märklin

The Fascination of Model Railroading

E

Presentation Book for 2007/08

Introduction.

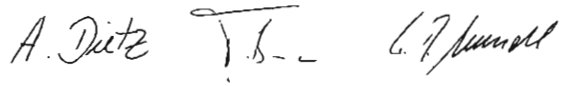
"Dear Reader!

Leisure time has become a much discussed topic that increasingly occupies the public and particularly the education professionals. We all know why. Specialization and automation are turning many of us into part time workers. The rush of the everyday routine unduly consumes our energy. The productive human being should therefore find relaxation and balance to the troubles of the everyday routine in leisure time that is used in a meaningful way. In this way he/she will preserve his/her health and effectiveness. Who doesn't like to find something to do with his/her leisure time? Who doesn't take delight in a creative combination, in the completion of a successful work that is satisfying? That brings us to model railroading, one of the possibilities for making your leisure time meaningful. We quote Herbert Eisenreich, writer and enthusiastic model railroader (Salzburger Nachrichten of September 28, 1963): ‚Playing with a railroad enjoys, consciously or unconsciously, great popularity because is allows and requires within the framework of quite stringent legalities an immense number of combinations and variations; because freedom and legality share equally in it to a high extent.'
So, that's it! – Playing with a model railroad has something fascinating about it and captivates young and old. Märklin, a concept in the world for decades, tirelessly strives to offer the fans of model railroading products of high technical perfection. At the same time, Märklin is intent on making the assortment interesting and varied. The requirement for numerous combinations is thereby given for spending time with model railroading; it leaves room for your own ideas and for creative activity from young and adult people."

One or another reader will surely have noticed this: The first Märklin Magazin 43 years ago in issue 1 (February 1965) used these exact words to welcome all of the fans of model railroading. Much has developed and changed in the meantime. One thing has remained unchanged and unbroken: The fascination of model railroading.
Let us tempt you with this new Märklin Annual Presentation Book for 2007/08 with its unique overall program in H0, Z, and 1 Scale.

Benefit from the advantages of the firm that offers a system, from the affordable entry in the Hobby program to the high end locomotives for the experienced model railroader. With Märklin, you will be building your own world. Master this world with the latest technology and make your childhood memories and longed for dreams come true with innovations on the highest level.

Experience the synonym for the fascination of model railroading, experience Märklin.



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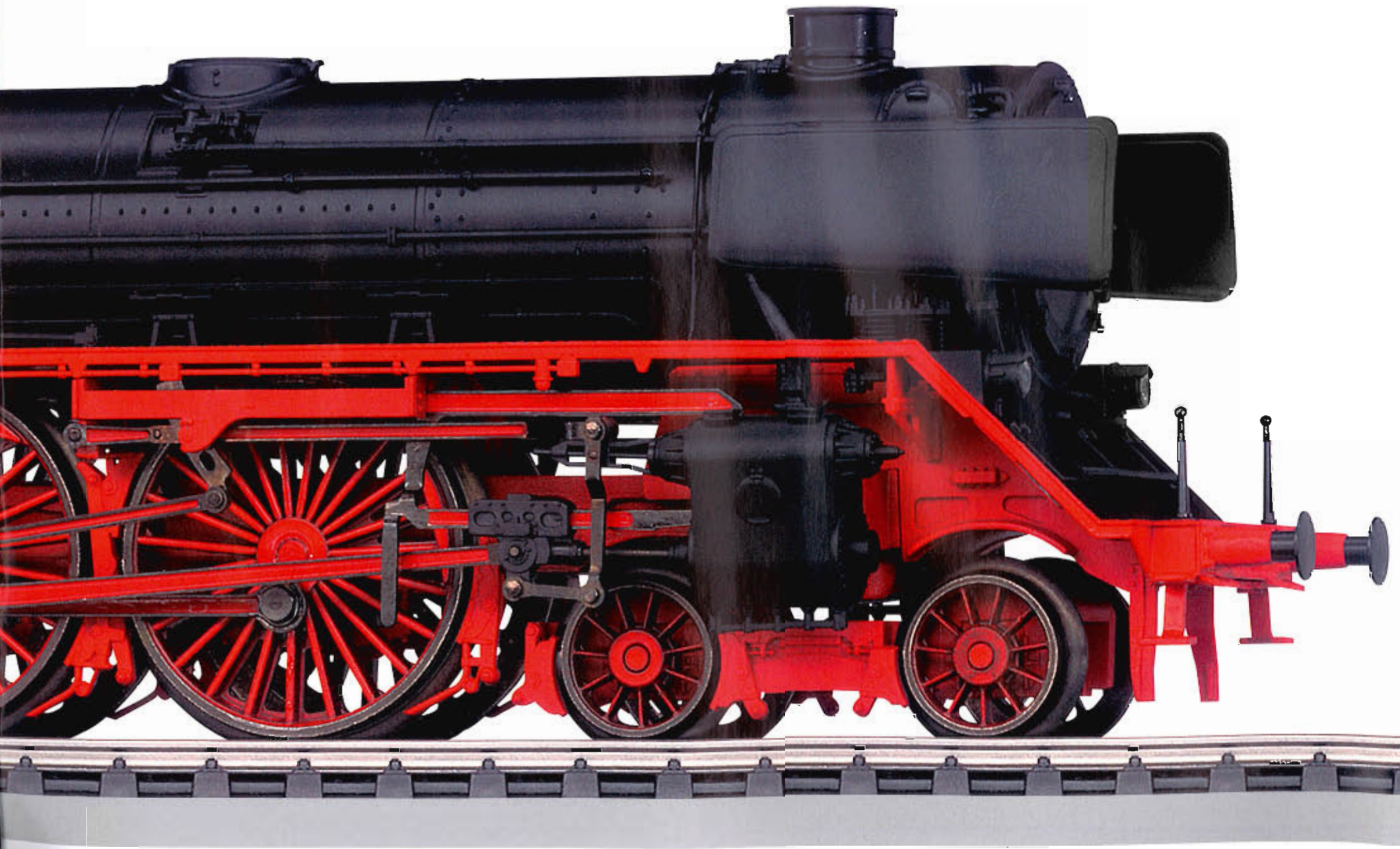


Table of Contents.

Märklin H0 – The Original.

The question that keeps coming up again and again, why Märklin H0 still enjoys uninterrupted popularity, can actually be answered accurately in a few words: a wealth of detailing and sturdiness, an easy-to-understand digital system, a high standard for fidelity to the prototype, and much emotion. All of these can be found to the fullest in Märklin H0. Collectors and practically minded model railroad operators have trusted this brand for generations. The technical progress can be seen in the high level of exact detail on the locomotives and cars. The easy-to-understand, reliable system delights layout builders again and again. Innovations from modern railroading are represented as well as the classics of the rails. They are almost all included in the large H0 assortment and all of the others will come by and by.

For example, let's look at the fifty year old class E 50. In its time it helped enable the formation of long, heavy freight trains. Its sturdiness was appreciated by the crews. Märklin fans can now greatly expand their Era III freight car roster, because the E 50 will take all of them, not just tank cars, which were often coupled to these locomotives over the course of their service life.

One of their successors is the class 189, a highly developed multiple system locomotive that can pull freight trains in many European countries. Different freight cars have been added to the program so that this locomotive doesn't have to run alone: For example, the cars from the family of 19.90 meter / 65 foot cars have been designed for a wide variety of logistical tasks, from logs to steel beams to rolls of wire. Freight sensitive to moisture will find a place under the tarps of the type Rils.

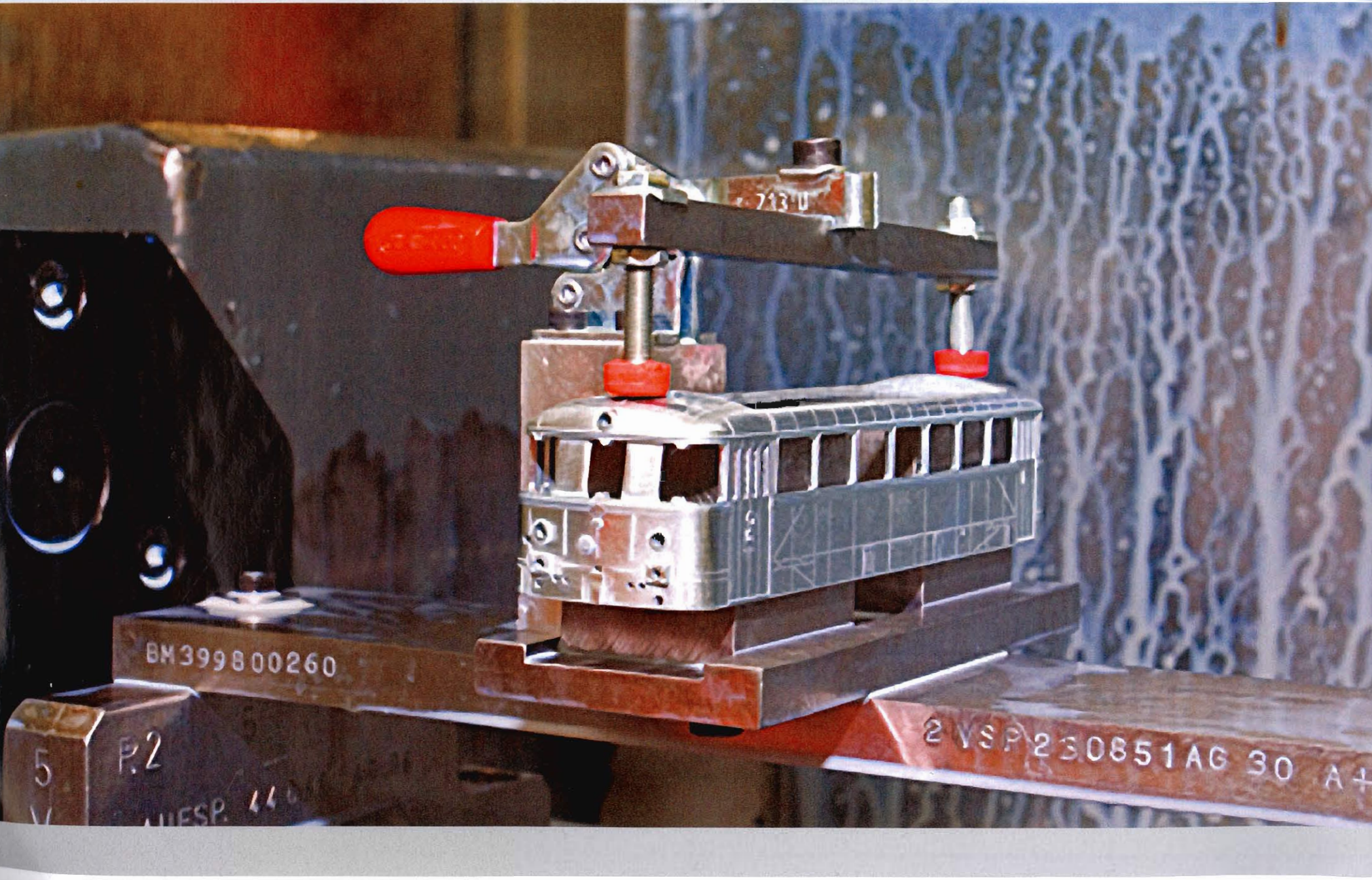
The fans of combined freight service are getting their money's worth with a three-part piggyback car set. These cars also run across the Swiss Alps and can also be seen on the Gotthard route. And this rail line with its wealth of spectacular civil engineering works has turned 125 years old. Models from certain eras invite you to join the celebration. Of course, a Crocodile is also there.

Other important, current highlights: The catenary maintenance car as a working model, the class 05 as an Insider model or the class 218, with which we are fulfilling a long standing wish of many customers.

Now, we come to the high point of the show: It's been 50 years since several metropolitan areas in Europe were linked with deluxe trains. From Paris you went to Brussels or Dortmund. From Milan to Zürich. First class in the TEE. Now on your layout too with the "Gottardo", the "Rheinpfeil" or the "Étoile du Nord".

Do you want more answers to the question about popularity of Märklin H0 posed at the beginning? Leaf through more of the pages; they will inspire you!

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

Märklin Starter Sets –
Get on board and let's go

With H0 Scale and its gauge of 16.5 mm / 5/8", Märklin was the first manufacturer worldwide to make sure that the great dream to have your own model railroad was much easier to fulfill. Many models are sturdy enough to survive the rough everyday operation free of damage in a child's playroom. Large layouts having prototypical train operations as a goal can be realized with a great deal of realism. Stable value, innovative technology, and an ideal compromise between suitability for everyday use and sensible detailing are additional plusses. In short: Märklin H0 is by far the most successful system – worldwide, proven a million times.

Mobile Station –
Plug and Play

Since the introduction of Märklin Systems, great enjoyment has been playing with the wonderful H0 locomotives. The simple, fast operation, accompanied by an ease of use, fascinates people. The starter sets with the Mobile Station enable an exciting entry into the world of Märklin Systems. They allow individual access to up to ten locomotives. Three to four locomotives can be run at the same time, depending on the current draw. This is exactly the right range for small layouts, particularly ones that are set up temporarily. Older Delta or Digital locomotives or powered rail cars can also be controlled with the Mobile Station. Thanks to the proven "plug & play" feature, if you want to play on the spur of the moment, you'll get your money's worth. Put the track together, connect the transformer and the Mobile Station – and you're ready to go, until the Sandman comes.

Central Station –
Layout control for ambitious
model railroaders

The Central Station is designed for professional use. A large touch screen reacts to different train operating situations and offers the committed model railroader almost unlimited operating possibilities. Simple, innovative controls with descriptive names for locomotives, a built-in Märklin digital locomotive database as well as up to 16 controllable functions with self-explanatory pictograms and a graphic display of their settings are features of the Central Station. Solenoid accessories such as turnouts or signals can be controlled be means of 18 keyboard surfaces built into the Central Station's display or they can also be controlled automatically by means of routes (block operation, staging yard control, etc.). Automatic shuttle train operation for up to 8 locomotives or powered rail cars is possible.

Center conductor –
the critical
system advantage

Märklin achieved the critical system advantage with the center conductor track. The ski-shaped pickup shoe always provides good current conduction thanks to its self-cleaning principle, which you don't even notice. The pickup shoe along with the wheel contacts on both sides makes the system operationally reliable. Since the polarity is always the same – the center conductor is as its name says always in the center – the electrical setup remains easy as child's play. Complicated circuits for reverse loops or wyes are not needed.

C Track –
There is no alternative

The newest track system is C Track. It is the ideal solution to meet customer wishes. Children quickly become familiar with the simple "click" connection. A track layout can be set up quickly and taken down just as fast. Nothing stands in the way of the spontaneous play experience. The ambitious digital railroader appreciates C Track because of its reliable data transmission, which is there due to the double contacts in the track sections. Decoders, electric turnout mechanisms, and turnout lanterns can be added gradually. Wide radius turnouts in conjunction with the flexible K Track provide elegant track routings. And a typical Märklin feature: All of the track systems can be combined with each other thanks to suitable adapter tracks.

Accessories –
prototypical layout building

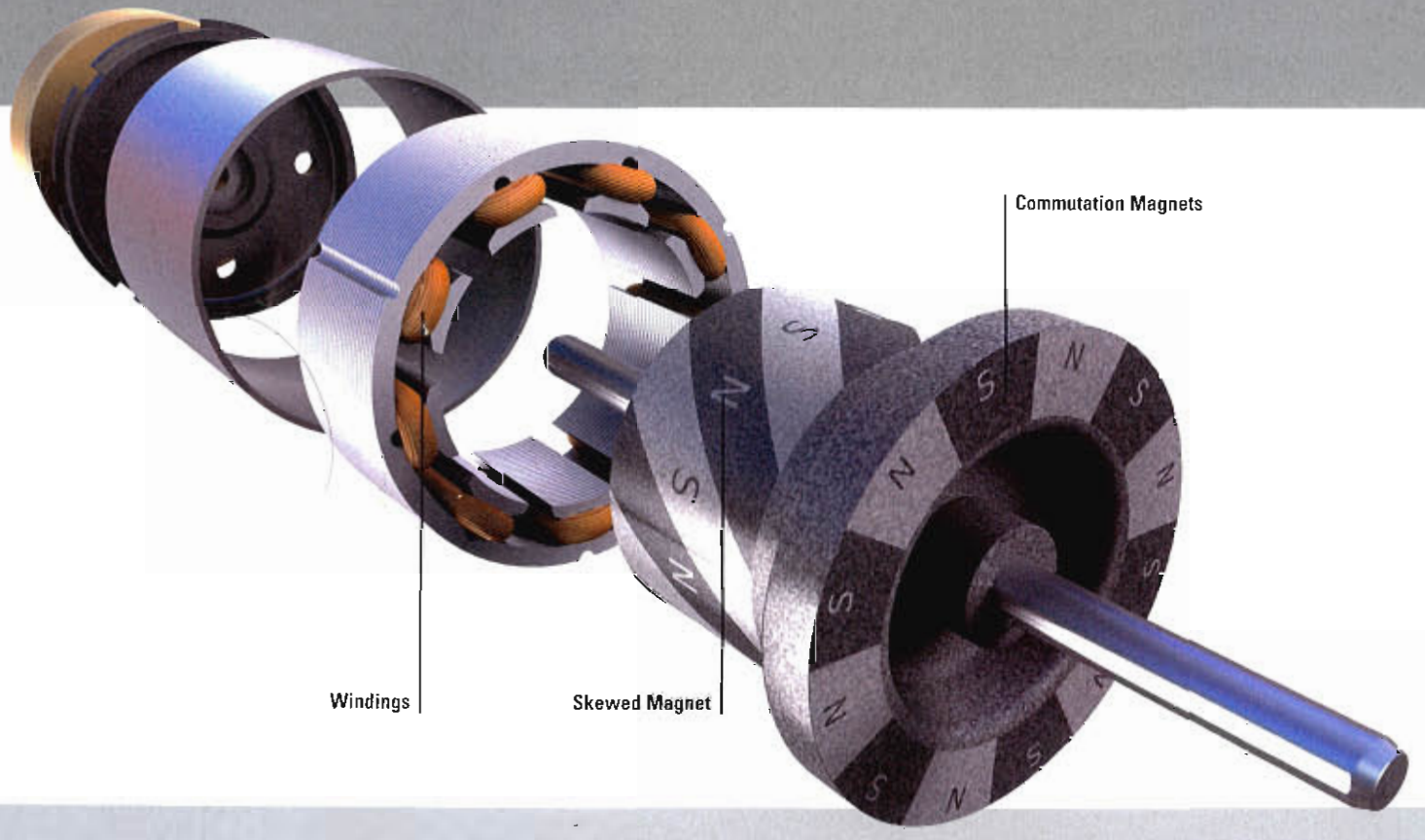
Other typical railroad elements are part of prototypical train operations: Signals provide safety and guarantee carefree enjoyment. The professional quality H0 color light signals are an attention getter with their fine, realistic construction. Diodes provide a soft changeover of the lights. In addition to professional quality color light signals, there are also models of simpler construction and the classic semaphore / target signals. An important model railroad accessory is the H0 catenary. Easy setup and stability despite delicate construction contribute to increasing the realistic character of a Märklin model railroad.

In the Märklin program the ambitious model railroader will also find fascinating working models such as a turntable, gantry crane or a large coaling station. This will make your model railroad layout into a world of adventure with a high degree of play value.

SoftdriveSine – The New Propulsion Concept.

The *Softdrive* Sine is, in conjunction with the reworked control electronics, the best and most innovative propulsion concept from Märklin.
Based on its performance, it is the foundation for all future high end locomotives from Märklin in the H0 area and will win over the ambitious model railroader with the best of running characteristics.
Thanks to a new positioning of the magnetic field, Märklin has succeeded in developing a motor, which begins to move as smooth as silk and with no jerkiness even at low operating voltage. The key to it is the skewed arrangement of the 12 magnets. The magnetic field is displaced in rotation according to the principle of three-phase current. When this magnetic field is in a perpendicular position, it is difficult to bring the 12-pole rotator along at low speeds. Märklin's solution to this with the *Softdrive* Sine is to arrange the magnets diagonally. The cogging action of the motor is reduced to a minimum and less centrifugal force is thereby necessary. The current draw for *Softdrive* Sine is reduced by half compared to conventional motors. A high level of torque is produced across the entire rpm range. Contacts that wear out such as commutators and brushes are not necessary; the motor requires no maintenance. Thanks to a special electronic circuit, it works in all modes of operation (analog or digital) and will impress people with its fine control characteristics.

The new Märklin *Softdrive* Sine motor is very compact and even fits into smaller locomotives.
The size is the same as the previous compact design standard C-Sine motor.



The Advantages at a Glance:

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SUPERIOR RUNNING CHARACTERISTICS AND PROTOTYPICAL OPERATING BEHAVIOR:

The new design of the Softdrive Sine motor allows jerkfree running, even with a heavy load and steep grades. The typical running characteristics of switch engines, express or freight locomotives are prototypically reproduced. This can be seen particularly during acceleration and braking. The high quality ball bearing mount for the motor enables running that is as smooth as silk and low in noise.

COMPLETELY REWORKED CONTROLS:

Several locomotives increasing the total load on the layout does not cause any break in speed for the locomotives. The motor's performance remains constant even on curves. Stopping in a signal block with the braking component can be done prototypically.

EXTREMELY HIGH LEVEL OF PERFORMANCE:

The new *Softdrive* Sine motor will impress people with its high performance density compared to conventional motors. Even at low speeds, the *Softdrive* Sine motor reaches a high level of torque and outstanding pulling power as a result.

INNOVATIVE MOTOR DESIGN:

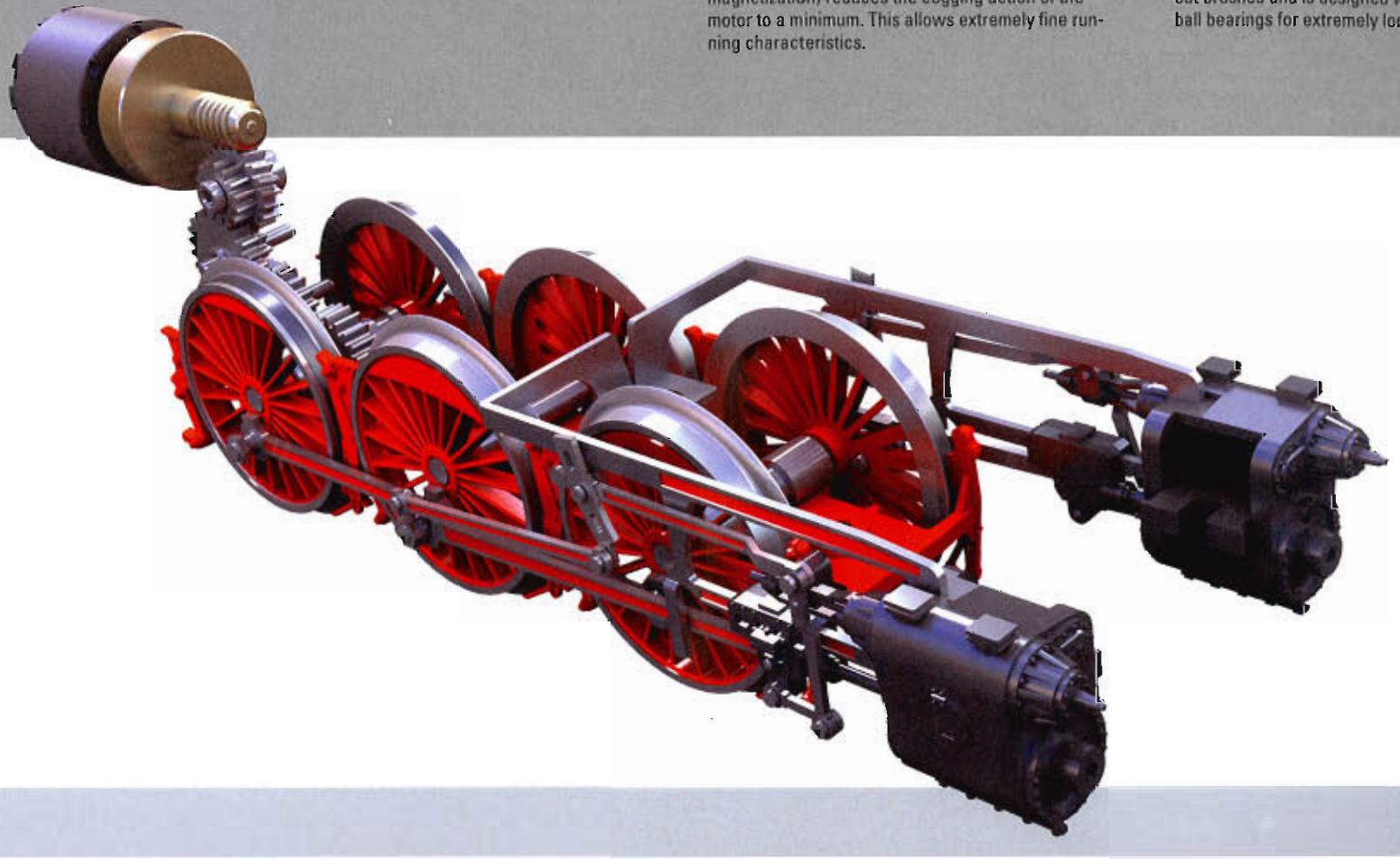
The diagonal arrangement of the magnets (oblique magnetization) reduces the cogging action of the motor to a minimum. This allows extremely fine running characteristics.

THE SMALLEST POSSIBLE SIZE:

The *Softdrive* Sine motor can be installed directly in the boiler of steam locomotives (instead of in the tender) by virtue of its small size. Even with powered rail cars such as the rail bus you still have a prototypical open unobstructed view through the windows for the car.

LONG WORKING LIFE:

The *Softdrive* Sine motor works free of wear without brushes and is designed with maintenance-free ball bearings for extremely long life cycles.



Hobby and Beginner Program.

Model railroading really comes alive with the Hobby assortment from Märklin. It's aimed at all model railroad fans in the middle, who simply want to play and who want to deal totally spontaneously with their Märklin model railroad. Where and when there is current in track plays no role. Simple: Run trains and play!
We have assembled this assortment on the following pages and marked the lower edge of these pages with a blue band. The affordable models on these pages feature a largely prototypical representation of all important details. Delicate parts have been left off on purpose and thereby contribute to the sturdiness of the models. You can set your mind at ease; children can play with these models. This is reinforced last but not least by the "spiel gut" ("play well") designation awarded by the "Arbeitsausschuss kinderspielzeug + spielzeug e.V." ("Children's Toys + Toys Study Group Registered Association" in Germany) on the basis of pedagogical criteria and play value. Several of our starter sets carry this sought after award.
Get on board and let's go is the slogan. And we mean this literally. Regardless of whether it's our ICE 2 starter set racing through the playroom at high speed, the regional express stopping at the next shoe box, or the fire fighting train from the fire department starter set putting out the fire under the cabinet: Maximum play value is guaranteed and thanks to sophisticated technology from Märklin everything goes up in the twinkling of an eye. The contents of the digital starter sets always include a Mobile Station and a locomotive with digital components in addition to the basic quantity of C Track sections. This allows you to reenact an entertaining and prototypical commuter train service with no complications and to have the regional express come to a stop smoothly and then start up again.

A word to all parents and grandparents: Model railroading opens up almost inexhaustible possibilities for building and modeling together and for giving form to the fantasy in terms of the track routing and scenery. Share with your children the fascination of model railroading; promote time together between young and old, between Grandpa and the grandchildren. Thinking in spatial terms, solution-oriented dealing, and technical understanding are taught along the way in a fun, playful manner, the great wide world packed into a small, comprehensible one. "Couch potatoes" are not what is wanted here; creative architects, responsible construction managers, and scenery planners full of imagination. Play until you forget time and space, until the boundary between child and adult seems to melt away. For irreplaceably beautiful hours that will enrich you family life. When the train and its cars are on the track, the engineer takes over the controls. Who will it be? Put out the right signal so that it can happen!

"My Start with Märklin" Starter Set.

My Start with Märklin.

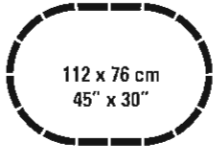
The classic steam powered train operations were still indispensable as motive power on the German Federal Railroad well into the Seventies. The heavy steam locomotives created an incomparable atmosphere with their impressive background of sounds, fascinating running gear movement, and immense clouds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

29165 "My Start with Märklin", 230 Volts, Starter Set with an Oval of C Track and a Transformer.
Prototype: German Federal Railroad (DB) class 81 heavy switch engine. German Federal Railroad (DB) type El-u 061 gondola and type Kbs stake car, privately owned type Ichus-u 377 refrigerator car (used on the DB).
Model: The locomotive comes with a digital decoder. 4 axles powered. 2 traction tires. Relex couplers in NEM pockets. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally with a 6021 Control Unit or Märklin Systems. The acceleration and braking delay can be controlled digitally. 1 each gondola, stake car, and refrigerator car. All of the cars come with Relex couplers.
Train length 48.8 cm / 19-3/16".
Contents: 12 no. 24130 curved track, 2 no. 24172 straight track, 2 no. 24188 straight track, feeder wire set, 230 volt / 32 VA transformer with smooth speed control and connections for electric accessories. This set can be expanded with the C Track extension sets and the entire C Track program. C Track oval 112 x 76 cm / 45" x 30".

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

HIGHLIGHTS

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



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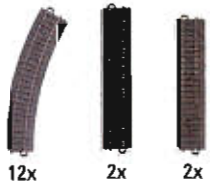


12x 2x 2x

"Europe" Starter Set.

märklin HO

Europe's Modern Freight Service.

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

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

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

Model: The locomotive is constructed of metal. It comes with a digital decoder and a special can motor. 4 axles powered through cardan shafts. 2 traction tires. The triple headlights are maintenance-free LED's and change over with the direction of travel. The acceleration and braking delay can be controlled digitally with the 6021 Control Unit or with Märklin Systems. 4 pantographs that can be raised and lowered manually (they are not wired to take power from the catenary). The cars come with Relex couplers. Train length 49.3 cm / 19-7/16".

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

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

HIGHLIGHTS

- **Locomotive constructed of metal.**
- **Headlights with maintenance-free LED's.**
- **Modern European locomotives and cars.**
- **Easy-to-set-up C Track layout.**

29135

Dad, Let's Play!

29852 "Dad, Let's Play!" Double Starter Set. 230 Volts.
Prototype: Class 081 tank locomotive and class 258 diesel locomotive painted and lettered for Era IV. 8 German Federal Railroad (DB) freight cars.
Model: Both locomotives come with a digital decoder and headlights that can be turned on and off. All axles on each locomotive are powered, and the acceleration and braking delay can be controlled digitally with Märklin Systems. The steam locomotive has a metal body and Relex couplers. The diesel locomotive has a warning light and coupler hooks. 2 stake cars, 2 low side cars, 2 gondolas. 1 boxcar and 1 tank car. All of the cars come with Relex couplers. A model of a bulldozer and a load insert are included as freight.
The total length of the trains depending on the mix of cars in each, example: 60 cm / 23-5/8" + 53 cm / 20-7/8".
Contents: 12 no. 24230 curved track, 7 no. 24188 straight track, 4 no. 24172 straight track, and 1 no. 24088 feeder track. Transformer and digital controller included.

One-time series.

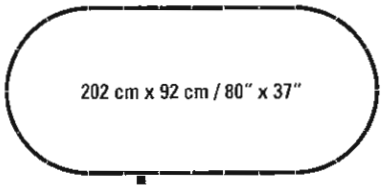
This set can be expanded with the C Track extension sets and with the entire C Track program.

HIGHLIGHTS

- **Complete basic set with 2 freight trains, a large C Track oval, and digital control.**

The computer designation 081 had been planned for the class 81 tank locomotives in the numbering scheme after 1968. The end of steam operation was already foreseeable at this time.

In the Eighties, the DB used several industrial diesel locomotives as part of a test program for purchasing new motive power. These locomotives were given the class designation 258. Changes in the freight service market led to regular production of these locomotives, but chiefly for privately owned railroads.


202 cm x 92 cm / 80" x 37"

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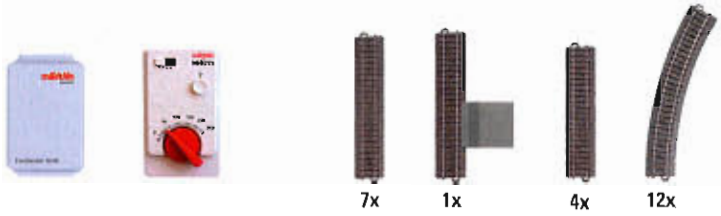
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märklin
HO
Startpackung
„Papa, komm spielen!"
Papa, komm spielen!
29852

"Fire Department" Digital Starter Set.

29755 "Fire Department" Digital Starter Set. 230 Volts.
Prototype: Class 212 diesel locomotive, a crew car, a low side car, and a tank car, all painted and lettered for a fire department.
Model: Emergency response train with a diesel locomotive, large C Track layout, a Mobile Station, and a transformer. The locomotive comes with a digital decoder, controlled high-efficiency propulsion, and controllable headlights and a warning light. There is a blinking warning light on the roof of the engineer's cab. The triple headlights change over with the direction of travel. They will work in conventional operation and can be controlled digitally. The blinking warning light as well as direct control (acceleration/braking delay) can be controlled with a Control Unit or Märklin Systems.
1 crew car, 1 low side car, and 1 tank car for water for extinguishing fires as well as 1 model of a fire truck with a rotating ladder. The locomotive and cars have Relex couplers. Train length 54.0 cm / 21-1/4".

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

HIGHLIGHTS

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

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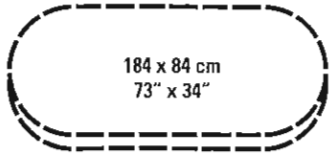

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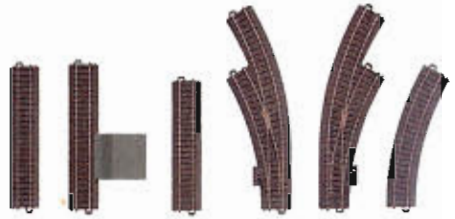


LÖSCHMITTELWAGEN
FEUERWEHR

"THW" Digital Starter Set.

29655 "THW" Digital Starter Set. 230 Volts.
Prototype: Class 212 diesel locomotive and 5 cars painted and lettered for THW (Emergency Response Organization).
Model: The locomotive comes with a digital decoder and controlled high-efficiency propulsion. 2 axles powered, 4 traction tires. The locomotive has a blinking warning light on the roof of the engineer's cab. The locomotive's triple headlights will work in conventional operation and can be controlled digitally. The blinking warning light as well as the acceleration and braking delay can be control with a 6021 Control Unit or Märklin Systems.
1 crew car, 1 two-axle low side car with an equipment container, 1 four-axle low side car with a THW truck as a load, 1 boxcar for equipment, and 1 tank car for oil accidents. The locomotive and cars are painted in blue and lettered for the Emergency Response Organization (THW). The cars come with Relex couplers. Total train length 84.2 cm / 33-1/8".
Contents: 14 no. 24130 curved track, 8 no. 24188 straight track, 1 no. 24088 feeder track, 9 no. 24172 straight track, 1 pair of 24671 and 24672 curved turnouts. 230 volt / 18 VA transformer. Mobile Station. Illustrated instruction manual with all sorts of tips and ideas for setting up the starter set. This set can be expanded with the C Track extension sets and the entire C Track program. The 74490 electric turnout mechanism can be installed on the turnouts.

HIGHLIGHTS

- **Emergency response train with all sorts of play potential.**
- **Locomotive with a blinking warning light.**
- **Mobile Station and transformer included.**
- **Large C Track Layout.**

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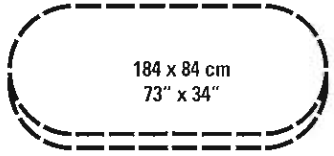

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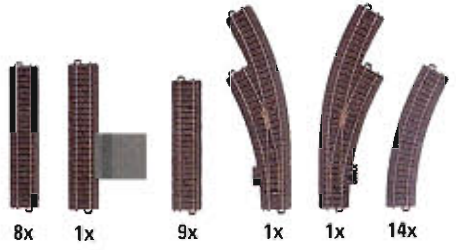



NOTSTROMAGGREGAT
Technisches Hilfswerk
BEWÄSSERSCHUTZ

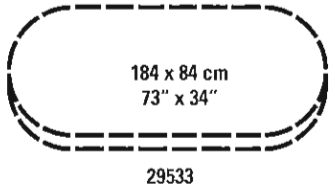
"Freight Train" Digital Starter Set.

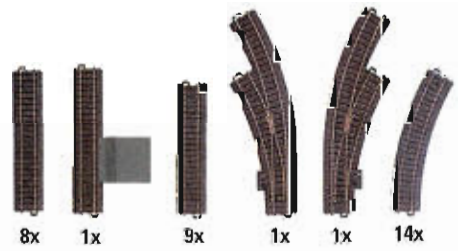
29533 "Freight Train" Digital Starter Set. 230 Volts.
Prototype: German Federal Railroad (DB) class 86 tank locomotive and 5 freight cars.
Model: The locomotive comes with a digital decoder, controlled high-efficiency propulsion, controllable headlights, and Telex couplers for remote controlled switching operations. 1 boxcar, 1 gondola, 1 tank car, and 1 low side car, and a baggage car. Relex couplers.
Train length 75.5 cm / 29-3/4".

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

HIGHLIGHTS

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





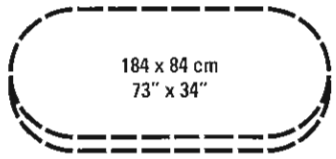

GASOLIN

"Regional Express" Digital Starter Set.

29475 "Regional Express" Digital Starter Set. 230 Volts.
Prototype: German Railroad, Inc. (DB AG) class 146.1 electric locomotive and 2 bilevel commuter cars, 2nd class.
Model: The locomotive is constructed of metal and comes with a digital decoder and a centrally mounted can motor. 4 axles powered. 2 traction tires. The headlights and the acceleration and braking delay can be controlled digitally. The cars have tinted windows.
Train length 75.4 cm / 29-11/16".

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

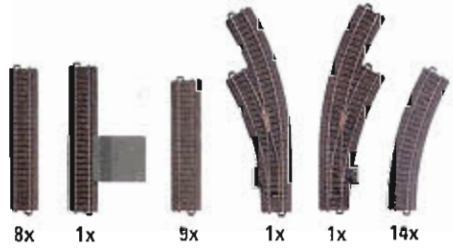
The 43470 and 78055 models make a realistic, prototypical addition to this train set.



29475

HIGHLIGHTS

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

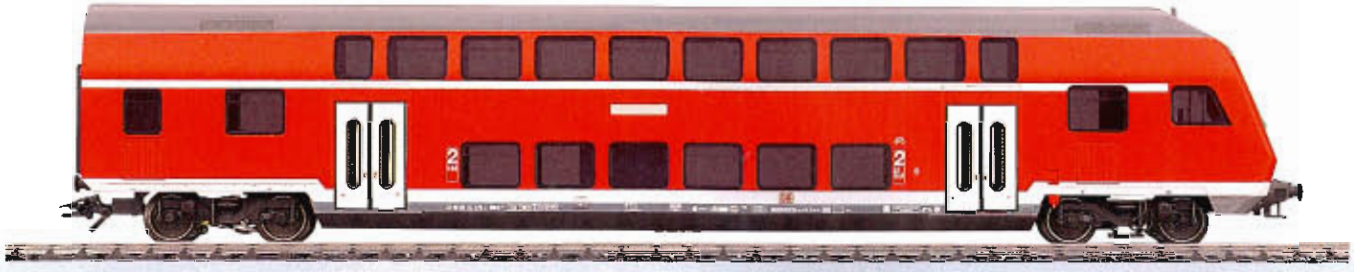


43470 Bi-level Cab Control Car.
Prototype: German Railroad, Inc. (DB AG) type DBbzf 761. 2nd class with engineer's cab compartment, Era V.
Model: An ideal add-on for the Regional Express. Tinted car windows. Marker lights at the end of the car with the engineer's cab compartment. The car has close couplers with a guide mechanism. Length over the buffers 27.3 cm / 10-3/4".

This cab control car is an ideal add-on for the "Regional Express" starter set 29470, 29475 and 78055.

Changing Direction Faster .

The bi-level cars are a current feature of the modern German Railroad, Inc. They allow a clearly larger passenger capacity without expensive expansion of the station platforms. The type DBbzf 761 cab control car goes well with the bi-level intermediate cars and enables rational push/pull service without the time-consuming process of changing the locomotive at the end station. The reason for this is that, depending on the direction of travel, the bi-level cab control car is either being pulled at the end of train or pushed at the front of the train.

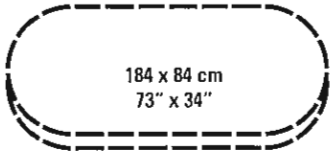


"ICE 2" Digital Starter Set.

29790 "ICE 2" Digital Starter Set. 230 Volts.
Prototype: German Railroad, Inc. (DB AG) class 402 InterCity Express, three car set.
Model: The powered end car has a digital decoder, horn sound effect, station announcement, and controllable headlights / marker lights. 1 intermediate car and 1 cab control car. The pantographs work mechanically but have no electrical connections.
Train length 76.5 cm / 30-1/8".

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

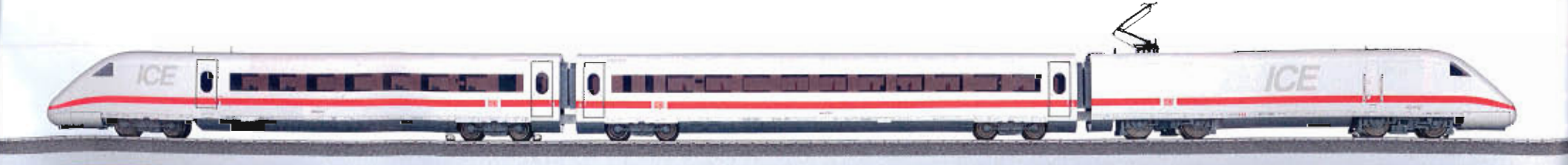
The 78056 extension set is ideal for adding to this train.



29790

HIGHLIGHTS

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




ICE

"Swiss Freight Train" Digital Starter Set.

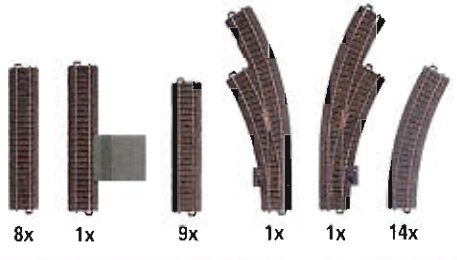
29480 "Swiss Freight Train" Digital Starter Set. 230 Volts.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) class 482 dual system general-purpose electric locomotive. Four different Swiss freight cars: SBB type Eaos four-axle gondola and two-axle stake car. Two-axle "AVIA" petroleum oil tank car and a privately owned refrigerator car painted and lettered for "Feldschlösschen Brewery" used on the SBB.

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

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

HIGHLIGHTS

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

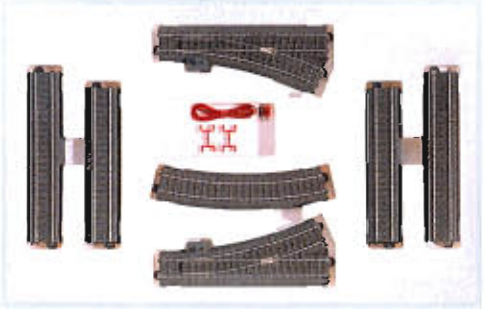



AVIA
FELDSCHLÖSSCHEN BIER
cargo

The Small C x C.

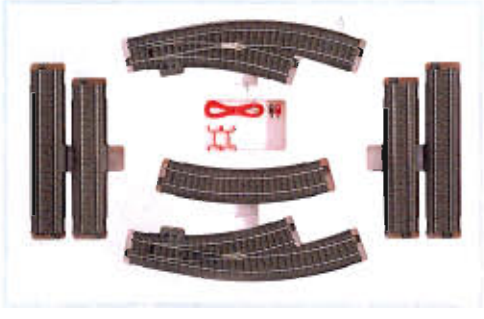
24902 C Track C_2 Extension Set.
Contents: 3 no. 24188 straight track, 5 no. 24172 straight track, 2 no. 24224 curved track, 1 no. 24611 turnout, 1 no. 24612 turnout, wire, plugs, and instructions.

For expanding the small C Track starter set (C_1 contents) to include a passing siding.



24903 C Track C_3 Track Extension Set.
Contents: 7 no. 24188 straight track, 7 no. 24172 straight track, 2 no. 24130 curved track, 1 no. 24671 curved turnout, 1 no. 24672 curved turnout, wire, plugs, connectors and instructions.

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

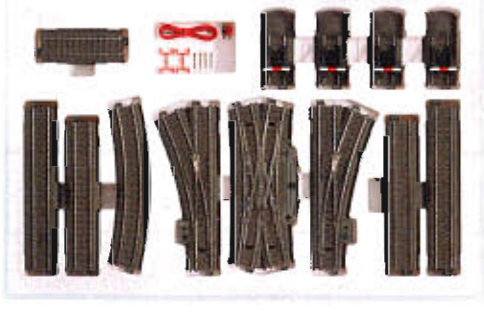


24904 C Track C_4 Track Extension Set.
Contents: 4 no. 24188 straight track, 4 no. 24172 straight track, 2 no. 24077 straight track, 2 no. 24130 curved track, 6 no. 24230 curved track, 1 no. 2467 1 curved turnout, 1 no. 24672 curved turnout, wire, plugs, connectors and instructions.

For expanding the C Track starter sets to include a passing siding with curved turnouts. A parallel route can be created when combined with the 24903 C_3 track extension set.

24905 C Track C_5 Track Extension Set.
Contents: 7 no. 24188 straight track, 7 no. 24172 straight track, 2 no. 24094 straight track, 1 no. 24224 curved track, 1 no. 24611 turnout, 1 no. 24612 turnout, 1 no. 24620 double slip switch, 4 no. 24977 track ends with track bumpers, wire, plugs, connectors and instructions.

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



Theme Extension Set.

märklin HO

V

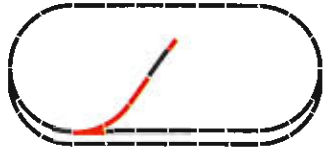
78050 "Emergency Aid Train" Theme Extension Set.
Prototype: Standard design tank car and low side car.
Model: This set includes railroad and street models as well as C Track to expand a layout with a fire department theme.
Contents: Track: 1 no. 24611 left turnout, 1 no. 24172 straight track, 1 no. 24130 curved track, 1 no. 24977 track bumper. Rolling stock: 1 two-axle tank car for fire extinguishing foam, 1 low side car with trucks. 2 automobile models: a VW Tourareg lettered "Polizei" ("Police") and a Mercedes Sprinter lettered "Rotes Kreuz" ("Red Cross").
Length of the freight car set over the buffers 27.9 cm.

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

HIGHLIGHTS

- **Emergency response train for fighting fires. All sorts of play value: The automobile models can be used as loads and to play with.**

spiel gut
vom arbeitsausschuß kinderspiel + spielzeug ausgezeichnet recommended



78050

1x 1x 1x 1x

Theme Extension Sets.

V

78055 "Commuter Passenger Service" Theme Extension Set.
Prototype: German Railroad, Inc. (DB AG) bi-level commuter car, 2nd class. Mercedes "Travego" bus model.
Model: Expand your layout with commuter cars and with more C Track.
Contents: Track: 1 no. 24671 left curved turnout, 1 no 24672 right curved turnout, 3 no. 24172 straight track, 3 no. 24188 straight track, 2 no. 24130 curved track. 1 bi-level commuter car. 1 model bus. 1 sound effects circuit with station announcements. Illustrated wiring diagram.
Length over the buffers for the bi-level car 26.8 cm / 10-9/16".

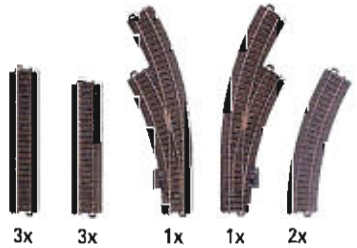
This extension set goes well with the 29475 Regional Express starter set.

HIGHLIGHTS

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

spiel gut
vom arbeitsausschuß kinderspiel + spielzeug ausgezeichnet recommended

78055



3x 3x 1x 1x 2x

V

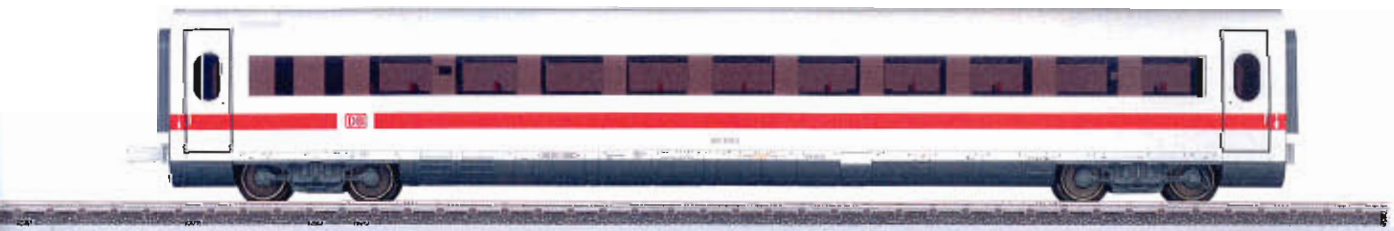
78056 "Long Distance Passenger Service" Theme Extension Set.
Prototype: German Railroad, Inc. (DB AG) ICE 2 intermediate car.
Model: Greatly extend your main line C Track and add to your train with an ICE 2 intermediate car.
Contents: Track – 24 no. 24188 straight C Track. Rolling stock – 1 ICE 2 intermediate car. 1 adapter cable for connecting a second Mobile Station or for connecting two starter sets with Mobile Stations together for joint play. 1 sound effects circuit with station announcements. Illustrated wiring diagram.
Length 26.4 cm.

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

HIGHLIGHTS

- **Modern high speed passenger service in model railroading.**
- **Track to greatly expand your main line.**
- **Station announcements with a sound effects circuit.**

78056



Dad, Let's Play!

N III IV V

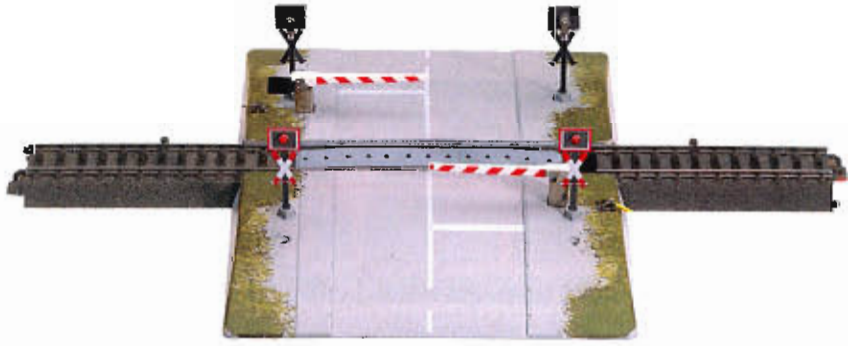
78070 "Railroad Grade Crossing" Track Extension Set.
Prototype: Modern railroad grade crossing and station track layout with a storage siding.
Model: The set comes with a working automatic railroad grade crossing: The half gates come down when a train is approaching.
Contents: A section of track with street pavement, and 2 contact track sections, each 94.2 mm / 3-11/16". 6 no. 24172 straight track, 1 no. 24077 straight track, 2 no. 24612 right turnout, 1 no. 24611 left turnout, 3 no. 24224 curved track, and one no. 24977 track bumper. 32 VA transformer with connections for electric accessories, and wire, plugs, and sockets.

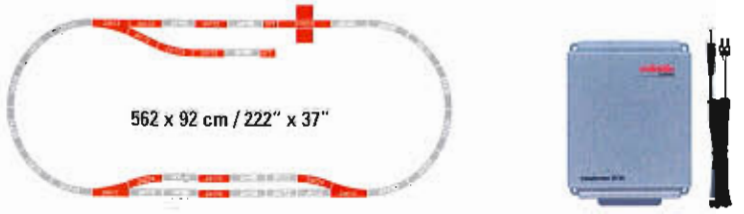
One-time series.

This track extension set is ideal to add to these starter sets: 29852, 29135, 29165, 29755, 29655, 29475, 29533, 29480, and 29790. It can also be used with other starter sets (example: 29575/29576) or added to any existing train setup.

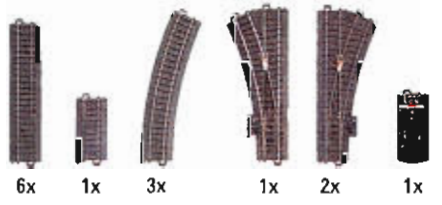
HIGHLIGHTS

- **A lot of material for a passing siding, a storage siding, and a grade crossing.**
- **The automatic grade crossing is easy to install.**





78070



Train Set.

