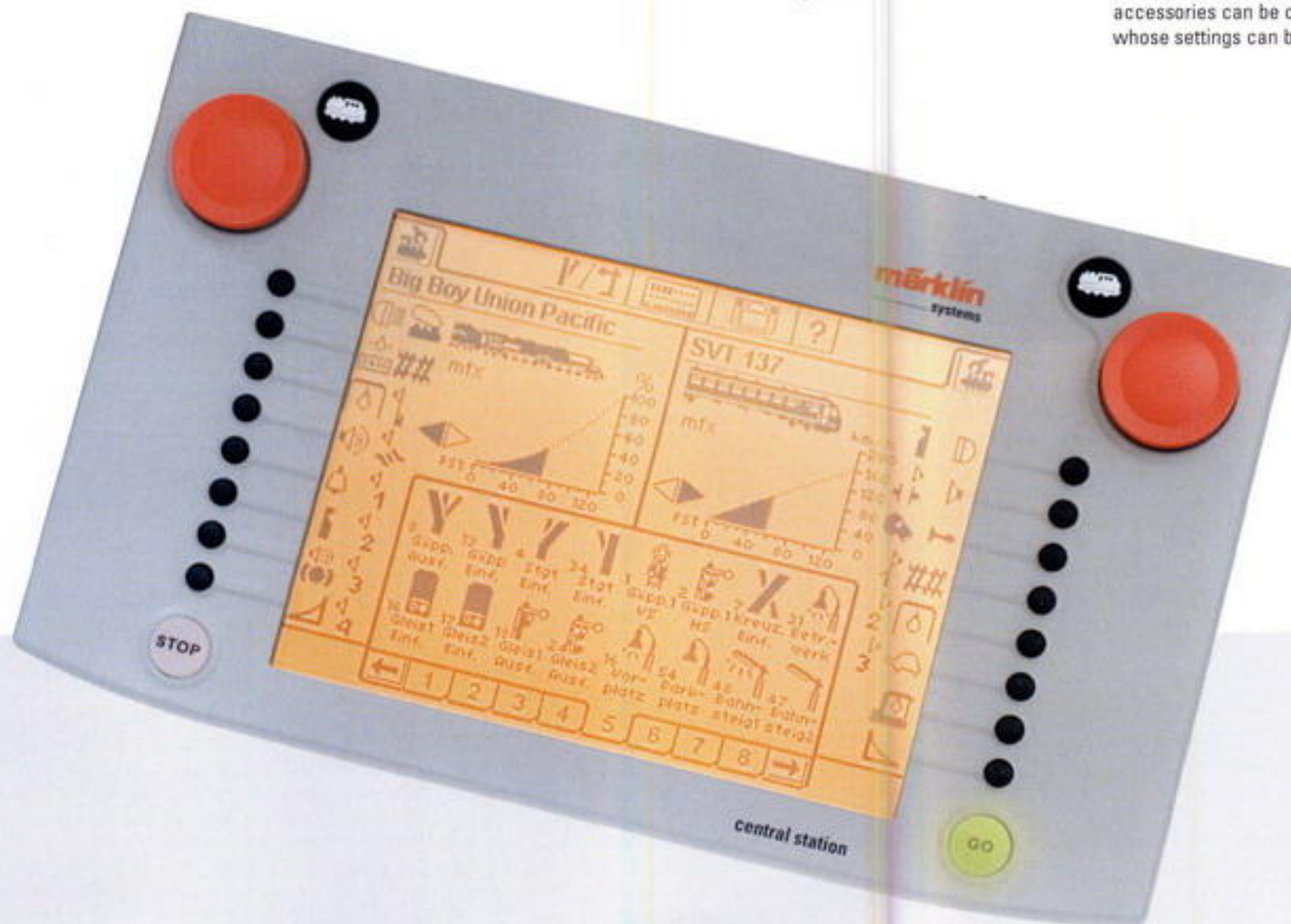
Professional quality controller with a large touch screen and almost unlimited possibilities for operating the layout. Intelligent screen, reacts to different train operation situations. 2 locomotive speed control knobs.

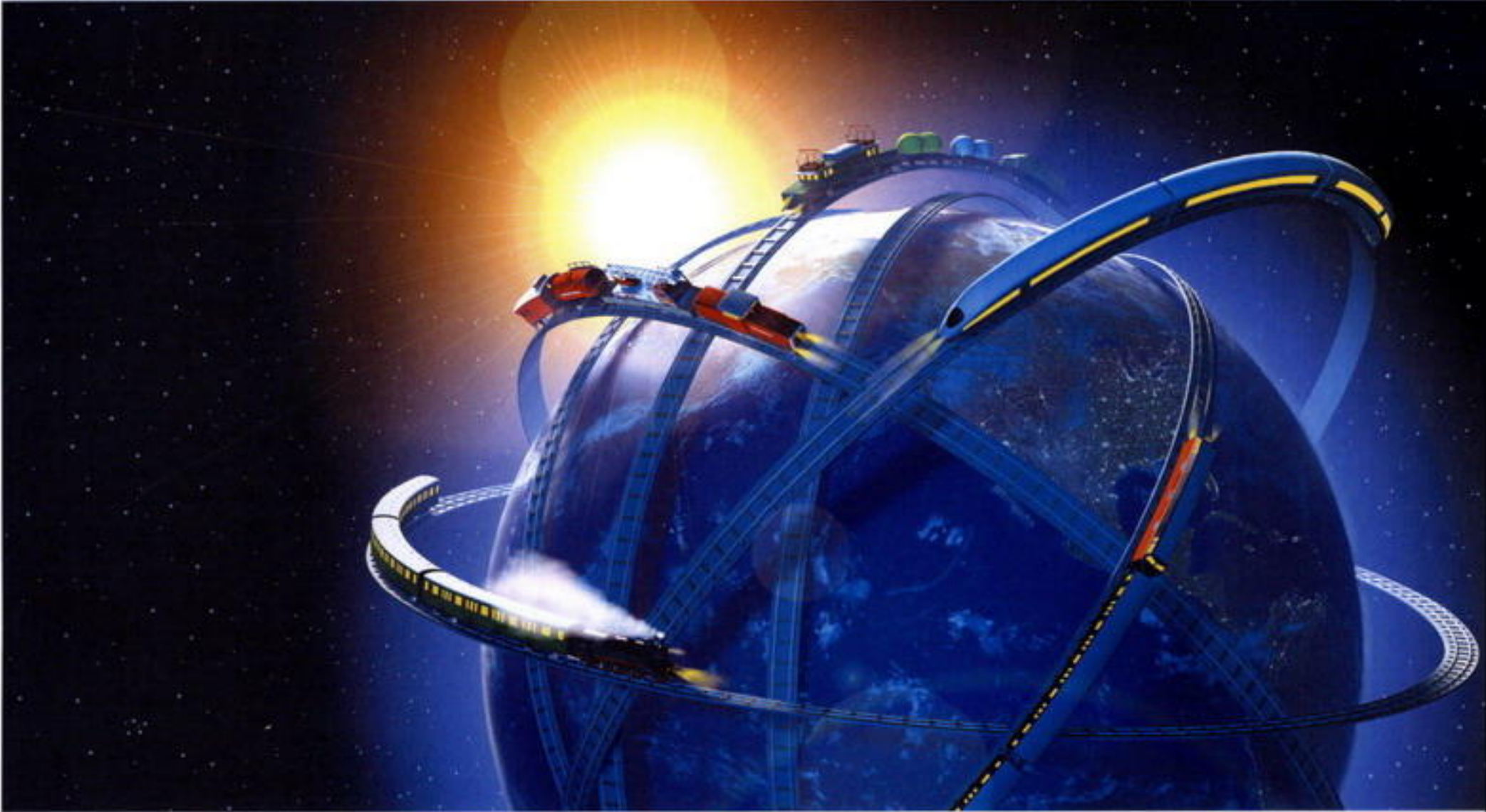
Simple, innovative operation with speaking names for locomotives. Integrated Märklin Digital locomotive data bank.

Up to 16 controllable functions with self-explanatory pictograms and graphic display of the control status.

Solenoid accessories can be controlled with the integrated Keyboard.

The new Central Station combines 2 locomotive controllers for simple, easy control of locomotives, an integrated, powerful booster for supplying power to the layout with track current and accessory current, the central electronic circuit, which gathers all of the locomotive and accessory commands and sends them to the track as data, and a Keyboard with which solenoid accessories can be operated and whose settings can be displayed.





Märklin Systems



60652 Mobile Station.

Simple convenient operation.
Innovative operating concept with spoken names for locomotives.
Graphic display with self-explanatory pictograms.
Up to 9 controllable functions.
Simple cable connection (plug & play) to the feeder track.
Integrated Märklin digital locomotive database.

Hand controller unit with 1.9 amp capacity. Direct access to 10 locomotives. Locomotive selection can be done with spoken locomotive designations. Select from either the Märklin digital locomotive database integrated into this controller or from two-digit addresses. 9 buttons for auxiliary functions. The graphic display integrated into this controller automatically shows the function status with self-explanatory pictograms for locomotives with mfx decoders, or for locomotives selected from the digital locomotive database integrated into this controller. The controller has a locomotive selection button, menu button, and emergency stop button.

The controller has a built-in connecting cable and plug for connecting to Märklin H0 layouts (by means of a feeder track and a connector box), or to the 60212 Central Station. Dimensions 165 x 69 x 35 mm / 6-1/2" x 2-11/16" x 1-3/8". Adapter cable included (10-pin to 7-pin to the feeder track with a connector box) and a base (60659) for the Mobile Station.

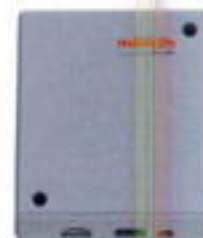
60659 Base for Mobile Station.

Base for the Mobile Station. Serves as a convenient base for the Mobile Station, or as a stationary location for this controller. The base can be placed on the layout, or it can be mounted in place with the screws included with it.



60115 Connection Box.

Connection Box. For the K Track. For connecting a transformer and up to 2 Mobile Stations. Dimensions 96 x 85 x 40 mm / 3-25/32" x 3-11/32" x 1-9/16".



**60052 230 Volt, 60 VA,
60055 120 Volt, 60 VA,
60 VA Transformer.**

Transformer for supplying the 60651 or 60652 Mobile Station. This transformer has a new connection socket and a power cord with a plug. It can be used for supplying power to conventionally controlled Märklin solenoid accessories. 16 volt AC output. Plastic housing.
Dimensions 150 x 110 x 80 mm / 5-7/8" x 4-5/16" x 3-1/8".



Safety tested.

The 60052 Transformer is not designed for outdoor use. It must be protected from moisture.

**60172
Booster with Feedback
Feature.**

Power booster for supplying operating current to larger layouts (H0 or 1), which are controlled by Märklin Systems. This unit can be connected to a Märklin Systems transformer. 48 VA maximum output power, 3 amps maximum current. This unit is connected to the Central Station by means of a 9-pin data bus line.



This unit registers itself and communicates automatically with the main controller. Feedback feature to the main controller from the track and from up to 8 s88 feedback module decoders (not included) connected to the layout. Two-color LED's on the Booster and the main controller's screen display the operating status of the Booster. Several boosters may be used in one system. Plastic housing.
Dimensions: 150 x 110 x 80 mm / 5-7/8" x 4-5/16" x 3-1/8".

**60129
Connect 6017.**

This unit allows you to connect and integrate the Märklin Digital 6017 Booster and 6015 Booster into the Märklin Systems world. Connection options: permanently installed wires (red and brown) with C Track spade connectors. Low voltage socket for supplying power to this unit when you are only using the 6015 Booster with it. Socket for flat ribbon cable connection to the Booster. Plastic housing.
Dimensions 96 x 85 x 40 mm / 3-3/4" x 3-1/4" x 1-1/2".



**60125
Terminal.**

This unit can be used to connect additional components from the Märklin Systems program to the Central Station. 9-pin connecting cable, 60 cm / 23-5/8" long, permanently attached to the Terminal, and 9-pin socket for an additional Terminal or other components to be connected to the data bus. Four 7-pin sockets for connections from Mobile Stations or other peripheral units. Dimensions 96 x 85 x 40 mm / 3-3/4" x 3-3/8" x 1-9/16".



**610479
Adapter Cable.**

10-pin to 7-pin adapter cable for connecting a second mobile station to the 60115 Connection Box (H0) or 60111 (Märklin 1).

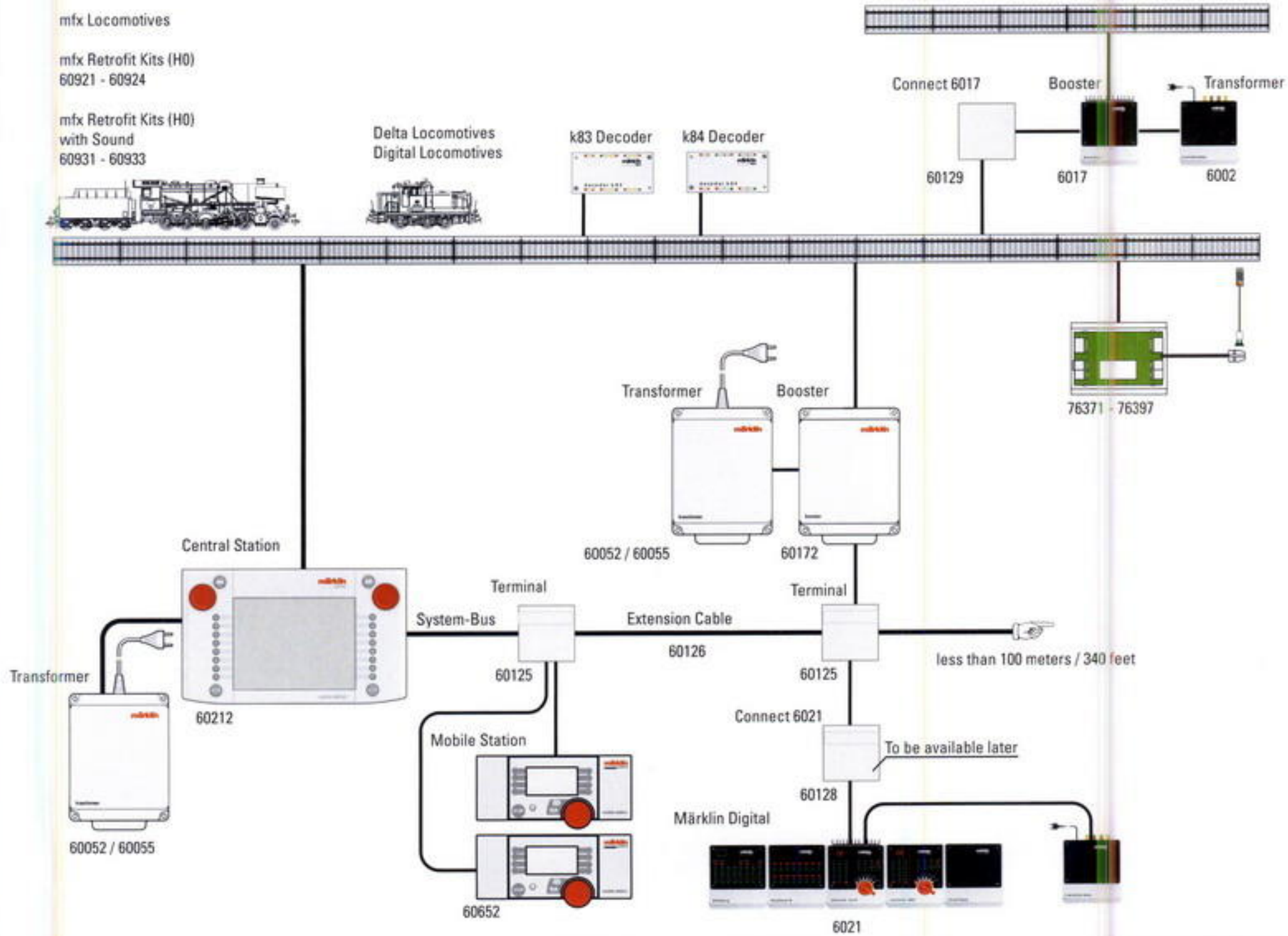


**60126
Extension Cable.**

This cable comes with a 9-pin socket and a 9-pin plug to connect a distantly located terminal or another component to the data bus. Length approximately 2 meters / 79".



