

märklin

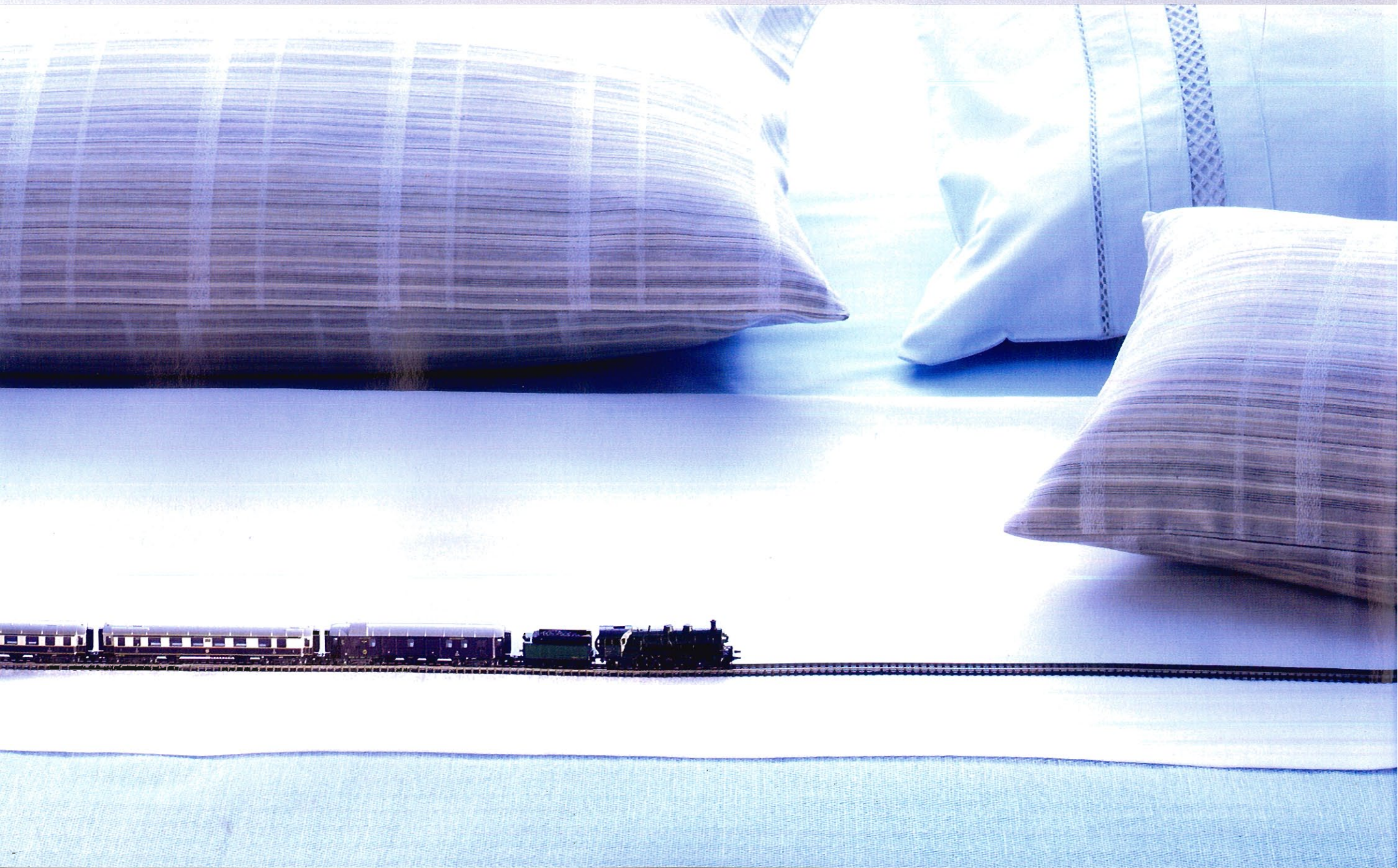
Märklin Z – The Highest Quality



Presentation Book for 2006

Märklin Z – The Highest Quality

Z Gauge
Gauge 6.5 mm / 1/4"
Scale 1:220



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 Z 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.

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 Z.



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-RDM 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. F. V.

“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.



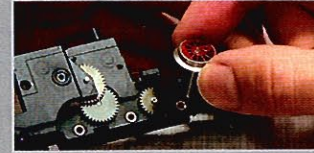
Handcrafted "Märklin" Quality



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.



Z Gauge Features



Whimsical – a totally different type of model railroad



Sweeping – building a layout with the highest quality



Monumental – accessories that are true to scale and rich with detail



Prototypical – always on the cutting edge of technology

People who are involved with Märklin Z cannot quite be grouped in the category of normal citizens. They are sensitive connoisseurs, they value the exclusive, and they like to be enticed by something new. Regardless of whether they are fans of valuable collector's items made of refined metals, admitted railroad fans, or active model railroaders, they can all lay claim to something special as their own. And, this group also includes the circle of clever and resourceful people, who are sometimes comical in their punctiliousness. They manage to play with their Märklin Z, where others would have given up long ago.

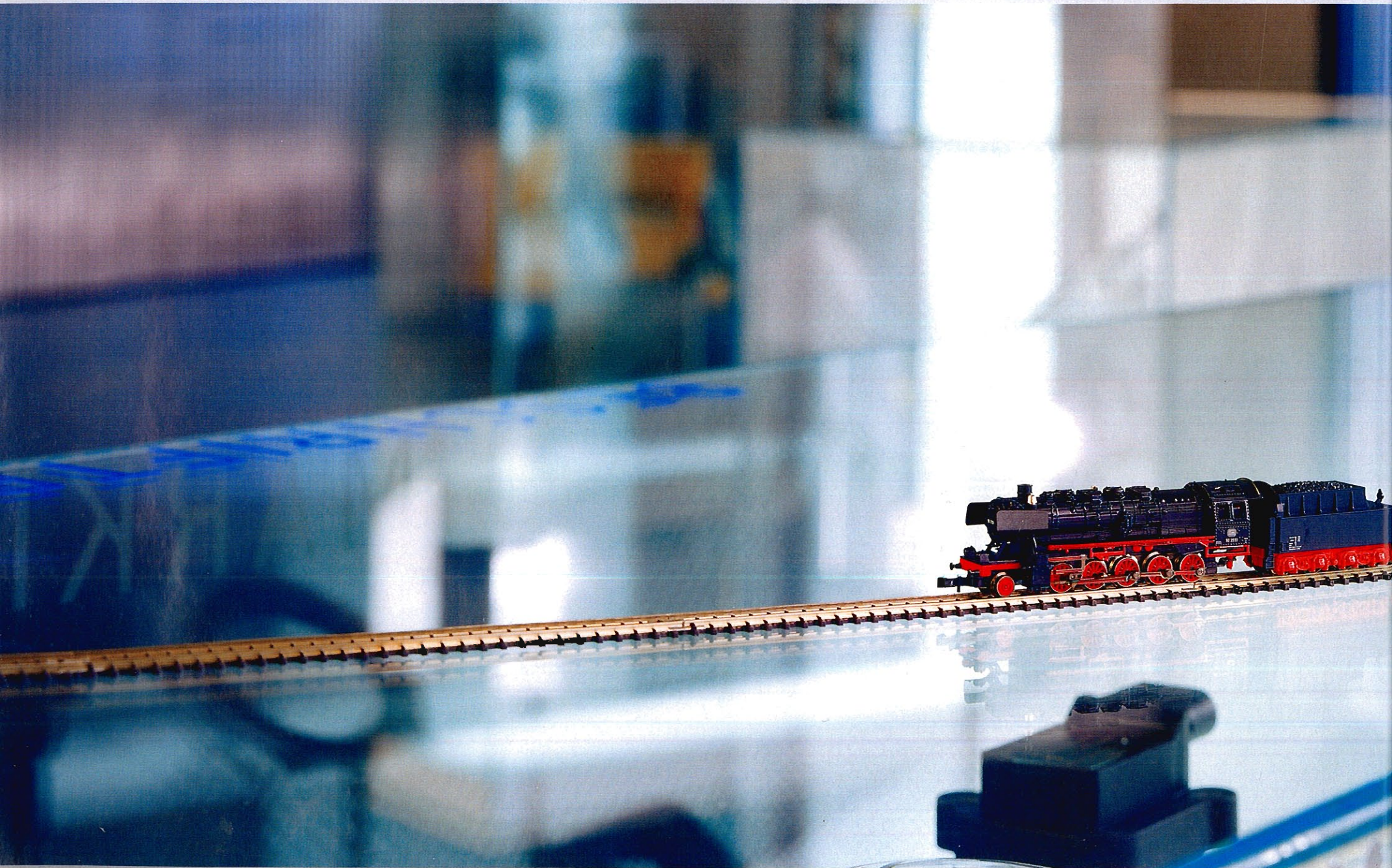
Granted, the suitcase layout is nothing new, but with the smallest radius of just barely 145 mm / 5-11/16" occasional wild creativity is really not subject to any real boundaries. Thus, a birthday present can take its maiden voyage on the richly decorated cake of a master baker. Thanks to a scale of 1:220 the space on which the minimalist can unfold poses no barrier. In this regard the smallest mass-produced model train system in the world demonstrates its true stature: clean and essential detailing and well-proportioned, realistic, reproduction of the large prototype even has some surprises in store for the connoisseur.

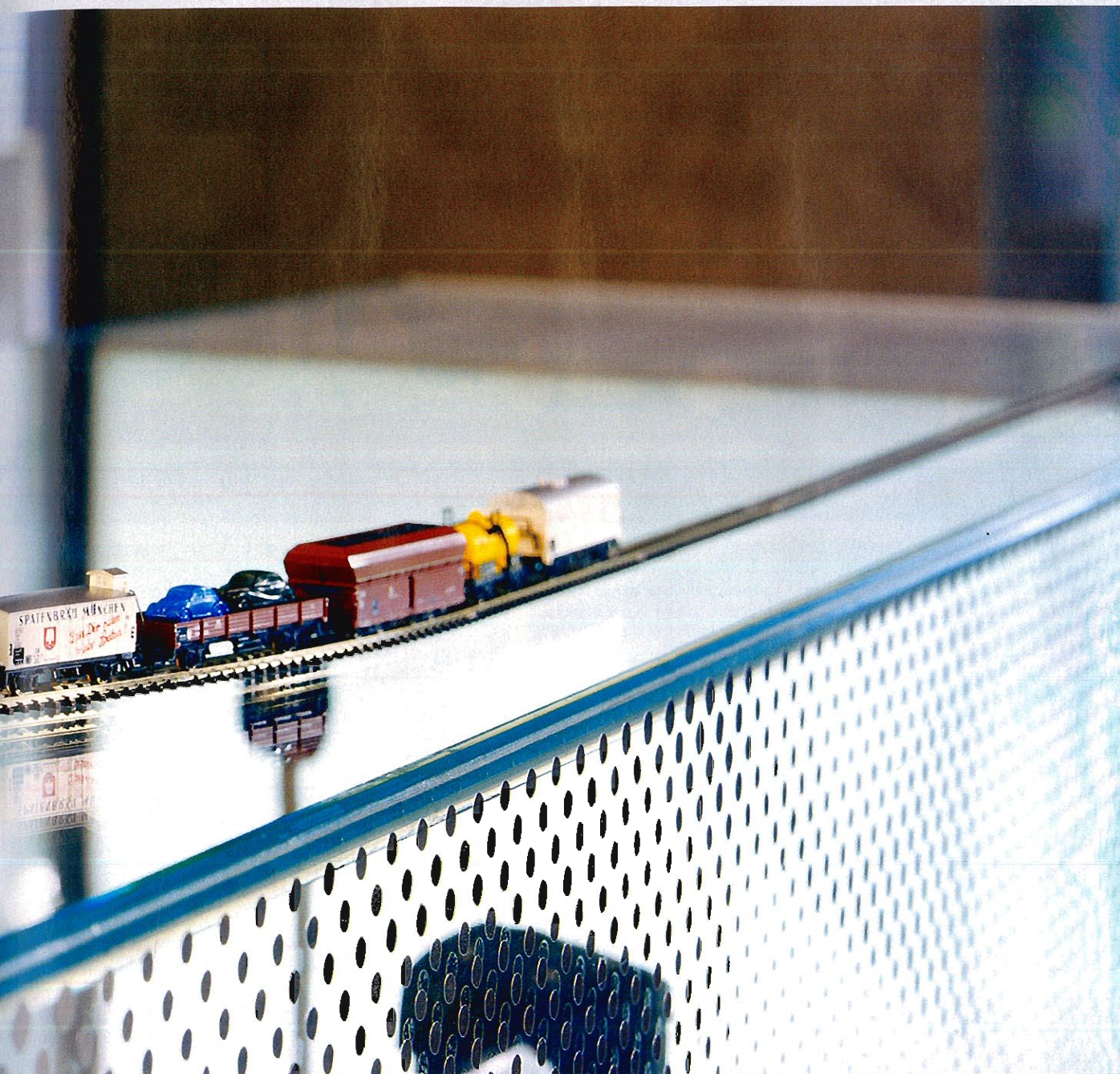
Märklin Z locomotives are often made of metal – how could it be otherwise? A high-quality plastic shell is on a rock-solid frame and there are also units made of die-cast metal. This laborious process is used by the manufacturing technicians primarily for steam locomotives. For several years now a five-pole motor has supplied the propulsion. Even at low speeds it shows what it has inside. Z scale fans appreciate its quiet running and its respectable pulling power. Really good running characteristics. This is also necessary for realistic layout construction. Thanks to the range of accessories, from the engine sheds to the electric grade crossing gates, the model railroader will find everything that he needs.

And, because wonderful layouts can be designed on quite modest surfaces, train operation becomes pure fascination. Regardless of whether a 103 is pulling its Intercity up a long grade, or whether the Taurus in yellow/silver livery has just been coupled to an endless row of colorful container cars. And how would it be with the Prussian P 10 and the legendary SVT, which are both ideal for the theme of Berlin as found around the Anhalter Station that is available as a kit?

And naturally, most of the locomotives have a working headlight, respond to signal commands, and electric locomotives can be supplied with power from the catenary. A seamless track system is available to the layout planner. Three radii, wide radius turnouts, and flex track permit layout construction that is prototypical or full of fantasy. Attractive starter sets are available for anyone wanting to be enticed by the charm of Z Scale. They provide the basis for continuous enjoyment.

Starter Sets





Track, locomotives, and cars have been created in fascinatingly fine detail for the smallest mass-produced electric model trains in the world. Even with this level of miniaturization, everything that is part of railroading can be used and operated without limitations – in the sturdy precision that characterizes all Märklin products. Märklin makes it easy to get started in the small world of model railroading: The challenging fun begins immediately with a carefully designed starter set. These sets come with everything you need for running your train the first time in a scale of 1:220, everything designed to meet your first expectations of how this new hobby works and how much you can do with it.

Your authorized Märklin dealer will be happy to show you the different starter sets in the Märklin assortment, what comes in them, what features they have, and the different ways to set them up.

Extension sets designed to go with these starter sets will turn them step-by-step into a model railroad with a track layout that never loses interest and even with catenary, if you want it.

Additional trains and accessories provide increasingly realistic operations, and the table-top railroad develops into a railroad layout. You can combine and add all of the different pieces of track any way you desire for your own layouts, using your own creativity and resources.

The possibilities are almost unlimited with the multi-faceted track program in Z Gauge and with the small amount of space required in this small scale.

Starter Sets

81521
Vacation Fun Starter Set
with Battery Controller.

Prototype: German Federal Railroad (DB) class 89 tank locomotive and 1 refrigerator car.

Model: Locomotive comes with a 5-pole motor. Floating center axle. All coupled driving axles powered. Refrigerator car painted and lettered with vacation themes.

Train length over the buffers
102 mm / 4".

Contents: Oval of track consisting of 8 sections of curved track and 2 sections of straight track, with feeder connections. Layout size is 357 x 302 mm / 15" x 12". Battery controller with feeder wires. Battery (9 volt transistor unit) no included. Train is packed in see-through miniature suitcase.

märklin
Z

Schönen Urlaub...



81951 230 Volt
Extension Set for the Fun
Starter Set, Includes a
230 Volt Power Pack.

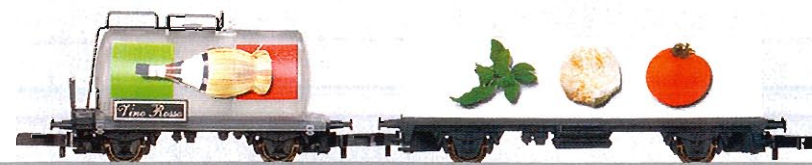
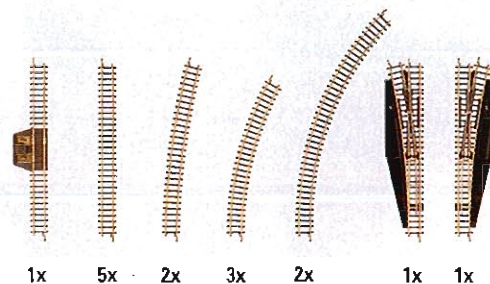
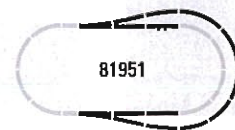
Prototype: 1 flat car for containers and 1 tank car.

Model: Both cars come lettered and painted with vacation themes.

Lengthens the train by 97 mm / 3-13/16".

Contents: Track to expand the oval of track to include a passing siding. 7 sections of curved track, 5 sections of straight track, 2 turnouts, and 1 feeder track with wire. 230 V / 8 VA plugin transformer and suitable controller with continuously smooth speed control.

Instructions for setting up everything and a track plan brochure. Packaging is arranged to hold the 81521 Fun Starter Set with the 81951 extension. The set can be expanded with the SET sets 8192, 8193, and 8194 and with the entire Z track program.



81522
 Christmas Starter Set
 with batterypowered
 locomotive controller.

Prototype: German Federal Railroad (OB) class 89 tender locomotive and one refrigerator car.
Model: Locomotive with 5-pole motor. Split axle. All drive axles are powered. Locomotive and freight cars in festive design.
 Length over buffers
 102 mm / 4-1/32".

Contents: Oval of track consisting of 8 curved tracks and 2 straight tracks with connections.
 Layout size 357 x 302 mm / 15" x 12".
 Adjustable battery controller with connecting cable. Battery (9 V) is not included.



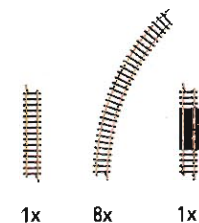
81562 230 Volt
81567 120 Volt
 Gift Set in a Cube Format.
 Freight Train with an Oval
 of Track and a Plug-In
 Transformer 230 Volt with
 a Suitable Stepless
 Controller.

Prototype: 1 German Federal Railroad (DB) class 74 tank locomotive. 1 gondola. 1 refrigerator car.
Model: The locomotive comes with a 5-pole motor. All driving axles powered. Gondola with a gift as a load. Refrigerator car painted and lettered for Privatbrauerei Ganter, Freiburg, Germany. 2 sections straight track, 10 sections curved track, re-railer, and an 230 V / 8 VA plug-in transformer with a suitable stepless controller.

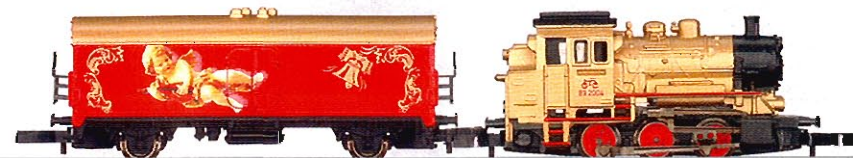
Track plan brochure.
 Train length 169 mm / 6-5/8".
 This set can be expanded with the SET track extension sets 8190 or 8191, 8192, 8193 and 8194 or as desired.



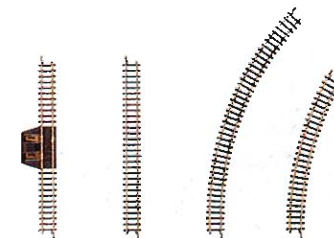
357 x 302 mm
 15" x 12"



1x 8x 1x



512 x 402 mm
 21" x 16"



1x 1x 4x 6x



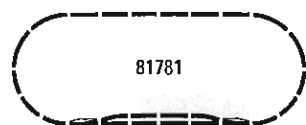
Starter Sets

81781
230 Volt
"King Ludwig II" Starter Set with a Bavarian Passenger Train, Kit of Neuschwanstein Castle, Track Layout, and Power Pack.

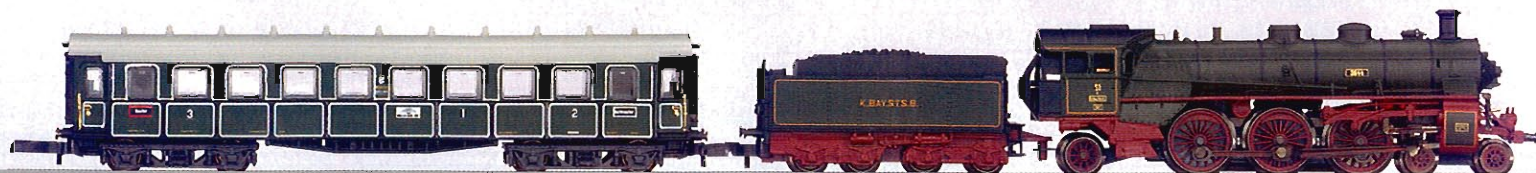
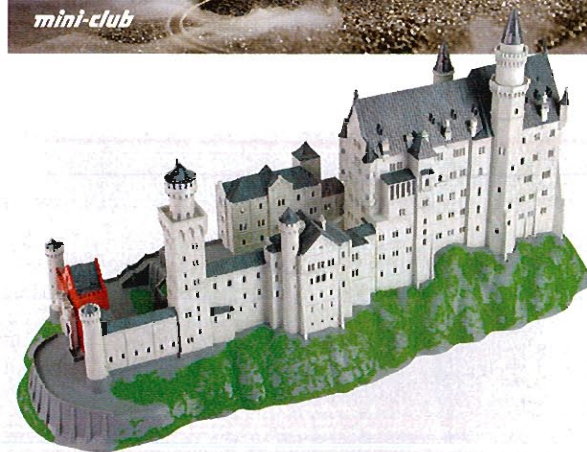
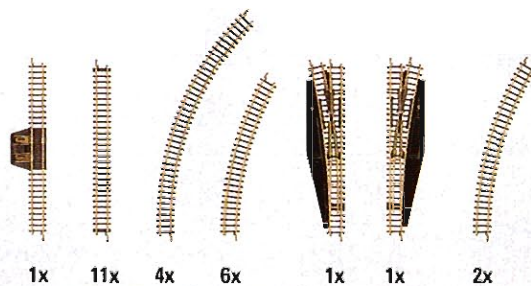
Prototype: 1 Royal Bavarian State Railroad (K.Bay.Sts.B.) class S 3/6 express locomotive with tender.
1 type ABCCü express train passenger car, 1st/2nd/3rd class. 1 type CCü express train passenger car, 3rd class. 1 type PPü express train baggage car.

Model: The locomotive comes with a 5-pole motor. All of the driving axles are powered. 12 sections straight track, 12 sections curved track, 2 electric turnouts, 1 extensive "Neuschwanstein Castle" building kit, rerailer, control box, distribution strip, wire, and power pack. Track plan brochure.

Train length 366 mm / 14-3/8". This set can be expanded with the SET track extension sets 8192, 8193, and 8194 or as desired.



1062 x 402 mm
42" x 16"

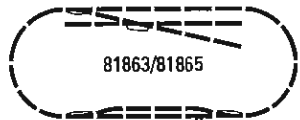
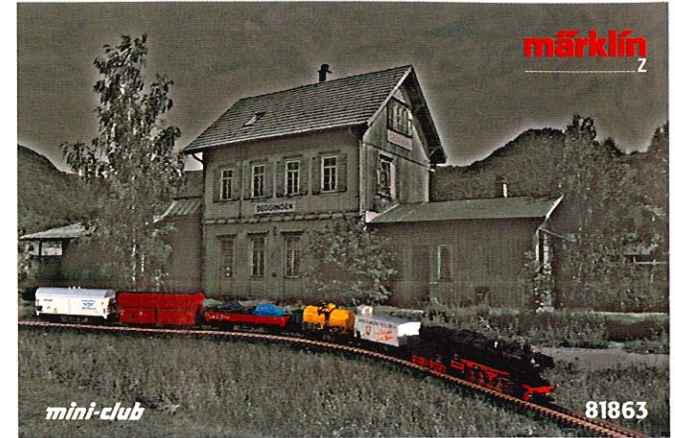


81863 230 Volt
 81865 120 Volt
Large Freight Train Starter Set with a Large Track Layout and a Power Pack.

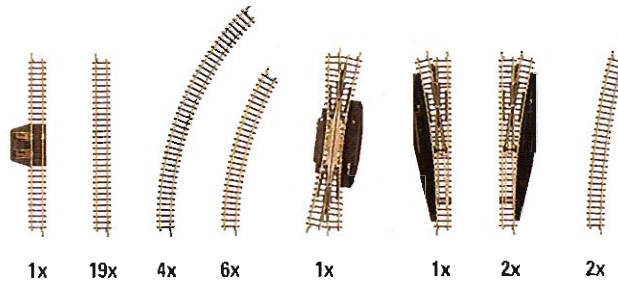
Prototype: 1 German Federal Railroad (DB) class 50 freight locomotive. 1 refrigerator car with a brakeman's cab. 1 type Xlm low side car. 1 type Fals hopper car. 1 tank car with a brakeman's platform. 1 type lbs 407 refrigerator car.

Model: The locomotive comes with a 5-pole motor. All of the driving axles are powered. The low side car is loaded with 2 automobile models. The hopper car is loaded with real coal. The brakeman's platform and walkway with ladders are separately applied on the tank car. It has a finely detailed, partially open frame.

20 sections straight track, 12 sections curved track, 1 double slip switch, 3 electric turnouts, 3 track bumpers, rerailer, control box, distribution strip, wire, and power pack. Track plan brochure. Train length 365 mm / 14-3/8". This set can be expanded with the SET track extension sets 8192 and 8193 or as desired.



1062 x 402 mm
 42" x 16"



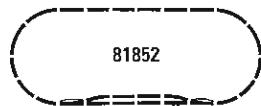
Starter Sets

81852 230 Volt Swiss Starter Set. Modern Freight Train with Track Layout and Power Pack.

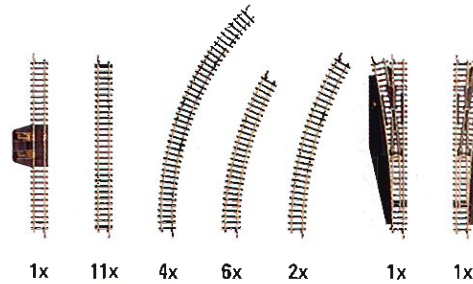
Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 460 electric locomotive, 1 sliding wall boxcar, 1 long flat car, and 1 gas tank car.

Model: Locomotive comes with a 5-pole motor. Both trucks powered. Headlights are maintenance-free LED's. The locomotive and cars are a special version. Train length 322 mm / 12-11/16".

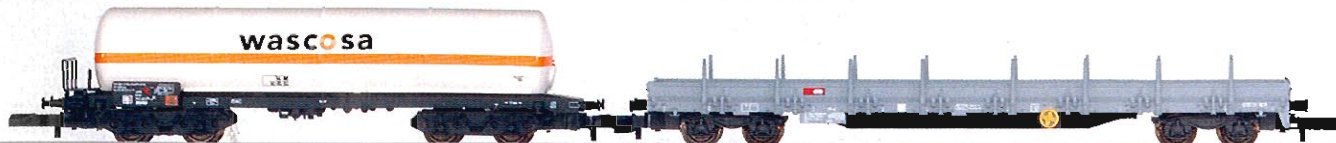
Contents: 12 sections each of straight and curved track. 2 turnouts with electric mechanisms as well as control box, power pack and hardware for electrical connections. Also included is a building kit of the Wintersdorf station. 1 rerailer and 1 track plan brochure. The set can be expanded with the SET sets 8192, 8193, and 8194 and with the entire Z track program.



1062 x 402 mm
42" x 16"



1x 11x 4x 6x 2x 1x 1x



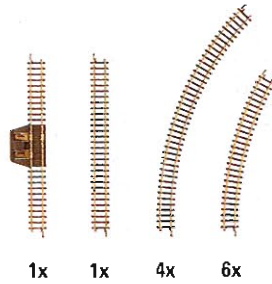
81530 230 Volt
 81535 120 Volt
 230 Volt American Starter Set.
 Freight Train with Oval of Track and
 a Plug-In Transformer with a
 Suitable Steplless Controller.

Prototype: 1 Northern Pacific
 Railway "Pacific" steam locomotive
 with a tender. 1 Spokane, Portland
 and Seattle Railroad flat car.
 1 Great Northern Railway gondola.
 1 Northern Pacific Railway caboose.

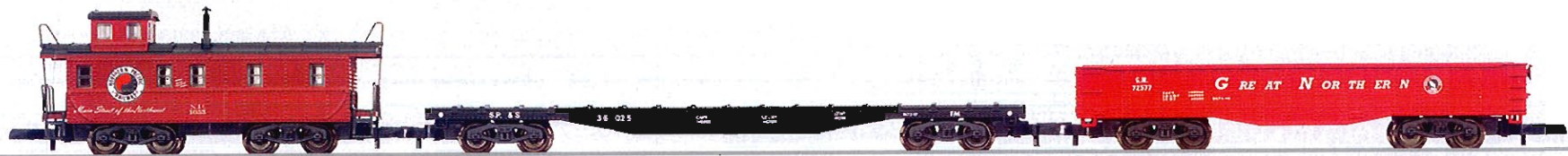
Model: The locomotive comes with
 a 5-pole motor. All driving axles
 powered. 2 sections straight track.
 10 sections curved track, rerailer,
 and an 8 VA plug-in transformer
 with a suitable steplless controller.
 Track plan brochure.
 Train length 330 mm / 13".
 This set can be expanded with the
 SET track extension sets 8190 or
 8191, 8192, 8193 and 8194 or as
 desired.



512 x 402 mm
 21" x 16"



1x 1x 4x 6x



Starter Set

81830 230 Volt
81835 120 Volt
Large American Super Deluxe Starter Set with 1 American Freight Train and 1 American Passenger Train, 2 Ovals of Track, Turnouts, and 2 Power Packs for Independent Operation of Both Trains.

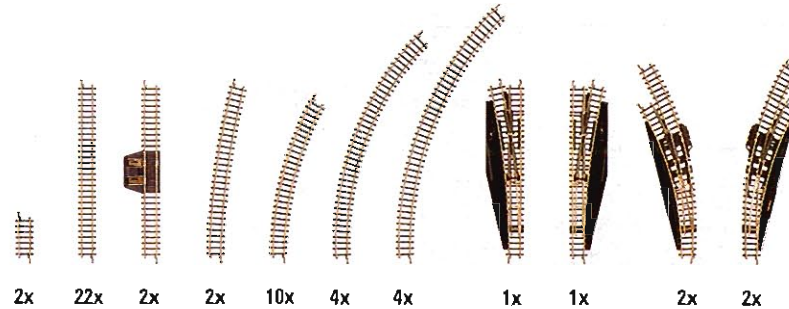
Prototype for the 1st train:
1 Southern Pacific "Mikado" steam locomotive with tender. 1 Tennessee Central gondola. 1 Burlington Route hopper car. 1 Seaboard Air Line Railroad boxcar. 1 Southern Pacific caboose.

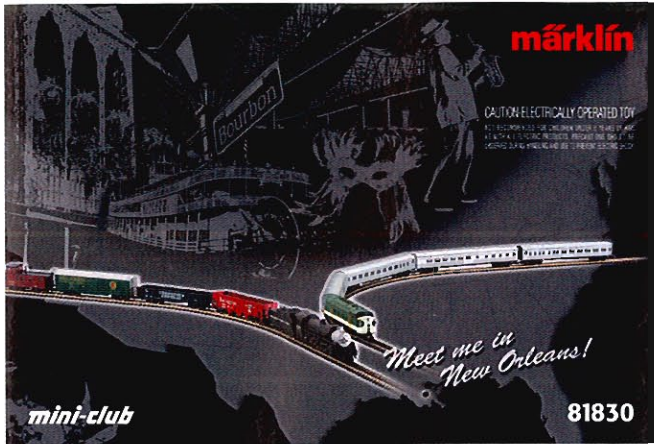
Prototype for the 2nd train:
1 Southern Railway F 7 A unit diesel locomotive. 1 streamliner baggage car, 1 streamliner passenger coach, 1 streamliner dining car, 1 streamliner observation car, all painted and lettered for the Southern Railway.

Model: Both locomotives come with 5-pole motors. All driving axles powered on the steam locomotive, both trucks powered on the diesel locomotive. 26 sections straight track, 20 sections curved track, 2 electric turnouts, 4 electric curved turnouts, rerailer, 2 control boxes, distribution strips, 2 power packs, and other hardware for wiring the layout. Track plan brochure. Total length of the 1st train 385 mm / 15-1/8". Total length of the 2nd train 520 mm / 20-1/2". Can be expanded with the 8194 SET track extension set or as desired.



1112 x 452 mm
44" x 18"

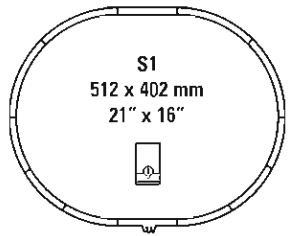




© G. R. Harper, Lynchburg, VA

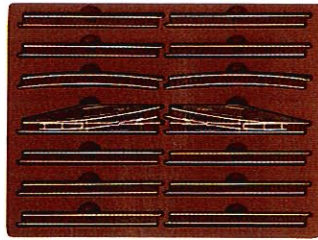


SET Extension Program



8190
E Extension Set with
Manual Turnouts.

Contents: 10 straight tracks,
2 curved tracks, 2 turnouts and
instructions.



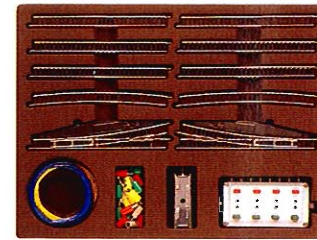
The SET extension set program is a progressive system with which you can expand track layouts from the starter sets in steps. The E 8190 or E 8191 is used to expand the 81530/81535 or 81562 set. You can then systematically expand in any sequence desired with the T1 8192, T2 8193 and T3 8194 track extension sets.

When you start off with the 81781/81785 starter sets, you already have the E 8191 track extension set integrated into the starter set, and you can then easily expand further with the T1 8192, T2 8193 and T3 8194 track extension sets.

The 8198 catenary set for S+E and 8199 set for T1+T2+T3 make it easy to add working catenary operation in the SET program so that two trains can be controlled independently of each other on a track.

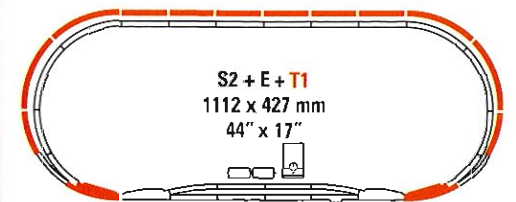
8191
E Extension Set with
Electric Turnouts E.

Contents: 10 straight tracks,
2 curved tracks, control box,
distribution strip, wire, plugs
and sockets, and instructions.



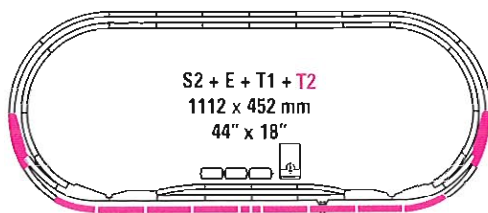
8192
Double Track Set T1.

Contents: 6 straight tracks, 6 curved
tracks, 2 electric curved turnouts,
control box, distribution strip, wire,
plugs and sockets, and instructions.



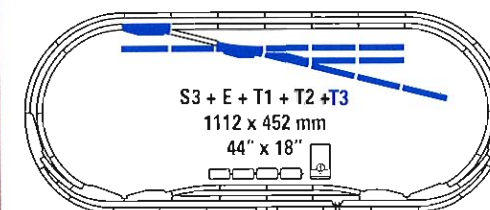
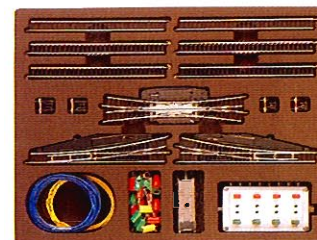
**8193
Station Track Set T2.**

Contents: 8 straight tracks, 2 curved tracks, 2 electric curved turnouts, control box, distribution strip, wire, plugs and sockets, and instructions.



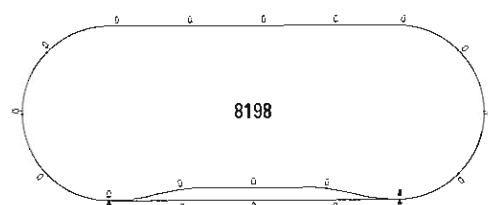
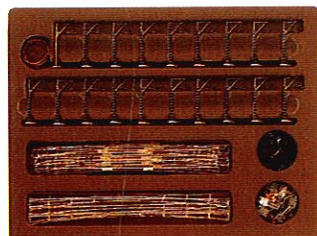
**8194
Yard Track Set T3.**

Contents: 10 straight tracks, 1 double slip switch, 2 electric turnouts, 4 track bumpers, control box, distribution strip, wire, plugs and sockets, and instructions.



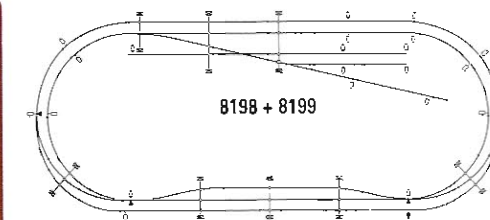
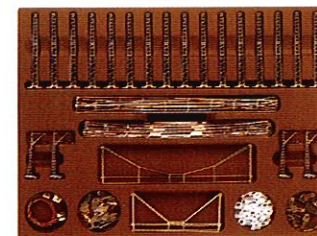
**8198
Catenary Set for S + E.**

Contains all parts needed to set up catenary on S + E layout.
Contents: 19 catenary masts, 20 sections catenary wire, 8 insulators, 6 connecting springs and instructions.



**8199
Catenary Set for
T1 + T2 + T3.**

Supplements 8198 for T1 to T3.
Contents: 4 catenary masts, 16 tower masts, 30 sections catenary wire, 8 cross spans, 30 catenary wire insulators, 8 insulators, 6 connecting springs, 5 catenary terminal clips and instructions.



And this is how to expand ...

You can expand your starter set layout to the track plans shown on this page with the contents of our extension and setup sets.

8190
E Extension Set
with Manual
Turnouts.

10 x 8500, 1 x 8565,
1 x 8566, 2 x 8591

8191
E Extension Set
with Electric
Turnouts.

10 x 8500, 1 x 8562,
1 x 8563, 2 x 8591,
1 x 7209,
1 x 7272/72720

8192
T1 Extension Set.

6 x 8500, 2 x 8521, 4 x 8530,
1 x 8568, 1 x 8569, 1 x 7209,
1 x 7272/72720

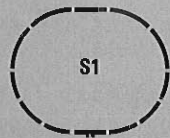
8193
T2 Extension Set.

6 x 8500, 2 x 8504, 2 x 8521,
1 x 8568, 1 x 8569, 1 x 7209,
1 x 7272/72720

8194
T3 Extension Set.

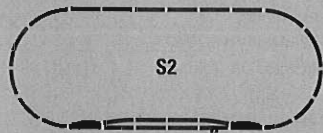
10 x 8500, 1 x 8560,
1 x 8562, 1 x 8563, 4 x 8991,
1 x 7209, 1 x 7272/72720

Oval of track from
your 81530, 81535,
or 81562 starter set.



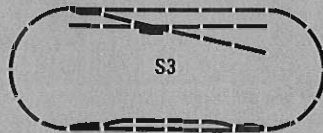
S1

Oval of track from
your 81781 or 81785
starter set.



S2

Oval of track from
your 81863, 81865,
or 81868 starter set.