26541 "Bamberg" Commuter Train:
Diesel Locomotive with 3 Passenger Cars.
Prototype: German Federal Railroad (DB) class 280 diesel locomotive. Type AByg 503 rebuild car, 1st and 2nd class, type Byg 515 rebuild car, 2nd class, and type Di-30 "Donnerbüchse" / "Thunder Box" baggage car.
Model: The locomotive is constructed of metal with many cast-in details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a special can motor with a flywheel. 4 axles powered through cardan shafts. 2 traction tires. The headlights are maintenance-free LED's and they will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. The interior of the engineer's cab is shown in relief. The coaches have separately applied grab irons. The baggage car has 4 sliding doors that can be opened and closed.
Total length over the buffers 76.0 cm / 29-15/16".

One-time series.

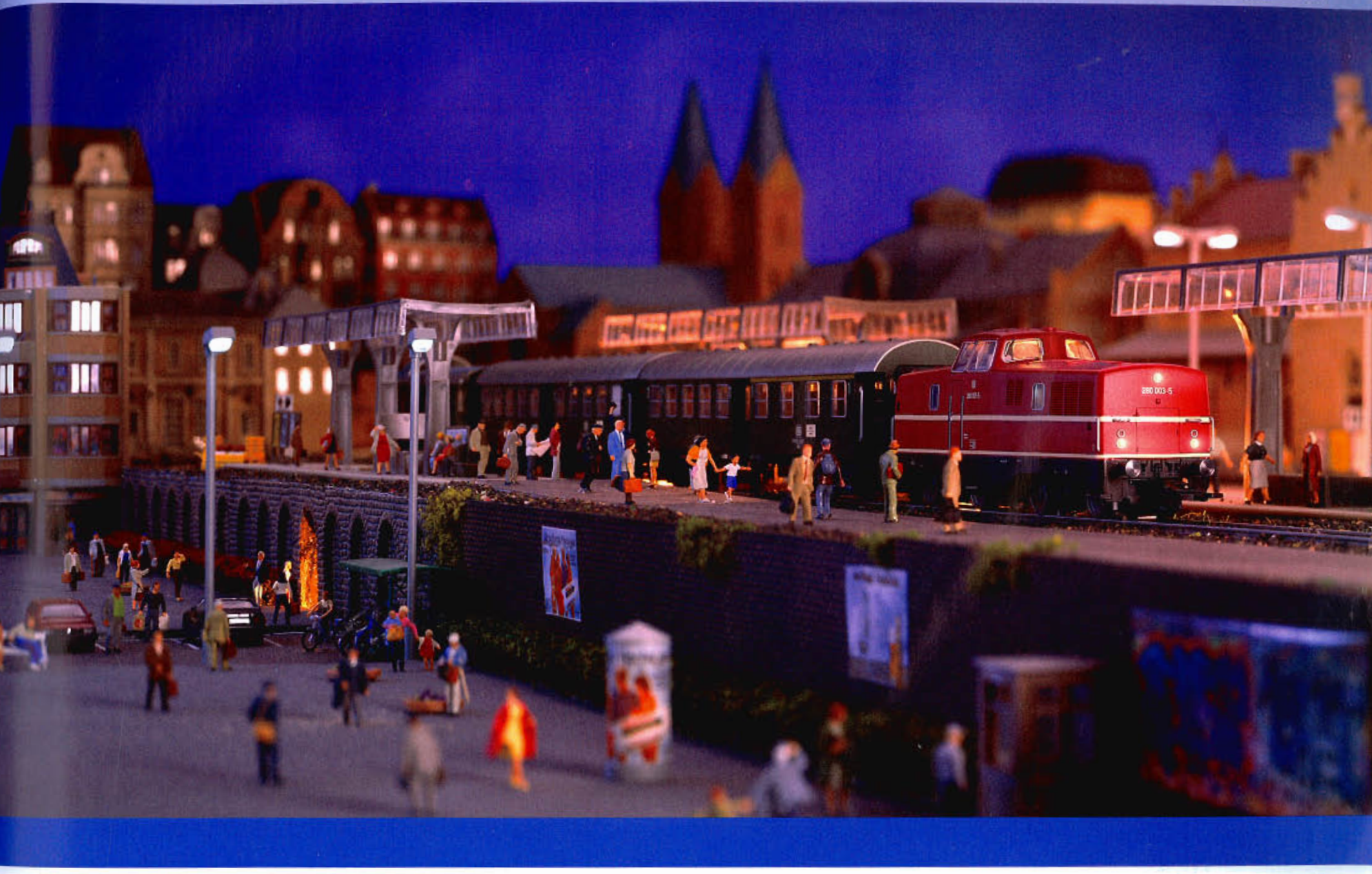
The 2-rail DC version of the "Bamberg" train is available from Trix under item no. 21336.

HIGHLIGHTS

- **Locomotive constructed mostly of metal.**
- **Digital decoder for all Märklin modes of operation.**

The Bamberg V 80 Locomotives.

The 10 class V 80 diesel locomotives were brought together at the beginning of Era IV in the Bamberg District. They were used in the area between Frankfurt, Cologne, and Nürnberg up to 1976 pulling commuter trains on flat terrain. These trains consisted of rebuild cars and older rolling stock. The "Silberlinge" / "Silver Coins" were the newest commuter cars at that time and were kept for the push/pull lines in the metropolitan areas.



Train Set.

36711 ICE 2 High Speed Train.
Prototype: German Railroad, Inc. (DB AG) class 402 InterCity Express. Four part train: type 402.0 powered end car, type 805.3 open seating car,1st class, type 804.0 BordRestaurant dining car, type 808.0 cab control car, 2nd class. The train is painted and lettered as delivered from the builder.
Model: The powered end car has a digital decoder and a sound effects generator. The train has a special motor. 2 axles powered. 2 traction tires. The headlights will work in conventional operation and can be controlled digitally in the powered end car (the headlights in the cab control car are always on). The horn sound effect and the station announcements as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. The pantographs can be raised and lowered (they are not wired to take power from catenary).
Train length 102.7 cm / 40-7/16".

The ICE 2 is available in a 2-rail DC version from Trix under item no. 22096.

HIGHLIGHTS

- **Especially attractive entry level model.**
- **Sound: horn and station announcements.**

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Horn		x	x	x
Surrounding sounds		x	x	x
Direct control		x	x	x


ICE

Luxembourg.

How Close Is Luxembourg?

The relatively small area of the country and the intensive economic integration with Lorraine in France, Saarland and the Rhenish Palatinate in Germany, and Wallonie in Belgium have resulted in the fact that commuter service for Luxembourg now means for the most part international service. The CFL's trains are coordinated with the neighboring DB, SNCF, and SNCB/NMBS railroads, often even jointly operated. The class 4000 locomotives from the TRAXX family of motive power were initially leased and then bought, and they are ideal as electric cross-border locomotives for this special set of railroad service relationships.

N fx V

26538 Commuter Train from Luxembourg: Electric Locomotive with 3 Bi-Level Cars.
Prototype: Luxembourg State Railways (CFL) class 4000 general-purpose locomotive. Dual system locomotive with 4 pantographs. The locomotive is based on the German class 185. 2 commuter cars, 2nd class, and 1 commuter car, 1st and 2nd class.
Model: The locomotive is constructed of metal with many cast-in details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a special can motor. 4 axles powered through cardan shafts. 2 traction tires. The headlights are LED's, they will work in conventional operation, and can be controlled digitally. The locomotive has adjustable running characteristics. 4 pantographs that can be raised and lowered (they are not wired to take power from catenary). All 3 passenger cars come in the latest paint scheme and have different car numbers.
Total length over the buffers 102.4 cm / 40-5/16".

Steam Locomotives.

Nimble Branch Line Motive Power.

Tank locomotives should use little fuel and also be able to run in both directions without the need for a turntable on branch lines with low axle load limits. For these reasons maneuverable, general-purpose locomotives were indispensable in the past particularly for bringing cars on short routes to main lines and for switching work. In addition, their designs were supposed to be extremely simple to operate and not incur much in the way of servicing and repair costs. These locomotives were often painted in decorative provincial railroad color schemes, and a number of them have survived up to the present in part on privately owned and industrial railroads as well as due to the commitment of railroad enthusiasts. Such admirable old-timers can be found on the motive power roster of many railroad museums.

fx I - V

36871 Tank Locomotive.
Prototype: Wet steam locomotive based on a provincial railroad design. 0-6-0T wheel arrangement.
Model: The locomotive comes with a digital decoder. 1 axle powered. 1 traction tire. The locomotive has coupler hooks. The acceleration and braking delay can be controlled digitally.
Length over the buffers 10.8 cm / 4-1/4".

HIGHLIGHTS

- **New mechanism.**
- **Built-in digital decoder.**
- **Acceleration and braking delay can be controlled digitally.**

fx III

30000 Tank Locomotive.
Prototype: German Federal Railroad (DB) class 89.0. Standard design locomotive.
Model: The locomotive with a Delta electronic circuit. 3 axles powered. 2 traction tires. The coupler hooks can be replaced by other couplers.
Length over the buffers 11.0 cm / 4-5/16".

Diesel Locomotive.

märklin HO

36080 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class V 80 with diesel-hydraulic propulsion and universal shaft transmission. Era III, B-B wheel arrangement, built in 1952.
Model: The locomotive is from Era III and comes with a digital decoder and a special can motor with a flywheel. 4 axles powered, 2 traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LED's. The locomotive has a reproduction of the engineer's cab interior details.
Length over the buffers 14.7 cm / 5-13/16".

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

Diesel-Hydraulic Trail Blazer.

The class V 80 rang in a new era in German locomotive design. Starting in 1952, these locomotives were the first units placed into service with hydraulic power transmission. Other technical innovations were the welding technology used on the frame and superstructure as well as on the trucks. The propulsion system was equipped with 1,100 horsepower motors from MTU and an equally, fundamentally new universal shaft power transmission, both of these features constituting trail-blazing new developments. These units were also delivered for their planned service with multiple unit control for m.u. operation and push/pull service. The railroad followed the aesthetics of the 1950s with a flowing, rounded locomotive body. The V 80 was used with commuter and fast passenger trains. It was also used for light freight trains.

HIGHLIGHTS

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

Diesel Locomotives.

Leased Switching Power.

Since 1982 the Mettmann firm On Rail has been actively successful as a builder of railroad equipment and accessories as well as a leasing company for locomotives and cars. Modern Henschel class DHG 700 diesel locomotives are also part of the pool of motive power for On Rail-Mietloks. They are used by all types of firms for industrial plant traffic and transfer work. These locomotives have a very attractive paint scheme in the current Era V version.

HIGHLIGHTS

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

36880 Diesel Locomotive.
Prototype: Henschel class DHG 700 locomotive privately owned by the firm On Rail, Mettmann, Germany, Era V.
Model: This locomotive comes with a digital decoder. 3 axles powered. 1 traction tire. The locomotive has metal handrails at the ends. It also has a built-in warning light on the roof. The locomotive has triple headlights, which change over with the direction of travel. The headlights, which change over with the direction of travel, and the warning light will work in conventional operation (on all the time) and can be controlled digitally. The acceleration and braking delay can be controlled digitally. Coupler hooks are present on both ends of the locomotive. Length over the buffers 11.2 cm / 4-7/16".

ER 20 in "alex" Railroad Operations.

The diesel-electric powered ER 20 is a member of the technically very modern EuroRunner locomotive family. Siemens Dispolok GmbH has been leasing out these units from the large EuroRunner production run since 2002. These locomotives are suitable for freight service as well as for passenger train service. These units put out 2,000 kilowatts / 2,681 horsepower and are currently authorized to run in Germany and Austria. The latest diesel motor technology and a new type of noise dampening make the ER 20 one of the quietest diesel locomotives with the lowest level of exhaust gases in Europe. If necessary, these locomotives can be adapted in appearance and technically on request to the various requirements of customers for use on national or European main or branch lines. The consortium from the "Provincial Railroad" (brand name for the Regental Railroad AG/Regental Railroad Operations GmbH) and EuroThurbo GmbH (German subsidiary of the Swiss firm Thurbo AG) is one of Siemens Dispolok's lease locomotive customers. These two partners jointly run the Allgäu Express from Munich to Oberstdorf, which has its logo "alex" on the Siemens Dispo locomotives. These locomotives with their contrasting yellow-white-aluminum paint scheme are a real eye catcher in railroad operations in the alpine foothills.

HIGHLIGHTS

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

N | NEM | V

36791 Diesel Locomotive.
Prototype: Elbe–Weser, Inc. (EVB) (a railroad and transportation company) class ER 20 general-purpose locomotive. "Hercules" design diesel electric.
Model: The locomotive is constructed of metal with many cast-in details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a special can motor. 4 axles powered through cardan shafts. 2 traction tires. The headlights are LED's and they will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems.
Length over the buffers 21.7 cm / 8-9/16".

One-time series.

This same model is available in a 2-rail DC version from Trix under item no. 22097.

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Direct control		x	x	x

fx | NEM | V

36848 General-Purpose Locomotive.
Prototype: Allgäu Express "alex" class ER 20. Diesel electric design. B-B wheel arrangement.
Model: The locomotive is constructed of metal with many cast-in details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a centrally mounted special can motor. 4 axles powered through cardan shafts. 2 traction tires. The headlights are LED's and they will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled with a Control Unit or Märklin Systems.
Length over the buffers 21.7 cm / 8-1/2".

Electric Locomotives.

36850 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 185 general-purpose locomotive. Dual system locomotive.
Model: The locomotive is constructed of metal with many cast-in details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a special can motor. 4 axles powered through cardan shafts. 2 traction tires. The headlights are LED's and they will work in conventional operation and can be controlled digitally. Adjustable running characteristics. The locomotive has 2 pantographs that can be raised and lowered manually (they are not wired to take power from the catenary).
Length over the buffers 21.7 cm / 8-9/16".

HIGHLIGHTS

- Metal body.

HIGHLIGHTS

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

36856 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) general-purpose dual system locomotive. B-B wheel arrangement.
Model: The locomotive is constructed of metal with many integrated details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a special can motor. 4 axles powered through cardan shafts. 2 traction tires. The headlights are LED's and they will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a Control Unit or with Märklin Systems. The loocmotive has 4 pantographs that can be raised and lowered manually (they are not wired to take power from the catenary).
Length over the buffers 21.7 cm / 8-1/2".

N V

36836 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 185 general-purpose locomotive. Dual system locomotive. Used for the Güterbahn Railion Freight Railroad of German / DB Logistics.
Model: The locomotive is constructed of metal with many cast-in details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a special can motor. 4 axles powered through cardan shafts. 2 traction tires. The headlights are LED's, they will work in conventional operation, and can be controlled digitally. The locomotive has adjustable running characteristics. 2 pantographs that can be raised and lowered (they are not wired to take power from catenary).
Length over the buffers 21.7 cm / 8-1/2".

HIGHLIGHTS
- Metal construction.

HIGHLIGHTS
- Metal construction.

N V

36835 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 146.1 push/pull locomotive. Dual system locomotive.
Model: The locomotive is constructed of metal with many cast-in details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a special can motor. 4 axles powered through cardan shafts. 2 traction tires. The headlights are LED's, they will work in conventional operation, and can be controlled digitally. The acceleration and braking delay can be controlled with a 6021 Control Unit or Märklin Systems. The locomotive has adjustable running characteristics. 2 pantographs that can be raised and lowered (they are not wired to take power from catenary).
Length over the buffers 21.7 cm / 8-1/2".

Electric Locomotive.

"The small black locomotive ..."

The high quality design and the original advertising for this tingly Weizen beer are familiar to and recognized by more than just beer connoisseurs. The young woman with the attractive belly button and the French accent is now creating a sensation on our H0 track.

N V

36890 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) general-purpose class 185 locomotive. Version with 2 pantographs. Free advertising theme for the beer brand Schöfferhofer.
Model: The locomotive is constructed of metal with many cast-in details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a special motor. 4 axles powered through cardan shafts. 2 traction tires. The headlights are diodes; they will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled with the 6021 Control Unit or Märklin Systems. The locomotive has adjustable running characteristics. It also has 2 pantographs that can be raised and lowered (they are not wired to take power from catenary).
Length over the buffers 21.7 cm / 8-1/2".

One-time series.

This locomotive is only available in Germany.

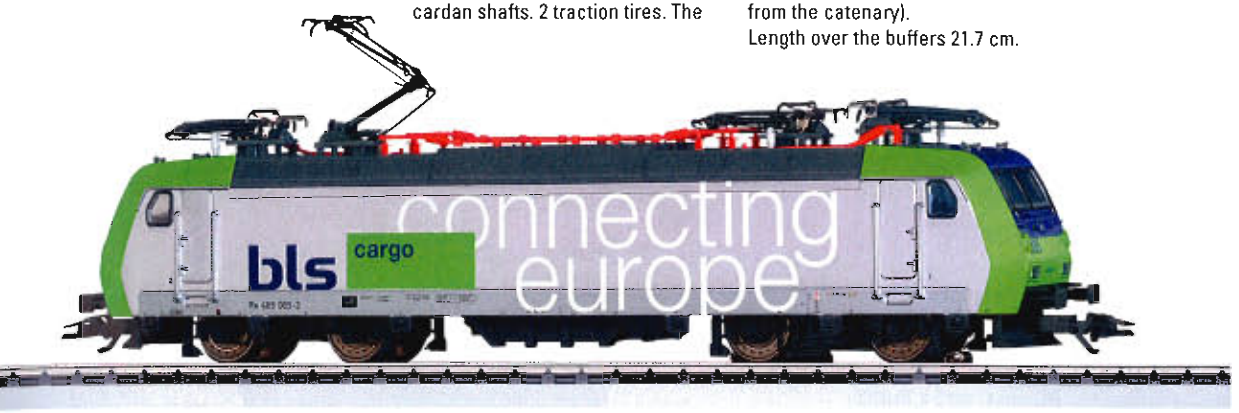
With the purchase of this locomotive you will receive a "Schöfferhofer" Weizen beer glass in the size and with the design you would see in a tavern or restaurant (0.5 liters).

HIGHLIGHTS

- **Metal construction.**
- **Exclusive advertising theme.**

36852 Electric Locomotive.
Prototype: BLS Lötschbergbahn AG (Bern-Lötschberg-Simplon Railroad) class 485 general-purpose locomotive. Dual system locomotive.

Model: The locomotive is constructed of metal with many cast-in details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a special can motor. 4 axles powered through cardan shafts. 2 traction tires. The headlights are LED's and they will work in conventional operation and can be controlled digitally. Adjustable running characteristics. The locomotive has 4 pantographs that can be raised and lowered manually (they are not wired to take power from the catenary).
Length over the buffers 21.7 cm.



36851 Electric Locomotive.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) class 482 general-purpose locomotive. Dual system locomotive.

Model: The locomotive is constructed of metal with many cast-in details. The total design of the locomotive is ideal for model railroad operation. The locomotive has a digital decoder and a special can motor. 4 axles powered through cardan shafts. 2 traction tires. The headlights are LED's and they will work in conventional operation and can be controlled digitally. Adjustable running characteristics. The locomotive has 4 pantographs that can be raised and lowered manually (they are not wired to take power from the catenary).
Length over the buffers 21.7 cm.

Passenger Cars.

I - V

4107 Passenger Car.
Relex couplers.
Length over the buffers 11.0 cm / 4-3/8".
DC wheel set 2 x 70 0600.

I - V

4108 Baggage Car.
The car has a cupola for the conductor's compartment.
Relex couplers.
Length over the buffers 11.0 cm / 4-3/8".
DC wheel set 2 x 70 0600.

I - V

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

I - V

4038 Baggage Car.
The car has a cupola for the conductor's compartment. Relex couplers.
Length over the buffers 11.0 cm / 4-3/8".
DC wheel set 2 x 70 0600.

I

4035 Prussian Passenger Car Set.

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

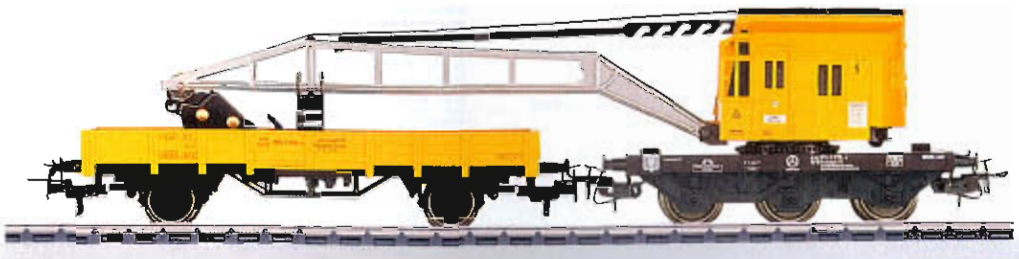
Model: The cars have Relex couplers.
Total length 45.0 cm / 17-3/4".
DC wheel set 8 x 70 0600.

These models are not available separately.

Crane Cars.

IV V

4471 Low Side Car.
Prototype: German Federal Railroad (DB) maintenance car.
Model: This car goes well with the 4671 crane car as a boom support car. Relex couplers.
Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.



IV V

4671 Crane Car.
Prototype: Railroad maintenance car.
Model: The car has a rotating crane, adjustable boom and boom support. The crane hook can be raised and lowered with a hand crank. Relex couplers.
Length over the buffers 8.3 cm / 3-1/4".
DC wheel set 3 x 70 0530.

Crane Cars.

fx V

46715 Crane Car Set with Working Digital Functions.
Prototype: Crane car with a crane tender car. Privately owned car painted and lettered for the firm Leonhard Weiss, Göppingen, Germany.
Model: The crane car has 3 built-in Piezo mechanisms and a special version digital decoder, for digital control of the crane with a 6021 Control Unit or Märklin Systems. The crane can be controlled precisely with the following functions: The crane cab can be turned to the left and right, the crane boom can be raised and lowered, the crane hook can be. The crane car and the crane tender car are permanently coupled together. The crane tender car comes with a boom support. The crane tender car comes with permanently mounted pickup shoe for power pickup. The cars have Relex couplers.
Total length over the buffers 20.8 cm / 8-3/16".

HIGHLIGHTS

- **Precise control of the crane.**
- **Crane hook can be raised and lowered.**
- **Crane boom can be raised and lowered.**
- **Crane cab can be turned.**

N fx V

46716 Railroad Fire Department Emergency Aid Train with a Recovery Crane Car.
Prototype: German Railroad, Inc. (DB Network) Krupp-Ardelt 10t type crane car, crane tender car, equipment car. The cars are painted and lettered as maintenance cars for the Railroad Fire Department / Emergency Technology.

Model: The crane car has a special digital decoder and 3 built-in Piezo mechanisms. The crane car is permanently coupled to the crane tender car, which has a pickup shoe; the equipment car has its own pickup shoe and a sound generator, which can be used separately. The crane functions can be controlled precisely with a 6021 Control Unit or with Märklin Systems: The crane cab can be turned to the right or left, the boom can be raised or lowered, and the crane's hook can be raised or lowered. The warning horn in the equipment car can be controlled digitally with a 6021 Control Unit or with Märklin Systems. The boom support on the crane tender car serves as a support for the crane's boom in the transport position. The ends of the crane car group and the equipment car have Relex couplers.
Total length over the buffers 32.5 cm / 12-13/16".

One-time series.

HIGHLIGHTS

- **Precise control of the crane.**
- **Crane hook can be raised and lowered.**
- **Crane boom can be raised and lowered.**
- **Crane cab can be turned.**
- **Warning horn.**


Bahnfeuerwehr

Freight Cars.

IV

4423 Low Side Car.
Prototype: German Federal Railroad (DB) type Kklm 505.

Model: Relex couplers. Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.

IV

4424 Low Side Car.
Prototype: German Federal Railroad (DB) type Kklm 505.

Model: The car comes loaded with a model of a bulldozer. Relex couplers. Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.

IV

44241 Low Side Car.
Prototype: German Federal Railroad (DB) type Kklm 505.

Model: The car comes loaded with a model of a steamroller. Relex couplers. Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.

IV

4473 Low Side Car.
Prototype: German Federal Railroad (DB) type Rlmms.

Model: Relex couplers. Length over the buffers 16.0 cm / 6-5/16".
DC wheel set 4 x 70 0580.

IV

4474 Low Side Car.**
Prototype: German Federal Railroad (DB) type Rlmms.

Model: The car comes loaded with a bulldozer and a skip loader. Relex couplers. Length over the buffers 16.0 cm / 6-5/16".
DC wheel set 4 x 70 0580.

**** Load shown is a sample of what can come on the car.**

IV

44732 Auto Transport Car.
Prototype: German Federal Railroad (DB) type Rlmms low side car.

Model: The car comes loaded with 3 model automobiles. Appropriate restraints for the load are included. Relex couplers. Length over the buffers 16.0 cm / 6-5/16".
DC wheel set 4 x 70 0580.

IV

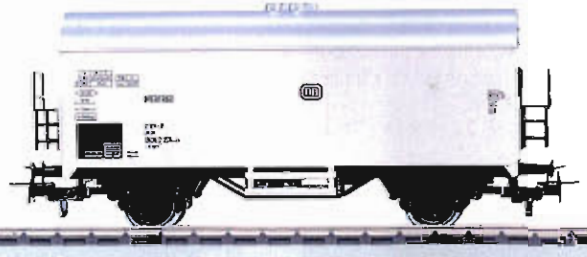
4459 Stake Car.
Prototype: German Federal Railroad (DB) type Kbs.
Model: 18 fixed stakes. Relex couplers. Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.

IV

4410 Boxcar.
Prototype: German Federal Railroad (DB) type Gs 210.
Model: Relex couplers. Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.

I◦ IV

4411 Boxcar.
Prototype: German Federal Railroad (DB) type Gs-uv 213.
Model: The car comes with a pickup shoe and a lighted marker lantern. Relex couplers. Length over the buffers 11.5 cm / 4-1/2".



V

4415 Refrigerator Car.
Prototype: German Federal Railroad (DB) Interfrigo type Ichqs-u 377.
Model: The end platforms are made of metal. Relex couplers. Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.

Freight Cars.

N NEM IV

00759 Set with 24 Freight Cars in a Display.
Prototype: 4 German Federal Railroad (DB) freight car types.
Type Gs boxcar for less-than-carload-lot service.
Type Klm low side car for transporting vehicles.
Privately owned tank car for petroleum oil products.
Type Kbs stake car for transporting machinery.
Model: The 4 car types come in an attractive display, 6 of each car type, with different car numbers. The cars have Relex couplers.
Length over the buffers for each car 11.5 cm / 4-1/2".
Each car comes individually packaged in its own marked box,

6 boxcars.
00759-01 to 00759-06.

6 low side cars. Automobile models in different colors.
00759-07 to 00759-12.

6 tank cars.
00759-13 to 00759-18.

6 stake cars.
00759-19 to 00759-24.

DC wheel set per car 2 x 70 0580.

One-time series.

HIGHLIGHTS

- **24 attractive cars from which to choose.**
- **All of the models in a Hobby version.**
- **Many car numbers for long trains.**
- **At your authorized dealer in a display you can see.**

N V

00758 Set with 24 Freight Cars in the "THW" Display.
Prototype: Different freight cars painted and lettered for use by the Emergency Response Organization (THW). Container cars with mobile work areas, low side cars for vehicle transport, and tank cars for treated liquids.
Model: The car types come in the attractive display and consist of 6 or 12 of each car type, with different lettering or loads. Each car is packaged in its own marked box,

6 container cars with removable work areas.
00758-1 Workshop
00758-2 Response team management
00758-3 Drinking water preparation
00758-4 Radio station
00758-5 Emergency power generators
00758-6 THW information center

6 low side cars loaded with a metal model of a Sprinter truck.
00758-7 to 00758-12

6 low side cars loaded with a metal model of a UNIMOG tractor.
00758-13 to 00758-18

6 tank cars lettered for their intended use.
00758-19 Drinking water
00758-20 Drinking water
00758-21 Oil emergency
00758-22 Water for fighting fires
00758-23 Cement
00758-24 Fuel reserve

All of the cars have Relex couplers.
Length over the buffers for each car 11.5 cm / 4-1/2".
DC wheel set for each car 2 x 70 0580.

One-time series.

HIGHLIGHTS

- **"The Blue Angel" in a large selection: 24 cars.**
- **Ideal add-on for the THW and Fire Department starter sets.**
- **Metal vehicles: Mercedes Benz Sprinter and UNIMOG.**
- **At your dealer in a display you can see.**

Freight Cars.

IV V

44188 Refrigerator Car.
Prototype: Type Ihs 377 standard car.
Painted and lettered for a private party.
Model: The end platforms are made of metal. Relex couplers.
Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.

N V

44194 Refrigerator Car.
Prototype: Privately owned car painted and lettered for the firm Ferrero Germany, Inc.
Model: The end platforms are made of metal. The car has Relex couplers.
Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 05 80.

V

44192 Refrigerator Car.
Prototype: Privately owned car painted and lettered for the firm Chupa Chups.
Model: The end platforms are made of metal. The car has Relex couplers.
Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.

V

44187 Refrigerator Car.
Prototype: Privately owned car painted and lettered for Masterfoods GmbH, Viersen, Germany.
Model: The end platforms are made of metal. Relex couplers.
Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.

V

4417 Beer Car.
Prototype: Privately owned car, painted and lettered for Warsteiner Brewery, Warstein, Germany.
Model: The end platforms are made of metal. Relex couplers.
Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.

N V

44195 Beer Car.
Prototype: Privately owned car painted and lettered for the brewery Köstritzer Schwarzbierbrauerei, Inc.
Model: The end platforms are made of metal. The car has Relex couplers.
Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.

V

44193 Beer Car.
Prototype: Privately owned car painted and lettered for "Schöfferhofer" of the firm Radeberger Gruppe GmbH, Frankfurt am Main, Germany.
Model: The end platforms are made of metal. The car has Relex couplers.
Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.

Freight Cars.

IV V

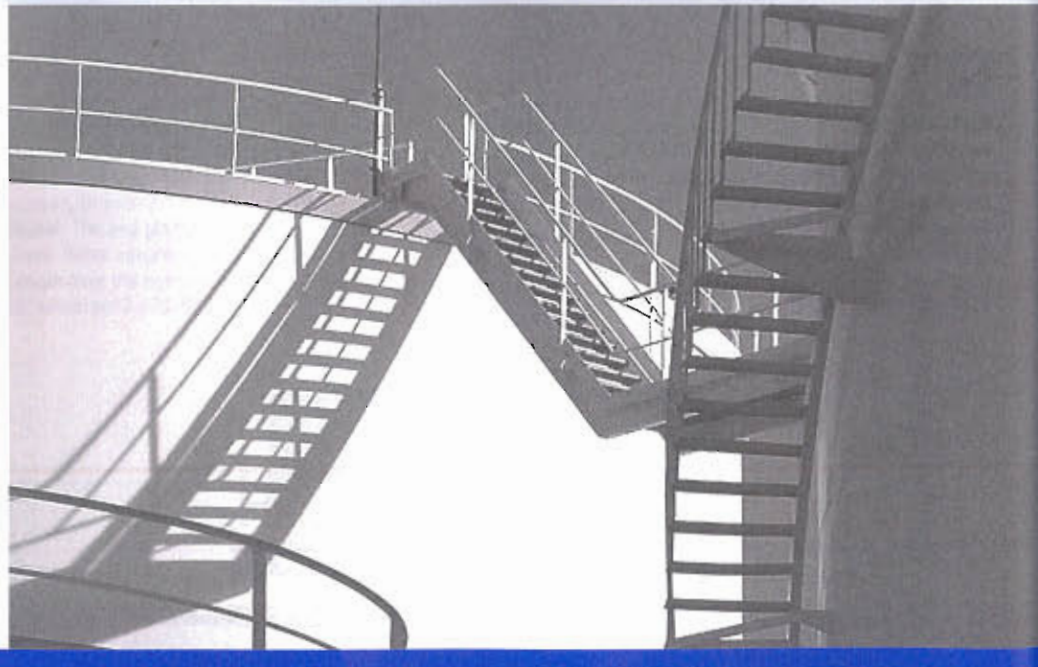
4442 Petroleum Oil Tank Car.
Prototype: Car privately owned, painted and lettered for German Shell, Inc.
Model: Relex couplers.
Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.

IV V

4441 Petroleum Oil Tank Car.
Prototype: Car privately owned, painted and lettered for Esso, Inc.
Model: Relex couplers.
Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.

IV V

4440 Petroleum Oil Tank Car.
Prototype: Car privately owned, painted and lettered for Aral, Inc.
Model: Relex couplers.
Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.



IV

4610 Ballast Car.
Prototype: German Federal Railroad (DB) Talbot design maintenance car.
Model: The unloading hatches can be opened with hand levers. Relex couplers.
Length over the buffers 9.5 cm / 3-3/4" .
DC wheel set 2 x 70 0500.

IV

4413 Dump Car.
The bucket can be tipped to both sides and locked in the center position. Relex couplers.
Length over the buffers 11.5 cm / 4-1/2".
DC wheel s2et 2 x 70 0580.

IV

4431 Gondola.
Prototype: German Federal Railroad (DB) type El-u 061.
Model: The car comes with a removable insert as a coal load. Relex couplers.
Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.

IV

4430 Gondola.
Prototype: German Federal Railroad (DB) type El-u 061.
Model: Relex couplers.
Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.

Starter Sets for the Pros.

With the professional starter sets from Märklin, you are laying the foundation for a fascinating hobby that will give pleasure for an entire lifetime. The hobby from the years as a child and a youth may now come back to the foreground.
The setup goes fast. There is more to the contents of these sets than just exclusive, well assembled trains; there are also locomotives that are not available for separate sale in this form. The C Track sections also included in these sets can be put quickly. Even impatient souls can thus soon enjoy the first run of the small locomotives and cars. The C Track system is not only absolutely true to the prototype, it is also very sturdy. Thanks to the click connection, the operating reliability remains preserved even when the track layout is set up and taken down frequently. And if you would like to set up something larger on the foundation of these starter sets, it can be done at anytime. The boldest layout dreams can be achieved with the custom-tailored extension sets from the extensive track assortment. And if you want, you can also start out with a K Track set.

Thanks to the Mobile Station or the Central Station, you on your way digitally right from the start with these digital starter sets. You'll be amazed how the running characteristics of the new locomotives have changed compared to the earlier units. These small machines start up gently and come smoothly to a stop. The acceleration and braking delay can be set individually on the state of the art decoders that are mounted inside the locomotive body.

A look at the future:
All of these sets can be expanded and guarantee all kinds of fun. So, let's get started!

Starter Set.

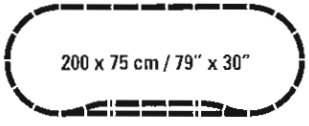
29830 "Era III" Digital Starter Set. With a Large K Track Layout and a Mobile Station. 230 Volts.
Prototype: Class 03 express locomotive. Standard design locomotive with a welded tender and Wagner smoke deflectors. 3 German Federal Railroad (DB) standard design fast train passenger cars based on the German State Railroad Group 28 and Group 30 designs.
Model: The locomotive comes with an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator with many functions. 3 axles powered. 2 traction tires. A 7226 smoke generator can be installed on the locomotive. The headlights will work in conventional operation and can be controlled digitally. The smoke generator contact, the steam locomotive operation sounds, which change with the speed of the locomotive, and the acceleration and braking delay can be controlled digitally with the 6021 Control Unit or Märklin Systems. The running gear lights and other operating sound effects can be controlled digitally with the Mobile Station and with the 60212 Central Station. The cars have different car names and are imprinted with train destination signs. The roofs have traces of soot on them.
Total train length 101.0 cm.
Contents: 3 fast passenger train standard design cars: 1 type A4yse-30/55 car, 1st class, and 2 type B4üwe 28/51 cars, 2nd class. 12 no. 2200 straight track, 2 no. 2207 straight track, 4 no. 2208 straight track, 12 no. 2221 curved track, 2 no. 2232 curved track, 1 no. 2265 left manual turnout, 1 no. 2266 right manual turnout, 1 no. 2290 feeder track. 230 volt/32 VA transformer. Mobile Station digital controller. Illustrated instruction manual with all sorts of tips and ideas for setting up the starter set. This set can be expanded with the K Track extension sets and the entire K Track program. The 7549 electric turnout mechanism, the 7548 below-baseboard mounting kit, and the 7547 turnout lantern kit can be installed on the turnouts.

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

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Steam locomotive operating sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Sound of squealing brakes off			x	x
Running gear lights			x	x
Whistle for switching maneuver			x	x
Sound of coal being shoveled			x	x

HIGHLIGHTS

- **Large K Track layout with advanced model railroader expansion option.**
- **Typical train consist from the DB steam era.**
- **Express steam locomotive with controlled high-efficiency propulsion.**
- **mfx digital decoder with multiple sound and special functions.**



29830

Starter Set.

N | mfx | NEM | NEM | III

29840 "German Federal Railroad" Mega Digital Starter Set. 230 Volts.
Prototype: German Federal Railroad (DB) passenger and freight train. Class 85 tank locomotive and class 55 locomotive with a tender. 4 "Donnerbüchse" / "Thunder Box" design branch line cars: type ABi-29, 1st and 2nd class, type Bi-28, 2nd class, type Bi-29 (rebuild car), 2nd class, type Pwi-30 baggage car. 4 freight cars: type Gl refrigerator car (privately owned), type Omm-37 high side gondola, type V-23 livestock car, type Pwgs-41 baggage car.

Model: Both locomotives have an mfx digital decoder, controlled high-efficiency propulsion, and a smoke generator. The headlights, smoke generator contact, steam locomotive operating sounds, and 6 other operating sounds on each locomotive as well as the acceleration and braking delay can be controlled digitally. The passenger train baggage car and the livestock car have sliding doors that can be opened. Train lengths 83.2 cm / 32-3/4" and 69.4 cm / 27-5/16".
Contents: 14 sections of no. 24310 curved track, 8 sections of no. 24188 straight track, 1 section of no. 24088 feeder track, 9 sections of no. 24172 straight track, 1 pair of 24671 and 24672 curved turnouts. Central Station. 60 VA transformer. Illustrated instruction book with many tips and ideas.

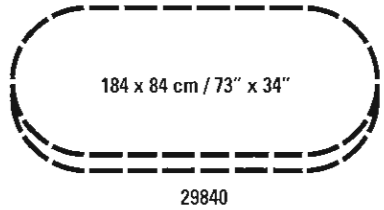
This set can be expanded with the C Track extension sets and with the entire C Track program. The turnouts can be retrofitted with the 74490 electric mechanism.

HIGHLIGHTS

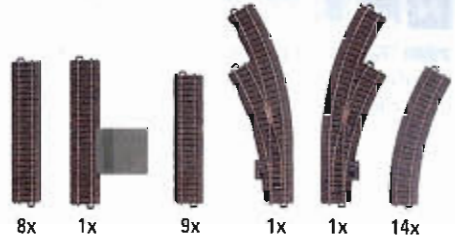
- **A complete digital railroad: 2 trains, large C Track layout, and Märklin Systems.**
- **Both steam locomotives have high-efficiency propulsion and great sound.**
- **The Central Station activates all operating sounds.**

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

The class 55 was removed from Southern Germany as early as 1958. Road number 55 5415 was the last unit in regular freight train service in Baden-Württemberg.



29840



The class 85 was the typical locomotive in the steam locomotive era on the Höllental / Hell's Valley line and the Schwarzwald / Black Forest line. The passenger trains usually consisted of "Donnerbüchsen".

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

Switzerland.

29680 "Gotthard" Digital Mega Starter Set, 230 Volts.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) freight train and passenger train. Class Ce 6/8 III "Crocodile" electric locomotive. Class Ae 6/6 "Luzern" ("Lucerne") electric locomotive.
Type J3 boxcar, type K3 boxcar, pair of type N2 flat cars with load cradles, and an "Egli" wine barrel car. 3 lightweight steel cars: type A with 3 compartments, 1st class, type B with 2 compartments, 2nd class, and type B with 3 compartments, 2nd class. Used on the Gotthard route around 1955.

Model: Both locomotives have mfx digital decoders, controlled high-efficiency propulsion systems (c 90 for the "Luzern", Softdrive Sine for the "Crocodile"), and a sound effects generator. The headlights / marker lights and different operating sounds, as well as the acceleration and braking delay can be controlled. The boxcars have sliding doors that can be opened. The wine barrel car has wooden barrels. The flat cars with load cradles have a load of lumber.
Freight train length 82.0 cm / 32-5/16".
The passenger cars are ready for installation of the 7319 current-conducting coupling or the 72020 current-conducting coupler, the 73405 pickup shoe / ground spring power pickup set, and the 73400 lighting kit (2 per car).
Passenger train length 99.5 cm / 39-3/16".

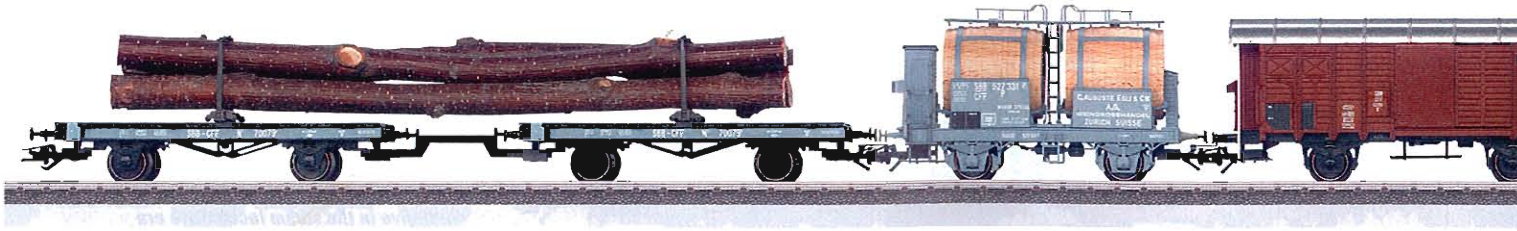
Contents: Large C Track layout with 47 sections of track and 2 wide radius turnouts with electric turnout mechanisms and decoders. Märklin Systems Central Station digital controller. 60 VA transformer for supplying power to the Central Station and accessories. Hardware for connections are included. Extensive instructions for setup and for operation are also included.

One-time series for the anniversary "125 Years of the Gotthard Line".

This starter set can be expanded with the C Track extension sets and with the entire C Track program.

HIGHLIGHTS

- **A complete digital railroad: 2 trains, a large track layout, and Märklin Systems.**
- **C Track layout with wide radius curves, 11.40 meters / 37 feet 5 inches of track and 2 wide radius digital turnouts.**
- **Both locomotives come with high-efficiency propulsion and sound.**
- **The Central Station controls all operating sounds and the track.**



Gottardo
125 Jahre/ans/anni/years

2x

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

29680

2x 21x 6x 4x 12x 2x 1x 1x

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Marker light(s)		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Long distance headlights		x	x	x
Blower motors		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Sound of squealing brakes off			x	x
Operating sounds			x	x

USA.

29575 "American" Digital Starter Set. 230 Volts.
Prototype: New York Central System (NYC) ALCO PA-1 heavy diesel locomotive and 4 freight cars.
Model: The locomotive comes with an mfx decoder, controlled high-efficiency propulsion, sound generator (diesel motor, bell, horn) and controllable headlights. 1 boxcar, 1 refrigerator car, 1 hopper car, and 1 caboose.
Train length 70.0 cm / 27-9/16".

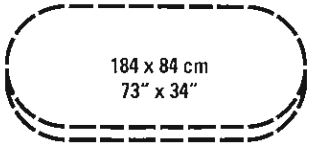
Contents: 14 no. 24130 curved track, 8 no. 24188 straight track, 1 no. 24088 feeder track, 9 no. 24172 straight track, 1 pair of 24671 and 24672 curved turnouts. Transformer. Mobile Station. Illustrated instruction manual with all sorts of tips and ideas for setting up the starter set. This set can be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

Special operating environment sound effects that can be controlled with the Control Unit or Märklin Systems:
1. Couplers engaging
2. "Clickety clack" from rail joints
3. Cab radio "chatter"

HIGHLIGHTS

- **Getting started with digital model railroading the large way, American style.**
- **Mobile Station included.**
- **Heavy locomotive with high-efficiency propulsion.**
- **Great sound: diesel motor, bell, horn, etc.**

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



29575

8x 1x 9x 1x 1x 14x

Locomotives.

Locomotives from Märklin were always something quite special. They awakened our passion and evoked pure emotions. They were more than the perfect reproductions of their large prototypes in a scale of 1:87. They were built with both love and perfection. It didn't matter whether they were standing in a display case or if they were showing what's hidden inside their mostly metal bodies on a beautifully made layout – they were objects of desire. Innovative technology is at work under the hard shell. All generations of Märklin locomotives have always had their own, contemporary inner life. With the innovative Softdrive Sine propulsion concept, Märklin is offering the ambitious model railroad a powerful foundation with the best running characteristics for many future high end H0 locomotives. The new Märklin Softdrive Sine motor is very compact and even fits in smaller locomotives.
The selection of locomotives from all of the eras of railroad history is large. There are nostalgic looking models that evoke the erstwhile flair of the good old steam locomotive period as well as the sturdy diesel and electric locomotives that proved themselves daily in decades of hard practical tests. They are all immortalized in the models from Göppingen.

The incomparable and timeless class 05 express locomotive was the absolute star in German long distance service until 1957, and it shines as a Märklin model with a striking silhouette und a harmonious total appearance of power. As an exclusive model for Märklin Insiders, it is also the star among the current Märklin steam locomotives. The series of beautiful steam locomotives is being continued with the "Beautiful Lady of Württemberg", one of the class 18.1 locomotives with a tender. The class 44 had to move the heaviest of loads as a heavy piece of motive power for the "Langer Heinrich / Long Henry" ore train. Unit trains that consisted of up to fifty cars in the prototype, weighed 4,000 metric tons and that were pulled by impressive pairs of locomotives will excite any model railroader. Märklin is offering a train set and a car set for this train. In honor of the old master: Märklin is continuing the five-part special series of sought after H0 models with the model of the class 45 in honor of Carl Bellingrodt, one of the most famous railroad photographers in Germany. This series is limited and is only being produced once. It impresses people with exquisite detailing and premium technical features.
The German Federal Railroad (DB) class 218 general-purpose locomotive rates as a "jack-of-all-trades". It has been in all types of service – from heavy freight trains to the TEE – for over 35 years as the most important diesel locomotive of the DB and the DB AG. The Märklin model will impress people with its metal construction and extensive sound and operation functions. This diesel locomotive is a "must" on every layout.

The electric locomotive group is no less impressively represented: The world famous Crocodile, embodied in a model of the class Ce 6/8 III, the mighty Ae 8/14 or the wonderful Ae 6/6 give new life to the mystique surrounding freight service on the Gotthard route for the "125 Years of the Gotthard" anniversary. Pure railroading is presented with these locomotive legends, and yet they meaningfully mark the change of the eras on this unique railroad route.

With the class 189 fast general-purpose locomotive and the class E 50 heavy freight locomotive, we are presenting genuine motive power for freight service that can be used all over on your layout.

Steam Locomotives.

37039 Steam Locomotive with a Tender.
Prototype: German State Railroad (DRG) class 38 passenger locomotive. Former Prussian P 8. Boiler with 3 domes and Wagner smoke deflectors. Four-axle box-style tender.
Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator. It has a powerful can motor with a bell-shaped armature, mounted in the boiler. 3 axles powered. 2 traction tires. A 72270 smoke generator can be installed in the locomotive. The headlights are maintenance-free, warm white LED's. The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. The steam locomotive operating sounds and a locomotive whistle as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. Additional operating sounds can be controlled with Märklin Systems. There is a close coupling between the locomotive and tender. The locomotive has a detailed engineer's cab. Brake hoses, prototypical couplers, and piston rod protector tubes can be installed on the locomotive. Length over the buffers 21.0 cm / 8-1/4".

The 43311, 43313, and 43315 cars form a correct German State Railroad train for the class 38.

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

HIGHLIGHTS

- **Can motor with a bell-shaped armature, in the boiler.**
- **Detailed steam locomotive sound.**

N mfx II

37860 Tank Locomotive.
Prototype: German State Railroad (DRG) class 86 standard design locomotive. Used for passenger trains.
Model: The locomotive comes with an mfx decoder, controlled high-efficiency propulsion, and Telex couplers for remote uncoupling of cars at any spot on the layout. 4 axles powered. 2 traction tires. The headlights change over with the direction of travel, will work in conventional operation and can be controlled digitally. The Telex couplers front and rear as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. The locomotive has separately applied grab irons.
Length over the buffers 15.8 cm / 6-1/4".

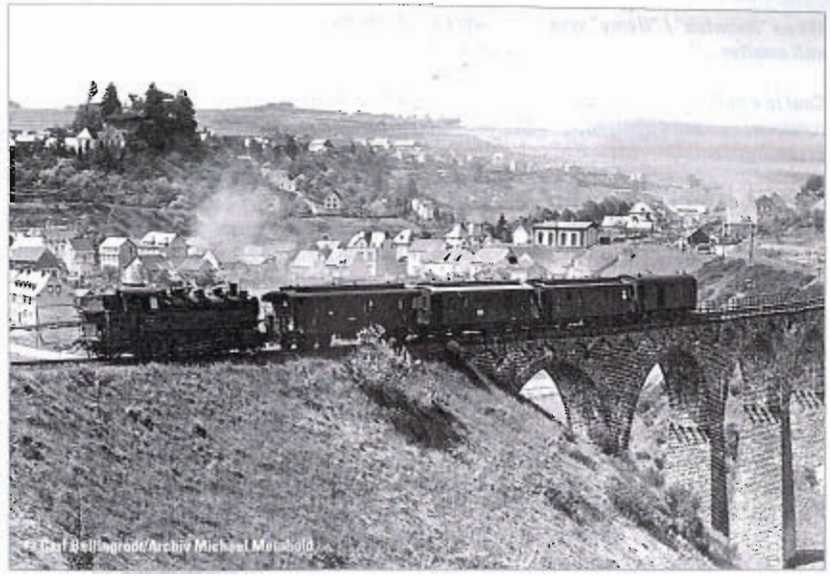
One-time series.

The Langenschwalbach cars to make up passenger train P 3320 are available as a car set under item no. 43047.

HIGHLIGHTS

- **Remote-controlled Telex couplers front and rear that can be controlled separately.**
- **German State Railroad version with dual headlights.**

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Telex coupler on the front		x	x	x
Telex coupler on the rear		x	x	x
Direct control		x	x	x



Daun on the Lieser.

One of the photographs from the archive of Carl Bellingrodt shows the tank locomotive with the road number 86 004 with passenger train P 3320 in 1937. The impressive scene plays out on the viaduct across the small Lieser River before the station at Daun in the Eifel region. The well-proportioned standard design locomotive pulls the versatile passenger cars of the unmistakable Langenschwalbach design.

In addition to the marvelous presentation of large locomotives in dynamic poses, the inexhaustible life's work of this master also shows many images from scenes of quite ordinary railroad life. Each of these images is also an individual masterpiece by virtue of the composition of the subject and the quality of the execution.

The models making up the Daun train will satisfy the exacting demands of everyone: authentic paint and lettering, powerful motor and gear drive, and current digital technology. The Telex couplers enable you to move the locomotive around the train between the entry and departure from the station – just like the documented prototype.

37860 43047

Steam Locomotives.

When "Heinrich" / "Henry" was still smaller ...

Coal is a bulk freight that has traditionally been conveyed by rail. In the Thirties it was domestic coal that had to be transported from the coalfields in Germany. To the extent that the areas of demand were not on the major main lines, the axle loads for transport on branch lines were limited.

For that reason small, short freight cars were used for a long time – similar to in England – that spread the load over many axles. This meant that the black gold could be brought with trans-loading from the sidings for the coal mine to the industrial siding at the boiler house or to the siding for the fuel dealer. Typical for these cars were the car types "Schwerin" and "Nürnberg" with a load limit each of 15 metric tons. Around 40,000 of these cars were available for use on the DRG around 1930.

The locomotives had to fulfill corresponding requirements for this work: powerful motive power with a low axle load. This was exactly the design of the class 50 as a lightweight freight locomotive. With an axle load of 15 metric tons and 5 powered axles, this locomotive reached a starting tractive effort of around 16 metric tons (160 kilonewtons). On flat terrain it could confidently master a typical heavy coal train with 30 cars and 700 metric tons.

The track network had to be expanded first before the "Lange Heinrich" / "Long Henry" could grow to its full size: load capacity, block length, and safety equipment were not sufficient for a 4,000 metric ton train until the DB era.

N mfx NEM II

37849 Steam Locomotive with a Tender.

Prototype: German State Railroad Company (DRG) class 50. Version with a box-style tender and Wagner smoke deflectors.

Model: The locomotive comes with an mfx digital decoder, controlled high-efficiency propulsion, a Telex coupler on the tender, and a sound effects generator. The motor is in the boiler. 5 axles powered. Traction tires. The locomotive frame is articulated to enable the unit to negotiate sharp curves. The headlights will work in conventional operation and can be controlled digitally. A 7226 generator can be installed in the locomotive. The smoke generator contact, the Telex coupler, steam locomotive operating sounds, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. Additional operating sounds can be controlled with Märklin Systems. The pilot truck has a close coupler in an NEM coupler pocket. There is an adjustable close coupling between the locomotive and the tender.
Length over the buffers 26.3 cm / 26.5 cm / 10-3/8" / 10-7/16".