A Look at the System Architecture

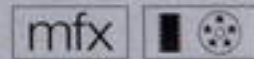


Retrofitting and Converting

mfX Decoders with High-Efficiency Propulsion.

The mfX decoders for retrofitting into locomotives have several controllable functions. The output "function" is intended for headlights / marker lights that change over with the direction of travel. The outputs "f1" and "f2" can be used for other control procedures such as Telex couplers or a smoke generator. The "f4" function enables you to turn the acceleration and braking delay off for easier switching maneuvers. These auxiliary functions can be controlled with the Mobile Station, the Central Station, or the Control Unit, as well as with a Control 80 f locomotive controller connected to the Control Unit.

The functions "function" and "f1" are turned on, when you are running the locomotive with conventional AC power. After being installed in the locomotive, the mfX electronic circuit automatically registers itself with the Mobile Station or the Central Station (when placed on track connected to these units). At that point you can then change the maximum speed, the acceleration rate and the braking delay. The motor in the locomotive is controlled for different loads such as ascending and descending a grade. A "spoken" name (road number, class designation, nickname, etc.) or one of the 80 two-digit digital addresses can be selected for the locomotive.



Important Information!

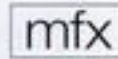
Märklin digital decoders and controllers are complex electronic systems designed for Märklin models. We can therefore guarantee compatibility and functional reliability only when original Märklin parts and components are used.

The warranty becomes void if non-original Märklin parts or other makes of parts not authorized by Märklin are used.

The manufacturer's warranty can only be honored when the 60903, 60921, 60923, and 60924 high-efficiency propulsion sets and the 60905 and 60922 high-efficiency decoders, and the 60960 and 60961 function decoders are installed by authorized dealers.

60921 mfX High-Efficiency Propulsion Set.

For upgrading many Märklin H0 locomotives with drum commutator motors to the current high-efficiency propulsion with acknowledgement. Consisting of mfX locomotive decoder, high-efficiency motor and installation material.



60922 mfX High-Performance Electronic Circuit.

For upgrading Märklin H0 locomotives with built-in high-efficiency propulsion 6090, 60901, 60903, 60904, to the new version with acknowledgement. The existing high-efficiency motor is retained, the locomotive decoder is replaced.



60923 mfX High-Efficiency Propulsion Set.

For upgrading many Märklin H0 locomotives with smaller design flat commutator motors to the current high-efficiency propulsion with acknowledgement. Consisting of mfX locomotive decoder, high-efficiency motor and installation material.



60924 mfX High-Efficiency Propulsion Set.

For upgrading many Märklin H0 locomotives with large design flat commutator motors to the current high-efficiency propulsion with acknowledgement. Consisting of mfX decoder, high-efficiency motor in various forms and installation material.



Retrofitting and Converting

mfX Decoders with Sound Generators.

The mfx decoders with an integrated sound effects circuit and a speaker are designed by retrofitting into Märklin locomotives that already have digital high-efficiency propulsion – the old decoder is replaced by the new mfx decoder and the speaker with its resonating chamber is installed in a suitable location in the locomotive. The possibilities for installation must be explored for each locomotive and depend on the space available in the locomotive(s) to be converted. If there is not enough space in the locomotive, then you can look at the possibility of installing the decoder and speaker in a car coupled to the locomotive.

The mfx decoder comes designed in special versions, one for steam locomotives, one for diesel locomotives, and one for electric decoders, each version with 12 typical operating sounds. Even the Mobile Station can be used to activate this sound effects background, and all of the sounds can be called up with the Central Station. The digital functions "function", "f1", "f2", and "f3" are available for controlling different sounds, and "f4" is available for the acceleration and braking delay. The comfort and ease of feedback, programming, and setting addresses as well as the control of the high-efficiency propulsion are standard with the mfx decoders.



60931 mfX High-Efficiency Electronic Circuit with Sound Effects Generator.

For electric locomotives. For converting Märklin H0 locomotives with built-in 6090, 60901, 60903, or 60904 high-efficiency propulsion to the new version with a feedback feature and sound effects. The existing high-efficiency motor is retained, the locomotive decoder is replaced, and a speaker is also installed. 12 typical electric locomotive operating sound effects are pre-programmed and can be selected digitally with Märklin Systems. Among them are the following special sound effects for specific operating situations:

- F8 = simple bell sound.
- F9 = sound of bell rung twice.
- F10 = sound of bell rung 3 times (provincial railroad).
- F14 = steam chest sounds.
- F15 = injector sounds.

Also available are the controllable functions for direct control without acceleration/braking delay as well as 3 on-off functions for outputs that can be selected, one of which changes over with the direction of travel (example: headlights / marker lights).

Circuit board dimensions: length 35 mm x width 15 mm x height 6 mm / 1-3/8" x 9/16" x 1/4".

Speaker diameter 22 mm / 7/8", height 3 mm / 1/8".

Digital Function	6020	6021	60652	60212
On/off function F/R	x	x	x	x
On/off function F1		x	x	x
On/off function F2		x	x	x
Steam locomotive operating sounds	x		x	x
Direct control		x	x	x
Locomotive whistle			x	x
Whistle for switching maneuver			x	x
Bell			x	x
Bell			x	x
Bell				x
Air pump / compressor				x
Sound of squealing brakes off				x
Letting off steam / air				x
Sound of coal being shoveled				x
Operating Sounds 1				x
Operating Sounds 2				x

60932 mfX High-Efficiency Electronic Circuit with Sound Effects Generator.

For diesel locomotives. For converting Märklin H0 locomotives with built-in 6090, 60901, 60903, or 60904 high-efficiency propulsion to the new version with a feedback feature and sound effects. The existing high-efficiency motor is retained, the locomotive decoder is replaced, and a speaker is also installed. 12 typical diesel locomotive operating sound effects are pre-programmed and can be selected digitally with Märklin Systems. The following special sound effects specific to the operation of the locomotive are present on this decoder:

- F7 = high pitched horn tone.
- F8 = low pitched horn tone.
- F9 = auxiliary diesel with constant rpm.
- F10 = sound of excess pressure safety valve letting off air.
- F13 = sound of doors being closed.
- F14 = startup of the motor.
- F15 = oil pump.

Also available are controllable functions including direct control without acceleration/braking delay as well as 3 function outputs that can be assigned as desired, one of which changes over with the direction of travel.

Circuit board dimensions 35 mm / 1-3/8" length x 15 mm / 9/16" width x 6 mm / 1/4" height.

Speaker diameter 22 mm / 7/8", height 3 mm / 1/8".

Digital Function	6020	6021	60652	60212
On/off function F/R	x	x	x	x
On/off function F1		x	x	x
On/off function F2		x	x	x
Diesel locomotive operating sounds	x		x	x
Direct control		x	x	x
Locomotive whistle			x	x
Whistle for switching maneuver			x	x
Horn blast 1			x	x
Horn blast 2			x	x
Operating Sounds				x
Operating Sounds 1				x
Letting off steam / air				x
Sound of squealing brakes off				x
Surrounding Sounds 1				x
Operating Sounds 2				x
Operating Sounds 3				x

60933 mfX High-Efficiency Electronic Circuit with Sound Effects Generator.

For electric locomotives. For converting Märklin H0 locomotives with built-in 6090, 60901, 60903, or 60904 high-efficiency propulsion to the new version with a feedback feature and sound effects. The existing high-efficiency motor is retained, the locomotive decoder is replaced, and a speaker is also installed. 12 typical electric locomotive operating sound effects are pre-programmed and can be selected digitally with Märklin Systems. The following special sound effects specific to the operation of the locomotive are present on this decoder:

- F8 = relays clicking.
- F11 = sound of excess pressure safety valve letting off air.
- F14 = sound of doors being closed.
- F15 = conductor's whistle.

Also available are controllable functions including direct control without acceleration/braking delay as well as 3 function outputs that can be assigned as desired, one of which changes over with the direction of travel.

Circuit board dimensions 35 mm / 1-3/8" length x 15 mm / 9/16" width x 6 mm / 1/4" height.

Speaker diameter 22 mm / 7/8", height 3 mm / 1/8".

Digital Function	6020	6021	60652	60212
On/off function F/R	x	x	x	x
On/off function F1		x	x	x
On/off function F2		x	x	x
Electric locomotive operating sounds	x		x	x
Direct control		x	x	x
Locomotive whistle			x	x
Whistle for switching maneuver			x	x
Horn			x	x
Operating Sounds 1			x	x
Blower motors				x
Air pump / compressor				x
Operating Sounds 2				x
Letting off steam / air				x
Sound of squealing brakes off				x
Surrounding Sounds 1				x
Surrounding Sounds 2				x

Digital Locomotive Control

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.

Connection extension for remote setup of Control 80 f keyboard, memory, or interface. Ribbon cable with 2 connector jacks for the digital system.

Length 60 cm / 23-5/8".



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".



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".



6017 Booster.

Output supply unit for large layouts that are digitally controlled. Output current max. 2.5 A. LED operating display. With switchable voltage reduction for slow speed sections as with the 6021 Control Unit. Track and transformer each have 2 connecting terminals. Control Unit and additional booster (item no. 6017) each have one connection socket. 1 adapter cable for connecting to the Control Unit.

Dimensions 135 x 120 x 80 mm / 5-5/16" x 4-23/32" x 3-5/32".



Digital Locomotive Control

72442 Braking Module.

All of the connections use the new plugs.

This brake module works the same as the 72441 brake module.

Signal mechanism with integrated circuits for controlled stopping of digital locomotives with high-efficiency propulsion. This module has connections for a two-aspect color light signal, for the 3 necessary lengths of track for controlled stopping of a locomotive. The braking module is operated either with a k 83 decoder or with a 7272/72720 conventional control box. Dimensions 100 x 54 x 22 mm / 3-15/16" x 2-1/8" x 7/8".

The braking module requires 3 electrically isolated lengths of track in the signal area. The first part is a transition area, which corresponds to the length of a ski-shaped pickup shoe (approx. 70 - 90 mm / 3" - 4"). The second length of track is the actual braking area, in which the locomotive comes to a controlled stop. The length of the braking area is determined by the brake delay setting on the locomotive's decoder. This second length of track should be at least 40 - 50 cm / 16" - 20".

The third length of track is a safety section, in which the operating voltage is turned off as in standard signal blocks. This prevents the locomotive from "running through" the signal block unintentionally. The braking module can be used for color light and for semaphore signals. Locomotives with built-in digital or Delta electronic circuits without a control feature sometimes come to a stop in the braking section or even in the safety section. We cannot tell you exactly how each of these locomotives will behave. We therefore do not recommend using the 72442 braking module with locomotive decoders that do not have a control feature.

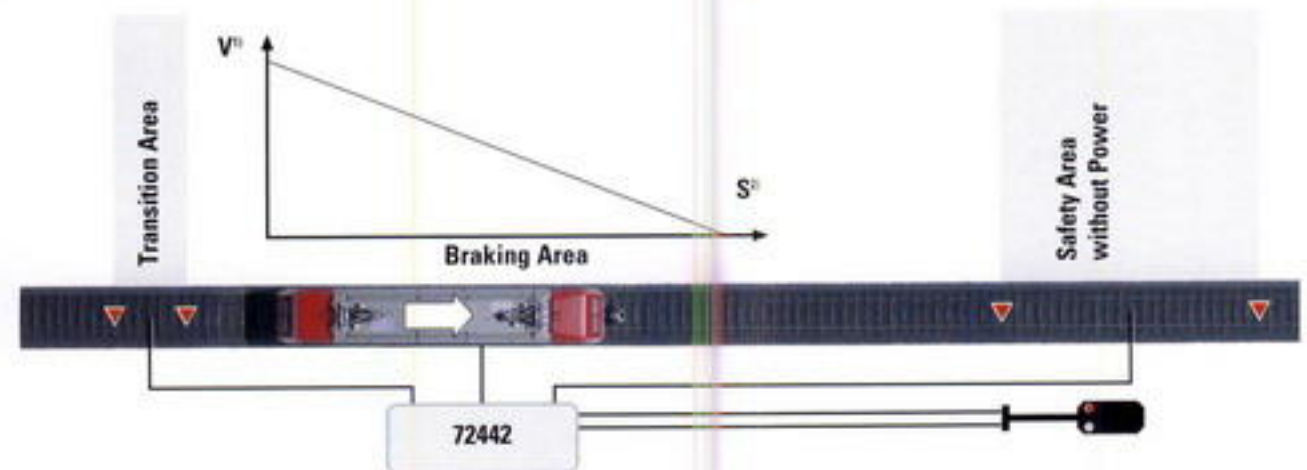


N

A Gentle Stop in Front of Signals.