S3



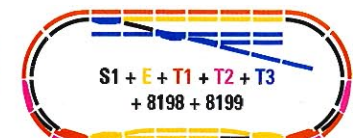
S1 + E
+ 8198



S1 + E + T1



S1 + E + T1 + T2



S1 + E + T1 + T2 + T3
+ 8198 + 8199



S2 + T1



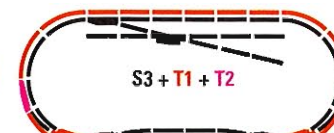
S2 + T1 + T2



S2 + T1 + T2 + T3
+ 8198 + 8199



S3 + T1



S3 + T1 + T2



S3 + T1 + T2 + T3
+ 8198 + 8199

8198
S1/S2/S3 + E Catenary Set.

18 x 8911, 1 x 8912, 9 x 8922,
11 x 8923, 1 x 8926

8199
Catenary Set for T1 + T2 + T3.

4 x 8911, 16 x 8914, 3 x 8921, 6 x 8922,
24 x 8923, 2 x 8924, 6 x 8925, 1 x 8926,
1 x 8927

Track Plan Brochure

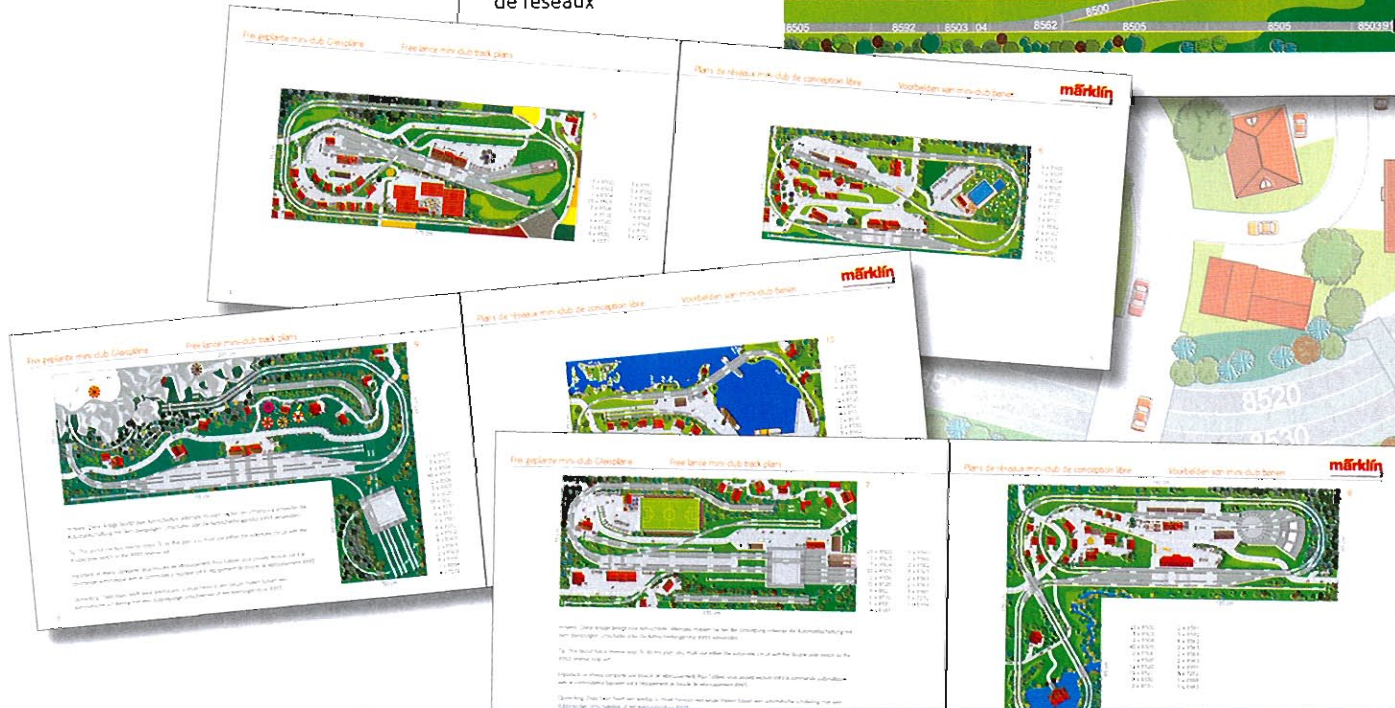
Track and turnouts, control boxes, distribution strips and track bumpers – there is a huge selection from the starter sets to the extension sets. And yet, sometimes valuable tips are worth the money to achieve any fantasy. We have assembled valuable information in the track plan brochure about track geometry and suggestions for all kinds of different layouts to make it easy for you to expand like the experts.

mini-club

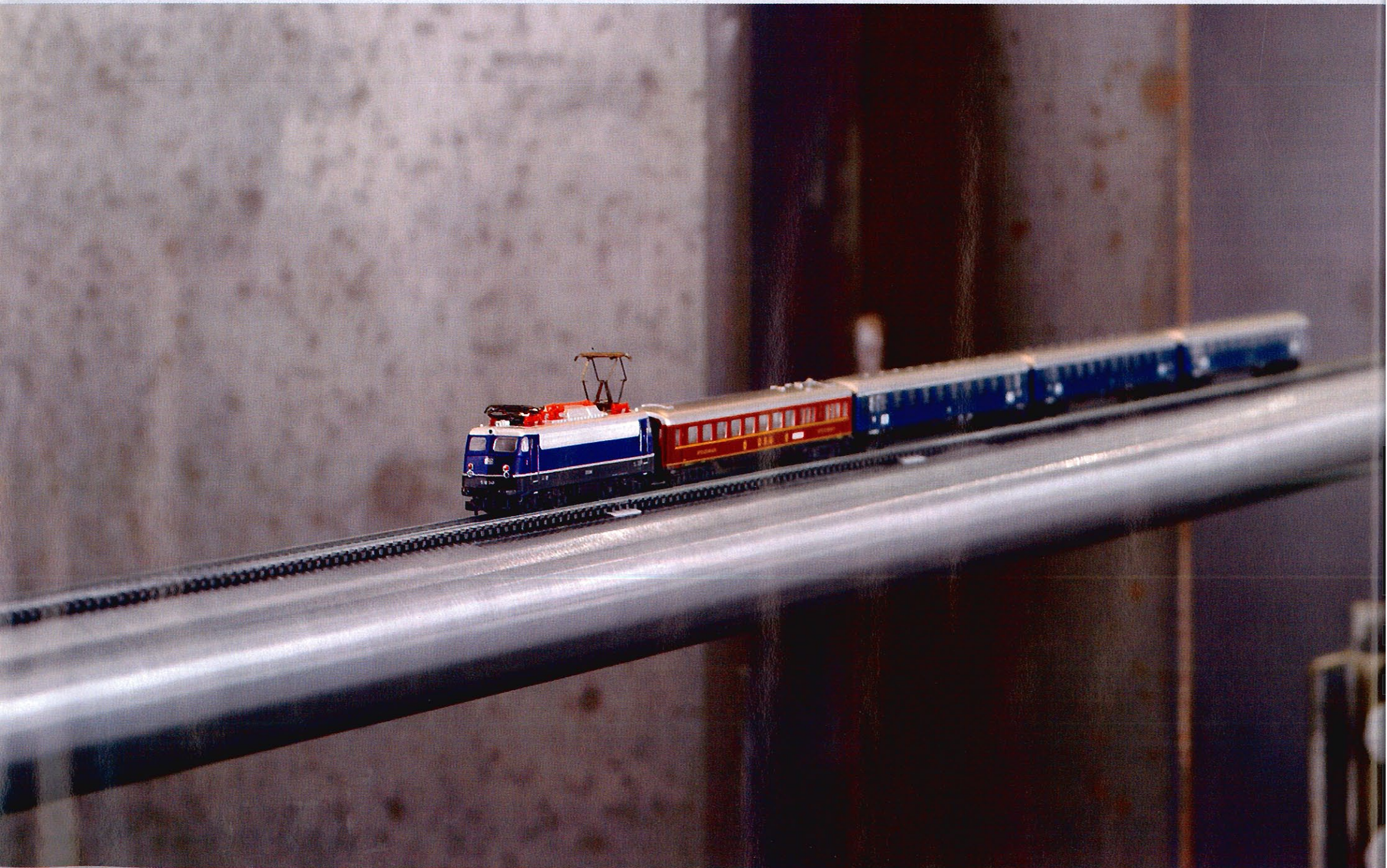
Gleisplan-Broschüre

Track Plan Brochure

Brochure de plans de réseaux



Locomotives



When the side rods on the small Z models whirl around, many observers then know what small marvels of mechanical precision they have just sent across the large dining room table. It's with steam locomotives usually that the perfect miniaturization at the limits of the possible causes delighted astonishment again and again in specialist circles. How do the technicians keep successfully providing these tiny models with such outstanding running characteristics? It's with the steam locomotives that the mechanical components reduced in size are so tremendously amazing.

The Z assortment is being enriched by the classes 003 and 042 as new items, each in an Era IV version. The 003 was first built in the Thirties as an express locomotive and was soon highly prized thanks to its quiet running characteristics. It ran pretty much in its original design until it was retired at the start of the Seventies. The model is right up there with its renowned prototype for its excellent running characteristics. With appropriate express train passenger cars coupled to it, this locomotive turns into a real eyeful. Yet, railroad service in the mini format should not remain limited to just passenger trains. Z fans are getting the oil fired version of the 41, the 042, for freight service. (Representatives of this class were in service right up to the end of the steam locomotive era of the DB.)

And, the tiny steam locomotives are not the only ones to fascinate us with their charm. Diesel and electric motive power are no less attractive. Among the new models is an E 10 in the Era III blue paint scheme and with the strikingly elegant "pant's crease" on the ends. This type of locomotive came from the standard design electric locomotive program laid out by the DB in the Fifties to procure motive power for the growing number of electrified routes. The E 10 was developed at that time for express train service. The Z assortment has appropriate cars available, such as in the form of a four-car Era III express train passenger car set, so that the model railroader can couple up the right cars to his electric locomotive.

The railroad of today, by contrast, is embodied by the angular, modern multi-system class 185 electric locomotive as well as its colorfully designed Swiss counterpart, the SBB Cargo class 482, which is technically identical to the class 185. Finely imprinted and detailed, equipped with delicate pantographs, these miniature locomotives will win our hearts on the fly.

Steam Locomotives

88120
Steam Locomotive.

One-time series.

Prototype: Royal Württemberg State Railways (K.W.St.E.) class G 12 freight steam locomotive. Later the class 58.

Model: All of the coupled driving axles are powered. The wheel treads and valve gear are dark nickel plated.

Length over the buffers 85 mm / 3-3/8".



The Prussian State Railways created a predecessor to the standard design locomotives with the G 12. It's true that railroads in other countries had also purchased earlier designs like this. This time however – in 1916 – there was military pressure to standardize the motive power of provincial railroads.

The first locomotive was delivered in 1917. It had three-cylinder running gear. This clearly differentiated it from older Prussian designs. The sectional frame and the broad Belpaire firebox design were totally different from purely Prussian designs. The G 12 was equipped with running gear having five coupled wheel sets in order to achieve the required axle load limit of 16 metric tons. The Baden, Prussian, Saxon, and Württemberg State Railways placed the G 12 into service.

Approximately 1,500 units were built from this design. The last of these locomotives were in service in East Germany until 1976.



88952
Tank Locomotive.

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

Prototype: Royal Württemberg State Railways (K.W.St.E.) class T 9 passenger locomotive.

Model: The locomotive comes with all driving axles powered. Dark nickel-plated wheel treads and valve gear. Coupler hook on the front. Length over the buffers 55 mm / 2-3/16".



88122
Freight Locomotive with a Tender.

The 86618 car set goes well with
this locomotive.

Prototype: Royal Prussian Railroad Administration (KPEV) class G 12 freight steam locomotive.

2-10-0 wheel arrangement. Later the class 58.

Model: The locomotive has a 5-pole motor. All of the coupled driving axles are powered. The wheel treads and valve gear are dark nickel plated. Length over the buffers 83 mm / 3-1/4".



Thrifty as the Swabians are, in 1906 the Royal Württemberg State Railways decided to purchase a proven Prussian design. Until now none of the Southern German railways had dared to take such a step. The T 9 was in service in Prussia under the designation T 9.3. The first unit was placed into service in 1901. The boiler of this locomotive was high compared with others.

The length of the flue was somewhat less than that of the preceding type, the T 9.2. As there was more space for piping in the boiler, the T 9.3 had the same heating surface. The first coupled wheel set and the pilot truck wheel set were combined in a Krauss-Helmholtz frame. The coupled axle could slide 27 mm / 1-1/16", the pilot truck axle 20 mm / 25/32" to either side. The first coupled wheel set thereby took over some of the steering work from the pilot truck wheel set.

The Prussian State Railways placed no fewer than 2,052 units in service. In addition, there were 133 locomotives for the Alsace-Lorraine State Railways, as well as 23 locomotives for other railroads, including 10 for Württemberg. The last German Federal Railroad locomotive was retired in 1964; the last German State Railroad locomotive was taken out of service in the early 1970s.



82571 82171 82173 88952

Provincial Railroad Standard
Design.

The Prussian State Railways created a predecessor to the standard design locomotives with the G 12. It's true that railroads in other countries had also purchased earlier designs like this. This time however – in 1916 – there was military pressure to standardize the motive power of provincial railroads.

The first locomotive was delivered in 1917. It had three-cylinder running gear. This clearly differentiated it from older Prussian designs. The sectional frame and the broad Belpaire firebox design were totally different from purely Prussian designs. The G 12 was equipped with running gear having five coupled wheel sets in order to achieve the required axle load limit of 16 metric tons. The Baden, Prussian, Saxon, and Württemberg State Railways placed the G 12 into service.

Approximately 1,500 units were built from this design. The last of these locomotives were in service in East Germany until 1976.



86618 88122

Steam Locomotives

88051
Tank Locomotive.

The smallest Z locomotive.

Prototype: German State Railroad Company (DRG) class 89.
Model: Locomotive comes with a 5-pole motor. Floating center axle. All driving axles powered. Length over buffers 45 mm / 1-3/4".



After an absence of several years, our 45 mm / 1-25/32" long Z locomotive is once again in the program. The tradition-rich model of the class 89 steam locomotive was part of our basic assortment when it appeared in 1972.

It's not just the exterior appearance that has changed, the inner values have changed as well, primarily with the 5-pole motor, they give the locomotive youthful power and dynamics.

88887
Heavy Tank Locomotive.

Prototype: German State Railroad Company (DRG) class 85. Version for the Höllentalbahn / Valley of Hell Line
Model: Locomotive comes with the new 5-pole motor. All driving axles powered. Headlights are maintenance-free LED's. Length over buffers 74 mm / 2 15/16".



88836
Freight Locomotive with
Condensation Tender.

Prototype: German State Railroad Company class 52.
Model: The locomotive comes with a 5-pole motor. All of the driving axles are powered. Cooling fans are represented on the tender. Length over buffers 127 mm / 5".



**88291
Heavy Freight Tank Locomotive.**

All 8 axles powered.
Maintenance-free LED's for headlights.
Model of the legendary DRG locomotives for steep grades.
Realistic freight motive power in Z Gauge for the period.

Prototype: German State Railroad Company (DRG) class 96 heavy freight locomotive, former Bavarian class Gt 2 x 4/4, 2nd production run. Mallet design articulated locomotive with high and low pressure compound cylinder groups.

Model: The locomotive has a 5-pole motor. All 8 coupled axles on both groups of driving wheels are powered. The headlights are maintenance-free LED's. Minimum radius for operation 145 mm / 5-11/16". Length over the buffers 81 mm / 3-3/16".

Sheer Power in Double Time.

The first Bavarian class Gt 2 x 4/4 units delivered in 1913 were the most powerful steam locomotives of their time. The articulated Mallet design enabled a previously unachievable tractive effort despite a low axle load and excellent running characteristics on curves. These units were able to pull heavy freight trains on Bavaria's steep grades without double heading. This enabled clearly faster and more economical train times over the difficult steep grades.

The Mallet design used for the class Gt 2 x 4/4 was based on a compound cylinder running gear in which the rear group of driving wheels mounted rigidly in the frame was supplied with high pressure steam. After the steam was expelled from their cylinders it was fed through an articulated steam line to the low pressure cylinders for the front group of driving wheels, which were mounted to pivot. In 1922 a second production run of 10 units followed the first 15 locomotives.

These locomotives were more powerful by 10 percent thanks to design improvements in the boiler, to the cylinders, and to the smoke box and the upward draft system on the smoke stack. They were taken over by the DRG as the class 96.0. This version was also equipped with a larger coal bunker behind the engineer's cab in order to extend the locomotive's range. These design changes and the standard DRG black paint scheme clearly differentiated the class 96 from the units in the first provincial railroad production run.



**88090
Passenger Locomotive with Tender.**

Comes with striking Belpaire firebox.

Prototype: German State Railroad Company (DRG) class 39.

Model: Locomotive comes with a 5-pole motor. All driving axles powered. Length over buffers 112 mm / 4-7/16".

The Prussian P 10 was the last design for a passenger locomotive by the Prussian State Railroad and at the same time formed the transition to the standard design locomotives, classes 01 and 03. The P 10 was the result of the need to haul heavy trains in hilly country with long grades. It was the only eight coupled passenger locomotive class and the most powerful passenger locomotive on the German provincial railroads.

As the "Queen of the Mittelgebirge Mountains" it not only pulled express trains right into Berlin, but was also as active in Silesia, Saxony, and Thuringia, as well as in Baden, Bavaria, and Württemberg. By 1927 a total of 260 locomotives were produced by different locomotive builders. The first design drawings were available, however, as early as 1919. This class was first designated by the German State Railroad Company (DRG) as the class 17 and later as the class 39.

The majority of these locomotives were still in use on both German railroads long after the end of the Second World War. Many of them on the German Federal Railroad (DB) were equipped with the small Witte smoke deflectors and standard design type 2'2'T34 tenders. In the summer of 1967, the last of these locomotives was retired.



87560

87580

88090

Steam Locomotives

The class C express locomotive came into being at the start of the 20th century, because the steam locomotives in existence at that time were no longer adequate for the increasing demands on motive power, especially on grades such as the Geislingen Grade.

This elegant, rakish machine was lovingly named the "Schöne Württembergerin" or "Beautiful Lady of Württemberg" and was one of the most successful creations of its kind. The first locomotives were already in service by 1909. By 1921 the Esslingen Machinery Company had delivered a total of 41 locomotives to the Württemberg State Railways.

88181
Express Locomotive with Tender.

Prototype: German State Railroad Company (DRG) class 18.1.
Model: The locomotive comes with a 5-pole motor. All of the driving axles are powered.
Length over the buffers 110 mm / 4-5/16".



88062
Passenger Train Tank Locomotive.

Prototype: German State Railroad Company (DRG) class 78.
Model: Locomotive comes with a 5-pole motor. All driving axles powered. Maintenance-free LEDs are used for headlights.
Length over buffers 70 mm / 2-3/4".

8895
Tank Locomotive.

Prototype: German Federal Railroad (DB) class 74.
Model: Locomotive comes with a 5-pole motor. All driving axles powered. Coupler hook at the front.
Length over buffers 55 mm / 2-3/16".



88041
Steam Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 42.90 freight locomotive. Design with Franco-Crosti exhaust gas preheater on the frame of the class 52. Wagner smoke deflectors and standard paint scheme.

Model: The locomotive comes with all of the driving axles powered. Dark nickel-plated wheel treads and valve gear. Length over the buffers 107 mm / 4-3/16".



88121
Steam Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 58 freight locomotive. Former Prussian G 12.

Model: The locomotive comes with all of the driving axles powered. Dark nickel-plated wheel treads and valve gear. Length over the buffers 85 mm / 3-3/8".

The Prussian State Railways created a predecessor to the standard design locomotives with the G 12. It's true that railroads in other countries had also purchased earlier designs like this. This time however – in 1916 – there was military pressure to standardize the motive power of provincial railroads. The first locomotive was delivered in 1917. It had three-cylinder running gear. This clearly differentiated it from older Prussian designs. The sectional frame and the broad Belpaire firebox design were totally different from purely Prussian designs.

The G 12 was equipped with running gear having five coupled wheel sets in order to achieve the required axle load limit of 16 metric tons. The Baden, Prussian, Saxon, and Württemberg State Railways placed the G 12 into service. Approximately 1,500 units were built from this design. The last of these locomotives were in service in East Germany until 1976.



© Carl Bellingrodt / Eisenbahn-Kurier, Freiburg



82358

82352

82562

82358

82352

86222

86661

8609

88121

Steam Locomotives

88092
Steam Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 39 express passenger locomotive. Former Prussian P 10. Version with Witte smoke deflectors and a standard design tender.

Model: The locomotive comes with all of the driving axles powered. Dark nickel-plated wheel treads and valve gear. Length over the buffers 112 mm / 4-7/16".



87582

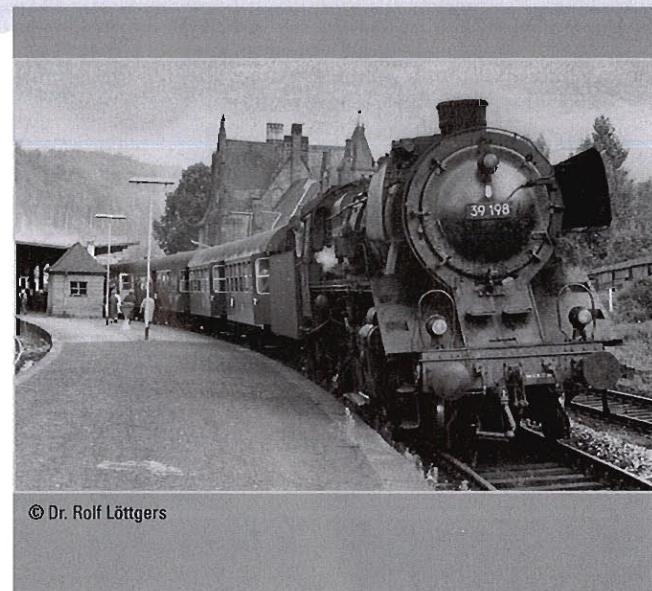
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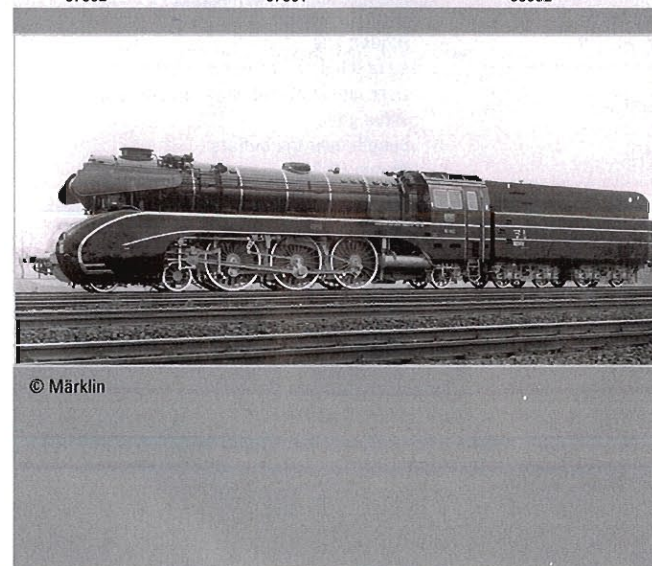


© Dr. Rolf Löttgers

8889
Express Locomotive with Tender.

Prototype: German Federal Railroad (DB) class 10 with partial streamlining.

Model: Locomotive comes with a 5-pole motor. All driving axles powered. Length over buffers 120 mm / 4-3/4".



© Märklin

88272
Locomotive with a Tender.

New tooling.
Locomotive constructed of metal.
Five-pole motor included.

Prototype: German Federal Railroad (DB) class 042. 2-8-2 wheel arrangement with oil firing and an oil tender.

Model: The locomotive has a 5-pole motor. All 4 coupled driving axles are powered. The wheel treads and valve gear are dark nickel plated. Length over the buffers 112 mm / 4-7/16".

Rebuilt into the 042.

In 1936 Schwarzkopff delivered the first fast class 41 freight locomotive. It turned out to be an extremely good general-purpose unit for medium heavy service and also worked well as motive power for passenger trains when required. By 1941 366 units had been built in a joint effort by almost all of the German locomotive builders. After World War II, 220 locomotives remained in West Germany and 142 in East Germany.

Since the original boilers suffered increasingly from metal fatigue, the German Federal Railroad had a total of 99 (possibly 103?) units equipped with new, completely welded replacement boilers from 1957 to 1961. Other features on these units were changed in addition to the installation of fully welded, high-efficiency boilers. The running board skirting was cut back and along with other changes on the front part of the frame contributed to the typical look of these locomotives rebuilt by the DB. The DB converted 40 of the rebuilt class 41 units to oil firing and equipped them with an oil tender.

From 1968 on these locomotives were designated the class 042. The new boiler itself led to an increase in power, and the installation of oil firing increased the potential power even more compared to coal firing. The oil fired 042 locomotives were based without exception in the Rheine District to the end of their service life in October of 1977. The association "Rendsburger Eisenbahnfreunde e.V." (Rendsburg Railroad Enthusiasts Society) took steps to maintain road number 042 271 in operational condition. In addition, road number 042 113, the last of this class retired by the DB, stands currently stands in the Auto + Technology Museum in Sinsheim, Germany.



88854
Express Locomotive with a Tender.

Metal frame and body.
Five-pole motor.

Prototype: German Federal Railroad (DB) class 003. Standard design locomotive with a welded tender and Witte smoke deflectors.

Model: The locomotive has a 5-pole motor. All 3 coupled driving axles are powered. The boiler bands are picked out in metallic color. Length over the buffers 112 mm / 4-7/16".

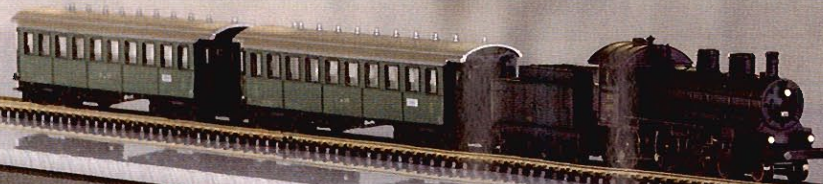
Steam Locomotives

88992
Steam Locomotive with a Tender.

One-time series.

Prototype: Swiss Federal Railways (SBB-CFF-FFS) class A3/5 express train locomotive. Four-cylinder compound locomotive with a three-axle tender.

Model: The locomotive comes with all of the driving axles powered. It has dark nickel-plated wheel treads and valve gear. Length over the buffers 88 mm / 3-7/16".



88812
 American "Mikado" Steam
 Locomotive with a Tender and
 "Caboose".

Prototype: 1 Chesapeake & Ohio
 steam locomotive with a tender and
 1 Chesapeake & Ohio caboose.

Model: Steam locomotive comes
 with a 5-pole motor. All driving axles
 powered.
 Length of the locomotive
 116 mm / 4-9/16". Caboose has
 separately applied ladders.
 Car length 51 mm / 2".
 Locomotive and cars are in a
 special edition.
 Not available separately.



88035
 Steam Locomotive with Tender.

Prototype: Denver & Rio Grande
 Western Railroad (D & RGW)
 no. 136 passenger locomotive,
 2-6-0 "Mogul" design.

Model: Locomotive comes with a
 5-pole motor. All coupled driving
 axles powered. Metal tender.
 Length over couplers
 90 mm / 3-9/16".



Diesel Locomotives

88693
Diesel Locomotive.

Prototype: German Federal Railroad (DB) class V 100.2 lightweight general-purpose locomotive. Original version.
Model: Locomotive comes with a 5-pole motor. Both trucks powered. Headlights are maintenance-free LED's.
Length over buffers 60 mm / 2-3/8".



88201
Diesel Locomotive.

Prototype: German Federal Railroad (DB) class V 200.1 heavy general-purpose locomotive.
Model: Locomotive comes with a 5-pole motor. Both trucks powered. Length over buffers 84 mm / 3-5/16".



88690
General Purpose Diesel Hydraulic Locomotive.

Prototype: German Federal Railroad (DB) class 212.
Model: Locomotive comes with a 5-pole motor. Both trucks powered. Headlights with maintenance-free LEDs.
Length over buffers 60 mm / 2-3/8".



8878
General Purpose Diesel Hydraulic Locomotive.

Prototype: German Federal Railroad (DB) class 218.
Model: Locomotive comes with a 5-pole motor. Both trucks powered. Headlights with maintenance-free LEDs.
Length over buffers 75 mm / 3".



88782
Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 216. "Lollo" preproduction version.

Model: The locomotive comes with both trucks powered. Dark nickel-plated wheel treads. The headlights / marker lights are maintenance-free LED's. Length over the buffers 75 mm / 2-15/16".



88641
Diesel Hydraulic Switch Engine.

Prototype: German Railroad, Inc. (DB AG) class 361 in the current "traffic red" paint scheme with the new DB emblem and Cargo lettering.

Model: Locomotive comes with a 5-pole motor. All axles powered. Length over buffers 49 mm / 1-15/16".



88691
General Purpose Diesel Hydraulic Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 212 in the current "traffic red" paint scheme with "Cargo" lettering.

Model: Locomotive comes with a 5-pole motor. Both trucks are powered. Maintenance-free LEDs are used for headlights. Length over buffers 60 mm / 2-3/8".



Diesel Locomotives

88694
Diesel Locomotive.

One-time series.

Export model for France.

Prototype: Class 133 lightweight general-purpose locomotive painted and lettered for the French construction firm SECD/DG. Former German class V 100. Used for the construction of the Channel Tunnel.
Model: Locomotive comes with a 5-pole motor. Both trucks powered. Headlights are maintenance-free LED's.
Length over the buffers
60 mm / 2-3/8".



88630
Diesel Locomotive.

Prototype: Belgian State Railways (SNCB) class 54 general-purpose locomotive. Diesel-electric Europa locomotive from the GM/NOHAB/AFB collaboration.
Model: The locomotive comes with both trucks powered. Dark nickel-plated wheel treads.
Length over the buffers
88 mm / 3-7/16".



88606
American Double Unit Diesel
Electric Locomotive.

Export model for USA.

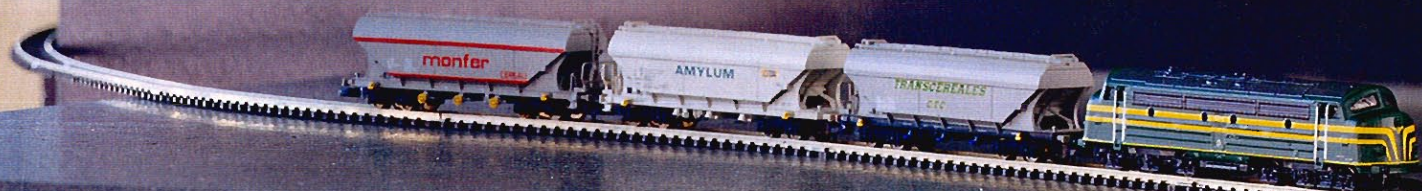
Prototype: A-B double unit. General Motors EMD type F 7 painted and lettered for the Atchison, Topeka & Santa Fe Railway.

Model: A unit comes with a 5-pole motor that powers both trucks. B unit is unpowered. Number boards are lighted. The front Z coupler on the A unit can be replaced by the pilot that is included with the locomotive. The two locomotive units are permanently coupled to one another with a drawbar.
Total length 150 mm / 5-7/8".



87848

88606



Electric Locomotives

88223
Freight Locomotive.

Prototype: German State Railroad Company (DRG) class E 94.

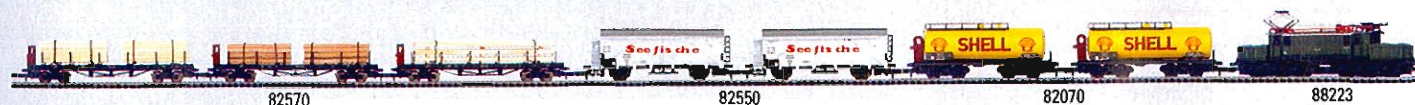
Model: Locomotive comes with a 5-pole motor. Both hood pieces are made of metal. Both trucks are powered.
Length over buffers 85 mm / 3-3/8".

88080
Electric Locomotive.

Completely new tooling.
In real life a legendary German locomotive development.
Goes well with most express train passenger cars.
Important locomotive class from Era II to Era IV.
Fine detailing.
LED headlights.

Prototype: German Federal Railroad (DB) class E 18.

Model: Locomotive comes with a 5-pole motor. All driving wheels powered. Maintenance-free LEDs for headlights. Older design pantographs.
Length over buffers 76 mm / 3".



82570

82550

82070

88223

88411
Express Electric Locomotive.

New tooling. Maintenance-free LED's for headlights.
Classic long distance express locomotive of the 1960s.

The 87355 car set goes well with this locomotive.

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.

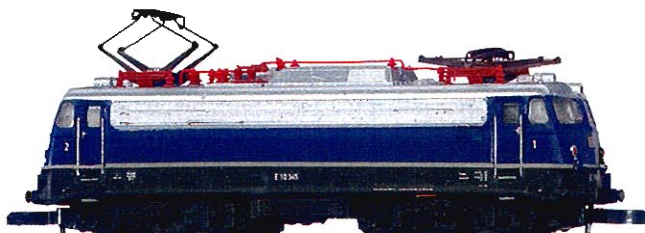
Model: The locomotive has a 5-pole motor. Both trucks are powered. The wheel treads are dark nickel plated.
Use: Long distance express trains.
Length over the buffers 76 mm / 3".

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.



87355

88411

88081
Electric Locomotive.

Prototype: German Federal Railroad (DB) class 118.
Model: Locomotive comes with a 5-pole motor. All driving wheels powered.

Headlights are maintenance-free LED's. Older design pantographs. Length over buffers 76 mm / 3".



88410
Electric Locomotive.

New locomotive type in the Z Gauge assortment.

One-time series.

Prototype: German Federal Railroad (DB) class 110.3 express locomotive. Version with a streamlined engineer's cab and "pants' crease" front.

Model: Both trucks are powered. Dark nickel plated wheel sets. Length over the buffers 76 mm / 3". Use: Express trains in long distance service.

The E 10 express locomotive from the German Federal Railroad's first program of new locomotives was technically and, initially, visually the same as the slower E 40 freight locomotive. The exception to this was the E 10's different gear ratio. From 1963 on, a high performance E 10.12 was built for TEE service that was given a new design for the body in addition to improvements in the running gear and propulsion system. The design for the body was influenced by aerodynamics and esthetics.

The engineer's cab was lengthened and was adapted to higher speeds with a streamlined "pants' crease" front and a buffer beam with additional streamlined fairing. The side vent grills were arranged as a continuous band. The regular E 10 locomotives were also given this modern design starting with road number E 10 288 and going to the last locomotive, road number E 10 510. Except for two prototypes tuned for 200 km/h / 125 mph, the maximum speed for all E 10 locomotives was limited to 150 km/h / 94 mph. Only the TEE locomotives were allowed to run at 160 km/h / 100 mph.



87286

88410

Electric Locomotives

88481
Electric Freight Locomotive.

New tooling.
Maintenance-free LED's
for headlights.
Very modern freight locomotive
for heavy trains.

Prototype: German Railroad, Inc. (DB AG) class 185. B-B wheel arrangement. The locomotive looks as the current Era V unit does.

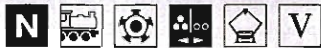
Model: The locomotive has a 5-pole motor. Both trucks are powered. The headlights are maintenance-free LED's. The wheel treads are dark nickel plated. Use: Heavy freight trains in cross-border long distance service.
Length over the buffers
87 mm / 3-7/16".

Beyond System Limits and National Borders.

Europe has grown together, and the railroad is being challenged to operate freight service across borders with as few problems as possible and to do it economically. Changing motive power at the borders always leads to delays, increases costs, and also causes the railroad's customers (who are interested in short transit times) to look longingly at the competition on roads. To counter this development, the German Railroad, Inc. has already placed 230 class 185 dual system locomotives into service since March of 2002.

Over 400 units are planned. These very modern units can not only run on two different power systems, but they also have the necessary train safety equipment for a series of other countries. This means these locomotives will be used in cross-border service in numerous European countries. The first 50 class 185 dual system locomotives delivered to the DB AG were built with a power output of 4,200 kilowatts / 5,632 horsepower.

These units can be increased to 5,600 kilowatts / 7,510 horsepower with an optional software adjustment. The components installed in the locomotives have sufficient reserves for this. The locomotives delivered to the German Railroad, Inc. following this group already have this increased power. Due to this large number of these innovative locomotives, the DB AG's class 185 units have become a familiar sight in international freight service. Numerous other railroads have also bought units of this type and operate them in part as lease locomotives.



82584

82660

82283

82582

66281

88481

88583
Electric Locomotive.

One-time series.

Prototype: German Railroad, Inc. (DB AG) class 182 general-purpose express locomotive. The design is basically the same as the Austrian Federal Railways class 1016 "Taurus". Advertising design for DHL parcel service.

Model: The locomotive comes with both trucks powered. The headlights / marker lights are maintenance-free LED's. Dark nickel-plated wheel treads and pantographs.
Length over the buffers
87 mm / 3-7/16".
A model of a truck painted and lettered for DHL is included.



88581
Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 182 fast general-purpose locomotive. Design is the same as the Austrian "Taurus".
Model: Locomotive comes with a 5-pole motor. Both trucks powered. Headlights are maintenance-free LED's.
Length over buffers 87 mm / 3-7/16".



88536
Electric Locomotive.

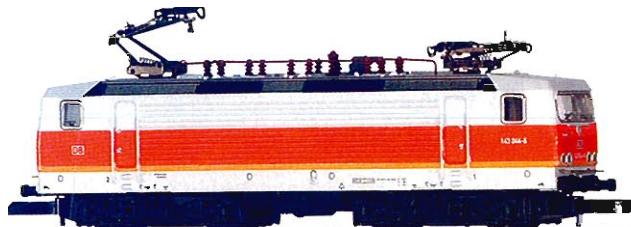
Prototype: German Railroad, Inc. (DB AG) class 120.1 in the current "traffic red" paint scheme.
Model: Locomotive comes with a 5-pole motor. Both trucks powered. Length over buffers 87 mm / 3-7/16".



88433
Electric Locomotive.

The 88433 locomotive, together with the 87971, 87981 and 87991 cars, forms a prototypical, current S-Bahn train.

Prototype: German Railroad, Inc. (DB AG) class 143. Color scheme for commuter service.
Model: Locomotive comes with the new 5-pole motor. Both trucks powered. Headlights are maintenance-free LED's.
Length over buffers 76 mm / 3".



88392
Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG), DB Cargo, class 140 for the Railion-Pool.
Model: With 5-pole motor Both trucks powered. Length over buffers 75.5 mm / 2-31/32".



87991

87981

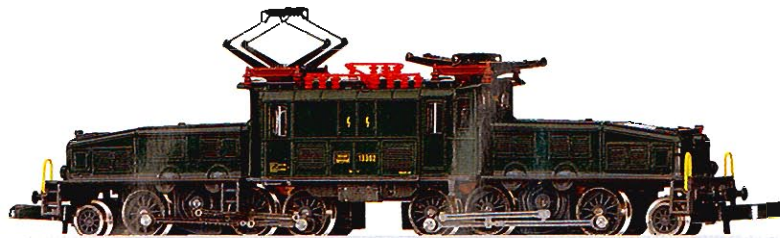
87971

88433

Electric Locomotives

8856
"Crocodile" Freight Locomotive.

Prototype: Swiss Federal Railways (SBB) class Be 6/8III.
Model: Locomotive comes with a 5-pole motor. Both trucks powered. Length over buffers 91 mm / 3-5/8".



88501
General-Purpose Locomotive.

Prototype: Swiss Federal Railways (SBB) class Ae 6/6. City locomotive "Lucerne City".
Model: Locomotive comes with a 5-pole motor. Both trucks are powered. Length over buffers 87 mm / 3-7/16".



88482
Electric Freight Locomotive.

New tooling.
Maintenance-free LED's
for headlights.
Very modern freight locomotive
for heavy trains.

Prototype: Swiss Federal Railways (SBB) class 482. B-B wheel arrangement. The locomotive looks as the current SBB locomotive does with 4 pantographs.

Model: The locomotive has a 5-pole motor. Both trucks are powered. The headlights are maintenance-free LED's. The wheel treads are dark nickel plated.
Use: Heavy freight trains in cross-border long distance service. Length over the buffers 87 mm / 3-7/16".



88464
Electric Locomotive.

Prototype: Bern-Lötschberg-Simplon Railroad (BLS) class 465.