One-time series.

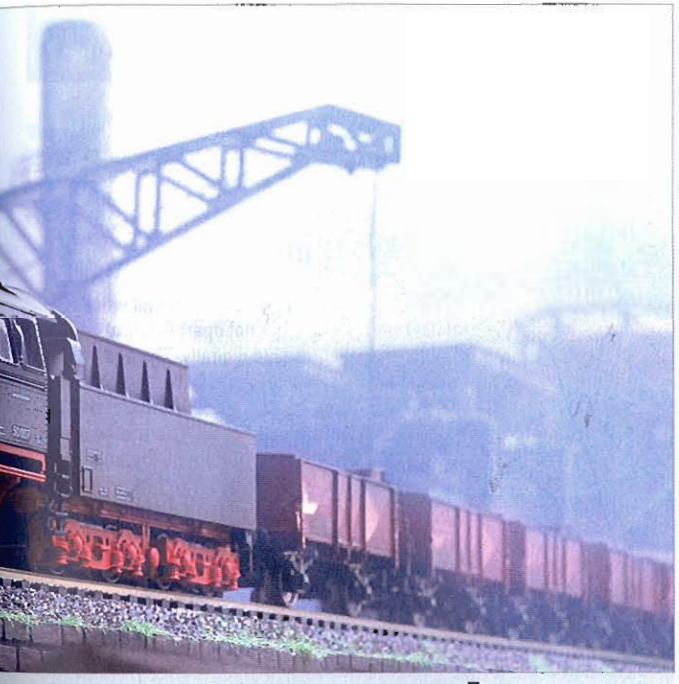
The coal cars from the 46045 set make up an appropriate train for the former German State Railroad class 50.

HIGHLIGHTS

- **Motor and gear drive in the locomotive, decoder in the tender.**
- **Special articulated locomotive frame.**
- **Telex coupler on the tender for remote controlled uncoupling of cars.**
- **Realistic steam locomotive sounds.**

46045

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Telex coupler(s)		x	x	x
Steam locomotive operating sounds		x	x	x
Direct control		x	x	x
Whistle for switching maneuver			x	x
Air pump / compressor			x	x
Sound of coal being shoveled			x	x
Sound of squealing brakes off			x	x



37849

36862 Tank Locomotive.
Prototype: German Federal Railroad (DB) class 98.3 "Glaskasten" / "Glass Box". As it looked in operation in Era III around 1956.
Model: The locomotive comes with an mfx decoder. 2 axles powered. 1 traction tire. The inner boiler is made of metal. The locomotive has numerous separately applied hand rails and grab irons. It also has a finely detailed reproduction of the boiler fittings and other details. The locomotive has dual headlights that change over with the direction of travel. They will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems.
Length over the buffers 8.0 cm / 3-1/8".

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

Branch Line Legend.

The legendary DB class 98.3 (former Bavarian class PtL 2/2) branch line locomotives were seldom designated with their exact class number, because these nimble branch line units were much better known by the nickname "Glaskasten" / "Glass Box". The comparably roomy engineer's cab is the reason for this affectionate name. The cab surrounded a large part of the boiler and its luxurious glassed in area gave the engineer a good view of the tracks in both directions. Partially automatic coal firing enabled economical one-man operation of these locomotives. This meant they were predestined for lightweight branch line service.

HIGHLIGHTS

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

43030 43010 43020 36862

Steam Locomotives.

In 1882, Henschel delivered the first example of a saturated steam locomotive with 6 driving wheels for branch line service. The T 3 impressed people with its easy maintenance, robustness and versatility. The jury at the Chicago World's Fair in 1893 was also convinced. It awarded a prize to this 11 year old design. Even 13 years later locomotive builders were still bold enough to exhibit the T 3. In Milan, Hanomag presented the last locomotive, equipped with a Lentz poppet valve system as an experiment. The exhibition efforts paid off for the companies involved. Locomotives of similar design went to China, France, Greece, and Italy.

The German State Railroad designated it the class 89.70.
In Germany, in addition to the Prussian State Railways, numerous private railroads purchased the T 3. Starting in 1891, the Royal Württemberg State Railways also joined the group railroads running the T 3. The first units for this railroad were built by Krauss in neighboring Bavaria. After that, additional locomotives came from Württemberg builders, the Maschinenbau-Gesellschaft Heilbronn, and Machinenfabrik Esslingen. The running gear on the Württemberg locomotives was designed for more power, and the wheel diameter was somewhat smaller. Instead of the outboard mounted Allan valve gear, they were equipped with Heusinger valve gear. They ran on the German State Railroad as the class 89.3. Several units of both classes survived to be used by the state railroads of both East and West Germany after 1945. Road numbers 89 7296 and 7377 were the last units retired by German Federal Railroad in 1961.

mfx

37140 Tank Locomotive.
Prototype: German Federal Railroad (DB) class 89.[70-75] tank locomotive. Former Prussian T 3 branch line locomotive.
Model: The locomotive comes with a digital decoder and controlled propulsion. It has a miniature can motor in the boiler. 3 powered axles. 2 traction tires. The locomotive has detailed running gear with a representation of the Allan valve gear. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a 6021 Control Unit or Märklin Systems. There is an unobstructed view through the engineer's cab. The locomotive has many separately applied details.
Length over the buffers 9.9 cm / 3-7/8".

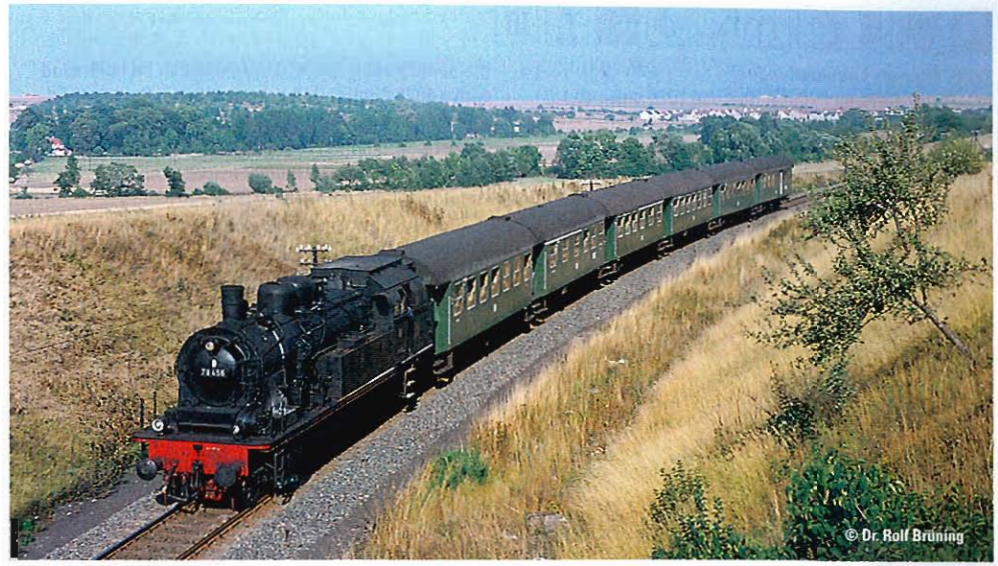
N mfx NEM III

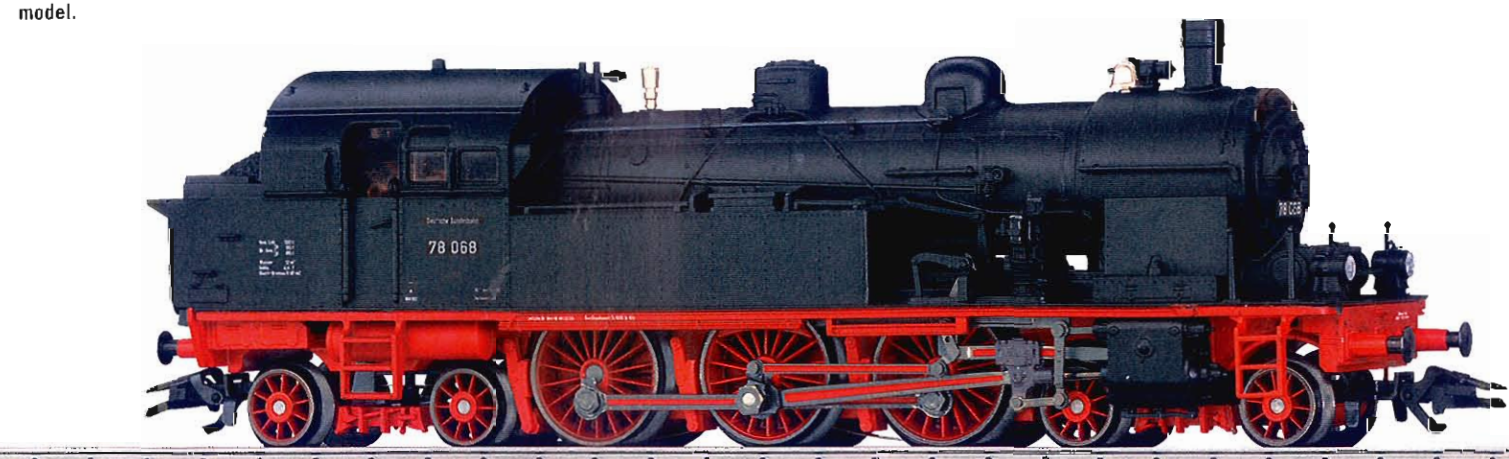
37074 Tank Locomotive.
Prototype: German Federal Railroad (DB) class 78 fast passenger locomotive. Version before 1955 with dual headlights.
Model: The locomotive comes with an mfx decoder and controlled high-efficiency propulsion. 3 axles powered. 2 traction tires. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. The locomotive has numerous separately applied details.
Length over the buffers 16.9 cm / 6-5/8".

The rebuild car pairs, item nos. 43172, 43182, and 43192, form the passenger train for the class 78 model.

78 to 74.

The fast class T 18 tank locomotives from Prussia, Württemberg, and Saarland made up the class 78.0 on the German State Railroad. Over 80% of this roster, or 424 units, came to the German Federal Railroad. They were used primarily in regional service with and starting in 1953 they were ideal motive power for passenger trains with the "new" three-axle rebuild cars, which were authorized for speeds up to 90 km/h / 56 mph. These "partnerships" were maintained in some cases for almost 20 years. After that, the class 78 locomotives were gathered in the Stuttgart District and were retired one by one until 1974.





HIGHLIGHTS

- **mfx decoder included for all Märklin modes of operation.**

Steam Locomotives.

37115 Express Locomotive.
Prototype: German Federal Railroad (DB) class 18.1 locomotive with a tender. Former Württemberg class C.
Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator. It has a powerful can motor with a bell-shaped armature, built into the boiler. 3 axles powered. 2 traction tires. The headlights are maintenance-free LED's, will work in conventional operation, and can be controlled digitally. The steam locomotive operating sounds and the locomotive whistle as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. Additional operating sounds can be controlled with Märklin Systems. The tender is made of metal. There is a close coupling between the locomotive and tender.
Length over the buffers 23.7 cm / 9-5/16".
The locomotive comes in a wooden case.

One-time series.

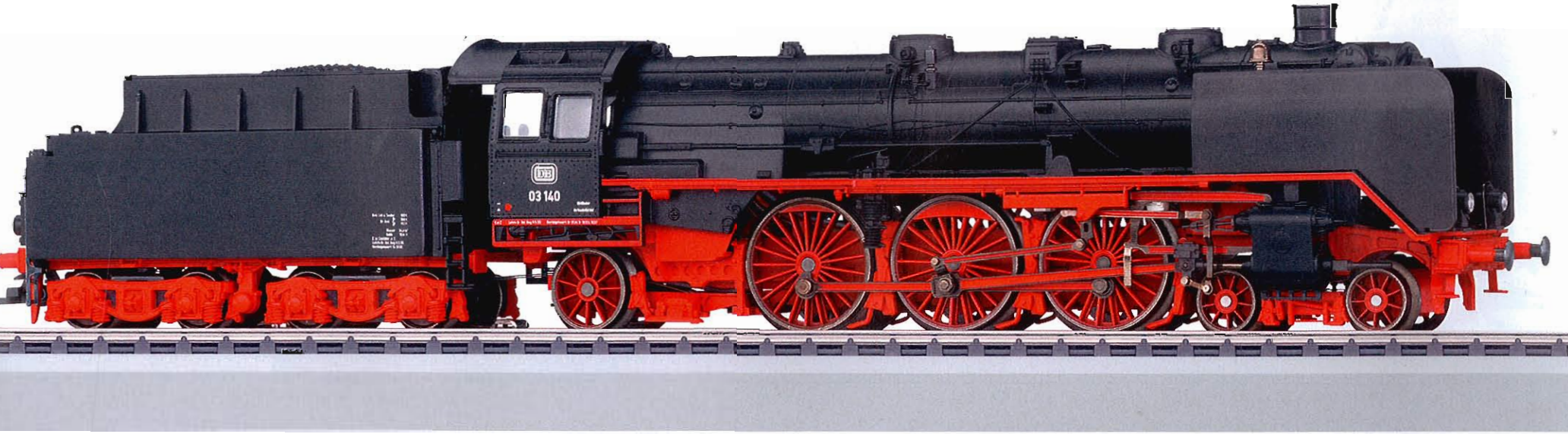
HIGHLIGHTS

- **Metal construction.**
- **Can motor with a bell-shaped armature, in the boiler.**
- **mfx decoder with great steam locomotive sounds.**

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Steam locomotive operating sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Sound of coal being shoveled			x	x
Air pump / compressor			x	x
Sound of squealing brakes off			x	x
Operating Sounds 1			x	x
Operating Sounds 2				x

37953 Steam Locomotive with Tender.
Prototype: German Federal Railroad (DB) class 03 express locomotive. Standard design locomotive with welded tender and Witte smoke deflectors.
Model: The locomotive comes with a digital decoder, controlled highefficiency propulsion, a Telex coupler on the tender and a multi-function sound effects generator. 3 powered axles. 2 traction tires. The 7226 smoke generator can be retrofitted into the locomotive. The headlights will work in conventional operation and can be digitally controlled. The smoke contact, the Telex coupler, the speed-dependent steam locomotive sound effects, as well as the acceleration and braking delay can be digitally controlled with the 6021 Control Unit. The running gear lights and additional operating sound effects can be digitally controlled with the 60652 Mobile Station and with the 60212 Central Station.
Length over the buffers 27.7 cm / 10-7/8".

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Telex coupler(s)		x	x	x
Steam locomotive operating sounds		x	x	x
Direct control		x	x	x
Locomotive whistle			x	x
Air pump / compressor			x	x
Light Function 1			x	x
Sound of squealing brakes off			x	x
Whistle for switching maneuver				x
Letting off steam / air				x
Sound of coal being shoveled				x
Sound of the grate being emptied				x



Steam Locomotive.

39010 Express Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 01 steam locomotive. Locomotive as it looked around 1966 with the older design boiler and Witte smoke deflectors.
Model: The locomotive has a compact-design, controlled C-Sine high-efficiency propulsion with an mfx decoder and a sound generator. 3 axles powered, 2 traction tires. The tender is made of metal. There is a close coupling between the locomotive and tender that can be adjusted for different curves. The locomotive is ready for installation of the 7226 smoke generator. The locomotive has triple headlights that change over with the direction of travel and a smoke generator contact. Both will work in conventional operation and can be controlled digitally. The locomotive whistle and steam locomotive operating sounds as well as the acceleration and braking delay can be controlled digitally with a 6021 Control Unit or Märklin Systems. The sounds of air compressors, the flickering glow from the firebox, the sound of brakes squealing, and a short whistle blast for switching operations can be controlled digitally with Märklin Systems. Three additional sound functions (letting off steam, the sound of coal being shoveled, and the sound of the grate being shaken) can be activated with the 60212 Central Station. There is a close coupler with a guide mechanism and an NEM coupler pocket on the tender. Minimum radius for operation 360 mm / 14-3/16". Length over the buffers 27.5 cm / 10-13/16".

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

HIGHLIGHTS

- **Locomotive chiefly made of metal.**
- **Completely new tooling.**
- **New compact-design C-Sine propulsion.**
- **mfx decoder.**
- **Multiple controllable operating and sound functions.**
- **Prototypical version with closed front skirting and type 2'2'T34 standard design tender.**
- **Coupling between locomotive and tender with a guide mechanism, adjustable in length.**

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

39015 Express Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 01.
Model: The locomotive looks the same and is technically the same as 39010, but without expanded sound functions. The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. The locomotive whistle as well as the acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems.
Length over the buffers 27.5 cm / 10-13/16".

The DB express train passenger cars from the 43929 car set as well as item nos. 43910, 43920, 43930, 43940, and 43950 go well with the 39010 and 39015 locomotives.

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

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

Insider Model for 2007.

The Class 05: Flying High on the Rails.

The German airline Lufthansa was started in 1926; a new transportation carrier was established in all of Germany. Five years later powerful, reliable passenger planes were available in the form of the Ju 52, and they were used to serve a growing network of routes. The German State Railroad recognized the coming competition and sought ways to counter it. New concepts such as the "Flying Trains" were developed on designated express routes in close cooperation with the railroad industry.

The dominance of steam motive power was not a question; the German State Railroad required a new generation of standard design locomotives for long distance service at speeds of 175 km/h / 109 mph. The physical limits of the classic express steam locomotive had almost been reached with the class 01. The previously available continuous power output was about 2,500 horsepower, and new technology had to be used for higher speeds:

Three-cylinder running gear with increased boiler pressure.
Large driving wheels with a diameter of 2.30 meters / 90-9/16".
A frame with a 4-6-4 wheel arrangement as with the American "Hudson" locomotives.
The aerodynamics from airplane construction as a new design element for railroad locomotives and cars.

In 1935, Borsig presented two giants that combined modern construction and efficient design: the 05 001 and die 05 002 with completely enclosed streamlining. This was parallel to a similar approach taken by Henschel (class 61). Both units fulfilled the demands made of them in an exemplary manner, and they surpassed the guidelines by a great deal. In 1936, test runs with passengers reached over 200 km/h / 125 mph – a record envied by other state railroads. At that time it might still have seemed possible to surpass the speed of the flying competition. Actually, this turned out to be the magic limit for passenger trains for almost 30 years. The DB's E 03 was the first to question this speed over time, which made today's fast passenger service achievable.

Road no. 05 003 that followed was supposedly still more innovative: its cab was located at the front like the prototype of the American "Cab Forward" locomotives. The direct, smoke-free view down the track was supposed to increase safety at high speeds, and the aerodynamics was theoretically smoothed out to a greater extent. Since the boiler now had the smoke box door facing the tender, the fire box up front could no longer be fueled with normal pieces of coal. The solution was coal dust firing with mechanical-pneumatic conveying of the coal dust the entire length of the boiler. In 1937 testing began – and the difficulties with this daring design also began. Quality, weather, and the locomotive in operation had an unforeseeable effect on the over 14 meter / 45 foot path of the "fuel". It was almost impossible to guarantee the required rate of fuel entering the fire box and continuous combustion. Right up to the prepared test runs, this locomotive demonstrated that it was not up to the expected peak performance in operation. In 1944, the German State Railroad gave up: Road no. 05 003 was converted to a normal locomotive – with anthracite firing and with no streamlining at all. At this time every locomotive was needed; the flagship locomotives served as fast work horses.

All three express locomotives survived the war in good condition and were acquired by the German Federal Railroad in 1950. Since there were no new high performance locomotives for long distance passenger service on the horizon, these locomotives were not discarded like other "splinter classes"; they were modernized. In the meantime, all of the streamlined locomotives had had their streamlining removed, because efficient travel speeds were more important then spectacular high speed. The class 05 locomotives were equipped with Witte smoke deflectors and inductive signaling equipment; this meant they were equipped for speeds of 175 km/h / 109 mph. However, the general maximum speed for all trains on the DB was still 130 km/h / 81 mph.

In this purely utilitarian form these locomotives showed the belated high point in the development of the standard design locomotives and at the same time the crowning finish. Until 1957 the class 05 locomotives represented the absolute stars in German long distance passenger service – only the E 19 could keep up with them. The 05 locomotives weren't vulnerable until the new construction program with the V 200 and the E 10, and the progressive electrification of the route network, and this time the DB showed no mercy. All three were retired in 1958 and were supposed to be scrapped in 1961 – and yet one came through. The Nürnberg Transportation Museum showed historical interest in road no. 05 001. The original cladding for streamlining was found almost complete in the repair shops, and this red "suit" still fit. Since then this locomotive has been maintained in operational condition and has its place in the main building of the DB Museum, where it remained preserved from the catastrophic fire of October 17, 2005.

Road no. 05 003 with its eventful history also lives on today: as a Märklin model in the scale of 1:87. Even in this size the striking silhouette and the impressive technology gives a powerful and harmonious impressive effect. A timeless and incomparable locomotive, whose exact reproduction as a high-tech model is being produced for the first time for Märklin Insider members.

N drive Soft mfx NEM III

39050 Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 05 express locomotive. The locomotive looks as road no. 05 003 did from 1950 on without streamlining.
Model: The locomotive has an mfx digital decoder, controlled, high-efficiency Softdrive Sine propulsion, and a sound generator with many functions. It has a compact design, maintenance-free motor in the locomotive's boiler. 3 axles powered. Traction tires. The headlights and other lighting are maintenance-free, warm white LED's. A 7226 smoke generator can be installed in the locomotive. The headlights and smoke generator contact will work in conventional operation and can be controlled digitally. The steam locomotive operating sounds, a locomotive whistle sound, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or Märklin Systems. The flickering light in the firebox, the sounds of the compressor and the brakes, as well as the switching whistle can be controlled with Märklin Systems; additional operating sounds can be controlled with the Central Station. The tender is constructed of metal. There is a permanent close coupling between the locomotive and the tender and an NEM pocket with a close coupler on the end of the tender. Minimum radius for operation 360 mm / 14- 3/16". Piston rod protection tubes that can be installed on the locomotive are included.
Length over the buffers 30.7 cm / 12-1/16".

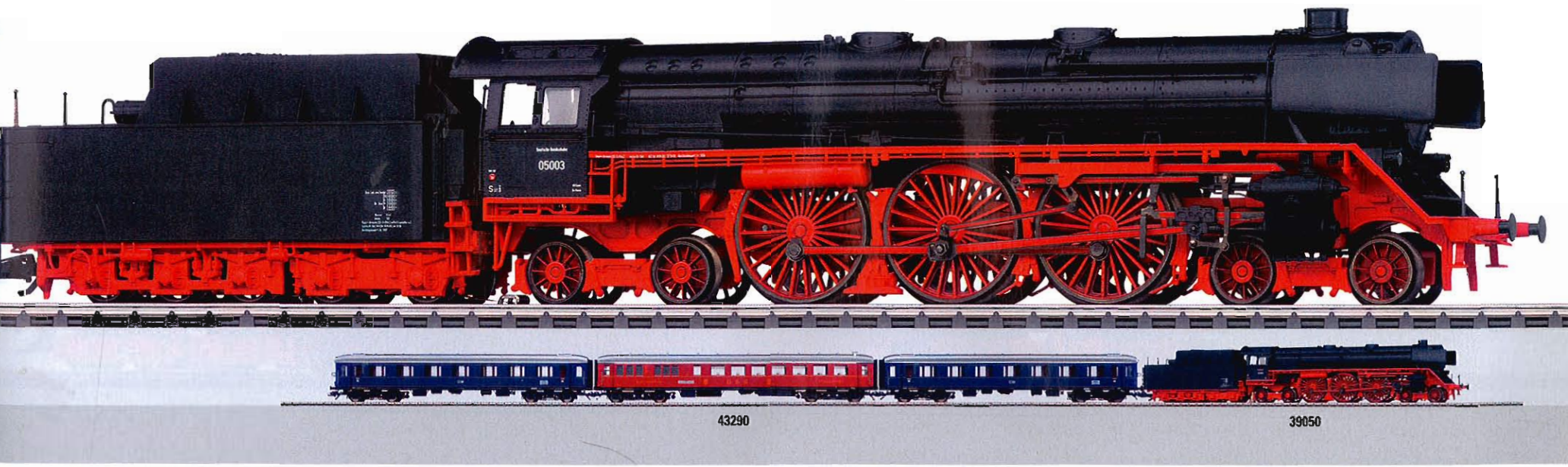
The 39050 locomotive is being produced in a one-time series only for Insider members.

Typical express trains from the early DB period are made up of "Schürzenwagen" / "Skirted Passenger Cars" such as item nos. 43232, 43242, and 43272.

HIGHLIGHTS

- **New tooling.**
- **Locomotive and tender constructed chiefly of metal.**
- **Compact design, high efficiency propulsion Softdrive Sine.**
- **mfx digital decoder and many sound functions.**

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Locomotive whistle		x	x	x
Steam locomotive operating sounds		x	x	x
Direct control		x	x	x
Air pump / compressor			x	x
Light Function1				x
Sound of squealing brakes off			x	x
Horn blast 1			x	x
Letting off steam / air				x
Sound of coal being shoveled				x
Sound of the grate being emptied				x



Steam Locomotives.

37955 Set with 2 Steam Locomotives with Tenders.
Prototype: 2 German Federal Railroad (DB) express locomotives: Class 03.10 in the F-Zug express steel blue paint scheme and class 003 in the standard black paint scheme.

Model: Both locomotives have digital decoders and controlled high-efficiency propulsion. 3 axles powered, 2 traction tires on each locomotive. The locomotives are ready for installation of the 7226 smoke generator. The headlights and the smoke generator contact on each locomotive will work in conventional operation and can be controlled digitally. The acceleration and braking delay for each locomotive can be controlled with a 6021 Control Unit or with Märklin Systems.
Length over the buffers for each locomotive 27.7 cm / 10-7/8".

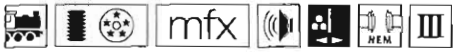
One-time series.

This set is available in a 2-rail DC version from Trix under item no. 22137.

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Direct control		x	x	x

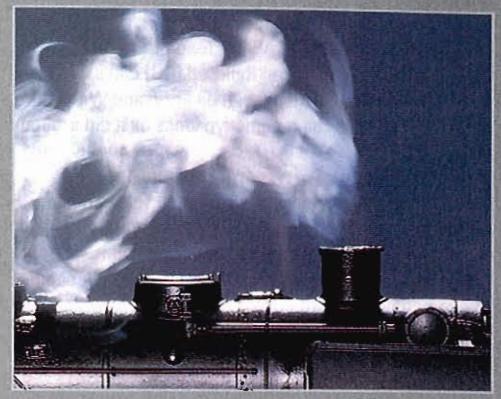
HIGHLIGHTS

- **An attractive pair from two eras.**
- **Digital decoders and high-efficiency propulsion included.**



37921 Steam Locomotive with Tender.
Prototype: German Federal Railroad (DB) class 41 fast freight locomotive. Standard design locomotive with welded tender and Witte smoke deflectors.
Model: The locomotive comes with a digital decoder, controlled high efficiency propulsion, a Telex coupler on the tender, and a multi-function sound effects generator. 4 axles powered. 2 traction tires. The 7226 smoke generator can be retrofitted into the locomotive. The headlights will work in conventional operation and can be controlled digitally. The smoke generator contact, the Telex coupler, the speed-dependent steam locomotive sound effects, as well as the acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Additional operating sound effects can be controlled digitally with the 60652 Mobile Station and with the 60212 Central Station.
Length over the buffers 27.5 cm / 10-13/16".

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



Genuine Steam Locomotive Action.

The Märklin smoke generator kits, item nos. 7226 and 72270, as well as the Seuthe smoke generator kits no. 11 and no. 24 provide genuine steam locomotive operation to a model railroad layout. All of these smoke generators can be refilled with Märklin smoke fluid, item no. 02420.

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

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

Steam Locomotives.

37883 Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 44 heavy freight locomotive. Version with oil firing and Witte smoke deflectors. The locomotive looks as it did around 1967.
Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, a Telex coupler on the tender, and a sound effects generator with many functions. 5 axles powered. 4 traction tires. The locomotive's frame is articulated to enable the locomotive to negotiate sharp curves. The headlights will work in conventional operation and can be controlled digitally. The locomotive is ready for installation of the 7226 generator. The smoke generator contact, the Telex coupler, steam locomotive operating sounds, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. Additional operating sounds can be controlled with Märklin Systems. The close coupling between the locomotive and the tender is adjustable. There is an NEM coupler pocket on the front of the locomotive. Protective tubes for the piston rods can be installed on the locomotive. Length over the buffers 26.0 / 26.2 cm / 10-1/4" / 10-5/16".

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

HIGHLIGHTS

- **The right locomotive for double-heading on the "Langer Heinrich" / "Long Henry" model train.**
- **Remote-controlled Telex coupler on the tender.**

37889 Steam Locomotive with a Tender.

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

Model: This locomotive comes with a digital decoder, controlled high-efficiency propulsion, a Telex coupler on the tender, and a sound effects generator with many functions.
5 axles powered. 4 traction tires. The locomotive has an articulated frame that enables it to negotiate sharp curves. The locomotive is ready for installation of the 7226 smoke generator. The headlights will work in conventional operation and can be digitally controlled. The smoke generator contact, the Telex coupler, steam locomotive sound effects, which vary with the speed of the locomotive, as well as the acceleration and braking delay can be controlled digitally with the Control Unit or Märklin Systems. Additional sound effects can be controlled digitally with Märklin Systems. There is an adjustable close coupling between the locomotive and tender. Length over the buffers 26.0/26.2 cm / 10-1/4"/10-5/16".

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

Steam Locomotive.

37151 Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 52 freight locomotive. Version with a tub-style tender, enclosed engineer's cab, and Witte smoke deflectors. The locomotive looks as it did in the early Fifties.
Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator with many functions. The motor is in the locomotive's boiler. 5 axles powered. 4 traction tires. The locomotive's frame is articulated to enable the locomotive to negotiate sharp curves. The headlights will work in conventional operation and can be controlled digitally. The locomotive is ready for installation of the 7226 generator. The smoke generator contact, the steam locomotive operating sounds, the locomotive whistle sound, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. Additional operating sounds can be controlled with Märklin Systems. Protective tubes for the piston rods can be installed on the locomotive. Length over the buffers 26.3 cm / 10-3/8".

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

Switzerland.

37136 Tank Locomotive.
Prototype: Swiss Federal Railways (SBB) class Eb 3/5. The "Habersack" / "Haversack" as it looked in Era III at the end of the 1950s.
Model: The locomotive comes with an mfx decoder and controlled high-efficiency propulsion. 3 axles powered. 2 traction tires. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a 6021 Control Unit or Märklin Systems. The locomotive has separately applied rail guards. It also has separately applied metal grab irons and lines.
Length over the buffers 14.6 cm / 5-3/4".

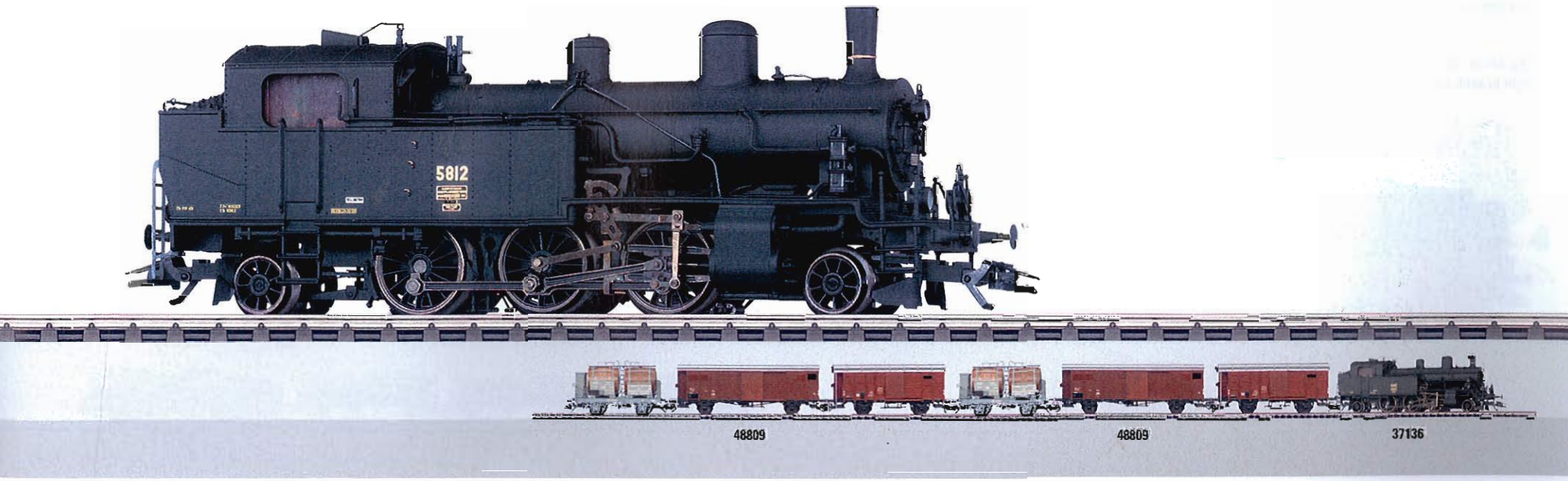
HIGHLIGHTS

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

The "Habersack" / "Haversack".

Only a few Swiss locomotives achieved such a high degree of popularity that they were given a name. The Eb 3/5 tank locomotive was designed intentionally with a particular shape and got its nickname "Habersack" from the field pack long familiar to Swiss men, when they did their military service.

From 1911 to 1916 SLM built a total of 34 of this locomotive with a power output of almost 1,000 horsepower / 735 kilowatts. It was initially intended for passenger service and could run at 75 km/h / 47 mph in both directions. After being equipped with an additional braking system, these locomotives were also quite suitable with their 74 metric ton service weight for freight service. Starting in 1930 they were assigned mostly to this latter service. Regular use of this attractively shaped veteran of the Swiss steam locomotive era decreased as the Swiss rail network was completely electrified. Between 1950 and 1965 these locomotives were gradually put into storage or sold.



Austria.

37038 Steam Locomotive.
Prototype: Austrian Federal Railways (ÖBB) class 638 passenger locomotive. Former German P 8. Boiler with 3 domes and without smoke deflectors. Four-axle box-style tender, pilot truck with solid disc wheels.
Model: The locomotive has a digital decoder, controlled high-efficiency propulsion, and a sound effects generator. It has a powerful can motor with a bell-shaped armature, built into the boiler. 3 axles powered. 2 traction tires. The locomotive is ready for installation of the 72270 smoke generator. The headlights are maintenance-free, warm white LED's. The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. The steam locomotive operating sounds and the locomotive whistle as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. Additional operating sounds can be controlled with Märklin Systems. There is a close coupling between the locomotive and tender. The locomotive has a detailed engineer's cab. Brake hoses, prototypical couplers, and piston rod protector tubes can be installed on the locomotive. Length over the buffers 21.0 cm / 8-1/4".

One-time series.

The 43143 "Donnerbüchsen / Thunder Boxes" set is the right branch line train to go with the ÖBB class 638.

HIGHLIGHTS

- **ÖBB paint and lettering scheme and appliances.**
- **Can motor with a bell-shaped armature, in the boiler.**
- **Detailed steam locomotive sound.**

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

43143 37038

Denmark.

märklin HO

37037 Steam Locomotive with a Tender.
Prototype: Danish State Railways (DSB) class Litra T 299 passenger locomotive. Former German P 8. Boiler with 3 domes and without smoke deflectors. Four-axle box-style tender.
Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator. It has a powerful can motor with a bell-shaped armature, built into the boiler. 3 axles powered. 2 traction tires. The locomotive is ready for installation of the 72270 smoke generator. The headlights are maintenance-free, warm white LED's. The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. The steam locomotive operating sounds and the locomotive whistle as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. Additional operating sounds can be controlled with Märklin Systems. There is a close coupling between the locomotive and tender. The locomotive has a detailed engineer's cab. Brake hoses, prototypical couplers, and piston rod protector tubes can be installed on the locomotive.
Length over the buffers 21.0 cm / 8-1/4".

One-time series.

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

HIGHLIGHTS

- **DSB headlight code with asymmetrical lights.**
- **Pilot truck frame includes rail guards.**
- **Smoke stack includes the Danish national colors.**
- **Can motor with a bell-shaped armature, in the boiler.**
- **Detailed steam locomotive sound.**

In Honor of the Old Master – Bellingrodt Edition Part 2.

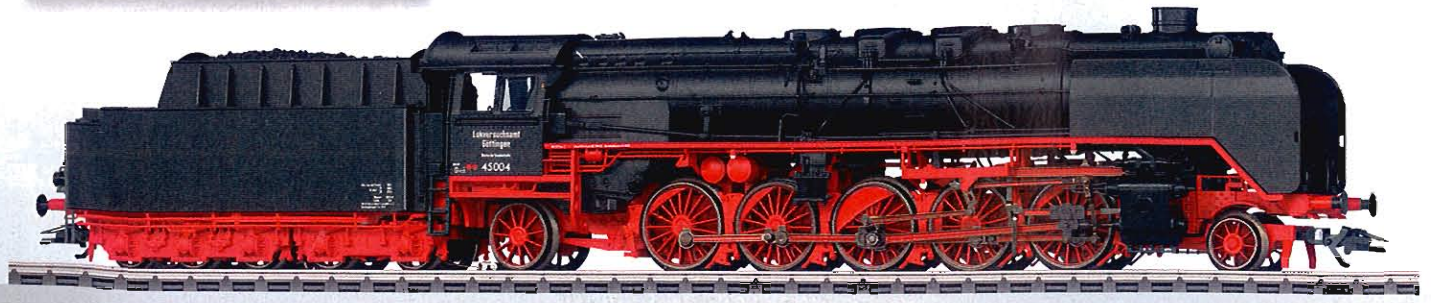
37452 Heavy Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 45 heavy freight locomotive. Used for the Göttingen Locomotive Experiment Institute (LVA). Road number 45 004 from photographs by Carl Bellingrodt around 1951.
Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator. It also has a powerful can motor with a bell-shaped armature, built into the boiler. 5 axles powered, 4 traction tires. The locomotive is ready for installation of the 7226 generator. The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. Steam locomotive operating sounds and a locomotive whistle sound, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. Flickering light from the fire box and additional operating sounds can be controlled with Märklin Systems. The tender is constructed of metal and a close coupling connection to the locomotive. The locomotive has a reproduction of the internal cylinder. It also has numerous separately applied lines and grab irons. Length over the buffers 29.5 cm / 11-5/8".

A suitable collector's display case made of wood and glass, with a reproduction of a prototype photograph from the master as a background in the display case, is included.

One-time edition in a limited series (model 2 of 5).

HIGHLIGHTS

- **"Carl-Bellingrodt-Edition 2".**
- **A suitable collector's display case for each model in the edition.**
- **Controlled high-efficiency propulsion with a can motor with a bell-shaped armature.**
- **Light functions: headlights, fire box.**
- **Sound functions: steam locomotive sounds from 3 cylinders, whistle, brakes, air, steam, coal...**
- **Super detailing.**



In Honor of the Old Master.

Carl Bellingrodt, born April 7, 1897 in Cologne, was undoubtedly one of the most famous German railroad photographers. He began to photograph various subjects as early as before World War I, but soon specialized in landscapes and above all railroad photography. Although he was a government official and pursued photography as a hobby, he amassed more than 30,000 images over the course of his activity, and many of them rank among the classic masterpieces. In addition to his systematically generated groups of images of entire classes of locomotives, his images of the railroad in a landscape as well as his extremely dense photographs of stations with their typical environment achieved near cult status. In this manner Carl Bellingrodt set the style for many other railroad photographers, many of whom still make the pilgrimage to the beloved "Bellingrodt photography sites" in order to photograph the trains of our time in the classic perspective of the old master.
Märklin is planning a special five-part series of sought after H0 models in memory of this railroad photograph pioneer, who died on September 24, 1971 in Wuppertal and who will certainly live on in the memory of many people for a long time. One locomotive per year will be produced as a limited series in exquisite detailing and with premium technical features. Each of these models will be delivered with a decorated display case with the Bellingrodt photograph of the locomotive in question mounted on the back wall of the case. In front of this in the lower part of the case is a glass display floor on which the model can be attractively presented. This will allow a direct comparison between the Bellingrodt photograph of the prototype locomotive and the exquisite reproduction as a model. The glass front wall offers effective protection against dust.

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

Your Personal Locomotive for Your Fiftieth.

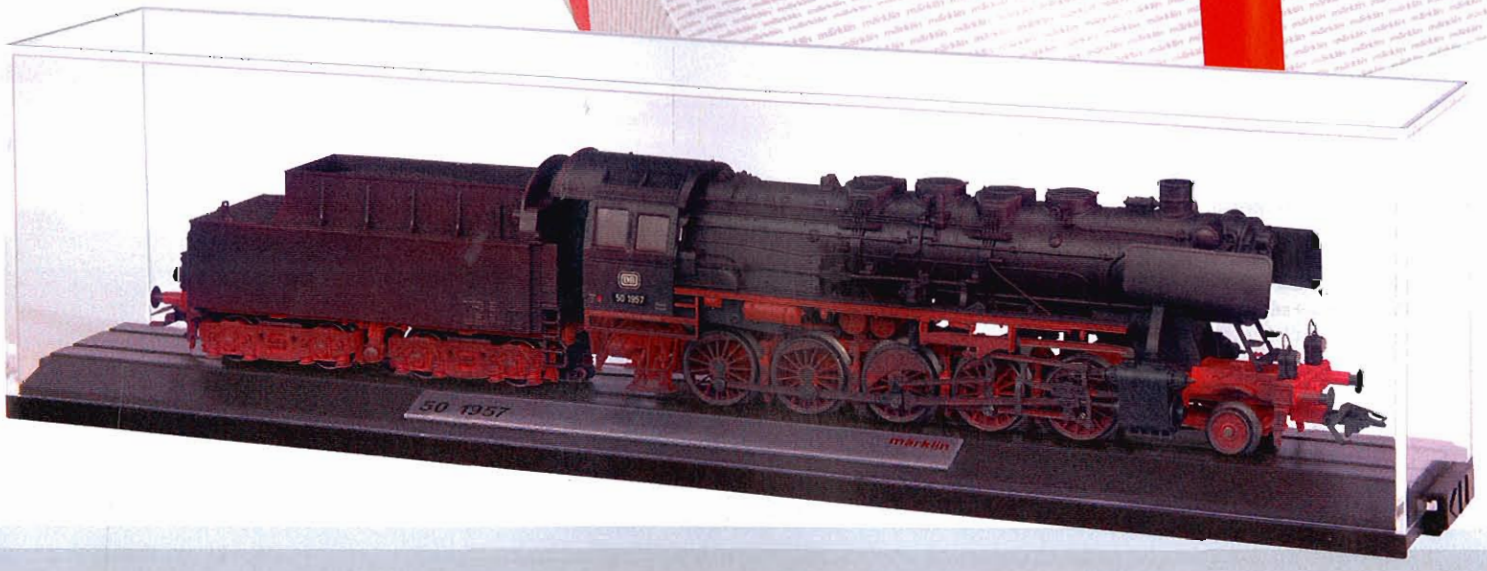
märklin HO

37847 Birthday Locomotive "A Real Fifty Year Old".
Prototype: German Federal Railroad (DB) class 50 steam locomotive with a tender. Road number 50 1957; the locomotive looks as it did around 1957.
Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator. The motor is in the boiler. 5 axles powered. 4 traction tires. The locomotive's frame is articulated to enable the locomotive to negotiate sharp curves. The headlights will work in conventional operation and can be controlled digitally. The locomotive is ready for installation of the 7226 generator. The smoke generator contact, the steam locomotive whistle sound, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. The close coupling between the locomotive and the tender is adjustable. Length over the buffers 26.3 / 26.5 cm / 10-3/8" / 10-7/16".

A list of participating dealers can be found on the Internet at www.maerklin.com
Please see a dealer listed there for additional information.

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

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



HIGHLIGHTS

- **The Special Gift Idea – Your Personal Model of a Class 50 for your 50th!**
- **A high class gift package with a personalized name plate.**
- **Separately applied metal plates give the ordinal number of the year of your birth as well as the class number 50: 1957.**

Diesel Locomotives.

36822 Diesel Locomotive.
Prototype: German State Railroad Company (DRG) class Köf II small locomotive. Original version of the locomotive around 1938 with an open engineer's cab.
Model: The locomotive has a digital decoder and a controlled miniature can motor with a flywheel. 2 axles powered. 2 track adhesion magnets for greater pulling power. The locomotive has separately applied metal handrails. The headlights / marker lights are maintenance-free LED's. The headlights and marker lights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled with a 6021 Control Unit or Märklin Systems. Length over the buffers 7.4 cm / 2-15/16".

The German State Railroad Köf II is available in the Trix 2-rail DC program under item no. 22129.

HIGHLIGHTS

- **Metal construction with many details.**
- **Track adhesion magnets to increase the pulling power on Märklin track.**

36800 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class Köf II small locomotive. Version with open engineer's cab.
Model: The locomotive comes with a digital decoder and controlled miniature can motor. 2 axles powered. 2 track adhesion magnets for greater tractive effort. Separately applied metal grab irons. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Length over the buffers 7.4 cm / 2-15/16".

N mfx III

37355 Diesel Locomotive in M.U. Operation.
Prototype: German Federal Railroad (DB) class V 36. Road numbers 402 and 403 as permanently coupled units in M.U. operation. Used for light freight and passenger trains on branch lines.
Model: One locomotive comes with an mfx digital decoder and controlled high-efficiency propulsion; the other locomotive (dummy unit) comes with a sound effects generator. 3 axles powered. Traction tires. The headlights at the outer ends of the locomotive will work in conventional operation and can be controlled digitally. Diesel locomotive operating sounds and a horn as well as acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. The sounds of the oil pump and squealing brakes can be controlled with Märklin Systems. The locomotive has many separately applied details.
Total length over the buffers 21.6 cm / 8-7/16".

One-time series.

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Diesel locomotive operating sounds		x	x	x
Horn		x	x	x
Direct control		x	x	x
Operating sounds			x	x
Sound of squealing brakes off			x	x

HIGHLIGHTS

- **M.U. operation with one drive mechanism.**
- **Authentic diesel locomotive sounds: motors, horn, brakes, and an oil pump.**

The Tiny Twins.

After the Second World War, the V 36 was practically the only mass-produced diesel locomotive available to the new DB and the East German DR. Around 120 of these units built from 1937 to 1944 were still in existence and the DB had another 30 locomotives built from the same designs. They were used in switching work and on transfer routes.

These locomotives produced 360 horsepower and could be upgraded to the medium power class for road operation with light passenger or freight trains. A simple form of M.U. operation back to back was included in the design of the V 36. Both cabs were accessible by means of crossover doors, and direct communication between them was possible. At that time two-man operation was the rule anyway with this locomotive class; in operation as pairs the workplaces were separated by the buffer beams. The mechanical connection of the throttles for both locomotives and control from one cab was possible in a limited way.

The novel by Erich Kästner in 1949 gave the double locomotive its nickname in German "Doppelte Lottchen" or "Double Lotte" (in English, an approximate equivalent is "Tiny Twins"). The option of m.u. operation was used again and again until finally the compact V 100 was available in sufficient quantities. Today, two museum locomotives sometimes meet to form a special attraction – the "Tiny Twins".

48810 37355

Diesel Locomotives.

37655 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class V 60 switch engine. Diesel hydraulic propulsion with a jackshaft. The locomotive looks as it originally did around 1960.
Model: The locomotive has an mfx digital decoder, controlled high efficiency propulsion, and Telex couplers. 3 axles and a jackshaft powered. 1 traction tire. The headlights will work in conventional operation and can be controlled digitally. The switching lights (Double-A), the Telex couplers front and rear, as well as the acceleration and braking delay can be controlled with the 6021 Control Unit or Märklin Systems. The handrails are made of metal.
Length over the buffers 12.0 cm / 4-3/4".

This switch engine is being offered by Trix for 2-rail DC under item no. 22133.

HIGHLIGHTS

- **Metal construction.**
- **Remote controlled uncoupling with Telex.**
- **Switching with a fine touch with direct control.**
- **Controllable double „A" headlights.**

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Light Function 1		x	x	x
Telex coupler on the front		x	x	x
Telex coupler on the rear		x	x	x
Direct control		x	x	x

37724 General-Purpose Diesel Hydraulic Locomotive.
Prototype: German Federal Railroad (DB) class V 100.20.
Model: The locomotive comes with an mfx decoder with controlled high-efficiency propulsion. The locomotive has a metal frame. 2 axles powered. 4 traction tires. Metal grab irons. Scale narrow hoods. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a 6021 Control Unit.
Length over the buffers 14.1 cm / 5-9/16".

N drive Soft mfx III

37903 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class V 90 heavy switch engine. Locomotive as it was first delivered.

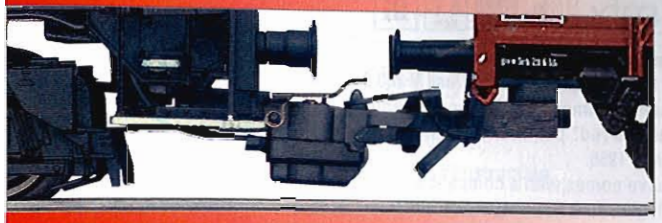
Model: The locomotive comes with an mfx digital decoder, Telex couplers, and controlled, high-efficiency Softdrive Sine propulsion. The locomotive has a compact-design, maintenance-free motor with a flywheel, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The headlights / marker lights are maintenance-free LED's. The headlights / marker lights will work in conventional operation and can be controlled digitally. The Telex couplers as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. The engineer's cab has interior details in relief. The locomotive has separately applied metal grab irons and hand rails. The steps to the engineer's cab can be removed for small radius curves.
Length over the buffers 16.4 cm / 6-7/16".

One-time series.

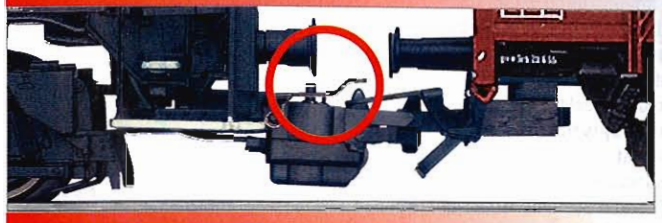
Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Telex coupler(s)		x	x	x
Direct control		x	x	x

HIGHLIGHTS

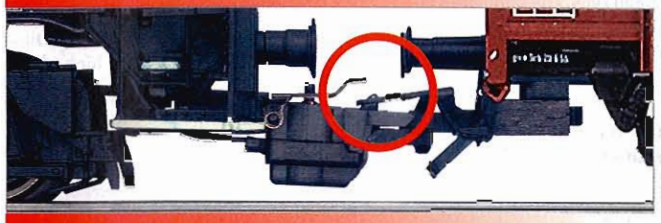
- Model constructed mostly of metal.
- Compact-design, high-efficiency Softdrive Sine propulsion.
- All axles powered.
- Telex couplers for remote controlled uncoupling of cars.



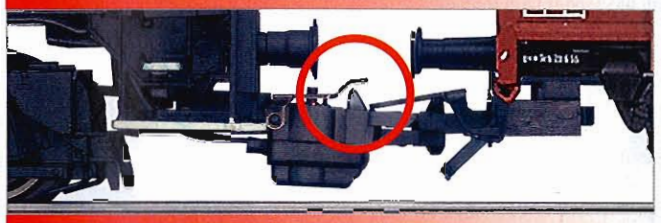
1.
Car normally coupled.



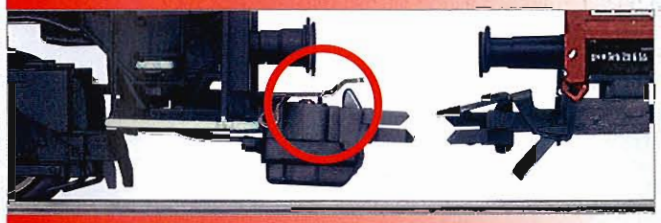
2.
Train hook unlocked.



3.
Start of the uncoupling process.



4.
Car uncoupled.



5.
Train hook locked, uncoupling process completed.

Diesel Locomotives.

39800 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class V 200.0 heavy diesel-hydraulic locomotive. B-B wheel arrangement. In the original "old red" paint scheme of the first production versions of 1956.
Model: The locomotive comes with a compact-design SoftdriveSine high-efficiency propulsion, an mfx decoder, and a sound effects generator. 2 axles powered. 4 traction tires. The headlights will work in conventional operation and can be controlled digitally. The marker lights, diesel locomotive operating sounds, the horn sound, and the acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. Two additional operating sounds (sound of compressed air leaking, sound of squealing brakes) can be controlled with Märklin Systems. Separately applied metal side and end hand rails. The couplers can be replaced by closed end skirting.
Length over the buffers 21.0 cm / 8-1/4".