The brake module gives a command to the digital decoders in passing locomotives, when signals are set for "Stop". The decoder then controls the braking procedure set on the locomotive's decoder up to stopping in front of the signal. A safety area in which current has been turned off keeps the locomotive from running through the signal if the braking path has been set too long.

Automatic Braking Block in Digital Operation



¹ V = Speed

² S = Route Traveled

Retrofitting and Converting

60903 High-Efficiency Propulsion Conversion Kit.



Consists of a locomotive decoder, a 5-pole high-efficiency motor, and hardware for converting specific older Märklin H0 locomotives with the smaller size flat commutator motor to digital high-efficiency propulsion. The electronic circuit has 4 controllable functions (headlights from the "function" button, smoke generator and Telex couplers, for example, from "f1" and "f2", minimal setting for the acceleration and braking delay from "f4").

The Control Unit (item 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. The functions "function" and "f1" are turned on in conventional operation with AC power.



Information about 60903:

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 60903 conversion kit can therefore only be used for certain models.

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.



Important Information!

Märklin digital decoders and controllers are complex electronic systems designed for Märklin models.

We can therefore guarantee compatibility and functional reliability only when original Märklin parts and components are used.

The warranty becomes void if non-original Märklin parts or other makes of parts not authorized by Märklin are used.

The manufacturer's warranty can only be honored when the 60903 high-efficiency propulsion set, the 60905 high-efficiency decoder, and the 60960 and 60961 function decoders are installed by authorized dealers.

Controlling Accessories Digitally

All of the connections have the new plug connections. Appropriate plugs included.
Funktion entspricht den Decodern 6083, 6084 und 6088.

60830 k 83 Decoder.

Receiver for switching turnouts, signals, and uncoupler tracks. Can be activated by the Keyboard, Memory, or Interface. Coding switches for setting the digital address. 4 two-way switching outputs. All connections are designed for the new plugs from the 71400 set. 8 appropriate plugs included.
Dimensions 100 x 54 x 22 mm / 3-15/16" x 2-1/8" x 7/8".



60840 k 84 Decoder.

Receiver for turning continuous current on and off for lighting, motors, and other electrical accessories. Can be activated by the Keyboard, Memory, or Interface. Coding switches for setting the digital address. 4 different potentialfree switching outputs. All connections are designed for the new plugs from the 71400 set. 8 appropriate plugs included.
Dimensions 100 x 54 x 22 mm / 3-15/16" x 2-1/8" x 7/8".



60880 s 88 Decoder.

Feedback module for contact generators on digitally controlled layouts. Comes with a connecting cable that can be plugged into the Memory or Interface. Connecting sockets for 2 additional s 88 decoders. 16 inputs for contact generators. All connections are designed for the new plugs from the 71400 set. 8 appropriate plugs included.
Dimensions 124 x 54 x 22 mm / 4-7/8" x 2-1/8" x 7/8".



6089 Adapter s 88.

Longer connecting cable for s 88 decoder.
Length 200 cm / 78-3/4".



**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 drumstyle 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.**

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

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.



**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 have headlights / marker lights that can be controlled simultaneously with the same lights on a locomotive, other direction-dependent functions in cars.
Dimensions 25 x 20 x 10 mm / 1" x 13/16" x 3/8".



**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.
Dimensions 25 x 20 x 10 mm / 1" x 13/16" x 3/8".



Miscellaneous

6647 230 Volt. 32 VA.
6646 120 Volt USA.
32 VA. UL/CSA tested.
6645 100 Volt. 32 VA.
Transformer 32 VA.

The track voltage can be adjusted between 4 and 16 volts. The accessory voltage is 16 volts. Plastic housing. Dimensions 140 x 120 x 80 cm / 5-1/2" x 4-3/4" x 3-1/8". VDE tested.



Tested for Safety.

We can only guarantee trouble-free operation of our trains with original Märklin transformers. These transformers must be protected from moisture and are not approved for outdoor use. These transformers are to be connected only to AC power. Please also read the operating instructions for these components.

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 each circuit is easily separated from other power circuits with center conductor insulators (74030, 5022, or 7522). In the Märklin H0 system 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 lines or other areas of track with their own operation. Examples of the latter would be branch lines, station areas, storage sidings, switch yards, or railroad maintenance facilities. In this way you can control 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 70221 (7022 in the old catenary system) contact wire interrupter. Power Consumption of Locomotives and Accessories. The output indicated on the transformer (in VA) is available for the power consumption of all users in the power circuit.

Some sample calculations for power consumption:

Smaller locomotives with a load (example: 30000) require about 9 VA, larger locomotives (example: 33803) about 12 VA. The power consumption for train lighting depends on the light bulbs being used and is usually less than 2 VA per car.

After subtracting the output required by trains, the remaining reserve can be used at the accessory outputs for electric accessories. Here, light bulbs consume between 0.5 and 1 VA (see the table "Light Bulbs for Accessories") and turnout or signal mechanisms require about 6 VA at the moment they are activated. Additional electric accessories should be connected to an additional accessory transformer.

The Common Colors in the Märklin H0 Wiring System.

Red = track current connection (transformer to the center conductor or the catenary).

Brown = ground from the track or a control box to the transformer.

Yellow = lights and solenoid accessories.

Blue = ground return from solenoid accessories to a control box or circuit track (with green, red, or 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 VA transformer.

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'.

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 H0 layouts and for Märklin 1.



New Plugs and Sockets.

The new standard for plugs and sockets adheres to the current safety regulations and offers additional advantages when using these plugs and sockets.

Fine contact plugs and sockets for more reliable contact. Plugs and sockets with covered contacts. A plugged in connection is seamlessly protected. Plugs and sockets with a side socket for additional connections. 6 colors for manageable wiring.

These plugs and sockets cannot be used with the earlier versions (package, item no. 7130). The sockets will fit as plugs with some limitations into the sockets on the older versions of control boxes. The control components and decoders in the current Märklin program have been changed to the new standard for plugs and sockets.

**71411
Brown Plugs.**

A package comes with 10 pieces.

**71412
Yellow Plugs.**

A package comes with 10 pieces.

**71413
Green Plugs.**

A package comes with 10 pieces.

**71414
Orange Plugs.**

A package comes with 10 pieces.

**71415
Red Plugs.**

A package comes with 10 pieces.

**71416
Gray Plugs.**

A package comes with 10 pieces.

**71400
Plug and Socket Set.**

Contains 100 units. 66 plugs and 34 sockets. Colored assortment based on average needs.



**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.



These sockets can be used with the standard plugs and sockets from the 71400 assortment.

**71421
Brown Sockets.**

A package comes with 10 pieces.

**71422
Yellow Sockets.**

A package comes with 10 pieces.

**71423
Green Sockets.**

A package comes with 10 pieces.

**71424
Orange Sockets.**

A package comes with 10 pieces.

**71425
Red Sockets.**

A package comes with 10 pieces.

**71426
Red Sockets.**

A package comes with 10 pieces.

**72090
Distribution strip.**

For 11 plugs and 1 socket in accordance with the new standard. All 12 connections are electrically connected. Wire also possible via 1 plug of the earlier version. Size 47 x 26 mm / 1-27/32" x 1-1/32".



Control Boxes

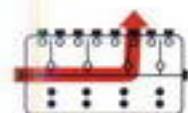
All of the connections on this control box have the new plugs and sockets. Plugs to work with this control box are included. This control box works in the same manner as the 7271, 7272, 7273, and 7274 control boxes.

72710 Control Box with Feedback Function.

All of the connections on this control box have the new plugs and sockets. Plugs to work with this control box are included. This control box works in the same manner as the 7271, 7272, 7273, and 7274 control boxes.

For operating 4 double solenoid accessories with end shutoff contacts. Automatic feedback of the accessory setting with LED's when used with the 7549 turnout mechanism (K) or the 74490 turnout mechanism (C). Unit comes with 8 sockets on the back and 2 sockets on the ends. All of the connections are for the new plugs from the 71400 sets. 8 appropriate plugs included. Dimensions 80 x 40 mm / 3-1/8" x 1-9/16".

Schematic of 72710
(Button 3 pressed)



72720 Control Box.

For operating 4 double solenoid accessories such as turnouts and signals or up to 8 uncoupler tracks. The position of the buttons shows the settings for accessories connected to the sockets for those buttons.

Unit comes with 8 sockets on the back and 2 sockets on the ends. All of the connections are for the new plugs from the 71400 sets. 8 appropriate plugs included. Dimensions 80 x 40 mm / 3-1/8" x 1-9/16".

Schematic of 72720
(Button 3 pressed)



72730 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. Unit comes with 8 sockets on the back and 2 sockets on the ends.

All of the connections are for the new plugs from the 71400 sets. 8 appropriate plugs included. Dimensions 80 x 40 mm / 3-1/8" x 1-9/16".

Schematic of 72730
(Button 3 pressed)

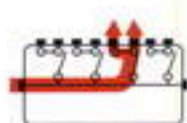


72740 Control Box.

For dividing a track or accessory circuit into 4 different circuits, each with two connections. For example, 4 storage sidings in the same track circuit or 4 users in the same accessory circuit can be turned on and off. Unit comes with 8 sockets on the back and 2 sockets on the ends.

All of the connections are for the new plugs from the 71400 sets. 8 appropriate plugs included. Dimensions 80 x 40 mm / 3-1/8" x 1-9/16".

Schematic of 72740

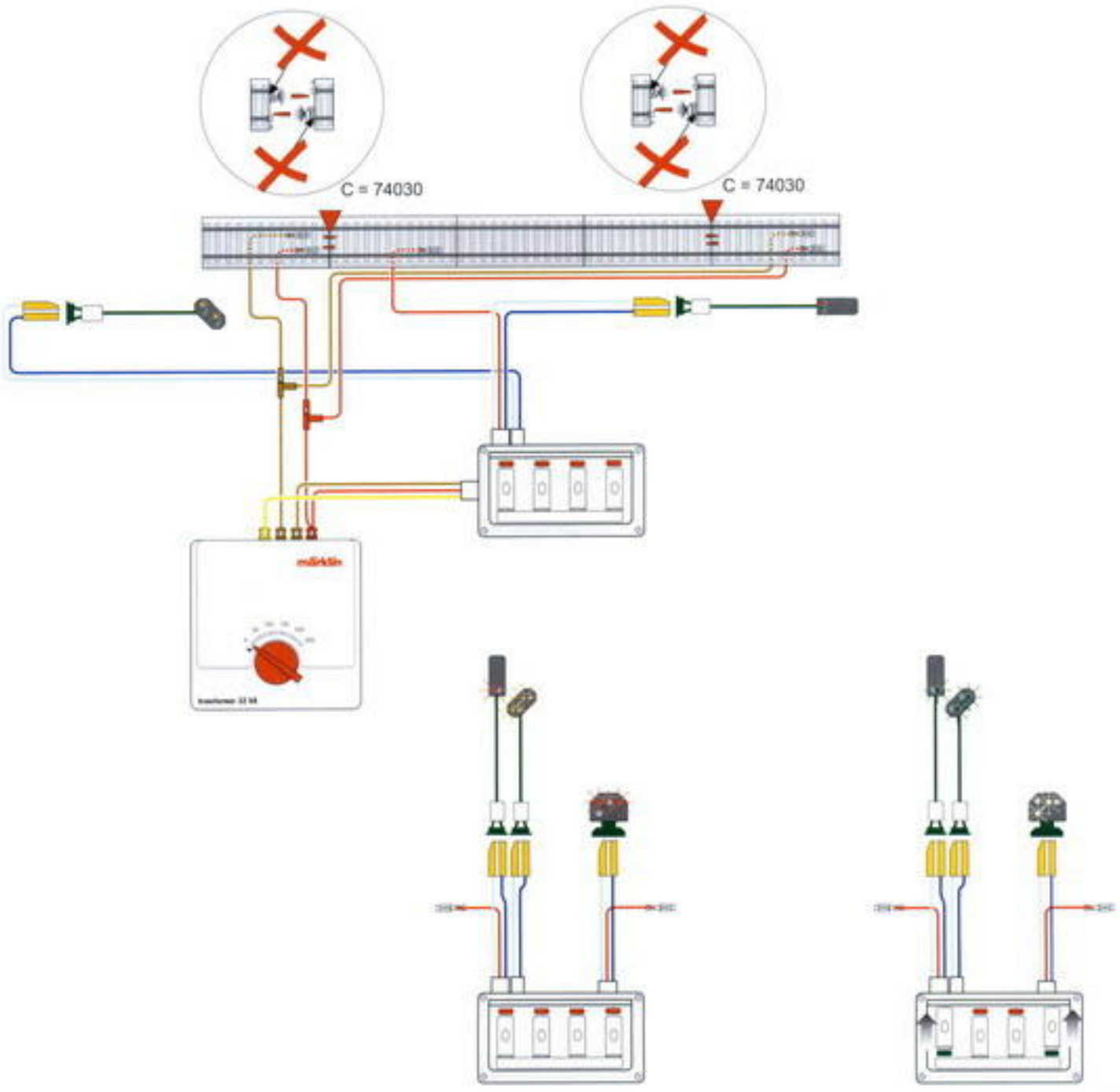


**72750
Signal Control Box.**

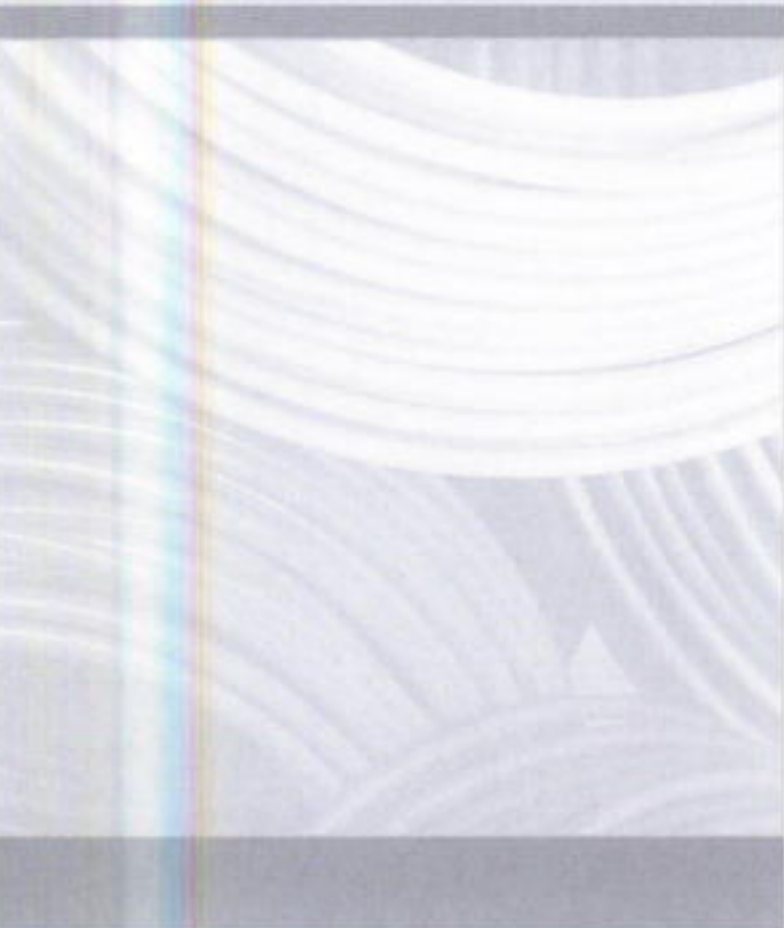
**New tooling.
Suitable for the new Hobby color
light signals.
4 home and 4 distant signals can
be controlled.
High quality sliding switches.**



Signal control box for the 74391,
74380, and 74371 Hobby signals.
For switching 4 home and 4 distant
signals as well as for controlling the
track current appropriate to these
signals.
Dimensions approximately
93 x 50 mm / 3-11/16" x 1-15/16".