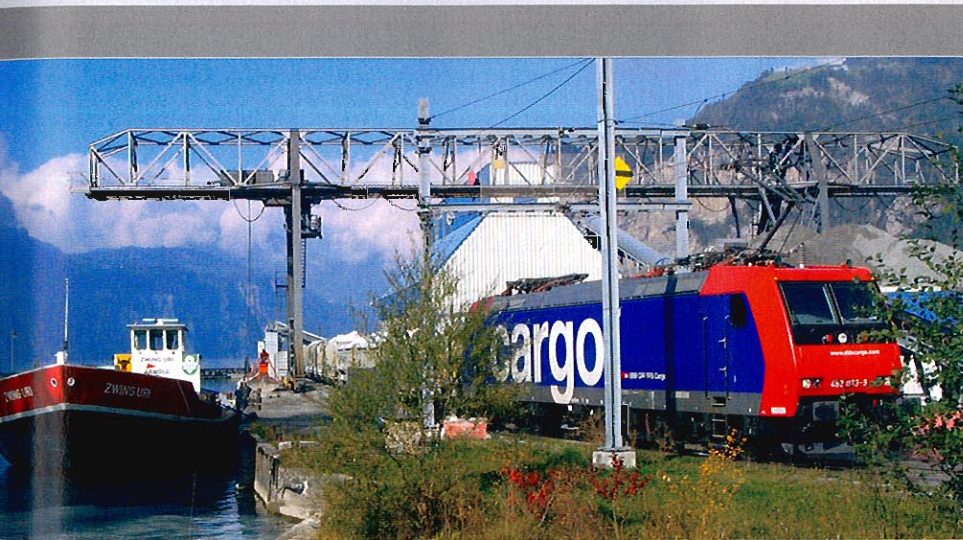
Model: Locomotive comes with a 5-pole motor. Both trucks are powered. Headlights are maintenance-free LED's. Length over buffers 84 mm / 3-5/16".



88584
Electric Locomotive.

Prototype: Class ES 64 U2 022 general-purpose express locomotive, used on the Austrian Federal Railways (ÖBB). Lease locomotive, basically the same design as the ÖBB class 1016 "Taurus".

Model: The locomotive comes with both trucks powered. The headlights / marker lights are maintenance-free LED's. Dark nickel-plated wheel treads and pantographs. Length over the buffers 87 mm / 3-7/16".



© Reinhard Reiss

SBB Re 482 for Many Uses.

What the class 185 is to the German Railroad, Inc., runs on the Swiss Federal Railways (SBB Cargo) as the class 482, which is mostly identical to the class 185. However, this locomotive is used for more than just freight service. It also substitutes for the Re 460, which is used in passenger service.

This multi-system locomotive type is a further development of the Europrinter family, which preceded it, and has become a common sight in many European countries. In addition to different power outputs, the units delivered to the different railroads have externally recognizable differences.

The Re 482 units running in Switzerland have four pantographs on the roof in order to adhere to the narrower SBB clearance gauge and the wider zig-zag pattern of the catenary in other European countries. You can thus see the SBB's Re 482 far beyond the borders of Switzerland. In addition, SBB Cargo is also getting involved in the growing, European lease locomotive business.

Electric Locomotives

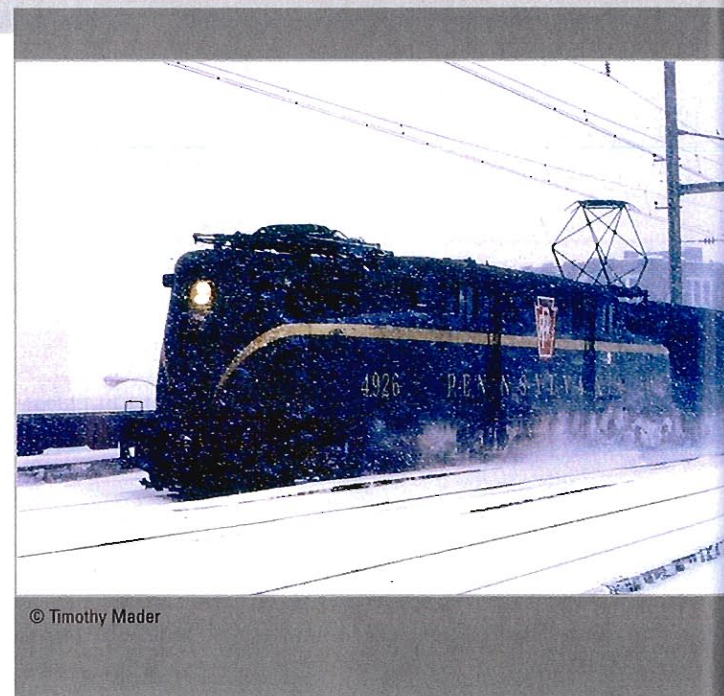
Loewy's Crocodile.

In the 30's in the middle of the deepest depression, the Pennsylvania Railroad PRR ventured to electrify their main routes in the eastern United States. The gigantic project included the repair and reinforcement of railway track, construction of new tunnels with greater clearance, as well as the integration of commuter lines. The first stretch extended from Washington via Baltimore, Wilmington, and Philadelphia to Penn Station in New York (including the commuter lines under the Hudson River). All that was missing was the suitable locomotive; up to that point the PRR's long distance passenger trains were steam-powered. A multi-year test phase was begun.

At the end of the tests a prototype built by General Electric and Baldwin in 1934 with a 4-6-6-4 wheel arrangement, was declared the winner. The GG-1's data was impressive: 6 twin motors (a pair for each axle) put out a total of 3,445 kilowatts / 4620 horsepower with peaks even exceeding 5,965 kilowatts / 8000 horsepower. The pilot truck wheel diameter was 1.45 meters / 57 inches, the total weight 208 tons / 460,000 pounds, the length 23 meters / 79 feet 6 inches. The GG-1 reached speeds of 145 km/h / 90 mph. The year before a designer, originally from France, applied for employment at the PRR. Most likely to get rid of him he was assigned to design the trash containers in Penn Station New York. The result was so impressive that he was invited to make a few suggestions for the design of the GG-1.

Raymond Loewy pursued the task with thorough precision. Instead of the coarse, riveted superstructure assemblies of the prototype, he came up with a smooth-surface design. He provided an elegant, dynamic package for the mighty power of this machine. The superstructure assemblies gave the effect of being cast as single unit. They are harmoniously rounded and flow into each other without interruption. Five, sharply converging gold stripes on a dark green scheme underline the elegance. On the February 10, 1935, the PRR placed the electrified stretch between Washington and New York in operation. Thanks to its power reserves, the GG-1 shortened travel times and compressed the timetable.

Consequently, the PRR also electrified its routes to the west. In total the PRR had 4,300 km / 2,677 miles under wire; this was more than 40 percent of the total electrified network of the USA. The PRR ran 3,500 passenger trains daily on its network. The 137 GG-1's pulled more than 900 trains a day, including the prestigious express trains between New York and Washington. After being regearbed, the GG-1 had a second career pulling freight trains which it usually did in m.u. operation.



© Timothy Mader

88490
Electric Locomotive.

Completely new tooling. The model of the American "Crocodile". The first model of an American electric locomotive in the Z program. Can be used for freight and passenger trains.

One-time series.

Prototype: Pennsylvania Railroad (PRR) class GG-1 heavy general-purpose locomotive. 4-6-6-4 wheel arrangement.
Model: The locomotive comes with a 5-pole motor. Both power trucks pivot and all of the driving axles are powered. The couplers swing out with the pilot trucks.

Large pantographs with increased extension. The headlights are maintenance-free LED's. Minimum required radius for operation is 195 mm / 7-11/16". Length over the couplers 115 mm / 4-1/2".



88491
Electric Locomotive.

One-time series for the anniversary
"25 years of Märklin, Inc."

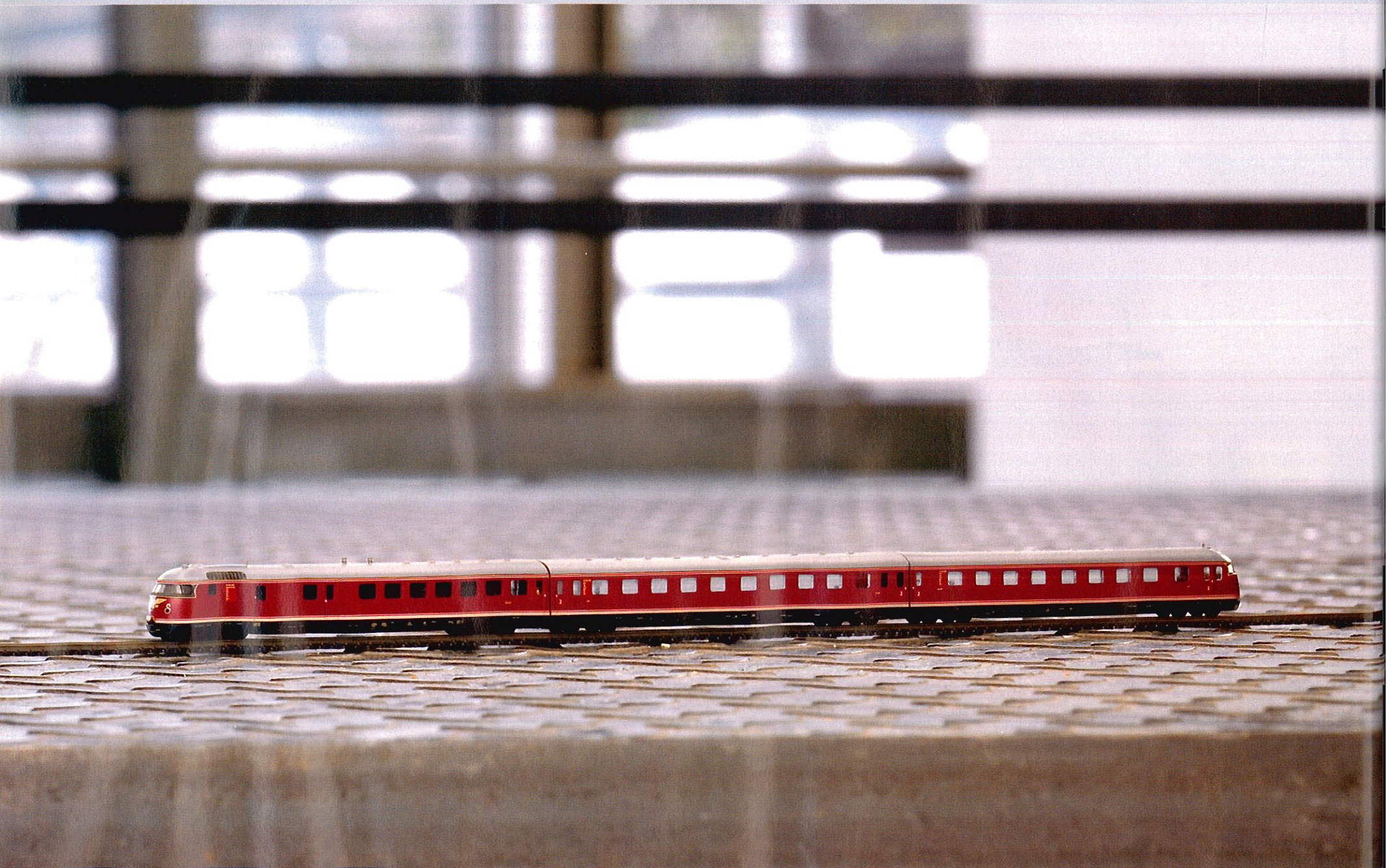
Prototype: Consolidated Rail Co.
(Conrail) class GG-1 heavy general-
purpose locomotive. 4-6-6-4 wheel
arrangement. Special Bicentennial
version.

Model: The locomotive comes with
both power trucks mounted so that
they pivot, and all of driving axles
are powered. The couplers pivot
with the pilot trucks. American
design pantographs with increased
extension. The headlights are main-
tenance-free LED's. The minimum
radius for operation is 195 mm /
7-11/16"

Length over the couplers
115 mm / 4-1/2"



Powered rail cars and trains



The age of the diesel powered rail car trains began on the DB at the start of the Fifties. Initially, powered rail cars were designed for commuter service. After their successful debut, the DB made the decision to try the concept out in long distance service with newly developed powered rail car trains in order to lower the operating costs here too. So, in 1952 the VT 08.5 was introduced as a powered rail car train for express service that impressed people with its high level of comfort as well as its speed. This train only had 1st class compartments paneled with high quality real wood. However, after electric motive power had successfully been introduced, the diesel growlers were banned from the main lines. The powered rail car trains found a new job in commuter service. They were on the DB roster in this capacity well into the Eighties.

It's no wonder then that the VT 08.5 has also entered the new items program for Z Scale. This remarkable unit with its trademark egg-shaped ends on which a winged wheel emblem is prominently displayed is coming out as a three-unit set. The VT 08.5 trains are affectionately called the "Eggheads" by railroad enthusiasts. However, there is more than just the visual features that make this powered rail car train so unmistakable both as a prototype and a model. This class, used for a while even in express train service, also has considerable historical significance. One of these trains was once considered worthy to bring the triumphant German soccer team home, who had won the world championship in Bern in 1954.

Anyone who is both a soccer fan and a Z enthusiast will certainly want the intermediate car to go with the VT 08.5. This car is specially imprinted for the legendary world soccer championship of 1954. Anyone who swaps out his VT 08.5 intermediate car for this world championship intermediate car can reproduce with realism in the miniature format the triumphant return trip of the former soccer heroes. Anyone preferring the neutral version will also have a lot of fun. Powered rail car trains cut an elegant figure both in the prototype and as a model, regardless of which direction they are going. It doesn't matter whether they are on a large layout filling up a room, on a simple oval of track, or in a decorative display case.

Insider Model for 2005

81436
"Henschel-Wegmann Train".

The 81436 train is being produced in a one-time series in 2005 only for Insider members.

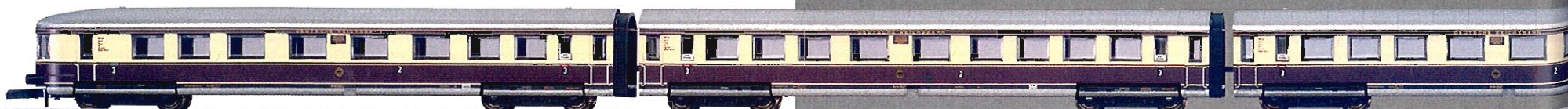
Prototype: German State Railroad Company (DRG) class 61 express tender locomotive, with streamlining and 4 streamlined express train passenger cars. 1 end car, 2nd and 3rd class, with observation area. 2 intermediate cars with 2nd and 3rd class compartments, and 1 end car with a baggage compartment, dining area, and galley.

Model: The locomotive comes with all coupled axles powered. Dark nickel-plated wheel treads. The headlights and lighting for the train are maintenance-free LED's. A Scharfenberg coupler is indicated at the front end of the locomotive; the other end of the locomotive has a regular Märklin Z coupler. Both observation cars have regular Märklin Z couplers on the ends; between the cars are special close couplings.

Total length over the buffers
493 mm / 19-7/16".



© Werkfoto Wegmann, Kassel, Sammlung Créde



In the mid 1930's competition threatened the steam locomotive: Fast, diesel-powered rail cars dominated high-quality long-distance travel. Consequently, the steam locomotive industry produced modern, high-performance locomotives that reached speeds of up to 200 km/h or 125 mph.

The German State Railroad bought a whole train for service between Berlin and Dresden. It was pulled by the class 61. Henschel built two prototypes of this class with totally different designs. Road no. 61 001 had a 4-6-4T wheel arrangement and two-cylinder running gear. Road no. 61 002 was built in 1939, and the German State Railroad equipped it with an additional trailing truck axle and cylinder. Naturally, both locomotives had streamlined bodies.

While other streamlined locomotives hauled conventional trains, the German State Railroad placed special streamlined cars in service for express train service between Berlin and Dresden. They were built by Wegmann, like Henschel, a company based in Kassel. Interestingly enough, there were no cars with 1st class seating. To compensate, 2nd class had a comfort level like 1st class according to the press. The appellation "salon car" ("parlor car" in the USA) was totally justified. The first and last cars both had a rounded end with large panorama windows. Passengers in the last car were thus offered an excellent view of the route the train had just passed over.

When the 1936 summer timetable went into effect, the German State Railroad started express service between Prussia and Saxony. Two pairs of trains were run daily. The fastest train completed the journey in one hour and 40 minutes. At this speed it surpassed the previous record holder by 28 minutes. In the afternoon, however, the turnaround time between the D 54 and D 57 was tight at only 32 minutes. The German State Railroad also had to consider that replacement locomotives of other classes did not reach the top speed of the class 61. If the class 61 was not available due to scheduled or non-scheduled service, class 01 or 03 Pacifics assigned to Dresden took over the consists. Instead of 175 km/h or 109 mph, these locomotives only reached 130 to 140 km/h or 81 to 87 mph.

Consequently, the German State Railroad soon loosened up the timetable slightly. Express train service ended, when the war started. From that point the cars served the military, the locomotives spent most of their time inactive. At the end of the war road no. 61 001 remained in the British Zone. By 1951 it was stored as a fragment class. In 1952, it was taken out of service, and it was scrapped in 1957. Road no. 61 002 became part of the German State Railroad of the Soviet Zone. It hauled passenger and express trains out of Dresden. After it was retired in 1958, its main frame, pilot truck wheels and driving wheels remained intact in the high-speed experimental locomotive, road no. 18201.



Powered Rail Cars

88871
Diesel Powered Rail Car.

Classic color scheme of the 1930s. The prototype was a symbol for fast, comfortable travel and for the start and buildup of the legendary express service powered rail car network. Goes well with the large model theme of the Anhalt Station.

One-time series.

The Fastest Train in the World.

In the 1920s the German State Railroad Company was faced with increased competition. Automobiles and airplanes made traveling more individual and faster. The day trip – depart in the morning, return at night – became an attractive offering for businessmen and the well heeled. If the Railroad company did not want to lose these customers, rail travel had to become faster. After initial attempts with the rail zeppelin (which set a world record for the fastest rail vehicle at 230 km/h or 143 mph, a record which stood for 24 years), the German Railroad commissioned a two-piece combustion powered rail

Prototype: Express service powered rail car. German State Railroad Company (DRG) class SVT 137. 2-part "Hamburg" design.

Model: Powered rail car has a 5-pole motor. One end truck has both axles powered. Jacobs truck as the connection between the two units that are permanently coupled together. Unit without a motor has a headlight. Train length 202 mm / 7-15/16".

car. It was placed in service in May 1932 and linked the two metropolitan centers of Berlin and Hamburg. The express powered rail car raced through the 228 km or 142 miles stretch in 132 minutes. With an average speed of 128 km/h or 80 mph it was the fastest scheduled train in the world and took its place in history as the "Flying Hamburger". The new express service was an immense success. Naturally the State Railroad ordered additional powered rail cars. This Hamburg type is the prototype for our model.

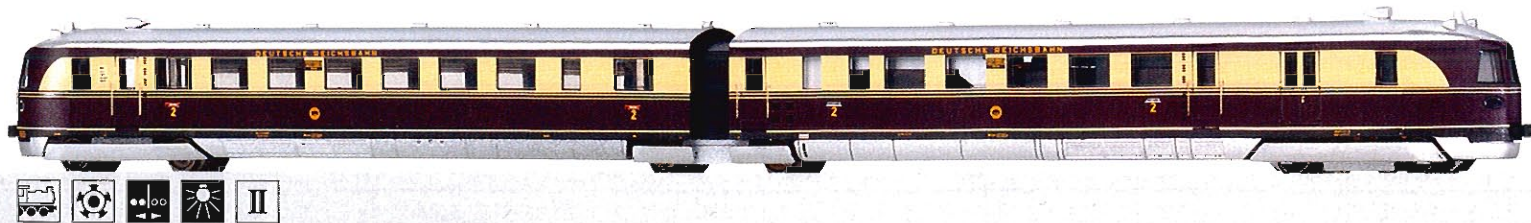
The design was improved for the VT 137s; they received a modified front part, and they were equipped for double unit travel. The propulsion system worked in accordance with the diesel electric principle. A unit comprised of a 12-cylinder diesel motor and generator sat on each of the two end trucks. These units functioned as power plants which generated the electricity for the electric traction motors. They were placed on the two axles of the middle "Jacobs" truck, which combined the two halves of the car.



© Märklin

The express service network of the SVT was quickly extended. To and from Berlin the Hamburg-type powered rail car traveled to Cologne, Frankfurt, Leipzig, Stuttgart, and Munich; there was also a direct connection between Hamburg and Cologne. The German State Railroad held the 03 class streamline steam engine in reserve as a backup. They could jump in with a three-part skirted passenger car composition in the event that an SVT failed. As opposed to the prototype, the Hamburg class received a multiple control unit.

The stretch from Berlin to the south was traveled as a double unit. In Nürnberg the two powered rail cars were separated, and they continued on separately to Stuttgart, or Munich, respectively. Train and station personnel were trained for this separation maneuver in order to save time. After a 60 second stop the first powered rail car moved out of the station, after another 60 seconds the second powered rail car left the station. On the return route the two cars were re-coupled in Nürnberg. Today we are familiar with this type of double unit operation from the ICE 2.



8831
Rail Bus.

Prototype: German Federal Railroad (DB) class 798, lettered for "Jägermeister".

Model: Unit comes with a 5-pole motor. Both axles powered. Length over buffers 62 mm / 2-1/2".



8817
Rail Bus Trailer.

Prototype: German Federal Railroad (DB) class 998.

Model: Length over buffers 62 mm / 2-1/2".



Two of the three axles on this track cleaning car are powered. The wheels on the rear axle and on the front axle have ridges on the treads.

The two front wheels for cleaning turn faster than the driving wheels. Regular use of this track cleaning car will prevent dirt buildup on the rails.

88021
Powered Track Cleaning Car
As An Inductive Measurement Car.

Prototype: German Railroad, Inc. (DB AG) class 724.

Model: Unit comes with a 5-pole motor. Two axles powered. Length over buffers 62 mm / 2-7/16".



Insider Models for 2006

88720 Diesel Powered Rail Car Train.

Completely new tooling.
Maintenance-free LED's for headlights.
Extremely fine detailing on the cars.
Typical flagship powered rail car train of the Fifties.

The 88720 diesel powered rail car train is being produced in 2006 in a one-time series only for Insider members.

An intermediate car with the prototypical lettering "FUSSBALL-WELTMEISTER 1954" to go with this train is available under item no. 87720.

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: This three-part unit consists of a powered car, (VT), intermediate car (VM), and a cab control car (VS). 4 axles are powered with a 5-pole motor. There is a special close coupled connection between the cars.

The dual headlights and dual red marker lights are maintenance-free LED's that change over with the direction of travel. The train looks as the prototype did in the 1950s. Length of the three-unit train 364 mm / 14-5/16".



© Carsten Hölischer



87720 Powered Rail Car Train Intermediate Car.

Completely new tooling.
Very fine car detailing.
Authentic reproduction of the car for the soccer champions of 1954.

The 87720 intermediate car to go with the 88720 diesel powered rail car train is being produced in a one-time series in 2006 only for Insider members.

This intermediate car with the prototypical lettering "FUSSBALL-WELTMEISTER 1954" ("WORLD SOCCER CHAMPIONS 1954") goes with the 88720 VT 08.5 powered rail car train either as replacement for the regular neutral intermediate car of as an add-on to the four-part VT 08.5 set.

Prototype: German Federal Railroad (DB) type A4ü. Intermediate car for the VT 08.5.
Model: Intermediate car lettered "FUSSBALL-WELTMEISTER 1954" ("WORLD SOCCER CHAMPIONS 1954"). This car allows you to transform the prototypically neutral 88720 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. The car looks as the prototype did in 1954. Length 114 mm / 4-1/2".



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 Champion Return Trip in 1954.

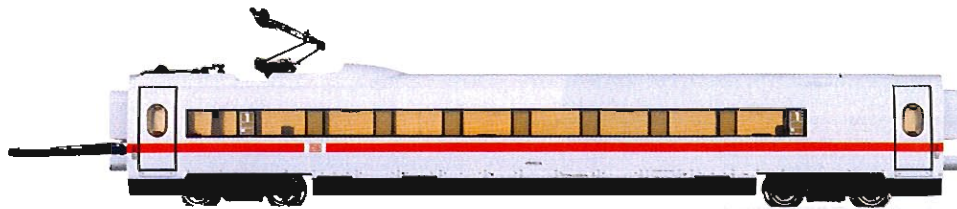
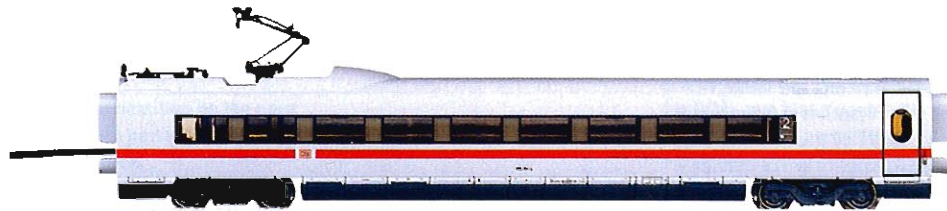
Without a doubt the most spectacular use of a VT 08 powered rail car train was the return trip in this comfortable, special powered rail car train of the German national soccer team after they won the world championship in 1954 in Bern. This train was lettered for the occasion with "FUSSBALL-WELTMEISTER 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.



© Carsten Hölscher

Powered Rail Cars



88713
Powered Rail Car Train.

One-time series.

Export model for the Netherlands.

This model of the ICE 3 is designed for operation on curved track with a radius of 195 mm / 7-11/16" and greater.

Prototype: InterCity-Express (ICE 3) high speed train, 5 car train. Dutch State Railroad (NS) class 406.

1 type 406.0 end car, 1st class.

1 type 406.1 transformer car, 1st class.

1 type 406.3 intermediate car dining car.

1 type 406.6 transformer car, 2nd class.

1 type 406.5 end car, 2nd class.

Model: An intermediate car as the dining car comes with a 5-pole motor and powers all 4 axles. The lighting for both end cars and the intermediate cars, 1st and 2nd class, comes with maintenance-free LEDs. Special couplings that only fit on the model of the ICE 3 allow you to have a particularly close spacing between the cars in the train. Train length 588 mm / 23-1/8".



87711
Intermediate Car.

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

Model: Intermediate car to supplement the model of the ICE 3 powered rail car train (Märklin item no. 88711). Lighting with maintenance-free LEDs.



Special couplings, only for the model of the ICE 3 train, that give a very close spacing between the train's cars. Length 113 mm / 4-7/16".

87712
Intermediate Car.

Prototype: German Railroad, Inc. (DB AG) type 406.1 transformer car, 1st class, 4-door design.

Model: Intermediate car to supplement the model of the ICE 3 powered rail car train (Märklin item no. 88712). Lighting with maintenance-free LEDs.



Special couplings, only for the model of the ICE 3 train, that give a very close spacing between the train's cars. Length 113 mm / 4-7/16".



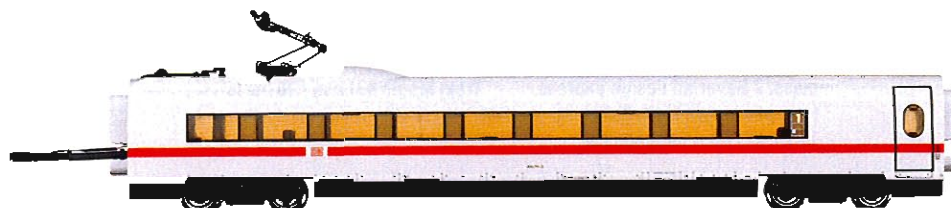
87713
Intermediate Car.

Prototype: German Railroad, Inc. (DB AG) type 406.2 power converter car, 1st class, 2-door design.

Model: Intermediate car to supplement the model of the ICE 3 powered rail car train (Märklin item no. 88712). Lighting with maintenance-free LEDs.



Special couplings, only for the model of the ICE 3 train, that give a very close spacing between the train's cars.
Length 113 mm / 4-7/16".



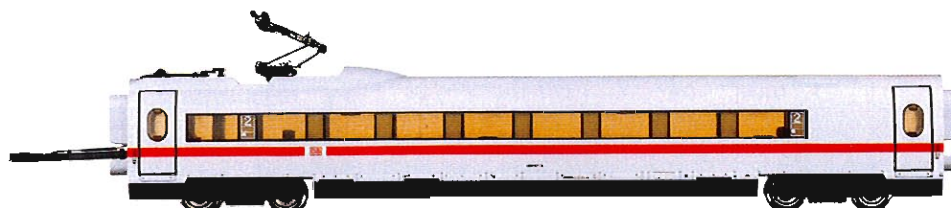
87714
Intermediate Car.

Prototype: German Railroad, Inc. (DB AG) type 406.8 intermediate car, 2nd class, 4-door design.

Model: Intermediate car to supplement the model of the ICE 3 powered rail car train (Märklin item no. 88712). Lighting with maintenance-free LEDs.



Special couplings, only for the model of the ICE 3 train, that give a very close spacing between the train's cars.
Length 113 mm / 4-7/16".

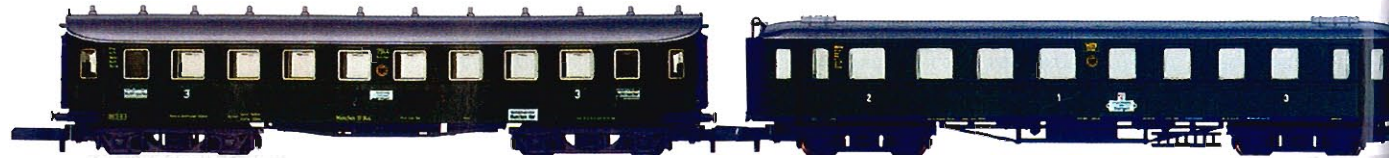


Train Set

81430 Passenger Train.

Prototype: 1 German State Railroad Company (DRG) class V 120 diesel-pneumatic compressed air locomotive. 1 Württemberg design express train passenger car, 1st/2nd/3rd class. 2 Bavarian design express train passenger cars, 3rd class. 1 express train baggage car.

Model: Locomotive comes with a 5-pole motor. All driving axles powered. Headlights are maintenance-free LED's. Models not available separately.
Train length 431 mm / 16-15/16".

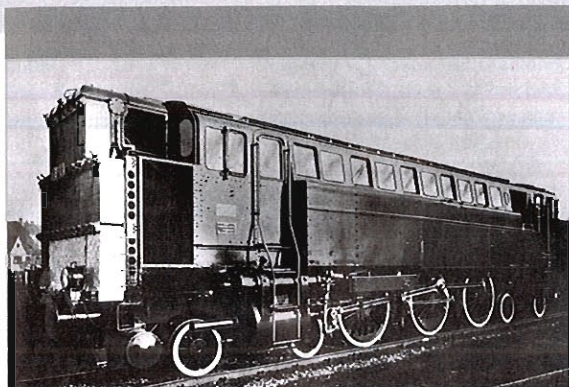


81437 Passenger Train.

Prototype: German State Railroad Company (DRG) Ruhr Express Service commuter train. Class 38 steam locomotive with a tender. 3 Prussian design compartment cars in special paint schemes. 2nd and 3rd class with a brakeman's cab, as well as 3rd class with and without a brakeman's cab.

Model: The locomotive comes with all driving axles powered. Separately applied "Ruhr-Schnellverkehr" sign on the front. The car frames have truss rods and underbody details. Separately applied running boards, ladders, and grab irons. All of the train's wheels have darkened wheel treads. Total length over the buffers 348 mm / 13-11/16".





© DB Museum



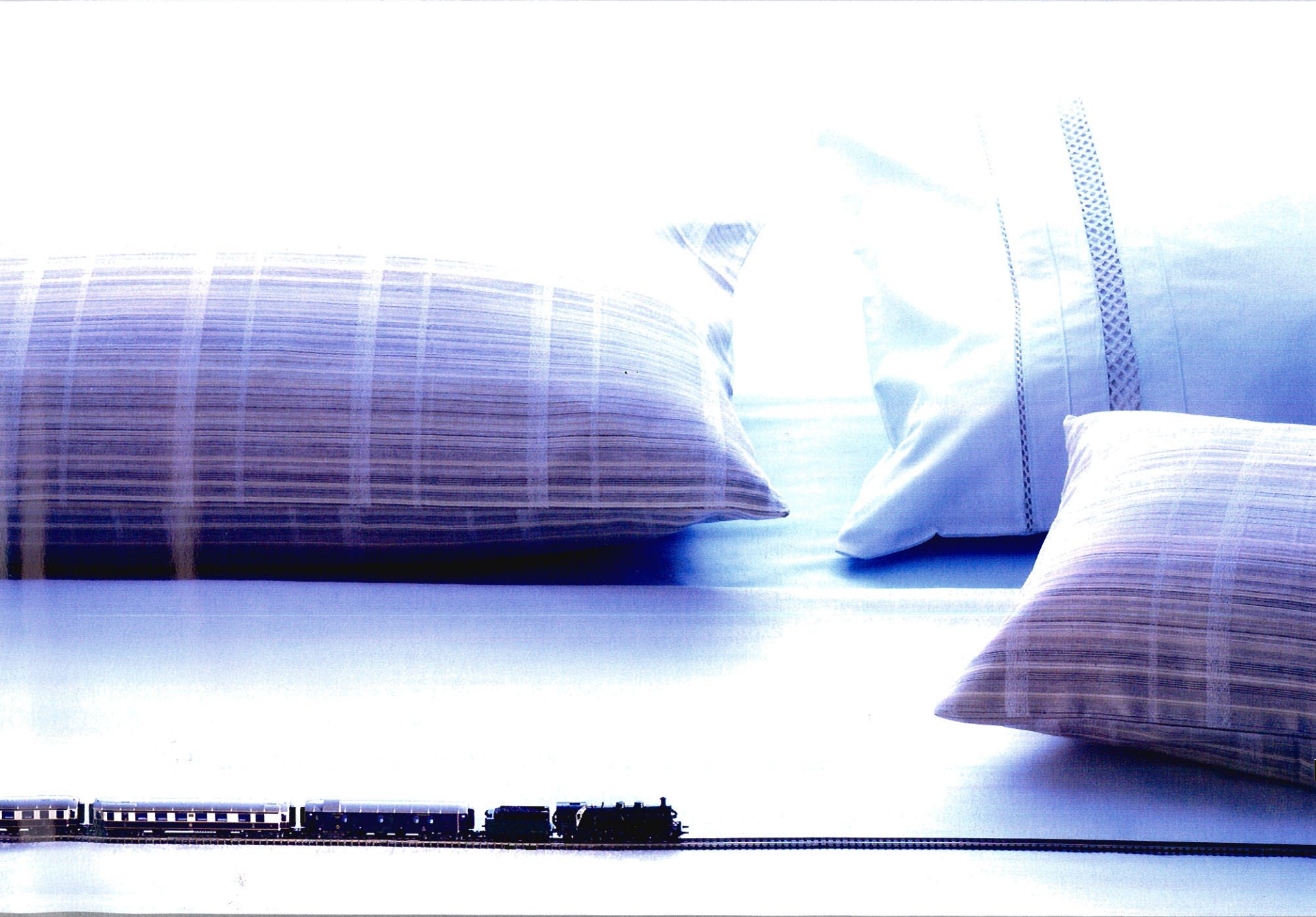
The increase in the population in the Ruhr and Saal areas led to a demand for fast connections between cities as early as the provincial railroad period. Different studies were commissioned and carried out. The actual breakthrough did not occur until 1932 when the "Ruhr Express Service" was placed into 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 "Prussian design" compartment cars were quite successful in this service. The attractive paint scheme became a brand 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.



Train Set



81426
Train Set.

Prototype: 1 German State Railroad Company (DRG) class S 3/6 express locomotive with a tender, Bavarian Group Administration. 1 type SPw4ü-28 baggage car, 1 type SA4ü-28 salon car, 1 type SA4ük-28 salon car, 1 type SB4ü-28 salon car, 1 type SB4ük-28 salon car, 1 type SPw4ü-28 baggage car.

Model: Locomotive comes with a 5-pole motor. All driving axles powered. Models not available separately. Train length 730 mm / 28-3/4".

Long before the TEE and ICE, the "Rheingold" was considered as the symbol of a modern, luxurious long distance passenger train. According to advertising for the German State Railroad, it linked the North Sea and the Alps together. In October of 1927 the European Schedule and Car Provision Conference in Prague was probably the birth date of the "Rheingold". There the decision was made to set up an express train connection from Amsterdam/Hook of Holland to Basle. The first scheduled run for this train then took place on May 15, 1928.

This Z train reproduces an authentic train composition from this time. According to the regulations in effect at that time, no passenger car could be coupled directly behind the locomotive, and a baggage car was therefore placed in the train between it and the other cars. A baggage car was placed at both ends of the train to avoid time-consuming switching maneuvers at the end stations. Only the locomotive had to be placed at the front of the train in each case.



Train Set

81434
Overnight Express Train.

New tooling for the skirted sleeping
car.

Completion of the
"Schürzenwagen" family.

One-time series.

Prototype: German Federal Railroad
(DB) class E 18 electric locomotive
with the routing Kiel – Munich.
2 sleeping cars, 1 baggage car
and 1 each day coach 2nd class and
1st/2nd class.

Model: The locomotive comes with
a 5-pole motor. All 4 driving axles
powered. The headlights are main-
tenance-free LED's. Older design
pantographs. The cars have lettered
train destination signs.
Total length over the buffers
612 mm / 24-1/8".





Train Set

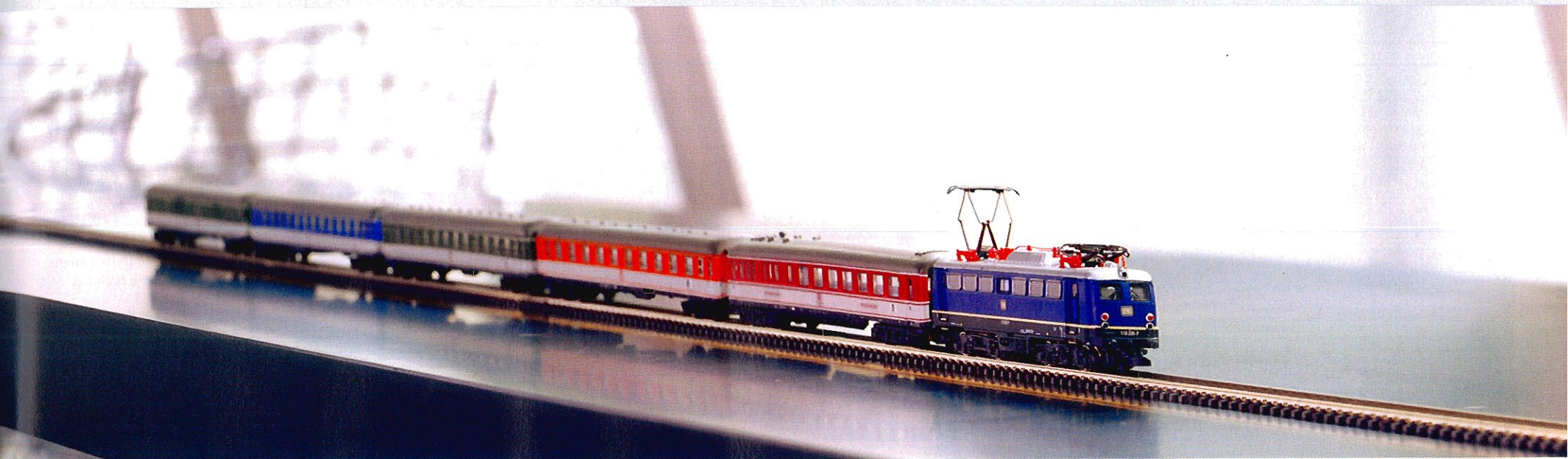
81435
Express Train Set.

One-time series.

Prototype: German Federal Railroad (DB) class 110 electric locomotive with 5 express train passenger cars in "Pop Colors". 2 type Büm cars, 2nd class (green and blue). 1 type Aüm car, 1st class (orange). 1 type WRüge dining car (red), and 1 type Düm baggage car (green). Train D 611 was in scheduled service in 1972 from Dortmund to the Olympic Games in Munich.

Model: The locomotive comes with a 5-pole motor. Both trucks are powered. The cars have lettered train destination signs. Total length over the buffers 691 mm / 27-3/16".





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 special paint scheme 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



© Matthias Boerschke

**81481
Train Set.**

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

**Modern regional express
commuter train locomotive
and cars.**

Prototype: The locomotive and cars are models of current passenger equipment. Class 146.1 electric locomotive, type DBz 751 bi-level passenger car, 2nd class, and type DABz 756, 1st/2nd class, as well as the type DBbzf 761 cab control car, 2nd (Görlitz design) painted and lettered for the "metronom" Railroad, Ltd.

Model: The locomotive comes with a 5-pole motor. Both trucks are powered. The headlights / marker lights are maintenance-free LED's. The bi-level cars come in the current paint and lettering scheme for the "metronome" Railroad, Ltd. Train length over the buffers 467 mm / 18-3/8".

"Swinging in Time".

"metronom" is the brand name for ten new bi-level trains operated by the metronom Railroad Company Ltd. in Uelzen, Germany. These very modern locomotives and cars can be recognized from a distance by their striking, sophisticated design in the colors of yellow, white, and blue. metronom has linked the cities of Hamburg and Bremen as well as Hamburg and Uelzen since December of 2003 as a regional express train railroad.