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

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

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Light Function1		x	x	x
Diesel locomotive operating sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Letting off steam / air			x	x
Sound of squealing brakes off			x	x

HIGHLIGHTS

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

The new German Federal Railroad was intensively occupied in the 1950s with replacing steam motive power that was expensive to run with other forms of motive power. The high cost of electrifying the entire rail network at that time restricted the possibilities. So, attention was given to powerful diesel locomotives for important express train service. The required technology was already at hand for smaller and medium weight diesel locomotives. However, progress had been made in mastering the low maintenance, quiet running propulsion technology with cardan shafts for powerful locomotives with motors. Moreover, Daimler-Benz, MAN, and Maybach had designed a new 12 cylinder 1,100 horsepower prime mover in cooperation with the German Federal Railroad's central office in Munich. In addition, Maybach and Voith developed a new fluid transmission. The successful V 200.0 was developed from these progressive components by Krauss-Maffei with participation from most of the West German locomotive builders. The two prime movers in the locomotive put out a total of 2,200 horsepower with a service weight of about 78 metric tons. A steam locomotive of comparable power had a tender tipping the scales with a weight of approximately 160 metric tons. The proof of the extraordinarily high level of reliability and suitability of this locomotive icon in daily operation of the 1950s can be seen in the fact that a half century after its creation there are still units running in foreign countries and in privately owned railroads.

39821 Heavy Diesel Locomotive.
Prototype: German Federal Railroad (DB) class V 200.1.
Model: The locomotive comes with a digital decoder, C-Sine high-efficiency propulsion, and a sound effects circuit. 2 axles powered. 4 traction tires. The engineer's cabs and engine room have interior details. The headlights will work in conventional operation and can be controlled digitally. The diesel locomotive sound effects, marker lights, as well as the acceleration/braking delay are digitally controlled with the 6021 Control Unit.
Length over the buffers 21.0 cm / 8-1/4".

HIGHLIGHTS

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

Diesel Locomotive.

39802 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 220 heavy diesel hydraulic locomotive. V 200.0 general-purpose locomotive in the paint scheme from around 1980: ocean blue/beige.
Model: The locomotive has an mfx digital decoder, C-Sine high-efficiency propulsion, and a sound generator. It has a powerful, compact-design motor. 2 axles powered. 4 traction tires. The headlights and marker lights will work in conventional operation and can be controlled digitally. The marker lights, diesel locomotive operating sounds, and horn, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or Märklin Systems. Additional operating sounds can be controlled with Märklin Systems. The metal side and end grab irons are separately applied. The couplers can be replaced by closed end skirting pieces.
Length over the buffers 21.0 cm / 8-1/4".

A suitable express train for this locomotive can be made up from the cars with item nos. 43911, 43921, 43931, 43941, and 43951.

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Light Function1		x	x	x
Diesel locomotive operating sounds		x	x	x
Horn		x	x	x
Direct control		x	x	x
Letting off steam / air			x	x
Sound of squealing brakes off			x	x

HIGHLIGHTS

- **Heavy metal construction.**
- **Powerful, compact-design C-Sine propulsion.**
- **mfx decoder with sound functions.**

Diesel Locomotives.

Family Saga.

The fate of steam locomotives in West Germany was sealed as early as the new type plan for the German Federal Railroad in 1955. The electrification of the rail network had long term priority; diesel locomotives were planned for traffic on non-electrified routes or routes still not electrified. The V 200 that had already been built was supposed to replace the large class 01 or class 44 steam locomotives; a projected V 160 was supposed to replace medium size steam locomotives such as the class 38, 55, 78, and also the class 50. Compared to the dual-motored V 200, a powerful but expensive design, the V 160 was supposed to be more economical with a single motor. New motors with 1,900 horsepower were already available as early as the development and decision phase, and they proved suitable in 10 prototypes built in 1960. The regular production locomotives in the well-known V 160 design, which actually stemmed from the V 320 that was never put into production, appeared in 1964. This defined the replacement for steam locomotives: The V 160 ran at 120 km/h / 75 mph and had steam heating. This made it the right unit for freight service and "old" passenger trains, but not for the new electrically heated passenger trains and for the speeds customary in electric locomotive operation.

The V 160 had to become faster and needed electric heating. Several concepts were developed for this, the common feature of all being an extension of the locomotive's length from 16.00 meters / 52 feet 5-15/16 inches to 16.40 meters / 53feet 9-11/16 inches. The V 162 was given a second motor with 500 horsepower, which powered a heating generator. It was also equipped with a stronger gear drive. The traction motor with 1,900 horsepower was retained. This relatively expensive solution was installed in 3 prototypes and then only in 12 regular production units.

The design for the V 169, one of the stars at the Munich Transportation Exhibition in 1965, was spectacular, but no less expensive. The heating generator was powered by a more powerful traction motor with 2,150 horsepower; the performance required for this was supposed to be balanced by a gas turbine with around 900 horsepower. The latter unit served as a "booster" in the partial and full load range. Another 8 improved locomotives were built 5 years after the prototype. Until 1978 they were the most powerful, fastest and most expensive DB diesel locomotives: 3,700 horsepower and 160 km/h / 100 mph.

The third alternative was the class 164: The heating generator was powered directly from the traction motor, and the latter was designed to be more powerful with 2,500 horsepower. A stronger gear drive and a hydrodynamic brake system offered reliability and safety at 140 km/h / 88 mph. A rational design with the latest components available in 1968.

The V 168 (initially, the V 160.3) was finally conceived as the V 160 with "retrofitting capabilities": It was initially equipped with standard motors with 1,900 horsepower as well as the latest gear drive and brakes. Steam heating was built into the regular production units, but the installation space was still large enough for a heating generator with its drive system.

In 1968, all of the DB locomotives were assigned new class numbers, and the significant "V" for "internal combustion locomotives" was abandoned (**).

Right at the start of Era IV, the DB took the decision about large scale production of diesel locomotives for the future. While the class 215 continued the procurement program of the class 216, the class 218 was finally ordered as the new standard locomotive.

The main production run of a locomotive was delivered starting in 1971, a locomotive that was built in greater numbers than all of the other members of this family of locomotives taken together. The technical progress compared to the first V 160 is unmistakable. The power of 1,840 kilowatts / 2,500 horsepower reaches the values of the class 220 / 221, which was no longer being bought. With a speed of 140 km/h / 88 mph and electric heating, this general-purpose locomotive has become a real universal locomotive. The fuel consumption is on the order of the original V 160: around 300 liters / 26 gallons of diesel fuel oil every 100 kilometers / 63 miles. Noise insulation and electronic controls offer the operating comfort of an electric locomotive for the engineer.

The 218 has been the DB and DB AG's most important diesel locomotive for over 35 years, and it has proven itself in all types of service – from heavy freight trains to the TEE. Economy and reliability have been exemplary even compared to the diesel locomotives on other railroads. More than 60% of the locomotives are still in service on the DB AG. A comparable successor class is yet to be defined.

(**)

Old Class	New Class	Year Built	Kilowatts / Horsepower	Heating	Quantity
V 160	216	1960	1,400 / 1,900	Steam	10
V 160	216	1964	1,400 / 1,900	Steam	214
V 162	217	1965	1,400 / 1,900 + 370 / 500	Electric	3
V 162	217	1968	1,400 / 1,900 + 370 / 500	Electric	12
V 164	218	1968	1,840 / 2,500	Electric	12
---	218	1971	1,840 / 2,500	Electric	399
V 160.3	215	1968	1,400 / 1,900	Steam	10
V 168	215	1968	1,400 / 1,900	Steam	140
V 169	219	1965	1,580 / 2,200 + 660 / 900	Electric	1
---	210	1970	1,840 / 2,500 + 880 / 1,200	Electric	8
Total					809

HIGHLIGHTS

- New tooling.
- Metal construction.
- Compact-design, high-efficiency Softdrive Sine propulsion.
- mfx decoder with light and sound.

HIGHLIGHTS

- New tooling.
- Metal construction.
- Compact-design, high-efficiency Softdrive Sine propulsion.
- mfx decoder.

N drive Soft mfx NEM IV

39180 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating.
Model: The locomotive has an mfx digital decoder, high-efficiency Soft-drive Sine propulsion, and a sound generator. It also has a centrally mounted, compact-design, maintenance-free motor. 4 axles powered through cardan shafts. Traction tires. The headlights are maintenance-free, warm white LED's, they will work in conventional operation, and can be controlled digitally. The lights at locomotive end 1 and 2, the diesel locomotive operating sounds, and the locomotive whistle sound can be controlled digitally with a 6021 Control Unit or Märklin Systems. The acceleration and braking delay and the sounds of the brakes can be controlled digitally with Märklin Systems. The locomotive has separately applied metal grab irons on the sides and ends. It also has detailed buffer beams.
Length over the buffers 18.9 cm / 7-7/16".

This model is available as item no. 39180 with sound and as item no. 39181 without sound, with different road numbers. These locomotives are available from Trix for 2-rail DC under item nos. 22218 and 22219.

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Light Function 1		x	x	x
Light Function 2		x	x	x
Locomotive whistle		x	x	x
Diesel locomotive operating sounds		x	x	x
Direct control			x	x
Sound of squealing brakes off			x	x

Digital Functions	6020	6021	60652	60212
Headlight(s)		x	x	x
Light Function 1		x	x	x
Light Function 2		x	x	x
Direct control			x	x

N drive Soft mfx NEM IV

39181 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating.
Model: The locomotive has an mfx digital decoder and high-efficiency Softdrive Sine propulsion. It also has a centrally mounted, compact-design, maintenance-free motor. 4 axles powered through cardan shafts. Traction tires. The headlights are maintenance-free, warm white LED's, they will work in conventional operation, and can be controlled digitally. The lights at locomotive end 1 and 2 can be controlled digitally with a 6021 Control Unit or Märklin Systems. The acceleration and braking delay can be controlled digitally with Märklin Systems. The locomotive has separately applied metal grab irons on the sides and ends. It also has detailed buffer beams.
Length over the buffers 18.9 cm / 7-7/16".

This model is available as item no. 39180 with sound and as item no. 39181 without sound, with different road numbers. These locomotives are available from Trix for 2-rail DC under item nos. 22218 and 22219.

Diesel Locomotives.

36824 Diesel Locomotive.
Prototype: Class Köf II small locomotive, licensed for use on the German Federal Railroad (DB). Version of the locomotive with an open engineer's cab. Painted and lettered as an industrial locomotive for the firm of Daimler Benz, Inc.
Model: The locomotive has an digital decoder and a controlled miniature can motor. 2 axles powered. 2 track adhesion magnets for greater pulling power. The locomotive has separately applied metal handrails and other details. The headlights / marker lights are maintenance-free LED's. The headlights and marker lights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled with a 6021 Control Unit or Märklin Systems.
Length over the buffers 7.4 cm / 2-15/16".

One-time series for the theme "Auto Plant".

The small automobile locomotive is available for 2-rail DC from Trix under item no. 22138.

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Direct control		x	x	x

HIGHLIGHTS

- **Metal construction with many details.**
- **Track adhesion magnets to increase the pulling power on Märklin track.**
- **An open view into the engineer's cab.**

N drive Soft mfx NEM V

37902 Diesel Locomotive.
Prototype: German Railroad, Inc. (DB Cargo) class 290 heavy switch engine. Former class V 90. "Traffic Red" paint scheme from around 2002.
Model: The locomotive has an mfx digital decoder and controlled Softdrive Sine high-efficiency propulsion. It also has a powerful, compact-design, maintenance-free motor with a flywheel, centrally mounted. 4 axles powered through cardan shafts. 2 traction tires. The headlights and marker lights are maintenance-free LED's. The headlights and marker lights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. The engineer's cab details are shown in relief. The locomotive has separately applied metal grab irons and hand rails. The steps to the engineer's cab can be removed for smaller radius curves.
Length over the buffers 16.4 cm / 6-7/16".

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Direct control		x	x	x

HIGHLIGHTS

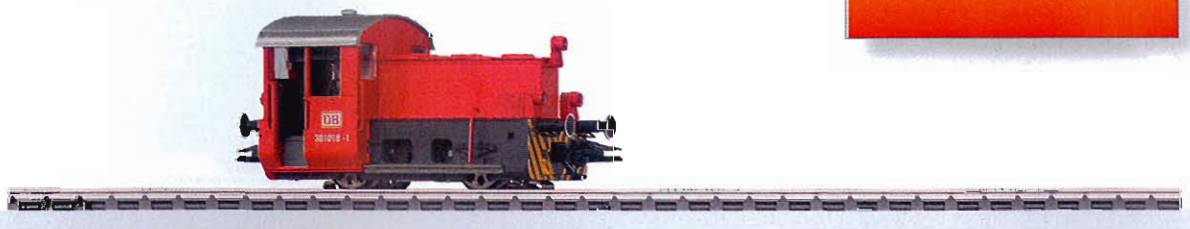
- Model constructed mostly of metal.
- Compact-design, high-efficiency Softdrive Sine propulsion.
- All axles powered.

N mfx NEM V

36812 Locomotive with Storage Batteries.
Prototype: German Railroad, Inc. (DB AG) class 381 small locomotive. Former class Ks, after that the class Ka. Used at the repair facility in Opladen.
Model: The locomotive comes with a digital decoder and a controlled miniature can motor. 2 axles powered. 2 track adhesion magnets for greater pulling power. The locomotive has separately applied metal grab irons. The locomotive has dual headlights that will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled with a 6021 Control Unit or Märklin Systems.
Length over the buffers 7.4 cm / 2-15/16".

HIGHLIGHTS

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



Belgium.

37271 Diesel Locomotive.
Prototype: Belgian State Railways (SNCB/NMBS) class 59. Later version of the original class 201.
Model: The locomotive comes with controlled high-efficiency propulsion, an mfx decoder, a horn sound effects module. 2 axles powered. 4 traction tires. The headlights / marker lights are maintenance-free LED's. The dual headlights and red marker lights change over with the direction of travel. They will work in conventional operation and can be controlled digitally. The horn sound effect as well as the acceleration and braking delay can be controlled digitally with a 6021 Control Unit or Märklin Systems. The overhang on the locomotive is different in length as on the prototype. The locomotive has separately applied handrails and air intake grills. Length over the buffers 18.6 cm / 7-5/16".

Export model for Belgium.

HIGHLIGHTS

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

Long-Lived General-Purpose Diesel.

At the beginning of the 1950s the SNCB was looking for alternatives to steam motive power. The new locomotives had to be suitable for branch lines that were not economical to electrify as well as for main lines during the transition period until the latter had usable catenary. At that time the only reliable information about the broad use of powerful diesel locomotives was available in the United States. The introduction of diesel motive power on the SNCB therefore ended up by necessity in a cooperative venture between the American locomotive builders and the Belgian railroaders.

At the end of 1953 SNCB awarded a contract for 55 four-axle class 201 locomotives to be built in the John Cockerill plant in Seraing. They were designed for the lighter traffic routes on the northern plains of Sambre and Maas and were equipped with a Baldwin motor. The first regular production locomotive was delivered in December of 1954. The last of these long-lived locomotives was still pulling work trains in June of 2002 for the construction of the high-speed routes in France and Belgium.
These units were given a green paint scheme with yellow decorative striping as well as additional steps under the headlights in middle of the 1960s.

The Netherlands.

märklin HO

37631 Diesel Locomotive.
Prototype: Class MaK 1206 general-purpose locomotive painted and lettered for the firm Firma Rail4Chem Benelux (R4C). Used on routes of the Dutch State Railways (NS).
Model: The locomotive has an mfx digital decoder and controlled high-efficiency propulsion. It also has a powerful can motor with a bell-shaped armature and a flywheel. 4 axles powered. 4 traction tires. The headlights are maintenance-free, warm white LED's. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. The locomotive has metal hand rails on all sides.
Length over the buffers 16.5 cm / 6-1/2".

One-time series.

HIGHLIGHTS

- **Locomotive body constructed mostly of metal.**

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Direct control		x	x	x

Norway.

The Norwegian state rail network administration emerged in 1996 from the Norwegian State Railways, when railroad operations were separated and privatized as NSB BA.

JBV is responsible for the construction and maintenance of the rail network, including stations, for access to the network, managing rail traffic and the schedules, as well as for the future planning for the railroad infrastructure. All of the maintenance locomotives belong to JBV, including for example those units that carry out winter service. The Di 3 628 is a NOHAB locomotive from the roster of the former NSB that has been rebuilt and reequipped. During the long Scandinavian winter it has large snowplows mounted on it.

37662 Diesel Locomotive with Snowplows.
Prototype: Rail Network Administration (JBV) (developed out of the Norwegian State Railways (NSB) class Di3 628 railroad maintenance locomotive. Equipped for winter with snowplows mounted on the ends. Rebuilt from a NOHAB class Di3a general-purpose locomotive.
Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, light functions, and a sound effects generator. 3 axles powered. 4 traction tires. The headlights will work in conventional operation and can be controlled digitally. The work lights (LED's), the diesel motor sounds, the locomotive whistle sound, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. Other operating sounds and a flashing warning light can be controlled with Märklin Systems. The locomotive has separately applied metal grab irons and ladders.
Length over the buffers 25.5 cm / 10-1/16".

One-time series.

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Light Function1		x	x	x
Diesel locomotive operating sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Letting off steam / air			x	x
Sound of squealing brakes off			x	x
Light Function 2			x	x

HIGHLIGHTS

- **Heavy metal construction.**
- **Large snowplows at both ends.**
- **mfx decoder and diesel locomotive sound.**
- **3 headlights at the front and 2 headlights at the rear like the prototype.**
- **Flashing warning light (with Märklin Systems) and work lights (with a 6021 Control Unit or Märklin Systems).**


3 628
Jernbaneverket

Trains in California.

The Southern Pacific's Daylight concept first appeared in 1937 with the "Coast Daylight" train between the railroad's home town in San Francisco and Los Angeles. The cars were painted with broad bands in gleaming orange and light red on a dark background; the marvelous "Golden State" class steam locomotives were painted in a similar fashion. Other trains in the Daylight series followed such as the "Sacramento Daylight", the "Noon Daylight" or the overnight train "Sunset Limited".

From 1953 on, the GS-2 to GS-5 "Northern" locomotives (4-8-4 wheel arrangement) as the motive power for the Daylight trains were replaced by diesel locomotives. In addition to the EMD E and F type locomotives, the majestic ALCO PA engines were the chief motive power for the trains. Over 60 of this locomotive design were finally delivered for the SP and its subsidiary companies in the Daylight colors. Locomotives for other trains also ran in this design, which was brand identification for the Southern Pacific well into the Sixties. After that, these locomotives were given a simpler but striking red-gray paint scheme.

With the reorganization of national passenger service by Amtrak, several Daylight trains were still run after 1971, but only in the silver standard design and, most importantly, without the famous ALCO PA locomotives. Amtrak did not take these great machines into its motive power roster of passenger locomotives. The Southern Pacific used part of the PA series in freight service and traded part in towards new locomotives.

N mfx NEM III

37613 Double Diesel Locomotive.

Prototype: Double unit American Locomotive Company (ALCO) class PA-1 heavy diesel locomotive. Diesel electric propulsion. Southern Pacific Railroad "Daylight" paint scheme.

Model: This double locomotive has an mfx decoder, 2 controlled high-efficiency propulsion systems, a sound effects generator, and auxiliary functions. Two axles powered in each locomotive, with traction tires. The headlights and the lighted number boards will work in conventional operation and can be controlled digitally. The diesel locomotive operating sounds, horn sound, bell sound, as well as the acceleration and braking delay can be controlled with the 6021 Control Unit or Märklin Systems. The sound of squealing brakes, and the Mars light in the direction of travel can be controlled with Märklin Systems. The locomotive has a powerful speaker. Both locomotives have special electrical and mechanical connections. There are close couplers in standard coupler pockets at both ends; they can be replaced with American couplers or pilot skirting. Minimum radius for operation 360 mm / 14-3/16". Length over the couplers 47.2 cm / 18-9/16".

One-time series.

HIGHLIGHTS

- **Double locomotive constructed of metal.**
- **A heavy unit with impressive pulling power.**
- **Two synchronized high-efficiency propulsion systems.**
- **mfx decoder with light and sound functions.**
- **Great sound: diesel motor, bell, horn, brakes.**

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Horn		x	x	x
Diesel locomotive operating sounds		x	x	x
Bell		x	x	x
Direct control		x	x	x
Sound of squealing brakes off			x	x
Light Function 1			x	x

Electric Locomotives.

37196 Electric Locomotive.
Prototype: German State Railroad Company (DRG) class E 91.9.
Model: The locomotive comes with an mfx decoder, controlled high-efficiency propulsion and a locomotive whistle sound effects module. 3 axles powered. 2 traction tires. The engine room has interior details. Separately applied grab irons and roof walk boards. The locomotive as originally delivered has cab windows with hoods to protect from the glare of the sun, large headlight lanterns, a gray DRG paint scheme, and older design pantographs. The headlights will work in conventional operation and can be controlled digitally. The locomotive whistle sound effects module as well as the acceleration and braking delay can be controlled digitally with a 6021 Control Unit or Märklin Systems.
Length over the buffers 19.9 cm / 7-13/16".

HIGHLIGHTS

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

Articulated Heavyweight for Steep Grades. The German State Railroad Company placed a total of 12 class E 91.9 three-unit locomotives in service in 1927. The two double motors on these units transferred their power to the two 3-axle power trucks with side rods by means of Winterthur drive rods. These locomotives could run at a maximum speed of 55 km/h / 34 mph, which was sufficient for the heavy freight service on curving steep grades. These three-unit heavyweights could use their hefty startup power to great effect on such routes. Six of these units were on the motive power roster of the German Federal Railroad, and one unit has been preserved as a museum locomotive.

37477 Electric Locomotive.
Prototype: German Federal Railroad (DB) class E 69 branch line locomotive. Red version.
Model: The locomotive comes with a digital decoder and a controlled miniature can motor. 2 axles powered. 1 traction tire. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a 6021 Control Unit. There is a clear view through the engineer's cab. The locomotive has separately applied handrails and grab irons.
Length over the buffers 8.5 cm / 3-3/8".

The abundance of water power from the mountains enabled the development and operation of electric locomotives very early on in Bavaria. The highpoint of this development was surely the EP 5, later designated as the E 52. Designed for heavy passenger service on steep grades, these locomotives had four traction motors and a continuous power rating of 1,660 kilowatts or 2,226 hp at a maximum speed of 90 km/h or 56 mph. A total of 35 units of the 140 metric ton EP 5 were built. It was delivered in 1924 in the brown paint scheme of the Bavarian Group Administration but was soon repainted in the gray German State Railroad paint scheme.

The DB acquired 29 units and they were initially painted in "bottle" green. Only part of the 22 units that reached Era IV were painted in "chrome oxide" green and all were spared the ocean blue paint scheme.

37523 Electric Locomotive.
Prototype: German Federal Railroad (DB) class E 52 express locomotive.
Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion and a sound effects generator. 2 axles powered. 4 traction tires. The headlights will work in conventional operation and can be controlled digitally. The locomotive whistle as well as the acceleration and braking delay can be controlled with the 6021 Control Unit or Märklin Systems. The engine room has interior details.
Length over the buffers 19.8 cm / 7-13/16".

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x

HIGHLIGHTS

- mfx decoder and electric locomotive whistle.
- Older style pantographs painted in red.

37470 Electric Locomotive.
Prototype: German Federal Railroad (DB) class E 04 express locomotive.
Model: The locomotive comes with a digital decoder and controlled high-efficiency propulsion. 3 axles powered. 2 traction tires. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a 6021 Control Unit or Märklin Systems. The locomotive has separately applied metal grab irons.
Length over the buffers 17.8 cm / 7".

Electric Locomotive.

Express Train Star of Striking Elegance.

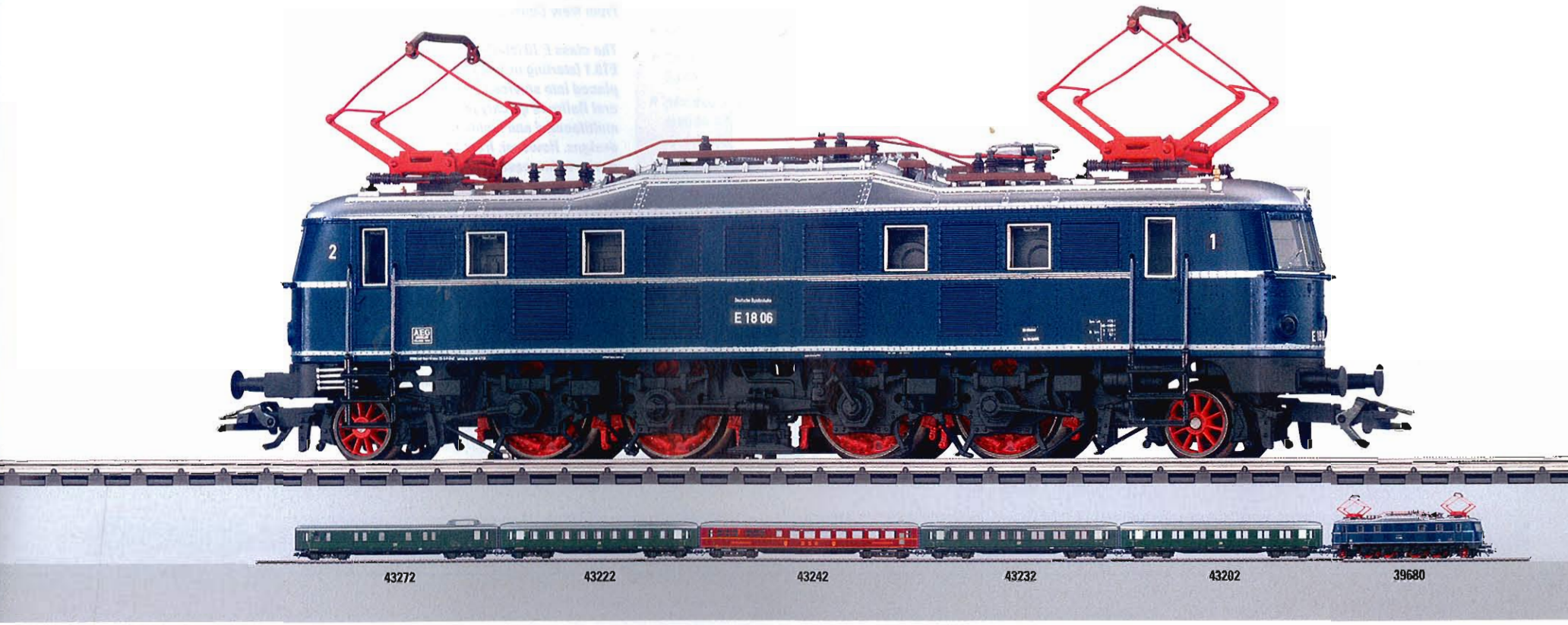
The German State Railroad Company (DRG) awarded a contract to AEG as early as 1933 to develop a powerful locomotive for heavy express train service. The design for these locomotives, which were placed into service as the E 18 starting in 1935, borrowed heavily from the technology used for the predecessor classes E 04 and E 17, since good results had been gathered with these units. However, new paths were blazed with the technology for the frame and running gear, in that proven elements were combined with progressive new developments. This resulted in noticeable improvements in the running characteristics. Moreover, these locomotives were provided with a particularly elegant shape with characteristically rounded engineer's cabs. The E 18 was impressive in terms of form as well as power output. Undoubtedly, they are still among the stars of German locomotive design.
The E 18 was the most powerful single-frame locomotive in the world, when it was awarded the highest accolade of the Grand Prix at the Paris World Fair in 1937. These elegant "race horses" could also shine in terms of durability and reliability: The last units (then designated as the class 118) were not retired by the DB until 1984.

39680 Electric Locomotive.
Prototype: German Federal Railroad (DB) class E 18 in a blue Era III paint scheme.
Model: The locomotive comes with an mfx decoder and a new compact-design C-Sine high-efficiency propulsion. 2 axles powered. 4 traction tires. The engineer's cabs and engine room have interior details. The locomotive body has many separately applied elements. Era III paint and lettering with large older style headlights and older design pantographs. Finely detailed frame and running gear with a realistic reproduction of the quill drive driving wheels. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a Control Unit or Märklin Systems. Length over the buffers 19.5 cm / 7-11/16".

HIGHLIGHTS

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

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



Electric Locomotives.

39120 Electric 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 comes with an mfx decoder and the new compact-design, controlled C-Sine high-efficiency propulsion. 4 axles driven by cardan shafts from a centrally mounted motor. 2 traction tires. The locomotive has separately applied metal hand rails. The engineer's cabs have interior details. The locomotive has separately applied roof walks. The triple headlights and dual red marker lights are maintenance-free LED's. They change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Station announcements, a locomotive whistle sound, and the direct control (acceleration/braking delay) can be controlled with a 6021 Control Unit or Märklin Systems.
Length over the buffers 18.9 cm / 7-7/16".

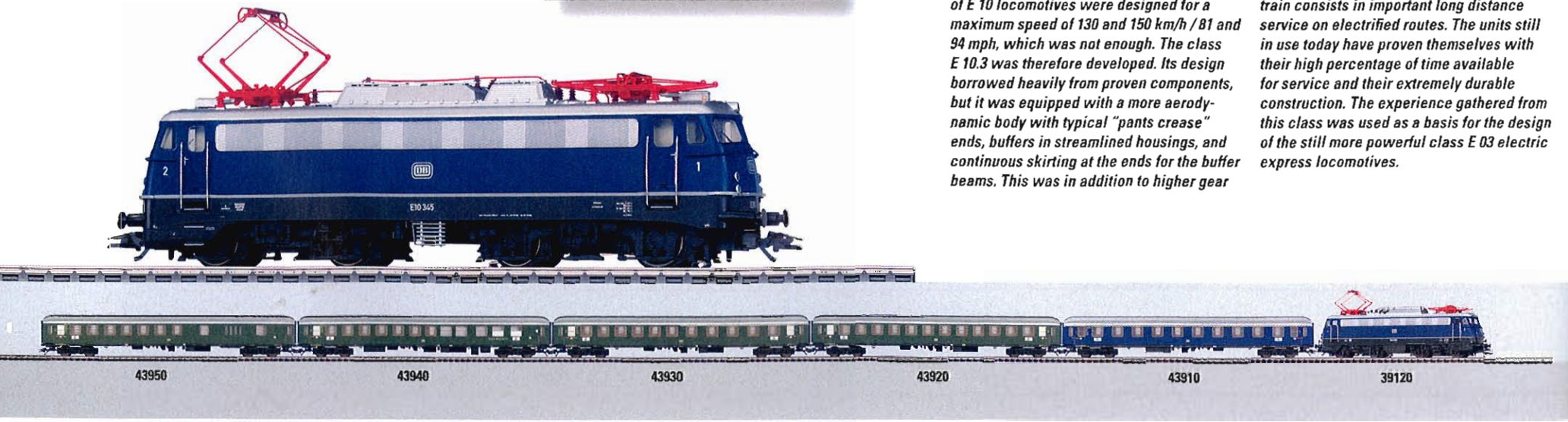
Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Surrounding sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x

HIGHLIGHTS

- **Metal construction.**
- **New compact-design C-Sine high-efficiency propulsion.**
- **mfx decoder included.**
- **Sound generator with multiple functions included.**
- **"Station announcements" as a special sound function.**
- **Headlights / marker lights with maintenance-free LED's.**

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 designs. 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.



N drive Soft mfx III

39121 Electric Locomotive for the "Rheingold".

Prototype: German Federal Railroad (DB) class E 10.12. Express locomotive with aerodynamic ends, high-performance trucks, and front skirting. The locomotive looks as the prototype did starting in 1962.

Model: The locomotive has an mfx digital decoder, high-efficiency Softdrive Sine propulsion, and a sound effects generator. It also has a compact-design motor, centrally mounted. 4 axles powered by cardan shafts. Traction tires. The headlights (warm white LED's) and marker lights are maintenance-free LED's, they will work in conventional operation, and can be controlled digitally. Station announcements, a locomotive whistle sound, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or Märklin Systems. The locomotive has separately applied metal hand rails. The engineer's cabs have interior details, including a separately applied control wheel. The locomotive has separately applied roof walks.

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

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Surrounding sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x

HIGHLIGHTS

- Metal construction.
- Compact-design, high-efficiency Softdrive Sine propulsion.
- mfx decoder and sound: whistle and station announcements.

Of Skirting and Pants Creases...

The E 10 new construction express locomotive equipped the DB for quick service of its own express train network after steam locomotives had been retired. However, faster speeds were required than previously for express passenger service in the international TEE network. Krauss-Maffei, Henschel, and Siemens developed a high-performance locomotive in 1962, which had a longer gear drive, new trucks, and a modern aerodynamic look. The "pants crease" at the ends, the buffers clad with streamlined fairing, the skirting under the buffer beams, and the side bands for cooling vents improved the shape of the locomotive for 160 km/h / 100 mph and looked good. In the short term this successful design was therefore also taken on for the 150 regular production locomotives still to be built, which were then designated as the class E 10.3. The 31 high-performance locomotives proved themselves with DB flagship trains: "Rheingold", "Rheinpfeil", "Rheinblitz", "Helvetia", and others. The electrical and mechanical systems on the E 10.12 were the technical prerequisite for the next generation of express locomotives: the E 03.

Item numbers 43850, 43860, 43870, and 43880 are the Rheingold cars for the E 10.12 express locomotive.

Trix is offering this Rheingold locomotive for 2-rail DC as item number 22031.

Electric Locomotive.

50 Years of the E 50...

The German Federal Railroad's new construction electric locomotive program at the beginning of the Fifties also envisioned a heavy freight locomotive in the E 50, which was intended as a replacement for the E 94. The E 50 was designed first for heavy freight service on steeply graded routes; hence, it was supposed to provide performance that exceeded all electric locomotives previously built in Germany. Embedded in the total program of development for the new standard design electric locomotives, the lead management for the E 50 was given to the consortium of Krupp/AEG. The nominal power at 80 km/h / 50 mph was 4,500 kilowatts / 6,035 horsepower; the continuous power at 70 km/h / 44 mph was 4,218 kilowatts / 5,656 horsepower. With a view to the future, the E 50 was already designed for a maximum speed of 100 km/h / 63 mph, which could not be used to advantage for a long time in freight service because of older freight cars not suitable for such speeds. The higher performance requirements could only be achieved with appropriately larger designs of the essential components compared to the components for the other standard design electric locomotives. The transformer and the blower motors in particular required more room in the E 50. Three-axle trucks (C-C wheel arrangement) had to be installed so the axle load of 21 metric tons was not exceeded. The long trucks meant that the frame for the body had to be longer, so that the E 50 was about 3 meters / approximately 10 feet longer than the E 10/E 40. The first units were placed into service beginning in April of 1957; the last E 50 locomotive was placed into service in July of 1973. A total of 194 locomotives were built. As with the other standard design electric locomotives, the E 50 (designated as the class 150 starting January 1, 1968) underwent numerous structural changes and improvements. The most noticeable changes externally were the removal of the rain gutters, the handrails on the ends with grate-style footrests, as well as the equipping of the locomotives with the "Klatte" design vent grills. The technical progress on the E 50/150 did not stop at the turn of the century with the class 152 and 185 electric locomotives being placed into service. In 2003, the last of the class 150 was taken out of service. Only two units remain preserved as museum locomotives for future generations.

N drive Soft mfx NEM III

39500 Electric Locomotive.
Prototype: German Federal Railroad (DB) class E 50 heavy freight locomotive. The largest design of the standard design electric locomotives from the new construction program of the Fifties. Original version with double headlights and marker lights and rain gutters.
Model: The locomotive has an mfx digital decoder, high-efficiency Softdrive Sine propulsion, and a sound generator. The locomotive has a centrally-mounted, compact-design, maintenance-free motor with a flywheel. 4 axles powered through cardan shafts. 2 traction tires. The headlights and marker lights are maintenance-free LED's, they will work in conventional operation, and can be controlled digitally. The electric locomotive blower motor sound and the horn sound, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or Märklin Systems. The locomotive has separately applied metal grab irons on the sides and ends. The engineer's cabs and the engine room have interior details in relief.
Length over the buffers 22.4 cm / 8-13/16".

This locomotive is being offered by Trix for 2-rail DC under item no. 22150.

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Horn		x	x	x
Blower motors		x	x	x
Direct control		x	x	x

HIGHLIGHTS

- **New tooling.**
- **Metal construction.**
- **Compact-design, high-efficiency Softdrive Sine propulsion.**
- **mfx decoder with sound: electric locomotive blower motor sound and a horn sound.**

Electric Locomotive.

39440 Electric Locomotive.
Prototype: German Federal Railroad (DB) class 144 general-purpose locomotive. Older design locomotive.
Model: The locomotive comes with an mfx digital decoder and a compact-design, controlled high-efficiency C-sine motor. Centrally mounted motor with a flywheel. 4 axles powered through cardan shafts. 2 traction tires. The headlights are maintenance-free LED's. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with a 6021 Control Unit or with Märklin Systems. The buffer beams swing out prototypically with the trucks.
Length over the buffers 17.5 cm / 7".

HIGHLIGHTS

- **Metal construction.**
- **New compact-design, high-efficiency C-Sine motor.**

Universal and Reliable.

After the great world-wide economic crisis, the German State Railroad resumed electrification of its network. New, powerful locomotives were needed for these routes. The German railroad industry developed innovative concepts and prototypes for modern, general-purpose locomotives for this purpose.
The design by Siemens in particular stood out as clearly more progressive compared to previous designs that were only further developments of provincial railroad locomotives. The Siemens unit was designed as a lightweight, general-purpose locomotive and had a welded frame that rode on two two-axle trucks with integrated buffer beams. Four traction motors suspended from the axles provided the drive mechanism. This meant that this compact locomotive with no pilot trucks could bring its full 78 metric tons of service weight to bear as adhesion weight on the driving wheels without reaching the critical axle load of 20 metric tons. These modern motors reached 2,200 kilowatts / 2,949 horsepower that could be used directly at the axles without expensive drive mechanisms. This locomotive could reach 90 km/h / 56 mph.
The 178 locomotives purchased by the German State Railroad from 1932 to 1945 as the E 44 were followed by another 7 units on the German Federal Railroad. These units all turned in such good results that they were kept in regular service well into the 1980s and were considered almost indestructible.

N mfx NEM IV

37571 Electric Locomotive.

Prototype: German Federal Railroad (DB) class 103.1 express locomotive. Regular production version with double rows of side vents, smooth external walls, end skirting, large windshield wipers, and double-arm pantographs.

Model: The locomotive comes with an mfx digital decoder, controlled high-efficiency propulsion, light and sound functions.

3 axles powered. Traction tires. The headlights and marker lights will work in conventional operation and can be controlled digitally. The engine room lighting, a horn sound, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. The headlights and engine room light are maintenance-free, warm white LED's; the marker lights are maintenance-free LED's. The engineer's cabs have interior details. The locomotive has 18 individually applied grab irons. The roof has equipment details. The open end skirt and close coupler can be replaced by a closed skirt with plug-in brake hoses and a prototypical coupler.

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

One-time series.

HIGHLIGHTS

- **Anniversary model for "50 Years of the Trans Europe Express".**
- **Detailed metal construction.**
- **Lighted engine room.**

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Interior lights		x	x	x
Horn		x	x	x
Direct control		x	x	x

Electric Locomotives.

37317 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 111 general-purpose electric locomotive – Era V.
Model: This locomotive comes with an mfx digital decoder and controlled high-efficiency propulsion. 2 axles powered. 4 traction tires. The locomotive whistle as well as the acceleration and braking delay can be controlled digitally. Triple headlights and dual red marker lights, which change over with the direction of travel. These lights will work in conventional operation and can be controlled digitally.
Length over the buffers 19.1 cm / 7-1/2".

HIGHLIGHTS

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

Indispensable New Construction Classics.

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

37433 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 143 general-purpose locomotive. B-B wheel arrangement.
Model: The locomotive comes in the current traffic red basic paint scheme with squared off buffers and squared off roof edges. The locomotive has an mfx decoder and a controlled high-efficiency propulsion. 2 axles powered. 4 traction tires. The engineer's cabs have interior details. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The marker lights as well as the acceleration and braking delay can be controlled with a Control Unit or Märklin Systems.
Length over the buffers 19.1 cm / 7-1/2".

HIGHLIGHTS

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

60 Years of UNICEF – Congratulations!

N mfx V

37399 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 101 express locomotive. Advertising locomotive, road no. 101 016, painted and lettered for "60 Years of UNICEF".
Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator. 2 axles powered. 4 traction tires. The trucks have movable reproductions of the mechanical gear for steering them. The headlights / marker lights are maintenance-free LED's. The headlights / marker lights will work in conventional operation and can be controlled digitally. The sound of the horn, the long distance headlights front and rear, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. The engineer's cabs have interior details.
Length over the buffers 21.9 cm / 8-5/8".

One-time series for the anniversary of "60 Years of UNICEF".

HIGHLIGHTS

- **An authentic model of road no. 101 016-4.**
- **Metal construction.**
- **mfx decoder and high-efficiency propulsion.**
- **Contribution to the aid work done by UNICEF.**

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Horn		x	x	x
Light Function 1		x	x	x
Light Function 2		x	x	x
Direct control		x	x	x

60 Years of UNICEF – Congratulations!

When the United Nations established its children's emergency aid organization at its first full assembly on December 11, 1946, it gave the "United Nations International Children's Emergency Fund" the task of helping starving and sick children in devastated Europe until the greatest need had been overcome. After that UNICEF started large aid programs in the developing countries. Today, UNICEF is one of the most famous children's rights organizations in the world. 7,000 employees in 160 countries are committed to enabling children to go to school, to have medical treatment, nourishment, and clean water, and to be protected from exploitation.

UNICEF finances itself entirely from voluntary contributions from governments and from private donations. More than a third of the total income comes from private donations and from the sale of UNICEF greeting cards by 37 national committees in the industrialized countries. The German Committee for UNICEF was founded in Cologne in 1953.

Märklin has traditionally been committed equally to the interest of children and teenagers. Our motto "Experience Technology" is now an increasingly important part of the education and development of young people all over the world. We want to fulfill this great challenge with all of our products and with all of our work.

We are happy to participate together with the German Railroad, Inc. in an anniversary promotion for the benefit of UNICEF, in which the centerpiece is a large and a small locomotive. The authentic model of road no. 101 016-4 advertises for UNICEF like its large prototype – at the same time it is contributing to the active support of this children's emergency aid organization. UNICEF will receive a donation from Märklin of € 25.00 from the profits of each locomotive sold in this series. With this unique railroad model you will receive both a high quality, scale reproduction of precision technology and the opportunity to participate in many important projects for the children of our world and thereby for our future.

The German Railroad, Inc. and Märklin are supporting UNICEF with a special promotion on the occasion of its 60th birthday. Märklin will donate € 25.00 to UNICEF for each 37399 locomotive sold.

Electric Locomotive.

39340 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 152 general-purpose locomotive.
Model: The locomotive comes with a digital decoder and controlled C-Sine high-efficiency propulsion, lighting functions, and remote-controlled pantographs. 2 axles powered. 4 traction tires. The headlights / marker lights are maintenance-free LED's. The headlights and marker lights will work in conventional operation and can be controlled digitally. The long-distance headlights, the mechanism for raising and lowering both pantographs, as well as the acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Engineer's cabs with interior details. Separately applied grab irons. Separately applied rail guard. The wheels have a representation of the brake disks. Length over the buffers 22.5 cm / 8-7/8".

Information about this model: The model comes from the factory with a built-in mechanism for raising and lowering both pantographs. Remote control is enabled by technical miniaturization: specially developed Piezo motors in the small servo unit, and control electronics that are precisely adapted to the locomotive decoder. Each of the two pantographs can be individually raised or lowered from the digital locomotive controller. Movement is prototypically slow and soft. The locomotive can pick up power only from the track in order to ensure power for pantograph control at all times.

HIGHLIGHTS

- **C-Sine high-efficiency propulsion.**
- **Long-distance and regular headlights.**
- **Both pantographs can be individually remote-controlled**
- **Prototypically slow movement up and down.**

N drive Soft mfx NEM V

39890 Electric Locomotive.
Prototype: German Railroad, Inc./Railion (DB AG) class 189 fast general-purpose locomotive. Multiple system locomotive with 4 pantographs.
Use: Fast cross-border freight trains.
Model: The locomotive has an mfx digital decoder, high-efficiency Softdrive Sine propulsion, and a sound generator. It also has a compact-design, maintenance-free motor. 2 axles powered. Traction tires. The headlights (warm white LED's) and marker lights are maintenance-free LED's, they will work in conventional operation, and can be controlled digitally. The long distance headlights, the horn sound effect, as well as the acceleration and braking delay can be controlled digitally with a 6021 Control Unit or Märklin Systems. The engineer's cabs have interior details. The locomotive has separately applied grab irons.
Length over the buffers 22.5 cm / 8-7/8".

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Long distance headlights		x	x	x
Horn		x	x	x
Direct control		x	x	x

HIGHLIGHTS

- New tooling.
- Metal construction.
- mfx decoder.
- Compact-design, high-efficiency Softdrive Sine propulsion.

Electric Locomotive.

39891 Electric Locomotive.
Prototype: Siemens Dispolok, Inc. class ES 64 F4 fast general-purpose locomotive, used on the German Railroad, Inc. (DB AG). Multiple system locomotive with 4 pantographs.
Use: Cross border fast freight trains.
Model: The locomotive comes with an mfx digital decoder, controlled, high-efficiency Softdrive Sine propulsion, and a sound effects generator. The locomotive has a compact-design motor. 2 axles powered. Traction tires. The headlights / marker lights are maintenance-free LED's; they will work in conventional operation and can be controlled digitally. The white long distance headlights and a horn sound effect as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. The engineer's cabs have interior details. The locomotive has separately applied metal grab irons.
Length over the buffers 22.5 cm / 8-7/8".

One-time series.

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Long distance headlights		x	x	x
Horn		x	x	x
Direct control		x	x	x

HIGHLIGHTS

- Detailed metal construction.
- mfx digital decoder.
- Compact-design, high-efficiency Softdrive Sine propulsion.
- Warm white LED's for regular and long distance headlights.

Switzerland.

39420 Electric Locomotive.
Prototype: Swiss Federal Railways (SBB) class Re 4/4 I electric locomotive. In the original Era III green paint scheme as the prototype looked around 1965.
Model: The locomotive comes with an mfx decoder and controlled high-efficiency propulsion. All 4 axles are powered. 2 traction tires. The locomotive has separately applied roof walks. The locomotive has separately applied metal hand rails. The locomotive has a representation of the walkover plates at the ends and handrails. The Swiss headlight / marker light code (triple headlights / white marker light) changes over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlight / marker lights are maintenance-free LED's. The locomotive whistle as well as the direct control (acceleration and braking delay) can be controlled with a Control Unit or Märklin Systems.
Length over the buffers 17.1 cm / 6-3/4".

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x

HIGHLIGHTS

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

With the Re 4/4 into a New Era.

In 1947 a new generation of locomotives appeared on the Swiss rail network. The Swiss Federal Railways were able to revolutionize its entire concept for motive power with the purchase of the Re 4/4 I. This locomotive had two power trucks and no pilot trucks. Its maximum speed of 125 km/h / 78 mph enabled considerably shorter trip times. This locomotive is still considered today as a milestone in the history of Swiss locomotive building. The Re 4/4 I was swift and at just 57 metric tons was a remarkably lightweight unit. It mastered its period of use extremely well. It introduced a new era in SBB passenger service with the transition from heavy, sedate express train service to accelerated city-to-city connections with short, regularly scheduled timings. The Re 4/4 I had a power output of 1,855 kilowatts / 2,520 horsepower was a very good general-purpose locomotive, whose push/pull and multiple unit controls made it suitable for a rationalized push/pull train service as well as for m.u. motive power operation. The good reserve of power for acceleration present on these locomotives with their electric resistance brakes made them the ideal combination with the comfortable SBB lightweight steel passenger cars. These train consists left their stamp for a long time on the image of passenger train service for long distance city-to-city connections.

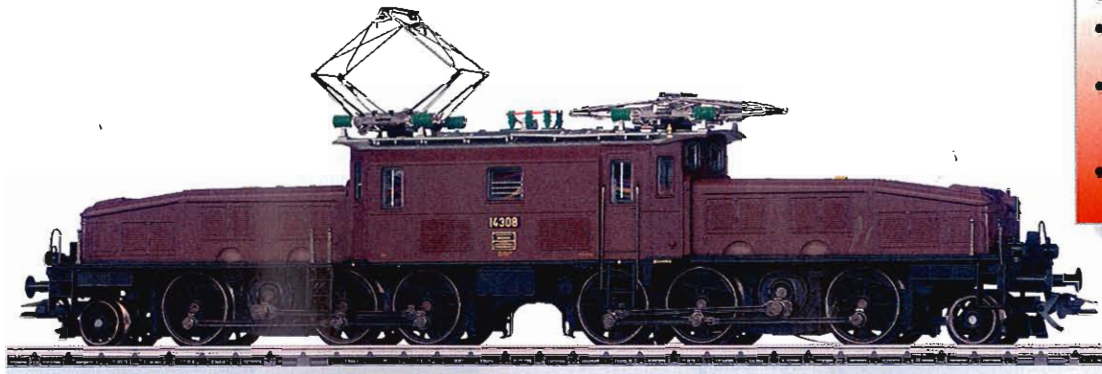
Switzerland.

39562 "Crocodile" Electric Locomotive.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Ce 6/8 III freight locomotive. Design with Winterthur diagonal side rod drive as it originally looked.
Model: The locomotive has an mfx digital decoder, high-efficiency Softdrive Sine propulsion, and a sound generator. It has a powerful, compact-design motor. 3 axles and a jackshaft powered, 4 traction tires. The locomotive has articulated running gear to enable to it to negotiate sharp curves. It has a 3-part metal body with end hoods that can swing out on curves. The roof has equipment details. The headlights and marker lights are maintenance-free LED's. The headlights with the Swiss headlight / marker light code will work in conventional operation and can be controlled digitally. The red marker lights, a whistle sound effect, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or Märklin Systems.
Length over the buffers 23.0 cm / 9-1/16".

One-time series for the anniversary "125 Years of the Gotthard Line".

This "Crocodile" is being offered by Trix for 2-rail DC under item no. 22340.

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Marker light(s)		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x



HIGHLIGHTS

- Metal body and frame.
- Compact-design, high-efficiency Softdrive Sine propulsion.
- LED headlights / marker lights can be changed: running "light" or with a train.
- Locomotive whistle as a sound function.

© Klaus Eckert

Gottardo
125 Jahre/ans/anni/years

N drive Soft mfx NEM III

39590 Double Electric Locomotive.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Ae 8/14. Road no. 11801 with 2 pantographs, in an experimental paint scheme of "machinery green".

Model: The locomotive has an mfx digital decoder, controlled double high-efficiency Softdrive Sine propulsion, and a sound generator. It has 2 compact-design, maintenance-free motors. 4 axles powered, 8 traction tires. The locomotive has articulated running gear to enable to it to negotiate sharp curves. There is a permanent drawbar between the locomotive halves. The headlights and marker lights will work in conventional operation and can be controlled digitally. The station announcements, locomotive whistle, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or Märklin Systems. The locomotive has 2 pantographs with double wipers. The engineer's cabs have interior detailing.
Length over the buffers 39.1 cm / 15-3/8".

One-time series for the anniversary "125 Years of the Gotthard Line".

This double locomotive is being offered for 2-rail DC by Trix under item no. 22339.

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Surrounding sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x

HIGHLIGHTS

- **Heavy metal construction.**
- **2 compact-design, high-efficiency Softdrive Sine propulsion units.**

Gottardo
125 Jahre/ans/anni/years

Switzerland.

N mfx IV

37361 Electric Locomotive.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Ae 6/6 heavy general-purpose locomotive. Canton locomotive road no. 11422 in "traffic red" with the coat-of-arms for "Vaud" ("Waadt").
Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound generator. 3 axles powered. 4 traction tires. The headlights and a white marker light will work in conventional operation and can be controlled digitally. The electric locomotive operating sounds, the sounds of the blower motor, the whistle sounds, as well as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or Märklin Systems. The sounds of brakes, the main relay, and compressed air can be controlled with Märklin Systems. The engineer's cabs and the engine room have interior details. The locomotive has separately applied metal handrails. It has detailed roof equipment with bright metal SBB pantographs. Length over the buffers 21.0 cm / 8-1/4".

One-time series.

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Electric locomotive operating sounds		x	x	x
Blower motors		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Sound of squealing brakes off			x	x
Operating Sounds 1			x	x
Letting off steam / air			x	x

N mfx V

37460 Electric Locomotive.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 460 fast general-purpose locomotive. Named locomotive road no. 460 118-3 "Gotthard"/ "Gottardo".
Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound generator. 2 axles powered. 4 traction tires. The headlights and a white marker light will work in conventional operation and can be controlled digitally. The electric locomotive operating sounds, the whistle sounds, as well as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or Märklin Systems. Long distance headlights that change over with the direction of travel can be controlled with Märklin Systems. The engineer's cabs have interior details. The locomotive has separately applied metal handrails. The skirting at the end of the locomotive can be closed if desired. Length over the buffers 21.3 cm / 8-3/8".

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Horn		x	x	x
Operating sounds		x	x	x
Electric locomotive operating sounds		x	x	x
Direct control		x	x	x
Long distance headlights			x	x

Gottardo
125 Jahre/ans/anni/years


SBB CFF FFS
H
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France.