Useful Things



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.



70900
Tool Set.

Suitable for maintenance work on H0 and Z 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.



603361
Crimping Pliers.

For mounting 74995 spade connectors securely to wire. Sturdy metal construction with insulated handles. Comes with illustrated instructions.



7149
Oiler with Narrow Applicator Opening.

Contains 10 ml special oil for lubricating locomotives and cars.



74999
Screwdriver.

with cross point size 00 (Ph). For 74990 (C) and 7599 (K) track screws.

**70910
Märklin Soldering Station Set.**

**48 watts heating capacity.
Soldering temperature 150°C
to 450°C.
3 temperatures can
be preprogrammed.
Multi-function display.**

Programmable soldering station includes powerful 48 watt soldering iron and holder stand with sponge. The processor provides the actual value by means of the integrated temperature sensor and controls the output. Temperature adjustment by means of Up/Down button, up to 3 temperatures can be preprogrammed and called up by means of buttons. Constant temperature control. Liquid crystal multi-function display to give you an overview of the temperature programmed into the unit, the actual temperature, and the heat output supplied. Adjustable stand-by/auto-power off function.

Technical Data:
Soldering temperature 150°C to 450°C. Dispersal 1°C.
Soldering iron 24 volts / 48 watts.
Input voltage 230 volts / 50 Hz / 70 VA.



**70950
Model Railroad Multi-Function Kit.**

**Double ball-bearing motor shaft.
Power: 125 watts.
Drill chuck and collet chucks.
Accessories especially for the
model railroad builder.**

Small multi-purpose drill, also suitable for model railroad layouts. Precision drilling, milling, sawing, cutting, polishing or engraving with many useful tools adapted for model railroads.
Drill: Spindle lock for easy changing of tools, powerful 125-Watt motor, speed from 10,000-33,000 RPM, infinitely variable, double ballbearing motor shaft, precisely centered collet chucks.
Accessories: 1 collet chuck holder, 1 grinding disk holder, 3.2 mm drill bit, 9 cutting disks, 1 abrasive belt with holder, 2 abrasive belts, 4 grinding stones, 6 polishing disks, 2 mills, 1 flexible shaft

(length approx. 100 cm / 39-3/8"),
1 quickrelease chuck,
1 mounting hook.
Technical data: 230/240 volts.
Power: 125 watts.
Weight: 0.45 kg.
No-load speed:
10,000-33,000 RPM.



Good Advice, Not At All Expensive

Even playing with a model railroad needs to be learned. For example, it is not as easy as you might think to work out a main line in a limited space so that your layout offers enough variety through the years. And, so that the necessary connections or options for expansion later on are taken into account right from the start.

Looking back you always know how to do it better. The authors of our Märklin guides have also had these experiences and they want to pass them on to you: valuable information about planning, building, and operation of a model railroad layout.

The DVD's 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, such as change track plans to suit your own ideas. But you know what you are doing here, you avoid mistakes, and you reach your goal faster and have more fun doing it.

"A Year with Märklin" Annual Chronicle.



N

This DVD shows the high points of the past year in Märklin model railroading. Playing time approximately 60 minutes. (DVD: item no. 15690) German version, (DVD: Art.-Nr. 15691) international version (English, French, Dutch).

07458 The model railroad legend – on the trail of play.



I - V

The history of the Märklin company from 1859 to today. The model train manual in a pictorial format shows all of the familiar and important Märklin model series and models in a broad overview. An illustration of the track gauge development, as well as the train and rail technology. Content of approximately 320 pages. With more than 600 colored illustrations.

Format 26 x 32 cm /
10-1/4" x 12-19/32".
Only available in German.

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.

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.

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.

07459 German issue.
07451 English issue.
07452 Dutch issue.
07453 French issue.
Gleisplanbuch C-Gleis.

Large track layouts, over 3 m / 9.8 ft in length, are introduced and described with track plan, part lists and color illustrations or drawings. Scale 1:10. In addition to detailed representation with C track, track plan and part lists are also specified for corresponding K track layouts. 154 pages. Format 29.7 x 21.0 cm / 11-11/16" x 8-9/32". Bound.



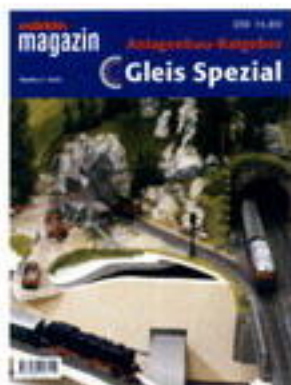
188987
Märklin Magazin –
C Track Spezial.

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.

03901 German Edition.
03902 English Edition.
03903 French Edition.
03904 Dutch Edition.
Märklin Catenary Manual H0.

An introduction into the world of the catenary in prototype and model railroading. Detailed description with many tips to build and use the H0 catenary. Content of approximately 100 pages. Format of approximately 29.7 x 21 cm / 11-11/16 x 8-9/32".



Good Advice, Not At All Expensive

0340
Märklin Signal Book for 7000 and 7100 Series Signals.



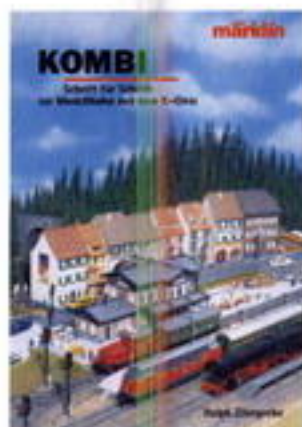
Extensive explanations with full color illustrations of how the 7000 and 7100 series signals as well as the universal relay are installed and used with C and M Track. Contents 28 Pages. Format 18 x 25 cm / 7-1/16" x 9-13/16".

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



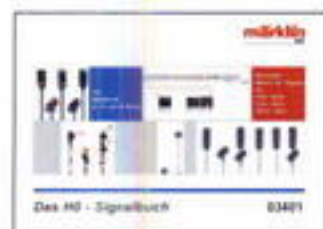
By Klaus Eckert, Elvis Müller and Michael Siemens. Detailed description of two layout projects and how they were built in H0 scale. Layout concepts with scenery designs by Peter Bomhard. Planning the track layout by computer. Illustrated presentation of all construction phases step by step. Installation of the controls and operating possibilities with Märklin Digital. Many large format color photographs by Andreas Stirl 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.

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.

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".

07420
Controlling Locomotives, Trains, and Accessories - Electrical Manual.

Märklin H0 Electrical Manual. Completely new edition. Includes using Märklin Systems.

Currently only available in German. Other language versions will be available later.



General introduction to electricity. Fundamentals of wiring for connections on conventionally powered layouts as well as for layouts controlled digitally with the 6021 controller, etc., and Märklin Systems. Controlling turnouts. Examples of manual, semi-automatic, and fully automatic operations for layouts controlled with analog, digital, or with Märklin Systems. Operation of working models such as the crane, coaling station, turntable, transfer table, etc. Numerous examples of applications and circuits. Funktional test of components. Format 26.4 x 22 cm / 10-3/8" x 8-11/16". Hardbound.

0730 German Edition.
0734 French Edition.
H0 Service Manual.



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

**60520
Märklin Software Archive.**

The collector data base for Märklin H0. Data base includes extensive additional information. DVD includes the Märklin catalog.

Collector data base with an overview of all Märklin H0 products from 1935 to the present. Data base is divided into the rubrics assortment, personal collection, buying and selling, and desired model. Contents have over 5,000 items and over 9,000 images. Includes the Märklin catalog and an extensive reference work on the history of Märklin H0, technical references and aids for collectors as well as prototype information.

System Requirements: Computer with Pentium-compatible processor. Windows 98/2000/XP or compatible operating system and at least Internet Explorer 4.01. DVD-ROM drive. Hard drive with approximately 30 MB free memory (for installation). VGA Graphics card and appropriate monitor. Resolution of at least 800 x 600 with at least 256 colors. HighColor (32 or 64 thousand colors) recommended. Microsoft-compatible mouse.



**60521
Märklin Software
"Track Planning 2D/3D".**

2D/3D track planning. Märklin H0/1/Z and Minitrix. Includes 25 selected 3D models. Includes track plan library.

Track planning software on a CD-ROM for Märklin model railroad layouts. Many useful planning tools for fast and easy production of that dream layout up to 15 x 15 meters / approx. 49 x 49 feet with up to 99 levels. Fast selection of the track sections and the accessory from tables, automatic connection of the track ends and laying out of parallel tracks. Calculation of grades and clearance heights. Variable representation of the track. Library with symbols for many building shapes.

Additional possibility of representation of wiring plans and layout bench work. Practical printing formats for viewing and additional processing of the track plan. Automatic generation of the parts list. 3D view for the representation of the layout and the bench work.

System Requirements: Windows 98/ME/2000/XP or higher. Pentium II with at least 500 MHz. CD-ROM drive. VGA graphics card. 128 MB working memory (RAM).



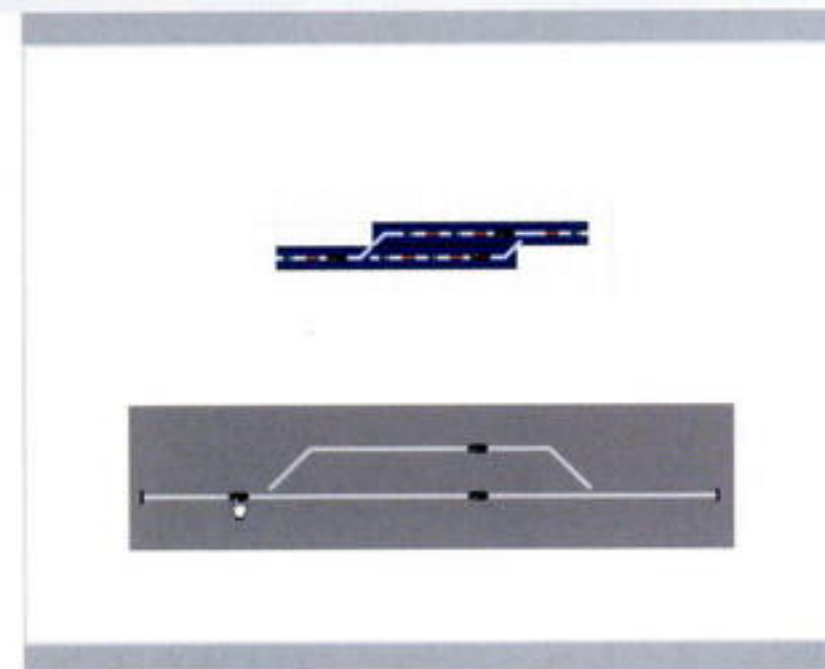
**60512
Model Railroad Software
"Controlling Trains and Accessories".**

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).













Spare Parts for Lokomotives

 Item No.	 Item No.	 Item No.	 Item No.	 Traction Tires	 Pickup Shoe	 Pantograph	 Light Bulb		 Brushes
	30000			7154	7185	-	61 0040	-	60 1460
	30951			7153	7185	-	61 0040	-	60 0300
	33745			7154	7164	-	61 0040	-	60 1460
	34132			7153	20 6370	-	-	-	-
36080				7154	20 6370	-	-	-	-
36320				7154	20 6370	-	61 0080	-	-
36330				7154	30 6328	60 0549	-	-	-
36335				7154	30 6328	31 4307	-	-	-
36790				7153	20 6370	-	-	-	-
36800				-	7164	-	-	-	-
36806				-	7164	-	-	-	-
36807				-	7164	-	-	-	-
36810				-	7164	-	-	-	-
36821				-	7164	-	-	-	-
36830				7153	20 6370	61 0677	-	-	-
36831				-	7164	-	-	-	-
36845				7153	20 6370	-	-	-	-
36847				7153	20 6370	-	-	-	-
36848				7153	20 6370	-	-	-	-
36849				7153	20 6370	-	-	-	-
36850				7153	20 6370	-	-	-	-
36851				7153	20 6370	-	-	-	-
36852				7153	20 6370	-	-	-	-
36854				7153	20 6370	-	-	-	-
36856				7153	20 6370	-	-	-	-
36862				7154	34200013	-	61 0080	-	-
36871				-	22 6495	-	-	-	-
36880				7154	7185	-	61 0040	-	-
		37030		7152	22 5647	-	-	61 0080	-
		37034		7152	22 5647	-	-	-	-
		37036		7152	22 5647	-	-	-	-
		37055		7154	21 2448	-	-	-	-
		37056		7154	21 2448	-	-	-	-
		37073		7153	7164	-	-	61 0080	60 1460
		37083		7152	20 6370	-	-	-	-
		37096		7153	7164	-	-	61 0080	60 1460
		37120		7153	20 6370	66 2450	-	-	60 1460
		37133		7153	7185	-	-	-	60 1460
		37135		7153	31 3551	-	-	61 0080	-
		37136		7153	7185	-	-	61 0080	60 1460
		37140		7154	22 6495	-	-	-	-
		37236		7153	20 6370	60 4262	-	-	60 1460
		37242		7153	7164	60 6703	-	61 0080	60 1460
		37251		7153	7164	-	-	-	60 1460
		37255		7153	7164	61 5390	-	61 0080	60 1460