The train name metronom symbolizes together with the logo of a swinging pendulum the schedule concept of departures on an hourly schedule. Musicians are familiar with a metronome as a beat generator. For that reason the slogan for the metronom trains is "Swinging in Time".





© Matthias Boerschke



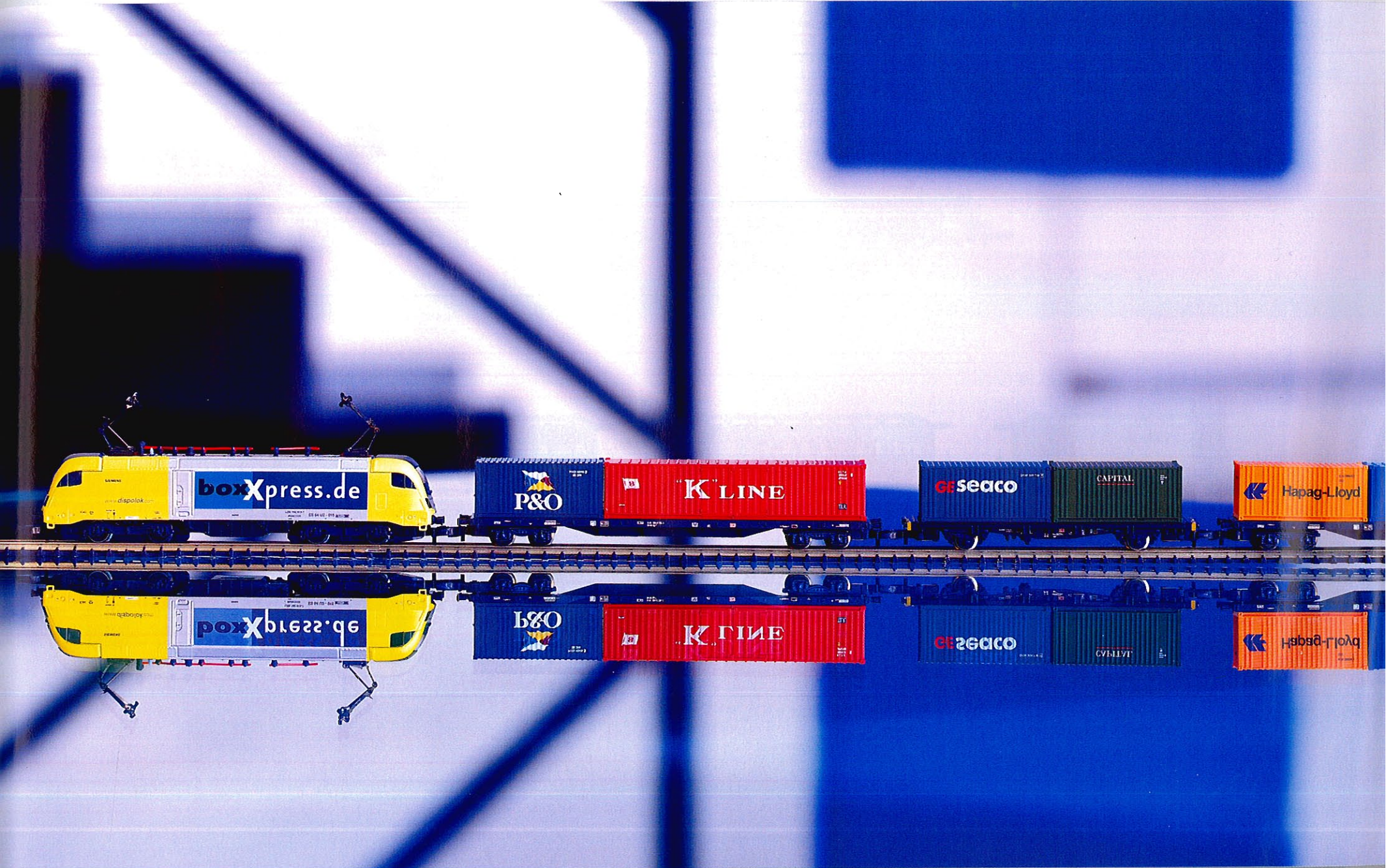
Train Set

81432
Container Train.

Prototype: Siemens Dispolok GmbH class ES 64 U2 general-purpose locomotive with 4 German Railroad, Inc. (DG AG) cars for containers. Version for the "boxXpress" cooperative project in harbor traffic.

Model: The locomotive comes with a 5-pole motor. Both trucks are powered. The headlights are maintenance-free LED's. The flat cars have different car numbers. They are loaded with six 20 foot and two 40 foot container models. Total length over the buffers 459 mm / 18-1/16".





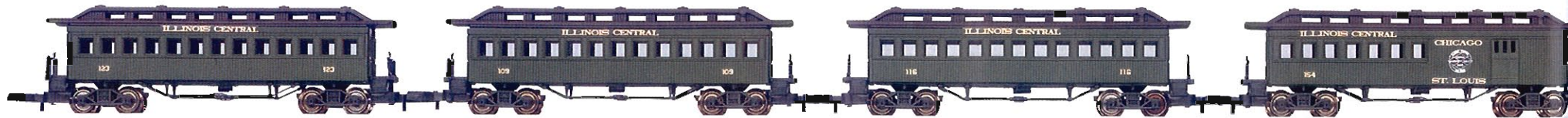
Train Sets

81433
Circus Train.

One-time series.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Be 6/8 III electric locomotive and 4 railroad cars used for Circus Knie. Historic color scheme.

Model: The locomotive comes with a 5-pole motor. Both trucks are powered. 2 low side cars and 2 stake cars with brakeman's platforms. The cars are loaded with 1 long (40 mm / 1-9/16") and 3 short (27 mm / 1-1/16") circus wagons. Total length over the buffers 323 mm / 12-11/16".



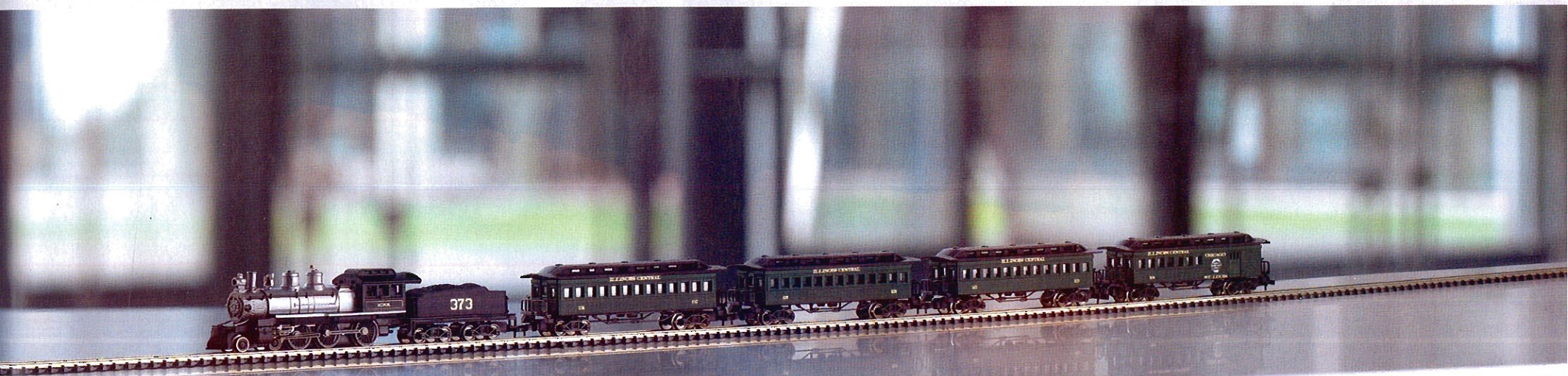
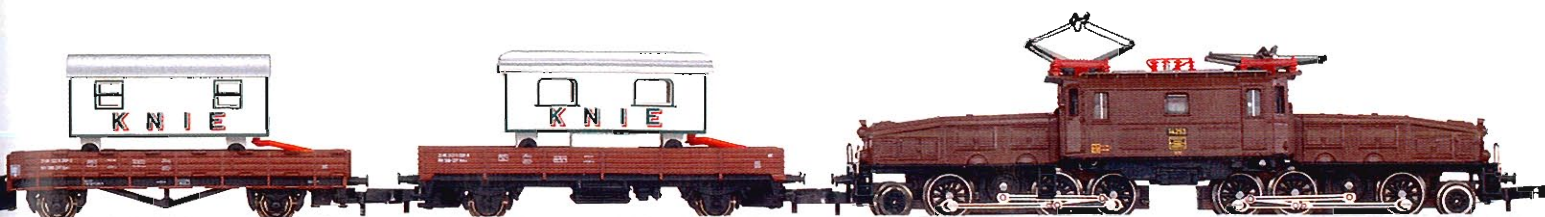
81438
"Diamond Special" Train Set.

New tooling for the locomotive.
Locomotive with metal construction.
Five-pole motor.

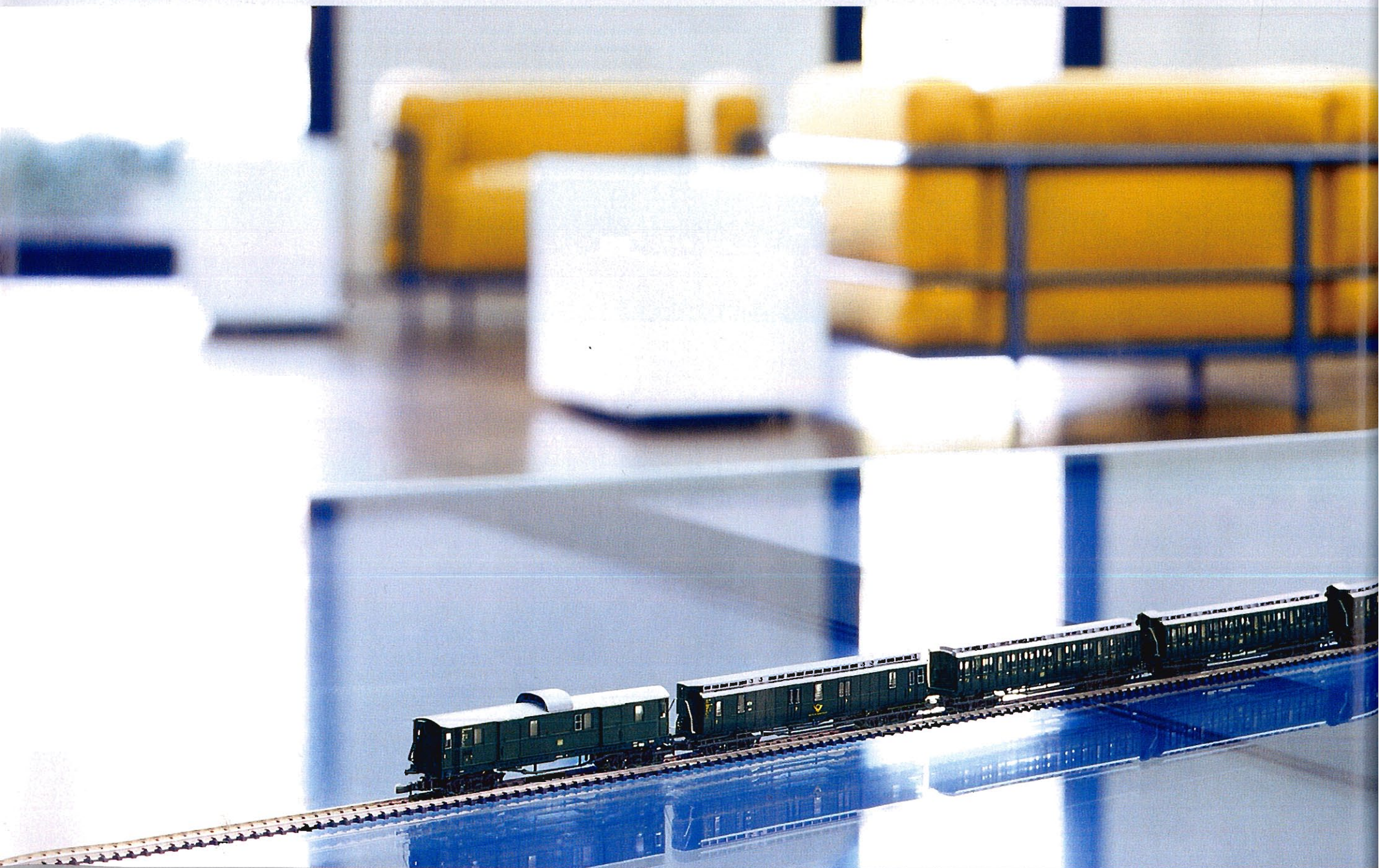
Prototype: 1 Illinois Central Railroad steam locomotive with a tender, painted and lettered for the "Diamond Special". 1 four-axle American old-timer passenger car with a baggage compartment and open end platforms (combine). 3 four-axle American old-timer passenger cars (coach).

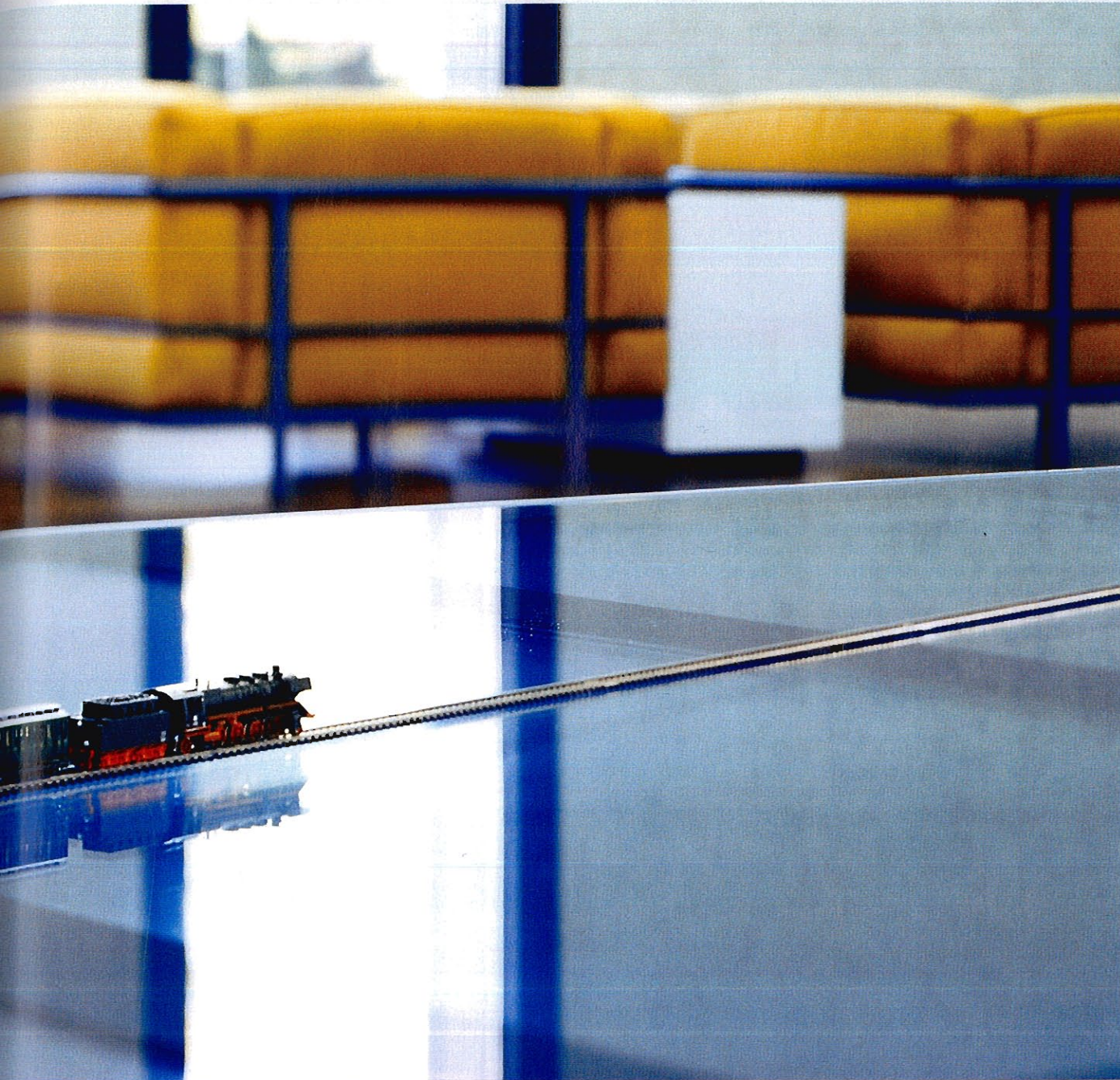
Model: The locomotive comes with a 5-pole motor. All of the driving axes are powered. The wheel treads and the valve gear are dark nickel plated. The locomotive and the cars are not available separately.
Train length 360 mm / 14-3/16".





Passenger Cars





The Göppingen station in the morning. Lively activity on all of the tracks: Commuters have to get to work, school-age children have are going to school, and between them a pair of travelers loaded down with suitcases are looking for their train. Commuter trains run to Ulm and to Stuttgart. A push/pull trains that ends in Göppingen stands at one platform waiting for its return run. In the meantime, two InterCity trains roll slowly in, stop for a short time, really only a short time, and hurry off again to their faraway destinations. It doesn't get a little bit quiet at the station until early morning. And yet, the rails are still humming perhaps because passenger trains come past at regular intervals or freight trains simply speed through this intermediate town. A beautiful scene you can represent best with Märklin Z. Trains with prototypical car types in the right quantity and with the right locomotive for motive power.

Märklin offers cars for every purpose in the car program. Whether you're talking about old compartment cars or modern bi-level cars for commuter service, express train passenger cars for the Royal Württemberg State Railways or German Federal Railroad InterCity cars – forming trains with the large selection in the Märklin Z program is particularly fun, regardless of where or in which your layout is set.

Passenger Cars

8700
Passenger Car.

Prototype: Württemberg Provincial Railroad. 2nd class.
Model: Length over buffers 60 mm / 2-3/8".



I

8701
Passenger Car.

Prototype: Württemberg Provincial Railroad. 2nd class.
Model: Length over buffers 60 mm / 2-3/8".



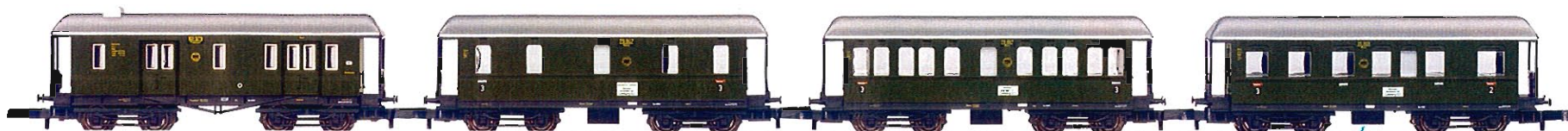
I

87681
Passenger Car Set.

Prototype: 4 different "Langenschwalbach" design passenger cars, painted and lettered for the German State Railroad Company (DRG).

1 type Pr 09, BC4i passenger car, 2nd/3rd class. 1 type Pr 11, C4i passenger car, 3rd class. 1 type Pr 11, C4itr 2 passenger car with baggage compartment, 3rd class. 1 type Pr 11, PwPost4i baggage car with mail compartment.

Model: Models not available separately.
Total length 233 mm / 9-3/16".



II



87681

88062

87670
Standard Design Branch
Line Car Set.

Prototype: 3 different German Federal Railroad (DB) standard design branch line cars. 1 type Bie standard design branch line car, 2nd class. 1 type ABie standard design branch line car, 1st and 2nd class. 1 type PwPosti-34a baggage-mail car.

Model: Models not available separately.
Total length 183 mm / 7-13/16".



III

87945
Express Train Passenger Car Set.

Prototype: 3 Württemberg express train passenger cars painted and lettered for the German State Railroad Company (DRG). 1 type ABC4ü express train passenger car, 1st/2nd/3rd class. 1 type BC4ü express train passenger car, 2nd/3rd class. 1 type C4ü express train passenger car, 3rd class.

Model: Models not available separately.
Total length 270 mm / 10-5/8".



II



87945

88181

Passenger Cars

87672
 "Höllentalbahn"
 Passenger Car Set.

One-time series

Prototype: 4 German State Railroad Company (DRG) standard design branch line cars. 1 type Bci-34 car, 2nd and 3rd class. 2 type Ci-33 cars, 3rd class. 1 type PwPosti-34 mail/baggage car.

Model: Cars are not available separately.
 Total length over buffers
 245 mm / 9-5/8".



87351
 "Lorelei" Express Train
 Passenger Car Set.

One-time series

Prototype: 5 different German Federal Railroad (DB) express train passenger cars.

1 type A4üe coach, 1st class.
 1 type AB4üwe coach, 1st/2nd class.
 1 type WR4ü(e) dining car.
 2 type B4üe coaches, 2nd class.

Model: Models not available separately.
 Total length 503 mm / 19-13/16".



© DB Museum





87672

88887



87351

88080

Passenger Cars

87580
Car Set.



There are many virtues said about the Prussians, an inclination to excessive comfort is definitely not one of them. While other national railways have used the quiet and comfortable bogie cars for some time, the 3-axle compartment cars are standard in Prussia. However, they turn every kilometer of rail travel into a real test.

Especially the adjustable axle chassis set limits in regards to speed within the express train traffic. The Prussians therefore also decided to acquire compartment cars with bogies. The many side doors with continuous footboards, as well as the skylight roof and a raised brakeman's cab are features of these cars. The mass production begins in 1895 and continues until 1920. Overall, more than 3,400 cars are built, always with various class arrangements and structural modifications.

More than half are 3rd class cars with 9 compartments and 76 seats on wooden benches. The other cars are for mixed classes with various arrangements into compartments for 1st, 2nd and 3rd class.

87560
Car Set.

Completely new tooling.
New models from the car family of the Prussian four-axle cars.
Ideal express trains cars for the new model of the class 39 steam locomotive.
Correct train compositions with passenger, baggage, and mail cars is possible.
Goes well with the large theme of the model of the Anhalt Station.

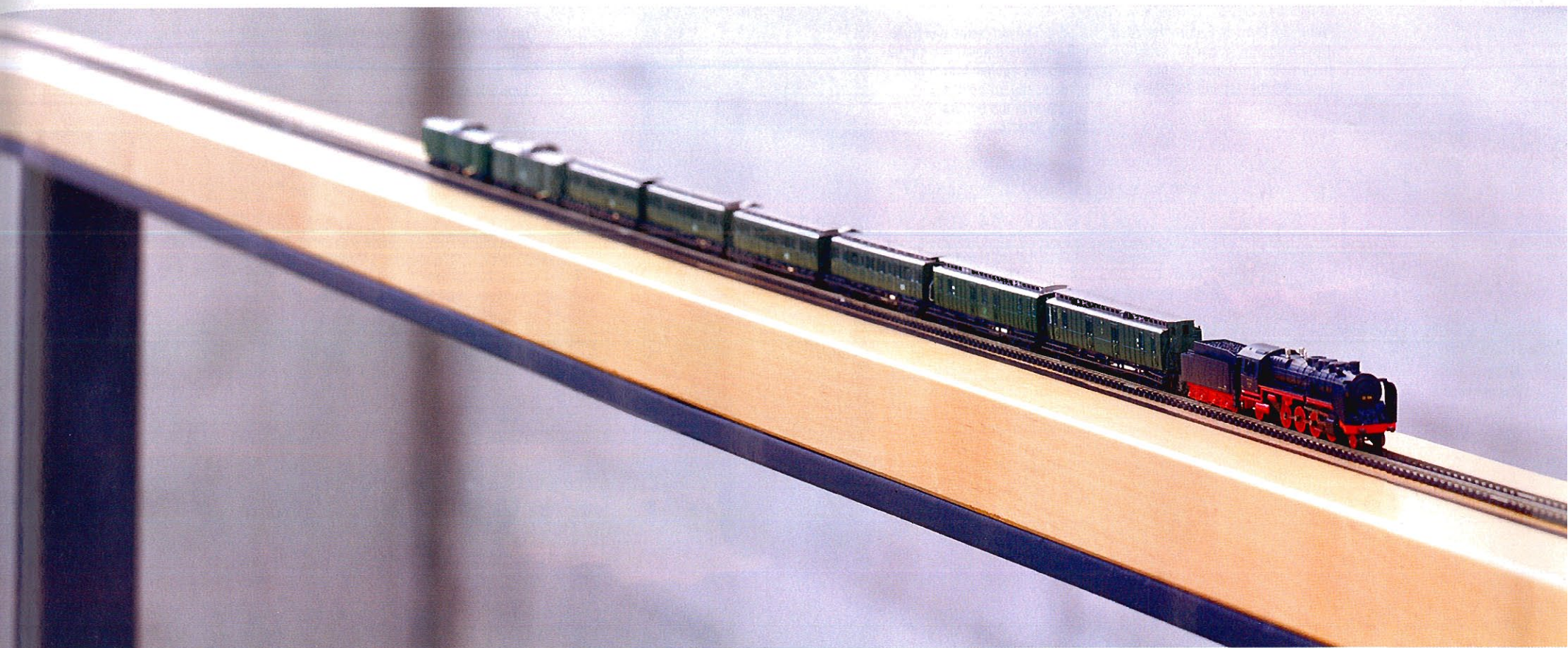
Prototype: Two German State Railroad Company (DRG) 4-axle mail and baggage cars, Prussian designs. 1 type Pw4pr04 car with roof cupola. 1 type Post4b17 car with brakeman's cab.
Model: Frames have truss rods and underbody details. Separately applied steps, ladders, and grab irons.
Total length 171 mm / 6-3/4".

II

Prototype: Four German State Railroad Company (DRG) 4-axle compartment cars. Prussian designs with and without brakeman's cab. 1 type BC4pr04 car, 2nd/3rd class. 3 type C4pr04 cars, 3rd class.
Model: Frames have truss rods and underbody details. Separately applied steps, ladders, and grab irons.
Total length 345 mm / 13-9/16".



II



Passenger Cars

87561
Passenger Car.

Prototype: German Federal Railroad (DB) compartment car. Prussian design with brakeman's cabin. Type AB4pr04, 1st and 2nd class.

Model: The car frame has truss rod and floor details. The car has separately applied foot boards, ladders, and grab irons. Length over the buffers 84 mm / 3-5/16".

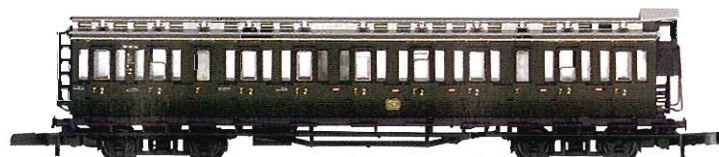


III

87562
Passenger Car.

Prototype: German Federal Railroad (DB) compartment car. Prussian design with brakeman's cabin. Type B4pr04, 2nd class.

Model: The car frame has truss rod and floor details. The car has separately applied foot boards, ladders, and grab irons. Length over the buffers 84 mm / 3-5/16".

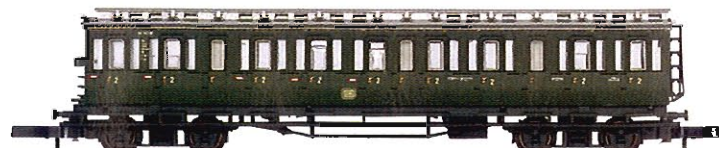


III

87563
Passenger Car.

Prototype: German Federal Railroad (DB) passenger car. Prussian design without brakeman's cabin. Type B4pr04, 2nd class.

Model: The car frame has truss rod and floor details. The car has separately applied foot boards, ladders, and grab irons. Length over the buffers 84 mm / 3-5/16".



III

87581
Baggage Car.

Prototype: For German Federal Railroad (DB) passenger trains. Prussian design with conductor's cupola. Type Pw4pr04a.

Model: The car frame has truss rod and floor details. The car has separately applied foot boards, ladders, and grab irons. Length over the buffers 84 mm / 3-5/16".



III

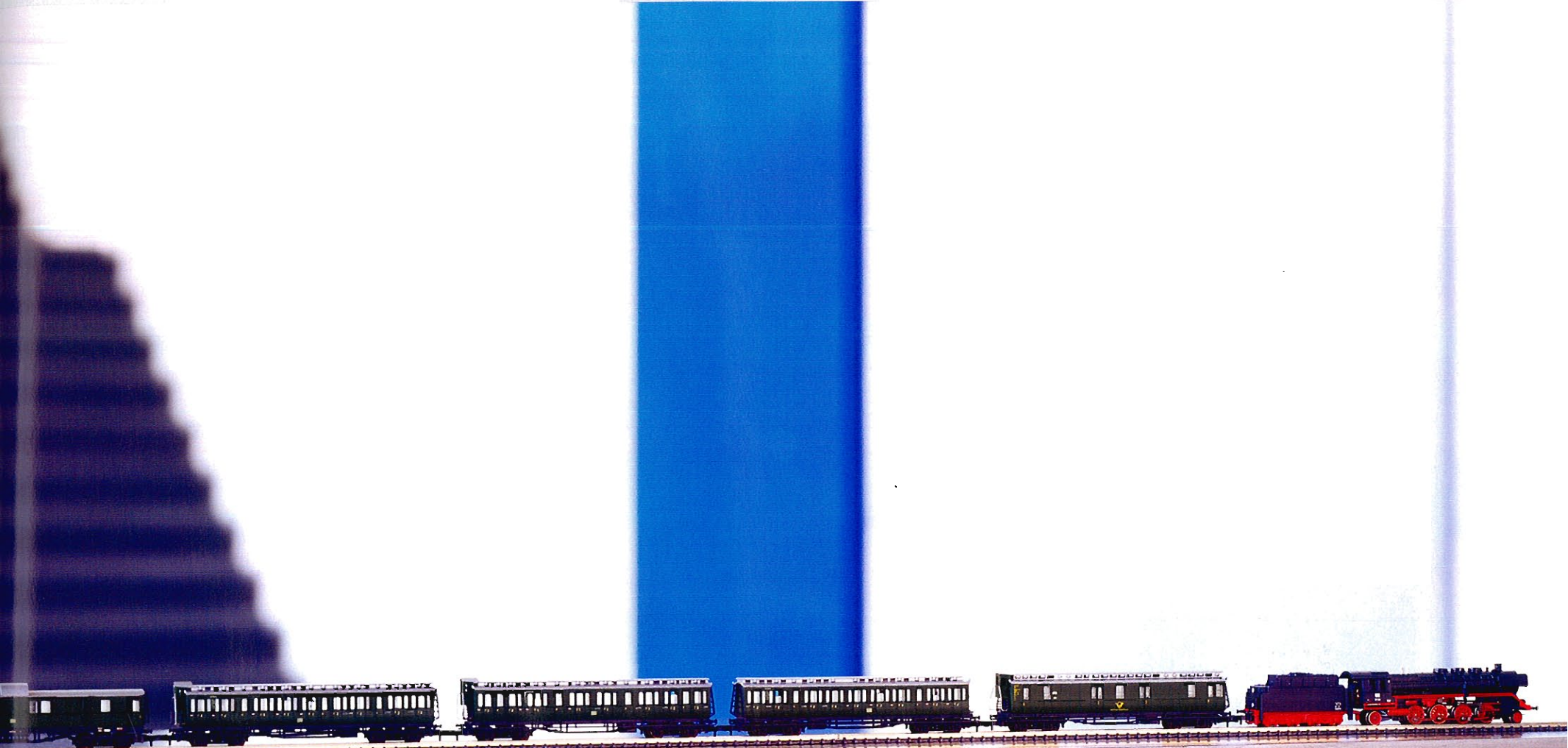
87582
Mail Car.

Prototype: For German Federal Railroad (DB) passenger trains. Prussian design with brakeman's cabin and clerestory. Type Post4-a/17.

Model: The car frame has truss rod and floor details. The car has separately applied foot boards, ladders, and grab irons. Length over the buffers 84 mm / 3-5/16".



III



Passenger Cars



87355
"Hans Sachs" Express Train
Passenger Car Set.

"Hans Sachs" F-Zug / long distance
express train – F 37 – running from
Munich to Hagen.
Typical long distance passenger
train consist in the 1960s.
Finely detailed trucks.

The class E 10.3 locomotive, item
number 88411, goes well with this
car set.

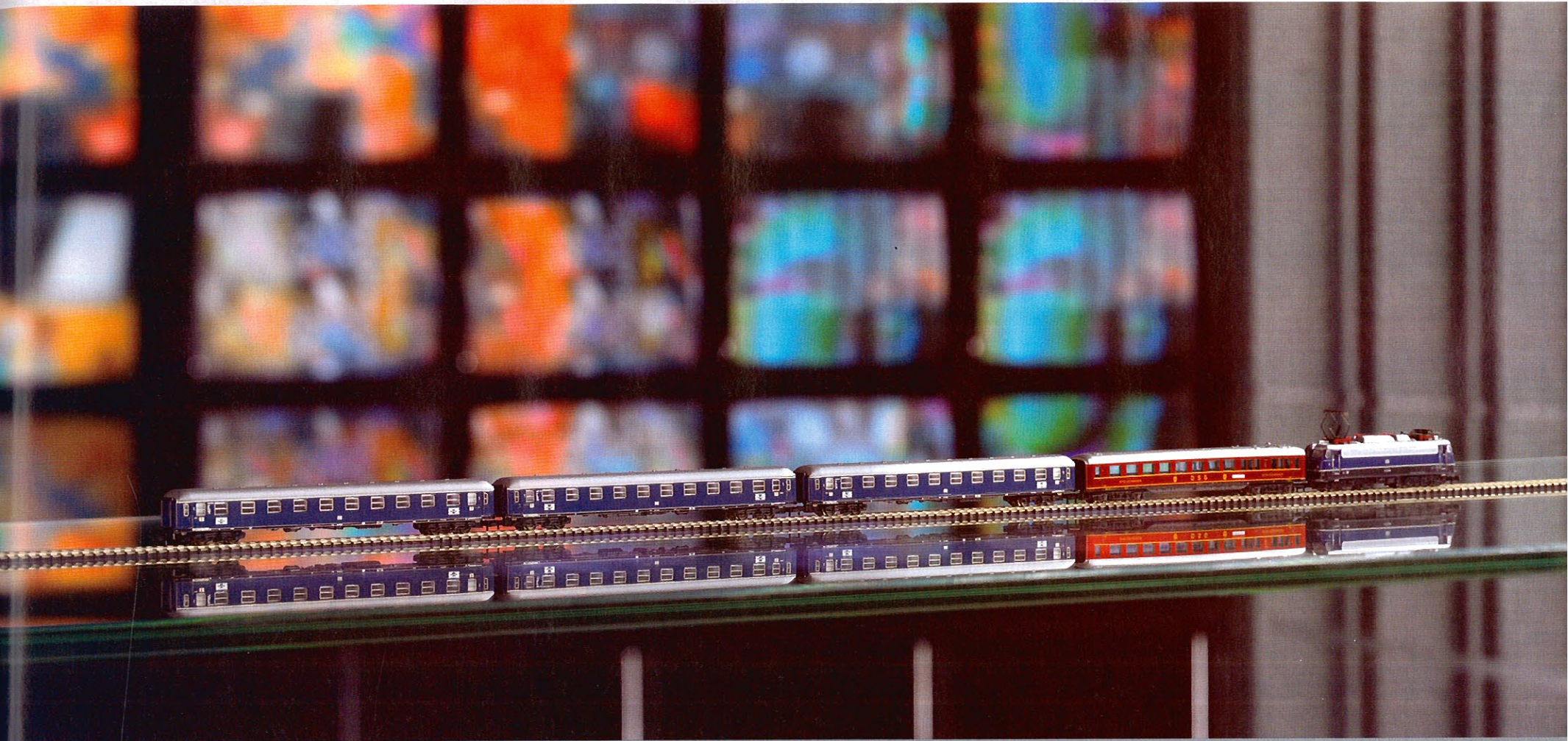
Prototype: German Federal Railroad
(DB) type Am 203 express train
passenger car, 1st class. German
Sleeping Car and Dining Car
Company (DSG) type WR4üe dining
car, used on the German Federal
Railroad (DB).

Model: Four-part express train
passenger car set, consisting of
three 1st class express train pas-
senger cars and a DSG dining car
(Schürzenwagen / skirted passenger
car). The cars look as the prototype
did in the 1960s.
Total length over the buffers
489 mm / 19-1/4".

The German Federal Railroad's Fast
F Zug Express Trains.

At the start of the 1950s the newly
founded German Federal Railroad
revived the prewar tradition of the
legendary FD-Zug express trains
(long distance express trains) and
created a new class of trains, the
F-Zug express trains (international
long distance express trains and
domestic long-distance express
trains).

These trains usually ran with
special 1st class cars only for the
important long distance passenger
service. The blue paint scheme for
these passenger trains caused the
network for these trains to be
called the "blue F-Zug network".
The F 37 "Hans Sachs" from Munich
to Hagen was among very long
routes in this network. The muted
red of the Mitropa dining cars used
for this service contrasted effecti-
vely with the rest of the train con-
sist and contributed to the typically
solid, first class look of these F Zug /
long distance trains in the 1950s
and 1960s, which were highly
appreciated by the passengers.



Passenger Cars

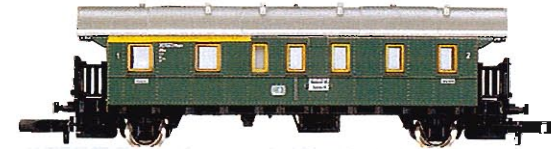
These two-axle standard design passenger cars originally had wood roofs and interior walls.

Later they were built entirely of metal as the type 29. By today's standards these German Federal Railroad (DB) cars were very loud and they rumbled a great deal. For this reason they were nicknamed "Donnerbüchsen" or "Thunder Boxes".



8750
"Thunder Box" Standard
Design Passenger Car.

Prototype: German Federal Railroad (DB) type A8i 29. 1st and 2nd class.
Model: Length over buffers 63 mm / 2-1/2".



III

8753
Four-Axle Rebuild Car.

Prototype: German Federal Railroad (DB) type AByg 503. 1st and 2nd class.
Model: Length over buffers 89 mm / 3-1/2".

Starting in 1954 the German Federal Railroad (DB) rebuilt a large number of old two-, three-, and four-axle passenger cars into modern cars. The car bodies for these rebuild cars were completely new and were built using a frame design. Old trucks, mostly Prussian designs, were reused for these cars.



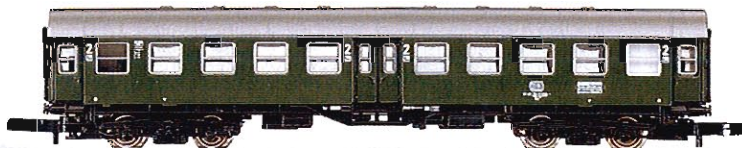
IV

8754
Four-Axle Rebuild Car.

Prototype: German Federal Railroad (DB) type Byg 515. 2nd class.
Model: Length over buffers 89 mm / 3-1/2".

8755
Four-Axle Rebuild Car
with Baggage
Compartment.

Prototype: German Federal Railroad (DB) type 8Dyg 533. 2nd class.
Model: Length over buffers 89 mm / 3-1/2".



IV



IV

8751
"Thunder Box" Standard
Design Passenger Car.

Prototype: German Federal Railroad
(DB) type Bi 29. 2nd class.
Model: Length over buffers
63 mm / 2-1/2".



8752
"Thunder Box" Standard
Design Baggage Car.

Prototype: German Federal Railroad
(DB) type D2ie.
Model: Length over buffers
63 mm / 2-1/2".



Passenger Cars

8710
Express Train
Passenger Car.

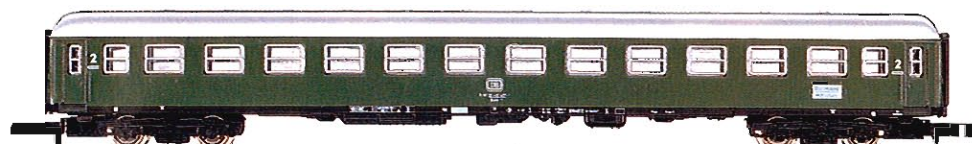
Prototype: German Federal
Railroad (DB) type Am 203. 1st class.
Model: Length over buffers
120 mm / 4-3/4".



IV

8711
Express Train
Passenger Car.

Prototype: German Federal Railroad
(DB) type Bm 234. 2nd class.
Model: Length over buffers
120 mm / 4-3/4".



IV

8713
Dining Car.

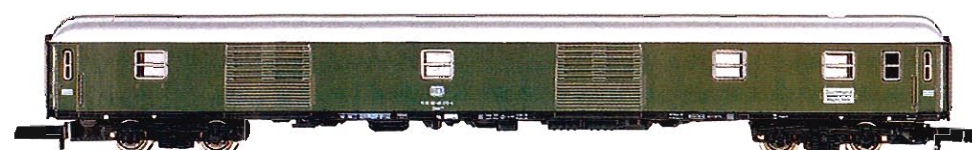
Prototype: German Federal
Railroad (DB) type WRmh 132.
Model: Length over buffers
120 mm / 4-3/4".