39401 TEE Electric Locomotive.
Prototype: French State Railways (SNCF) class CC 40100 express locomotive. Four-system locomotive for all of France, the Benelux countries, and Germany. Second production run; the locomotive looks as it did around 1972. Used in international TEE service.
Model: The locomotive has an mfx digital decoder, controlled, high-efficiency Softdrive Sine propulsion, and a sound effects generator. It has a compact-design, maintenance-free motor with a flywheel, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The headlights (warm white LED's) and marker lights are maintenance-free LED's, they will work in conventional operation, and can be controlled digitally. The marker lights, electric locomotive operating sounds, and the locomotive whistle, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or Märklin Systems. The locomotive has separately applied metal grab irons. It also has separately applied steps. The roof equipment is detailed, and the locomotive has different pantographs. The engineer's cabs have interior details; the front one has a figure of a locomotive engineer. Equipment parts are included that can be attached to the buffer beams. Length over the buffers 25.3 cm / 9-15/16".

One-time series for the theme of "50 Years of the TEE".

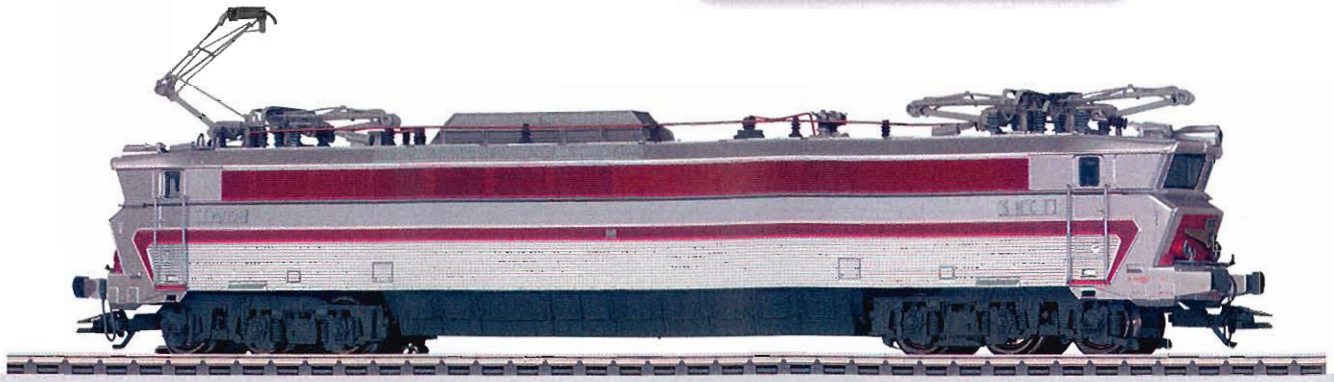
The 41870 and 41871 car sets make up the right TEE train for the 39401 locomotive, and the 41872 car is for lengthening the train. The TEE locomotive from Belgium is available as item no. 39402 for the train running in the opposite direction.

The model program for the Paris-Brussels-Amsterdam TEE is being offered by Trix for 2-rail DC.

HIGHLIGHTS

- **Completely new tooling.**
- **Metal construction.**
- **Compact-design, high-efficiency Softdrive Sine propulsion.**
- **mfx decoder and sound functions included.**

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Marker light(s)		x	x	x
Locomotive whistle		x	x	x
Electric locomotive operating sounds		x	x	x
Direct control		x	x	x



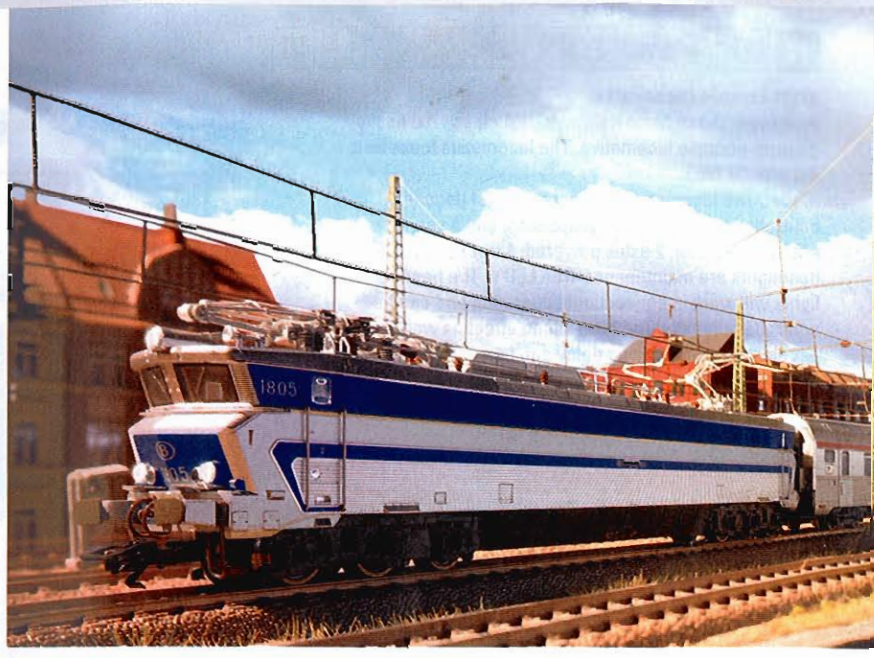
Belgium.

39402 TEE Electric Locomotive.
Prototype: Belgian State Railways (SNCB/NMBS) class 18 express locomotive. Four-system locomotive for the Benelux countries, France, and Germany. The locomotive looks as it did when delivered in 1973. Used in international TEE service.
Model: The locomotive has an mfx digital decoder, controlled, high-efficiency Softdrive Sine propulsion, and a sound effects generator. It has a compact-design, maintenance-free motor with a flywheel, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The headlights (warm white LED's) and marker lights are maintenance-free LED's, they will work in conventional operation, and can be controlled digitally. The marker lights, electric locomotive operating sounds, and the locomotive whistle, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or Märklin Systems. The locomotive has separately applied metal grab irons. It also has separately applied steps. The roof equipment is detailed, and the locomotive has different pantographs. The engineer's cabs have interior details; the front one has a figure of a locomotive engineer. Equipment parts are included that can be attached to the buffer beams. Length over the buffers 25.3 cm / 9-15/16".

One-time series for the theme "50 Years of the TEE".

The 41870 and 41871 car sets make up the right TEE train for the 39401 locomotive, and the 41872 car is for lengthening the train. The TEE locomotive from France is available as item no. 39401 for the train running in the opposite direction.

The model program for the Paris-Brussels-Amsterdam TEE is being offered by Trix for 2-rail DC.



HIGHLIGHTS

- **Completely new tooling.**
- **Metal construction.**
- **Compact-design, high-efficiency Softdrive Sine propulsion.**
- **mfx decoder and sound functions included.**

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Marker light(s)		x	x	x
Locomotive whistle		x	x	x
Electric locomotive operating sounds		x	x	x
Direct control		x	x	x

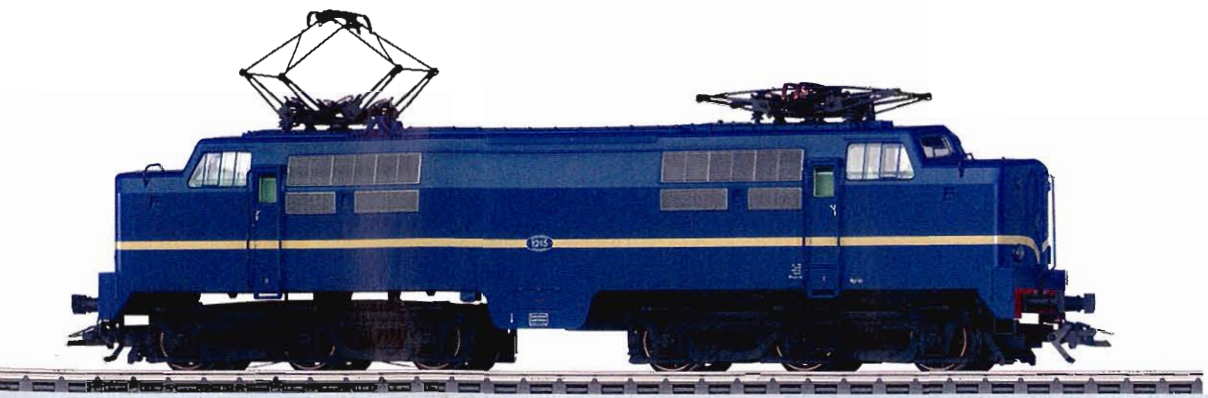
The Netherlands.

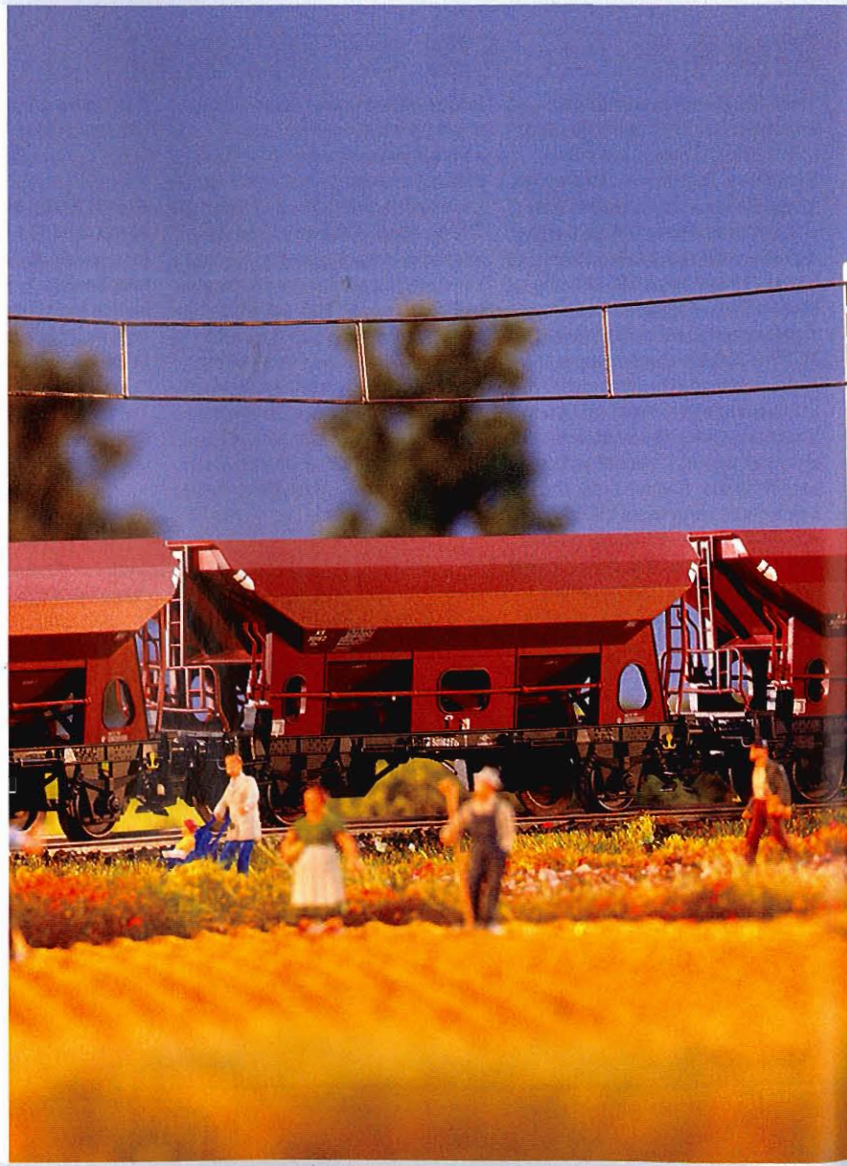
37121 Electric Locomotive.
Prototype: Dutch State Railways (NS) class 1200 heavy general-purpose locomotive. The locomotive looks as it did around 1965.
Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator. 2 axles powered. 4 traction tires. The headlights are maintenance-free LED's. The headlights will work in conventional operation and can be controlled digitally. The horn sound effect as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. Brake hoses can be installed on the buffer beam.
Length over the buffers 20.8 cm / 8-3/16".

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Horn		x	x	x
Direct control		x	x	x

HIGHLIGHTS

- **Metal construction.**
- **Era III details: doors, vents, headlights.**
- **NS prototype asymmetrical headlights.**





Sweden.

märklin HO

N mfx IV V

36337 Electric Locomotive.
Prototype: Swedish State Railways (SJ) class Ue switch engine.
Model: The locomotive has an mfx digital decoder and a miniature can motor with a flywheel. 3 axles and a jackshaft powered. The headlights are maintenance-free LED's. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. The locomotive has separately applied roof equipment. It also has separately applied metal grab irons. Brake hoses and prototypical couplers can be installed on the buffer beam.
Length over the buffers 11.2 cm / 4-7/16".

HIGHLIGHTS

- **Rebuilt version with different lights, buffers, windows, and doors.**
- **SJ paint and lettering for Eras IV and V.**

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Direct control		x	x	x

N mfx V

37414 Electric Locomotive.
Prototype: Swedish State Railways (SJ) class Rc 2. Standard paint scheme for the version used in the freight service area "Green Cargo".
Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator. 2 axles powered. 4 traction tires. The headlights will work in conventional operation and can be controlled digitally. The blower motor sound effect, the horn sound effect, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems.
Length over the buffers 18.0 cm / 7-1/16".

One-time series.

HIGHLIGHTS

- **mfx decoder with sound.**

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Blower motors		x	x	x
Horn		x	x	x
Direct control		x	x	x

USA.

GG-1: Brunswick Green and Tuscan Red.

The Pennsylvania Railroad did not introduce a new form of motive power with the electrification of its main routes in the Thirties; it introduced a new dimension of power for locomotives. The prototype for the GG-1 provided over 4,600 horsepower (3,400 kilowatts) with its 6 twin motors and short term it produced almost 8,000 PS (6,000 kilowatts). With 208 tons on an articulated frame with a 4-6-6-4 wheel arrangement, this locomotive was designed to pull heavy freight trains of up to 6,000 tons and fast passenger trains at speeds up to 145 km/h / 91 mph. Suitably simple adaptations to the gear drive were planned in the design of the locomotive.

The French designer Raymond Loewy developed an unmistakable and unsurpassed shape for a locomotive from the prototype, which was similar to a "Crocodile" from the future. The timeless shape goes hand in hand with the indestructible technology for these locomotives, some of which were still in service into the Eighties.

Most of the GG-1's were painted in the very dark Brunswick Green. They were designed for general use, and the drive gear could be changed at short notice for freight or passenger service. Several locomotives were used exclusively for the Pennsylvania Railroad's deluxe "Congressional Limited" trains. They consistently kept their high speed gearing and were painted in Tuscan Red, the dignified reddish brown for the entire fleet of the earlier "Pennsy" express train passenger cars. Both versions kept the typical gold colored striping and later broad bands on the GG-1 paint scheme up to the merger creating the Penn Central and the later distribution to Amtrak (passenger trains) and Conrail (freight trains) in the Seventies.

37492 Electric Locomotive.
Prototype: Pennsylvania Railroad (PRR) class GG-1 heavy general-purpose locomotive. "Loewy" Design in "Tuscan Red", version in the Fifties.
Model: The locomotive comes with an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator with many functions. It has a centrally mounted powerful can motor with a bell-shaped armature. 4 axles powered in each power truck. 4 traction tires. The locomotive has 2 power trucks and 2 pilot trucks and can negotiate sharp curves.
The headlights and cab lighting are maintenance-free LED's. The headlights and the cab lighting will work in conventional operation and can be controlled digitally. The long-distance headlights, the cab lighting, and the electric locomotive operating sounds, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or Märklin Systems. Additional operating sounds can be controlled with Märklin Systems: bell, horn, the pantograph mechanism, and blower motors. Additional sounds can be controlled with the Central Station: the sounds of the relay system at work, cab radio "chatter", the sounds of couplers engaging, and the "clickety-clack" sound of the train running on jointed rail and the sound of squealing brakes. Large American design pantographs.
Length over the couplers 28.0 cm / 11".

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

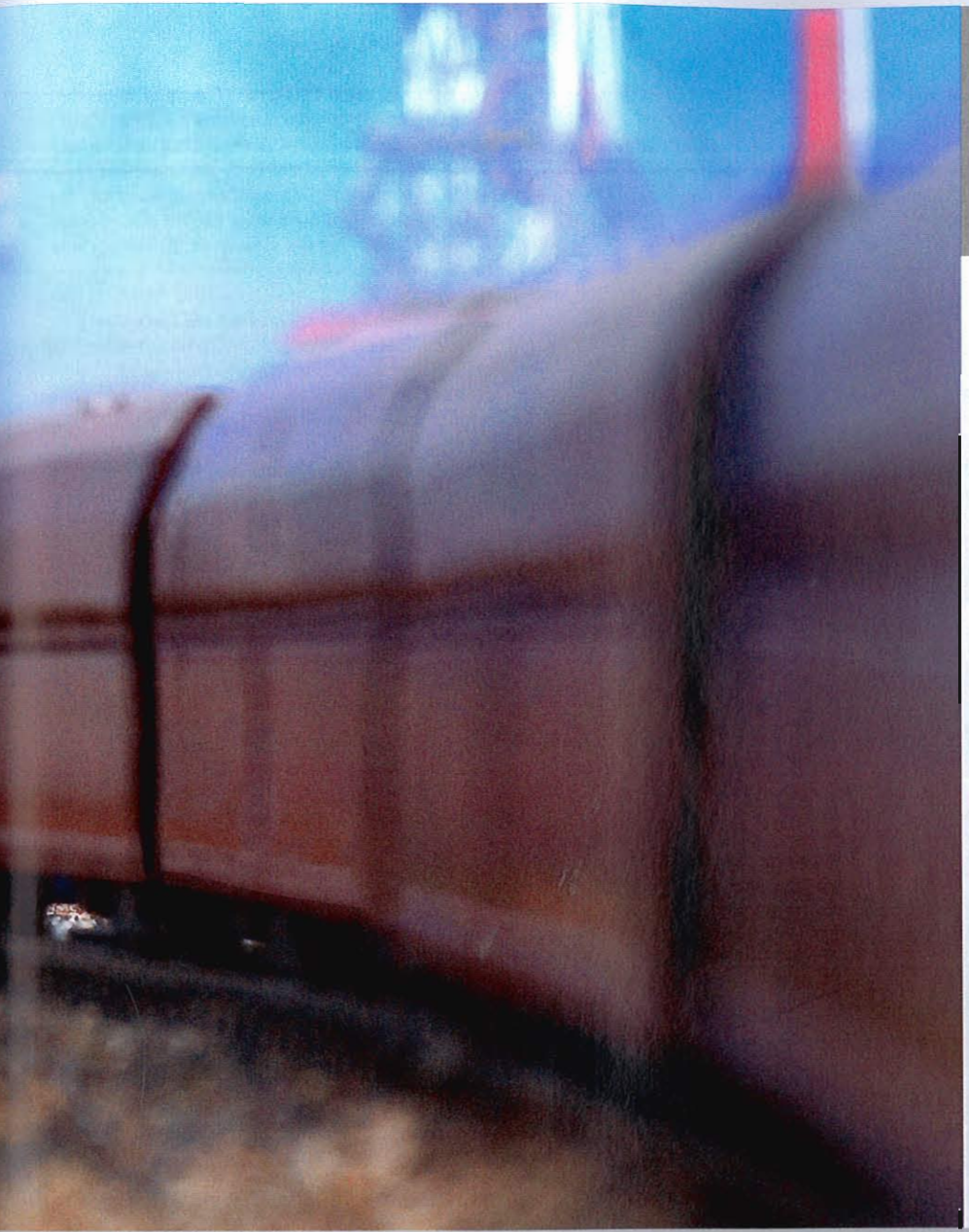
The GG-1 is being offered as a Trix model for 2-rail DC using the American standards: item no. 22812 (RP 25).

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

HIGHLIGHTS

- **Locomotive constructed of metal.**
- **Controlled high-efficiency propulsion with a powerful can motor with a bell-shaped armature.**
- **mfx decoder with many operating, light, and sound effects functions.**
- **Electric locomotive sounds as in the American prototype.**

Powered Rail Cars and Trains.



Powered rail car trains tell us stories. Small, quiet and rather unimportant ones. Or moving ones that once appeared in bold print on the title page of the magazines and newspapers. They fly at over 300 km/h / 188 mph over the new construction route or they creep along at 10 km/h / 6 mph through an unguarded grade crossing. They sweep into the railroad's "cathedrals", the large metropolitan stations, admired by hundreds. Or, they leave a lonely passenger in the darkness of twilight on a platform of heaped up gravel at a nameless end station. The fastest train in the world or a simple savior of the branch lines. Powered rail car trains are a means of transportation to great events, jetting from Frankfurt to Cologne or across the Swiss Gotthard route, or taking industrious workers and students to factories or places of higher education. They write history or are the stuff of gray everyday life, inconspicuous and yet uncommonly important. No railroad management can deny their services. No model railroader wants to do without them.

An outstanding model if the Märklin program this year is surely the Swiss Federal Railways (SBB/CFF/FFS) class RAe TEE "Gottardo" electric rail car train. This Gotthard legend shines with its complete, highly detailed metal body and a finely worked out interior. Of course, this high quality Märklin model has the Softdrive Sine high-efficiency propulsion.

Another highlight is the working model of the catenary maintenance car. This maintenance car was used on the German Federal Railroad (DB) for maintaining and checking the electric overhead wire system and is equipped with extensive digital functions. The work platform and the pantograph can be controlled with a fine touch from a digital locomotive controller. The sound of brakes squealing, work sounds, diesel motor sounds, and a horn offer an authentic background of sounds and promise pure operating enjoyment on your layout. Model railroaders treasure the small red growlers, the VT 98 rail bus that grows on all of us in one way or another. This made its departure from the rails all the more bitter. And yet, it is still growling its way back and forth on several museum railroads on dreamy routes and perhaps soon with in all its perfection on your layout too.

Here they are, the powered rail car trains from Märklin. Stories that have been happened, great moving moments, and the gray everyday of life all together. Listen to the small and great stories. You will be astounded at what the powered rail car trains will tell you ...

Powered Rail Car Train.

37772 Diesel Powered Rail Car Train.
Prototype: German Federal Railroad (DB) class SVT 04 express powered rail car. German State Railroad class SVT 137 "Hamburg" design. Two-unit train with a Jacobs truck. Painted and lettered as the FT 231 "Montan Express" from 1954.
Model: The powered rail car has an mfx digital decoder, controlled, high-efficiency Softdrive Sine propulsion, light, and sound functions. It has a maintenance-free, compact design motor mounted in the Jacobs truck. 2 axles powered. 2 traction tires. The headlights, marker lights, and interior lights are maintenance-free LED's. The headlights and marker lights will work in conventional operation and can be controlled digitally. The interior lights, motor sounds, and horn, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or Märklin Systems. Additional operating and surrounding sounds can be controlled with Märklin Systems. The roof has separately applied details. The powered rail car has continuous side skirting with covers with side play over the wheel cutouts. It has a guide mechanism with a closed diaphragm between the halves of the train. A reproduction of the Scharfenberg coupler (non-working) is present at the ends of the powered rail car.
Length over the couplers 48.4 cm / 19-1/16".

One-time series.

This model is available in a 2-rail DC version from Trix under item no. 22025.

HIGHLIGHTS

- **The latest technology: mfx decoder with sound and compact Softdrive Sine propulsion.**
- **Prototypical conversion on the roof and engineer's cabs.**
- **Operating sounds: diesel, horn, brakes, compressor, oil pump...**
- **Surrounding sounds: station announcements, departure whistle, rail joints "clickety clack"...**

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Interior lights		x	x	x
Diesel locomotive operating sounds		x	x	x
Horn		x	x	x
Direct control		x	x	x
Surrounding Sounds 1			x	x
Surrounding Sounds 2			x	x
Horn blast 2			x	x
Operating Sounds 1			x	x
Sound of squealing brakes off				x
Operating Sounds 2				x
Air pump / compressor				x
Operating Sounds 3				x

Hamburg–Frankfurt–Luxembourg.

The path was set in 1952 for the European economic miracle with the Montan Union, the European Community for Coal and Steel. A demand for commercial travel between the economic centers developed out of the European integration of heavy industry and the rebuilding of the infrastructure. The DB placed the F-Zug express trains into service as "Business Class" for this network.

The banking centers of Frankfurt and Luxembourg were linked with trains F231 / F232, which were given the descriptive name of "Montan Express". This train was in the schedules until 1956; the goals of European integration had spread much further by then.

This route was served by the "Hamburg" design diesel powered express rail car train – in a thoroughly modernized version. The diesel electric drive in the Jacobs truck was replaced by two diesel hydraulic drives on the outer trucks. This made the train run quieter, easier and more economically. The former SVT 137 thereby became the VT 04.5 in a scarlet red paint scheme, the new look at that time for DB diesel locomotives and powered rail cars.


SVT 04.501
2
2

Rail Bus.

39980 Rail Bus with Control Car.
Prototype: German Federal Railroad (DB) class 798 + 998 (motor car and control car). Original paint scheme for the Era IV version at the beginning of the 1970s.
Model: The rail bus comes with an mfx decoder and C-Sine controlled high-efficiency propulsion in a new, maintenance-free compact design. 2 axles powered. 1 traction tire. The rail bus has factory installed interior lighting. The rail bus units have a current-conducting drawbar coupling with a guide mechanism between them. The rail bus has interior details. The engineer's areas in the cars, the control car, and the optional available trailer unit have a clear view through the interiors. The headlights and marker lights as well as the interior lighting all have maintenance-free LED's. The headlights and marker lights will work in conventional operation and can be controlled digitally. The diesel motor sounds, the horn, and the acceleration and braking delay can be controlled with a Control Unit or Märklin Systems. Additional operating sounds can be controlled with Märklin Systems. Length of the two-unit set 32.2 cm / 12-11/16".

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

The class 998.0 rail bus trailer to add to the set consisting of a motor and control car is available as item no. 41980.

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Light Function 1		x	x	x
Diesel locomotive operating sounds		x	x	x
Horn		x	x	x
Direct control		x	x	x
Bell			x	x[1]
Surrounding sounds			x	x
Sound of squealing brakes off			x	x

HIGHLIGHTS

- Completely new tooling with super detailing.
- The bodies of the rail cars are primarily made of metal.
- mfx decoder with sound functions, in the motor car.
- New compact-design C-Sine propulsion.
- Headlights and marker lights with maintenance-free LED's.
- Built-in interior lighting with maintenance-free LED's.

Unforgettable Branch Line Growlers.

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

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

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

41980 Rail Bus Trailer Car.
Prototype: German Federal Railroad (DB) class 998.
Model: This is a trailer car to go with the 39980 and 39985 rail bus set consisting of a powered rail bus car and a cab control car. The car has close coupler pockets at both ends for plug-in current-conducting drawbars. One current-conducting drawbar included. There is a clear view through the car's interior space. The car has interior details. The car has interior lighting with maintenance-free LED's. The interior lighting is powered by means of the current-conducting drawbar from the powered rail bus. Length over the buffers 16.0 cm / 6-5/16".

This rail bus trailer car goes with the 39980 and 39985 rail bus sets.

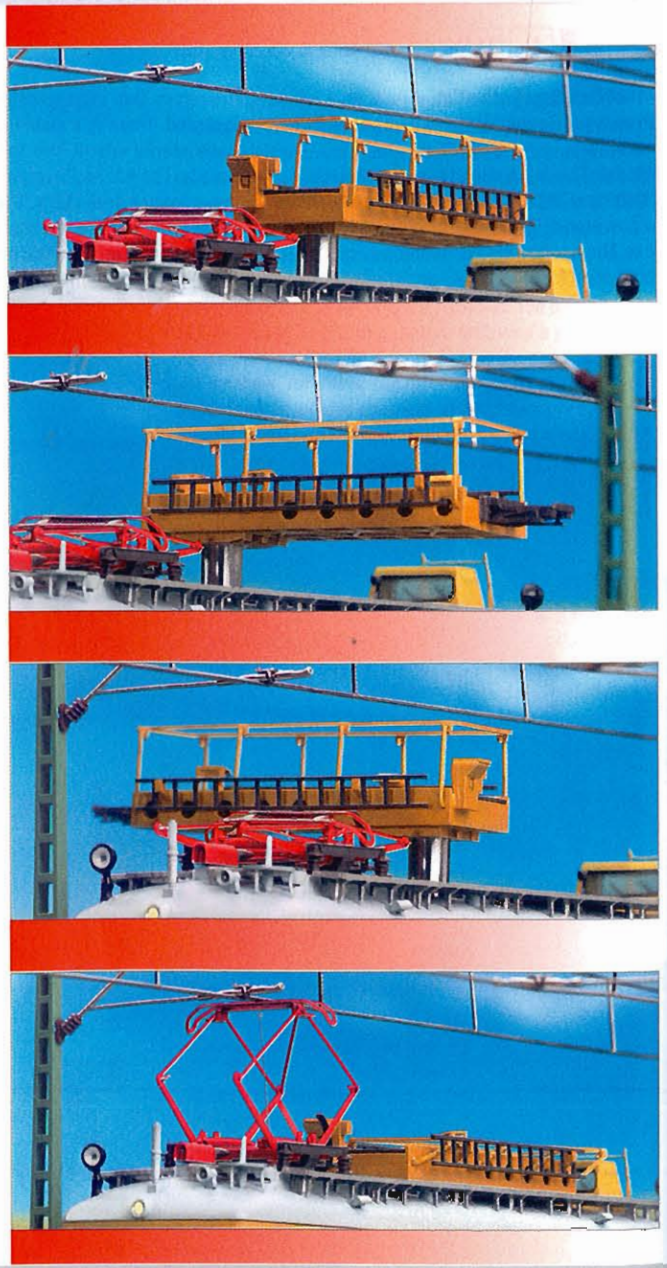
Powered Catenary Maintenance Rail Car.

39970 Powered Catenary Maintenance Rail Car.
Prototype: German Federal Railroad (DB) class 701 maintenance vehicle. Movable work platform and double arm pantograph included. Used for servicing and checking catenary.
Model: This model has an mfx digital decoder, controlled, high-efficiency Softdrive Sine propulsion, a function decoder, and a sound effects generator. It also has a compact-design, maintenance-free motor. 2 axles powered. Traction tires. The headlights (warm white LED's) and marker lights are maintenance-free LED's, they will work in conventional operation, and can be controlled digitally. The diesel motor sounds, the horn sound, and the acceleration and braking delay can be controlled with a 6021 Control Unit or Märklin Systems. The sound of brakes squealing and work sounds can be controlled with Märklin Systems. The pantograph and the work platform can be controlled with a 6021 Control Unit or Märklin Systems: raising and lowering the platform, turning the platform to the right and the left, pantograph up or down. The digital controller used for these functions can provide a fine feel to the control of them. The engineer's cab has interior details. The separately applied details are: skylight, antenna, horn, windshield wipers, and ladders.
Length over the buffers 16.0 cm / 6-5/16".

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Diesel locomotive operating sounds		x	x	x
Horn		x	x	x
Direct control		x	x	x
Sound of squealing brakes off			x	x
Surrounding sounds			x	x

HIGHLIGHTS

- Newly developed working digital model.
- Body constructed mostly of metal.
- mfx decoder with sound functions.
- The platform and pantograph can be controlled with the speed control knob on the digital controller.
- Compact-design, high-efficiency Softdrive Sine propulsion system.




DB
DB

Switzerland.

39540 "Gottardo" TEE Electric Rail Car Train.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class RAe TEE II four system powered rail car train. 5 units arranged as open seating, 1st class. Centrally located power car with a galley, 2 cab control cars, an intermediate car with seating, and a dining car with a bar. Used in international TEE service. The train looks as it did when delivered in 1961.

Model: The power car is located in the middle of the 5-part train. It has an mfx digital decoder, high-efficiency Softdrive Sine propulsion, and a sound effects generator. It also has a powerful, compact-design motor, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The headlights, which change over with the direction of travel, the marker lights, and the interior lights are maintenance-free LED's. The headlights and interior lights are warm white LED's. The lights will work in conventional operation and can be controlled digitally. The station announcements and the locomotive whistle sound, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or Märklin Systems. The train has four different pantographs in an offset arrangement and detailed roof equipment. The train also has separately applied metal grab irons. The engineer's cabs and the passenger areas have interior details. There is a special close coupled mechanical and electrical connection between the cars. Both end cars have pickup shoes, and the power pickup switches automatically to the pickup shoe at the front of the train. The ends of the train have a representation of the Scharfenberg coupler (non-working). Minimum radius for operation 360 mm / 14-3/16". Train length approximately 134.0 cm / 52-3/4".

One-time series for the anniversaries "50 Years of the Trans Europe Express" and "125 Years of the Gotthard Line".

Trix is offering the "Gottardo" TEE for 2-rail DC as item no. 22135.

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Interior lights		x	x	x
Surrounding sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x

HIGHLIGHTS

- **Completely new tooling for the Swiss TEE II Rae as an H0 model.**
- **All of the bodies constructed of metal.**
- **Compact-design, high-efficiency Softdrive Sine propulsion.**
- **Both motor trucks powered.**
- **mfx decoder with a whistle sound effect and station announcements.**

Gottardo
125 Jahre/ans/anni/years

This model was developed with the friendly support of SBB Historic.

Austria.

39981 Rail Bus with a Control Car.
Prototype: Austrian Federal Railways (ÖBB) class 5081 motor car with a class 6581 trailer unit. Parallel designs to the German class VT 98/VS 98 rail bus. The interiors and windows arranged different by the type of car.
Model: The powered rail bus comes with an mfx digital decoder, controlled, high-efficiency Softdrive Sine propulsion, and a sound effects generator. The rail bus has a maintenance-free, compact-design motor, centrally mounted. 2 axles powered. Traction tires. The headlights (warm white LED's), marker lights, and interior lights are maintenance-free LED's. The headlights, marker lights, and the interior lights will work in conventional operation and can be controlled digitally. The diesel motor sounds, the horn sound, as well as the acceleration and braking delay can be controlled digitally with a 6021 Control Unit or Märklin Systems. The sounds of brakes squealing, the sounds of doors, the bell sound, and the conductor's departure whistle can be controlled digitally with Märklin Systems. The engineer's areas and the passenger areas have interior details. There is a current-conducting coupling in NEM coupler pockets with a guide mechanism between the cars. Total length over the buffers 32.2 cm / 12-11/16".

One-time series.

The headlights / marker lights between the cars can be turned off when they are operated in a multiple unit train.
Realistic environment sounds with Märklin Systems: the closing of doors and the conductor's departure whistle.

The ÖBB rail bus is being offered by Trix in a 2-rail DC version under item no. 22799.

HIGHLIGHTS

- **Powered car and trailer constructed mostly of metal.**
- **Compact-design, high-efficiency Softdrive Sine propulsion.**
- **mfx digital decoder with many sound functions.**
- **Fine detailing based on the ÖBB prototype as originally delivered.**
- **Maintenance-free, warm white LED's for all lighting.**

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Light Function1		x	x	x
Diesel locomotive operating sounds		x	x	x
Horn		x	x	x
Direct control		x	x	x
Sound of squealing brakes off			x	x
Surrounding Sounds 1			x	x
Bell			x	x
Surrounding Sounds 2			x	x

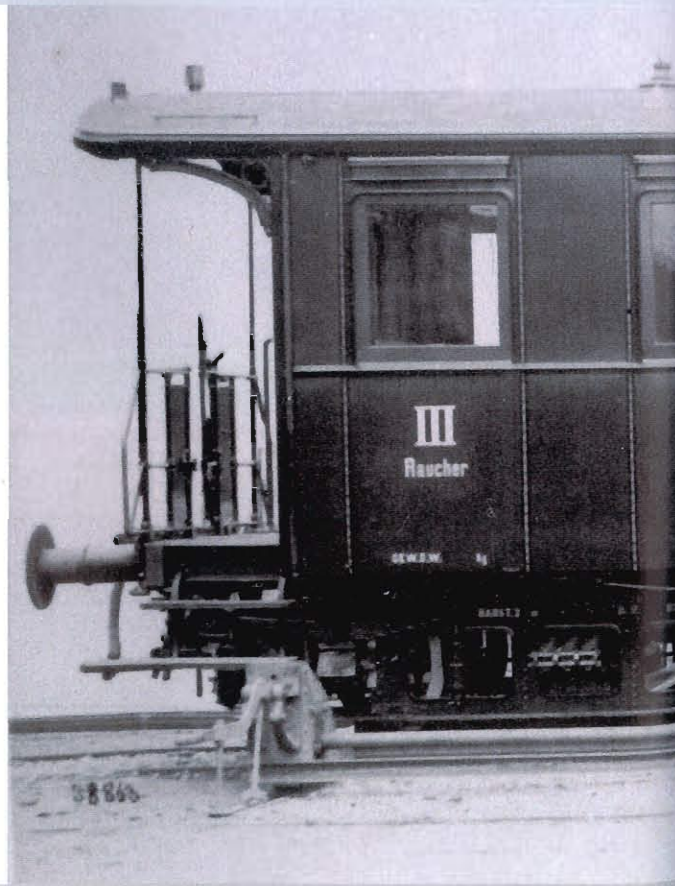
Train Set.

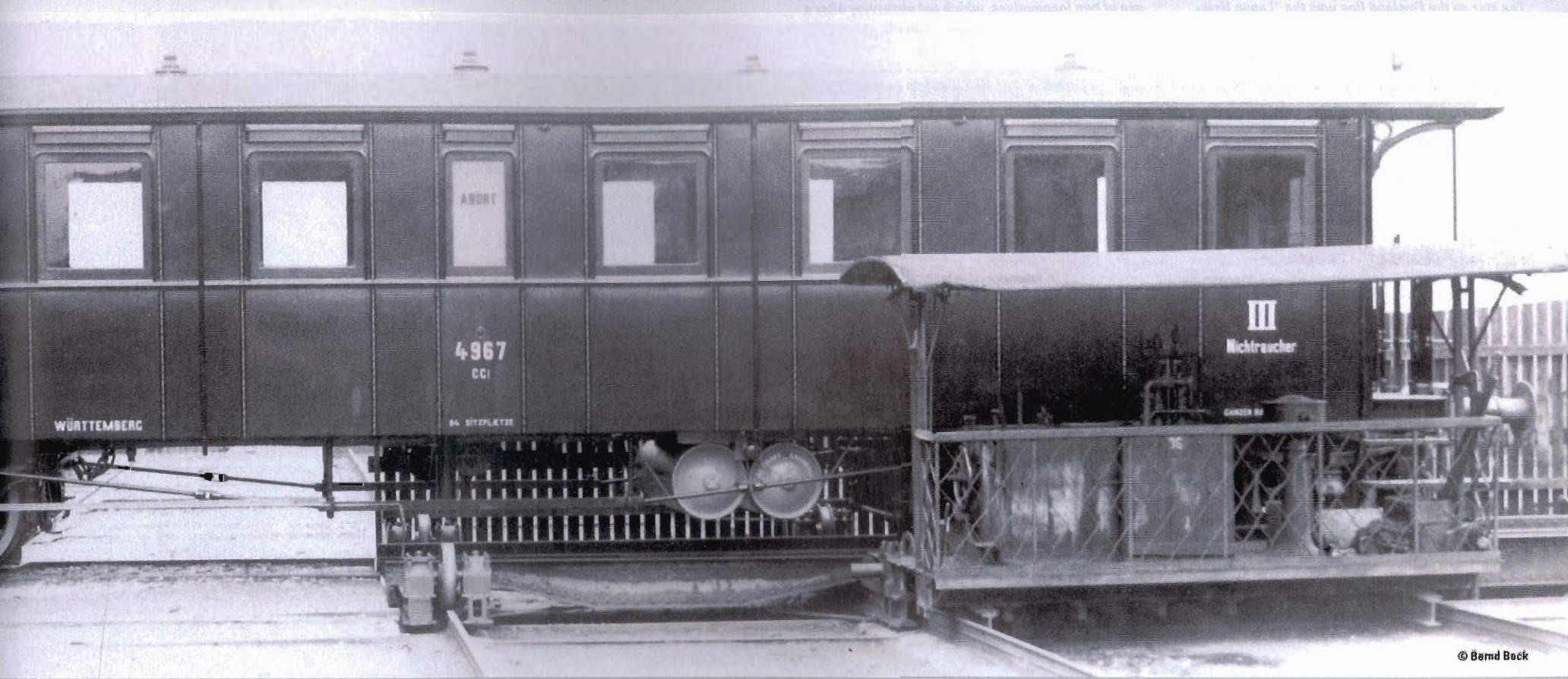
26542 Württemberg Passenger Train:
Tank Locomotive and 4 Open Platform Cars.
Prototype: Royal Württemberg State Railways (K.W.St.E.) class T 5 passenger steam locomotive. One each passenger car, 2nd and 3rd class (later the type BC4i Wü 00), 3 rd class (later the type C4i Wü 01), and 4th class (later the type C4id Wü 98), as well as a baggage car (later the type Pwi Wü 09). The locomotive and cars look as the prototypes did towards the end of the provincial railroad period.
Model: The locomotive has an mfx digital decoder and controlled high-efficiency propulsion. 3 axles powered. 2 traction tires. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. The car floors have truss rods that can be replaced and separately applied details. The handrails and roof supports on the end platforms are made of metal. The baggage car has sliding doors that can be opened and a roof cupola. Total length over the buffers 83.2 cm / 32-3/4".

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Direct control		x	x	x

HIGHLIGHTS

- **The Swabian Railroad at the transition to the German State Railroad.**





© Bernd Bock

“Lange Heinrich” / “Long Henry”.

Embedded in the Northwest German plains area is the Emsland area, a region rich in bodies of water and moors. At the start of the Seventies until the end of steam locomotive operation on the DB in October of 1977, it became the Mecca for railroad enthusiasts from all over the world. The last steam giants on the German Federal Railroad ran with passenger trains to Norddeich Mole, and heavy freight trains were in operation between Emden and the large industrial centers on the Rhine and Ruhr.

The star on the Emsland line was the “Lange Heinrich” / “Long Henry”, a 4,000 metric ton ore train between the Emden switch yard and Rheine, always with two of the last great freight locomotives from the classes 042, 043, and 044 as motive power. The high-capacity hopper cars were loaded with imported raw material in Emden’s outer harbor and were hauled by steam and diesel locomotives to the switch yard and there were assembled into long unit trains of 2,000 and 4,000 metric tons.

The power output of one of the powerful locomotives was just enough to bring the load for the 2,000 metric ton trains over the lightly ascending exit onto the mostly flat 140 km / 88 mile route to Rheine. The “Langer Heinrich” trains were twice as heavy and required the use of two locomotives, which got underway after a furious start, often with slipping wheels.

The trains usually had oil-fired class 043 locomotives from the Emden and Rheine Districts as motive power.

The classes 042 and 043 were often used in combination, occasionally two of the class 042, and quite rarely the last of the coal-fired class 044 helped along with the other two classes. The classes 042 and 043 had been equipped for oil firing during an overhaul and had entered the motive power roster at Rheine in 1967.

There were many locations along the route for taking impressive train photographs. A favorite among knowledgeable photographers was a bridge at Aschendorf, south of Papenburg. The trains could be photographed in almost their entire length on a curve leading to the right.

Even more ideal and probably the best place in the Ems area was south of Lathen. There, the route ran between two sand dunes in a curve to the left and offered an unobstructed view of a complete 4,000 metric ton train under the best lighting conditions. A requirement was of course good weather, exact knowledge of the schedule for the trains, and being there early in the morning, when the sun was still low on the horizon. Long before the train entered this section of the route, a distant column of smoke and the unmistakable rhythm of the exhaust announced its approach. The waiting was then rewarded with an unforgettable view of the entire consist from the front of the locomotive to the end of the train consisting of fifty cars.

(From notes by Horst J. Obermayer).

Train Set.

26536 "Lange Heinrich" / "Long Henry" Heavy Ore Train.
Prototype: German Federal Railroad (DB) unit train for volume freight. Class 44 heavy steam freight locomotive with coal firing and Witte smoke deflectors. Type Fad-50 hopper cars, former type OOtz. Used in ore transport between Emden and Rheine around 1967.

Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, a Telex coupler on the tender, and a sound effects generator with many functions. The motor is built into the boiler of the locomotive. 5 axles powered. 4 traction tires. The locomotive's frame is articulated to enable the locomotive to negotiate sharp curves. The headlights will work in conventional operation and can be controlled digitally. The locomotive is ready for installation of the 7226 smoke generator. The smoke generator contact, the Telex coupler, steam locomotive operating sounds, as well as the acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. Additional operating sounds can be controlled with Märklin Systems. The close coupling between the locomotive and the tender is adjustable. There is an NEM coupler pocket on the front of the locomotive. Protective tubes for the piston rods can be installed on the locomotive. 10 hopper cars with different car numbers and different lettering are included. The cars have load inserts with a layer of real, scale sized iron ore. The cars are weathered.
Total length over the buffers 160.7 cm / 63-1/4".

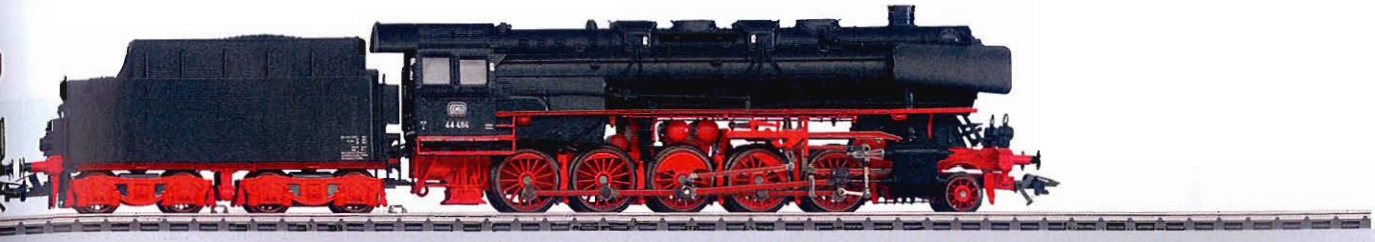
One-time series.

The locomotive for prototypical double heading is available as item no. 37883; 5 additional ore cars are available as a set, item no. 46255.

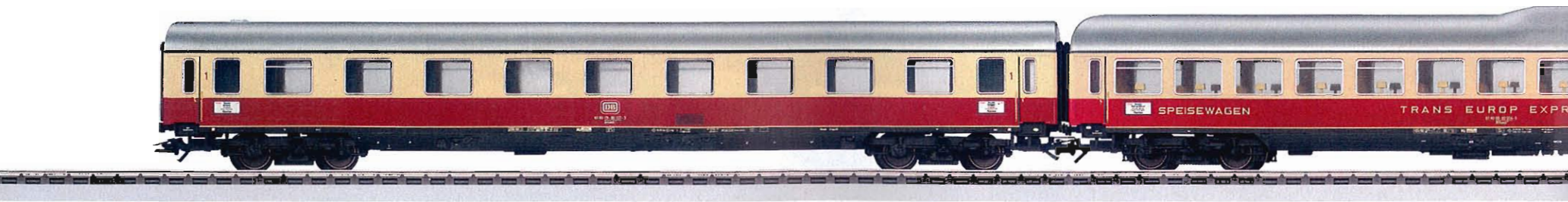
HIGHLIGHTS

- Impressive unit train with 10 cars.
- "Jumbo" steam locomotive with realistic sound.
- Authentic appearance due to weathering and real ore.

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



Train Set.



HIGHLIGHTS

- **Locomotive constructed of metal.**
- **Compact design Softdrive Sine high-efficiency propulsion.**
- **mfx digital decoder with sound effects.**
- **Maintenance-free LED's for headlights / marker lights.**
- **Express train passenger cars in the new, longer length.**

N | drive Soft | mfx | 73400 | NEM | NEM | IV

26540 "Rheinpfeil" TEE: Electric Locomotive und 4 Long Distance Express Train Passenger Cars.
Prototype: German Federal Railroad (DB) class 112 express locomotive with a streamlined front ("Pants Crease"). Production run from 1963 with high speed trucks and buffer beams with streamlined cladding. TEE train from around 1971: 2 type Avümh 111 compartment cars with a high pitched roof and disk brakes, type WRümh 131 dining car with bi-level service area, and type ADümh 101 vista dome car with a dome compartment as an upper level.

Model: The locomotive has an mfx digital decoder, controlled Softdrive Sine high-efficiency propulsion, and a sound generator. The compact design, maintenance-free motor is centrally mounted. 4 axles powered through cardan shafts. 2 traction tires. The headlights / marker lights are maintenance-free LED's. The headlights and marker lights will work in conventional operation and can be controlled digitally. The station announcements and the locomotive whistle as well as the acceleration and braking delay can be controlled digitally with a 6021 Control Unit or Märklin Systems.

The TEE cars come in the new, longer length. Minimum radius for operation 360 mm / 14-3/16". The underbodies and skirting for the cars differ according to the car type. The trucks are based on the Minden-Deutz design with shoe or disk brakes, magnetic rail brakes, and separately applied generators. All of the cars are ready for installation of the 7319 current conducting couplings or the 72020/72021 current conducting couplers, 73406 pickup shoes, 73400 lighting kits (2 per car), and the 73407 marker light kit.
Total length over the buffers 132.3 cm / 52-1/16".

26540 43855

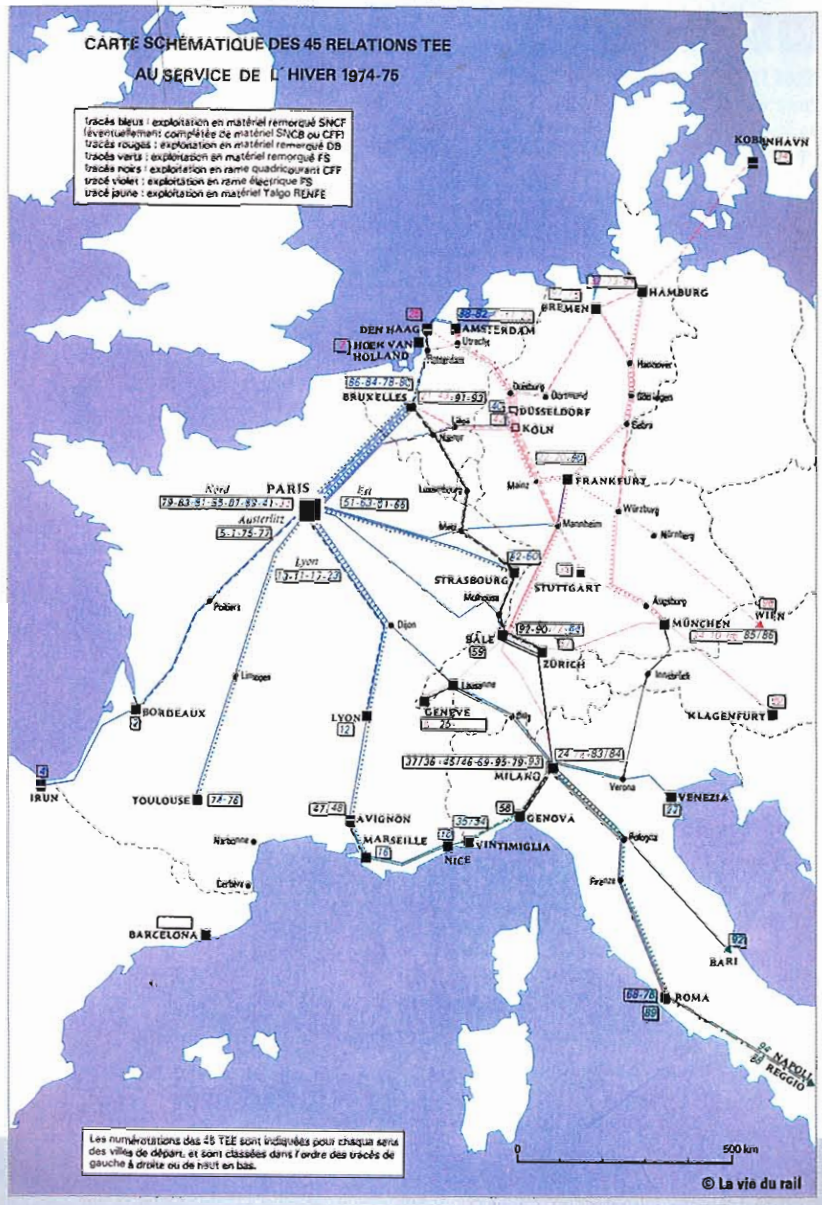
The "Rheinpfeil".

The prototype for our train with the add-on cars is the famous "Rheinpfeil", which ran as Trans Europe Express 27/28 between Dortmund and Munich between 1965 and 1971. As early as 1952 this name stood for the first DB F-Zug express trains, which ran with 1st class seating only starting in 1956. From 1958 on, the "Rheinpfeil" served as F 21/22 on the route Dortmund-Munich, which was later incorporated into the TEE network. In the Seventies, the "Rheinpfeil" became InterCity 108/109 and ran between München and Hanover.

One-time series for the theme of "50 Years of the TEE".

Additional cars to lengthen the train are available individually under item nos. 43855 and 43865.

43865 26540



Passenger Cars.