Spare Parts for Lokomotives

 Item No.	 Item No.	 Item No.	 Item No.	 Traction Tires	 Pickup Shoe	 Pantograph	 Light Bulb		 Brushes
		37263		7153	7164	61 5390	-	61 0080	60 1460
		37270		7154	20 6370	-	-	-	60 1460
		37271		7154	20 6370	-	-	-	60 1460
		37317		7153	7164	60 3391	-	61 0080	60 1460
		37332		7153	7164	32 3805	-	-	-
		37333		7153	21 9250	32 3805	-	-	-
		37362		7153	7164	60 0549	-	61 0080	60 1460
		37364		7154	7185	-	-	61 0080	60 1460
		37365		7154	7185	-	-	61 0080	60 1460
		37384		7153	21 9250	61 5390 / 61 5400	-	61 0080	60 1460
		37389		7153	7164	61 5390 / 61 5400	-	61 0080	60 1460
		37398		7153	20 6370	60 1434	-	61 0080	60 1460
		37402		-	7164	21 5000	-	61 0080	60 1460
		37413		7153	7164	60 7555	-	61 0080	60 1460
		37433		7153	7164	64 3760	-	61 0080	60 1460
		37470		7153	7164	61 2001	-	61 0080	60 1460
		37477		7154	34 2551 05	60 4097	-	-	-
		37478		7154	34 2551 05	60 4057	-	-	-
		37482		7153	20 6370	25 7830	-	-	-
		37490		-	20 6370	61 0043	-	-	-
		37491		-	20 6370	61 0043	-	-	-
		37522		7154	20 6370	60 3243	-	-	-
		37538		7153	7164	60 9649	-	-	60 1460
		37540		7153	20 6370	-	-	-	-
		37555		7153	20 6370	-	-	-	-
		37559		5153	20 6370	-	-	61 0080	-
		37611		7154	20 6370	-	-	-	60 1460
		37612		7154	20 6370	-	-	-	60 1460
		37643		7154	20 9217	-	-	-	-
		37644		7154	20 9217	-	-	-	-
		37652		7153	7164	-	61 0080	61 0080	60 1460
		37653		7154	7185	-	-	61 0080	60 1460
		37654		7154	7185	-	-	61 0080	60 1460
		37658		7154	20 9217	-	-	-	-
		37659		7154	20 9217	-	-	-	-
		37666		7154	7164	-	-	61 0080	60 1460
		37724		7154	7164	-	-	61 0080	60 1460
		37725		7154	7164	-	-	-	60 1460
		37746		7154	7164	-	-	61 0080	60 1460
		37750		7153	30 6328	30 6367	-	-	-
		37884		7153	20 6370	-	-	61 0080	60 1460
		37889		7153	20 6370	-	-	61 0080	60 1460
		37921		7153	20 6370	-	-	61 0080	60 1460
		37953		7152	20 6370	-	-	61 0080	60 1460
		37964		7153	20 6370	-	-	61 0080	60 1460

Spare Parts for Lokomotives

 Item No.	 Item No.	 Item No.	 Item No.	 Traction Tires	 Pickup Shoe	 Pantograph	 Light Bulb	 Item No.	 Brushes
		37965		7153	20 6370	-	-	61 0080	60 1460
		37973		7153	20 6370	-	-	-	-
		37974		7153	20 6370	-	-	61 0080	-
			39080	7154	20 6370	-	-	-	-
			39103	7152	7164	-	-	-	-
			39161	7152	43 4200	-	-	-	-
			39223	7153	7164	60 9117	-	-	-
			39340	7153	20 6370	60 8853	-	-	-
			39358	7153	20 6370	60 1323	-	-	-
			39440	7153	7185	30 1896	-	-	-
			39560	7153	7164	60 6712	-	-	-
			39572	7153	21 9250	60 6206	-	-	-
			39581	7153	7164	22 0433	-	61 0080	-
			39582	7153	7164	22 0433	-	61 0080	-
			39680	7153	7164	62 0440	-	61 0080	-
			39800	7154	20 6370	-	-	61 0080	-
			39801	7154	20 6370	-	-	61 0080	-
			39821	7154	20 6370	-	-	61 0080	-
			39831	7153	20 6370	60 1323	-	-	-
			39834	7153	20 6370	60 1323	-	-	-
			39980	7154	22 5647	-	-	-	-
			39985	7154	22 5647	-	-	-	-



Coupler front

Coupler rear

70 1630	70 1630
-	70 1630
-	70 1630
70 1630	70 1630
-	70 1630
70 1630	70 1630
70 1630	70 1630
70 1630	70 1630
70 1630	70 1630
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70 1630	70 1630
70 1630	70 1630
70 1630	70 1630
70 1630	70 1630
70 1630	70 1630
70 1630	70 1630
70 1630	70 1630
70 1630	70 1630
70 1630	70 1630
70 1630	70 1630
20 9550	20 9550
20 9550	20 9550



Couplers and DC Wheel Sets for Passenger Cars

Item No.	Coupler	DC wheel set	Item No.	Coupler	DC wheel set	Item No.	Coupler	DC wheel set
4035	32 5400	70 0600	(4317)	70 1630	40 6240	42272	70 1630	70 0580
4038	32 5400	70 0600	4318	70 1630	70 0580	42341	27 2910	70 0580
4039	32 5400	70 0600	(4318)	70 1630	40 6240	42551	70 1630	70 0580
4107	32 5400	70 0600	4319	70 1630	70 0580	42561	70 1630	70 0580
4108	32 5400	70 0600	(4319)	70 1630	40 6240	42571	70 1630	70 0580
4131	70 1630	70 0580	4335	70 1630	70 0580	(42571)	70 1630	70 0580
4132	70 1630	70 0580	4365	70 1630	70 0580	42637	70 1630	70 0580
4133	70 1630	70 0580	4368	70 1630	70 0580	42644	70 1630	70 0580
4234	27 2910	70 0580	4369	70 1630	70 0580	42645	70 1630	70 0580
4256	70 1630	70 0580	41352	70 1630	70 0580	42646	70 1630	70 0580
4257	70 1630	70 0580	41362	70 1630	70 0580	42647	70 1630	70 0580
4281	70 1630	70 0580	41372	70 1630	70 0630	42657	70 1630	70 0580
4282	70 1630	70 0580	41773	70 1630	70 0580	42721	70 1630	70 0580
4313	70 1630	70 0580	41774	70 1630	70 0580	42722	70 1630	70 0580
4314	70 1630	70 0580	42162	70 1630	70 0580	42750	70 1630	70 0580
4315	70 1630	70 0580	42166	70 1630	70 0580	42861	70 1630	70 0580
4316	70 1630	70 0580	42178	70 1630	70 0580	42862	70 1630	70 0580
4317	70 1630	70 0580	42271	70 1630	70 0580	42932	70 1630	70 0580

Item No.	Coupler	DC wheel set	Item No.	Coupler	DC wheel set	Item No.	Coupler	DC wheel set
42943	70 1630	70 0580	43109	70 1630	70 0580	43585	70 1630	70 0580
42971	70 1630	70 0580	43110	70 1630	70 0580	43586	70 1630	70 0580
42972	70 1630	70 0580	43119	70 1630	70 0580	43601	70 1630	70 0580
42973	70 1630	70 0580	43148	70 1630	70 0580	43602	70 1630	70 0580
42993	70 1630	70 0580	43237	70 1630	70 0580	43603	70 1630	70 0580
42994	70 1630	70 0580	43238	70 1630	70 0580	43604	70 1630	70 0580
42995	70 1630	70 0580	43258	70 1630	70 0580	43614	70 1630	70 0580
42997	70 1630	70 0580	43300	70 1630	70 0580	43910	70 1630	70 0580
43010	70 1630	32 3760 04	43303	70 1630	70 0580	43920	70 1630	70 0580
43020	70 1630	32 3760 04	43305	70 1630	70 0580	49962	70 1630	70 0580
43030	70 1630	32 3760 04	43351	70 1630	70 0580	49964	70 1630	70 0580
43040	70 1630	70 0580	43360	70 1630	70 0580			
43050	70 1630	70 0580	43370	70 1630	70 0580			
43060	70 1630	70 0580	43380	70 1630	70 0580			
43070	70 1630	70 0580	43390	70 1630	70 0580			
43080	70 1630	70 0580	43400	70 1630	70 0580			
43100	70 1630	70 0580	43470	7203	70 0580			
43108	70 1630	70 0580	43584	70 1630	70 0580			

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
4410	70 1570	70 0580	4756	70 1630	70 0580	45652	70 1630	32 0552
4411	70 1570	70 0580	4771	70 1630	70 0580	(45652)	32 5482	32 0389 RP 25
4413	70 1570	70 0580	4867	70 1630	70 0580	45680	70 1630	32 0552
4415	70 1570	70 0580	44177	70 1570	70 0580	(45680)	32 5482	32 0389 RP 25
4417	70 1570	70 0580	44184	70 1570	70 0580	45702	70 1630	32 0552
4421	70 1570	70 0580	44186	70 1570	70 0580	(45702)	32 5482	32 0389 RP 25
4423	70 1570	70 0580	44187	70 1570	70 0580	45703	70 1630	32 0552
4424	70 1570	70 0580	44188	70 1570	70 0580	(45703)	32 5482	32 0389 RP 25
4430	70 1570	70 0580	44189	70 1570	70 0580	45705	70 1630	32 0552
4431	70 1570	70 0580	44190	70 1570	70 0580	(45705)	32 5482	32 0389 RP 25
4432	70 1570	70 0580	44191	70 1570	70 0580	45800	70 1630	32 0552
4440	70 1570	70 0580	44241	70 1570	70 0580	(45800)	32 5482	32 0389 RP 25
4441	70 1570	70 0580	44401	70 1570	70 0580	46010	70 1680	70 0580
4442	70 1570	70 0580	44591	70 1570	70 0580	46030	70 1630	70 0580
4459	70 1570	70 0580	44732	70 1570	70 0580	46039	70 1630	70 0630
4471	70 1570	70 0580	44900	70 1630	70 0580	46040	70 1630	70 0580
4473	70 1570	70 0580	45020	70 1630	32 3760 04	46063	70 1630	70 0580
4474	70 1570	70 0580	45021	70 1630	32 3760 04	46064	70 1630	70 0580
4610	70 1540	70 0500	45072	70 1630	70 0580	46075	70 1630	70 0580
4617	70 1540	70 0530	45093	70 1630	70 0580	46076	70 1630	70 0580
4624	70 1630	70 0580	45094	70 1630	32 3012 11	46077	70 1630	70 0580
4626	70 1630	70 0280	45095	70 1630	70 0580	46078	70 1630	32 3012 11
4635	70 1630	70 0600	45096	70 1630	70 0580	46090	70 1630	70 0580
4661	70 1630	70 0580	45580	70 1630	32 0552	46121	70 1630	70 0580
4671	70 1540	70 0530	(45580)	32 5482	32 0389 RP 25	46131	70 1630	70 0580
4694	70 1630	70 0580	45647	70 1630	32 0552	46151	70 1630	70 0630
4699	70 1630	70 0580	(45647)	32 5482	32 0389 RP 25	46157	70 1630	32 3012 11
4712	70 1630	70 0580	45650	70 1630	32 0552	46160	70 1630	32 3760 04
4740	36 3660	43 2950	(45650)	32 5482	32 0389 RP 25	46161	70 1630	32 3760 04
4741	36 3700	43 2950	45651	70 1630	32 0552	46202	70 1630	70 0580
4754	70 1630	70 0580	(45651)	32 5482	32 0389 RP 25	46203	70 1630	70 0580

Item No.	Coupler	DC wheel set	Item No.	Coupler	DC wheel set	Item No.	Coupler	DC wheel set
46251	70 1630	70 0580	46829	70 1630	32 3012 11	48100	70 1630	70 0580
46253	70 1630	70 0580	46843	70 1630	70 0580	48102	70 1630	70 0580
46254	70 1630	70 0580	46844	70 1630	70 0580	48252	70 1630	70 0580
46274	70 1570	70 0580	46903	70 1630	70 0580	48271	70 1630	70 0580
46275	70 1630	70 0580	46948	70 1630	70 0580	48283	70 1630	70 0630
46301	70 1680	70 0580	46974	70 1630	70 0580	48291	70 1630	-
46310	70 1630	70 0580	46977	70 1630	70 0580	48295	70 1630	31 0199
46313	70 1630	70 0580	46980	70 1630	70 0580	48449	70 1630	70 0580
46314	70 1630	70 0580	47190	70 1630	70 0580	48450	70 1630	70 0580
46322	70 1630	70 0580	47198	70 1630	70 0580	48484	70 1630	70 0580
46323	70 1630	70 0580	47200	70 1630	70 0580	48504	70 1630	70 0580
46324	70 1630	70 0580	47210	70 1630	70 0580	48532	70 1630	70 0580
46325	70 1680	70 0580	47211	70 1630	70 0580	48664	70 1630	70 0580
46326	70 1680	70 0580	47262	70 1630	70 0580	48668	70 1630	70 0580
46340	70 1630	70 0580	47314	70 1630	70 0580	48672	70 1630	70 0580
46360	70 1630	70 0630	47440	70 1630	32 0577	48673	70 1630	70 0580
46361	70 1630	70 0580	47442	70 1630	32 0577	48676	70 1630	70 0580
46363	70 1630	70 0580	47448	70 1630	32 0577	48690	70 1630	70 0580
46364	70 1630	70 0630	47561	70 1630	70 0580	48705	70 1680	70 0580
46365	70 1680	70 0580	47705	70 1630	70 0580	48756	70 1680	70 0580
46428	70 1630	32 3760 04	47713	70 1630	70 0580	48759	70 1630	70 0580
46524	70 1630	32 3760 04	47730	70 1630	70 0580	48770	70 1630	70 0270
46551	70 1630	70 0580	47876	70 1630	70 0580	48807	70 1630	70 0580
46555	70 1630	70 0580	47877	70 1630	70 0580	(48807)	70 1630	32 3760 04
46557	70 1680	70 0580	(47877)	70 1630	70 0580	48808	70 1630	70 0630
46601	70 1630	32 3012 11	47911	70 1680	70 0580	48821	70 1630	70 0580
46615	70 1630	70 0580	48006	70 1680	70 0580	(48821)	70 1630	70 0270
46624	70 1630	70 0580	48012	70 1630	70 0580	48946	70 1630	70 0580
46625	70 1680	70 0580	48025	70 1630	70 0580	49150	70 1570	70 0580
46743	70 1630	70 0630	48031	70 1630	70 0580	49952	70 1630	-
46752	70 1630	70 0580	48060	70 1680	70 0580	49953	70 1630	-

Rail Zeppelin

16075

Reproduction Rail Zeppelin.