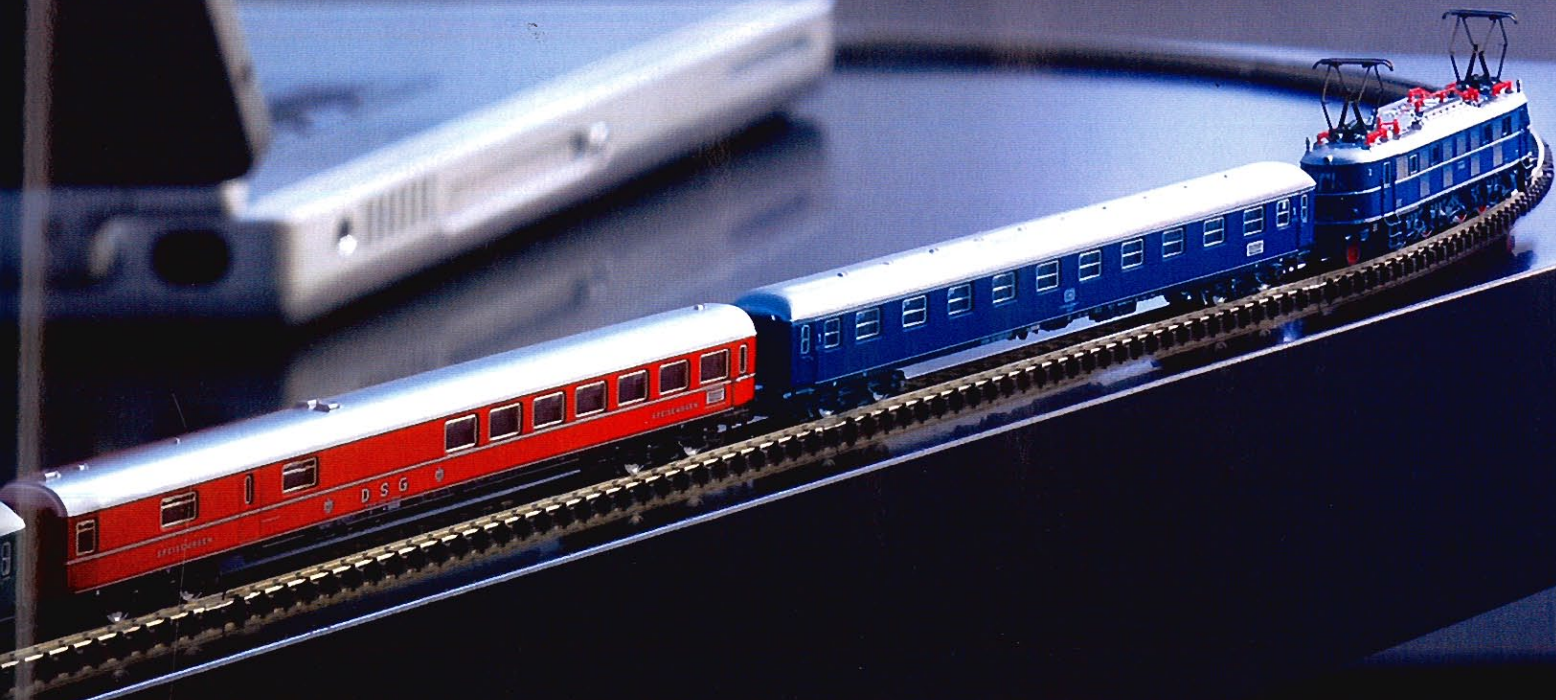
IV

8712
Express Train
Baggage Car.

Prototype: German Federal
Railroad (DB) type Dm 902.
Model: Length over buffers
120 mm / 4-3/4".



IV



Passenger Cars

87286

Set with 4 Passenger Cars.

The model of the class 110.3 locomotive (item no. 88410) goes well with this set.

Prototype: 3 entertainment cars and 1 vista dome car painted and lettered for the firm International Apfelfeil Organization (IAO), former German Federal Railroad type UIC-x compartment cars for TEE service.

Model: The cars come with different paint schemes and car numbers. Dark plated wheel sets.

Total length over the buffers
489 mm / 19-1/4".

In the 1970s, the International Apfelfeil Organization (IAO) instituted the so-called "Apfelfahrten" or "Apple Trips", nostalgic trips with special trains across Europe. In 1976, the IAO acquired the famous "Rheingold" vista dome cars and other cars in the TEE pool of cars from the German Federal Railroad.

For several years these striking trains in the friendly "Apfelfeil" design were a brand name for travel at affordable prices that was comfortable and animated. This concept could not be maintained economically later on in the face of increasing competition from single-price trips with charter flights. In 1979, IAO had to stop the operation and declare bankruptcy. The special cars were sold to a nother trip organizer, who rebuilt them partially and still operates them today.



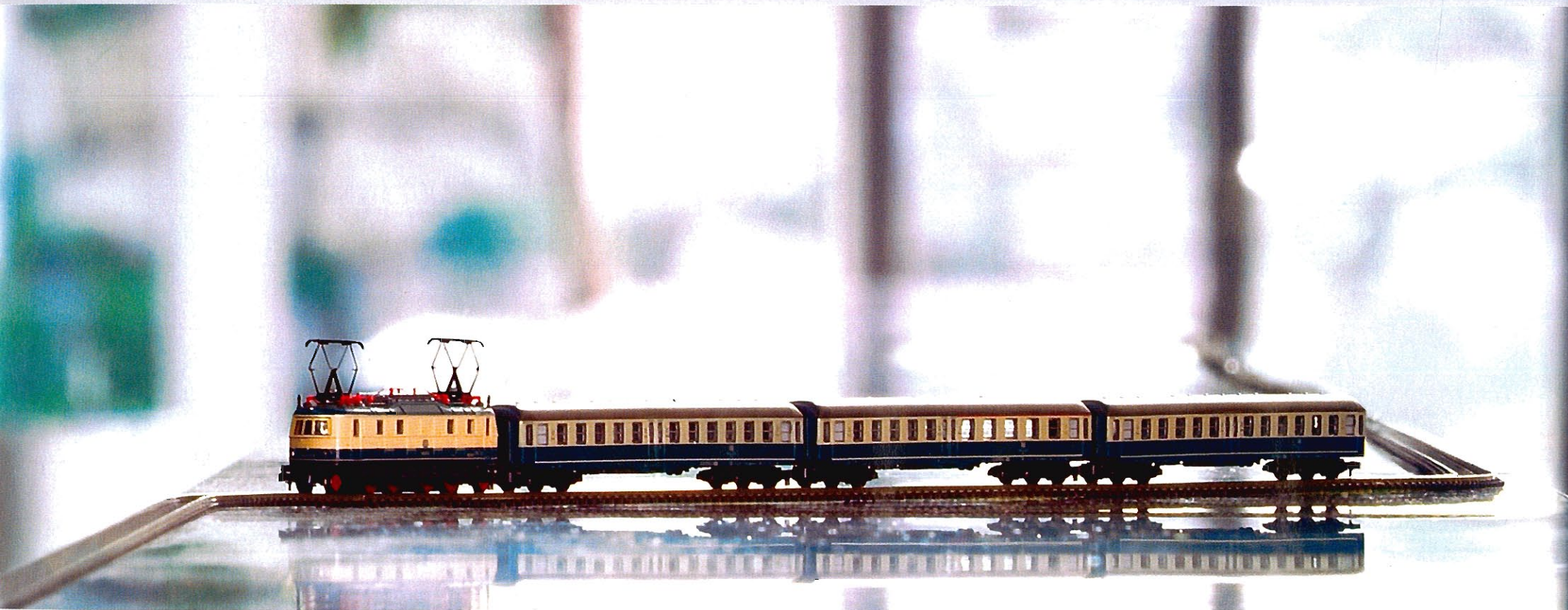
© Sebastian Althausen



IV



Passenger Cars



87335
Center Entry Coach.

Prototype: German Federal Railroad (DB) type Bym 421, 2nd class.
Model: Length over buffers
120 mm / 4-3/4".

87330
Center Entry Coach.

Prototype: German Federal Railroad (DB) type ABym 411, 1st and 2nd class.
Model: Length over buffers
120 mm / 4-3/4".



IV



IV



87161
Commuter Car.

Prototype: German Railroad, Inc. (DB AG) type Bnz, 2nd class, in the current "traffic red" paint scheme for the "Regionalbahn" ("Regional Railroad").
Model: Length over buffers 120 mm / 4-3/4".



87171
Commuter Car.

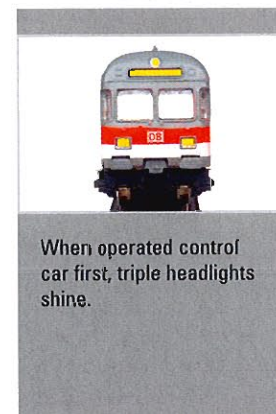
Prototype: German Railroad, Inc. (DB AG) type ABn, 1st and 2nd class, in the current "traffic red" paint scheme for the "Regionalbahn" ("Regional Railroad").
Model: Length over buffers 120 mm / 4-3/4".



87181
Commuter Car with
Engineer's Cab.

Prototype: German Railroad, Inc. (DB AG) type BDnrzf, 2nd class with baggage area, in the current "traffic red" paint scheme for the "Regionalbahn" ("Regional Railroad").

Model: Length over buffers 120 mm / 4-3/4".



87181

87171

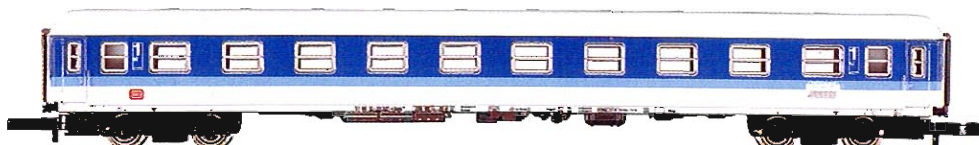
87161

88536

Passenger Cars

8743
Express Train
Passenger Car.

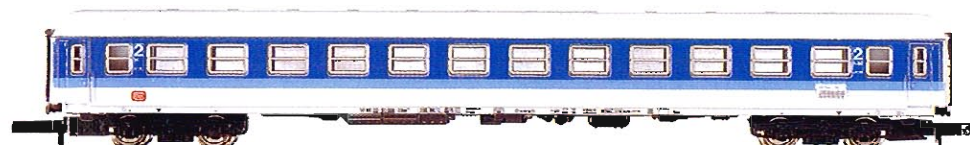
Prototype: German Federal
Railroad (DB) type Aim. 1st class.
Model: Length over buffers
120 mm / 4-3/4".



V

8744
Express Train
Passenger Car.

Prototype: German Federal
Railroad (DB) type Bim. 2nd class.
Model: Length over buffers
120 mm / 4-3/4".



V

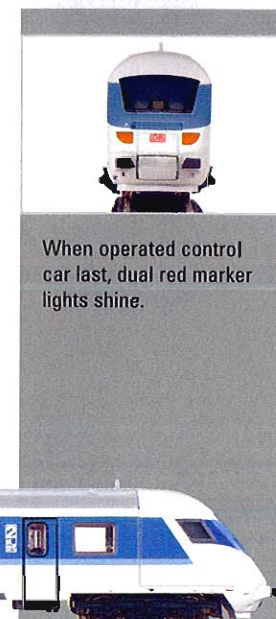
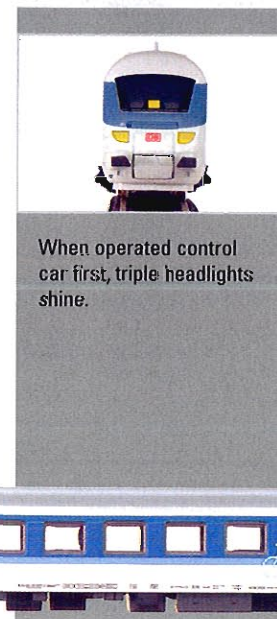
87751
Express Train Passenger Car Set.

Long awaited **Bistro Café** car.
This completes the models for
all InterRegio trains.
Correct model of an InterRegio
cab control car.

Prototype: 2 different German
Railroad, Inc. (DB AG) InterRegio
express train passenger cars.
1 type ARbuimz 262 InterRegio
express train passenger car,
Bistro Café, 1st class. 1 type Bimdzt
269.0 InterRegio cab control car,
2nd class.
Model: The headlights / marker
lights on the cab control car are
maintenance-free LEDs. These
models are not available separately.
Total length 243 mm / 9-9/16".



V



87291
Bilevel Car.

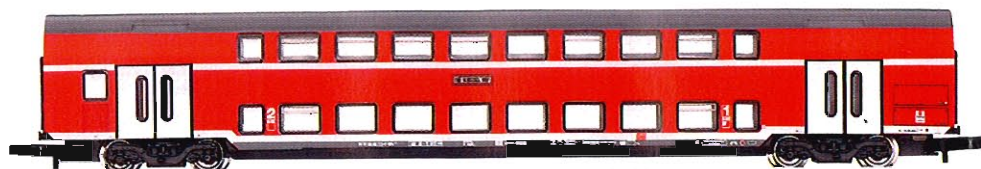


Prototype: German Railroad, Inc. (DB AG) type DBz 751, 2nd class, in the current "traffic red" paint scheme.

Model: Destination signs lettered "RegionalExpress Kassel Hbf". Length over buffers 122 mm / 4-13/16".



87292
Bilevel Car.



Prototype: German Railroad, Inc. (DB AG) type DABz 756, 1st and 2nd class, in the current "traffic red" paint scheme.

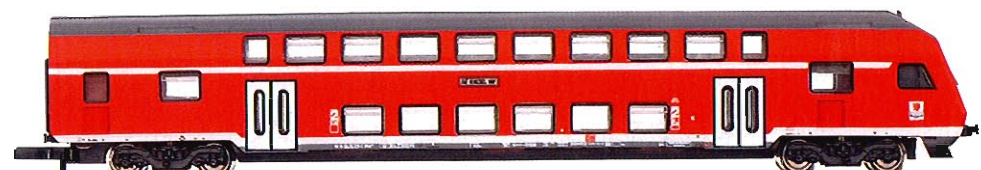
Model: Destination signs lettered "RegionalExpress Kassel Hbf". Length over buffers 122 mm / 4-13/16".



87293
Bilevel Cab Control Car.

Prototype: German Railroad, Inc. (DB AG) type DBbzf 761, 2nd class, in the current "traffic red" paint scheme.

Model: Headlights / marker lights with maintenance-free LEDs. Destination signs lettered "RegionalExpress Kassel Hbf". Length over buffers 124 mm / 4-7/8".



When operated control car first, triple headlight shine.



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

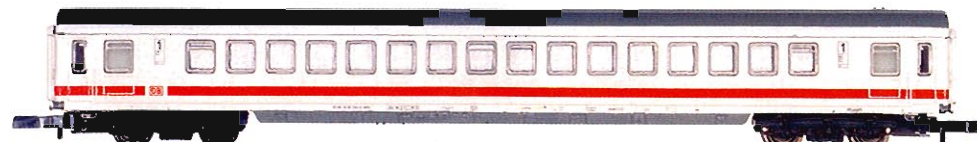
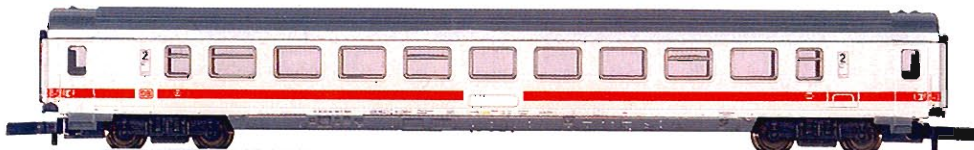
Passenger Cars

87732
Express Train Passenger
Car.

Prototype: German Railroad, Inc. (DB AG) type Bpmz 291.2 InterCity open seating car in the current long distance passenger car color scheme, 2nd class.
Model: Length over buffers 120 mm / 4-3/4".

87251
Express Train Passenger
Car.

Prototype: German Railroad, Inc. (DB AG) type Apmz 121.2 InterCity open seating car in the current long distance passenger car color scheme, 1st class.
Model: Length over buffers 120 mm / 4-3/4".



87752
Express Train Passenger
Car Set.

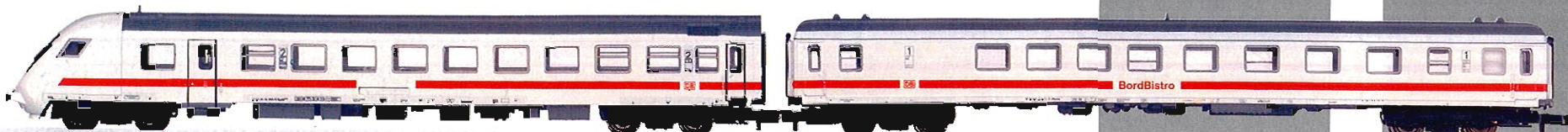
Prototype: 2 different German Railroad, Inc. (DB AG) InterCity express train passenger cars. 1 type ARkimbz 262.4 InterCity express train passenger car, BordBistro, 1st class. 1 type Bimdzf 269.2 InterCity cab control car, 2nd class. Both cars come in the current distance passenger car color scheme.
Model: The head lights / marker lights for the cab control car are maintenance-free LEDs. These models are not available separately. Total length 243 mm / 9-9/16".



When operated control car first, triple headlights shine.



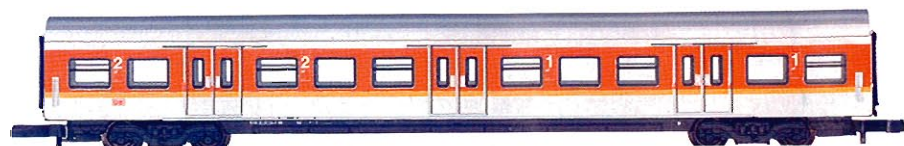
When operated control car last, dual red marker lights shine.





87971
S-Bahn Car.

Prototype: German Railroad, Inc. (DB AG) type Bx 794.3 open seating coach. 2nd class.
Model: Length over buffers 111 mm / 4-3/8".



87981
S-Bahn Car.

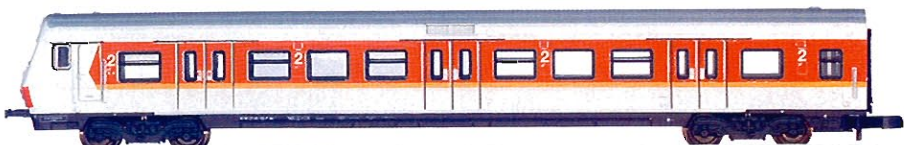
Prototype: German Railroad, Inc. (DB AG) type ABx 791 open seating coach. 1st and 2nd class.
Model: Length over buffers 111 mm / 4-3/8".



87991
S-Bahn Car.

Prototype: German Railroad, Inc. (DB AG) type Bxf 796.3 cab control car. 2nd class with engineer's compartment.

Model: The headlights / marker lights at the ends are maintenance-free LED's. Length over buffers 115 mm / 4-1/2".



87991

87981

87971

88433

Passenger Cars

87354
Schürzenwagen Set.

One-time series.

Export model for Austria.

Prototype: 3 Austrian Federal Railways (ÖBB) express train passenger cars. "Jaffa-Orange" version in the newer color scheme. 1 each 1st class coach, 1st/2nd class coach, and 2nd class coach.

Model: Total length over the buffers 270 mm / 10-5/8".



IV

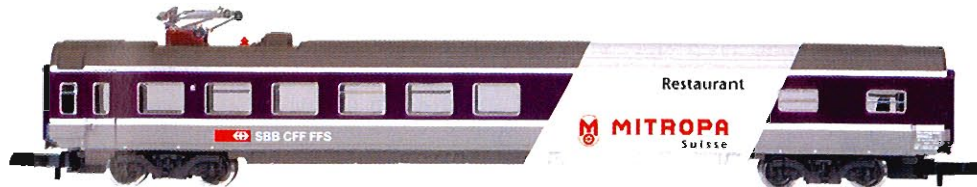
87471
EuroCity Dining Car.

Prototype: Swiss Federal Railways (SBB) type Mark IV WR. Catered by Mitropa, Inc.

Model: Length over buffers 120 mm / 4-3/4".

A 4 year contract between the SBB and German Mitropa, Inc. has been signed for the business reorganization of the catering service on Swiss passenger trains.

Since 1997 the former dining cars for the firm Buffet Suisse, Inc. and the Glacier Express, among others, are being catered by the new subsidiary Mitropa Suisse in Basle, Switzerland.



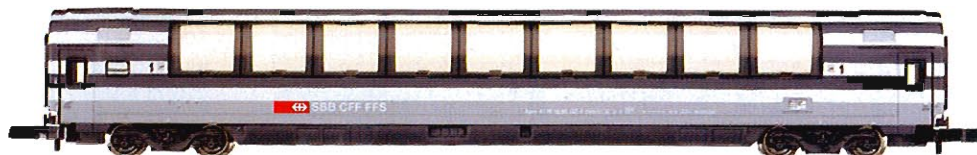
V

87661
EuroCity Panorama Car.

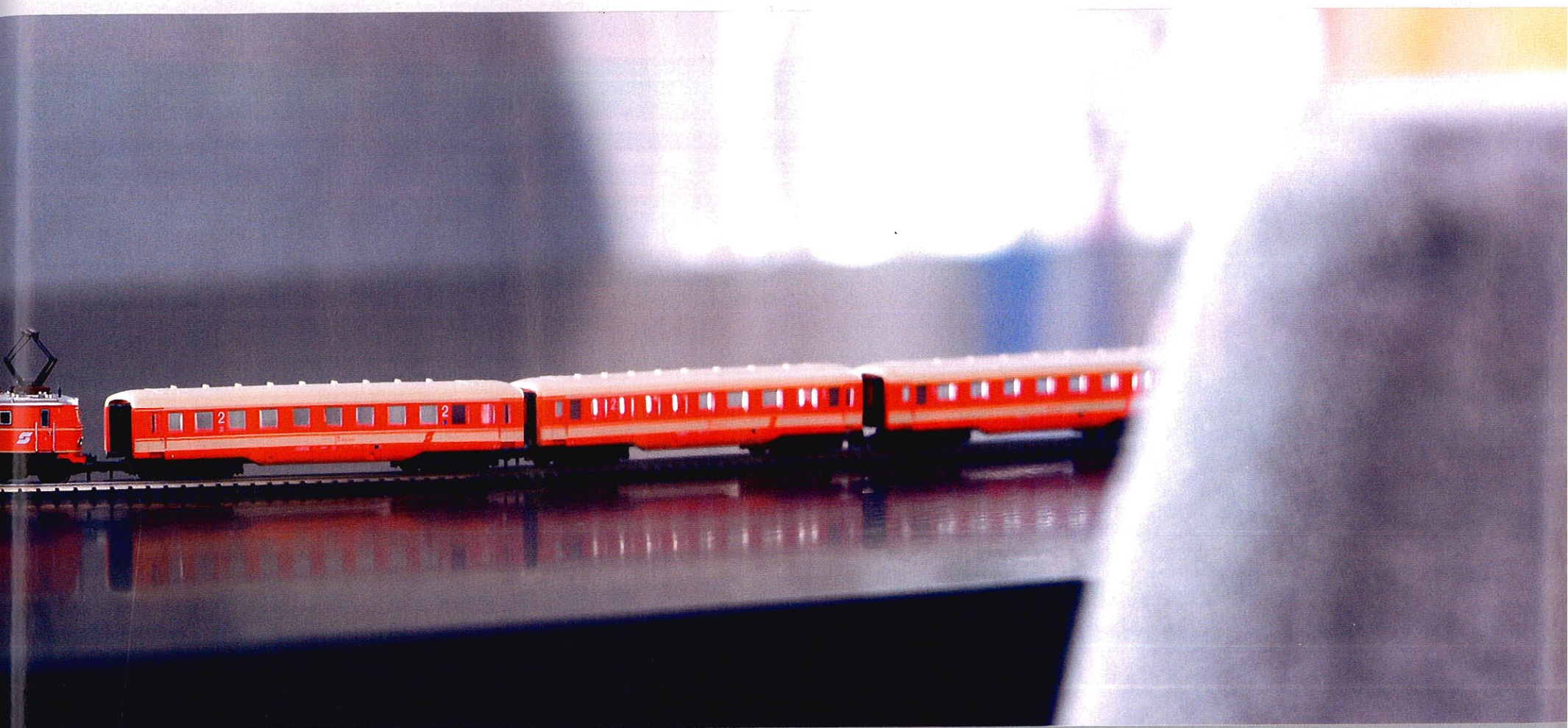
Prototype: Swiss Federal Railways (SBB) type Apm, 1st class.
Model: Length over buffers 120 mm / 4-3/4".

With the development of the EuroCity cars the Swiss Federal Railways (SBB) have placed a totally new pool of cars into service for international passenger traffic.

So-called "panorama cars" were built on the same basic design as for the 1st and 2nd class open seating coaches with their quite modern interiors. The "panorama cars" offer an incomparable view of the scenery on both sides of the tracks.



V



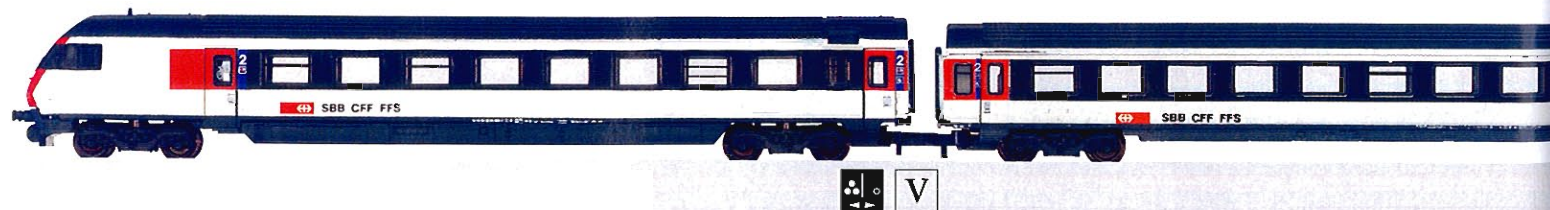
Passenger Cars



87456
Swiss Express Train Passenger Car Set.

Prototype: 4 different Swiss Federal Railways (SBB) Mark IV express train passenger cars. 1 Mark IV type A standard design express train passenger car, 1st class. 2 Mark IV type B standard design express train passenger cars, 2nd class. 1 type Bt EuroCity design express train cab control car, 2nd class. All of the cars are in the current paint scheme.

Model: Head lights / marker lights for the cab control car are maintenance-free LEDs. Models not available separately.
Total length 490 mm / 19-5/16".

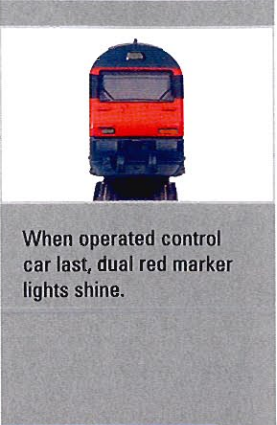
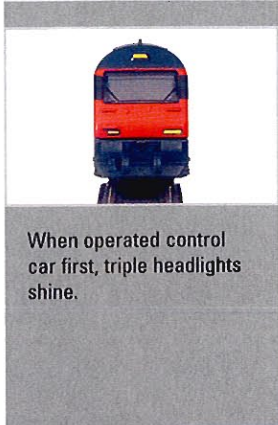


87457
Push/Pull Express Train Passenger Car Set.

Prototype: Bern-Lötschberg-Simplon Railroad (BLS) standard design Mark IV coaches. 1 standard design Mark IV type A express train passenger car, 1st class. 2 standard design Mark IV type B express train passenger cars, 2nd class. 1 EuroCity design type Bt express train cab control car, 2nd class with engineer's cab for push/pull train operations, leased from the Swiss Federal Railways (SBB).

Model: The headlights / marker lights are maintenance-free LEDs. The models are not available separately.
Total length 490 mm / 19-5/16".



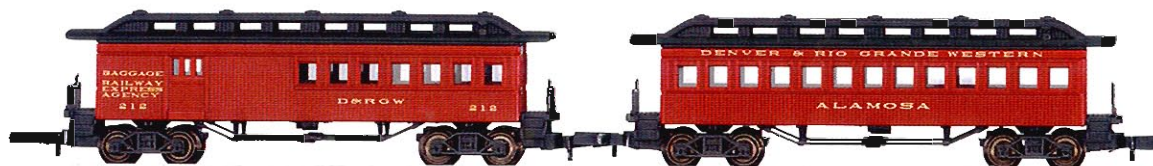
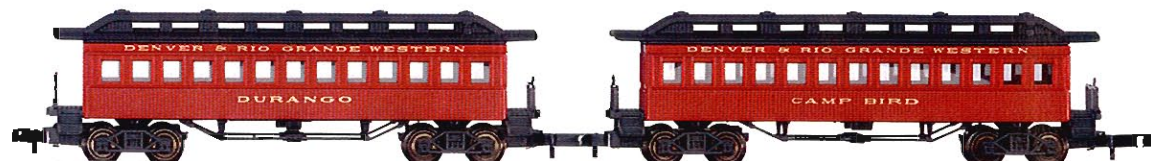


Passenger Cars

87910
"American Old-Timers" Car Set.

Prototype: 4 older design Denver & Rio Grande Western Railroad (D & RGW) passenger cars. 3 coaches, and one combine coach with baggage compartment. Version with open platforms at the car ends.

Model: Frames have archbar trucks and truss rods.
Total length over the couplers
295 mm / 11-5/8".



I





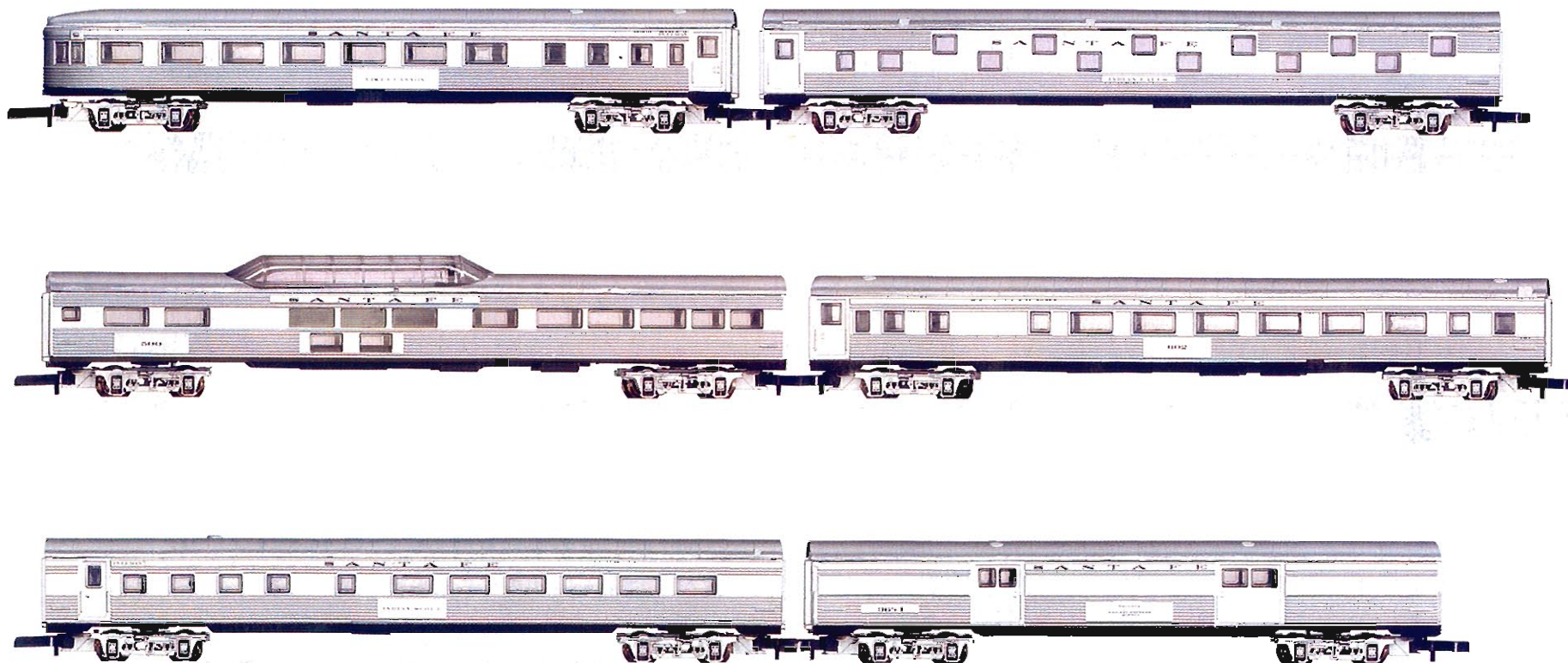
Passenger Cars

87848
American Passenger Car Set.

Export model for USA.

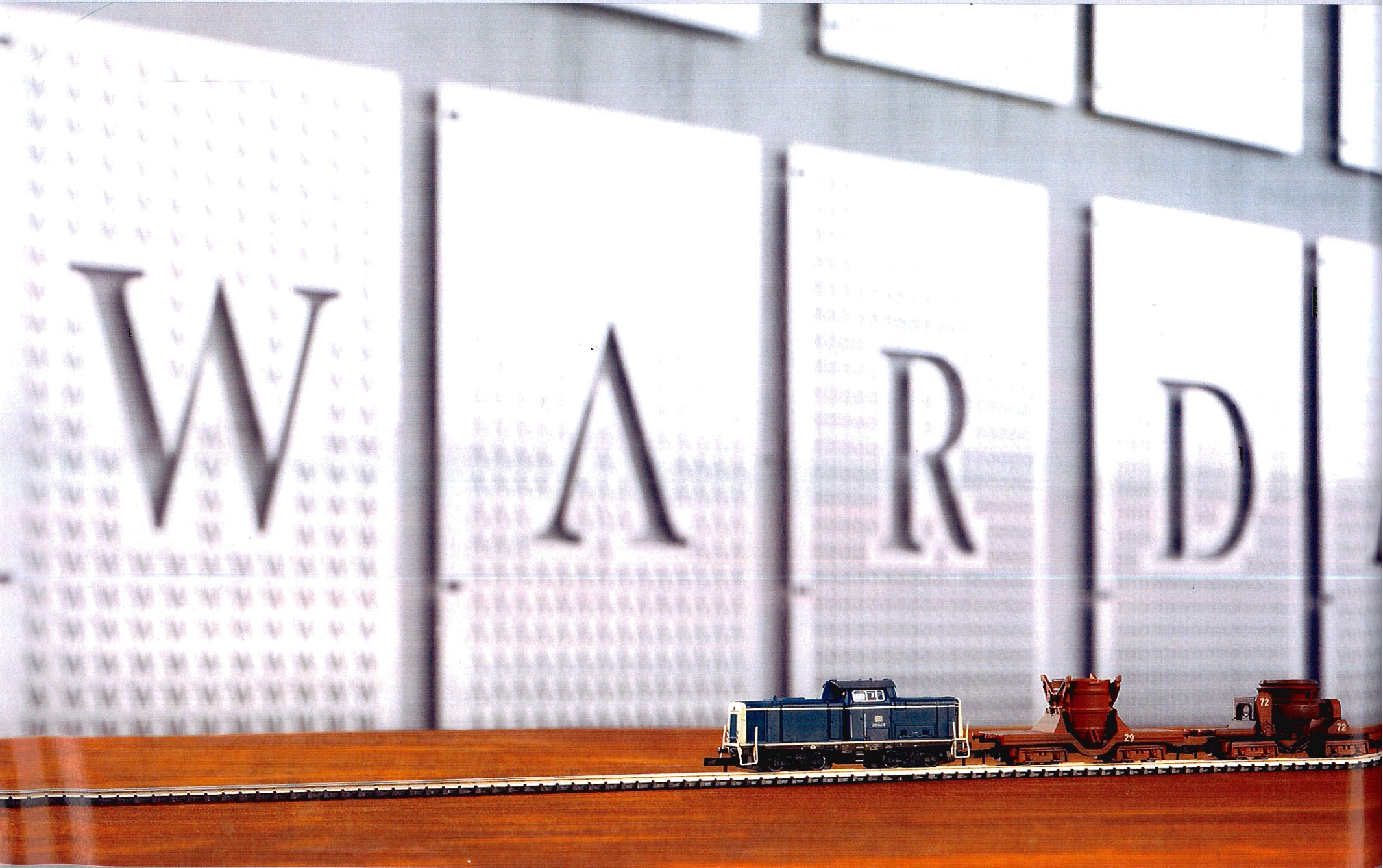
Prototype: 6 different Atchison, Topeka & Santa Fe Railway streamliner cars. 1 baggage car. 1 sleeping car. 1 dining car. 1 Duplex sleeping car. 1 vista dome car. 1 observation car.

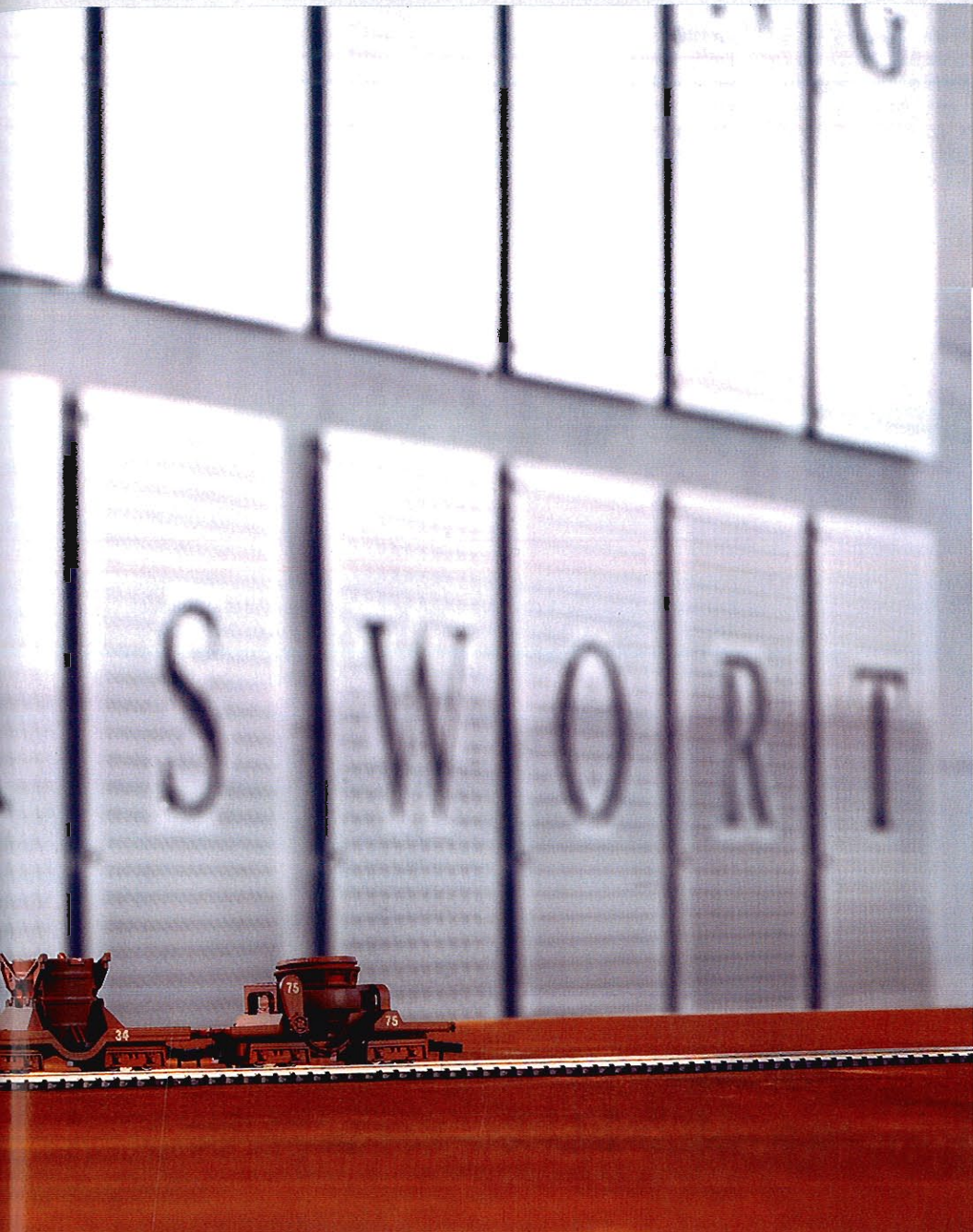
Model: Models not available separately.
Total length 676 mm / 26-5/8".