N 73400 NEM IV

43865 TEE Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type Apümh 121 open seating car. 1st class with three seats per row. Special design for TEE service, version with steep roof ends. Example: "Rheinpfeil" of 1971.
Model: The car has the new, longer length. Minimum radius for operation 360 mm / 14-3/16". It has underbody details with skirting specific to this type of car. The trucks have brake shoes, magnetic rail brakes, and a separately applied generator. The car is ready for installation of 7319 current-conducting couplings or 72020/72021 current-conducting couplers, the 73406 pickup shoe, the 73400 lighting kit (2 each), and the 73407 marker light kit.
Length over the buffers 28.2 cm / 11-1/8".
DC wheel set 4 x 70 05 80.

One-time series.

The 43855 and 43865 TEE cars in red/beige can be added to the 26540 TEE train "Rheinpfeil" from the 1970s to make a train of prototypical length.

N 73400 NEM IV

43855 TEE Express Train Passenger Car with Marker Lights.
Prototype: German Federal Railroad (DB) type Avümh-111 compartment car. 9 compartments, 1st class. Special design for TEE service, version with steep roof ends. Example: "Rheinpfeil" of 1971.
Model: The car has the new, longer length. Minimum radius for operation 360 mm / 14-3/16". It has underbody details with skirting specific to this type of car. The trucks have brake shoes, magnetic rail brakes, and a separately applied generator. The car is ready for installation of 7319 current-conducting couplings or 72020/72021 current-conducting couplers, the 73406 pickup shoe, and the 73400 lighting kit (2 each); the 73407 marker light kit is already built in.
Length over the buffers 28.2 cm / 11-1/8".
DC wheel set 4 x 70 05 80
(also required: ground spring, item no. 10 47 78).

One-time series.

The 43855 and 43865 TEE cars in red/beige can be added to the 26540 TEE train "Rheinpfeil" from the 1970s to make a train of prototypical length.

Train Set.

HIGHLIGHTS

- Genuine push/pull train function with the model by means of switching between the pickup shoes.
- Newly developed locomotive constructed of metal with all wheels powered.
- mfx decoder with light and sound functions.
- Softdrive Sine high-efficiency propulsion.
- Commuter cars in the current paint and lettering scheme.

26218 "RegionalExpress" Commuter Train.
Prototype: German Railroad, Inc. (DB Regio) push/pull train: class 218 diesel locomotive and three commuter cars. Type Abnrz 403, 1st and 2nd class, type Bnr 436, 2nd class, and type BDnrzf 463, 2nd class with an engineer's cab. Updated cars converted from former "Silberlingen" / "Silver Coin" cars.

Model: There are electrical connections between the locomotive and the cars. The power pickup and the headlights / marker lights change between the locomotive and the cab control car, depending on the direction of travel. The locomotive has an mfx digital decoder, Softdrive Sine high-efficiency propulsion, and a sound effects generator. The locomotive has a maintenance-free, compact design can motor, centrally mounted. 4 axles powered through cardan shafts. 2 traction tires. The headlights and marker lights are maintenance-free LED's, and the headlights are warm white LED's; both lights will work in conventional operation, and can be controlled digitally. The headlights / marker lights at locomotive end 1 and 2, the diesel locomotive operating sounds, and the locomotive whistle sound can be controlled with a 6021 Control Unit or Märklin Systems.

The acceleration, braking delay, and brake sounds, as well as the station announcements can be controlled with Märklin Systems. The locomotive has separately applied metal grab irons on the sides and ends. It also has detailed buffer beams.
Total length over the buffers 98.5 cm / 38-3/4".

One-time series.

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Light Function1		x	x	x
Light Function 2		x	x	x
Locomotive whistle		x	x	x
Diesel locomotive operating sounds		x	x	x
Direct control			x	x
Surrounding sounds			x	x
Operating sounds			x	x
Sound of squealing brakes off			x	x
Whistle for switching maneuver				x

Train Set.

26550 Switching Train, Tank Cars for Inspection.
Prototype: VTG, Inc. (former Vereinigte Tanklager und Transportmittel GmbH / United Tank Farm and Transport Services, Inc.) class 201 small diesel locomotive. Former German Federal Railroad (DB) Köf II / class 323. Version with an enclosed cab. 2 petroleum oil tank cars, used on the German Railroad, Inc. (DB AG).

Model: The locomotive comes with a digital decoder. It has a controlled, miniature motor with a flywheel. 2 axles powered. 2 track adhesion magnets for greater pulling power. The headlights and marker lights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled with the 6021 Control Unit or Märklin Systems. The locomotive has separately applied grab irons.

The tank cars come with detailed trucks and partially open frames. The platforms and ladders are separately applied. The trucks are based on the type Y25. The cars have different car numbers.
Total length over the buffers 43.7 cm / 17-3/16".

One-time series.

HIGHLIGHTS

- **Locomotive constructed of metal.**
- **Special magnets provide more pulling power on Märklin track.**
- **Maintenance-free LED's for white headlights / red marker lights.**

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Direct control		x	x	x

The VTG Köf.

In the Nineties, Vereinigte Tanklager und Transportmittel GmbH / United Tank Farm and Transport Services, Inc. acquired three class 323 small locomotives that had been retired from the DB. The successor firm VTG Lehnkering sold two locomotives in 1998 and 2000 and bought a Köf again in 2002 that had already been used by a toy manufacturer in industrial work after its service on the DB. The present VTG, Inc. uses the two remaining locomotives at the Syke-Barrien car plant (near Bremen).

Information about the VTG Group and its history:

http://www.vtg-rail.com/vtg-website/servlet/content/40

Passenger Cars.

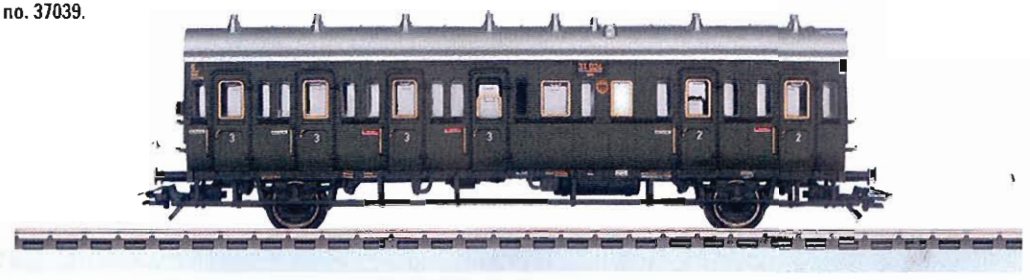
Get on board in our extensive, international H0 passenger car program. Admittedly, the variety makes us a little proud. You'll have a hard time making a selection, which is as it should be. We have everything, and it's made very well: branch line cars and elegant skirted passenger cars, Langenschwalbach cars and "Donnerbüchsen / Thunder Box" cars, bi-level and IC cars.
On the subject of long distance passenger service, Märklin is offering a very extensive European car program: From the deluxe cars of the "Merkur" at the start of the Fifties, used as an "F-Zug" long distance train between the urban centers of the German Federal Republic, to the blue/ beige painted express train passenger cars of the "Rheingold" that was running in the Sixties as an "F-Zug" long distance train between Basle and Hook of Holland, to the red/beige painted express train passenger cars of the "Rheinpfeil" that shined as a TEE train of the Seventies. The models of the "Inox" cars built of stainless steel in the prototype for the TEE service Paris/Brussels/Amsterdam also fit in this theme.

You'll be amazed how all Märklin passenger cars have precise detailing and sharp, clear imprinting. Almost all of the cars can be lighted so that traveling at night does not have to be in the dark. Close couplers are of course included. And, Märklin offers replacement wheel sets for all of the fans of DC technology. Because, no one should have to claim that his trip was a failure because the current system for his model railroad layout is different.
Now, it's up to you to transfer the fascination of the large world of traveling by train across borders to your small world at home and make it something you can experience: large or small stations, loud speakers, and the buzz of voices. People rushing, waiting. A coming and going, arriving and departing, saying goodbye and welcoming. Stations are places of great feelings and there's always a hint of wanderlust on the station platforms. What is the destination of the trip? Are you traveling 1st class or in the "wooden class"? Withdraw with excitement and immerse yourself in your own world...

Passenger Cars.

43311 Passenger Car.
Prototype: German State Railroad Company (DRG) type BC-21 branch line compartment car. 2nd and 3rd class.
Model: Length over the buffers 16.0 cm / 6-5/16".
DC wheel set 2 x 32 3760 04.

Typical cars for the German State Railroad P 8, item no. 37039.

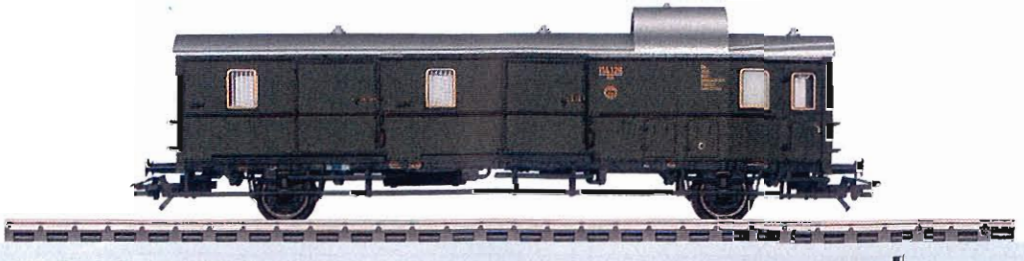


43313 Passenger Car.
Prototype: German State Railroad Company (DRG) type Cd-21b branch line compartment car. 3rd class.
Model: Length over the buffers 16.0 cm / 6-5/16".
DC wheel set 2 x 32 3760 04.

Typical cars for the German State Railroad P 8, item no. 37039.

43315 Baggage Car.
Prototype: German State Railroad Company (DRG) type Pwi-23 passenger train baggage car. Service compartment with a raised conductor's cupola.
Model: The car has sliding doors that can be opened.
Length over the buffers 16.0 cm / 6-5/16".
DC wheel set 2 x 32 3760 04.

Typical cars for the German State Railroad P 8, item no. 37039.



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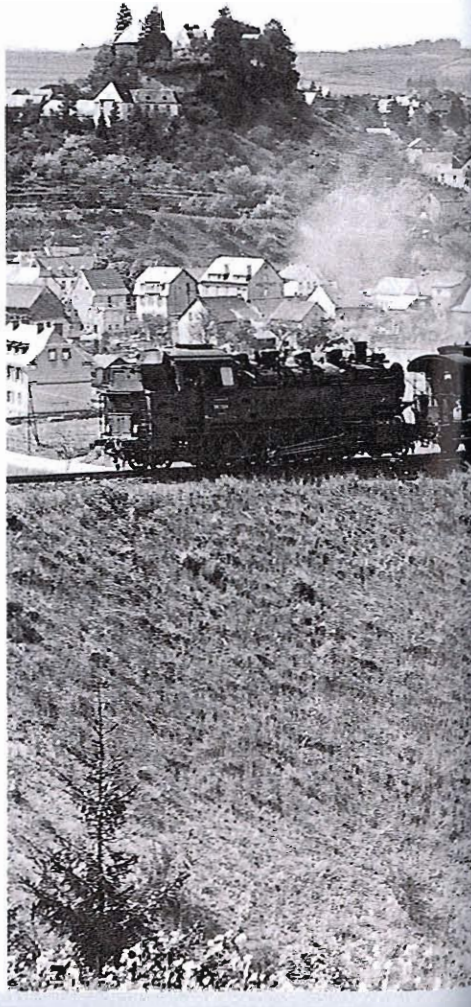
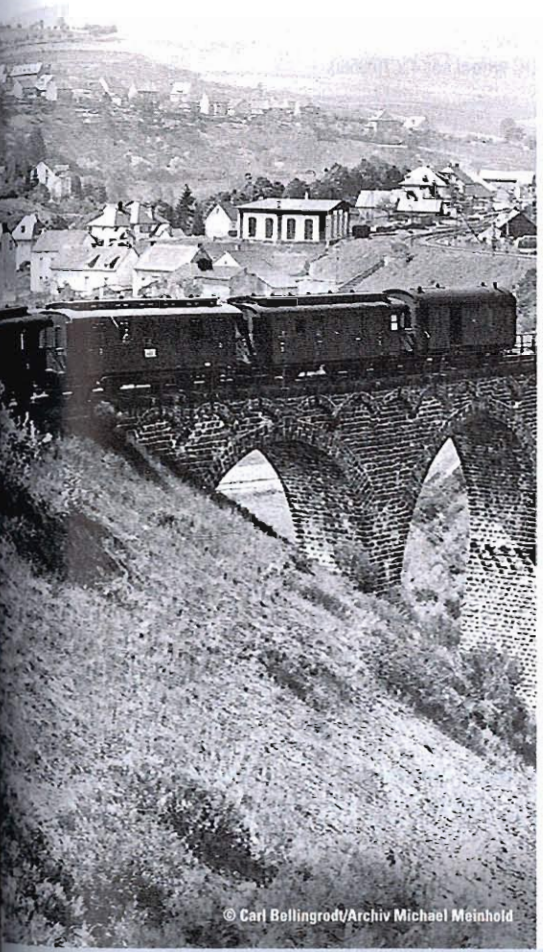




N 73400 NEM II

43047 Set with 4 Passenger Cars.
Prototype: German State Railroad (DRG) Langenschwalbach design branch line cars, 3rd production run starting in 1907. One each type C4itr Pr 14 coach, 3rd class with a baggage area, type C4i Pr 15, 3rd class, type BC4i Pr 14, 2nd and 3rd class, as well as a type PwPost4i Pr 14 baggage car.
Model: The passenger cars have open, closed or mixed vestibules. The mail-baggage car has closed vestibules. The trucks are specific to these cars. The cars have separately applied grab irons and walkover plates. The cars have a representation of gas lighting. They also have older design open buffers.
Total length over the buffers 60.8 cm / 23-15/16".
DC wheel set 16 x 700580.
Interior lighting for the set: 4 x 73400, 4 x 73405.

One-time series.

The 43047 car set together with the 37860 locomotive makes up the authentic model of the passenger train P 3320 from 1937.

HIGHLIGHTS

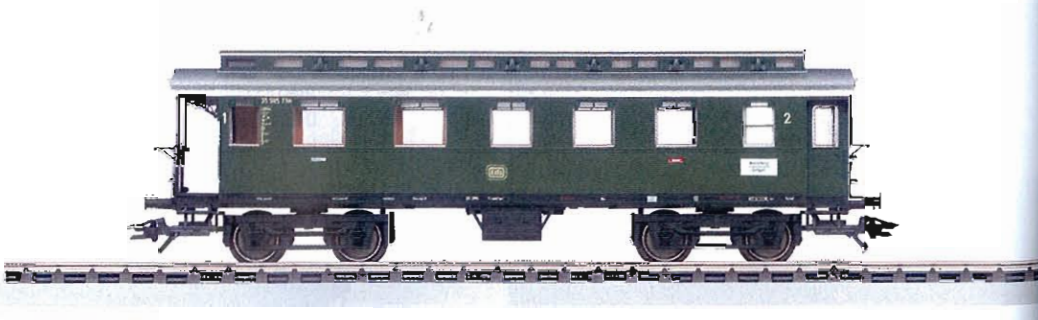
- **German State Railroad paint scheme of the Thirties.**
- **Representation of gas lighting with containers and vents.**

37860 43047

Passenger Cars.

In 1889, a rail line was built to the elegant spa of Langenschwalbach, now known as Bad Schwalbach. The line ran to Wiesbaden and had grades of about 3.3% as well as curves with a minimum radius of 200 meters / 656 feet 2 inches. The Prussian State Railroad had a new type of passenger car built especially for service to the spa. Although commuter cars at that time almost always had two or three rigid axles, the Langenschwalbach cars were equipped with 2-axle trucks, initially with a short wheelbase of 1,650 mm / 65" and a small wheel diameter of 740 mm / 29-1/8". However, it was soon apparent that a wheelbase of 2,000 mm / 78-3/4" and the usual wheel diameter of 960 mm / 37-3/4" did not negatively affect the riding comfort of the cars. The bodies for the cars demonstrated the first elements of lightweight construction. The designers used the exterior sheet metal for the walls as a load-bearing element. Tubular shapes served as cross girders for the car bodies. The design proved so effective that it was used for 35 years with few changes.

The first Langenschwalbach cars were placed into service in 1892. Initially, only 1st to 3rd class seating was offered. From 1907 on, the various state railways also placed 4th class cars of this type into service. Combination mail and baggage cars came later. As the cars were quite popular with the public, they were soon in service outside of their home district. The German Federal Railroad retired these cars in the Fifties. Numerous cars found new work in maintenance train service.



43040 Passenger Car.
Prototype: German Federal Railroad (DB) Langenschwalbach design car with trucks. Type LAB4i, 1st and 2nd class. Former type BC4i Pr14, 3rd series.
Model: Version with an open end platform and an enclosed vestibule. The roof and clerestory represent the rebuilt version. The trucks are specific to this car. Separately applied grab irons, walkover plates, and battery box.
Length over the buffers 16.5 cm / 6-1/2".
DC wheel set 4 x 70 0580.

43050 Passenger Car.
Prototype: German Federal Railroad (DB) Langenschwalbach design car with trucks. Type LB4i, 2nd class. Former C4i Pr15, 3rd series.
Model: Version with two enclosed vestibules. The roof and clerestory represent the rebuilt version. The trucks are specific to this car. Separately applied grab irons, walkover plates, and battery box.
Length over the buffers 14.9 cm / 5-3/4".
DC wheel set 4 x 70 0580.

43070 Passenger Car.
Prototype: German Federal Railroad (DB) Langenschwalbach design car with trucks. Type LB4itr, 2nd class with a baggage compartment. Former CC4i Pr14, 3rd series.
Model: Version with an open end platform and an enclosed vestibule. The roof and clerestory represent the rebuilt version. The trucks are specific to this car. Separately applied grab irons, walkover plates, and battery box.
Length over the buffers 14.9 cm / 5-3/4".
DC wheel set 4 x 70 0580.

43060 Passenger Car.
Prototype: German Federal Railroad (DB) Langenschwalbach design car with trucks. Type LB4itr, 2nd class with a baggage load compartment. Former C4itr Pr14, 3rd series.

Model: Version with two open end platforms. The roof and clerestory represent the rebuilt version. The trucks are specific to this car. Separately applied grab irons, walkover plates, and battery box.

Length over the buffers 14.9 cm / 5-3/4".
DC wheel set 4 x 70 0580.

43080 Baggage Car.
Prototype: German Federal Railroad (DB) Langenschwalbach design car with trucks. Type LPw4i, baggage area with a mail compartment. Former PwPost4i Pr14, 3rd series.

Model: Version with closed vestibules. The trucks are specific to this car. Separately applied ladders, grab irons, and vestibule walk-over plates.

Length over the buffers 14.0 cm / 5-1/2".
DC wheel set 4 x 70 0580.

Passenger Cars.

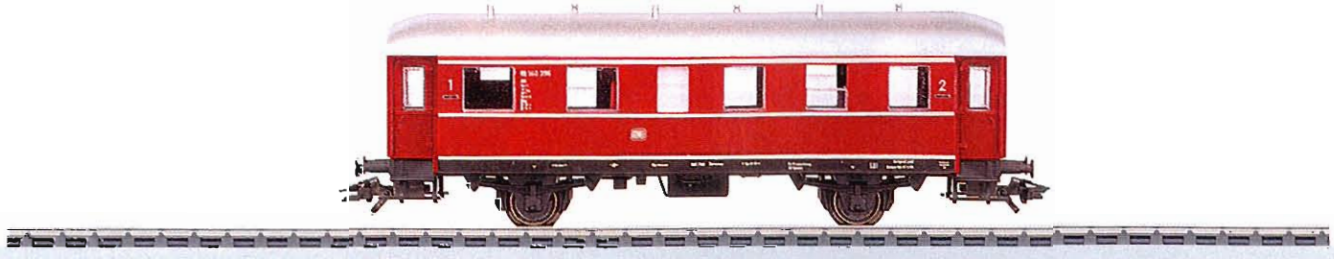
4335 Passenger Car.
Prototype: German Federal Railroad (DB) type Bie standard design branch line car. 2nd class.

Model: Length over the buffers 14.9 cm / 5-7/8".
DC wheel set 2 x 70 0580.

At the time they were ordered, a number of standard design branch line cars were planned as trailer units for powered rail cars. These cars were all equipped with their own heating and rail car paint scheme. Towards the end of the 1950s, when the older storage battery powered rail cars were being retired, a number of the trailer cars used with them were brought back into the passenger car pool.

43351 Passenger Car.
Prototype: German Federal Railroad (DB) type ABie-34 standard design branch line passenger car. 1st and 2nd class.

Model: Length over the buffers 14.9 cm / 5-7/8".
DC wheel set 2 x 70 0580.



The prototypes for the two-axle cars for normal passenger trains originally had wood roofs and interior walls. Later they were built entirely of steel. The type 29 was built right from the start entirely of steel. By today's standards these cars were very noisy and rumbled a great deal. Consequently, a popular nickname for them was "Donnerbüchsen" or "Thunder Boxes". On the German Federal Railroad they were indispensable in the postwar period for commuter and branch line traffic.

4313 Passenger Car.
Prototype: German Federal Railroad (DB) type Abi "Donnerbüchse" standard car. 1st and 2nd class.

Model: Length over the buffers 16.0 cm / 6-5/16".
DC wheel set 2 x 70 0580.

4314 Passenger Car.
Prototype: German Federal Railroad (DB) type Bi "Donnerbüchse" standard car. 2nd class.

Model: Length over the buffers 16.0 cm / 6-5/16".
DC wheel set 2 x 70 0580.

4315 Baggage Car.
Prototype: German Federal Railroad (DB) type Pwi "Donnerbüchse" standard car.

Model: The car has 4 sliding doors that can be opened. It also has a step the length of the car on both sides.
Length over the buffers 16.0 cm / 6-5/16".
DC wheel set 2 x 70 0580.

Passenger Cars.

43020 Passenger Car.
Prototype: German Federal Railroad (DB) branch line car. Bavarian design. 2nd class with open seating area.

Model: Train destination signs with lettering printed on the car sides. Length over the buffers 14.1 cm / 5-9/16".
DC wheel set 2 x 32 3760 04.

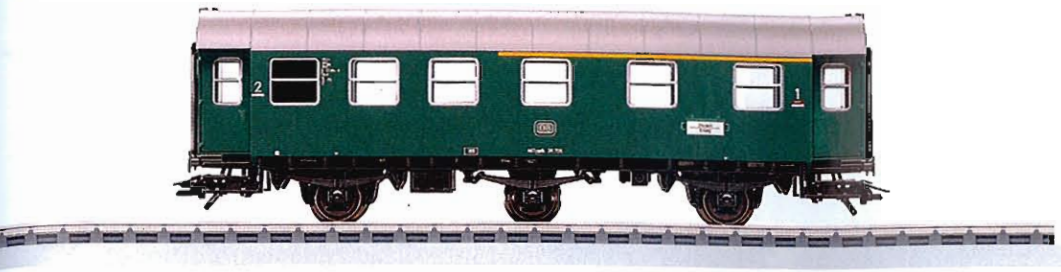
43010 Passenger Car.
Prototype: German Federal Railroad (DB) branch line car. Bavarian design. 2nd class with 2 compartments.

Model: Train destination signs with lettering printed on the car sides. Length over the buffers 14.1 cm / 5-9/16".
DC wheel set 2 x 32 3760 04.

43030 Baggage Car.
Prototype: German Federal Railroad (DB) branch line car. Bavarian design. With a baggage area and mail compartment.

Model: Train destination signs with lettering printed on the car sides. Length over the buffers 11.4 cm / 4-1/2".
DC wheel set 2 x 32 3760 04.

43030 43010 43020 36862



4317 Passenger Car.
Prototype: German Federal Railroad (DB) type AB3ygeb 756 rebuilt car. 1st and 2nd class.
Model: The car is ready for installation of 7319 current-conducting couplings or 72020 current-conducting couplers.
Length over the buffers 15.2 cm / 6".
DC wheel set 2 x 70 0580, 1 x 40 6240.

4318 Passenger Car.
Prototype: German Federal Railroad (DB) rebuilt coach type B3ygeb 761. 2nd class.
Model: The car is ready for installation of 7319 current-conducting couplings or 72020 current-conducting couplers.
Length over the buffers 15.2 cm / 6".
DC wheel set 2 x 70 0580, 1 x 40 6240.

4319 Passenger Car.
Prototype: German Federal Railroad (DB) type BD3yg 766 rebuilt car. 2nd class with baggage compartment.
Model: The car is ready for installation of 7319 current-conducting couplings or 72020 current-conducting couplers.
Length over the buffers 15.2 cm / 6".
DC wheel set 2 x 70 0580, 1 x 40 6240.

Passenger Cars.

N L NEM III

43182 Pair of Passenger Cars.
Prototype: Two each type C3yge, 3rd class, rebuild cars. Permanently coupled double cars. Version from the class reform of 1955.
Model: The cars have plug-in couplers in NEM coupler pockets between the car halves.
Length over the buffers 30.5 cm / 12".
DC wheel set 4 x 700580, 2 x 406240.

One-time series.

HIGHLIGHTS

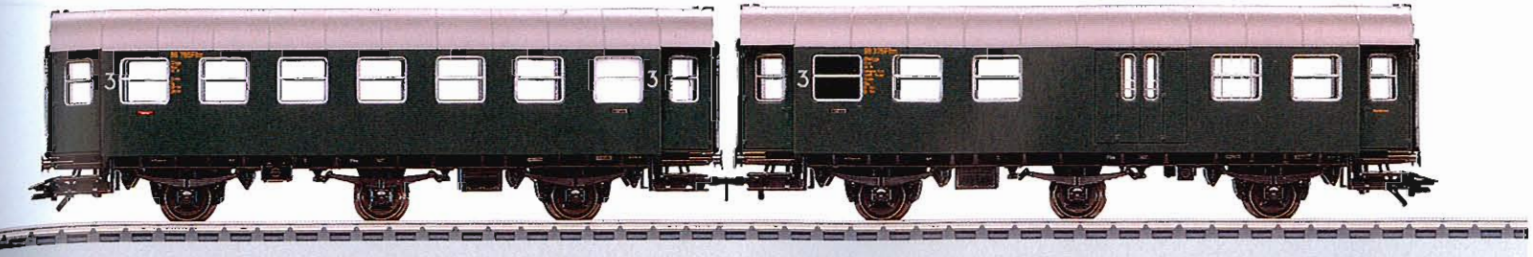
- **Prototypical "Little Pairs". Version from 1953/54: 3rd class seating and a "bottle green" paint.**

The models under item numbers 43172, 43182 and 43192 represent the typical rebuild car combinations. The 37074 fast tank locomotive is an ideal choice for an early Era III passenger train with these cars.

N L NEM III

43172 Pair of Passenger Cars.
Prototype: Type BC3yge, 2nd/3rd class, and type C3yge, 3rd class, rebuild cars. Permanently coupled double cars. Version from the class reform of 1955.
Model: The cars have plug-in couplers in NEM coupler pockets between the car halves.
Length over the buffers 30.5 cm / 12".
DC wheel set 4 x 700580, 2 x 406240.

One-time series.



N NEM III

43192 Pair of Passenger Cars.
Prototype: Type C3yge, 3rd class, and C3Pwyge, 3rd class with a baggage area, rebuild cars. Permanently coupled double cars. Version from the class reform of 1955.
Model: The cars have plug-in couplers in NEM coupler pockets between the car halves.
Length over the buffers 30.5 cm / 12".
DC wheel set 4 x 700580, 2 x 406240.

One-time series.

Rebuild Program.

At the start of the Fifties, the new DB had more than 20,000 passenger cars from the former provincial railroads, and these cars were of limited use only due to wear and tear or war damage. The rebuilding of German under the Federal Republic demanded cars for commuter service, but the finances were lacking for such an extensive effort, and designs were not ready for new commuter cars.

The solution was an extensive rebuilding program, which was used starting in 1953 to produce standard design, modern, reasonably priced cars from the different provincial railroad car types. The three-axle frames were standardized and had new, flat wall bodies built on them with three different interiors: 3rd class, 2nd and 3rd class, as well as 3rd class with a baggage area. The cars were always assembled in pairs and wired symmetrically. In this way, they corresponded to the length of the new cars being built with a length of 26.4 meters / 86 feet 7-3/8 inches.

Six thousand five hundred individual cars were built in 5 years, and they made up passenger trains and fast passenger trains ("Eilzüge") in all of West Germany until the beginning of the Eighties.


05003

N | NEM | III

43290 Set with 3 F-Zug Passenger Cars for the "Merkur".
Prototype: German Federal Railroad (DB) "Merkur" long distance express train (F-Zug). 2 type AB4üe-36/52 coaches, usable for 1st or 2nd class, and 1 type WR4ü(e)-35 dining car.
Model: The coaches have Görlitz III light design trucks and the dining car has Görlitz III heavy design trucks. The cars have built-in lighting with a pickup shoe and current-conducting couplings. There are extended diaphragms between the cars and retracted diaphragms and close couplers on the car ends making up the ends of the train. The cars have separately applied grab irons. Total length over the buffers 77.2 cm / 30-3/8".

One-time series.

The "Merkur" F-Zug long distance express train fits exactly in the era of the class 05, which is coming out as Märklin Insider model 39050. This car set is available from Trix in a 2-rail DC version under item no. 23420.

HIGHLIGHTS

- **Deluxe early Era III train.**
- **Scale models with a high level of detailing.**
- **Factory-installed interior lights powered through current-conducting couplings.**

When the Merkur Was Blue...

Merkur (in English, Mercury), the Roman god of trade, education and travel, was the namesake for one of the new long distance express trains introduced by the German Federal Railroad in 1952/1953. These blue long distance express trains linked the centers of the Federal Republic of Germany in the beginning of the Economic Miracle period. The F3 / F4 "Merkur" ran between Hamburg-Altona and Frankfurt am Main and/or Stuttgart. Coaches from the German State Railroad Group 35 were equipped with quality and distinction and were used as 1st class or 2nd class as demand dictated. The dining car from the same design group belongs to the period of the long distance trains fielded by the German Sleeping Car and Dining Car Company or DSG. Naturally, these flagship trains were pulled by the stars of the express train steam locomotives such as the class 05.

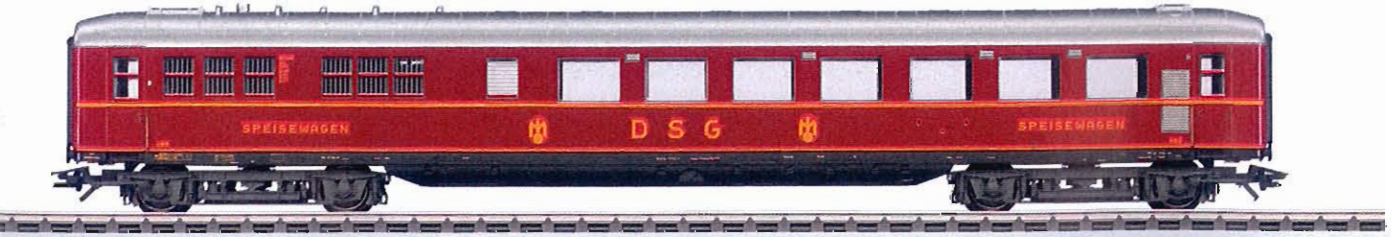
43290

39050

Passenger Cars.

43232 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type AB4üwe-39/51 "Schürzenwagen" ("skirted passenger car") compartment car. 8 compartments, 1st and 2nd class. The car ends appear as they did after conversion work.

Model: The car is full scale length. It has underbody details specific to this type of car. The trucks are based on the Görlitz III lightweight design. The car is ready for installation of 7319 current-conducting couplings or 72020/72021 current-conducting couplers.
Length over the buffers 24.4 cm / 9-5/8".
DC wheel set 4 x 70 05 80.



43242 Express Train Passenger Car.
Prototype: German Sleeping Car and Dining Car Company (DSG) type WR4üg 39 dining car. Dining area and galley. The car ends appear as they did after conversion work.
Model: The car is full scale length. It has underbody details specific to this type of car. The trucks are based on the Görlitz III lightweight design. The car is ready for installation of 7319 current-conducting couplings or 72020/72021 current-conducting couplers.
Length over the buffers 27.0 cm / 10-5/8".
DC wheel set 4 x 70 05 80.

43272 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type Pw4üse-38 "Schürzenwagen" ("skirted car") baggage car. Baggage area and service compartment with a cupola on the roof. The car ends appear as they did as delivered.

Model: The car is full scale length. It has underbody details specific to this type of car. The trucks are based on the Görlitz III lightweight design. The car is ready for installation of 7319 current-conducting couplings or 72020/72021 current-conducting couplers.
Length over the buffers 25.1 cm / 9-7/8".
DC wheel set 4 x 70 05 80.

Traveling in Comfort in Streamlined Cars.

The former German State Railroad demonstrated a high level of comfort and technical progress with the "Schürzenwagen" ("skirted passenger cars") purchased starting in 1939. These cars were designed for a speed of 160 km/h / 100 mph and acquired their nickname from the tumble-home part of the car body in the form of a streamlined skirting down by the car frame. The DR wanted to use these completely welded cars to speed up trains pulled by steam locomotives in the 1930s. A large number of "Schürzenwagen" remained in the western zones of Germany after World War II, and they were gradually modernized by the German Federal Railroad as well as rebuilt from mixed class cars to cars with first class seating only. A number of units were painted in blue starting in 1951 for the revived legendary "Rheingold". These cars thus experienced the high point of their service life. The "Schürzenwagen" were in service on the DB well into the 1980s.

HIGHLIGHTS

- **Finely detailed car frame and trucks.**
- **Ready for installation of current-conducting couplers.**
- **Can be retrofitted with interior lighting.**

43202 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) "Schürzenwagen" ("skirted passenger car") compartment car, 1st class. Later the type Aüe 310..
Model: This car is ready for installation of the 7319 plug-in current-conducting couplers or the 72020/72021 working close couplers that can be uncoupled. The car looks as the prototype did in Era III.
Length over the buffers 25.1 cm / 9-7/8".
DC wheel set 4 x 700580.

This car can be combined with the 43222 car to form a typical Era III express train "Schürzenwagen" consist.

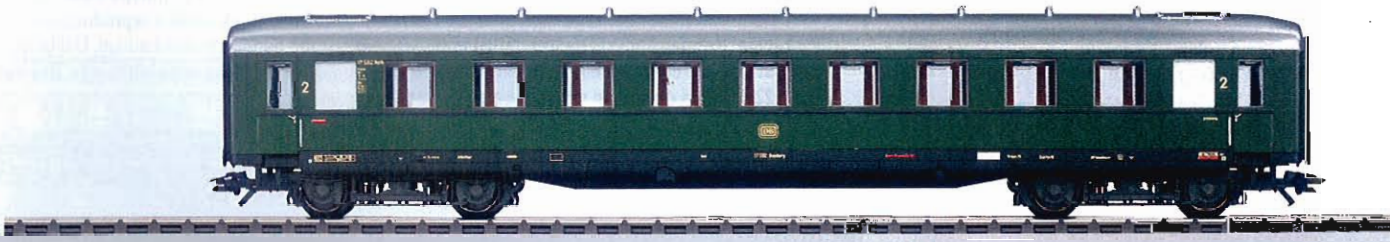
The German Federal Railroad class V 200.0 diesel-hydraulic locomotive (Märklin-model 39800) goes well with "Schürzenwagen" passenger cars.

HIGHLIGHTS

- **Finely detailed car frame and trucks.**
- **Ready for installation of current-conducting couplers.**
- **Can be retrofitted with interior lighting.**

43222 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) "Schürzenwagen" ("skirted passenger car") compartment car, 2nd class. Later the type Büe.
Model: This car is ready for installation of the 7319 plug-in current-conducting couplers or the 72020/72021 working close couplers that can be uncoupled. The car looks as the prototype did in Era III.
Length over the buffers 24.4 cm / 9-5/8".
DC wheel set 4 x 700580.

This car can be combined with the 43202 car to form a typical Era III express train "Schürzenwagen" consist. The German Federal Railroad class V 200.0 diesel-hydraulic locomotive (Märklin-model 39800) goes well with "Schürzenwagen" passenger cars.



43272 43222 43242 43232 43202 39680

Passenger Cars.

HIGHLIGHTS

- **Completely new tooling.**
- **Finely detailed trucks with reproductions of the brake shoes and generator mechanism.**
- **Ready for installation of current-conducting couplers.**
- **Ready for installation of interior lighting.**

43910 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) compartment car, 1st class, type A4üm-63 (later the type Am 203). UIC-X design (m cars).

Model: The car has the blue color scheme of the prototype from 1963 on. Realistically detailed trucks with a reproduction of the brake shoes and the generator mechanism. Unlighted red marker light inserts at the ends of the car. This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72021 working close couplers that can be uncoupled, and it is ready for installation of interior lighting (2 x 73400). Minimum radius for operation 360 mm / 14-3/16".
Length over the buffers 28.2 cm / 11-1/8".
DC wheel set 4 x 70 0580.

43920 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) compartment car, 2nd class, type B4üm-63, (later the type Bm 234). UIC-X design (m cars).
Model: The car has the chrome oxide green color scheme of the prototype from 1963 on. Realistically detailed trucks with a reproduction of the brake shoes and the generator mechanism. Unlighted red marker light inserts at the ends of the car. This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72021 working close couplers that can be uncoupled, and it is ready for installation of interior lighting (2 x 73400). Minimum radius for operation 360 mm / 14-3/16".
Length over the buffers 28.2 cm / 11-1/8".
DC wheel set 4 x 70 0580.

HIGHLIGHTS

- **Completely new tooling.**
- **Finely detailed trucks with reproduction of the brake shoes and generator mechanism.**
- **Ready for installation of current-conducting couplers.**
- **Ready for installation of interior lighting.**

HIGHLIGHTS

- **Completely new tooling.**
- **Finely detailed trucks with reproductions of the brake shoes and generator mechanism.**
- **Ready for installation of current-conducting couplers.**
- **Ready for installation of interior lighting.**

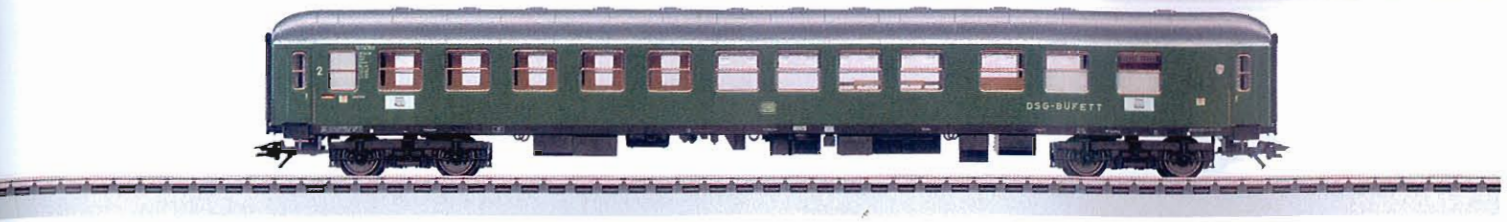
43930 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) compartment car, 1st and 2nd class, type AB4üm-63, (later the class ABm 225). UIC-X design (m cars).

Model: The car has the chrome oxide green color scheme of the prototype from 1964 on. Realistically detailed trucks with a reproduction of the brake shoes and the generator mechanism. Unlighted red marker light inserts at the ends of the car. This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72021 working close couplers that can be uncoupledand it is ready for installation of interior lighting (2 x 73400). Minimum radius for operation 360 mm / 14-3/16".
Length over the buffers 28.2 cm / 11-1/8".
DC wheel set 4 x 70 0580.

43940 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) half dining car, 2nd class compartment car with a dining car buffet area, type BRbu4üm-61, (later the type RBbumh 282). UIC-X design (m cars).
Model: The car has the chrome oxide green color scheme of the prototype from 1962 on. Realistically detailed trucks with a reproduction of the brake shoes and the generator mechanism. Unlighted red marker light inserts at the ends of the car. This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72021 working close couplers that can be uncoupled, and it is ready for installation of interior lighting. (2 x 73400) Minimum radius for operation 360 mm / 14-3/16".
Length over the buffers 28.2 cm / 11-1/8".
DC wheel set 4 x 70 0580.

HIGHLIGHTS

- Completely new tooling.
- Finely detailed trucks with reproductions of the brake shoes and generator mechanism.
- Ready for installation of current-conducting couplers.
- Ready for installation of interior lighting.



43950 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) half baggage car, 2nd class compartment car with a baggage area, type BD4üm-61, (later the type BDms 273). UIC-X design (m cars).
Model: The car has the chrome oxide green color scheme of the prototype from 1964 on. Realistically detailed trucks with a reproduction of the brake shoes and the generator mechanism. Unlighted red marker light inserts at the ends of the car. This car can be retrofitted with the 7319 plug-in current-conducting couplers or the 72021 working close couplers that can be uncoupled, and it is ready for installation of interior lighting (2 x 73400). Minimum radius for operation 360 mm / 14-3/16".
Length over the buffers 28.2 cm / 11-1/8".
DC wheel set 4 x 70 0580.

HIGHLIGHTS

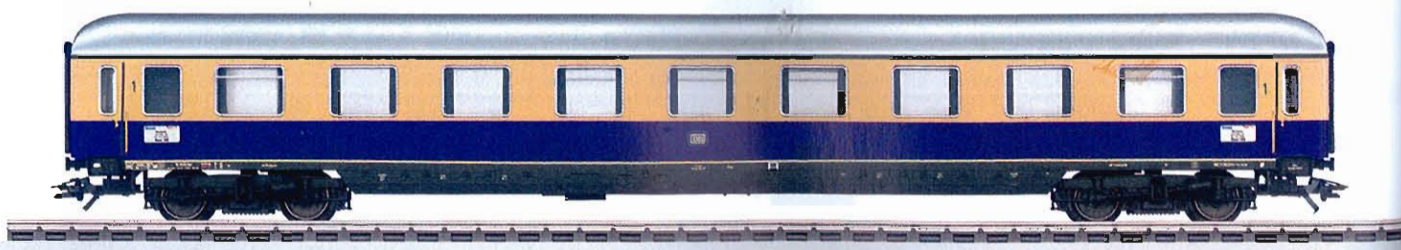
- Completely new tooling.
- Finely detailed trucks with reproductions of the brake shoes and generator mechanism.
- Ready for installation of current-conducting couplers.
- Ready for installation of interior lighting.

Express Train Travel during the Economic Miracle.
After the 1950s gave the German Federal Republic (West Germany) an economic upswing and the most important, private basic needs had been covered, many West Germans had a desire to travel. Yet, before the great growth in automobile ownership, the demand was growing for another series of modern passenger cars for long distance express service. The number of new design express train passenger cars placed into service since 1954 was no longer sufficient for this purpose. The DB therefore placed additional modern express train passenger cars into service from 1963 on. The following express train passenger car types belonged to this family of new cars:
A4üm-61, 1st class (later the type Am 203),
B4üm-63, 2nd class (later the type Bm 234),
AB4üm-63, 1st/2nd class (later the type ABm 225),
BRbu4üm-61, half dining car, 2nd class (later the type RBbumh 282), and
BD4üm-61, half baggage car, 2nd class (later the type BDms 273).
The designs for these cars followed for the most part the concept for the first postwar car types of 1953/54, but folding doors were used for the entry doors on the sides of the cars. Externally, the sliding windows with bright gold oxidized lightweight metal frames attracted attention also. The interiors experienced a series of changes in details. In addition, sliding doors were built into the ends of the cars. The 1st class cars with a cobalt blue paint scheme clearly stood out from the 2nd class cars and baggage cars in their chrome oxide green schemes. These consists were among the typical Era III trains used by the "Economic Miracle children", who had just arrived into a modest prosperity, to travel during their vacations.

Passenger Cars.

43850 Express Train Passenger Car for the "Rheingold".
Prototype: German Federal Railroad (DB) type Av4üm-62 compartment car. 9 compartments, 1st class. Special design for F-Zug long distance service, version with rounded roof ends. Paint scheme for the "Rheingold" of 1962.
Model: The car has the new, longer length. Minimum radius for operation 360 mm / 14-3/16". It has underbody details with skirting specific to this type of car. The trucks have brake shoes, magnetic rail brakes, and a separately applied generator. The car is ready for installation of 7319 current-conducting couplings or 72021 current-conducting couplers, the 73406 pickup shoe, the 73400 lighting kit (2 each), and the 73407 marker light kit.
Length over the buffers 28.2 cm / 11-1/8".
DC wheel set 4 x 70 0580.

The streamlined 39121 electric locomotive and the blue/beige cars, item nos. 43850, 43860, 43870, and 43880, make up an authentic modern "Rheingold", which came into favor in the 1960s as an F-Zug long distance train from Basle to Hook of Holland and later as a TEE train.



43860 Express Train Passenger Car for the "Rheingold".
Prototype: German Federal Railroad (DB) type Ap4üm-62 open seating car. 1st class with three seats per row. Special design for F-Zug long distance service, version with rounded roof ends. Paint scheme for the "Rheingold" of 1962.
Model: The car has the new, longer length. Minimum radius for operation 360 mm / 14-3/16". It has underbody details with skirting specific to this type of car. The trucks have brake shoes, magnetic rail brakes, and a separately applied generator. The car is ready for installation of 7319 current-conducting couplings or 72021 current-conducting couplers, the 73406 pickup shoe, the 73400 lighting kit (2 each), and the 73407 marker light kit.
Length over the buffers 28.2 cm / 11-1/8".

The streamlined 39121 electric locomotive and the blue/beige cars, item nos. 43850, 43860, 43870, and 43880, make up an authentic modern "Rheingold", which came into favor in the 1960s as an F-Zug long distance train from Basle to Hook of Holland and later as a TEE train.

N 73400 NEM III

43870 Express Train Passenger Car for the "Rheingold".
Prototype: German Federal Railroad (DB) type WR4üm-62 dining car. 2 dining areas, galley, wash-up area, buffet, and personnel compartment. Special design for F-Zug long distance service with a service area on two levels, version with rounded roof ends and a raised roof area over the galley ("Buckel-Speisewagen"/"humpbacked dining car"). Paint scheme for the "Rheingold" of 1962.
Model: The car has the new, longer length. Minimum radius for operation 360 mm / 14-3/16". It has underbody details with skirting specific to this type of car. The trucks have brake shoes, magnetic rail brakes, and a separately applied generator. The car is ready for installation of 7319 current-conducting couplings or 72021 current-conducting couplers, the 73406 pickup shoe, the 73400 lighting kit (2 each), and the 73407 marker light kit.
Length over the buffers 28.2 cm / 11-1/8".
DC wheel set 4 x 70 0580.

The streamlined 39121 electric locomotive and the blue/beige cars, item nos. 43850, 43860, 43870, and 43880, make up an authentic modern "Rheingold", which came into favor in the 1960s as an F-Zug long distance train from Basle to Hook of Holland and later as a TEE train.

N 73400 NEM III

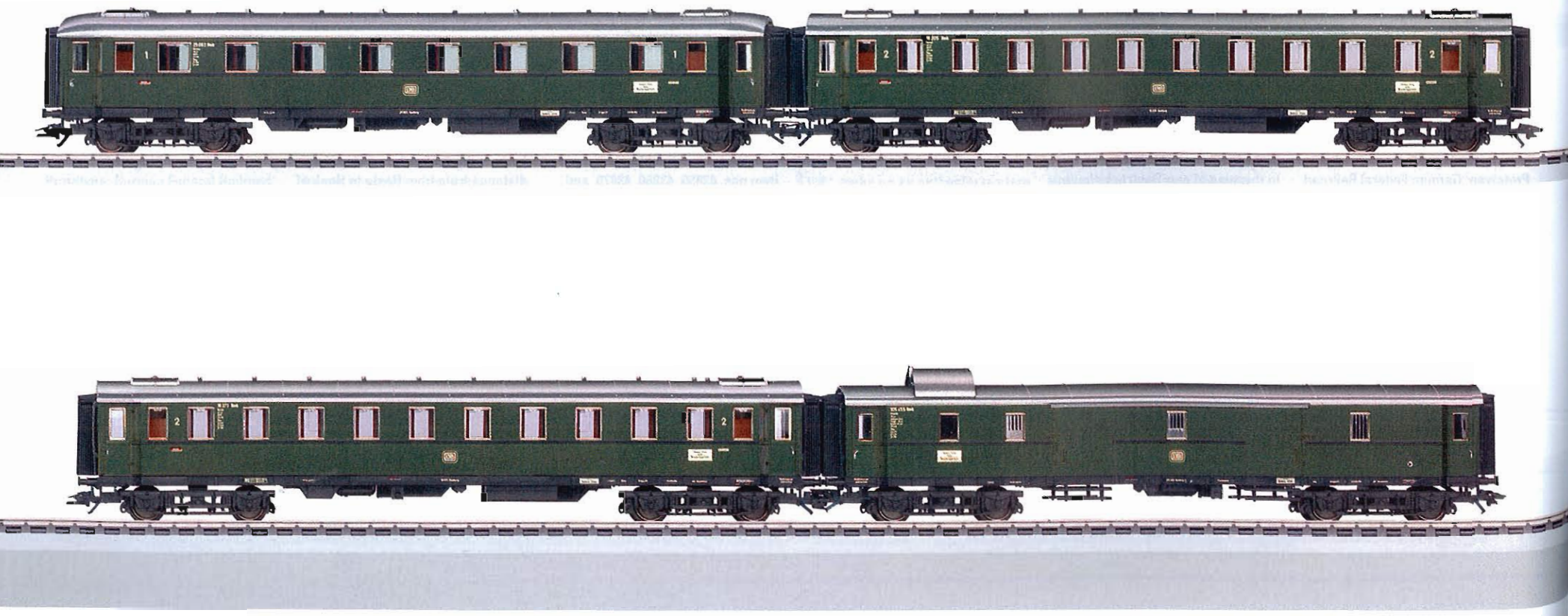
43880 Express Train Passenger Car for the "Rheingold".
Prototype: German Federal Railroad (DB) type AD4üm-62 vista dome car. 2 small 1st class compartments, a large raised vista dome area, service areas under it. Special design for F-Zug long distance service, version with rounded roof ends, glassed in dome area with 8 side windows. Paint scheme for the "Rheingold" of 1962.
Model: The car has the new, longer length. Minimum radius for operation 360 mm / 14-3/16". It has underbody details and skirting specific to this type of car. The trucks have brake shoes, magnetic rail brakes, and a separately applied generator. The car is ready for installation of 7319 current-conducting couplings or 72021 current-conducting couplers, the 73406 pickup shoe, the 73400 lighting kit (1 each), and the 73407 marker light kit.
Length over the buffers 28.2 cm / 11-1/8".
DC wheel set 4 x 70 0580.

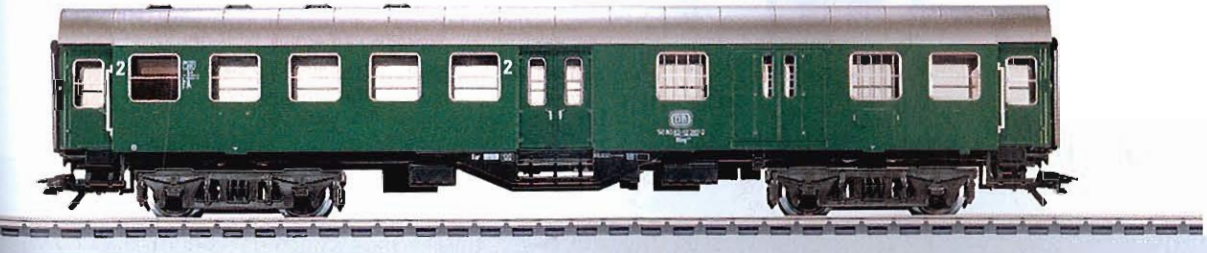
The streamlined 39121 electric locomotive and the blue/beige cars, item nos. 43850, 43860, 43870, and 43880, make up an authentic modern "Rheingold", which came into favor in the 1960s as an F-Zug long distance train from Basle to Hook of Holland and later as a TEE train.

Passenger Cars.

42750 Express Train Passenger Car Set.
Prototype: 4 German Federal Railroad (DB) standard cars. German State Railroad design group 28 and 30. One A4yse-30/55 1st class car. Two B4üwe 28/51 2nd class cars, and one Pw4ü-30 baggage car with roof cupola.

Model: The cars have different road numbers. Printed train destination signs. The roofs have traces of soot suggested.
Total length over the buffers 97.5 cm /38-3/8".
DC wheel set 16 x 70 0580.





4131 Passenger Car.
Prototype: German Federal Railroad (DB) type AByg 503 rebuilt car. 1st and 2nd class.
Model: Length over the buffers 22.4 cm / 8-3/4". DC wheel set 4 x 70 0580.

4132 Passenger Car.
Prototype: German Federal Railroad (DB) rebuilt coach type Byg 515. 2nd class.
Model: Length over the buffers 22.4 cm / 8-3/4". DC wheel set 4 x 70 0580.

4133 Passenger Car.
Prototype: German Federal Railroad (DB) rebuilt coach type BDyg 533. 2nd class with baggage compartment.
Model: Length over the buffers 22.4 cm / 8-3/4". DC wheel set 4 x 70 0580.