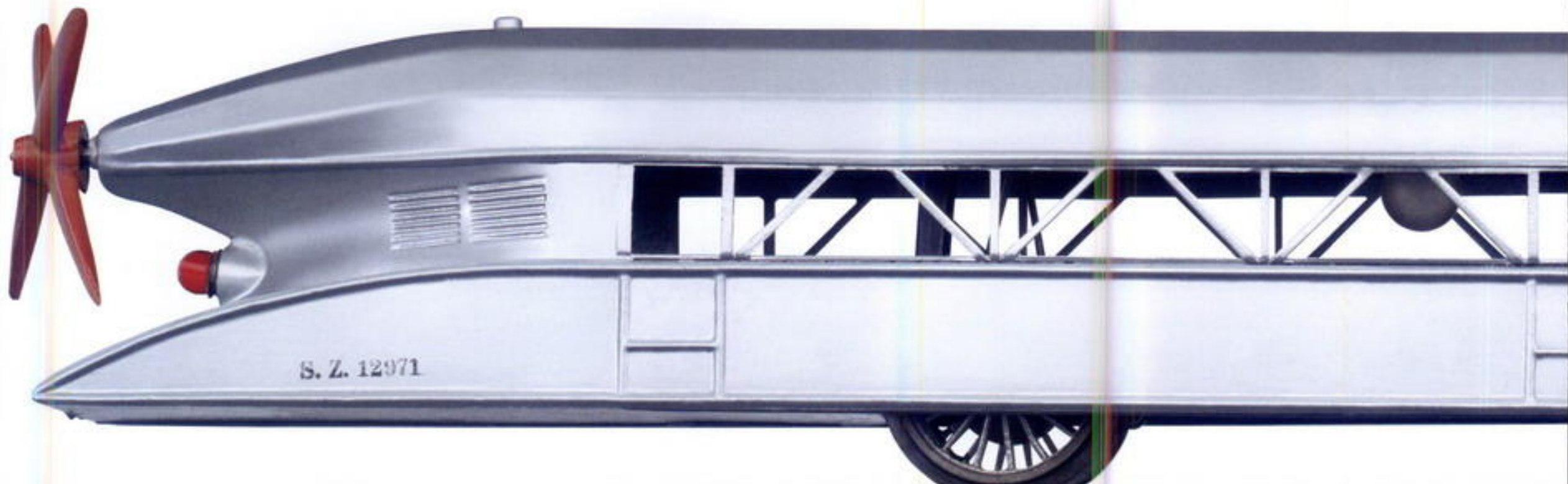
Reproduction close to the historic Märklin original in appearance. Built-in digital decoder. Powered propeller on the rear of the Rail Zeppelin.

One-time series.

Prototype: Propeller driven Kruckenberg Rail Zeppelin. Unit as it looked in 1931 on the German State Railroad Company (DRG). Era II.

Model: Reproduction of the two-axle Märklin I Gauge model of 1930. In appearance it looks like the historic Märklin-model, but it is technically updated in construction. It can be run on current 1 Gauge two-rail track (cannot be run on three-rail track). Built-in digital decoder for operation with DC power, AC power, Märklin Digital, or Märklin Systems. One axle powered from a current 1 Gauge motor. Powered propeller on the rear of the unit. Built-in interior lighting as well as dual head-lights and a red marker light, both with incandescent light bulbs. These lights are on all of the time.

The body and frame of this Rail Zeppelin reproduction are prototypically made of metal with finer details imprinted on the metal. Minimum radius for operation 1,020 mm / 40-3/16". Rail Zeppelin length approximately 56 cm / 22-1/16".

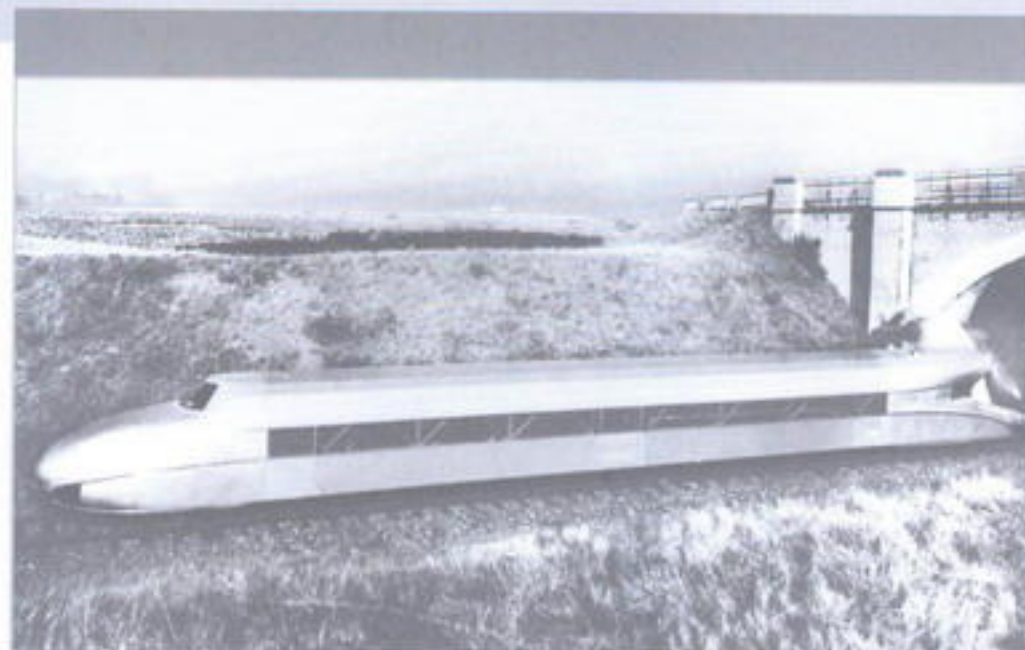


Airplane Technology on Rails

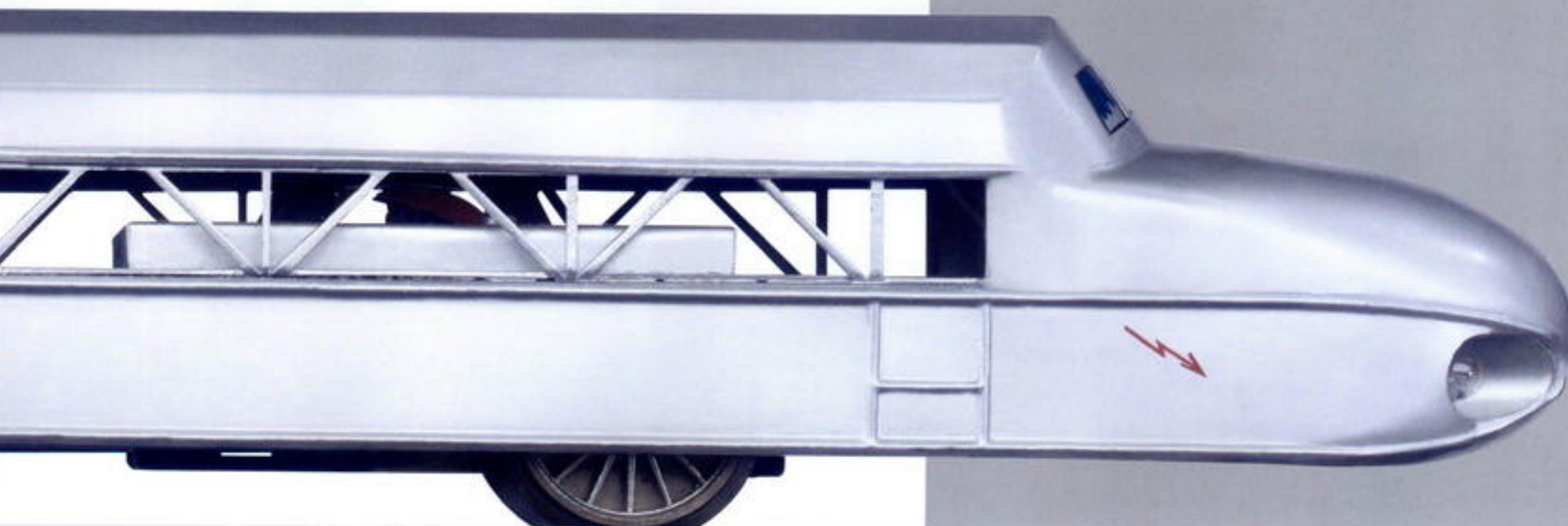
In the 1920s, aeronautical engineer Franz Kruckenberg, born in Uetersen, Germany in 1882, had the vision of fast railroad passenger service with propeller-driven railroad cars. The plans developed by him were based on lightweight airplane technology and reached their peak on June 21, 1931 in a triumphant record run by his streamlined Rail Zeppelin. It reached 233 km/h / 146 mph, a speed record for powered railroad cars that stood for 23 years.

The principle of propeller-driven railroad cars proved to be less than ideally suited in the course of test runs. Yet, Kruckenberg laid the foundation for modern, lightweight high speed rail cars with the Rail Zeppelin and axle-powered successor designs developed by him. The Rail Zeppelin was and still remains a legend and synonym for the rapid progress in railroad technology that has reached its peak in the present with the current high speed powered rail car train technology.

It is very probable that the 1 Gauge model of the Rail Zeppelin introduced by Märklin shortly after the record run also contributed greatly to keeping the memory alive down to the present of this proponent of technology from the steam era, which was still growing at that time. The new Märklin metal model is an almost identical reproduction of the rare Rail Zeppelin collector's model of 1931. A closer look at the new model will reveal that the third rail pickup shoe is missing, since the new model is designed for operation on current 1 Gauge two-rail track. In addition, it has a digital decoder and a current 1 Gauge motor.



© DB Museum



One time Series: Steam Engine

16051
Steam Engine.

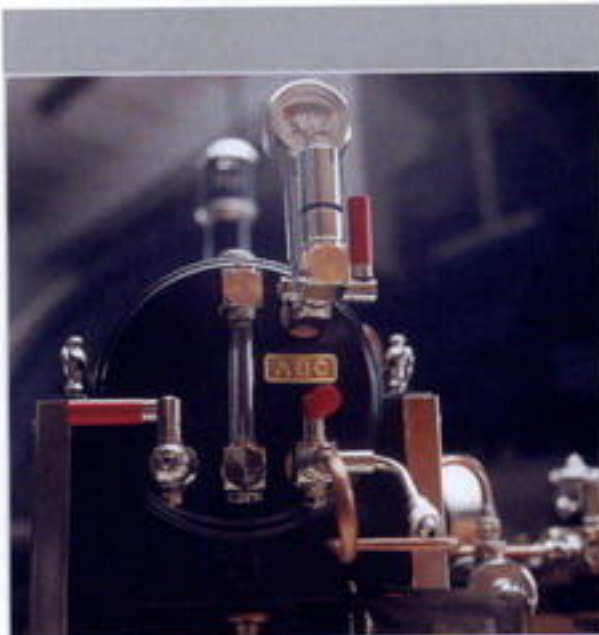
One-time series.

Model: Reissue of a Märklin steam machine from the 1930's.

Horizontal **machinery**, high pressure and low pressure cylinder mounted in joint cylinder jacket. 2 massive flywheels with doubled string-run choke cam. Drop shaft, centrifugal regulator. Sheet iron foundation. Sheet brass **boiler**. Fire box with gallery rods on both sides.

Appliances: Steam dome with safety weight valve. Steam whistle, steam shut-off cock, three-way cock, water level indicator with discharge cock, manometer.

Size: Height with smokestack app. 34 cm / 13-3/8". Foundation app. 37 cm x 37 cm / 14-9/16" x 14-9/16".



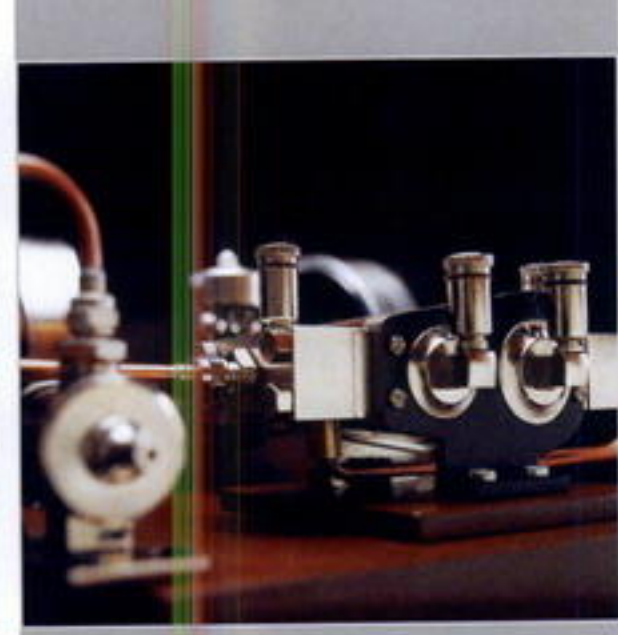
Fittings

Steam whistle, steam stop valve, water level indicator with release valve, and manometer included.