Freight Cars





What can top the Fascinating Entrance of a Z Locomotive? - A train consisting of this locomotive and amazingly realistic cars. Next to passenger cars, it is the freight cars in particular in Z that even in this tiny scale leave hardly a working detail or lettering missing. Z enthusiasts have a wide variety of freight cars from all of the eras from which to pick. Anyone devoted to the theme of provincial railroads (Era I) will find as much appropriate rolling stock as the person working with the German State Railroad period (II), the postwar period (III), or the years before and after the turn of the century (Era IV/V). Anyone depicting freight service on his layout always offers something to look at. The different types of freight are transported by rail. The freight car bodies can be painted and lettered in different ways. Naturally, gondolas, flat cars, or special use cars are among the most interesting units. They immediately attract attention because of their freight loads or their unusual design.

Examples of the second category are the crude iron ladle and slag cars from the Märklin Z assortment. These miniaturized cars all have load buckets or containers that can be removed, and these cars are offered in a set that has two of each car type. The two crude iron ladle and slag cars can be used at a steel mill. Each car has a different car number.

Such details give great satisfaction and joy to the model railroaders really focused on the prototype. And, as long as we're on the subject of detailing, we can take a brief look at the other freight car models: For Era III there is a type Off 52 auto transport car, also in a set, already loaded with tiny automobiles. A type Snps 719, by its designation a stake car for transporting logs, is loaded with appropriate logs and is lettered for Era IV.

Back to the theme of steel production. Type Ssym 46 heavy duty flat cars were built in Era III. They are represented in the Z assortment with typical loads, in this case realistically stacked and lettered steel slabs. Or, the coal hopper car set, consisting of five high capacity hopper cars that are loaded with real coal. Despite the filigree, tiny nature of these cars, realism is not compromised. Naturally, it's fun to make up all kinds of different freight trains. These can be unit trains consisting of the same kind of cars such as hopper cars of coal, tank cars, or stake cars loaded with lumber or logs. Or, also colorfully mixed freight trains consisting of all different kinds of car types, some without a load, and some with a load. With suitable motive power on the point of the trains, every freight train will become a treat for the eyes.

Freight Cars

82171
Wine Barrel Car with
Brakeman's Cab.

Prototype: Car privately owned by the German Wine Barrel Car Company, Ltd., Kitzingen a. Main, Germany (Bavaria). Used on the Royal Prussian Railroad Administration (KPEV).
Model: Wine barrels made of real wood.
Length over buffers 33 mm / 1-5/16".



82173
Wine Barrel Car with
Brakeman's Cab.

Prototype: Car privately owned by Robert Metzger & Co., Berlin, Germany. Used in Württemberg.
Model: 3 cylindrical barrels made of real wood.
Length over buffers 40 mm / 1-9/16".



82391
Coal Hopper Car.

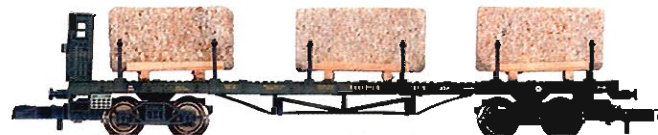
Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) high-capacity hopper car.
Model: The car comes with separately applied hand wheels. Detailed reproduction of archbar style trucks.
Length over the buffers 62 mm / 2-7/16".



82571
Flat Car.

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) type SSml flat car. Used for transporting rough-hewn sandstone blocks.

Model: The car floor has free-standing truss rods. Detailed reproduction of archbar style trucks. Separately applied brakeman's cab. Removable stakes. The car comes loaded with 3 genuine sandstone blocks on lumber frames.
Length over the buffers 78 mm / 3-1/16".



82571

82171

82173

88952

**86618
Freight Car Set.**

This freight car set goes well with the G12 steam locomotive with a tender, item no. 88122.

Prototype: Prussian freight car set, consisting of a privately owned tank car with a brakeman's cab, painted and lettered for the firm Dapolin, and a privately owned refrigerator car with a brakeman's cab for transporting wine, Kloss and Förster,

both cars used on the Royal Prussian Railroad Administration (KPEV) rail lines, as well as a Royal Prussian Railroad Administration (KPEV) type G10 boxcar.

Model: 1 tank car with a brakeman's cab and separately applied catwalks and ladders. Finely detailed, partially open car frame. 1 refrigerator car with a brakeman's cab, for transporting wine. 1 type G10 boxcar. All of the cars come in paint and lettering schemes that are typical for provincial railroads. Total car set length 126 mm / 4-15/16".



Freight Cars

82351
Heavy Duty Flat Car.

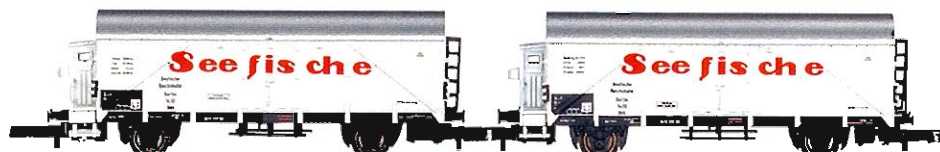
Prototype: German State Railroad Company (DRG) type SSym 46.
Model: Removable stakes included.
Length over buffers 60 mm / 2-3/8".



82550
"Ocean Fish" Car Set.

Prototype: 2 German State Railroad Company (DRG) type Gk "Berlin" refrigerator cars. Wismar design.

Model: The cars have different car numbers.
Total length over buffers 115 mm / 4-1/2".

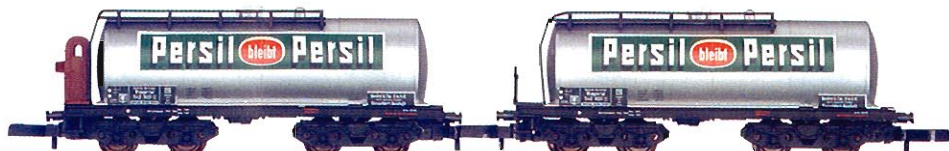


82071
Tank Car Set.

One-time series.

Prototype: 1 each standard design tank car with a steel brakeman's cab and with a brakeman's platform. Cars are privately owned by the firm of Henkel, Düsseldorf, Germany. Used on the German State Railroad Company (DRG). Benz panel truck lettered for the same firm.

Model: The tank cars have a separately applied brakeman's cab and walkway with a ladder. The cars have different car numbers. Metal truck model. The cars and truck are not available separately.
Total length over buffers 115 mm / 4-1/2".



82070
Tank Car Set.

Prototype: 2 standard design tank cars with steel brakeman's cabs. Cars privately owned by Rhenania-Ossag Petroleum Oil Works, Inc., Düsseldorf, Germany. Used on the German State Railroad Company (DRG).

Model: Steel brakeman's cab and catwalk with ladder separately applied on both cars. Different car numbers. Models not available separately.
Total length 115 mm / 4-1/2".



82570

82550

82070

88223



**82519
Beer Car Set.**

One-time series.

Prototype: 1 refrigerator car and 1 low side car both with a brakeman's cab. Cars privately owned by Lederer Brewery, Nürnberg, Germany. Used on the German State Railroad Company (DRG). Benz flat bed truck lettered for the same firm.

Model: Brakeman's cabs separately applied. Truck model is made of metal; the barrels are made of real wood. Cars and trucks are not available separately. Total length over buffers 83 mm / 3-1/4".

**82551
Freight Car set with
Culemeyer Roller.**

One-time series.

Prototype: German State Railroad (DRG) Wismar-type refrigerator car. Version with brakeman's cabin. Used as a banana car. Culemeyer-Roller with Kaelble towing vehicle.

Model: Length over buffers 56 mm / 2-7/32". Metal towing vehicle with appropriate roller trailer. Packaged in a metal container with "Anhalter Bahnhof" design.

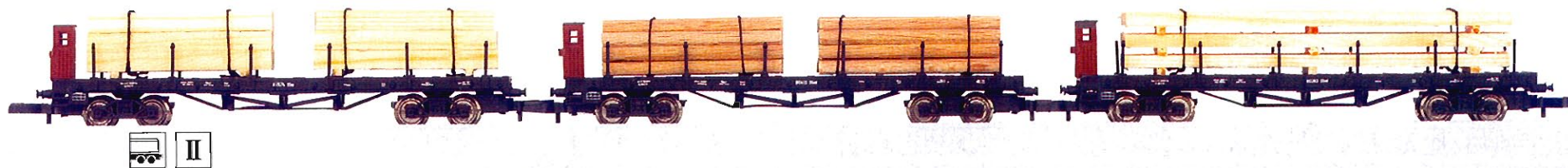


**82570
Flat Car Set.**

Prototype: 3 different German State Railroad Company (DRG) type SSml four-axle flat cars with brakeman's cabs.

Model: 1 flat car loaded with squared timber that has been stacked in layers. 1 flat car loaded with cordwood banded in packs. 1 flat car loaded with heavy beams stacked in a slanted fashion. Cars have different car numbers. Finely detailed reproduction of the arch bar trucks and of the truss rods.

Stakes that can be installed on the cars are included. Models not available separately. Total length 240 mm / 9-7/16".



Freight Cars

82314
Tank Car with Brakeman's Platform.



Prototype: German Federal Railroad (DB) car for express milk traffic, Frankfurt-Hoechst, Germany.

Model: Brakeman's platform and catwalk with ladders separately applied. Additional lettering on the ends of the tank. Finely detailed partially open frame. Length over buffers 40 mm / 1-9/16".

80715
Refrigerator Car with a Brakeman's Cab.



One-time series.

Prototype: Privately owned car with a brakeman's cab, used on the German Federal Railroad (DB). **Model:** Refrigerator car painted and lettered for the firm Oscar Dörffler AG, Association in Westphalia. Length over the buffers 40 mm / 1-9/16".

82072
Tank Car.



Prototype: Petroleum oil tank car used on the German Federal Railroad (DB). Four-axle standard design type with a steel brakeman's cab. Privately owned car painted and lettered for the firm MINERA, Mannheim, Germany.

Model: The car comes with a separately applied brakeman's cab and a catwalk with ladders. Length over the buffers 56 mm / 2-3/16".

82552
Beer Car.



Prototype: Type Gk "Berlin" boxcar used on the German Federal Railroad (DB). Refrigerator car version with a brakeman's cab. Privately owned car painted and lettered for the Fürstenberg Brewery, Donauesschingen, Germany. **Model:** Length over the buffers 56 mm / 2-3/16".

82060
Set with 3 Tank Cars.

One-time series.

New car type in the Märklin Z assortment. Prototypical for unit trains.



Prototype: German Federal Railroad (DB) petroleum oil tank car. Service car for transporting heating oil and diesel fuel. **Model:** The cars come with a brakeman's platform and separately applied ladders at the ends. The cars come with different car numbers. Total length over the buffers 177 mm / 6-15/16".

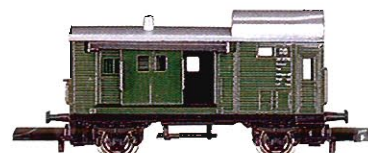
82562
High Capacity Boxcar
with Brakeman's Platform.



Prototype: Type GI Association design. Privately owned car painted and lettered for the firm Harder, Meiser & Co., Bremen, Germany. Used on the German Federal Railroad (DB).
Model: Length over buffers 56 mm / 2-3/16".



8609
Freight Train Baggage Car.



Prototype: German Federal Railroad (DB) type Pwg 012.
Model: Car has sliding doors that can be opened.
Length over buffers 40 mm / 1-9/16".



86661
Silo Container Car.



Prototype: Type Ucs 909. Car privately owned by Club-Kraftfutterwerke GmbH, Mannheim, Germany. Used on the German Federal Railroad (DB).
Model: Length over buffers 40 mm / 1-9/16".



82352
Heavy Duty Flat Car.



Prototype: German Federal Railroad (DB) type SSym 46.
Model: Removable stakes included.
Length over buffers 60 mm / 2-3/8".



Freight Cars



82358
Heavy Duty Flat Car Set.

Prototype: 2 German Federal Railroad (DB) type Ssym 46 flat cars. Version for open transport of steel slabs.

Model: Both cars have load frames and 3 each flat slabs made of metal and realistically painted. Stakes that can be installed on the cars are included.
Total length over buffers 123 mm / 4-13/16".



82357
Heavy Duty Flat Car Set.



Thermal hood is new tooling. Thermal hoods are removable. Iron and steel as focal points.

Prototype: 2 German Federal Railroad (DB) type Ssym 46 flat cars. Version with thermal hoods for transporting hot steel slabs.

Model: Both cars come with removable, closed thermal hoods. Stakes that can be installed on the cars are included.
Total length over buffers 123 mm / 4-13/16".



86305
"Coal Transport" Car Set.

One-time series.

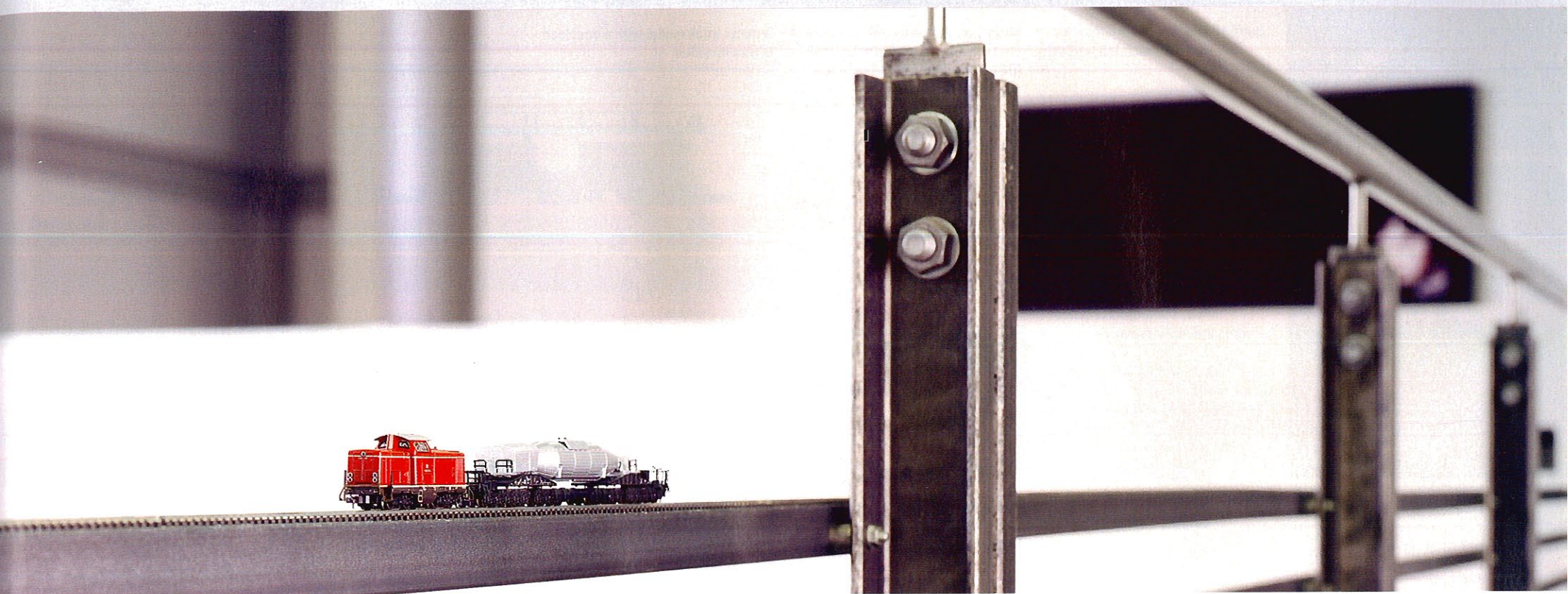
Prototype: 5 type D0t high-capacity hopper cars, used on the German Federal Railroad (DB). Privately owned cars lettered for the firm Gelsenkirchen Bergwerks AG (GB AG).

Model: Cars have different car numbers. Load inserts with a layer of real hard coal.
Total length over buffers 277 mm / 10-7/8".



86305

88121

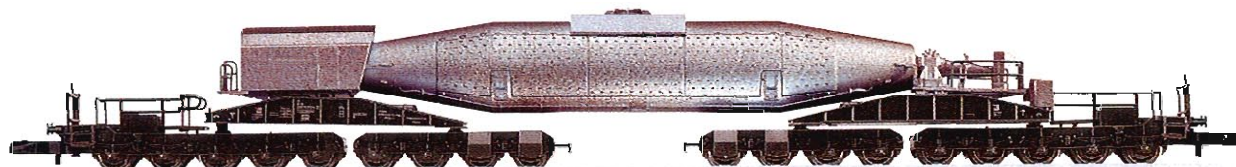


86200
Torpedo Ladle Car.

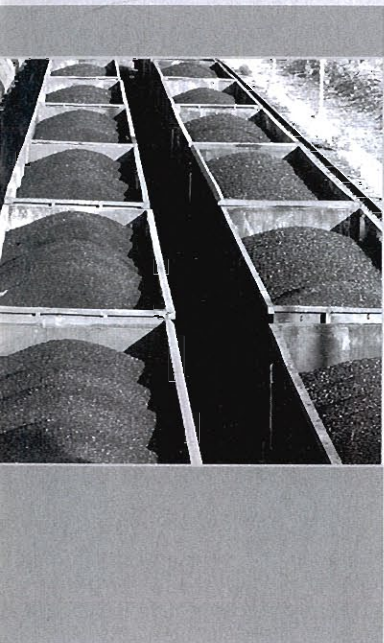
Completely new tooling.
Centerpiece of iron and steel as a
focal point.

Prototype: Special car with 18 axles
for the transport of molten crude
iron. Privately owned car, used on
the German Federal Railroad (DB).

Model: 2 main load-bearing mem-
bers made of metal, each member
on a 4-axle and a 5-axle truck. Self-
supporting torpedo with a machin-
ery unit and counter bearing.
Length over buffers 154 mm /
6-1/16".



Freight Cars



86331
Set – 2 Gondolas for Coal.

Prototype: High-side gondola cars of the early German Federal Railroad (DB). "Schwerin" and "Nürnberg" regional design series. Version with a brakeman's platform and a brakeman's cab.
Model: The cars come with different car numbers. They have load inserts to represent coal.
 Total length over the buffers 69 mm / 2-11/16".

A metal truck model with a coal load is also included.



82090
Carbide Container Car Set.

Prototype: 3 carbide container cars. Cars privately owned by SKW Trostberg AG. Used on the German Federal Railroad (DB). 2 carbide container cars come with brakeman's platforms, 1 carbide container car comes with a brakeman's cab.
Model: Different car numbers and container registration numbers. Finely detailed construction with partially open car floors. Finely detailed reproduction of the carbide containers. Carbide containers are removable. Models not available separately.
 Total length 174 mm / 6-7/8".

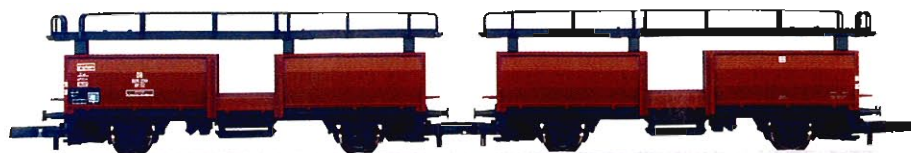
The 81422 train set from 2001 can be lengthened prototypically with the 82090 carbide container car set.



86222
Auto Transport Car Set.

Prototype: German Federal Railroad (OB) type Off 52 double unit.

Model: 2 cars form a prototypical double unit. Models not available separately.
Total length 111 mm / 4-3/8".

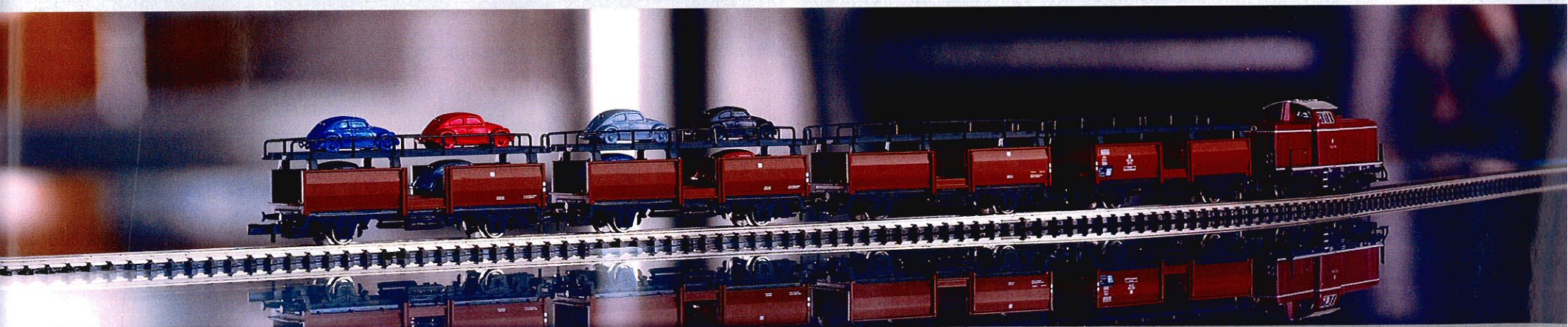
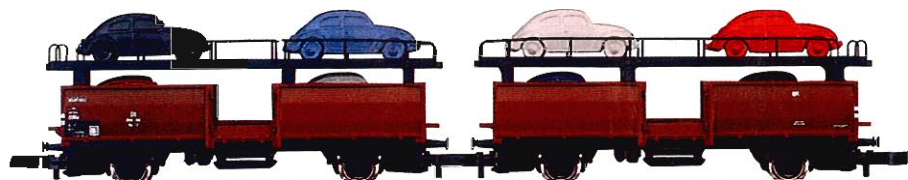


86221
Auto Transport Car Set.

Prototype: 2 German Federal Railroad (OB) type Laae 540 auto transport cars.

Model: 4 metal models of VW Beetles are included as a load for each car. 2 auto transport cars make up a prototypical double unit. Models not available separately.
Total length 111 mm / 4-3/8".

In the 1950s the German Federal Railroad (DB) developed bilevel auto transport cars based on the type E 037 gondolas. Two cars that were permanently coupled together formed a double unit. The side doors and end walls were left off.



Freight Cars

8624
Ballast Car.



Prototype: Talbot self-dumping car for maintenance work on the German Federal Railroad (DB).
Model: Unloading hatches that can be opened. Length over buffers 33 mm / 1-5/16".

IV

8610
Low Side Car.



Prototype: German Federal Railroad (DB) type Klms 440.
Model: Length over buffers 54 mm / 2-1/8".

IV

8622
Gondola.



Prototype: German Federal Railroad (DB) type E 037.
Model: Length over buffers 54 mm / 2-1/8".

IV

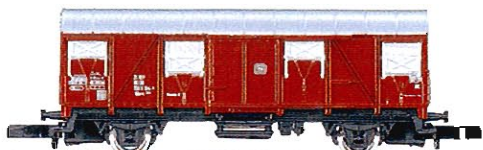
8630
Hopper Car.



Prototype: German Federal Railroad (DB) type Fals 176.
Model: Length over buffers 53 mm / 2-1/8".

IV

8605
Boxcar.



Prototype: German Federal Railroad (DB) type Gos-u 253.
Model: Length over buffers 54 mm / 2-1/8".

IV

8611
Petroleum Oil Tank Car.



Prototype: Car privately owned by German Shell, Inc. Used on the German Federal Railroad (DB)
Model: Length over buffers 40 mm / 1-9/16".

IV V

86210
Set – 4 Steel Works Cars.

Prototype: Crude iron ladle cars and slag cars. Industrial designs, used at many steel making plants.

Model: 2 each of the 2 car types, each car with a different car number. Special short wheelbase trucks. The load wells can be tipped. Total length over the buffers 189 mm / 7-7/16".



8657
Crane Car Set.

Prototype: 1 German Federal Railroad (DB) low side car and crane car.

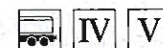
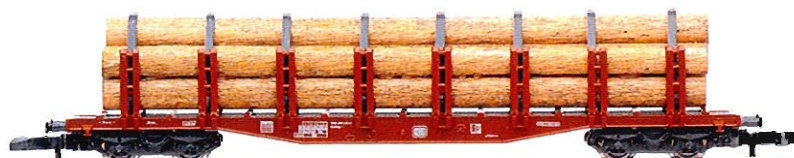
Model: Crane car with rotating cab, movable boom and boom support. Crane hook can be raised and lowered with a hand crank. Total length 93 mm / 3-5/8".



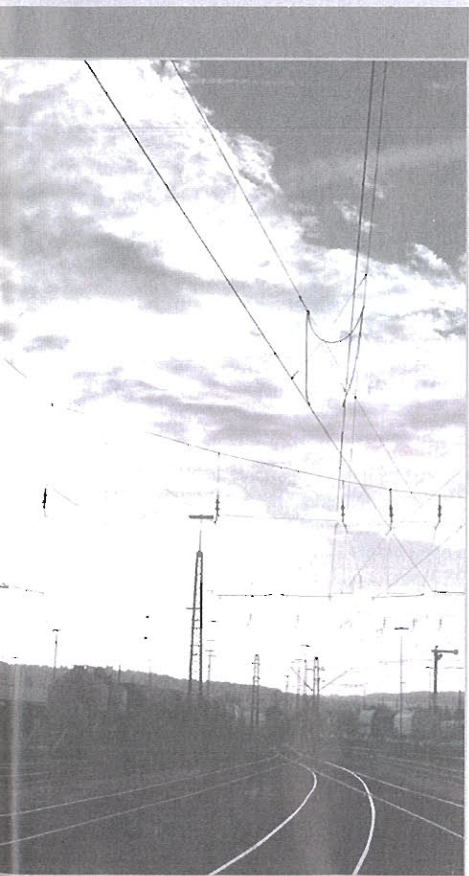
8226
Stake Car.

Prototype: German Federal Railroad (DB) type Snps 719.

Model: Loaded with logs. The tension bands on the stakes can be prototypically reproduced with the 8 black rubber bands included with the car. Length over buffers 95 mm / 3-3/4".



Freight Cars



82182
Pressure 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: Length over the buffers 75 mm / 2-15/16".



82452
Glass Tank Car.
One-time series.

Prototype: Privately owned car design of the firm Semper Idem – Underberg AG.
Model: Finely detailed frame. Separately attached brakeman's abin. Tank structure made of real colored glass; sealed with corks. Length over buffers 40 mm / 1-9/16".



86001
Beer Car.

Prototype: Car privately owned, used on the German Railroad, Inc. (DB AG).
Model: Refrigerator car painted and lettered for Fürstlich Fürstentbergischen Brewery, Inc., Donaueschingen, Germany. Length over buffers 54 mm / 2-1/8".



**86501
Track Cleaning Car.**

Prototype: Type Eaos gondola.
Model: "Jörger System" track cleaning car. Special spring-loaded holder on the underside of this freight car for a special felt pad. A special felt pad is already installed on the car. 2 replacement felt pads included with the car. Additional weight in the gondola. Length over buffers 63 mm / 2-1/2".



The "Jörger System" track cleaning car gently cleans the railhead of the track with a special felt pad. This means that this track cleaning car can be run constantly as part of a train and provides completely independent cleaning of the track.

A spring-loaded holder for a special felt pad is mounted on the underside of the car. The weight in the gondola provides an extra light downward pressure for the pad. This special felt pad can be removed easily by hand from its holder and replaced with another pad. Two additional special felt pads are included with the track cleaning car. Dirty felt pads that have been replaced on the car can be used again.

Just put them in a small cloth bag and include them in your next wash on laundry day. We still recommend that you also clean the track by hand at regular intervals.



**82583
Four-Axle Flat Car Set.**

One-time series.

Prototype: German Railroad, Inc. (DB AG) type Res 687. Version with black paint scheme with gray side boards.

Model: The cars each come loaded with an Emergency Services truck model (MAN type 7t mil 6x6) with a loading crane. The two flat cars have different car numbers. Length over the buffers 184 mm / 7-1/4".



**82272
Piggyback Car.**

One-time series.

Prototype: German Railroad, Inc. (DB AG) type Sdgkms 707.
Model: Car is loaded with a model of a removable emergency aid semi-truck trailer. Model of the truck tractor is included. Length over buffers 78 mm / 3-1/16".



Freight Cars

82373
Side Dump Car.

Prototype: German Railroad, Inc. (DB AG) type Fcs 089 in the "traffic red" paint scheme, lettered for "DB Cargo".

Model: Separately applied railings, ladders, and hatch levers.
Length over buffers
43 mm / 1-11/16".



86552
Stake Car Set.

Prototype: 3 German Railroad, Inc. (DB AG) type Snps 719 stake cars in the current "traffic red" paint scheme and lettered "DB Cargo".
Model: Different car numbers. Each car loaded with 8 sections of gas pipe. Gas pipes with black flanges. Models not available separately.
Total length 291 mm / 11-7/16".



86115
Tank Car.

One-time series.

Prototype: Privately owned car used on the German Railroad, Inc. (DB AG). Painted and lettered for Henkel KGaA, Düsseldorf, Germany.
Model: Length over the buffers 40 mm / 1-9/16".



The Sgs 693 flat car for containers was developed from rebuilt type Rs 684 flat cars. The stakes, end plates and load beams were removed on these flat cars in order to alleviate the lack of flat cars for containers.

82660
Four-Axle Flat Car for Containers.

Prototype: German Railroad, Inc. (DB AG) type Sgs 693. Loaded with a 40 ft. and a 20 ft. container.
Model: Containers are removable. Length over buffers 90 mm / 3-9/16".



82660

82660

82660

88691



Freight Cars

82283
Car Set with Tank Containers.

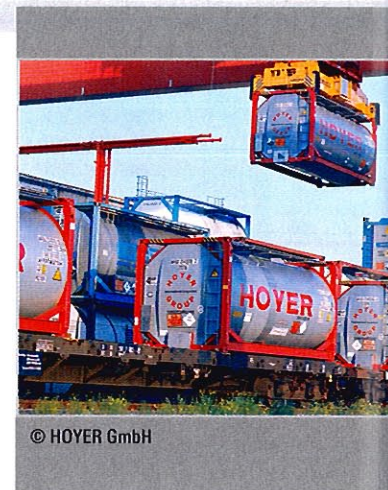
New tooling for the tank container. Container can be used on piggyback car and on flat cars for containers. Tank container is removable and can be stacked.

Prototype: 1 piggyback deep well flat car and 1 flat car for containers, both painted and lettered for the German Railroad, Inc. (DB AG). Tank containers are 20 feet in length.

Model: 4 removable and stackable tank containers. Fine reproduction of the frame design. Total length over buffers 145 mm / 5-11/16".



V



© HOYER GmbH

82377
Car Set – Dump Cars with Hinged Roofs.

Prototype: 3 side dump cars with covered load area. German Railroad, Inc. (DB AG) type Td.

Model: Hinged roofs that can be opened. Handrails, ladders, and rods separately applied. Cars have different car numbers. Total length over buffers 135 mm / 5-5/16".



V

86281
Set – 3 Tank Cars.

Prototype: Petroleum oil tank cars, used on the German Federal Railroad (DB). Privately owned cars painted and lettered for the firms Kesselwagen-Vermietgesellschaft,

Hamburg, Germany (KVG), and Wascosa AG, Zug, Switzerland.

Model: The cars come with different car numbers. Each car is individually packaged. Total length over the buffers 231 mm / 9-1/8".



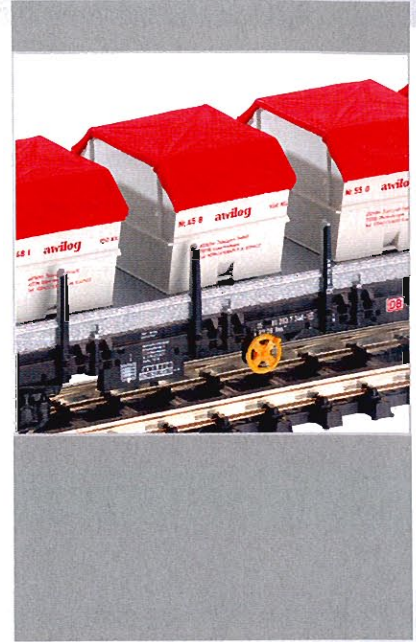
V

82582
Flat Car.

Prototypical load with 7 deposit containers and tarp covers.
Deposit containers are removable.
Prototype: Transport of trash, sludge, construction rubble, etc.

Prototype: German Railroad, Inc. (DB AG) type Res 687. Equipped with mounts for deposit containers lettered for the firm Firma AWILOG Transport GmbH.

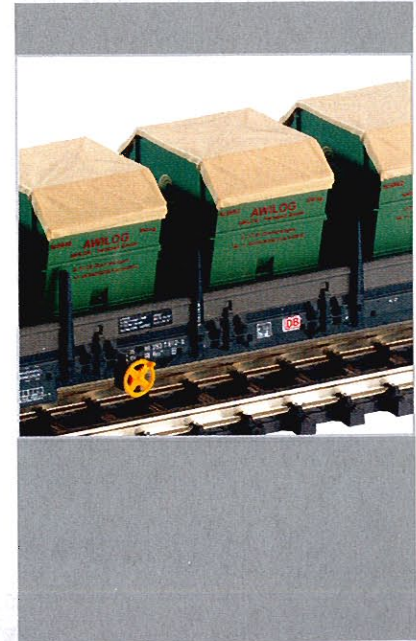
Model: Car body has board walls and mounts for 7 system containers. Containers have separately applied tarp covers. Length over buffers 90 mm / 3-9/16".



82584
Flat Car.

Prototype: Type Res 687, used on the the German Federal Railroad (DB AG). Equipped with mounts for settling containers. Privately owned car painted and lettered for the firm AWILOG Transport GmbH.

Model: The car superstructure comes with board walls and mounts for 7 system containers. The containers have tarp covers represented on them. Length over the buffers 90 mm / 3-9/16".



Freight Cars

82204
Tank Car.

Prototype: Privately owned car painted and lettered for the firm Wascosa AG, Railroad Transportation Services, Zug, Switzerland. Used on the Swiss Federal Railways (SBB).

Model: Length over buffers 75 mm / 2-15/16".

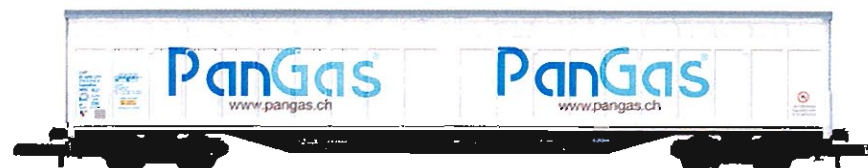


V

82415
Sliding Wall Boxcar.

Prototype: Type Habbilns high-capacity boxcar, leased to the Swiss Federal Railways (SBB/CFF/FFS). The car comes from the Ahaus-Alstätter Railway (AAE) pool. Used

for plant equipment for the firm PanGas, Dagmarsellen, Switzerland. **Model:** Length over the buffers 106 mm / 4-3/16".



V

82522
Freight Car Set.

One-time series.

Export model for the Netherlands.

Prototype: 3 Dutch State Railways (NS) flat cars with sliding tarp covers, used in the Railion cooperative program.

2 shorter design type Shimmns 718 cars and 1 longer design type Rils 652 car.

Model: Sliding tarps covers are represented as closed. All of the cars have different car numbers and lettering. Total length over buffers 206 mm / 8-1/8".



V

82622
Set - 3 Grain Hopper Cars.

Prototype: Type Uapps high-capacity hopper car for grain transport (Cerealier), used on the Belgian State Railways (SNCB/NMBS), the French State Railways (SNCF) and

the Italian State Railways (FS). Privately owned cars painted and lettered for the companies Amylum, Transcereales and Monfer.

Model: The cars come with a finely detailed reproduction of brakeman's platforms, ladders, and grab irons. Total length over the buffers 207 mm / 8-1/8".

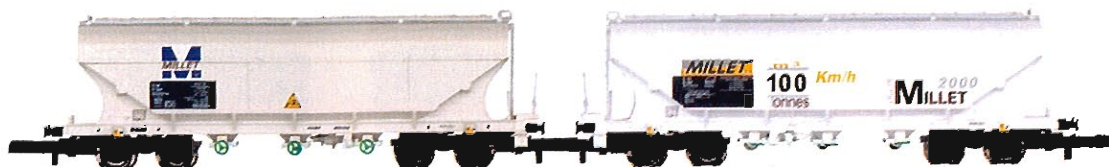


IV

82621
Car Set.

Prototype: 2 high-capacity silo container cars, used on the French State Railways (SNCF) and the Swiss Federal Railways (SBB/CFF/FFS). Privately owned cars lettered for the firm Millet, used for foodstuffs.

Model: Finely detailed reproduction of brakeman's platform, ladders, and handrails. 2 different designs for trucks. Total length over buffers 137 mm / 5-3/8".



Freight Cars

82591 American Hopper Car Set.

One-time series.

Prototype: 5 type H35 hopper cars painted and lettered for the Pennsylvania Railroad. Three-bay design.

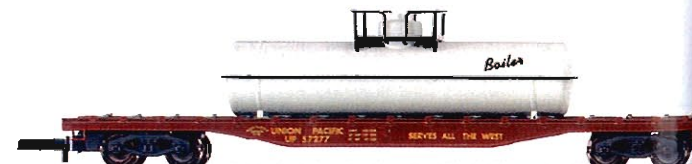
Model: Cars have different car numbers. Separately applied brake wheels. All of the cars are loaded with real coal. Models not available separately.
Total length 340 mm / 13-3/8".



82514 American Freight Car Set.

Prototype: 4 different design American freight cars. 1 boxcar painted and lettered for the Louisville & Nashville Railroad. 1 gondola painted and lettered for the Atchison, Topeka & Santa Fe Railway. 1 tank car painted and lettered for Gulf Oil Corporation. 1 flat car painted and lettered for the Union Pacific Railroad.

Model: Gondola comes with a load of gravel. Flat car is loaded with scrap tanks. Models not available separately.
Total length 295 mm / 11-5/8".



82590 American Hopper Car Set.

Prototype: 4 Chesapeake & Ohio Railroad type hopper cars. Design with 3 bays.

Model: Different car numbers. Separately applied brake wheels. Models not available separately.
Total length 268 mm / 10-9/16".





88812

82591

88812



Freight Cars



82521
Car Set.

Prototype: 4 different freight cars for the Pennsylvania Railroad (PRR) and the Baltimore & Ohio Railroad (B&O). American designs.

2 boxcars lettered for the PRR.
1 tank car. 1 gondola.

Model: Boxcars, tank car with 1 dome and platform.
Total length 271 mm / 10-11/16".



III

Special Cars

86191
Level Measurement Car.

Useful aid for building layouts.
Keeps you from building too steep a grade.

Prototype: Six-axle heavy-duty flat car with trucks.
Model: Level measurement car. The bubble balance built into this car has a scale on which you can directly read the angle of inclination in percentages for ascending or descending grades. Car length over the buffers 79 mm / 3-1/8".



80815
Märklin Magazin Annual Z Car for 2005.

One-time series.

Prototype: Type Re 687 four-axle flat car. Equipped with mounts for settling vats.
Model: The car body has side walls of boards and mounts for 7 system containers. The vats have tarp covers on them and are lettered "Märklin Magazin".

The car comes in the current Märklin Magazin color scheme. 7 different designs. Length over the buffers 90 mm / 3-9/16".

Seven system containers come with the car as a freight load for this exclusive Märklin Magazin annual car.



80017
Z Gauge – Museum Car Set for 2006 "125th Anniversary of Kaiser-Brauerei, Geislingen, Germany".

One-time series in 2006.
Available at the Märklin Museum.

Prototype: Type BT 10 flat car for containers, with a brakeman's platform. Privately owned car used on the German Federal Railroad (DB).
Model: This set consists of a two-axle flat car for containers, loaded with 3 type Pa beer containers as well as a model of a Büssing truck with a type Pa beer container.

All of the beer containers are painted and lettered for "Kaiser-Brauerei – Geislingen/Steige". The set comes packaged in an appropriate sheet metal container. Car length over the buffers 40 mm / 1-9/16".



Accessories





Anyone who has taken up Z Gauge from Märklin would naturally like to know about the complete assortment. Märklin has created the Z annual book to satisfy this goal. In one volume you will find everything the model railroad pro will need to build a perfect layout in the smallest scale.

Finely detailed signals control train traffic on the track, and these signals come as color light and semaphore / target signals. The signal aspects are shown as correct combinations of lights or as the authentic settings of semaphore arms and targets – visible to the imaginary locomotive engineer in the model or to the real one sitting at the power pack. After completing his switching work he brings his motive power into the maintenance facility. The locomotive rolls across a turntable into a locomotive roundhouse shed. The water tower and coaling station ensure that thirsty iron horses never run out of steam.