A total of 1,821 cars were rebuilt in the late 1950s, and part of this program was that the car frames were altered to a standard length of 19.45 meters or 63 feet 10-1/8 inches. The introduction of weather tight diaphragms between the cars was an important detail to enable passengers to board and get off of the train more quickly at station stops. In addition, all classes were equipped with upholstered seats for the first time. Like the three-axle rebuilt cars, the four-axle versions were built using old German State Railroad and provincial railroad cars.

Passenger Cars.

The Colors of the Seventies – Ocean Blue / Beige.

The classic color scheme of the postwar period was green and blue. In the Fifties and Sixties this was accepted. In the early Seventies the DB felt called to bring a fresh breeze to its locomotive and car designs. After many experiments the DB acquired a departure in a paint scheme with locomotive road nos. 218 217 and 218 218: 218 217 had the maroon/beige paint scheme from the well-known flagship locomotives of the class 103 and class 112. On road number 218 218 the maroon part of the color scheme was replaced by "DB blue turquoise". Based on the sample of these two locomotives, the railroad board of directors decided to repaint all locomotives and cars in the new scheme, which as finally set with the tones ocean blue (RAL No. 5020) and beige (RAL No. 1014). However, maroon/ivory remained chiefly for the first class TEE and IC cars. With express train passenger cars, passengers became rather confused about the car classes. The ocean blue / beige was discontinued before all of the DB locomotives and cars could be repainted. At the end of 1986 Chinese red was now the new color for all DB locomotives. For years this meant that the motive power roster was a colorful mix of green, blue, ocean blue / beige, and red locomotives.

N 73400 NEM IV

43911 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type Am 203 compartment car. UIC-x standard design. 10 compartments, 1st class. Ocean blue/beige paint scheme.
Model: The car has the new, longer length. Minimum radius for operation 360 mm / 14-3/16". It has underbody details specific to this type of car. The trucks have brake shoes, magnetic rail brakes, and a separately applied generator. The car is ready for installation of 7319 current-conducting couplings or 72021 current-conducting couplers, the 73406 pickup shoe, the 73400 lighting kit (2 each), and the 73407 marker light kit.
Length over the buffers 28.2 cm / 11-1/8".
DC wheel set 4 x 70 0580.

N 73400 NEM IV

43921 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type Bm 234 compartment car. UIC-x standard design. 12 compartments, 2nd class. Ocean blue/beige paint scheme.
Model: The car has the new, longer length. Minimum radius for operation 360 mm / 14-3/16". It has underbody details specific to this type of car. The trucks have brake shoes, magnetic rail brakes, and a separately applied generator. The car is ready for installation of 7319 current-conducting couplings or 72021 current-conducting couplers, the 73406 pickup shoe, the 73400 lighting kit (2 each), and the 73407 marker light kit.
Length over the buffers 28.2 cm / 11-1/8".
DC wheel set 4 x 70 0580.

N 73400 NEM IV

43931 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type ABm 225 compartment car. UIC-x standard design. 5 compartments, 1st class, 6 compartments, 2nd class. Ocean blue/beige paint scheme.
Model: The car has the new, longer length. Minimum radius for operation 360 mm / 14-3/16". It has underbody details specific to this type of car. The trucks have brake shoes, magnetic rail brakes, and a separately applied generator. The car is ready for installation of 7319 current-conducting couplings or 72021 current-conducting couplers, the 73406 pickup shoe, the 73400 lighting kit (2 each), and the 73407 marker light kit.
Length over the buffers 28.2 cm / 11-1/8".
DC wheel set 4 x 70 0580.

N 73400 NEM IV

43941 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type BRbumh 282 half dining car. UIC-x standard design. 5 compartments, 2nd class, with a green exterior paint scheme; galley and buffet area with a red exterior paint scheme.
Model: The car has the new, longer length. Minimum radius for operation 360 mm / 14-3/16". It has underbody details specific to this type of car. The trucks have brake shoes, magnetic rail brakes, and a separately applied generator. The car is ready for installation of 7319 current-conducting couplings or 72021 current-conducting couplers, the 73406 pickup shoe, the 73400 lighting kit (2 each), and the 73407 marker light kit.
Length over the buffers 28.2 cm / 11-1/8".
DC wheel set 4 x 70 0580.

N 73400 NEM IV

43951 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type BDms 273 half baggage car. UIC-x standard design. 6 compartments, 2nd class, service area and baggage area. Ocean blue/beige paint scheme.
Model: The car has the new, longer length. Minimum radius for operation 360 mm / 14-3/16". It has underbody details specific to this type of car. The trucks have brake shoes, magnetic rail brakes, and a separately applied generator. The car is ready for installation of 7319 current-conducting couplings or 72021 current-conducting couplers, the 73406 pickup shoe, the 73400 lighting kit (2 each), and the 73407 marker light kit.
Length over the buffers 28.2 cm / 11-1/8".
DC wheel set 4 x 70 0580.

Passenger Cars.

7330 NEM IV

42993 "Sudwind" / "South Wind" Car Set.
Prototype: 3 different German Federal Railroad (DB) InterCity cars. 1 type Avmz compartment car, 1st class. 1 type Apmz open seating car, 1st class. 1 type Avmz compartment car, 1st class.

Model: The cars are ready for installation of 7319 current-conducting couplings or 72021 current-conducting couplers. The cars have adjustable buffers. Imprinted train destination signs.
Total length over the buffers 80.8 cm / 31-13/16".
DC wheel set 12 x 70 0580.

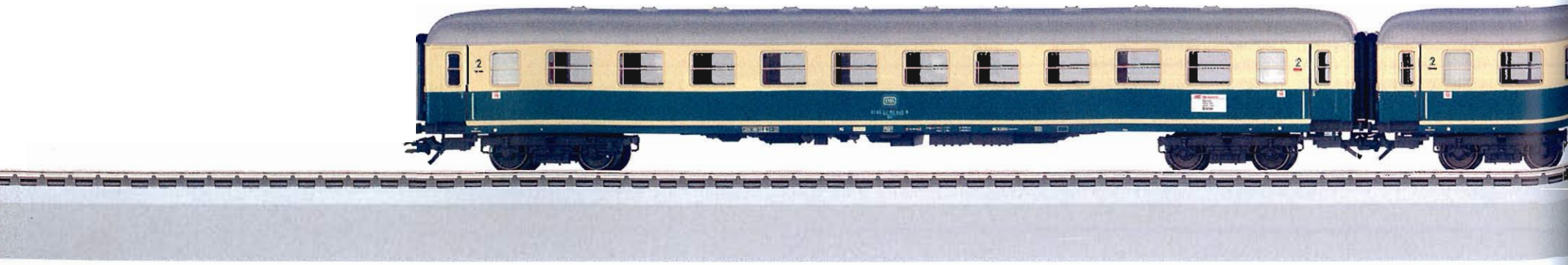
Models not available separately.

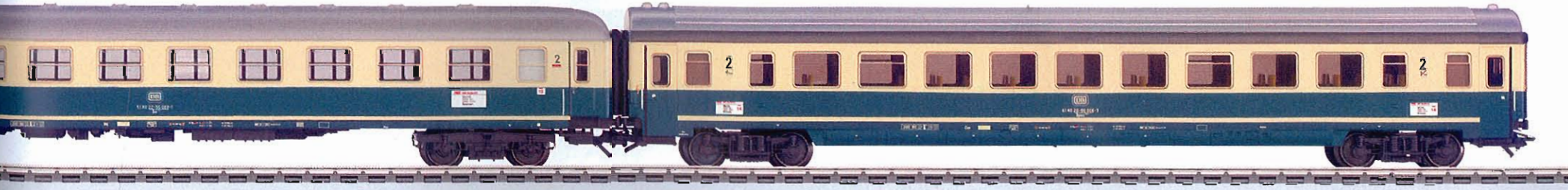
7330 NEM IV

42994 "Sudwind" / "South Wind" Car Set.
Prototype: 3 different German Federal Railroad (DB) InterCity cars. 1 type Bpmz open seating car, 2nd class. 2 type Bm compartment cars, 2nd class, with different car numbers.

Model: The cars are ready for installation of 7319 current-conducting couplings or 72021 current-conducting couplers. The cars have adjustable buffers. Imprinted train destination signs.
Total length over the buffers 80.8 cm / 31-13/16".
DC wheel set 12 x 70 0580.

Models not available separately.





Passenger Cars.

42972 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type ARDmh 105 bar car. Goes well with the TEE and IC trains such as the "Südwind" or "South Wind" train.

Model: An add-on for the 42993 and 42994 car sets. Train destination signs with lettering are printed on the car sides. The car has adjustable buffers. The car is ready for installation of 7319 current-conducting couplings or 72021 current-conducting couplers.
otal length over the buffers 27.0 cm / 10-5/8".
DC wheel set 4 x 70 0580.

HIGHLIGHTS

- **Working digital model.**
- **Pantograph can be raised and lowered by remote control.**
- **Conductor's all aboard whistle.**
- **Goes with the model of the "Südwind" or "South Wind" train.**

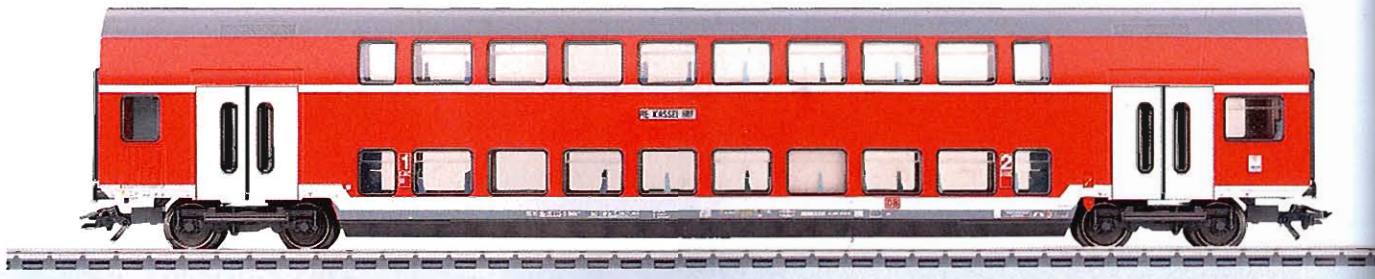
42973 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type WRmz 135 dining car. This car goes well with the TEE and IC trains such as the "Südwind" or "South Wind" train.

Model: An add-on to the 42993 and 42994 car sets. The car comes with a digital decoder, remote-controlled pantograph, and a sound function. The mechanism for raising and lowering the pantograph and the conductor's all aboard whistle can be controlled digitally with the 6021 Control Unit. Train destination signs with lettering are printed on the car sides. Adjustable buffers. Length over the buffers 27.0 cm / 10-5/8".

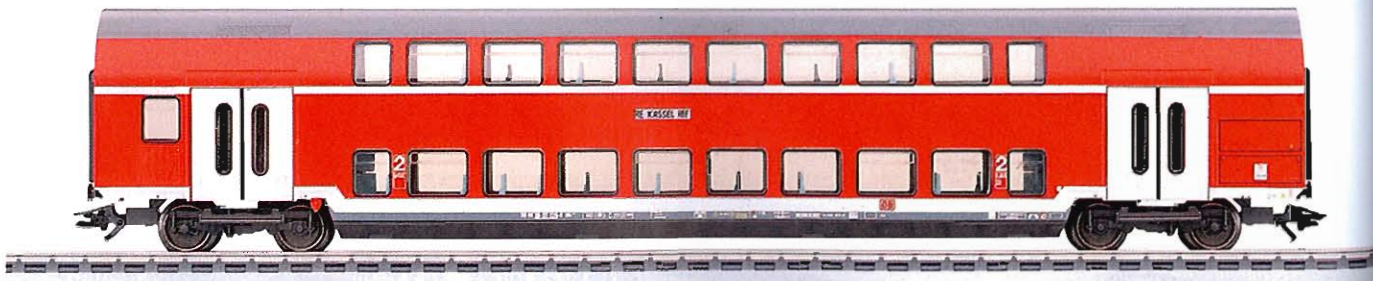

Bar

Passenger Cars.

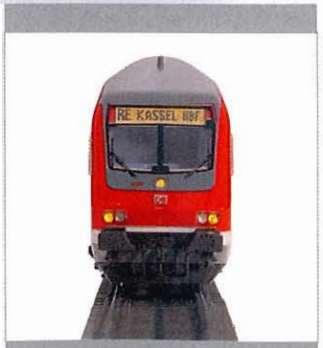
43584 Bi-level Car.
Prototype: German Railroad, Inc. (DB AG) type DABz 756, 1st and 2nd class.
Model: The car is ready for installation of 7319 current-conducting couplings or 72020 current-conducting couplers.
Length over the buffers 26.8 cm / 10-9/16".
DC wheel set 4 x 70 0580.



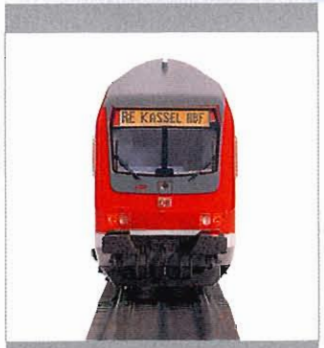
43585 Bi-level Car.
Prototype: German Railroad, Inc. (DB AG) type DBz 751, 2nd class.
Model: The car is ready for installation of 7319 current-conducting couplings or 72020 current-conducting couplers.
Length over the buffers 26.8 cm / 10-9/16".
DC wheel set 4 x 70 0580.



43586 Bi-level Cab Control Car.
Prototype: German Railroad, Inc. (DB AG) type DBbzf 761, 2nd class.
Model: The car has a detailed buffer beam with separately applied front cowling. It has a lighted destination sign. The engineer's cab has interior details. The car is ready for installation of 7319 current-conducting couplings or 72020 current-conducting couplers.
Length over the buffers 27.3 cm / 10-3/4".



When operated control car first, triple headlights shine.



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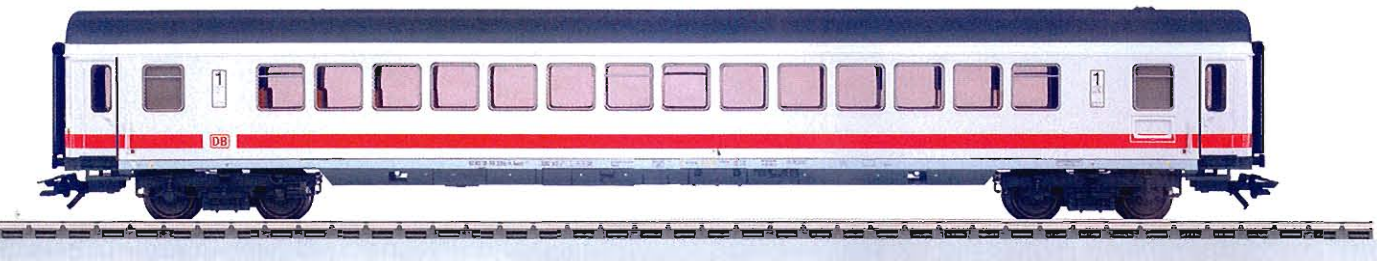
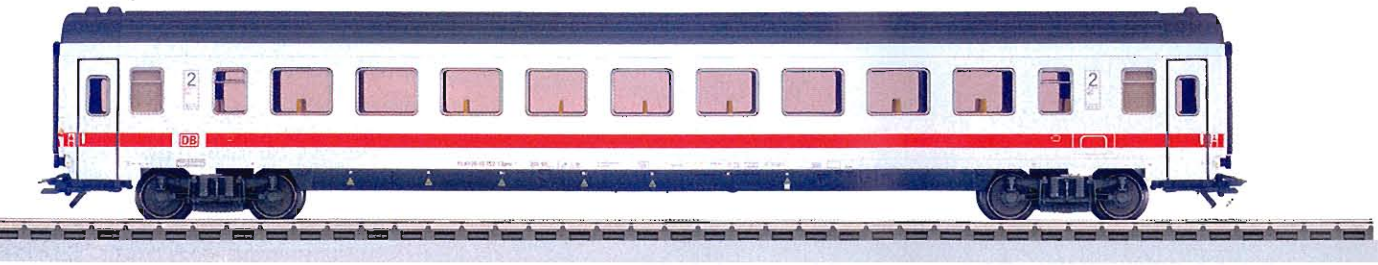
Passenger Cars.



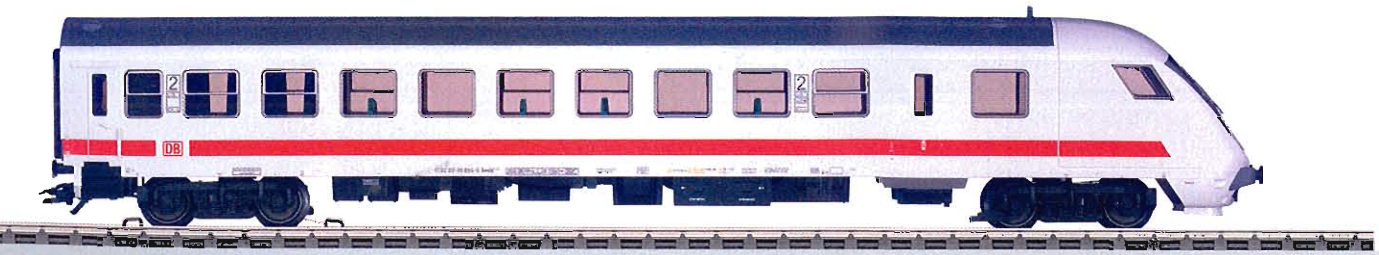
42862 Express Train Passenger Car.
Prototype: German Railroad, Inc. (DB AG) type Apmz 121.2 InterCity open seating car, 1st class.
Model: The car has adjustable buffers. The car is ready for installation of 7319 current-conducting couplings or 72020 current-conducting couplers.
Length over the buffers 27.0 cm / 10-5/8". DC wheel set 4 x 70 0580.



42272 Express Train Passenger Car.
Prototype: German Railroad, Inc. (DB AG) type Bpmz 293.1 InterCity open seating car, 2nd class.
Model: The car has adjustable buffers. The car is ready for installation of 7319 current-conducting couplings or 72020 current-conducting couplers.
Length over the buffers 26.4 cm / 10-3/8".

43305 Cab Control Car.
Prototype: German Railroad, Inc. (DB AG) type Bimdzf 269.2 InterCity cab control car, 2nd class with engineer's cab for push/pull operation.

Model: The engineer's cab has interior details. The car has a detailed buffer beam. It has a separately applied front cowling. The car is ready for installation of 7319 current-conducting couplings or 72020 current-conducting couplers.
Length over the buffers 27.5 cm / 10-13/16".



When operated control car first, triple headlights shine.

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

V

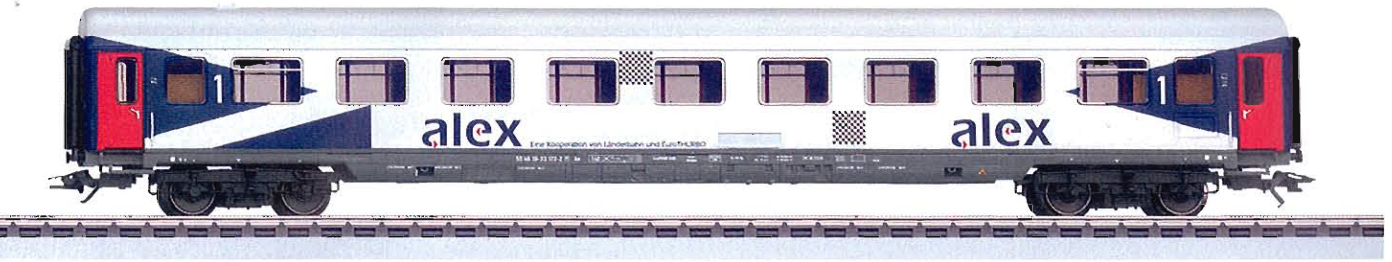
42341 Passenger Train Auto Transport Car.
Prototype: German Federal Railroad (DB) type DDm 915.
Current version for "DB AutoZug" ("DB Auto Train").
Model: The car comes loaded with 8 modern model automobiles.
Length over the buffers 26.4 cm / 10-3/8".
DC wheel set 4 x 70 0580.

Passenger Cars.

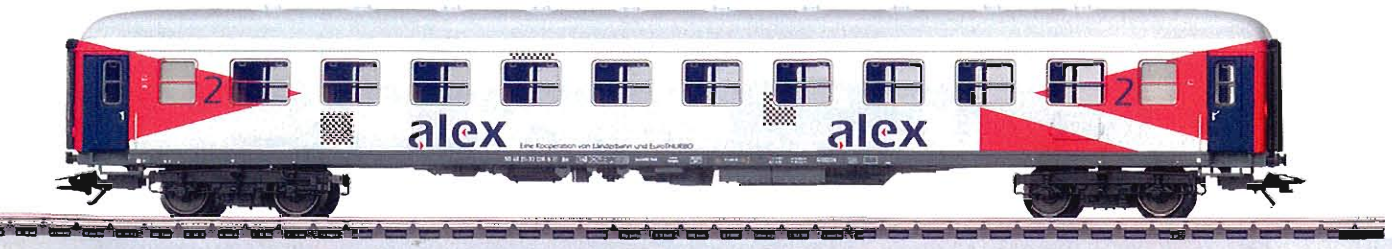
42953 Set of 3 "alex" Express Train Passenger Cars.
Prototype: Allgäu Express as a joint project of the Bavarian Provincial Railroad (Regental Railroad, Inc.) and the Swiss EuroTHURBO, Inc. (SBB). Type Am compartment car, 1st class; type Bm compartment car, 2nd class; and type BRDpm open seating car, 2nd class with a "Bistro" area.

Model: The cars are ready for installation of the 7319 current-conducting coupling. Adjustable buffers.
Total length over the buffers 81.2 cm / 31-15/16".
DC wheel sets 12 x 70 05 80.

The locomotive for the Allgäu Express is already available as a Märklin model:
Item no. 36848 class ER 20 "alex" diesel locomotive.



The Allgäu Express is a modern concept for regional express passenger service in the alpine foothills. This train closes gaps in the passenger network that are no longer served since the discontinuation of the InterRegio trains. Powerful locomotives, updated cars, and trained personnel offer punctuality, comfort, and service – features the "alex" is using in the travel market to establish its image. The scenery extending across borders presents additional details about the railroad and its philosophy in the Internet: http://www.alexpress.de/alexpress/.



42953 36848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Switzerland.

HIGHLIGHTS

- **Completely new tooling.**
- **Scale dimensions.**
- **Ready for installation of current-conducting couplers.**

43360 Lightweight Steel Passenger Car.
Prototype: Swiss Federal Railways (SBB) type A. 1st class with 2 entry doors per side.
Model: The car comes in a spruce green paint scheme with the diaphragms originally used on the car. The car looks as the prototype did around 1965. The car is ready for installation of 7319 current-conducting couplings or 72020/72021 current-conducting couplers, and the 73400 lighting kit.

Length over the buffers 26.0 cm / 10-1/4".
DC wheel set 4 x 70 0580.

The lightweight steel passenger cars go well with the Re 4/4 I electric locomotive, item no. 39420.

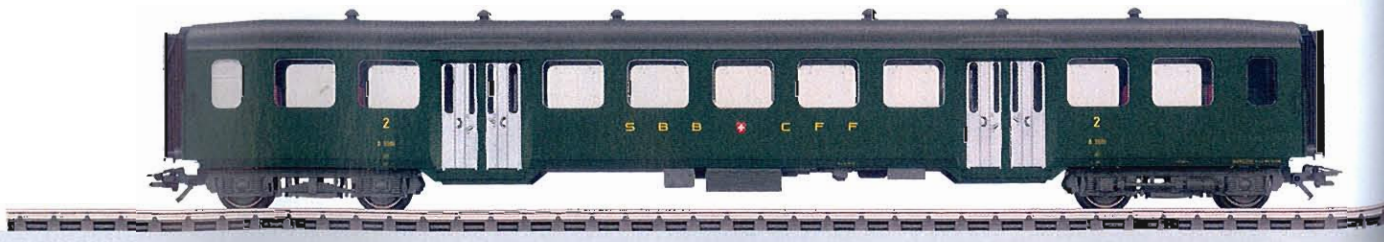
HIGHLIGHTS

- **Completely new tooling.**
- **Scale dimensions.**
- **Ready for installation of current-conducting couplers.**

43370 Lightweight Steel Passenger Car.
Prototype: Swiss Federal Railways (SBB) type B. 2nd class with 2 entry doors per side.
Model: The car comes in a spruce green paint scheme with the diaphragms originally used on the car. The car looks as the prototype did around 1965. The car is ready for installation of 7319 current-conducting couplings or 72020/72021 current-conducting couplers, and the 73400 lighting kit.

Length over the buffers 26.0 cm / 10-1/4".
DC wheel set 4 x 70 0580.

The lightweight steel passenger cars go well with the Re 4/4 I electric locomotive, item no. 39420.



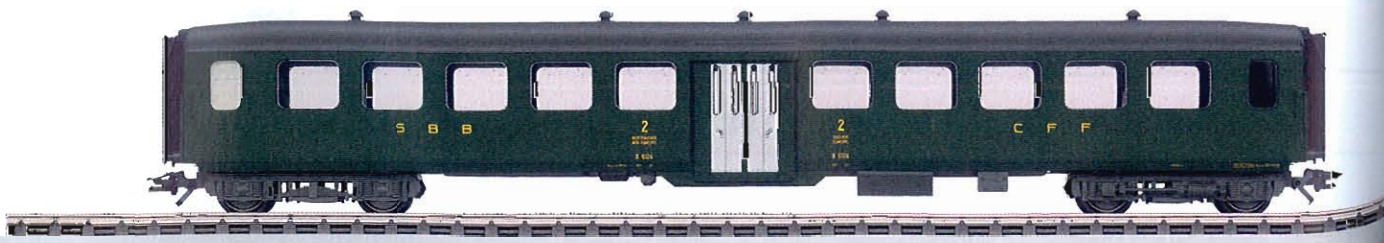
HIGHLIGHTS

- **Completely new tooling.**
- **Scale dimensions.**
- **Ready for installation of current-conducting couplers.**

43380 Lightweight Steel Passenger Car.
Prototype: Swiss Federal Railways (SBB) type B. 2nd class with one entry door per side.
Model: The car comes in a spruce green paint scheme with the diaphragms originally used on the car. The car looks as the prototype did around 1965. The car is ready for installation of 7319 current-conducting couplings or 72020/72021 current-conducting couplers, and the 73400 lighting kit.

Length over the buffers 26.0 cm / 10-1/4".
DC wheel set 4 x 70 0580.

The lightweight steel passenger cars go well with the Re 4/4 I electric locomotive, item no. 39420.



SBB Lightweight Steel Passenger Cars – Comfortable and Successful.

The use of the first lightweight steel coaches on the route Zürich-Geneva starting in 1937 began the "New Era" on the SBB in passenger service between cities. Due to the growing competition in the Thirties from automobiles at that time, very modern passenger cars were developed in cooperation between the SBB and SWS (Schlieren). The lightweight concept of these two organizations with a reduction in the weight of the cars unloaded from between 36 and 39 metric tons to between 25 and 27 metric tons enabled faster speeds on curves and a definite increase in train speeds. The doors on the sides of the cars were moved from the ends of the cars to the area between the trucks because of the requirement for easier boarding of the cars and for as low a center of gravity in the cars as possible. This innovation as well as the double doors originally designed for regional passenger trains enabled shorter stops in stations. As a result cars with simple entry doors followed later. These cars were built up to the end of the Sixties, and during this time different designs and arrangements of doors as well as different window arrangements and other modifications resulted in a great number of variations in lightweight steel cars, including cars with center entry doors and later even with entry doors on the ends. The initial arrangement of the doors towards the cars' center had become necessary in order to improve the running characteristics and gain space for the trucks, which were set wide apart from each other. The costs of this design paid off, and the SBB used its comfortable, lightweight cars exclusively in city-to-city long distance service for almost 3 decades in the lightweight express trains created at that time. It was the middle of the Fifties before the SBB's financial situation allowed it to purchase lightweight steel coaches in large numbers and subsequently use these cars in regional passenger service. During this phase these cars were also equipped with control lines for push/pull service. A total of about 2,400 units were built and they formed the backbone of the SBB's passenger car roster. The lightweight steel coaches made up a harmonious whole with the class Re 4/4 I electric locomotives (with two trucks), which were perfect in terms of technology and appearance. From 1947 on these cars and locomotives in particular consistently defined the look of Swiss train consists.

HIGHLIGHTS

- Completely new tooling.
- Scale dimensions.
- Ready for installation of current-conducting couplers.

43390 Lightweight Steel Dining Car.
Prototype: Swiss Federal Railways (SBB) type WR.
Model: The car comes in a crimson paint scheme with the diaphragms originally used on the car. The car looks as the prototype did around 1965. The car is ready for installation of 7319 current-conducting couplings or 72020/72021 current-conducting couplers, and the 73400 lighting kit.
Length over the buffers 26.0 cm / 10-1/4".
DC wheel set 4 x 70 0580.

The lightweight steel passenger cars go well with the Re 4/4 I electric locomotive, item no. 39420.

HIGHLIGHTS

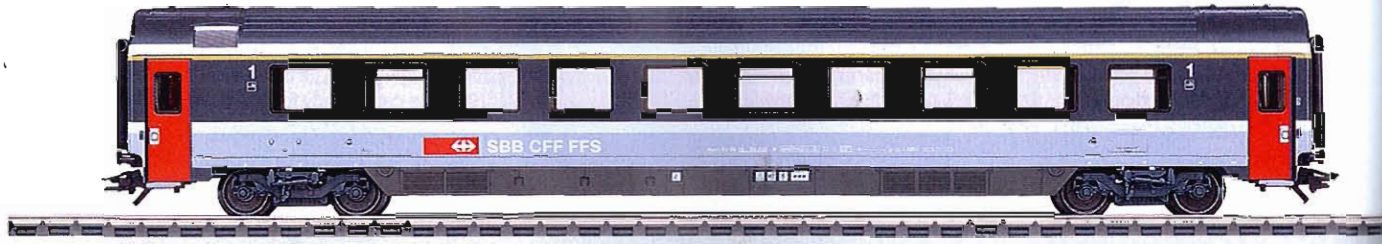
- Completely new tooling.
- Scale dimensions.
- Ready for installation of current-conducting couplers.

43400 Lightweight Steel Baggage Car.
Prototype: Swiss Federal Railways (SBB) type D.
Model: The car comes in a spruce green paint scheme with the diaphragms originally used on the car. The car looks as the prototype did around 1965. The car is ready for installation of 7319 current-conducting couplings or 72020/72021 current-conducting couplers, and the 73400 lighting kit.
Length over the buffers 21.1 cm / 8-1/4".
DC wheel set 4 x 70 0580.

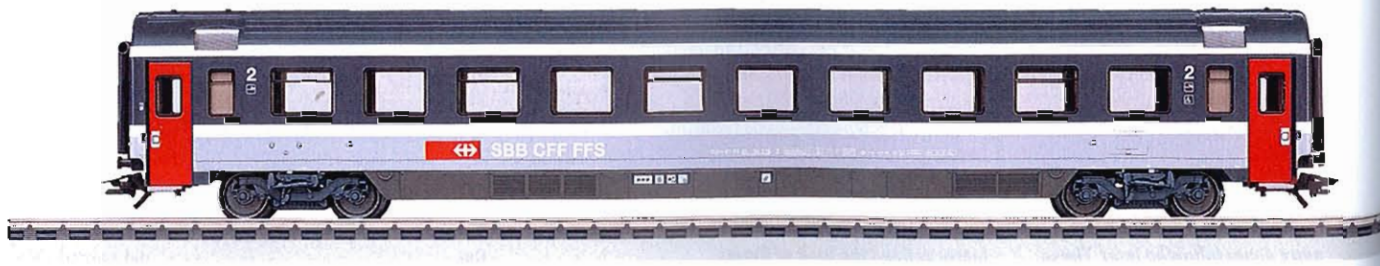
The lightweight steel passenger cars go well with the Re 4/4 I electric locomotive, item no. 39420.

Switzerland.

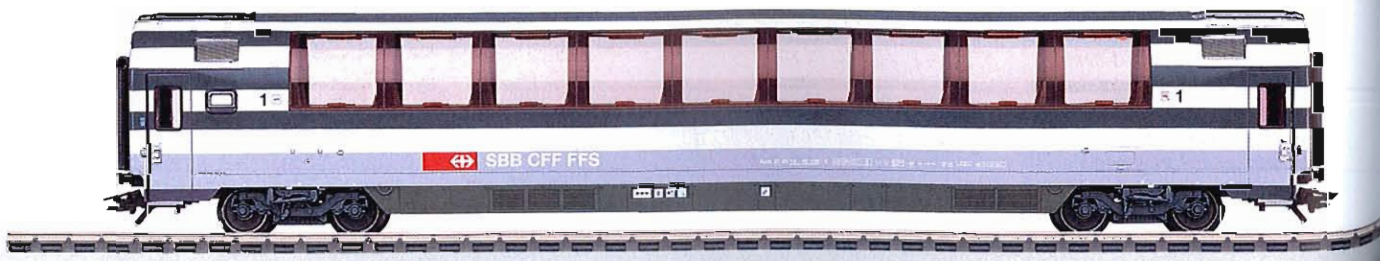
4368 Express Train Passenger Car.
Prototype: Swiss Federal Railways (SBB) type Apm Euro City car. 1st class.
Model: The car has adjustable buffers. The car is ready for installation of 7319 current-conducting couplings or 72020 current-conducting couplers.
Length over the buffers 26.7 cm / 10-1/2".
DC wheel set 4 x 70 0580



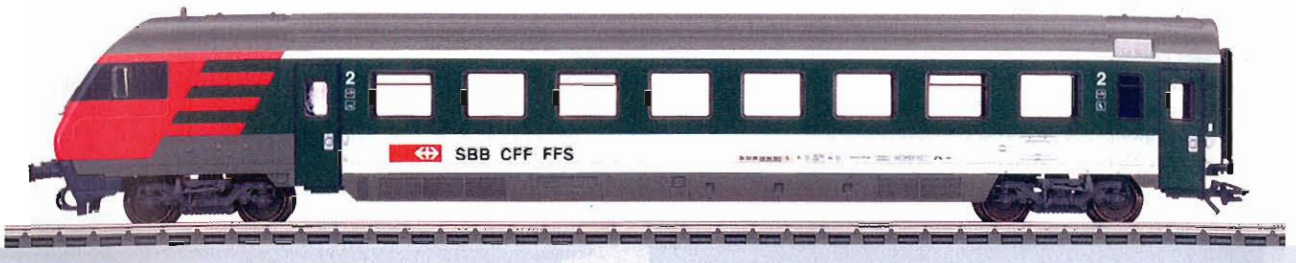
4369 Express Train Passenger Car.
Prototype: Swiss Federal Railways (SBB) type Bpm Euro City car. 2nd class.
Model: The car has adjustable buffers. The car is ready for installation of 7319 current-conducting couplings or 72020 current-conducting couplers.
Length over the buffers 26.7 cm / 10-1/2".
DC wheel set 4 x 70 0580.



4365 Express Train Passenger Car.
Prototype: Swiss Federal Railways (SBB) type Apm Euro City panorama car. 1st class.
Model: The car has adjustable buffers. The car is ready for installation of 7319 current-conducting couplings or 72020 current-conducting couplers.
Length over the buffers 26.7 cm / 10-1/2".
DC wheel set 4 x 70 0580.

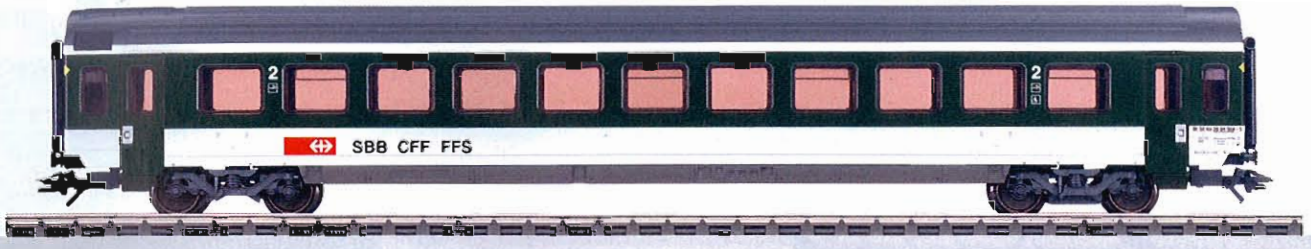


42178 Express Train Passenger Car.
Prototype: Cab control car for push/pull trains. Swiss Federal Railways (SBB) type Mark IV Bt. 2nd class with engineer's cab similar to that for the class Re 460 locomotive.
Model: The car has maintenance-free LEDs for headlights and marker light. The engineer's cab has interior details. There is a coupler at the car end without an engineer's cab. The car is ready for installation of 7319 current-conducting couplings or 72020 current-conducting couplers. The car has adjustable buffers.
Length over the buffers 27.5 cm / 10-13/16".



42162 Express Train Passenger Car.
Prototype: Swiss Federal Railways (SBB) type Mark IV B. 2nd class. With push/pull train equipment.
Model: The car is ready for installation of 7319 current-conducting couplings or 72020 current-conducting couplers. The car has adjustable buffers.
Length over the buffers 26.4 cm / 10-3/8".
DC wheel set 4 x 70 0580

With the Euro City cars the Swiss Federal Railways have placed into service a totally new group of rolling stock for international passenger traffic. In addition to the new open seating cars in 1st and 2nd class with their very modern interiors, there are the so-called panorama cars, which were built on the same basic design. These cars have almost continuous side windows that are curved into the raised roof line, and they offer an incomparable view of the landscape on both sides of the track.



42173 Dining Car.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) elvetino, Inc. (a subsidiary of the SBB) type WR standard design car (Mark IV).
Model: The car is ready for installation of 7319 current-conducting couplings or 72020/72021 current-conducting couplers. The interior lights can be powered from the pantograph on the roof. The buffers are adjustable.
Length over the buffers 26.4 cm / 10-3/8".
DC wheel set 4 x 70 05 80.

This dining car can be added to the 42166 set with the current Mark IV express train passenger cars.

The 90 SBB dining cars with an elvetino restaurant run in the Intercity and ICN route network in Switzerland as well as in neighboring countries to Hamburg, Munich, and Vienna.

Austria.

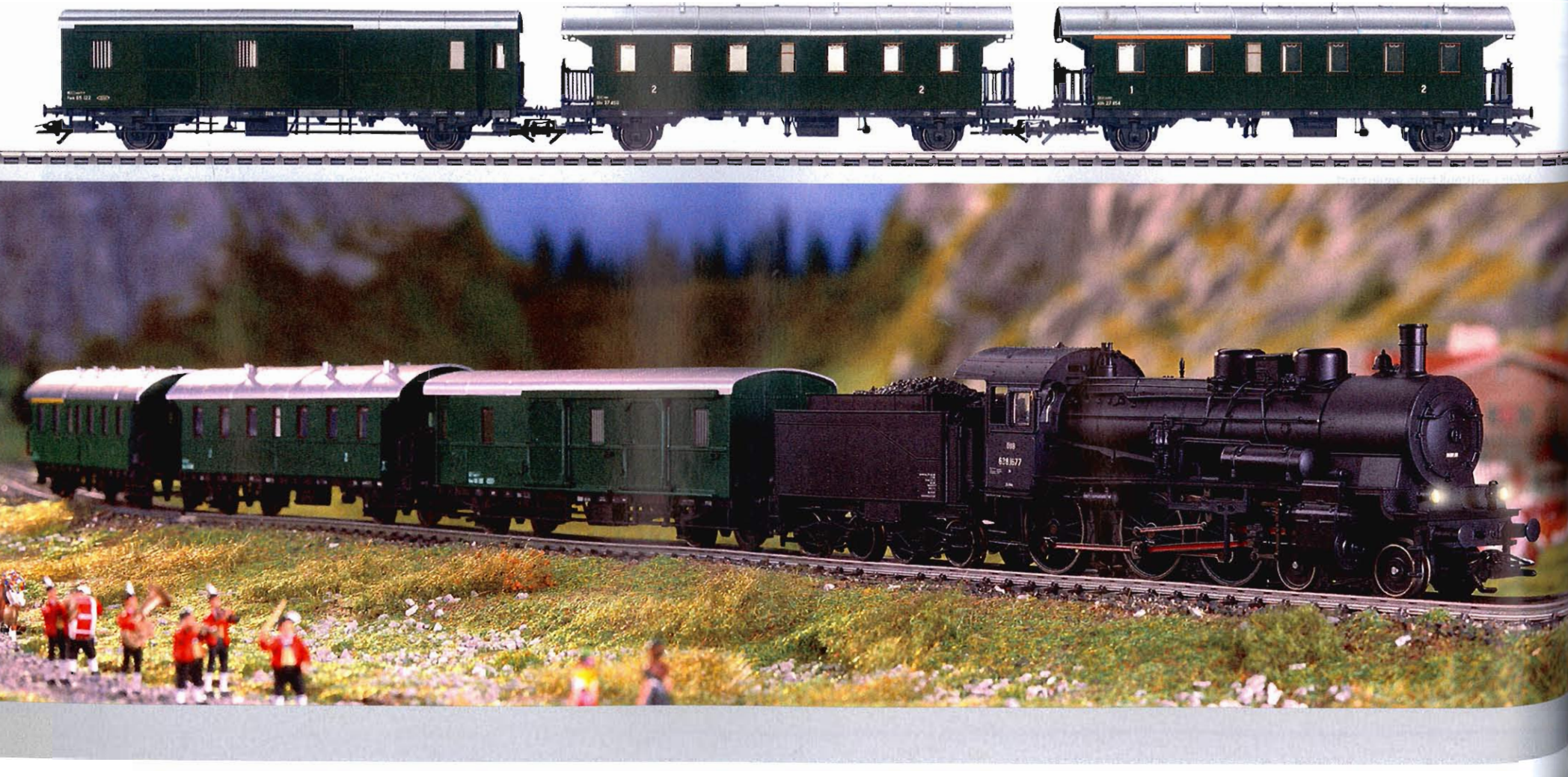
N | NEM | III

43143 Set with 3 Branch Line Cars "Austria on a Trip".
Prototype: Austrian Federal Railways (ÖBB) standard design passenger cars. Type Abi, 1st and 2nd class, type Bi, 2nd class, and type Pwi baggage car. German State Railroad designs constructed of steel: "Donnerbüchsen" / "Thunder Boxes".

Model: The passenger cars have open platforms and walk-over plates. The baggage car has sliding doors that can be opened.
Total length over the buffers 48.3 cm / 19".
DC wheel set 6 x 70 05 80.

One-time series.

The right passenger train for the ÖBB class 638 steam locomotive: Item no. 37038.



N 73400 NEM IV

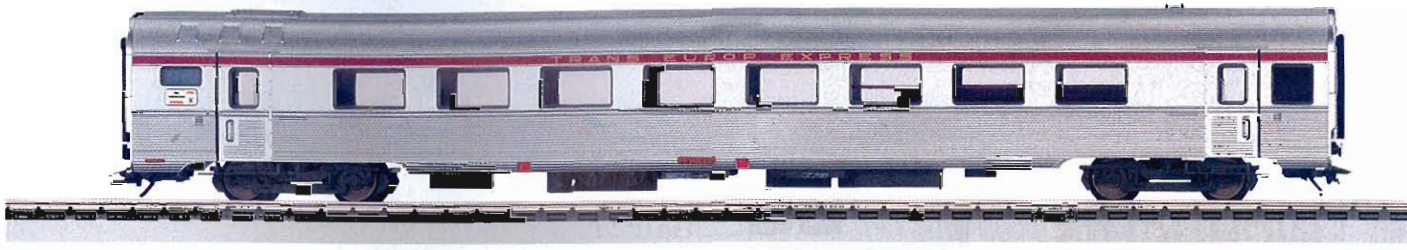
41871 Set with 3 Paris-Brussels-Amsterdam TEE Express Train Passenger Cars.
Prototype: INOX cars (made of stainless steel) for the Trans Europe Express between Paris, Brussels, and Amsterdam (Paris-Brussels-Amsterdam TEE). 2 French State Railways (SNCF) type A8uj compartment cars and 1 type A3rtuj bar car. All of the cars have 1st class. Built starting in 1964. Used in the trains "Oiseau Bleu" / "Blue Bird", "Étoile du Nord" / "North Star", "Brabant", and "Ile de France" / "Isle of France", etc.
Model: The cars are a scale reproduction without limitations of all of the dimensions. Minimum radius for operation is 360 mm / 14-3/16" (when there is an unobstructed loading gauge). The cars have underbody details specific to each car. The cars have type Y24 trucks. The cars have a special paint scheme to represent the INOX finish. The cars are ready for installation of the 7319 current-conducting couplings or 72020/72021 current-conducting couplers, the 73405 pickup shoe / ground spring power feed set, and the 73400 lighting kit (2 per car).
Total length over the buffers 88.0 cm / 34-5/8".
DC wheel set per car 4 x 70 05 80.

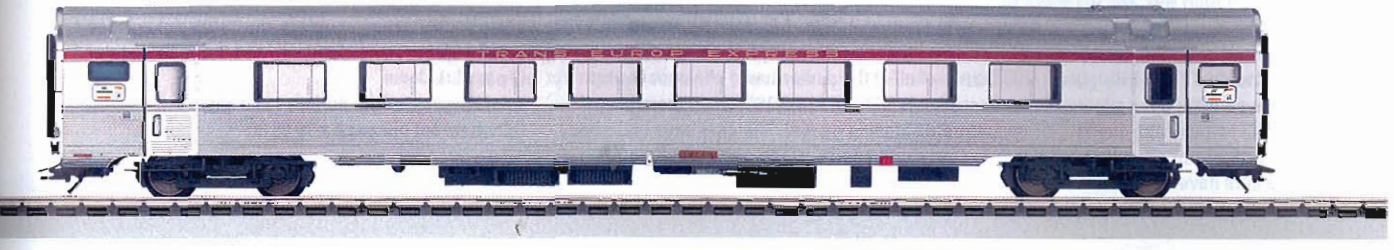
One-time series for the theme "50 Years of the TEE".

These TEE cars have been designed to be scale without concessions to the clearance gauge. These models can run on curves with a radius of 360 mm / 14-3/16" or greater. Catenary masts, bridge railings or signals must be kept at an appropriate distance from the track however.

HIGHLIGHTS

- **Full scale length.**
- **Precise detailing.**
- **Perfect INOX finish.**
- **Multiple color interiors.**
- **The complete car series is available.**





The 41870 open seating and dining car set and the 41872 open seating car can be added to the 41871 car set. The right locomotives for these cars are the 39401 (France) and 39402 (Belgium) models. The program of models for the Paris-Brussels-Amsterdam TEE is being offered by Trix for 2-rail DC.

France/Belgium.

N 73400 NEM IV

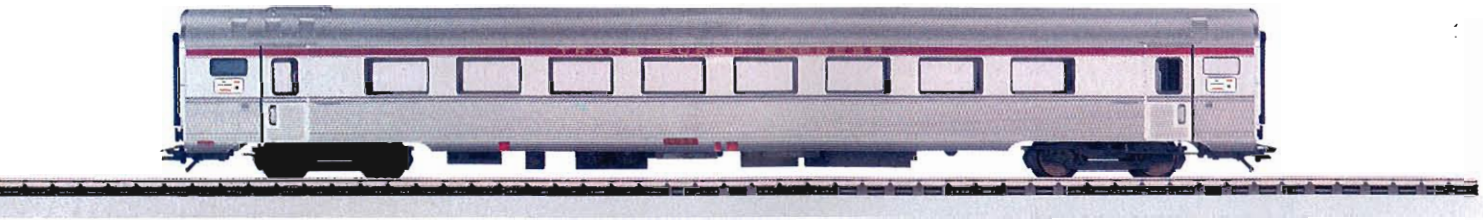
41872 Paris-Brussels-Amsterdam TEE Express Train Passenger Car.
Prototype: INOX cars (made of stainless steel) for the Trans Europe Express between Paris, Brussels, and Amsterdam (Paris-Brussels-Amsterdam TEE). Belgian State Railways (SNCB/NMBS) type A8tuj open seating car. Car with 1st class seating. Built starting in 1964. Used in the trains "Oiseau Bleu" / "Blue Bird", "Étoile du Nord" / "North Star", "Brabant", and "Ile de France" / "Isle of France", etc.

Model: The car is a scale reproduction without limitations of all of the dimensions. Minimum radius for operation is 360 mm / 14-3/16" (when there is an unobstructed loading gauge). The car has underbody details specific to it. It has type Y24 trucks. The car has a special paint scheme to represent the INOX finish. It is ready for installation of the 7319 current-conducting couplings or 72020/72021 current-conducting couplers, the 73405 pickup shoe / ground spring power feed set, and the 73400 lighting kit (2 per car).
Length over the buffers 29.3 cm / 11-9/16".
DC wheel set per car 4 x 70 05 80.

One-time series for the theme "50 Years of the TEE".

These TEE cars have been designed to be scale without concessions to the clearance gauge. These models can run on curves with a radius of 360 mm / 14-3/16" or greater. Catenary masts, bridge railings or signals must be kept at an appropriate distance from the track however.

The 41872 open seating car can be added to the open seating cars and the dining car in the 41870 car set and the compartment cars and the bar car in the 41871 car set. The right locomotives for these cars are the 39401 (France) and 39402 (Belgium) models. The program of models for the Paris-Brussels-Amsterdam TEE is being offered by Trix for 2-rail DC.



HIGHLIGHTS

- **Full scale length.**
- **Precise detailing.**
- **Perfect INOX finish.**
- **Multiple color interiors.**
- **The complete car series is available.**

HIGHLIGHTS

- **Full scale length.**
- **Precise detailing.**
- **Perfect INOX finish.**
- **Multiple color interiors.**
- **The complete car series is available.**

N 73400 NEM IV

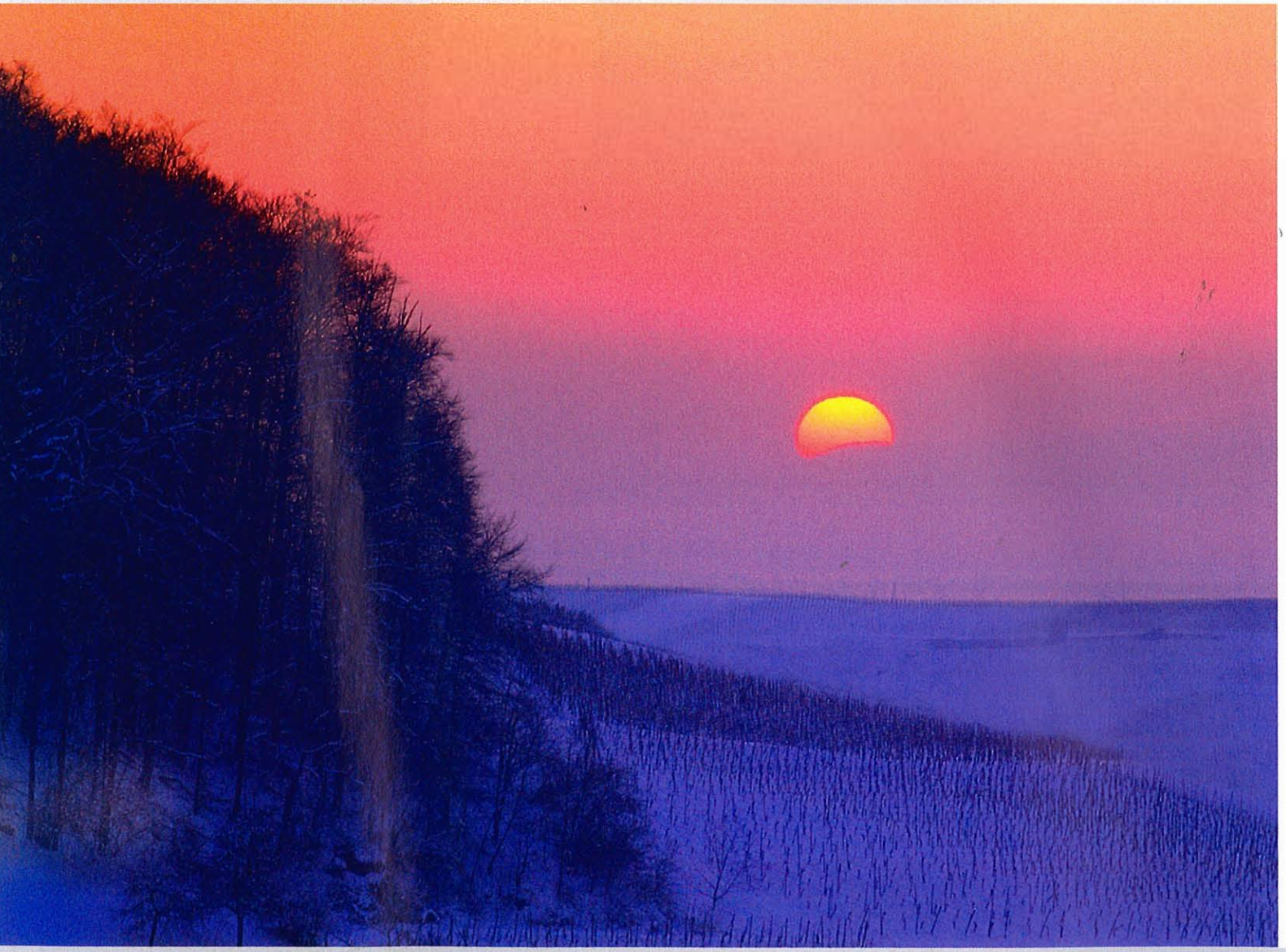
41870 Set with 4 Paris-Brussels-Amsterdam TEE Express Train Passenger Cars.
Prototype: INOX cars (made of stainless steel) for the Trans Europe Express between Paris, Brussels, and Amsterdam (Paris-Brussels-Amsterdam TEE). 2 Belgian State Railways (SNCB / NMBS) type A8tuj open seating cars. French State Railways (SNCF) type A5rtuj dining car with a galley and type A2Dxj generator car with a service compartment. All of the cars have 1st class. Built starting in 1964. Used in the trains "Oiseau Bleu" / "Blue Bird", "Étoile du Nord" / "North Star", "Brabant", and "Ile de France" / "Isle of France", etc.
Model: The cars are a scale reproduction without limitations of all of the dimensions . Minimum radius for operation is 360 mm / 14-3/16" (when there is an unobstructed loading gauge). The cars have underbody details specific to each car. The cars have type Y24 trucks. The cars have a special paint scheme to represent the INOX finish. The cars are ready for installation of the 7319 current-conducting couplings or 72020/72021 current-conducting couplers, the 73405 pickup shoe / ground spring power feed set, and the 73400 lighting kit (2 per car).
Total length over the buffers 113.0 cm / 44-1/2".
DC wheel set per car 4 x 70 05 80.