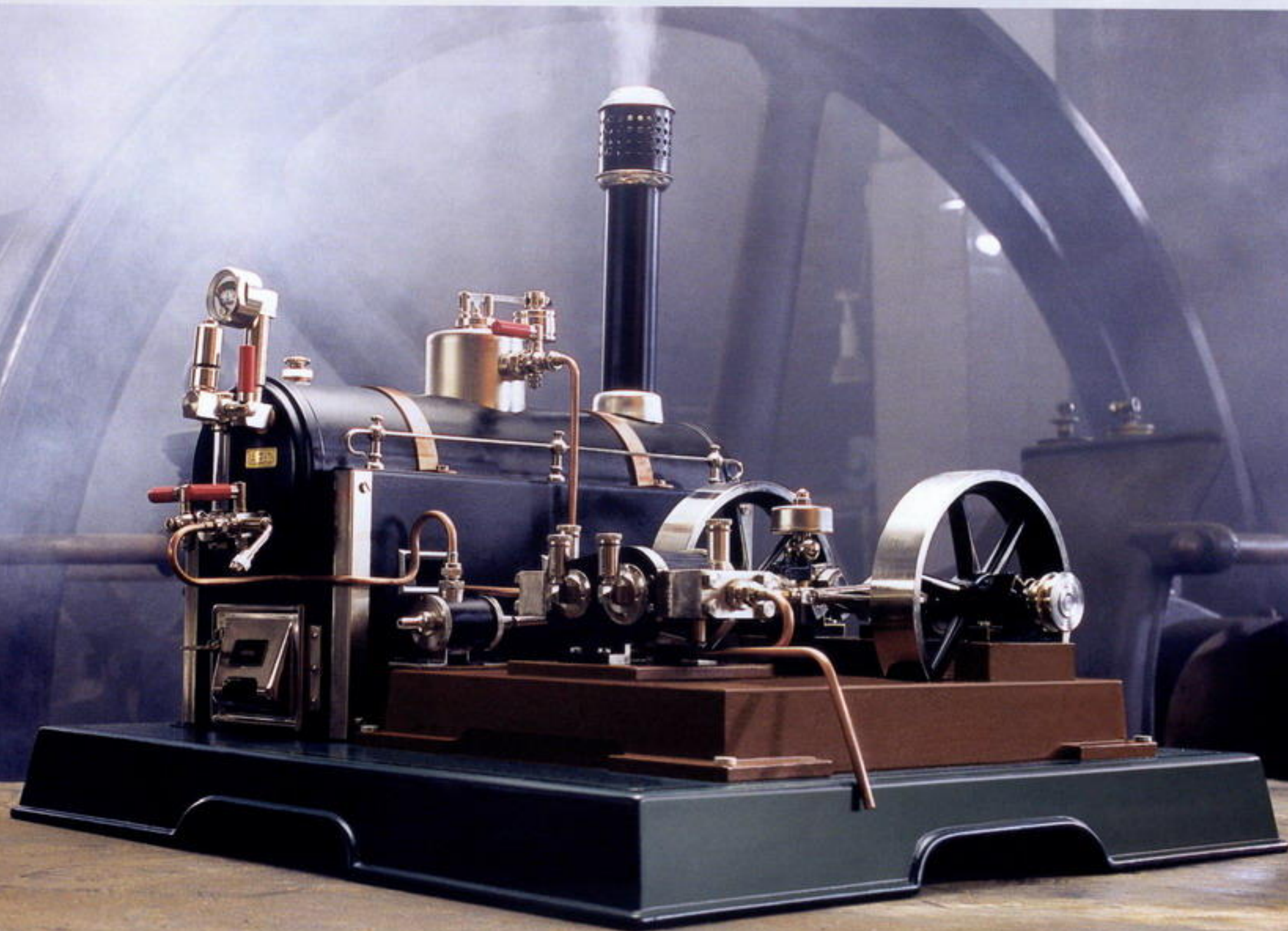
Machinery

2 massive flywheels, offset shaft, and centrifugal governor included.



Machinery

Horizontal high and low pressure cylinders mounted in a common cylinder block.



MHI: Märklin Händler Initiative / Märklin "Exklusiv" Program




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


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

Compare our highlights on the preceding pages.

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

"Exklusiv" products are manufactured exclusively in one-time series and are only available in limited quantities. These products are identified in the presentation book with .

The dealers in our association are distinguished in particular by carrying the Märklin full line program and by special qualifications in help and service. "Exklusiv" dealers in your area can be found on the Internet at www.maerklin.com www.marklin.com (for North America).

All of the "Exklusiv" series in this annual presentation book are identified with . You will find them on the following annual presentation book pages:

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1. FC Märklin: The Club for Young Märklin Fans



Märklin fans have their own club, where they can get information and find new friends. The 1. FC Märklin is the only model railroading club for children and offers young Märklin fans fun, interaction, and information about the real life railroad and about model railroading.

- The club magazine (appears 6 times a year) with Märklin product news, worthwhile information about prototypes, contests with prizes, reports about rail lines, presentation of railroading museums, pen pals, tips for layout construction, puzzles about real

life railroads and model railroads, comics, inserts such as cutouts to assemble, stickers, and posters.

- The club card provides discount entry fees in many museums and for Märklin events and consumer shows.
- The coupon for an H0 presentation book is included in the membership.
- The 1. FC annual car can be ordered exclusively.
- The online world of adventure: www.fcmaerklin.com with a member area that is password protected: worthwhile information & fun, reports & games, interaction, communication among members.



You can register in 1. FC Märklin at any time. Information and registration forms for the club are available at www.fcmaerklin.com under the header, "Information for Parents".
Membership dues:
 € 10.00 / USA \$10.00 / year.
Registration forms can also be requested from the address below:
 1. FC Märklin – PF 960 – D-73009 Göppingen, Germany

Annual Car for 2004 for the 1. FC Märklin.

This car accompanies the adventures of Bugs Bunny and his friends. You can record comic sound effects with the built-in electronic sound effects circuit and surprise your friends with the voice from the railroad car.



1. FC Annual Car for 2005.

Prototype: Container car with a 30 foot container.

Model: This car comes with a colorful "Taz" design from the Looney Tunes family. Relex couplers.

Length over the buffers 11.5 cm / 4-1/2".
 DC wheel set 70 0580.



Annual Locomotive for 2006 for the 1. FC Märklin.

General-Purpose Diesel Locomotive.
 "Looney Tunes".

Model constructed of metal. Built-in digital decoder. Maintenance-free LED's for headlights. Running characteristics can be controlled digitally.

This locomotive goes well with the 1. FC Märklin cars, item nos. 44242, 48704, and 48705.

Prototype: Class ER 20. Diesel electric running gear. B-B wheel arrangement.

Model: The locomotive has metal construction with many integrated details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a centrally mounted special can motor. 4 axles powered through cardan shafts.

2 traction tires. The headlights are LED's and they will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled with a Control Unit or Märklin Systems. "Looney Tunes" design. Length over the buffers 21.7 cm / 8-1/2".



Become a Märklin Insider.



Identify yourself as an Insider with the membership card, which is redesigned every year.

Insiders always know more. Where others remain on the outside of things, Insiders have access, they receive special offers and information. Except for the special anniversary cars, all services on this page are included in the annual dues for the Insider Club. Moreover, Märklin brings out exclusive models that are reserved for club members only.

The Insider Club package costs EURO 72.90, CHF 119.00, \$ 85.00, including the annual car, a video, a year's subscription to the Märklin Magazine, the full line catalog, the Club News, etc. You get quite a lot for your money.

It is quite easy to become an insider: Just fill out the registration form that comes with this presentation book or which is available from your dealer, and send it to us.

**Märklin Insider P.O.
Box 960
D-73009 Göppingen
Germany**



And here's what you will receive with your membership:

The **Märklin Magazine** is an entertaining and professionally produced model railroading magazine, which appears six times a year. Existing subscriptions can be carried over.

The **Club News** with exclusive Insider information, tips, and new items for all gauges. This magazine appears six times a year.

You will receive a coupon good for either a current presentation book or an **CD-ROM** presentation book that you can redeem at your Märklin dealer.

The Annual Chronicle "**A Year with Märklin**" is also a coveted extra included with your membership; it shows the highlights of the past year. It is available as a DVD.

Moreover, as an Insider you will profit from **expanded services**. You will really be pleased with what we will offer you, together with our partners, in the areas of travel, car rental, and insurance (available in Germany only). Your wallet will also benefit in this regard. More details about the special conditions and Insider offers will be sent to you along with your membership documents.

Special Models for Insiders Only

The Märklin Dealer Initiative / "Exclusiv" Program in Germany also works closely together with the Insider Club. It commissions special products from Märklin several times a year that remain reserved for Insiders.

Insider Annual Car

Only for Insiders: The annual car included in the annual dues, available either in H0 or Z. Insider annual cars are carefully selected and lovingly crafted models that will enrich any layout or display case.



Annual Car 2006 Z.



Annual Car 2006 H0.



Annual Chronicle 2005



Our thanks for your 10-year insider membership



86002
Birthday Car.

Special Z Gauge Anniversary Car.

This special Insider car can only be ordered by Insider members who have maintained their unbroken loyalty to our club for at least 10 years.

Car for 10 years of insider membership. The birthday car is not only appropriate to celebrate one's own birthday, it's also a very special gift for friends and acquaintances. "Happy Birthday" music chip is built into the original packaging. The melody plays when the package is opened.



46010
Track Cleaning Car
"10 Year Insider".

Special H0 Gauge Anniversary Car.
This track cleaning car is offered exclusively to Insiders, who have been members for 10 years.

Prototype: Two type KK 15 gondolas, permanently coupled, used as a railroad maintenance car. Era III design.

Model: Both cars come with a built-in track cleaning device. Each one consists of a metal block that moves vertically with parallel polishing felt cleaning pads. The cleaning pads can be replaced and washed. Retractable opening roofs. Close couplers guide mechanism. Both cars permanently coupled.

Length over buffers 15.3 cm/6-1/32".
 DC Wheel Set 70 05080.

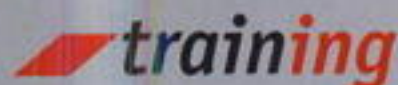
The gentle cleaning process is also suitable for nickel or brass rail.



Seminars for Model Railroaders.

Travel with Märklin.

2006



Registration and information at:
Gebr. Märklin & Cie. GmbH
Training
Stuttgarter Straße 55-57
D-73037 Göppingen
Germany

Telephone +49 (0) 71 61/6 08-257
Fax +49 (0) 71 61/6 08-143

You can reach us by E-mail at:
seminarwesen@maerklin.de

**Insiders automatically receive
our seminar brochures.**



Seminars for model railroaders and anyone wanting to become a model railroader are a high priority at Märklin.

The Märklin seminar team has an extensive program offering that is particularly aimed at all model railroaders who want to gain more knowledge about their hobby. The know-how of the Märklin seminar leaders and active involvement with the Märklin and Trix locomotives and layouts provided at the seminars are the basis for a high level of success learning about model railroading theory and practice. Naturally, we ensure that plenty of fun and shoptalk are part of the program!

Seminar program examples:

- Introduction to Märklin Systems
- Layout planning, construction, and preparation for Märklin H0
- Layout building and landscape design for H0, Z, and Minitrix N Gauge
- Märklin H0, 1 and Z - service and maintenance

Our seminars are held in Göppingen, as well as at other locations throughout Germany.

Web Training

Model railroaders wanting to further develop their hobby skills at their own pace can visit web training at Märklin.

It's this easy: Go to our homepage and click on the "Web Training" button. Then, register with your e-mail address, and you will obtain access to our training.

The following courses are currently being offered:

- Märklin Systems - from the Mobile Station to the Central Station
- Everything about the new generation of Märklin color light signals

Current information about our seminar and web training courses can be found on our homepage at: www.maerklin.com

This year you again have the possibility of traveling with Märklin, which is always an interesting and rich experience.

Our plans for 2006: A city trip to Dresden, a romantic trip with the historic "Ulmer Spatz" VT 798 rail bus over the hilly Swabian Alb region, a trip with nostalgic trains through the Swiss Alps, a Norway trip between fiords and cliffs, a steam locomotive festival in the Austrian wine country, and naturally, a wonderful trip to America.

Our trip to America "On the Trail of the Big Boy" last year was the absolute high point of our schedule. This year we will use this trip to present the legendary GG1 to you. The "three-week trip to the railroad Mecca of America" offers everything to make a model railroader's heart beat faster. A small foretaste can be found on our homepage in the travel report about the BIG BOY trip in 2005.

Naturally, there will also be great, exciting days in Nördlingen and Göppingen or a museum tour through Swabia again this year. Haven't you always wanted to run a steam locomotive on your own? With Märklin you can easily become an honorary locomotive engineer.

Another highlight will be a trip with the legendary VT 08 world championship train.

Of course, this year there will again be an exclusive special imprint car for everyone going on the trips.

If you are interested, then please contact us by e-mail at: martina.eckstein@maerklin.de or by telephone at +49 7161/608-257.

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- The best tips for building a layout
- All the important information to collect
- All event dates

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48504
Annual Märklin Magazin
Car in H0 for 2004.

A detailed product description can be found in the H0 presentation book on page 299.



48505
Annual Märklin Magazin
Car in H0 for 2005.

A detailed product description can be found in the H0 presentation book on page 299.



80815
Annual Märklin Magazin
Car in Z for 2005.

A detailed product description can be found in the Z presentation book on page 131.





www.maerklin.com is our international homepage with links to all of the Märklin companies in the world. You can get there from the German homepage with a click of your mouse - or you can go there directly at www.maerklin.de. Our Internet site has established itself as an independent source of information and service.

We are developing new products for the Internet, just as we do in the model railroading market, and the former always make it worthwhile to visit the Märklin home page.

Under heading Märklin Training, we offer dealers and model railroaders various specialized seminars, correspondence courses, and workshops. Some of these services are fee-based seminars with trained instructors.

Services Offered

The Internet also enables you to access current Märklin information. There you will find more than 2000 items in our product database, and hundreds of exploded parts diagrams and lists, each with a daily updated display of availability in the Märklin warehouse.

Web Training

Märklin is breaking new ground with interactive web training, a free Internet seminar, in which everything worth knowing about current topics can be learned, such as the new color light signals and the Märklin Systems components. After successfully answering the test questions, you will also receive a personal certificate here.

Newsletter

Our Web News is also new. It provides current information by E-mail on the many new items on our web sites. We would be pleased to send you this Märklin Web News at no charge. (Note: The Web News newsletter comes in German.)

Regardless of whether you are a active model railroader, collector, or simply a fan of the prototype and a fan of model railroading, you will always find attractive products and gifts in the Märklin Collection Shop.

There is a catalog for the Collection Shop that you can order by fax +49(0)7161/608-143 or by postcard:
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Museum
P.O. BOX 860
D-73008 Göppingen, Germany

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Small gifts maintain friendships. In this regard "small" refers to the costs - depending on the model and the execution, within the range of deductible advertising costs - as well as to the scale. However, small does not refer to the effect, as a Märklin model is just as effective on a manager's desk as in a collector's display case. Not to mention the "second benefit" as a rolling advertisement on a model railroad layout.

Impact with Long Term Effect.

A Märklin model with a custom imprint is an ideal solution for many communication tasks because of its appeal and premium quality, and it has a corresponding long-term effect. As a market leader with a recognized standard of quality and the highest level of brand recognition in the industry, Märklin supplies you with the foundation for a good image. Many of your customers will spontaneously remember the time they spent with Märklin, or they will tell you that they themselves are active model railroaders. Models that suit the theme, like refrigerator cars, tank cars, or sliding wall box-cars, gondolas, as holders for paper clips, or pens and pencils, as well as large or small special holders and containers, offer you any amount of advertising surface.