The accessory program in Z is designed with models for the classic as well as for the modern locomotive maintenance facility. The diesel and electric locomotives reach the locomotive sheds set up parallel to one another by means of a transfer table that is an actual working model. Anyone who likes modern freight railroad service will get his money's worth with the container terminal kit, supplemented with appropriate containers and semi-truck trailer outfits. Additional truck and car models go well with the railroad crossing gates or can liven up parking lots. There are very finely designed lights to light up the scene.

Your authorized Märklin dealer will be happy to show you this assortment of excellent accessories for the smallest, mass-produced model trains in the world!

Straight Track / Straight Function Tracks

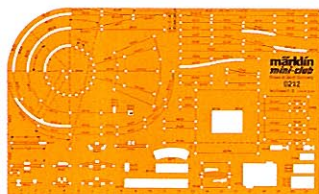
Overview of the Track.

With a gauge of 6.5 mm / 1/4", the total width of the track is 11.5 mm / 7/16" and the height is 2.5 mm / 3/32". Rail joiners are used to connect sections of track rail-to-rail, and additional lug/socket feature in the tie strip reinforces the track joint.

The Z track system has an easy-to-understand geometry. You can have a wide variety of track configurations with 3 radii for curves at 145 mm / 5-3/4", 195 mm / 7-11/16", and 220 mm / 8-11/16" as well as turnouts with a 13° angle.

0212 Track Planning Stencil.

For planning your own track layout. All track sections in the stencil are in a scale of 1:5. Extensive instructions included.



8587 Straight Uncoupler Track.

Length 55 mm / 2-3/16". With hand lever, or can be remote controlled with 7272/72720 control box.



8588 Straight Isolating Track.

Length 55 mm / 2-3/16". With terminal clips. One rail is gapped in the middle.



8589 Straight Circuit Track.

Length 55 mm / 2-3/16". With terminal clips. Passing train activates function.



8590 Straight Feeder Track.

Length 110 mm / 4-3/8". With interference suppressor. 2 permanently connected wires for track current.



8504 Straight Track.

Length 25 mm / 1".



8503 Straight Track.

Length 55 mm / 2-3/16".



8500 Straight Track.

Length 110 mm / 4-3/8".



8505 Straight Track.

Length 220 mm / 8-13/16".



8594 Flex Track.

Length 660 mm / 26". Can be made flexible by cutting the tie strip. Cut rails and tie strip to desired length and install new rail joiners (8954).



8592 Straight Adjustment Track.

Adjustable in length from 100 to 120 mm / 3-15/16" to 4-3/4" for situations where a standard section will not fit.



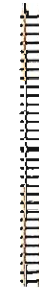
8506 Straight Adjustment Track.

Length 108.6 mm / 4-1/4". For adjusting length on the 8559 crossing and 8560 double slip switch.



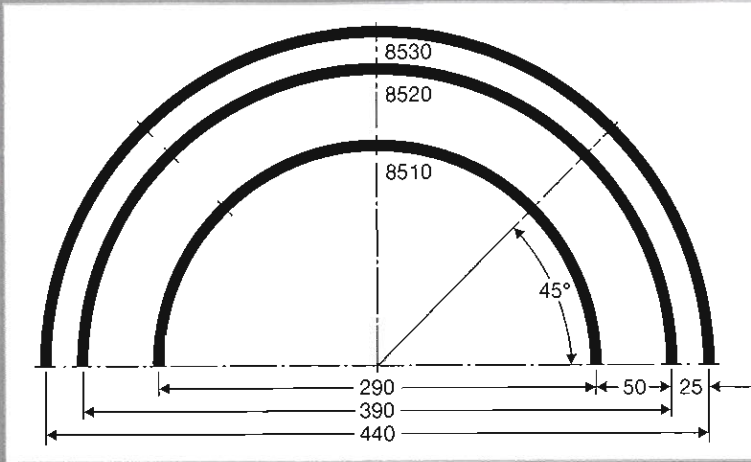
8507 Straight Adjustment Track.

Length 112.8 mm / 4-7/16". Same length as the straight length of 8559 crossing and 8560 double slip switch.



Curved Track

3 track configurations
 Set 8510 = 8 tracks
 Set 8520 = 8 tracks
 Set 8530 = 8 tracks



8510
 Curved Track.

Radius 145 mm / 5-3/4".
 45°.



Radius 145 mm

8520
 Curved Track.

Radius 195 mm / 7-11/16".
 45°.



Radius 195 mm

8521
 Curved Track.

Radius 195 mm / 7-11/16".
 30°.



8529
 Curved Circuit Track.

Radius 195 mm / 7-11/16".
 30°. With terminal clips.
 Passing train activates
 function.



8530
 Curved Track.

Radius 220 mm / 8-11/16".
 45°.



Radius 220 mm

8531
 Curved Track.

Radius 220 mm / 8-11/16".
 30°.



8539
 Curved Circuit Track.

Radius 220 mm / 8-11/16".
 30°. With terminal clips.
 Passing train activates
 function.



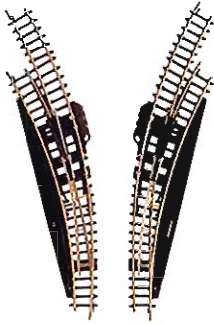
Straight Tracks / Turnouts

8568 L
Electric Left Curved
Turnout.

Radius 195 mm / 7-11/16". 30°
(same as 8521).
Main track length 25 mm / 1".

8569 R
Electric Right Curved
Turnout.

The 8568 left and the 8569 right curved turnouts as well as the 8560 double slip switch have double solenoid mechanisms and hand levers. They can be activated with the 7272/72720 control box or with circuit tracks.



8562 L
Left Electric Turnout.

Length 110 mm / 4-3/8". 13°.
Radius 490 mm / 19-1/4".

8563 R
Right Electric Turnout.

The 8562 left and the 8563 right turnouts have double solenoid mechanisms and hand levers. They can be activated with the 7272/72720 control box or with circuit tracks.



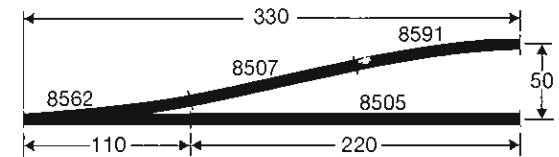
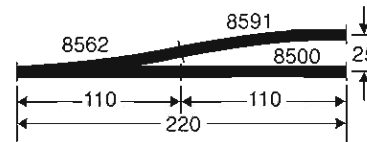
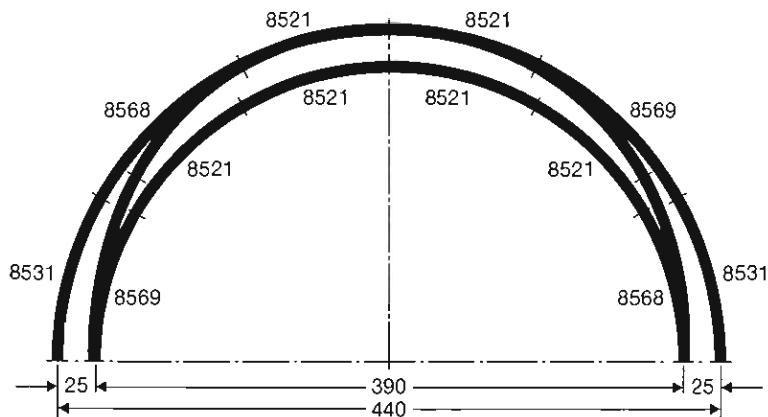
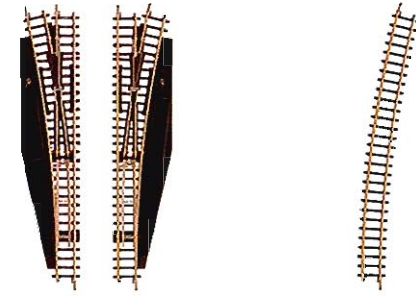
8565 L
Left Manual Turnout.

8566 R
Right Manual Turnout.

Length 110 mm / 4-3/8". 13°.
Radius 490 mm / 19-1/4".

8591
Curved Track.

Complementary curve for turnouts. 13°. Radius 490 mm / 19-1/4". Same curve as branch on the 8562 L, 8563 R, 8565 L and 8566 R turnouts.



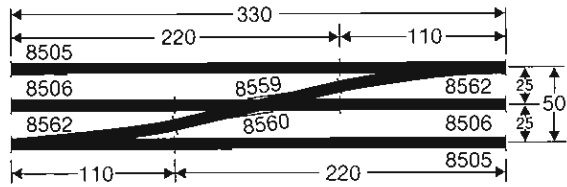
8559
Crossing.

Length 112.8 mm / 4-7/16".
13°.



8560
Double Slip Switch.

Length
112.8 mm / 4-7/16". 13°.
Radius 323 mm / 12-3/4".



8931
Track Bumper.

Has LED for lighted lantern. Length 16 mm / 5/8". Can be screwed to the end of the track. Wood screw included.



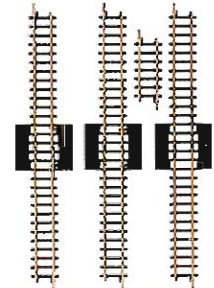
8991
Track Bumper.

Length 15 mm / 19/32".
Can be clipped to the rails.



8993
Reverse Loop Set.

Trains can traverse reverse loops in one direction when reverse loop set tracks are installed in order according to their markings.

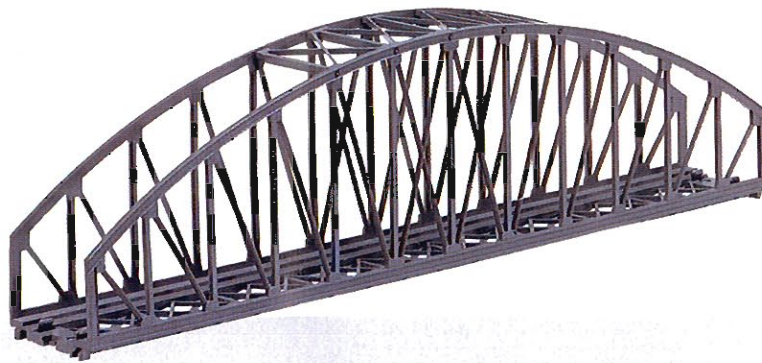


Bridges, Ramps, and Railroad Crossing Gates

Bridges and approach ramps bring the third dimension to a model railroad lay out: 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 a layout – the Z accessory program offers the right solution for each task.

8975
Arched Bridge.

Length 220 mm / 8-13/16".



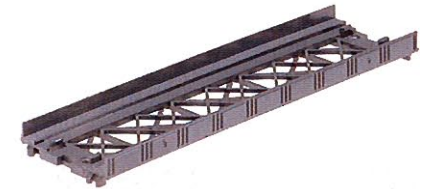
8977
Curved Ramp.

Radius 145 mm / 5-3/4".
Track curve 45°.



8976
Straight Ramp.

Length 110 mm / 4-3/8".

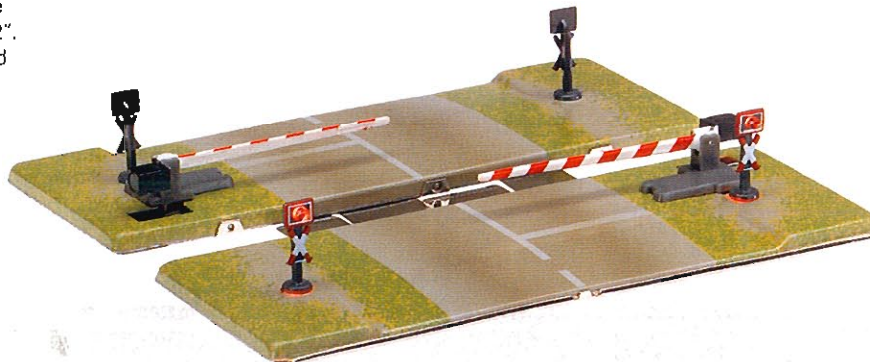


8992
Railroad Crossing Gates
with Half Gates.

Set consists of 2 solenoid activated gates, each with 2 red warning lights which go on when the gates descend.

Dimensions for each base
96 x 37 mm / 3-3/4" x 1-1/2".
The following are required

for the railroad crossing gates:
for manual operation:
1 manual signal controller 8946.
for automatic operation by a
passing train:
1 each 8945 universal relay and
2 circuit tracks (8529, 8539 or 8589
according to the layout) per track.



8979
Set of Bridge Pillars.

Contains 5 pillars.
Height 40 mm / 1-5/8".

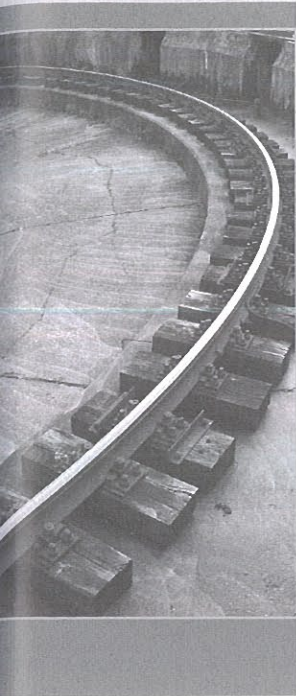


8978
Set of Approach Pillars.

Contains 10 pillars. Height 4, 8,
12, 16, 20, 24, 28, 32, 36 and
40 mm / 5/32" to 1-5/8".



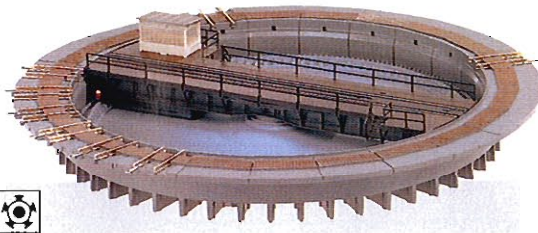
Turntable and Transfer Table



**89981
Turntable.**

Requires sunken installation for flush mount on a layout baseboard. 8 spoke tracks on the outer edge of the turntable pit. Can be expanded to 24 spoke tracks with the 8997 edge segments that can be snapped onto the turntable pit. Extensive details and prototypical paintwork. Turntable operated by remote control using a controller included with it. 5-pole electric

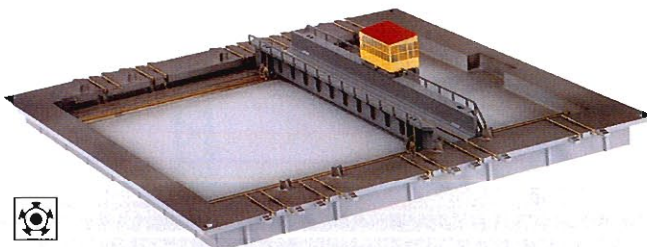
motor for drive mechanism. Automatic shutoff of power to all tracks not lined up and in contact with the turntable deck. A Z power pack is included for a fine feel in operating locomotives onto the turntable and from the turntable to the stall tracks, as well as in the entire railroad maintenance facility area. External turntable diameter 170 mm / 6-11/16". Deck length 132 mm / 5-3/16". Diameter of the opening required for installation on a baseboard is 145 mm / 5-11/16".



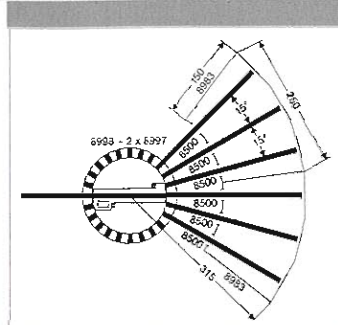
**89941
Transfer Table.**

Requires sunken installation for flush mount on a layout baseboard. 2 approach tracks and 8 stall tracks. Controller for remote control of the transfer table deck. 5-pole electric motor for drive mechanism. Automatic shutoff of power to all tracks not lined up and in contact

with the deck. A Z power pack is included for a fine feel in operating locomotives onto the transfer table and from the transfer table to the stall tracks, as well as in the entire railroad maintenance facility area. Width and length 220 mm / 8-5/8". Can be used with the 8980 locomotive shed.



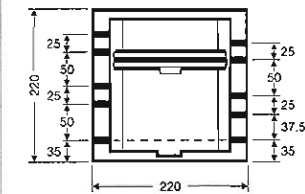
Can be used with the 8983 locomotive shed. This illustration shows how 2 of the 8983 locomotive sheds can be set up with the 8998 turntable.



This diagram shows how to connect 2 of the no. 8983 locomotive sheds to the 8998 turntable

**8997
Extension Set for 8998 Turntable.**

8 spoke tracks that can be snapped onto turntable edge. The turntable can be expanded to 24 spoke tracks with 2 extension sets.



**8995
Catenary Sat for Transfer Table.**

2 catenary gantry masts. 1 no. 8922 wire section with wire soldered to it. 10 short catenary wire sections.



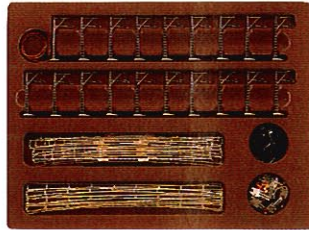
Catenary

The catenary works in the same realistic manner and provides current for electric locomotives just like the prototype. All of the electric locomotives can be changed very easily to catenary operation by means of a switch. This will increase your operating enjoyment considerably. Because now 2 locomotives can be run with 2 power packs independently of each other at the same time on an area of track. Tower masts and cross spans are installed over lines with three or more parallel tracks (station areas and switch yards). Catenary power circuits can be done with catenary wire insulators. The regular, simple masts are sufficient for one or two-track lines. On two-track lines they are located on the outside of the lines.

The sprung catenary wire hanger arms guarantee reliable electrical contact for the catenary wires.

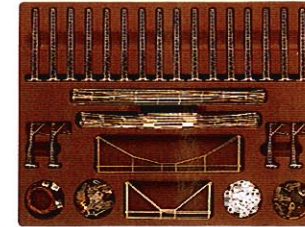
8198
Catenary Set for S + E.

Contains all parts needed to set up catenary on S + E layout.
Contents: 19 catenary masts, 20 sections catenary wire, 8 insulators, 6 connecting springs and instructions.



8199
Catenary Set for T1 + T2 + T3.

Supplements 8198 for T1 to T3.
Contents: 4 catenary masts, 16 tower masts, 30 sections catenary wire, 8 cross spans, 30 catenary wire insulators, 8 insulators, 6 connecting springs, 5 catenary terminal clips and instructions.



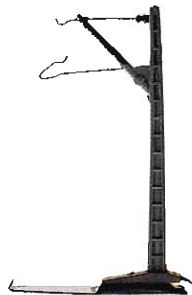
8911
Catenary Mast.

Standard mast with base plate.
Height 38 mm / 1-1/2".



8912
Feeder Mast.

For supplying power.
Has base plate and wires.
Height 38 mm / 1-1/2".



8913
Bridge Mast.

Can be clipped to the sides of bridges and ramps.
Height 41 mm / 1-5/8".



8914
Tower Mast.

With notches for attaching 8924 and 8925 cross spans. Base 7 x 13 mm / 9/32" x 1/2".
Height 61 mm / 2-3/8".





8921
Package of Catenary Insulators.

For insulating catenary wire sections from the cross spans.
Contains 8 white and 2 gray insulators. The white insulators connect 2 and the gray connect 3 wire sections together.



8926
Package of 8 Separator Clips and 6 Connecting Springs.

Units are used to create separation points in the catenary and are used at branches above turnouts.



8927
Package of Catenary Terminal Clips.

Contains 2 set screw clips with and 3 without wires. For feeding power to catenary or for holding wire sections together over crossings, for example.

8922
Wire Section.

For straight and curved track.
Length 165 mm / 6-1/2".



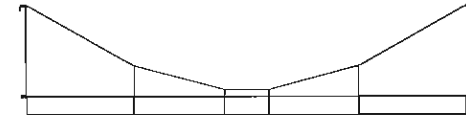
8923
Wire Section.

Adjustable in length from 150 to 180 mm / 5-7/8" x 7-1/8".



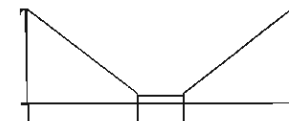
8924
Cross Span.

For attaching to tower mast.
Spans 5 tracks. Span width about 123 mm / 4-7/8".



8925
Cross Span.

For attaching to tower mast.
Spans 3 tracks. Span width about 72 mm / 2-7/8".

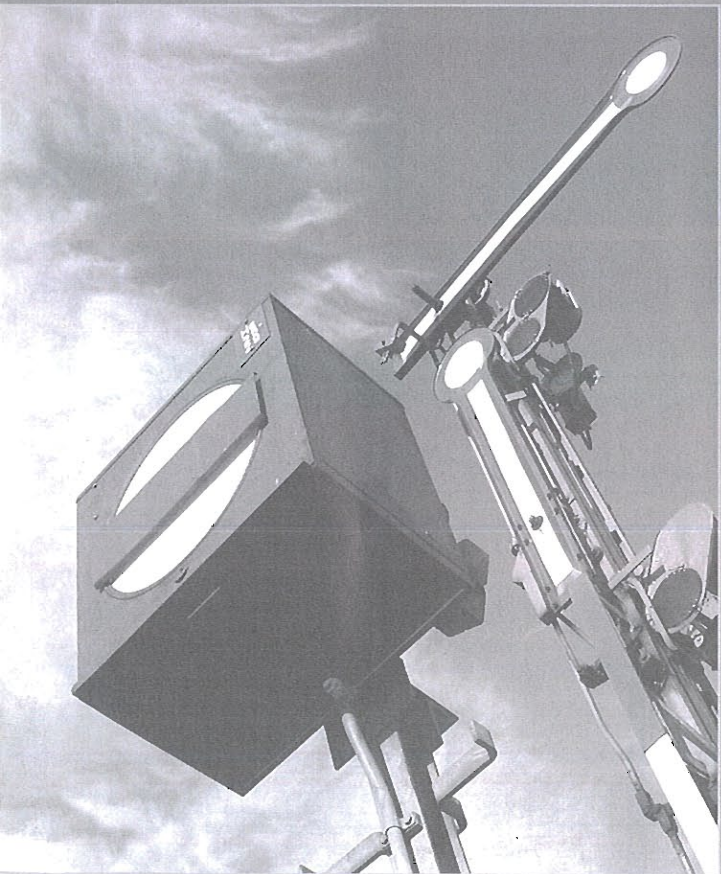
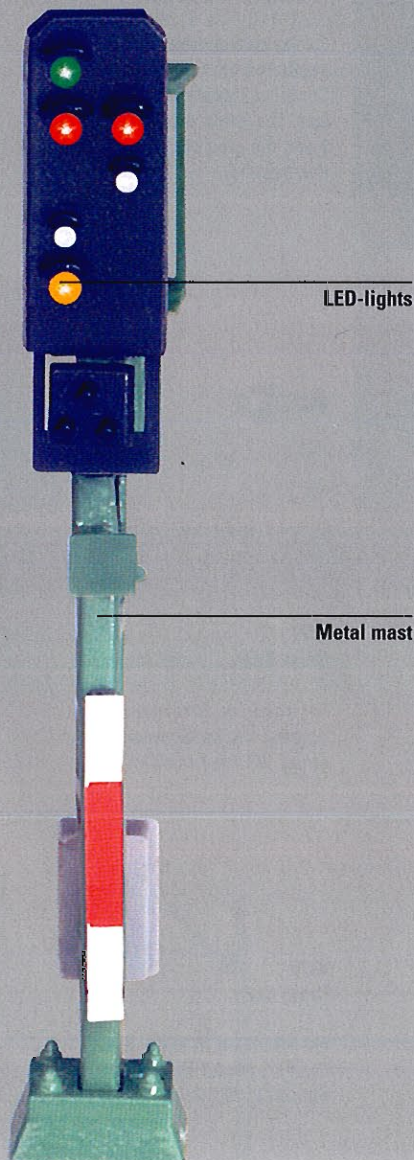


Signals

Prototype: German Federal Railroad standard design signals from Era III on.

Model: Semaphore/target signals with prototypically slow semaphore arm and target motion. The home signals have train control features built into them. The signal mechanisms can be mounted easily below a layout's baseboard.

The color light signals come with maintenance-free LED's. The 7244 universal relay is required to control train movements with the color light signals. The power required for the signals is 10 and 16 volts. The masts for all of the signals are made of metal.



89390 Color Light Distant Signal.

3 aspects
"Prepare to Stop" (Vr0),
"Prepare to Proceed" (Vr1) and
"Prepare to Proceed Slowly" (Vr2).
LED lighting.
Height 23 mm / 7/8".



Vr0
Prepare to Stop



Vr1
Prepare to Proceed



Vr2
Prepare to Proceed Slowly

89394 Dwarf Color Light Yard / Track Block Signal.

2 aspects
"Stop Do Not Proceed" (Sh0),
"DK to Proceed" (Sh1).
LED lighting.
Height 7 mm / 1/4".



Sh0
Stop
do not proceed



Sh1
ok
to proceed

89395 High Mounted Color Light Yard / Track Block Signal.

2 aspects
"Stop Do Not Proceed" (Sh0),
"OK to Proceed" (Sh1).
LED lighting.
Height 17 mm / 6-5/8".



Sh0
Stop
do not proceed



Sh1
ok
to proceed

89391
Color Light Block Signal.

2 aspects
"Stop" (Hp0) and
"Proceed" (Hp1).
LED lighting.
Height 34 mm / 1-5/16".



89392
Color Light Entry Signal.

3 aspects
"Stop" (Hp0),
"Proceed" (Hp1), and
"Proceed Slowly" (Hp2).
LED lighting.
Height 34 mm / 1-5/16".



89393
Color Light Exit Signal.

4 aspects
"Stop" (Hp0),
"Proceed" (Hp1),
"Proceed Slowly" (Hp2), and
"Train Halt, Switching Allowed"
(Hp00/Sh1).
LED lighting.
Height 34 mm / 1-5/16".

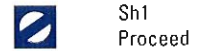


89403
High Mounted Yard /
Track Block Signal
with Lens.

Below-Baseboard
Mechanism. Slow Motion
Lens Movement.



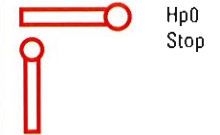
2 aspects
"Stop Do Not Proceed" (Sh0),
"OK to Proceed" (Sh1).
Movable lens, 1 light bulb, and
below-baseboard mechanism
permanently attached to the signal.
Height 26 mm / 1".



89402
Semaphore Home
Signal.

Below-Baseboard
Mechanism.
Slow Motion
Semaphore Movement.

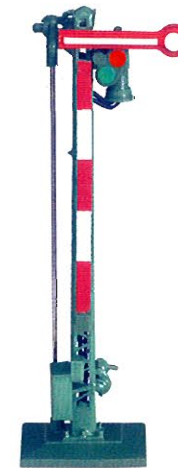
2 aspects
"Stop" (Hp0) and
"Proceed Slowly" (Hp2).
2 coupled semaphore arms, with
LED lighting, and below-baseboard
mechanism permanently attached
to the signal.
Height 48 mm / 1-7/8".
Installation depth 65 mm / 2-9/16",
diameter of mounting hole
13 mm / 1/2".



89401
Semaphore Home Signal.

Below-Baseboard
Mechanism.
Slow Motion Semaphore
Movement.

2 aspects
"Stop" (Hp0) and
"Proceed" (Hp1).
Single semaphore arm, with LED
lighting, and below-baseboard
mechanism permanently attached
to the signal.
Height 48 mm / 1-7/8".
Installation depth 65 mm /
2-9/16", diameter of mounting hole
13 mm / 1/2".



Layout Accessories

8996 Water Tower Kit.

With water standpipe.
Base dimensions
52 x 52 mm / 2" x 2".
Height 75 mm / 3".



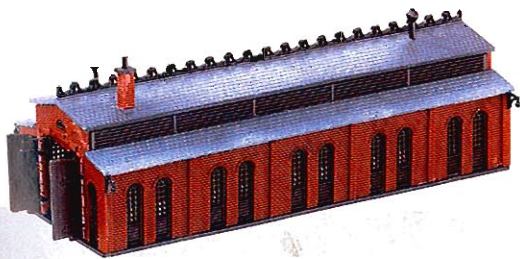
8971 Freight Shed Kit.

Warehouse, loading ramp and tool shed. Can be used by itself and with 8970 station.
Base dimensions
53 x 130 mm / 2-1/8" x 5-1/8".
Height 38 mm / 1-1/2".



8981 Locomotive Shed Kit.

Doors operated electro-mechanically. Equipped for installation of 1 locomotive stall track. 1 special track section included to automatically stop locomotives.
Base dimensions
150 x 50 mm / 5-29/32" x 2".



8983 Locomotive Shed Kit.

Doors operated electro-mechanically. Equipped for installation of 3 locomotive stall tracks. 3 special track sections included to automatically stop locomotives.
Base dimensions
150 x 250 mm / 5-29/32" x 9-7/8".
For use with 89981 turntable.



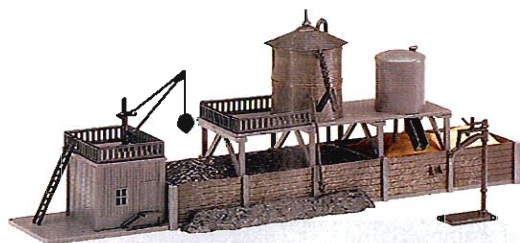
8980 Locomotive Shed Kit.

Doors operated electro-mechanically. Equipped for installation of 2 locomotive stall tracks (center-to-center track spacing 25 mm / 1") and catenary.
Length 152 mm / 6".
Width 74 mm / 2-7/8".
Height 51 mm / 2".
2 special track sections included to automatically stop locomotives.
For use with 89941 transfer table.



8982
Coaling Station Kit.

With crane, coal bunker, water tower, sand tower and separate water standpipe.
Base dimensions
167 x 45 mm / 6-9/16" x 1-3/4".



8986
Lineside Detail Set.

Contents: 2 turnout tension levers,
4 grade crossing warning signs,
4 sets of 3 grade crossing approach
signs, 1 telephone hut and
1 footbridge.



8972
Container Terminal Kit.

Gantry crane with movable crane carriage, containers and truck.
Base dimensions
135 x 65 mm / 5-5/16" x 2-9/16".



89700
Building Kit for a Blast Furnace.

Complete model of a blast furnace
for a steel plant.
Building kit for the experienced
modeler.
Many details.

Building kit for a classic blast
furnace with shaft furnaces,
charging gallery, casting hall, work
platform, blast heating preheater,
hot blast circulating duct, dust bag,
dust scrubber, conveyor to the
charging bucket, and ore loading
platform. Many additional details.
A challenging kit. Detailed
instructions for assembly.
Base dimensions approximately
490 x 182 mm / 19-5/16" x 7-3/16".
Height approximately
375 mm / 14-3/4".



III-V

Layout Accessories

89200 Building Kit for Anhalter Station.

Building kit for a model of the famous Anhalter Station in Berlin. Station concourse with three entry portals, head building with lobby, waiting room, and service and administration buildings built on the sides. Many details. A challenging kit. Detailed instructions for building this kit. Base approximately 87.0 x 46.0 cm / 34" x 18". Height approximately 18.0 cm / 7".



The Anhalter Station is the most famous of Berlin's train stations. In the years 1875 to 1880 an edifice came into being from the plans of the architect Franz Schwechten that the world had not seen up to that time, a building intended to represent the city, boldly built of steel, that attracted attention far beyond the city limits of Berlin. But, the brick and terracotta tradition also found its highpoint here. Berlin Anhalter Station, the myth lies in

the name. It was the holiday train station for the Berliners like no other station. It was the hub into the wide world. It was the gate to the South. Many Berliners started their trip to Italy, France, or simply to Southern Germany from here. Many dreams began here.



Berlin Anhalter Station, it was pure pulsating life, it was simultaneously the starting and ending point. Here you were in the heart of the city. From the Askanischer Square that was in front of the Anhalter Station, The Potsdamer Square and the political center was just a few minutes away. The Anhalter Station Bahnhof was more than just the hub for people, even for locomotives.

From 1923 on the railroad maintenance facility for the Anhalter Station was assigned brand new class 39 (P 10) steam locomotives. They left their stamp just like the legendary class SVT 137 Hamburg design express rail cars. But tank locomotives like the class 74 were also stationed at the Anhalter Station maintenance facility. They were mainly used for the Berlin City, Ring, and Suburban rail lines. Berlin Anhalter Station, it meant breathtaking dynamism and a constant coming and going.



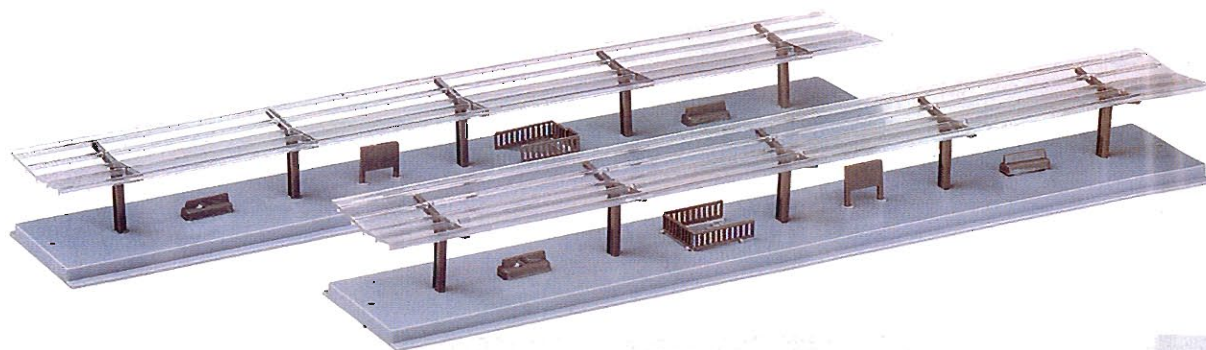
8970
Wintersdorf Station Kit.

Main and annex building with roofed passage-way. Can be used by itself and with 8971 freight shed.
Base dimensions 72 x 112 mm / 2-7/8" x 4-3/8".
Height 54 mm / 2-1/8".



8961
Station Platform Kit.

2 parts.
Total length 440 mm / 17-1/4".
Width 38 mm / 1-1/2".
Height 23 mm / 29/32".



89690
High Rise Apartment Kit.

This kit includes the parts for the construction of 2 high rise apartment houses. Each high rise building has a penthouse on the roof. Both of the penthouse parts of the high rise buildings can also be used as a bungalow or as a kiosk.
Base dimensions 86 x 84 mm / 3-3/8" x 3-5/16".
Height 97 mm / 3-13/16".



Layout Accessories

8952
Automobile Set.

Contents: 4 models: VW Passat, Opel Rekord Caravan, BMW 735i and Mercedes 500 SE.



8917
Fire Truck Set.

Contents: 1 fire truck with ladder, 1 crash truck and 1 DB 508 fire truck with fire fighting equipment.



8903
Truck Set Kit.

Contents: Parts for the construction of the following 6 differently colored truck models. 1 cement truck, 1 dump truck, 2 Mercedes transporters with a closed box body and Mercedes transporters with side and rear windows.



8904
Automobile Set Kit.

Contents: Parts for the construction of the following 12 different colored automobile models. 3 Mercedes Benz 500 SE, 3 Opel Rekord Caravan, 3 BMW 735i and 3 VW Passat.



89021
Car Set.

10 Cars patterned after prototypes of the Economic Miracle era. Citroen 2 CV, BMW 501 V8, Mercedes 170 V, 170 T and 220 S, VW van with and without tarp covers, as well as 2 VW beetles

and a suitable trailer. One-piece, fine metal construction.



89010
Container Set with Truck Transport.

Contents: 6 each 20 ft. containers, three designs, every 2 containers with the same design. 6 each 40 ft. containers, three designs, every 2 containers with the same design.

Parts to construct 3 truck tractors. 3 trailer frames included. The 40 ft. containers can be placed on the trailer frames for transport.



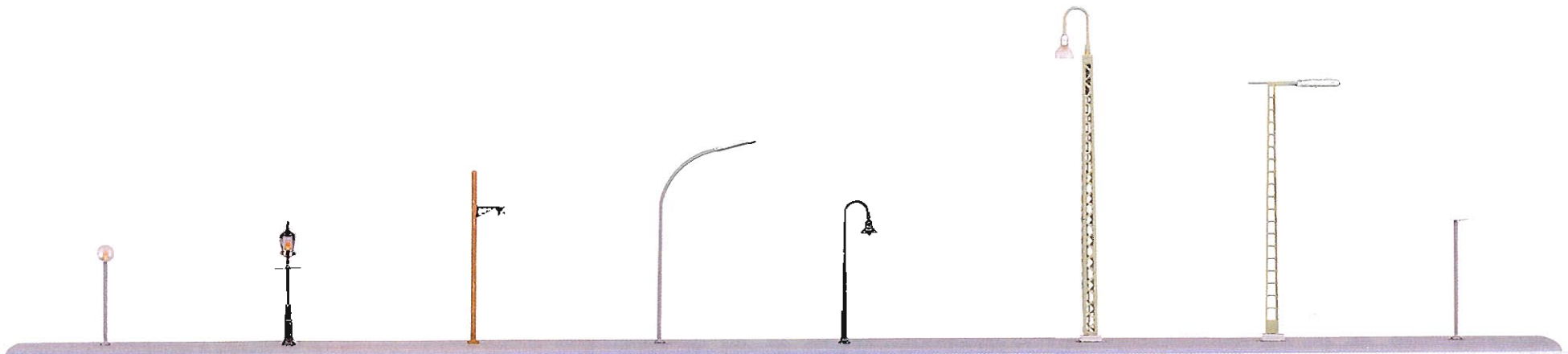


Big Eyes instead of a Magnifying Glass.

These tiny lights are unbelievable. Scale limitations that were otherwise unavoidable in the scale of 1:220 appear to have been overcome. The strength of the materials, detailing, and proportions – everything impresses you as being prototypical.

Your amazement at these fine features will continue after the sun has gone down, because the candle power of the small diodes will conjure up nocturnal ambience on your layout that makes you forget the scale. This leads inevitably to the question, "How do they do that?" We won't reveal that to you. The main thing is, they are here, the lights in Z.

601223 Park Light.	601224 Historic Street Light.	601225 Light with Wooden Mast.	601226 Curved Street Light.	601227 Goose Neck Light.	601229 Station Light on a Tower Mast.	601231 Station Light on a Standard Catenary Mast.	601228 Station Platform Light.
Height 16 mm / 5/8".	Height 20 mm / 13/16".	Height 29 mm / 1-1/8".	Height 33 mm / 1-5/16".	Height 23 mm / 7/8".	Height 54 mm / 2-1/8".	Height 42 mm / 1-5/8".	Height 20 mm / 13/16".



Power Packs, Control Boxes

67011 230 volts.
67271 120 volts USA.
UL/CSA tested.
Z Power Pack.

Sensitive speed control for gradual acceleration, consistent slow speed and power increases in speed up to the maximum speed. Single knob operation for adjusting track current (direct current) between 0 and 10 volts and for determining the direction of travel by turning the speed control knob from the center position. Up to 8 VA power available in the track circuit, 8 VA at 10 volts (alternating current) in the accessory circuit. Plastic housing. Dimensions 85 x 125 x 75 mm / 3-3/8" x 4-15/16" x 2-15/16".



8945
Universal Relay.

With two single-pole switches and one double-throw switch for various circuits. Unit can perform a wide variety of tasks automatically (up to 3 functions simultaneously). Operating current 10 volts. Double solenoid mechanism. Can be activated with circuit tracks, the 7272/72720 control box or with the hand lever. Width 30 mm / 1-3/16". Length 70 mm / 2-3/4". Height 8 mm / 5/16".



8946
Manual Signal Controller.

With two single-pole switches and one double-throw switch for controlling the light changeover on the 8939 signal and track current, for example. Width 30 mm / 1-3/16". Length 70 mm / 2-3/4". Height 8 mm / 5/16".

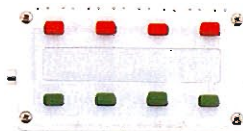
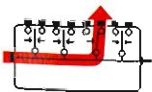


All of the connections with the new plugs and sockets. Appropriate plugs included. Works in the same way as the 7271, 7272, 7273, and 7274 control boxes.

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".

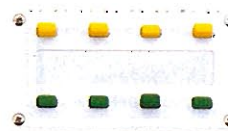
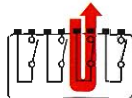
Schematic of 72720
(Button 3 pressed)



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".

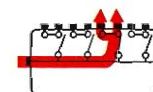
Schematic of 72730
(Button 3 pressed)



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



Accessories

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 combined with the older versions (package item no. 7130). The new sockets will fit with limitations into the sockets on older versions of the control boxes. Control components and decoders in the current Märklin program have already been converted to the new standard for plugs and sockets.

These sockets can be used with the standard plugs and sockets from the 71400 assortment.

71421
Brown Sockets.

A package comes with 10 pieces.



N

71422
Yellow Sockets.

A package comes with 10 pieces.