And the extensive know-how for true color and flawless imprinting guarantees you implementation of the message that your corporate image requires. There are numerous occasions and themes for that special promotional gift: Introduction of your new corporate image, a thank-you gift for loyal customers, invitation to an annual report press conference, motivation for dealers and employees, a kick-off for outside sales, Christmas or anniversary presents, multi-phase promotion for a product launch, reminders for business friends, or simply: image and customer care.

Märklin special imprint models are available in all kinds of designs in Z, H0, and 1 Gauge. We would be pleased to help you.

The Märklin Museum in Göppingen

The Märklin Museum in Göppingen is an unforgettable attraction for an exciting family outing. As a pioneer in the manufacture of the "finest tin-plate toys", Märklin can look back over 144 years of tradition and can illustrate it with an exhibit of the finest examples of historic models: doll carriages, kitchen stoves, cars, ships, airplanes, other tin-plate models, and naturally model trains in all gauges, including railroad stations and accessories.

The 200,000 visitors annually to the Märklin Museum will be offered even more in the future: Märklin is building a new Märklin World of Adventure at its main factory in Göppingen and will thereby fulfill the wish of many visitors to get closer to the origins of Märklin's products. Visitors should not just be observers, rather – if desired – active participants. This starts out from participation in the visitor's layout, the assembly of your own model railroad car, to a look at the production process.

The Märklin Museum is therefore going back to its origins in the original factory on Stuttgarter Street. The striking building at the entrance to the city, a kind of gateway to Göppingen, offers an ideal environment for the presentation of past and present, and underscores and reinforces the mystique emanating from the brand and its products. We will inform you promptly in our homepage and the Insider News, when it is complete (spring/summer of 2006). Until then the Museum on the Holzheimer Street will of course be open.

In Göppingen, simply follow the "Märklin Museum" signs.

Hours of operation:
Monday to Sunday *
from 9:00 AM to 5:00 PM.
(Closed on holidays.)
Subject to change.

* On Sundays, only Museum items are sold.



33043 H0 Museum Locomotive

Prototype: German State Railroad Company (DRG) class 80 switch engine in photo gray paint scheme.
Model: The locomotive has a metal body and frame. The locomotive comes with a Delta electronic circuit. 3 axles powered. 2 traction tires. Gear reduction for slow speed running. Triple headlights that change over with the direction of travel. Many separately applied details.
Length over the buffers 11.1 cm / 4-3/8"



48006 H0 Museum Car Set for 2006.

A detailed product description can be found in the H0 presentation book on page 298.



80017 Z Museum Car Set for 2006.

A detailed product description can be found in the Z presentation book on page 131.



54855 1 Gauge Museum Car for 2006.

A detailed product description can be found in the 1 Gauge presentation book on page 105.



58326 1 Gauge Museum Car for 2006.

A detailed product description can be found in the 1 Gauge presentation book on 105.



Fascinating Model Railroad Shows and Exhibitions



The Model Railroading Show of the Southern Alps.

CH-6850 Mendrisio/TI, Switzerland
Via Stefano Franscini 24
Across from the SBB freight station
Telephone 00 41 / 91 / 6 400 400

www.galleriabaumgartner.ch

Hours of Operation:

Tue. to Fri. 9:30 AM – 12:00 Noon
1:30 PM – 5:30 PM
Sat./Sun. 9:30 AM – 5:30 PM
and all general holidays
Mon. closed



Mo-Lok Model Railroad Show.

Sonthofener Str. 38
D-87545 Burgberg-Erzflöße,
Germany
Telephone for information
00 49 (0) 83 21 / 2 21 80

www.mo-lok.de

Hours of Operation:

During school vacation
daily 10:00 AM – 5:00 PM
Non-vacation days
work days 10:00 AM – 2:00 PM
Hours of operation are extended
if the weather is bad
Closed Saturdays
Sundays
and holidays 10:00 AM – 5:00 PM



Der Deutschland Express / The Germany Express.

Der Deutschland Express.
Am Bugapark 1c,
D-45899 Gelsenkirchen, Germany
Telephone 00 49 (0) 2 09 / 5 08 36 60

www.der-deutschlandexpress.de

Hours of Operation:

Thur. 10:00 AM – 7:30 PM
Fri. to Sun. 10:00 AM – 6:00 PM
Tue. and Wed. open for groups on
request. Open daily on holidays
and school holidays (North Rhine
Westphalia).



Fascinating Model Railroad Shows and Exhibitions



Miniatur Wunderland Hamburg Miniature Wonderland Hamburg

Kehrwieder 2/Block D
D-20457 Hamburg, Germany
Telephone 00 49 (0) 40 / 3 00 68 00

www.miniatur-wunderland.de

Hours of Operation:

Mon. to Fri.	9:30 AM – 6:00 PM
Tues. until	9:00 PM
Sat., Sun. & holidays	8:45 AM – 8:00 PM



Modelleisenbahn Hamburg EV Hamburg Model Railroad Society

Holstenwall 24
D-20355 Hamburg, Germany
Telephone 00 49 (0) 40 / 42 81 32-23 80

www.HamburgMuseum.de

Hours of Operation:

Tues. to Sat.	10:00 AM – 5:00 PM
Sun.	10:00 AM – 6:00 PM

Tours begin at:
11:00 AM, 12:00 noon, 2:00 PM
and 3:00 PM;
Sundays also at 4:00 PM



Modellshow Merklingen Model Railroad Show

Siemensstraße 2
D-89188 Merklingen, Germany
Telephone 00 49 (0) 73 37 / 92 31 94

www.modellbahnshow.de

Hours of Operation:

Tue. to Fri.	10:30 AM – 5:00 PM
last entry:	5:00 PM
Mon.	closed
Holidays	open

Short term changes are possible.



EISENBAHMUSEUM
DIERINGHAUSEN

**Eisenbahn Museum Dieringhausen /
Dieringhausen Railroad Museum**

Hohler Straße 2
D-51645 Gummersbach, Germany
Telephone: 00 49 (0) 22 61 / 94 762 5

www.eisenbahnmuseum-dieringhausen.de

Hours of operation:
Sun. 11:00 AM to 5:00 PM,
from Easter to the 1st weekend in
October



Osoyoos Desert Model Railroad

11611-115 Street
Osoyoos, BC, Canada
Telephone: 001 (250) 495-68 42

www.OsoyoosRailroad.com

Hours of operation:
Mon. – Sat. 10:00 AM to 5:00 PM
Sun. closed



Eras

Whether you are nostalgic or an historian, whether you are homesick or have wanderlust, or whether you simply have an eye for the right time and the right place – the Märklin assortment varies by historical eras, countries, and nations. All characteristic features, paint schemes, details, and lettering of the models correspond to their prototypes.

In Era II a standardization office had to decrease the multiplicity of designs from numerous builders by implementing development guidelines; this problem has since been resolved by the concentration of the railroad industry.

More and more locomotives and cars are being built on the same development platforms, and they are being used in different European countries. 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 will find many models for other European railroads in the Märklin assortment based on these prototypes. This allows 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 respective countries, and which are also available from your authorized dealer.

Era I
1835 to 1925

I



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

Era II
1925 to 1945

II



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 reduced the multiplicity of car and locomotive types.

Era III
1945 to 1970

III



The German Federal Railroad (DB) in the west and the German State Railroad (DR) in East Germany developed parallel to one another. Era III is one of the most interesting phases with steam, diesel, and electric motive power.

Era IV
1970 to 1990

IV



Computer UIC lettering was introduced throughout Europe. The cars could now be used across Europe. New paint schemes made railroading more colorful.

Era V
1990 to the present

V



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.

Railroads

For those interested in more detail there is an overview on these pages of the 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.

Country	Abbreviation	Original Name	Railroad
Belgium	SNCB	Société Nationale des Chemins de fer Belges	Belgian State Railways (Wallonian)
	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)
AAE	Ahaus-Alstetter Eisenbahn GmbH	Branch line	
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
Luxembourg	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
Sweden	SJ	Statens Järnvägar	Swedish State Railways
Switzerland	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	Alpen Bern-Lötschberg-Simplon
	AAE	Ahaus-Alstetter Eisenbahn GmbH	Freight car leasing
Hungary	MAV	Magyar Államvasutak Vezérigazgatósága	Hungarian State Railways 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)
	PRR	Pennsylvania Railroad	Northeast USA (1846 - 1968)

Repair Service/Warranty

Märklin Direct Service

The Märklin dealer is your contact for repairs and conversions from analog to digital. We can do conversions in our repair department in Göppingen for dealers without their own service department as well as for consumers. Since the amount of labor varies for each model, we recommend that you first contact the Märklin address below. You will then receive a cost quotation including details of the work to be done and the cost for shipping. If you would personally like to drop off and pick up models in our factory in Göppingen, please note the business hours for dealers and consumers.

Gebr. Märklin & Cie. GmbH

Repair Service
Stuttgarter Straße 55-57
D-73033 Göppingen, Germany
Telephone +49 (0) 71 61.608 - 553
reparaturabteilung@maerklin.de

Business hours:

Tue. + Thu. 9:30 AM – 12:00 noon and 12:30 PM – 3:00 PM
as well as by appointment.

Manufacturer's Warranty of 24 Months from the Date of Purchase

At the time of purchase of a Märklin product, the firm of Gebr. Märklin & Cie. gives you a manufacturer's warranty of 24 months from the date of purchase of that product, subject to the conditions defined in the terms of the warranty. This warranty is given through your authorized Märklin dealer as the contracting partner for Gebr. Märklin and is in addition to any warranty rights legally available to you in your country. The conditions of this warranty are fully defined in the terms of the warranty included with our products. This means that you can make claims directly against the firm of Märklin, as the manufacturer of the product, for defects or problems arising with the product, regardless of where you have purchased that product.

We request that you carefully read the terms of the warranty included with our products.

General References

Märklin products adhere to the European Safety Guidelines (EC Standards) for toys. If you are going to enjoy these products with the highest possible level of safety, it is assumed that you will use the individual products in accordance with these guidelines. Instructions for the correct hookup and handling are therefore given in the instruction manuals accompanying the products. These instructions must be followed. It is recommended that parents discuss the operating instructions with their children before the products are used for the first time. This will guarantee many years of safe enjoyment with the model railroad.

Some important items of general importance are summarized below.

Connections for Track Layouts

Use only Märklin transformers for the operation of our products. Please use only transformers from the current product program, since these transformers adhere to the current safety standards. We recommend that you have additional feeder wires connected to the layout every 2-3 meters / approximately 6-10 feet of track length. Please note the guidelines in the operating instructions in reference to this.

In addition to these general references, please note the operating instructions enclosed with the various Märklin products so that you enjoy them in safety.

The following firms supplied materials for the photographs in the presentation book:

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System Jörger
Mo-Lok

Imprint

If this edition of the presentation book does not have an attachment with prices, please see your dealer about prices. The pictograms next to individual products give you simple, clear information about our quality and system features. You will find a list of these pictograms with explanations in the back of this presentation book.

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

We reserve the right to make changes and delivery is not guaranteed. Electrical and mechanical data given may vary in accuracy. We are not liable for mistakes and printing errors.

The photographs and illustrations in this publication are suggestions only and there is no guarantee regarding the correctness of the models. The regular production models may vary slightly from the models shown (some of which are hand samples).

This Märklin presentation book supersedes all previous Märklin catalogs.

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www.maerklin.com

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N New item for 2006.

 Metal locomotive frame.


 Metal frame and mostly metal locomotive body.


 Metal frame and locomotive body.


 Locomotive body chiefly made of metal.

 Metal car frame.

 Metal car frame and body.

 Car body chiefly made of metal.


 Universal locomotive with Delta electronic circuit. Can be operated with Märklin transformers, in the Märklin Delta system or in the Märklin Digital system (Motorola format).


 Digital locomotives or digital device for the Märklin Digital System (Motorola format).


 Digital Locomotives with high-efficiency propulsion. Maximum speed and acceleration/delay are adjustable. 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 or in the Märklin Digital system. One controllable auxiliary function (function), when the locomotive is being run in the Digital system.


fx Digital decoder with additional, digitally controlled functions (f1, f2, f3 or f4) when operated with the **6021 Control Unit**. The functions present depend on how the locomotive is equipped. Standard function (function) active during conventional operation.


mfx Digital decoder with up to 9 digitally controlled functions when operated with the **60652** or **60651 Mobile Station**. Up to 5 functions when operated with the **6021 Control Unit**. Up to 16 functions when operated with the **60212 Central Station**. The functions in question depend on how the locomotive is equipped.


 Locomotives with controlled, adjustable C-Sine propulsion. Can be operated with Märklin transformers, in the Märklin Delta system or in the Märklin Digital system (Motorola format).


 Built-in sound effects circuit.


 Power supply can be switched to operate from catenary.


 Plug-in base for easy installation and removal.


 Single headlight at the front.


 Single headlights that change over with the direction of travel.


 Dual headlights at the front.


 Dual headlights front and rear.


 Dual headlights that change over with the direction of travel.


 Triple headlights at the front.


 Triple headlights front and rear.

 Triple headlights that change over with the direction of the travel.


 Triple white headlights in front, dual lights at the rear, each change with the direction of travel.


 Four-light headlights that change over with the direction of travel.


 One red marker light.


 Dual red marker lights.


 Dual headlights and dual red marker lights that change over with the direction of travel.


 Triple headlights and two red marker lights that change over with the direction of travel.

 Triple headlights and a red marker light that change over with the direction of travel.


 Triple headlights and a white marker light that change over with the direction of travel.

 Märklin close couplers with pivot point.

 Märklin close couplers in standard pocket with pivot point.

 Märklin close couplers in standard pocket with guide mechanism.

 Built-in interior lighting.

 Interior lighting can be installed (example: with 7330).

 Built-in interior details.

 Märklin exclusive special model – produced in a one-time series. Die Märklin Händler Initiative or "Exclusiv Program" is an association of mid-level toy and model railroad dealers in Germany (MHI).

I **Era I**
Provincial and privately owned railroads from the beginnings of railroad construction to about 1925.

II **Era II**
Construction of the great national railroad networks from 1925 to 1945.

III **Era III**
Reorganization of the European railroads and modernization of the motive power from 1945 to 1970.

IV **Era IV**
Lettering for all locomotives/cars complies with uniform international guidelines for the so-called computer-compatible UIC lettering, 1970 to 1990.

V **Era V**
Color scheme changes and establishment of the high-speed train networks since 1990.

märklin

www.lokshop.com

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