N

71423
Green Sockets.

A package comes with 10 pieces.



N

71424
Orange Sockets.

A package comes with 10 pieces.



N

71425
Red Sockets.

A package comes with 10 pieces.



N

71426
Gray Sockets.

A package comes with 10 pieces.



N

71400
Plug and Socket Set.

Contains 100 units.
66 plugs and 34 sockets.
Colored assortment based on average needs.



71411
Brown Plugs.

A package comes with 10 pieces.

71414
Orange Plugs.

A package comes with 10 pieces.

71412
Yellow Plugs.

A package comes with 10 pieces.

71415
Red Plugs.

A package comes with 10 pieces.

71413
Green Plugs.

A package comes with 10 pieces.

71416
Gray Plugs.

A package comes with 10 pieces.

Single parts and accessories

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.

After the track has been laid, it's time for wiring. This is no problem with the Märklin wiring system.

Operating Trains

The adjustable track voltage (DC) is carried to the track with the red (power to the track) and brown (ground return) wires.

Accessories

The accessory circuit (AC) is completed with the yellow wire to the user and with the gray wire (ground return) back to the power pack.

Solenoid Accessories

The blue wires on the solenoid accessories always go to a contact generator, either to the 7272/72720 control box or to a 8529, 8539, or 8589 circuit track. The gray wire goes from the control box to the power pack.

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'.

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".



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.



8950 Light Socket for Buildings.

8953 Light Insert.

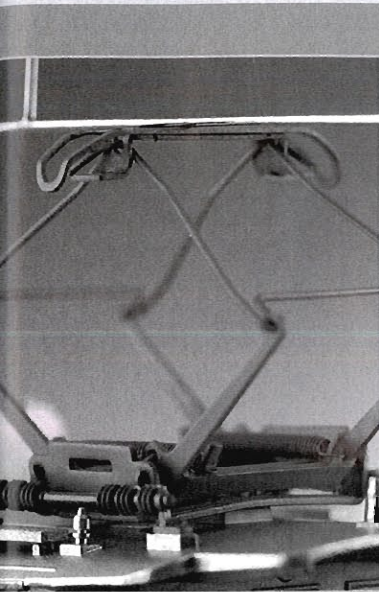
Comes with a 10 volt light bulb. For use in the 8950 light socket, 8939 signal (old version) and 8940 signal, 8992 railroad crossing gates, in all lighted locomotives and models of ICE intermediate cars (exceptions: units with maintenance-free LED's for lights).

602100 Light Bulb.

For commuter cars 8718, 87181 and 8782, for the rear of the 8896 locomotive.

269060 Light Bulb.

For 8871 ICE powered end units.



**262470
Double-Arm Pantograph.**

With anchoring screw (785150).
For locomotives 88080, 88081, 88082,
88223, 88501, 88541, 8856 and 88581.



**265370
Single-Arm Pantograph.**

With anchoring screw (785150).
For locomotives 88463, 88464, 88536,
88583 and 88584.



**209286
Single-Arm Pantograph.**

Comes with mounting screw
(785150). For locomotives 88433,
88520, 88523, 88524, 88580, 88670
and 88712.



**609582
Double-Arm Pantograph.**

With anchoring screw (785460).
For locomotives 88490 and 88491.



**7149
Oiler with Narrow
Applicator Opening.**

Contains 10 ml special oil for
lubricating locomotives and cars.

**8954
Package with 10 Insulated and
20 Regular Rail Joiners.**

For electrically separating rails or
for creating an electrical rail joint.

**8974
Rerailer.**

Facilitates placing locomotives
and cars on the track.

**8999
Track Nails.**

0.5 x 8 mm (approx. 0.02" x 0.32").
100 pieces.

**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).



**89871
Brush pair.**

For locomotives 8803, 88035, 88051,
88052, 88641, 8895, 88951 and 88952.

**89881
Pair of Brushes.**

For locomotives 88021 and 8831.

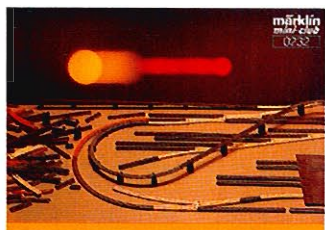
**89891
Brush Pair.**

For locomotives 88040, 88062, 88063,
88080, 88081, 88082, 88090, 88091,
88120, 88121, 88181, 8820, 88201,
88223, 88290, 88321, 88410, 88433,
88463, 88464, 88490, 88491, 88501,
88520, 88523, 88524, 88536, 88541,
8856, 88580, 88583, 88584, 88606,
88630, 88670, 88671, 88690, 88691,
88693, 88694, 88695, 88712, 8878,
8879, 88812, 88836, 88841, 88851,
88852, 88853, 88871, 88885, 88886,
88887, 8889, 88893, 8896 and 88991.

Accessories

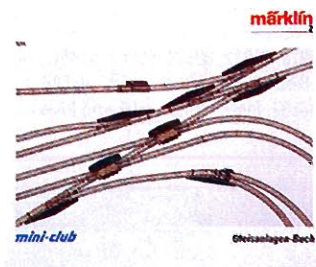
0232
Track Planning Game.

For planning and setting up Z layouts in a scale of 1:2. Enough material for a medium size layout. All track sections provided with catalog numbers. Arranged in 5 colors (3 radii, straight sections and turnouts). The track sections can be snapped together quickly and firmly. Layouts can be planned in a reduced scale almost like a game without prior knowledge of the track geometry. Departures from the geometry are immediately recognizable thanks to the different colors of the track radii.



0296
Track Layout Book.

Illustrated instruction book for extending track layouts, signals, and catenary, connecting locomotive controllers and solenoid accessories, and building bridges, with tips for building layouts. In four languages (German, English, French, Dutch). Format 22 x 26,4 cm / 8-21/32" x 10-13/32".



07770
Practical Guide for the Z System and for Building Z Layouts.



Karl Albrecht's extensive practical guide to building and operating Z layouts. The approved "recipe collection" for every Z model railroader. An abundance of expert tips on using the Z system, planning, layout construction, and using accessories. Easy-to-understand, step-by-step instructions for design, planning, construction, and operation of solo and modular layouts.

Examples of how to set up fully operational small layout and large, expansive 5-part modular installations. Scale plans of all of the layout elements shown as well as detailed sources for materials are given in this book. Contents 160 pages. Format 21.5 x 28.0 cm / 8-7/16" x 11". German text only.

Available at Märklin dealers or from Märklin Collection Shop.

"A Year with Märklin" Annual Chronicle.

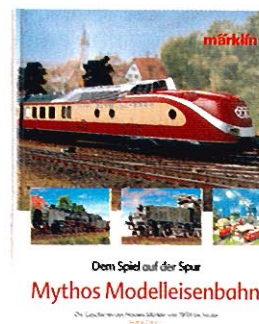
This DVD shows the high points of the past year in Märklin model railroading. Playing time approximately 60 minutes. (DVD: item no. 15690) German version, (DVD: Art.-Nr. 15691) international version (English, French, Dutch).



N

07458
The model railroad legend – on the trail of play.

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.



**81003
Advent Calendar.**



The famous, distinguished artist Hans-Peter Hauf is known beyond the borders of Baden-Württemberg. He has designed decorative schemes for 24 different Mini-Club cars and assembled a total piece of art from 24 "little pieces of art". We don't want to rob you of the anticipation and reveal too much. This much we can say: The abstract, unstructured designs for the themes are spread over a total of 16 car types. All 24 "little pieces of art" are protected in a high-quality display case with the dimensions of 65 cm x 40 cm x 7 cm / 25-9/16" x 15-3/4" x 2-3/4" that will provide pleasure all year round after Christmas as a "piece of art".

The cars in this special version are exclusive to the Advent calendar and are not available separately. The approximate total length of all of the cars is a rather impressive 1,522 mm / 60".



**89003
Display Case.**

Display case for presentation of models. Sturdy metal construction. Frame made of silver oxidized aluminum profile shapes. Back wall made of silver oxidized aluminum sheet metal, 5 shelves made of float glass. Modern design. Width 400 mm / 15-3/4", height 400 mm / 15-3/4", depth approximately 80 mm / 3-1/8".



**89300
Display Case.**

Presentation display case. Wooden base with high-quality acrylic glass display element. One section of Z-track, 110 mm / 3-5/16", mounted. Suitable for vehicles and models up to 100 mm / 3-5/16" in length. Interior dimensions of the display case 180 x 85 x 65 mm / 7-3/32" x 3-11/32" x 2-9/16".



Rail Zeppelin

16075
Reproduction Rail Zeppelin.

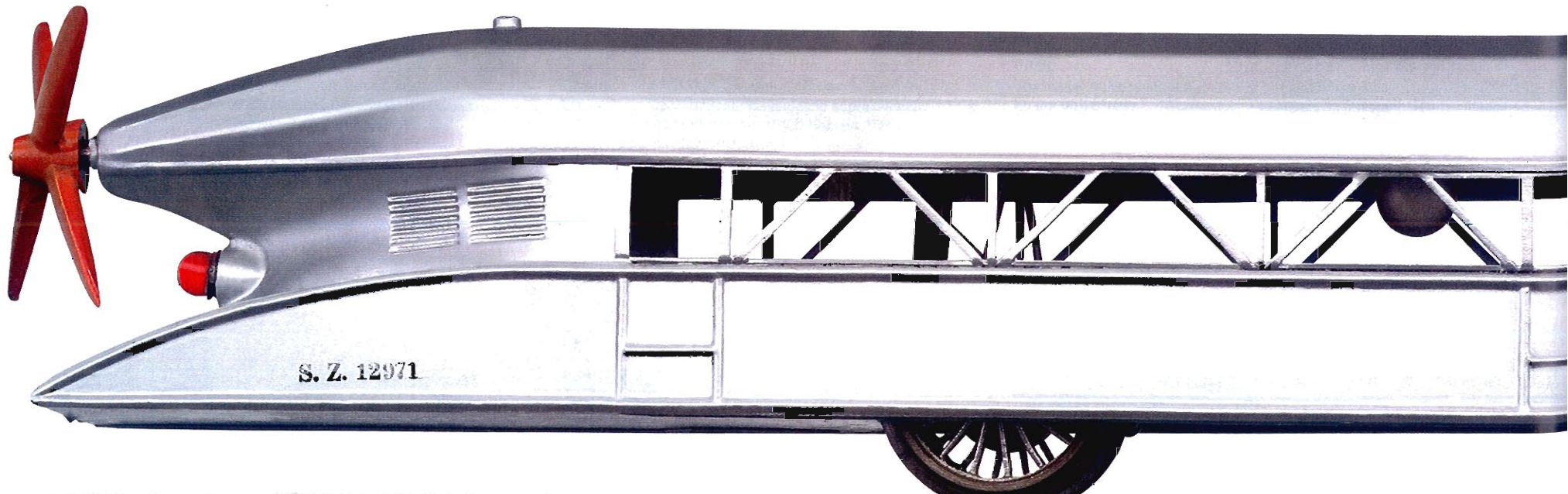
Reproduction close to the historic Märklin original in appearance.
Built-in digital decoder.
Powered propeller on the rear of the Rail Zeppelin.

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 I 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 I Gauge motor. Powered propeller on the rear of the unit. Built-in interior lighting as well as dual headlights 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".

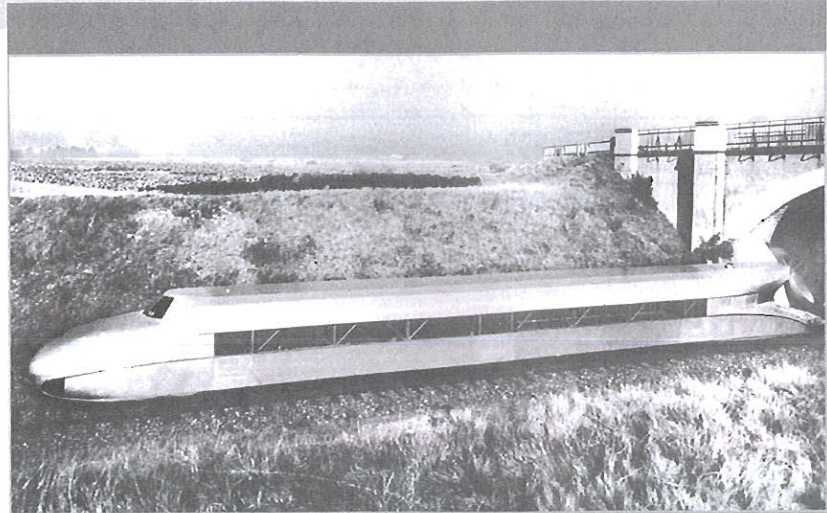


Airplane Technology on Rails

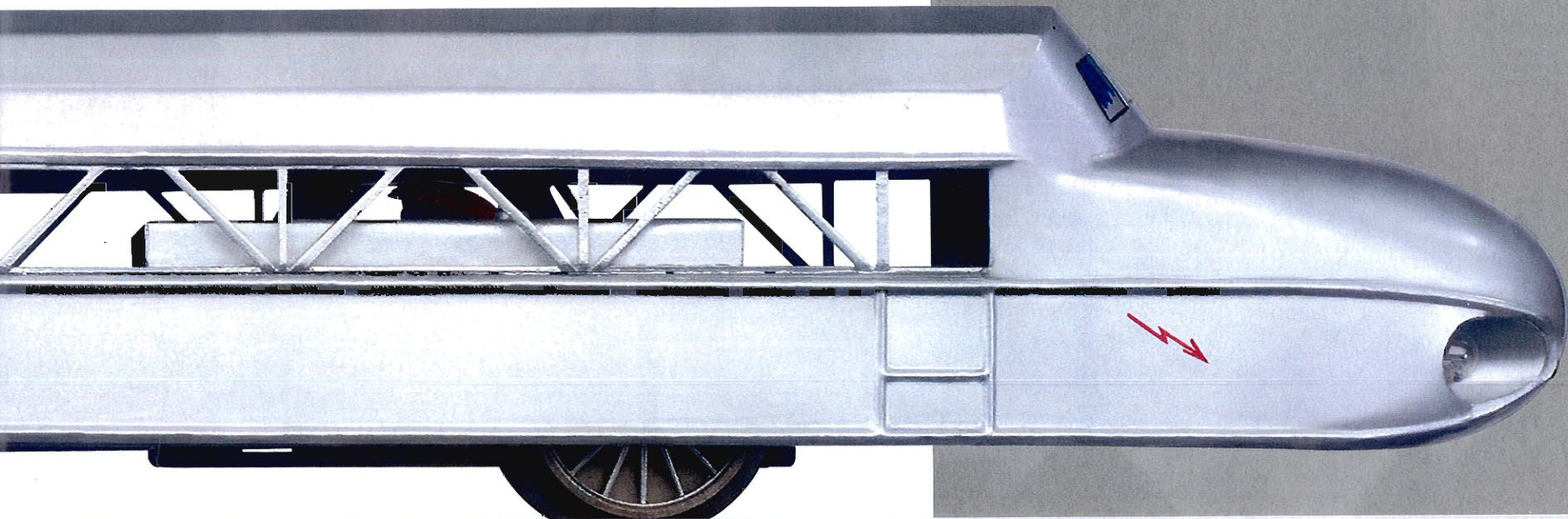
In the 1920s, aeronautical engineer Franz Kruckenberg, born in Uetersen, Germany in 1882, had the vision of fast railroad passenger service with propeller-driven railroad cars. The plans developed by him were based on lightweight airplane technology and reached their peak on June 21, 1931 in a triumphant 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.

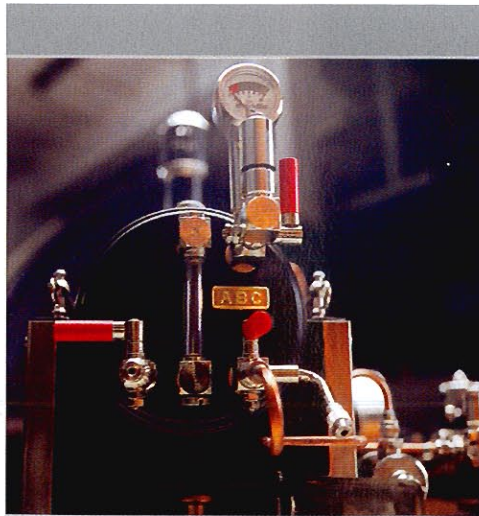
One-time series.

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.

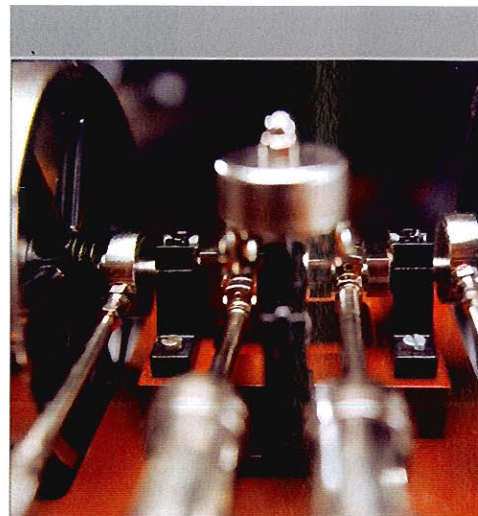
Appliances: Steam dome with safety weight valve. Steam whistle, steam shut-off cock, three-way cock, water level indicator with discharge cock, manometer.

Size: Height with smokestack app. 34 cm / 13-3/8". Foundation app. 37 cm x 37 cm / 14-9/16" x 14-9/16".



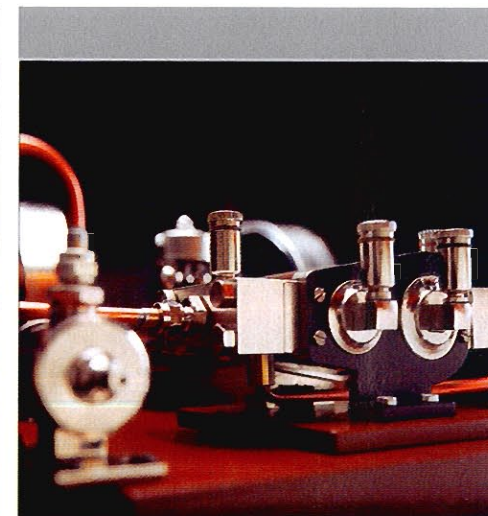
Fittings

Steam whistle, steam stop valve, water level indicator with release valve, and manometer included.



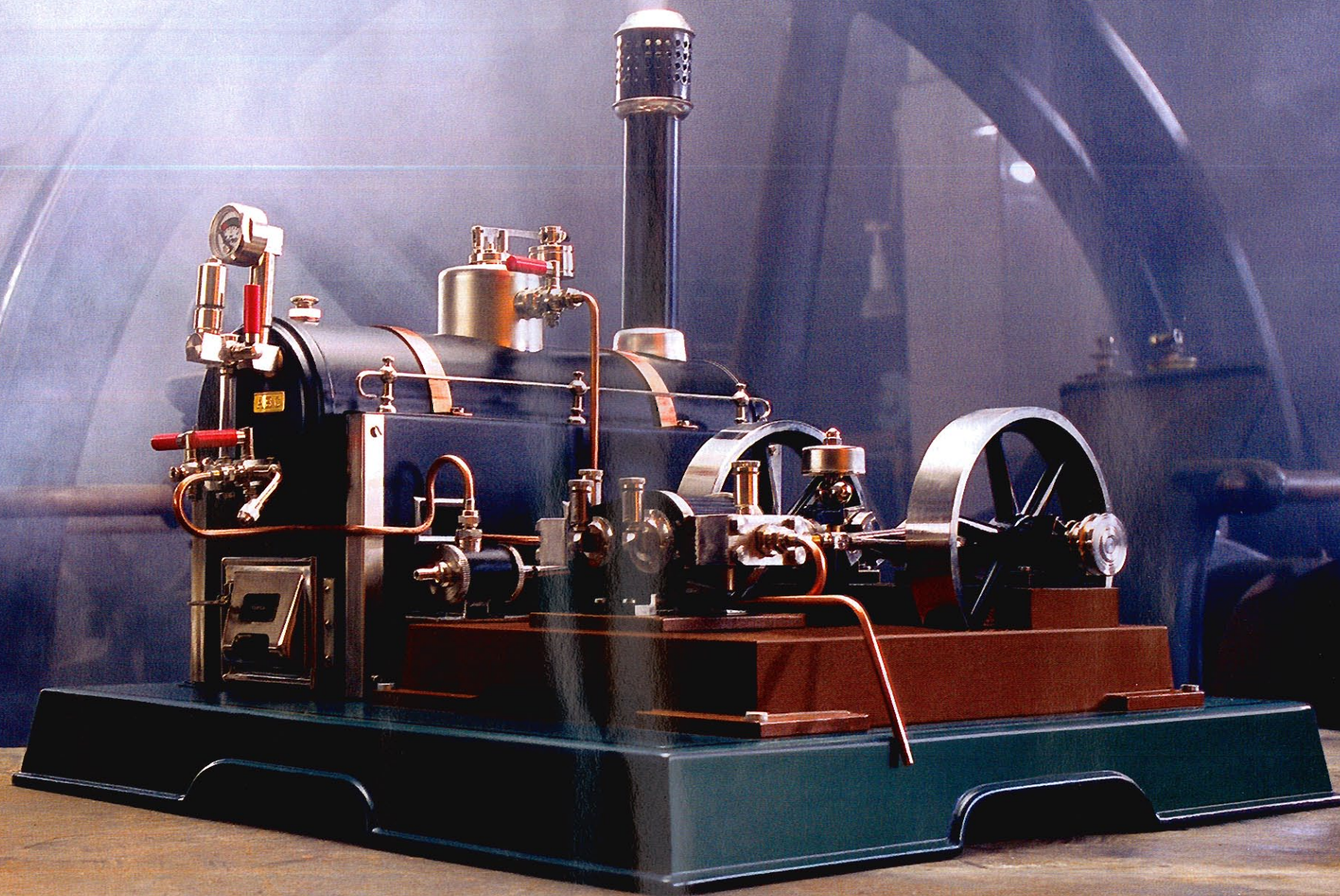
Machinery

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 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:

	Page		Page
Märklin H0		Märklin Z	
16051 Steam Engine	436	16051 Steam Engine	158
16075 Rail Zeppelin Replica	434	16075 Rail Zeppelin Replica	156
37266 Electric Powered Rail Car Train	150	81436 Henschel-Wegmann Train	52
37538 Electric Locomotive	126	82060 Set with 3 Tank Cars	112
37606 Express Powered Rail Car Train	160	82071 Tank Car Set	110
37654 Diesel Locomotive	100	82272 Piggyback Flat Car	121
37964 Tank Locomotive	74	82452 Glass Tank Car	120
39080 Diesel Powered Rail Car Train	152	82519 Beer Car Set	111
42080 Powered Rail Car Train Intermediate Car	154	82551 Freight Car Set with a Steam Roller	111
42995 "Apfelpfeil" Express Train Passenger Car Set 1	212	82583 Four-Axle Flat Car Set	121
42997 "Apfelpfeil" Express Train Passenger Car Set 2	212	86115 Tank Car	123
43116 Set of Express Train Passenger Cars	161	87286 Set with 4 Passenger Cars	90
43148 Baggage Car	275	87351 "Loreley" Express Train Passenger Car Set	78
44530 Glass Tank Car	299	87672 "Höllentalbahn" Passenger Car Set	78
46064 Flat Car	261	87720 Powered Rail Car Train Intermediate Car	56
46117 Fire Extinguishing Water Car on a Tub-Style Tender	291	88120 Steam Locomotive	28
46118 Snowplow	296	88410 Electric Locomotive	43
46365 Stake Car with a Load	265	88720 Diesel Powered Rail Car Train	56
46844 Flat Car	261		
46976 Low Side Car with a Load	264	Märklin 1	Page
47911 Fire Extinguishing Water Car	291	16051 Steam Engine	138
48672 Heavy Duty Flat Car Set	256	16075 Rail Zeppelin Replica	136
48756 Heavy Duty Flat Car with a Fire Truck	263	55137 Express Diesel Powered Rail Car Train	36

 One-time series in 2005 for the Märklin "Exklusiv" Program.

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.

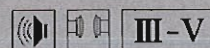
You can register in 1. FC Märklin at any time. Information and registration forms for the club are available at www.fcmaerklin.com under the header, "Information for Parents".

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 2006.

Prototype: Container car with a 30 feet 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.



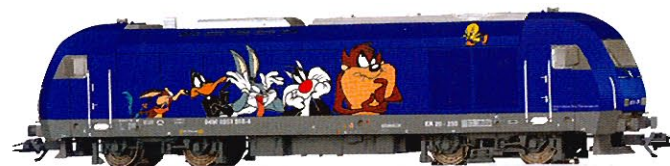
Annual Locomotive for 2006 for the 1. FC Märklin.
 General-Purpose Diesel Locomotive.
 "Looney Tunes".

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. Up to and including 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 € 72.90, CHF 119.00, USA \$ 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 9 60
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 a **CD-RDM 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 for 2006 in Z Gauge.



Annual Car for 2006 in H0 Gauge.



Annual Chronicle for 2005 "A Year with Märklin".



Our Way of Saying Thanks for 10 Years of 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 your own birthday, it's also a very special gift for friends and acquaintances.

A "Happy Birthday" music chip is built into the original packaging. The melody plays when the package is opened.



**46010
"10 Year Insider"
Track Cleaning Car.**

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 together, used as a railroad maintenance cars. Painted and lettered for Era III.

Model: Both cars come with a built-in track cleaning device. Each one has a metal block that moves vertically with parallel polishing felt cleaning pads. The cleaning pads can be replaced and washed. The hinged roof hatches can be opened. The cars have a close coupler guide mechanism.

Length over the buffers 15.3 cm/6".
DC Wheel Sets 70 05080.
The gentle cleaning process is also suitable for nickel or brass rail.



Seminars for Model Railroaders



Registration and information at:
Gebr. Märklin & Cie. GmbH
Training
Stuttgarter Straße 55-57
D-73033 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

www.maerklin.com/webtraining

Travel with Märklin

2006



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.

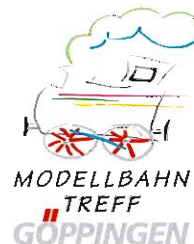
Naturally, there will also be great, exciting days in Nördlingen and Göppingen or a museum tour through Swabia again this year. Haven't you always wanted to run a steam locomotive on your own? With Märklin you can easily become an honorary locomotive engineer.

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 (0) 71 61/6 08-257

These trips start in Germany and are conducted in German.



Dates to mark: May 5 and 6, 2007

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The new Märklin Magazin – always provides current information on:

- New models, new technology
- 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.

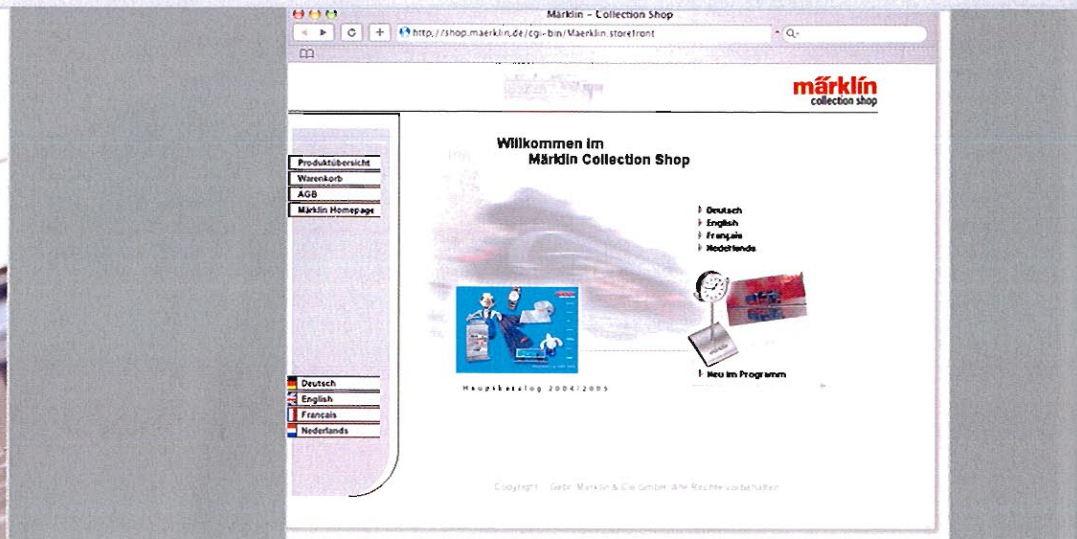
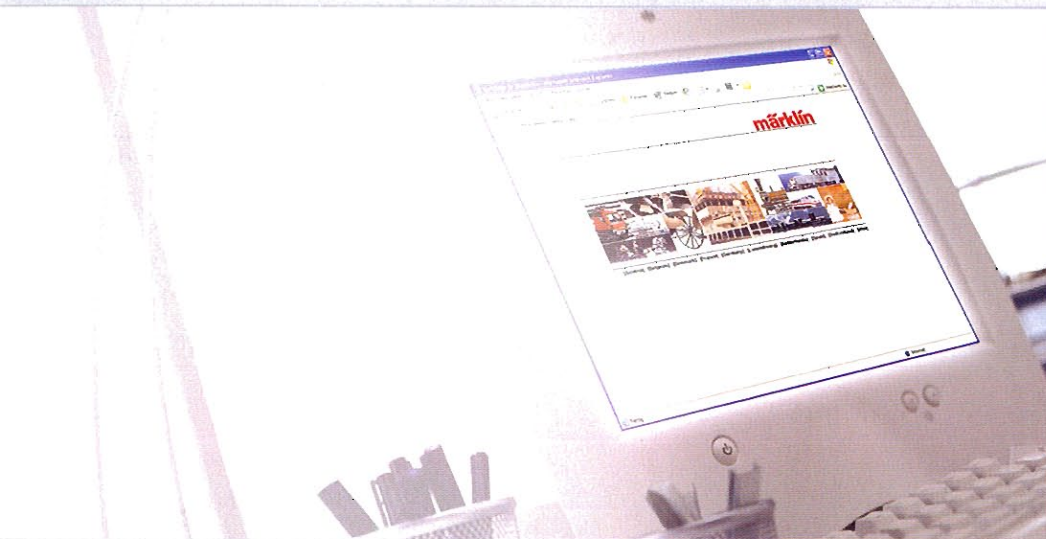
A detailed product description can be found in the H0 presentation book on page 299.



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 the 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 an 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) 71 61/6 08-143 or by postcard: Gebr. Märklin & Cie. GmbH Museum P.O. BOX 8 60 D-73008 Göppingen, Germany

... simply order the products directly on the Internet.

- Practical items for model railroaders
- Nostalgia for collectors
- Travel guides
- Clothing
- Hits for kids
- Gift ideas
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www.maerklin.com

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 boxcars, 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.



www.maerklin.com

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.

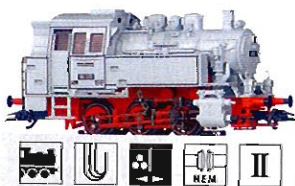
Hours of operation:
Monday to Sunday *
from 9:00 AM to 5:00 PM.
(Closed on holidays.)
Subject to change.

* 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 286.



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 page 105.

Fascinating Model Railroad Shows and Exhibitions



The Model Railroading Show of the Southern Alps.

CH-6850 Mendrisio/TI, Switzerland
Via Stefano Franscini 24
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www.galleriabaumgartner.ch

Hours of Operation:

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Sat./Sun. 9:30 AM – 5:30 PM
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Mon. closed



Mo-Lok
Model Railroad Show.

Sonthofener Str. 38
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Germany
Telephone for information
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www.mo-lok.de

Hours of Operation:

During school vacation
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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



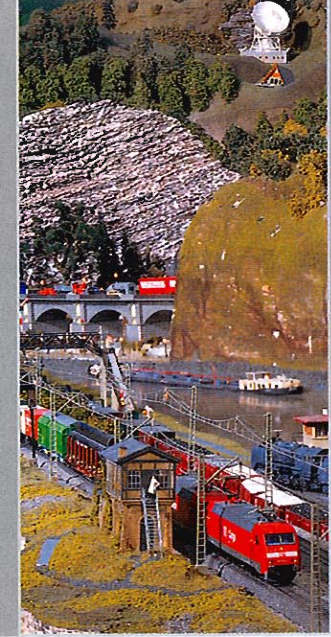
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Fri. to Sun. 10:00 AM – 6:00 PM
Tue. and Wed. open for groups on
request. Open daily on holidays
and school holidays (North Rhine
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Miniature Wonderland Hamburg

Kehrwieder 2/Block D
D-20457 Hamburg, Germany
Telephone 00 49 (0) 40 / 3 00 68 00

www.miniatur-wunderland.de

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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

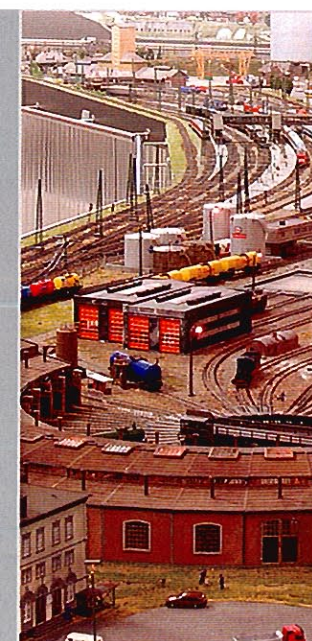
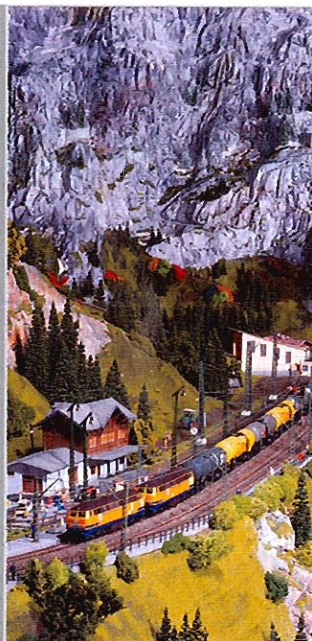
Siemensstraße 2
D-89188 Merklingen, Germany
Telephone 00 49 (0) 73 37 / 92 31 94

www.modellbahnshow.de

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last entry: 5:00 PM
Mon. closed
Holidays open

Short term changes are possible.



EISENBAHNMUSEUM
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

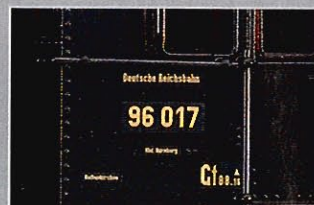
I



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

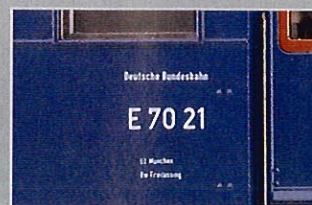
II



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) Belgian State Railways (Flemish)
	NMBS	Nationale Maatschappij van de Belgische Spoorwegen	
Germany	KPEV	Königlich Preußische Eisenbahn-Verwaltung	Prussia, Hesse, North and West Germany (1878 - 1918) Bavaria and Palatinate, South Germany (1844 - 1920) Württemberg, Southwest Germany (1845 - 1920) German State Railroad(1924 - 1949) German Federal Railroad (1949 - 1993) German State Railroad of East Germany (1949 - 1993) German Railroad Inc. (from 1994) Branch line
	K.Bay.Sts.B.	Königlich Bayerische Staatseisenbahn	
	K.W.St.E.	Königlich Württembergische Staatseisenbahnen	
	DRG	Deutsche Reichsbahn (-Gesellschaft)	
	DB	Deutsche Bundesbahn	
	DR	Deutsche Reichsbahn	
DB AG	Deutsche Bahn AG		
AAE	Ahaus-Alstetter Eisenbahn GmbH		
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	SNCF	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) Swiss Federal Railways (French) Swiss Federal Railways (Italian) Alpen Bern-Lötschberg-Simplon Freight car leasing
	CFF	Chemins de fer Fédéraux Suisses	
	FFS	Ferrovie Federali Svizzere	
	BLS	BLS Lötschbergbahn AG	
	AAE	Ahaus-Alstetter Eisenbahn GmbH	
Hungary	MAV	Magyar Államvasutak Vezérgazgatósága	Hungarian State Railways Administration
USA	AT & SF	Atchison, Topeka & Santa Fe Railway	Midwest and Southwest USA (1859 - 1995) Midwest and Western USA (from 1862 on) Northeast USA (1869 - 1968) Northeast USA (1846 - 1968)
	U.P.	Union Pacific Railroad	
	NYC	New York Central System	
	PRR	Pennsylvania Railroad	

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 motivational photographs for the Z presentation book were taken at the State Academy for the Plastic Arts, Stuttgart, Germany.

The following firms supplied materials for the photographs in the presentation book:

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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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Printed in Germany.
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269060	152	80715	112		82351	110		8588	136	87300	92	88080	42	8895	32	8978	138		
33043	188	80815	131		82352	113		8569	136	87335	92	88081	43	88952	29	8977	138		
46010	183	81003	155		82357	114		8587	134	87351	78	88090	31	88992	36	8978	138		
48006	168	81426	63		82358	114		8588	134	87354	98	88092	34	89003	155	8979	138		
48504	165	81430	60		82373	122		8589	134	87355	84	88120	28	89010	148	8980	144		
48505	165	81432	70		82377	124		8590	134	8743	94	88121	33	89021	148	8981	144		
54855	168	81433	72		82391	108		8591	136	8744	94	88122	29	8903	148	8982	145		
58326	168	81434	64		82415	126		8592	134	87456	100	8817	55	8904	148	8983	144		
601223	149	81435	66		82452	120	Π	8594	134	87457	100	88181	32	8911	140	8986	145		
601224	149	81436	52	Π	82514	128		86001	120	87471	98	88201	38	8912	140	89871	153		
601225	149	81437	60		82519	111	Π	86002	163	8750	86	88223	42	8913	140	89881	153		
601226	149	81438	72	N	82521	130		8605	118	8751	87	88272	35	8914	140	89891	153		
601227	149	81481	68	N	82522	126		8609	113	8752	87	88291	31	8917	148	8991	137		
601228	149	81521	14		82550	110		8610	118	8753	86	8831	55	89200	146	8992	138		
601229	149	81522	15		82551	111	Π	8611	118	8754	86	88392	45	6921	141	8993	137		
601231	149	81530	19		82552	112		86115	123	8755	86	88410	43	8922	141	89941	139		
602100	152	81535	19		82562	113	Π	86191	131	87560	80	88411	42	8923	141	8995	139		
603026	152	81562	15		82570	111		86200	115	87561	82	88433	45	8924	141	8996	144		
609582	153	81567	15		82571	108		86210	119	87562	82	88464	47	8925	141	8997	139		
67011	150	81781	16		82582	125		8622	118	87563	82	88481	44	8926	141	89981	139		
67271	150	81830	20		82583	121	Π	86221	117	87580	80	88482	46	8927	141	8999	153		
7100	152	81835	20		82584	125		86222	117	87581	82	88490	48	89300	155				
7101	152	81852	18		82590	128		8624	118	87582	82	88491	49	8931	137				
7102	152	81863	17		82591	128		86261	124	87588	98	88501	46	89390	142				
7103	152	81865	17		82621	127		8630	118	87670	77	88536	45	89391	143				
7105	152	8190	22		82622	126		86305	114	87672	78	8856	46	89392	143				
71400	151	8191	22		82660	123		86331	116	87681	76	88581	45	89393	143				
71411	151	8192	22		8500	134		86501	121	87711	58	88583	44	89394	142				
71412	151	8193	23		8503	134		86552	122	87712	58	88584	47	89395	142				
71413	151	8194	23		8504	134		8657	119	87713	59	88606	40	89401	143				
71414	151	81951	14		8505	134		86618	109	87714	59	88630	40	89402	143				
71415	151	8198	23		8506	134		86661	113	87720	56	88641	39	89403	143				
71416	151	8199	23		8507	134		8700	76	87732	96	88690	38	8945	150				
71421	151	82060	112	Π	8510	135		8701	76	87751	94	88691	39	8946	150				


Explanation of Symbols


Eras


N New item for 2006.


 Metal locomotive frame.


 Metal frame and mostly metal locomotive body.


 Metal frame and locomotive body.


 Metal car frame.


 Metal car frame and body.


 Universal locomotive with 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.


 Digital decoder with additional, digitally controlled functions (f1, f2, f3 or f4) when operated with the with the 6021 Control Unit. The functions present depend on how the locomotive is equipped. Standard function (function) active during conventional operation.


 Locomotive with 5-pole motor.


 Built-in sound effects circuit.


 Power supply can be switched to operate from catenary.


 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.

 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

Gebr. Märklin & Cie. GmbH
Stuttgarter Straße 55-57
D-73033 Göppingen

www.maerklin.com