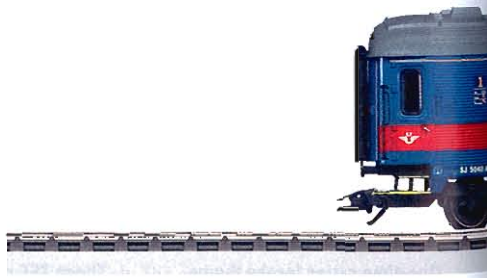
One-time series for the theme "50 Years of the TEE".

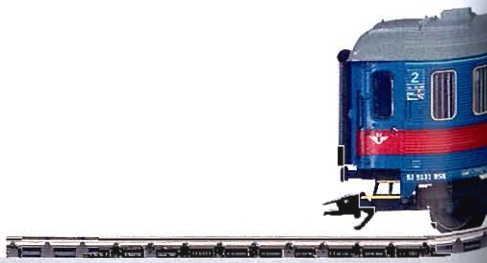
These TEE cars have been designed to be scale without concessions to the clearance gauge. These models can run on curves with a radius of 360 mm / 14-3/16" or greater. Catenary masts, bridge railings or signals must be kept at an appropriate distance from the track however.

The 41871 car set and the 41872 open seating car can be added to the 41870 car set. The right locomotives for these cars are the 39401 (France) and 39402 (Belgium) models. The program of models for the Paris-Brussels-Amsterdam TEE is being offered by Trix for 2-rail DC.

Sweden.







43784

37414

N 7335 NEM V

43784 Set with 4 Express Train Passenger Cars.
Prototype: Swedish State Railways (SJ) Inter-Regio train: type A2K, 1st class, type AB3K, 1st and 2nd class, type B1KT, 2nd class, and type B5K, 2nd class. Current train composition.

Model: The cars have Minden-Deutz design trucks with coupler pockets with guide mechanisms.
Total length over the buffers 98.5 cm / 38-3/4".
DC wheel set 16 x 70 05 80.

One-time series.

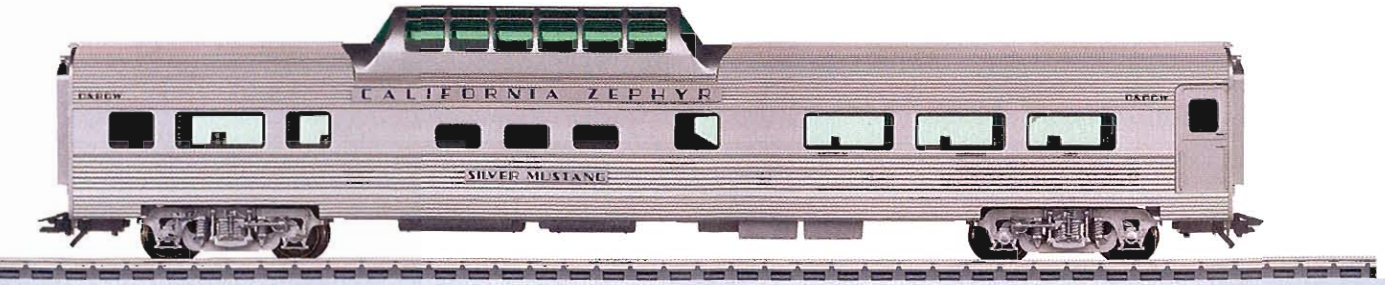
USA.

43604 Streamliner Observation Car.
Prototype: Atchison Topeka & Santa Fe Railway (AT & SF) observation car.

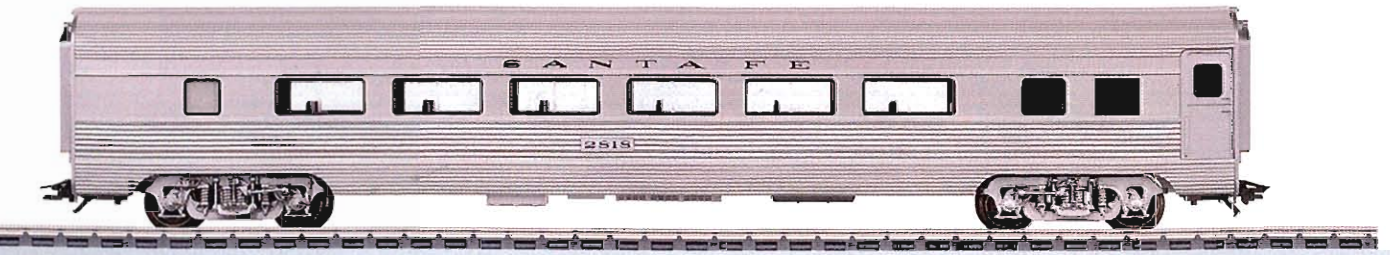
Model: The car body is made of extruded aluminum. Maintenance-free LED's for the lighted drumhead sign and red marker lights on the end of the car. The skirting at the end of the car can be replaced by a coupler.
Length 26.0 cm / 10-1/4".

HIGHLIGHTS

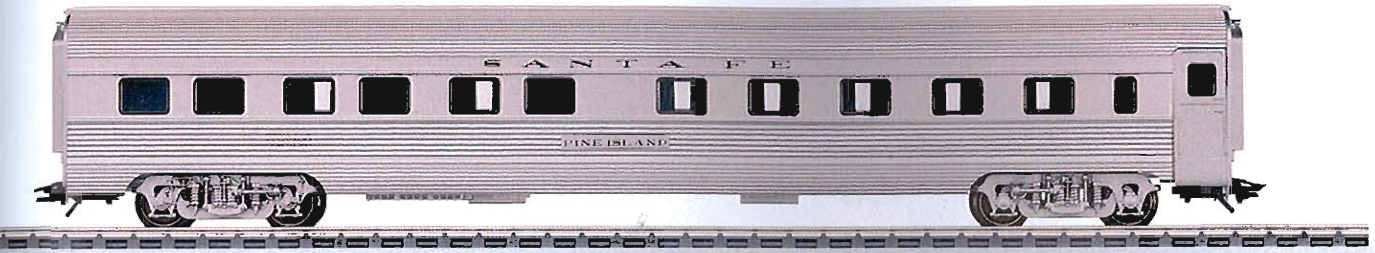
- **This car goes well with the models of the Alco PA-1 and the EMD F7 diesel locomotive.**
- **An ideal add-on to the 43601, 43602, 43603 aluminum cars.**
- **Interior and end lighting built in.**

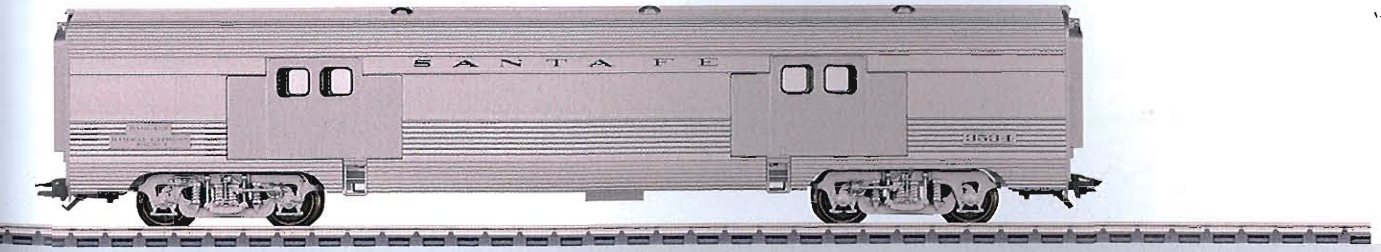


43614 Streamliner Vista Dome Car.
Prototype: Denver & Rio Grande Western (D & RGW) vista dome car.
Model: Extruded aluminum car body.
Separately applied vista dome.
Length 26.0 cm / 10-1/4".
DC wheel set 4 x 70 0580.



43601 Streamliner Coach.
Prototype: Atchison, Topeka & Santa Fe Railway (AT & SF) coach.
Model: Extruded aluminum body.
Length 26.0 cm / 10-1/4".
DC wheel set 4 x 70 0580.

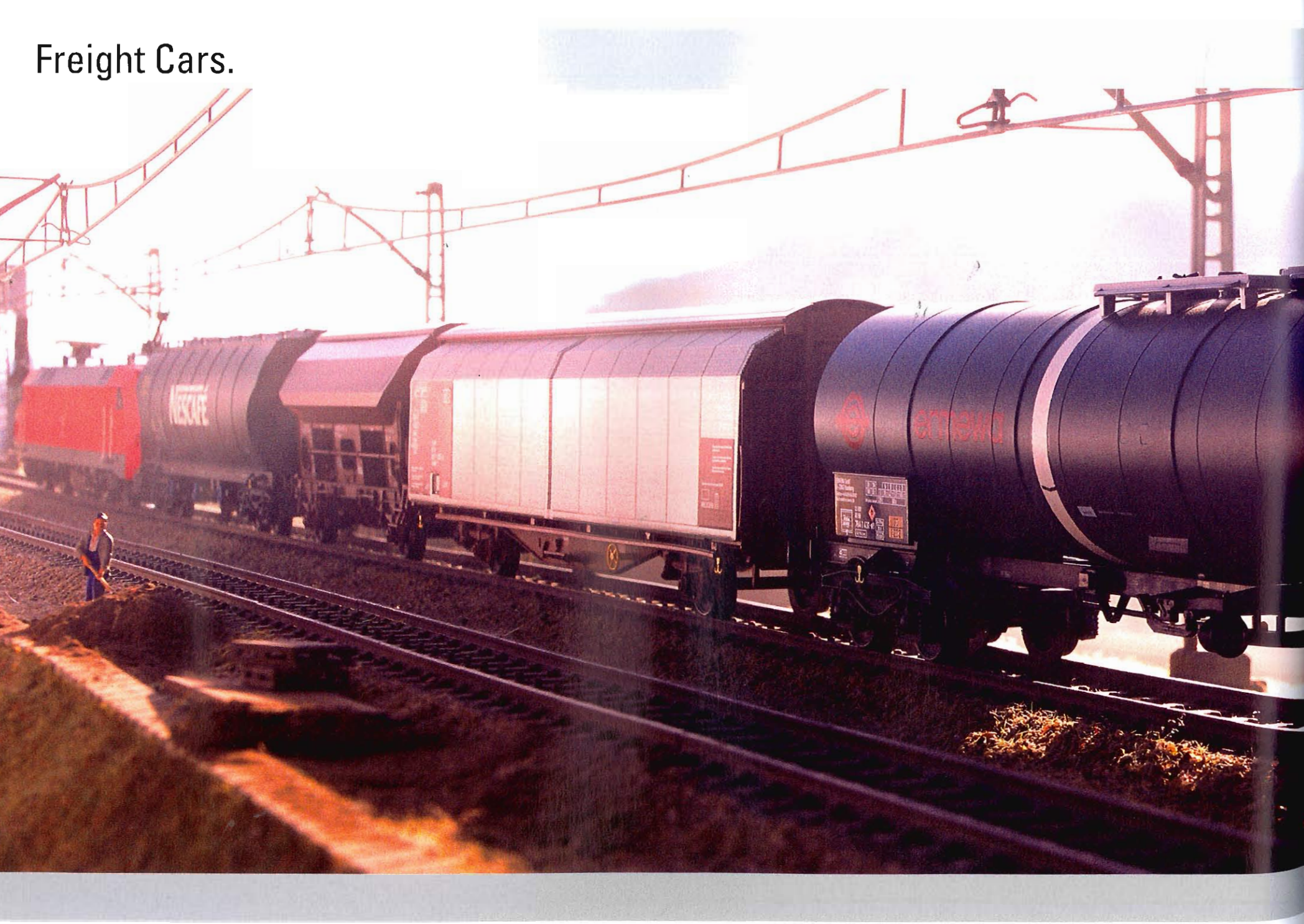




43602 Streamliner Sleeping Car.
Prototype: Atchison, Topeka & Santa Fe Railway (AT & SF) sleeping car.
Model: Extruded aluminum body.
Length 26.0 cm / 10-1/4".
DC wheel set 4 x 70 0580.

43603 Streamliner Baggage Car.
Prototype: Atchison, Topeka & Santa Fe Railway (AT & SF) baggage car.
Model: Extruded aluminum body.
Length 22.5 cm / 8-7/8".
DC wheel set 4 x 70 0580.

Freight Cars.



As a freight service specialist you'll find a broad selection of cars in the Märklin assortment. It doesn't matter which logistical tasks you have to solve. There are livestock cars, tank cars from all of the eras, and above all cars used to transport special products. Let our torpedo ladle cars, lumber transport cars, auto transport cars, flat cars for containers, dump cars, silo container cars, deep well flat cars, low side cars, flat cars for ocean going containers, flat cars, or flat cars with tarp covers inspire you.

You can make up long unit trains with tank cars that are used for the chemical and petroleum oil industry. Don't worry; you can combine all kinds of cars from different countries to make up attractive, colorful freight trains.

Freight cars were and are always international. Only a few were or are not allowed to leave the borders of their respective railroads. Many of our new freight car models are reproductions of the European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches.

How long should freight trains be on your layout? Take the "Langen Heinrich / Long Henry": In the prototype, it was up to fifty ore cars that weighed a total of up to 4,000 metric tons and were pulled as a rule by two of the class 44 steam locomotive. If you have ever seen a train in the USA roll by with over 140 cars, you'll really want to have a longer train on your layout. The class 152 can gladly pull 20 cars and does it well. And yet, trains in regional service are no less fun for a model railroader. A transfer train with the V 90 and several tank cars coupled to it also looks good. And, switching operations provides a lot more enjoyment than long trains simply rolling by on a layout – at least the fans of compact module layouts think so.

The freight car program from Märklin is as international as the prototypes. Cars from many European railroads can be found here. Moreover: Freight trains travel mostly at night. With Märklin there are all kinds of lights that can be used to put your own freight yard in an impressive light.

Freight Cars.

NEM I

46151 Boxcar.
Prototype: Royal Württemberg State Railways (K.W.St.E.) type Gml with a brakeman's cab.
Model: Length over the buffers 13.8 cm / 5-7/16".
DC wheel set 2 x 70 0630.

NEM I

46078 Food Stuffs Car.
Prototype: Privately owned car used on the Royal Bavarian State Railroad (K.Bay.Sts.B). Boxcar with open end areas.
Model: The car has sliding doors that can be opened.
Length over the buffers 10.6 cm / 4-3/16".
DC wheel set 2 x 32 3012 11.

NEM I

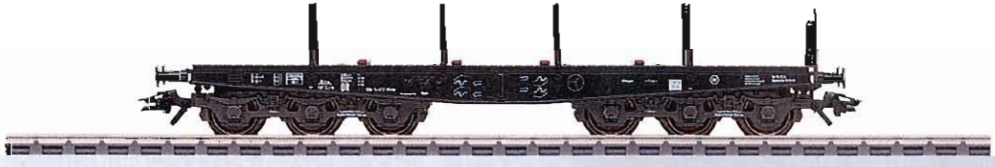
46157 Low Side Gondola.
Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) type Hrz Regensburg. With a brakeman's cab.
Model: The stakes can be removed.
Length over the buffers 10.7 cm / 4-3/16".
DC wheel set 2 x 32 3012 11.

II

45093 "Airplane Transport" Car Set.
Prototype: 3 German State Railroad Company (DRG) flat cars. Junkers F-13 airplane, disassembled for transport by rail.
Model: 2 long wheelbase flat cars and 1 shorter car with stakes that can be mounted on it. Airplane model (Wiking) included as a load. The fuselage and wings are pre-assembled and safeguarded with transport frames. Wooden shipping crate included. The railroad cars and the airplane are not available separately.
Total length over the buffers 43.1 cm / 16-15/16".
DC wheel set 6 x 70 0580.

In 1942 rolling stock for the heaviest of loads was built parallel to the class 52 locomotives as part of the immense procurement program brought about by military requirements. One result was the six-axle flat car, later classified by the DB as SSym 46. This car had an empty weight of approximately 21.6 metric tons and a loaded weight of up to 80 metric tons, and could be operated at a maximum speed of 80 km/h or about 50 mph.

After the war this car class was used, among other things, for transporting dredging equipment and large construction machines as well as for logs, steel products, pre-cast concrete construction parts, and many other heavy, one-piece loads.



II

4867 Heavy Duty Flat Car.
Prototype: German State Railroad Company (DRG) type SSym "Köln".
Model: The car has heavy duty trucks.
Length over the buffers 15.2 cm / 6".
DC wheel set 6 x 70 0580.

Freight Cars.

II.

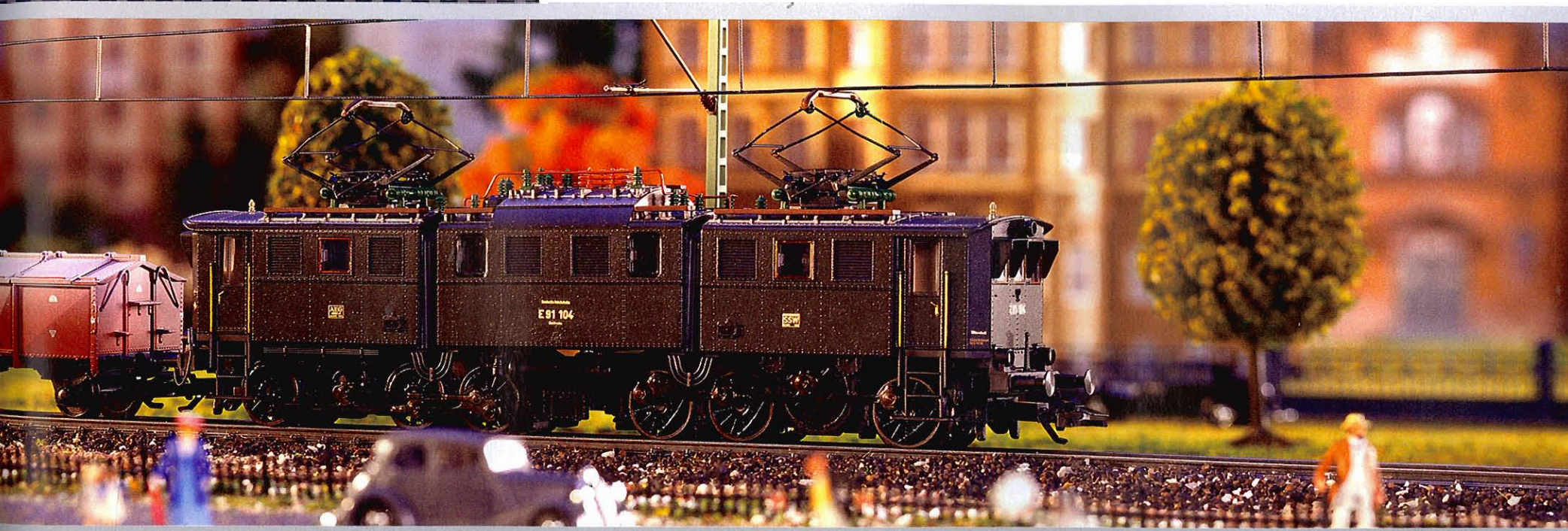
46090 Freight Car Set.
Prototype: Four DRG cars and a privately owned car: type K gondola with hinged roof hatches, "Wuppertal" Association design. High side gondola with a brakeman's cab, "Essen" type Om. Boxcar with a brakeman's cab, "Kassel" type Gr. Gondola with medium high walls, peaked end walls, and ridge pole. Privately owned tank car with a brakeman's cab, used on the DRG.

Models: 5 different freight cars painted and lettered for Era II. The gondola with hinged roof hatches is weathered with traces of limestone. The high side gondola has a load insert with a layer of scale sized real coal. The boxcar has sliding doors that can be opened.
All of the cars are painted for the DRG.
Total length over the buffers 54.1 cm / 21-5/16".
DC wheel sets: 6 x 70 0580, 2 x 31 2999 04, 2 x 32 3760 04.

The E 91 electric freight locomotive, item no. 37196, as well as the Trix car set, item no. 24319 go well with this car set.

DRG Freight Service.

Era II for the German State Railroad Company (DRG) extended from 1920 to 1945. The image of freight trains from this era was very much characterized by long consists of two-axle cars. Freight cars with more axles or with trucks were the exception then. The consists usually conveyed the image of a colorful mix of all kinds of different car designs, because the individual provincial railroads participated in the founding of the DRG with their existing pools of cars. The DRG also introduced air brakes on all of the cars. Although this innovation did away with the need for protection against the weather for brakemen, the brakeman's cabs remained for a long time even on rebuilt cars.
In addition, the freight train service that went all over Germany now under the DRG management made for a large variety of cars on the railroad, because transport by road was hardly an alternative at that time. Hence, at that time almost any kind of freight you could imagine was shipped by rail, particularly over long routes. The variety in loads resulting from this situation also provided a colorful look to freight train consists.



Coal Cars.

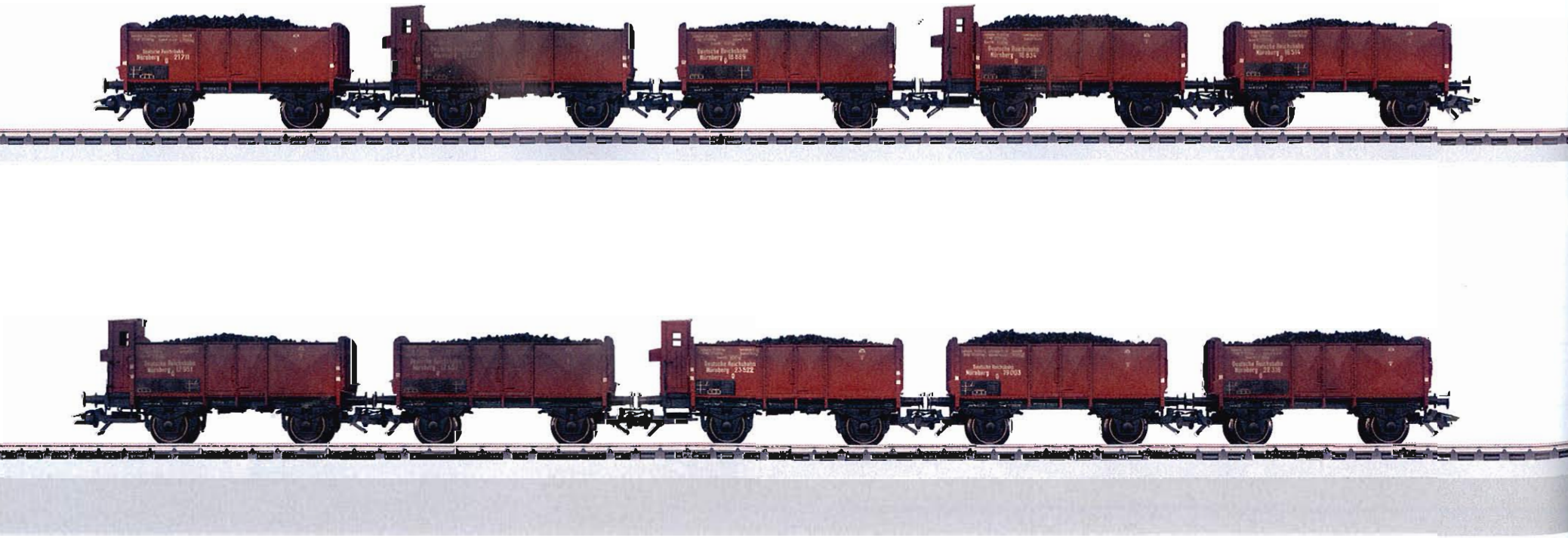
N NEM II

46045 Set with 10 Gondolas.
Prototype: German State Railroad Company (DRG) type O 11 short, high side gondola. Association design, "Nürnberg" type.
Model: 10 cars of which 4 cars have brakeman's cabs or brakeman's platforms. The cars have different car numbers. The car bodies are weathered. The cars have load inserts with a layer of real coal.
Total length over the buffers 80.0 cm / 31-1/2".
DC wheel set 20 x 700580.

Era II: the right coal train to go with the 37849 model of the class 50.

Succinct.

The "Schwerin" and "Nürnberg" gondolas were built in large numbers starting about 1910 for the State Railroad Freight Car Association and then later for the German State Railroad. The superstructure built of steel and the short chassis made these cars very sturdy and allowed a full load even with heavy bulk freight. Many of these cars with an almost toy-like look were acquired by the German Federal Railroad after 1945.




50007

Freight Cars.

N NEM III

48810 Set with 6 Freight Cars.

Prototype: Different freight car types from the German railroads in the postwar period (DR Brit./US Zone, DB, SWDE and privately owned). Type Pwg 41 freight train baggage car. Type Om 12 gondola. Type Z tank car for heating oil. Type G 10 insulated brewery refrigerator car. Type Gr 20 boxcar. Type G 10 boxcar.

Model: The baggage car has a flat roof. The gondola has a load insert. The tank car is painted and lettered for DEA. The beer car is painted and lettered for Kulmbacher. Both boxcars have sliding doors that can be opened. Total length over the buffers 66.8 cm / 26-5/16".
All of the cars come individually packaged and the packaging is marked.
DC wheel sets: 6 x 700580, 4 x 700270, 2 x 32 3760 04.

One-time series.

A good train to go with the 37355 double diesel locomotive.

On the Way to the DB ...

The operating association of the Southwest German Railways (SWDE) managed the state railways in the French Occupation Zone from 1947 to 1949. The states of Rheinland-Pfalz (Rhenish-Palatinate), Südbaden (South Baden), and Württemberg-Hohenzollern introduced the railroad districts of Karlsruhe, Mainz, and Trier (as a substitute for Saarbrücken); the general administration was quartered in Speyer. The German Federal Railroad originated from the railroads of the British-American Bi-Zone (Brit./US Zone) as early as 1949 of course; the SWDE was not fully incorporated into the DB until 1952.

Freight Cars.

N NEM III

00761 Set with 24 Freight Cars in a "Farming" Display.
Prototype: 2 German Federal Railroad (DB) freight car types.
Type Omm 52 high side gondola from the sugar beet harvest.
Type X05 low side car for transporting different types of farm vehicles.
Model: The 2 car types come in an attractive display, 6 and 18 of each car type respectively, with different car numbers.
Each car comes individually packaged in its own marked box,

6 high side gondolas with load inserts.
Length over the buffers 11.5 cm / 4-1/2".
00761-01 to 00761-06.

18 low side cars with vehicles.
Length over the buffers 10.7 cm / 4-3/16".
6 cars with Deutz tractor models.
00761-07 to 00761-12.

6 cars with Hanomag delivery truck models.
00761-13 to 00761-18.

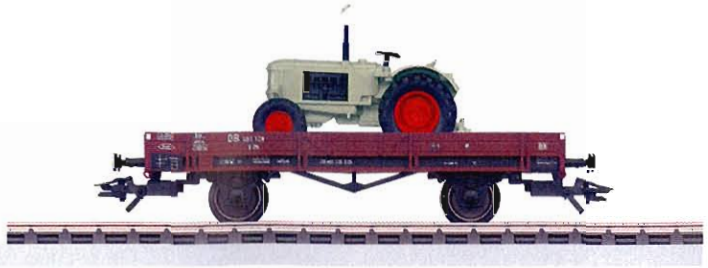
6 cars with Unimog U 406 models.
00761-19 to 00761-24.

DC wheel set per car 2 x 700580.

One-time series.

HIGHLIGHTS

- **24 attractive cars from which to choose.**
- **All of the models in a regular Märklin H0 version.**
- **Many car numbers for long trains.**
- **At your authorized dealer in a display you can look at.**



N NEM IV

00760 Set with 24 Freight Cars in the Display "Era V".

Prototype: Different freight cars used on the German Federal Railroad (DB). Type Eaos 106 high side gondola. Type Kbs 443 low side car with a container. Type Gbs 245 boxcar for the German Federal Postal System. Light weight tank car painted and lettered for German Shell, Inc.

Model: There are 6 of each car type with different lettering in this attractive display. Each car comes packaged individually with each package marked for that car.

6 gondolas with type Y25 trucks. Length over the buffers 16.1 cm / 6-5/16".
00760-01 through 00760-06.

6 stake cars loaded with 40 foot containers. Length over the buffers 15.7 cm / 6-3/16".
00760-07 through 00760-09.
Sea Land.
00760-10 through 00760-12.
American President Lines.

6 railroad mail cars. Length over the buffers 14.4 cm / 5-11/16".
00760-13 through 00760-18.

6 petroleum oil tank cars. Length over the buffers 10.2 cm / 4".
00760-19 through 00760-24.

DC wheel sets Tank cars 2 x 36 6679 00, otherwise 2 x or 4 x 70 05 80.

One-time series.

HIGHLIGHTS

- **A large selection from early Era IV.**
- **A presentation you can see in an attractive display.**
- **Many car numbers for long trains.**

Flat Car for Containers.

NEM III

48946 Container Transport Car Set.
Prototype: 2 German Federal Railroad (DB) type Bt 10 container transport cars. 1 car has a brakeman's cab. 1 car has a brakeman's platform.
Model: The cars have separately applied destination boards. They have different car numbers. The cars come with removable coal tub containers loaded with real coal and lightly weathered. The tub containers have different registration numbers.
Total length over the buffers 22.8 cm / 9".
DC wheel set 4 x 70 0580.

Models not available separately.

N NEM IV

48533 Flat Car for Containers.
Prototype: German Federal Railroad (DB) type Lbgjs 598 universal flat car for medium and large containers. Type Efkr pa containers for bulk powdered freight and for foodstuffs.
Model: The car has reinforced buffer beams and separately applied handrails. The car comes loaded with 5 removable containers painted and lettered for "Von Haus zu Haus" (figuratively: "From Doorstep to Doorstep"). The containers have separately applied details and different registration numbers.
Length over the buffers 17.0 cm / 6-11/16".
DC wheel set 2 x 70 05 80.

HIGHLIGHTS

- **Newly developed containers based on the type Efkr.**
- **Containers with standard mounts, interchangeable with other types.**

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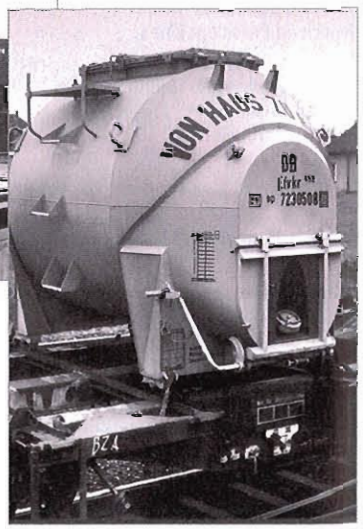

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N NEM IV

48534 Set of a Flat Car for Containers and a Truck.
Prototype: German Federal Railroad (DB) type Lbgjs 598 universal flat car for medium and large containers. Type Efkr "pa" containers for fine bulk freight and foodstuffs. Magirus truck with a special trailer.
Model: The car comes with high-impact buffer beams and separately applied grab irons. The car is loaded with 5 removable containers painted and lettered for "Südzucker". The containers have separately applied details and different registration numbers.
Length over the buffers 17.0 cm / 6-11/16". The truck model has a metal superstructure and trailer.
DC wheel set 2 x 700580.

One-time series.

HIGHLIGHTS

- **Containers with standard mount, interchangeable with other types of containers.**
- **LKW Magirus curved hood truck as a metal model.**
- **Special trailer with appropriate mounts for "pa" containers.**

From Door to Door ...

The units in the "Von Haus zu Haus" ("From Door to Door") system designated as medium size containers are known in railroad jargon as "pa" containers. The French expression "porteur aménagé" means approximately "transport equipment". These containers were developed in different forms for different types of freight. Common to all of the types of containers are the maximum loading gauge and the standard mount that is used on all railroad and highway vehicles in this system.

NEM IV

48532 Flat Car.
Prototype: German Federal Railroad (DB) type Lbgjs 598.
Model: The car comes loaded with 5 removable spherically shaped containers. Each container has a different registration number. Separately applied metal ladders.
Length over the buffers 17.0 cm / 6-11/16".
DC wheel set 2 x 70 0580.

Flat Cars.

N NEM III

46285 Flat Car with Trucks.
Prototype: German Federal Railroad (DB) type SSw 07 flat car. Version with a brakeman's platform and stakes. Used to transport trucks.
Model: The car has a fine reproduction of the underbody and the archbar style trucks. The stakes can be installed on the car. The car comes loaded with 2 models of the Mercedes-Benz type L311 truck with a load frame. Length over the buffers 19.6 cm / 7-11/16". DC wheel set 4 x 70 05 80.

One-time series for the theme "Auto Plant".

HIGHLIGHTS

- **New truck model with a cab made of metal.**
- **Mercedes-Benz type L311 short hood truck (1958...1967) in 2 different paint schemes.**

N NEM IV

46286 Flat Car with "UNIMOG" Vehicles.
Prototype: German Federal Railroad (DB) type Rkmp 656 flat car. Version with a brakeman's platform and stakes. Used to transport the UNIMOG (Universal Motor Tool) vehicle.
Model: The car has a fine reproduction of the underbody and the archbar style trucks. The stakes can be installed on the car. The car comes loaded with 3 models of the Mercedes-Benz type U406 UNIMOG with a load frame. Length over the buffers 19.6 cm / 7-11/16". DC wheel set 4 x 70 05 80.

One-time series for the theme "Auto Plant".

HIGHLIGHTS

- **New UNIMOG model with a cab made of metal.**
- **Mercedes-Benz type U406 UNIMOG (1963...1974) in 3 different paint schemes.**

Heavy-Duty Flat Car.

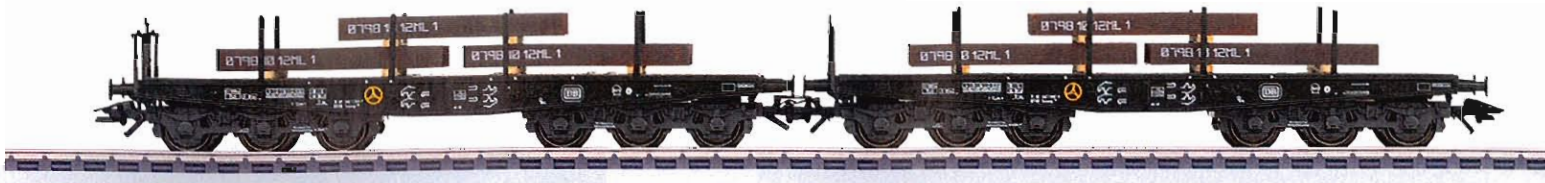
märklin HO

NEM IV

48664 "Steel Slabs" Heavy Duty Flat Car Set.
Prototype: German Federal Railroad (DB) type Sammp 705 heavy duty flat car.
Model: 2 cars with different car numbers. Each is loaded with 3 removable slabs. Charge numbers are printed on the slabs. The load frames are made of real wood.

Total length over the buffers 30.6 cm / 12-1/16".
DC wheel set 12 x 70 0580.

Models not available separately.



N NEM IV

48684 Heavy Duty Flat Car.
Prototype: German Federal Railroad (DB) type Sammp 705 flat car. Used to transport machinery and large subassemblies.
Model: This car comes loaded with a corner flange pipe in a suitable load frame. Stakes and load beams are included.

Length over the buffers 15.2 cm / 6".
DC wheel set 6 x 700580.

One-time series.

N NEM IV

48692 Set with 2 Heavy Duty Flat Cars.
Prototype: German Federal Railroad (DB) type Sa 705 flat car. Used to transport heavy trucks.
Model: The cars have different car numbers. They are loaded with models of the Mercedes-Benz 2624 as a dump truck.

Load restraints and stakes that can be installed on the cars are included. Total length over the buffers 30.5 cm / 12". DC wheel set 12 x 70 05 80.

One-time series for the theme "Auto Plant".

These models of the cars and trucks are not available separately.

HIGHLIGHTS

- **New truck models with cabs made of metal.**
- **Trucks in 2 different authentic paint schemes.**

Stake Cars.

NEM III

46948 Flat Car.
Prototype: German Federal Railroad (DB) type Rlmms 58.
Model: This car is a version with a wooden frame for the load. Length over the buffers 15.7 cm / 6-3/16". The car comes loaded with 2 models of the Lanz Bulldog. One tractor comes with a cutter bar, and the other comes with a canopy top. Both have a metal body and frame. Very finely detailed construction. Length of each vehicle 3.8 cm / 1-1/2".

The progressive Lanz Bulldog HR 7 was built as early as 1934 and was continuously improved over the years. A large 1-cylinder motor with a maximum speed of 680 rpm on this vehicle provided a striking background of noise. You could count along with the piston strokes for this motor as they occurred. An immense flywheel reinforced the flow of power.

NEM IV

4694 Stake Car.
Prototype: German Federal Railroad (DB) type Kbs 443.

Model: The car has removable stakes. Length over the buffers 15.7 cm / 6-3/16".
DC wheel set 2 x 70 0580.

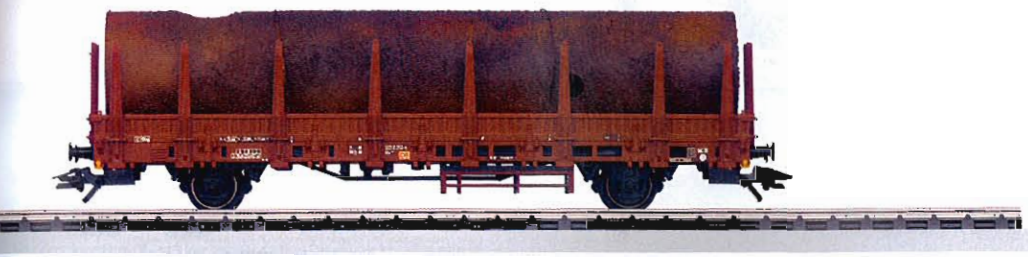
N NEM IV

46940 Stake Car with a Bus.
Prototype: German Federal Railroad (DB) type Kbs 443 stake car. Used to transport tour busses new from the builder.
Model: The car comes loaded with a model of the Mercedes-Benz type O 302. Chock blocks and stakes, which can be installed on the car, are included.
Length over the buffers 15.7 cm / 6-3/16".
DC wheel set 2 x 70 05 80.

HIGHLIGHTS

- New bus model.
- Mercedes-Benz type O 302 (1965...1976) in a special paint scheme.

One-time series for the theme "Auto Plant".



N NEM V

46962 Stake Car with a Load.
Prototype: German Railroad, Inc. (DB AG) type Kbs 443. Version without a hand brake. Used to transport large pipe.

Model: The stakes can be mounted on the car. The load of industrial pipe is secured with a special wood frame.
Length over the buffers 15.7 cm / 6-3/16".
DC wheel set 2 x 700580.

One-time series.

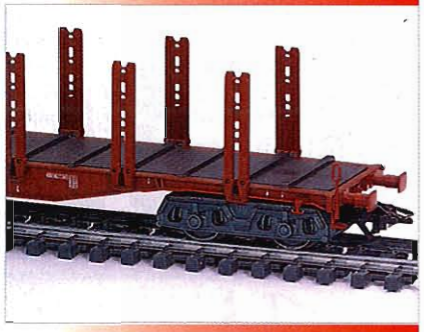
N NEM V

46963 Stake Car with a Load.
Prototype: German Railroad, Inc. (DB AG) type Kbs 443. Version without a hand brake. Used to transport a transformer.

Model: The stakes can be mounted on the car. The transformer load is secured with a special wood frame.
Length over the buffers 15.7 cm / 6-3/16".
DC wheel set 2 x 700580.

One-time series.

Stake Cars.



NEM IV

4771 Stake Car.
Prototype: German Federal Railroad (DB) type Snps 719.
Model: The car has finely detailed, fixed double stakes with tiedown levers. The load surface is picked out in a different color.
Length over the buffers 23.9 cm / 9-3/8".
DC wheel set 4 x 70 0580.

With the increase in speeds for freight trains the need arose at the end of the 1970s for modern cars for the transport of pipe, logs and lumber. The type Snps 719 has 16 fixed stakes with tiedown equipment, each of which can be operated by hand. Its load weight is 39 – 63 metric tons, depending on the route class, and its maximum speed is 90 – 100 km/h or 56 – 83 mph (120 km/h or 75 mph unloaded).

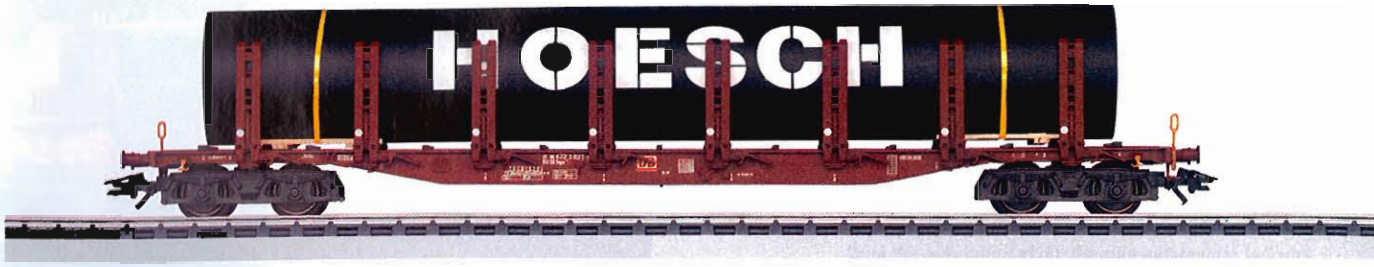
N NEM V

47004 Lumber Transport Car.
Prototype: German Railroad, Inc. (DB Cargo) type Roos 639. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with fixed end walls and stakes.
Model: The car has type Y25 trucks. It has a metal insert for good running characteristics. The underbody detailing is specific to the car. The car has many separately applied details.
Length over the buffers 22.9 cm / 9".
DC wheel set 4 x 70 05 80.

N NEM V

47142 Pipe Transport: Set with 3 Stake Cars.
Prototype: German Railroad, Inc. (DB AG) type Snps 719 double stake car. Used to transport pipeline pipe from different manufacturers.
Model: The cars have detailed, permanently mounted stakes. They also have different car numbers. Each car comes loaded with a large, lettered pipe. All of the cars come individually packaged and the packaging is marked.
Total length over the buffers 72.0 cm / 28-3/8".
DC wheel set for 1 car: 4 x 700580.

One-time series.



HIGHLIGHTS

- **Pipe lettered for Mannesmann, Thyssenrohr, and Hoesch.**
- **Each car individually packaged.**

Stake Cars.

N NEM IV

47001 Flat Car with Stakes.
Prototype: German Federal Railroad (DB) type Rs 684. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with stakes and round buffers.
Model: The car has Minden-Siegen type trucks. It has a metal insert for good running characteristics. The stakes can be turned down. The underbody detailing is specific to the car. The car has many separately applied details.
Length over the buffers 22.9 cm / 9".
DC wheel set 4 x 70 05 80.

N NEM V

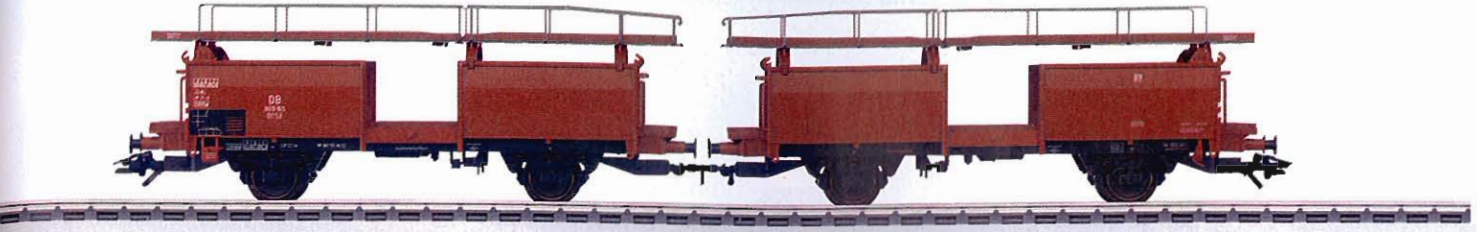
47003 Low Side Car.
Prototype: German Railroad, Inc. (DB Cargo) type Res 676. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with steel side walls, stakes, and rectangular buffers.
Model: The car has type Y25 trucks. It has a metal insert for good running characteristics. The underbody detailing is specific to the car. The car has many separately applied details.
Length over the buffers 22.9 cm / 9".
DC wheel set 4 x 70 05 80.

Auto Transport Cars.

II NEM

46121 Auto Transport Car.

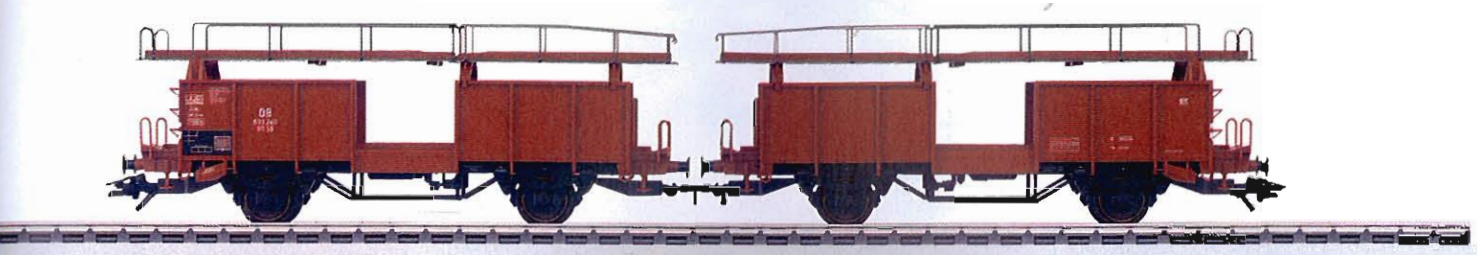
Prototype: German Federal Railroad (DB) type Off 52 (Laae 540) double unit. Bi-level design.
Model: There is a permanent close coupling between the car halves. The upper decks can be lowered.
Length over the buffers 25.3 cm / 9-15/16".
DC wheel set 4 x 70 0580.



II NEM

46131 Auto Transport Car.

Prototype: German Federal Railroad (DB) type Offs 59 (Laaes 541) double unit. Bi-level design.
Model: There is a permanent close coupling between the car halves. The upper decks can be lowered.
Length over the buffers 25.3 cm / 9-15/16".
DC wheel set 4 x 70 0580.



With the rebuilding of the German automobile industry, the German Federal Railroad was quick to order suitable rolling stock that could transport these valuable vehicles rationally, reliably, and carefully. Special bi-level transport cars were built on the steel design of the then modern type Omm 52 and Omm 55 high side gondolas, and these cars were permanently coupled together in pairs. The end walls and the side doors were removed. There were crossover plates on both levels so that automobiles could be driven over the entire length of the train from both ends. The upper deck at both ends of a pair of cars could be lowered to make a ramp to drive the cars up onto the railroad car.

IV NEM

4712 Double Auto Transport Car.

Prototype: German Federal Railroad (DB) type Laekks 553.
Model: Both upper decks can be lowered at the car ends. There is access to both the upper and lower decks with two movable loading gates. Chock blocks for model autos are included. Close-coupled, special connection with standard coupler pocket between the car halves.
Length over the buffers 31.0 cm / 12-14".
DC wheel set 4 x 70 0580.

Auto Transport Cars.

HIGHLIGHTS

- New automobile models made of metal.
- 4 models of the W114/W115 sedan (1968...1976).
- 4 models of the C114 2-door coupe (1969...1977).

N NEM IV

46134 "Dash-8" Auto Transport Car.
Prototype: German Federal Railroad (DB) type Laaes 541 double unit. Bi-level design for automobiles. New car transport for the Mercedes-Benz types W114/W115 and C114.

Model: The upper decks are made of metal and can be lowered. The cars are loaded with a total of 8 model automobiles made of metal. Both automobile types come in different exclusive paint schemes. Suitable chock blocks are included.
Total length over the buffers 25.3 cm / 9-15/16".
DC wheel set 4 x 70 05 80.

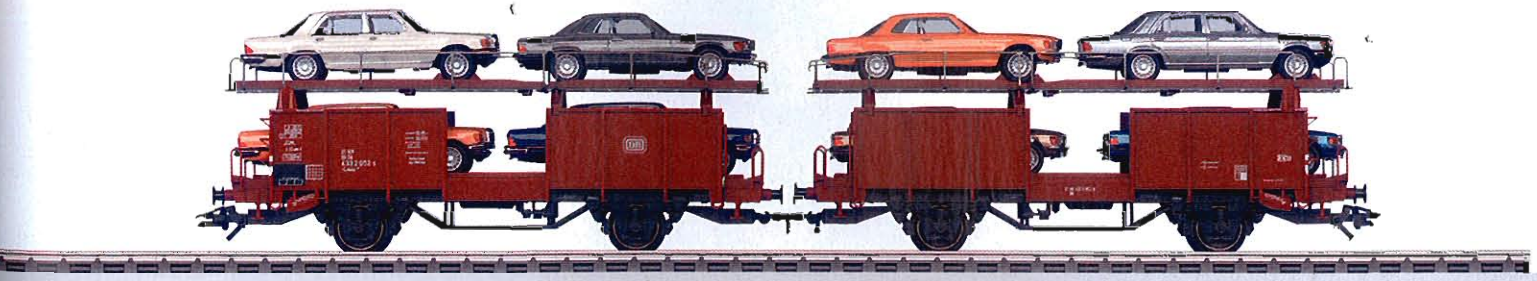
One-time series for the theme "Auto Plant".

N NEM IV

47126 "S Class" Auto Transport Car.
Prototype: German Federal Railroad (DB) type Laaes 541 double unit. Bi-level design for automobiles. New car transport for the Mercedes Benz types W116 and C107.

Model: The upper decks are made of metal and can be lowered. The cars are loaded with a total of 8 model automobiles made of metal. Both automobile types come in different exclusive paint schemes. Suitable chock blocks are included.
Total length over the buffers 25.3 cm / 9-15/16".
DC wheel set 4 x 70 05 80.

One-time series for the theme "Auto Plant".



HIGHLIGHTS

- New automobile models made of metal.
- 4 models of the W116 sedan (1972...1980).
- 4 models of the C107 2-door coupe (1971...1981).

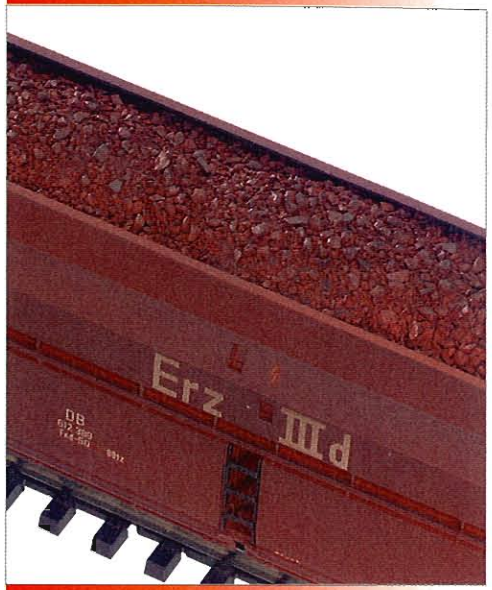
Hopper Cars.

N NEM III

46255 Set with 5 "Langer Heinrich" / "Long Henry" Ore Cars.
Prototype: German Federal Railroad (DB) type Fads-50 / 00tz high capacity hopper cars. Used in unit trains to transport ore.
Model: The saddle, frame, and end platforms are made of metal. The cars have different lettering and car numbers. The load inserts have a layer of scale sized real iron ore. The cars are weathered. Each car comes packaged individually.
Length over the buffers for each car 13.3 cm / 5-1/4", coupled together 67.0 cm / 26-3/8".
DC wheel set 20 x 70 05 80.

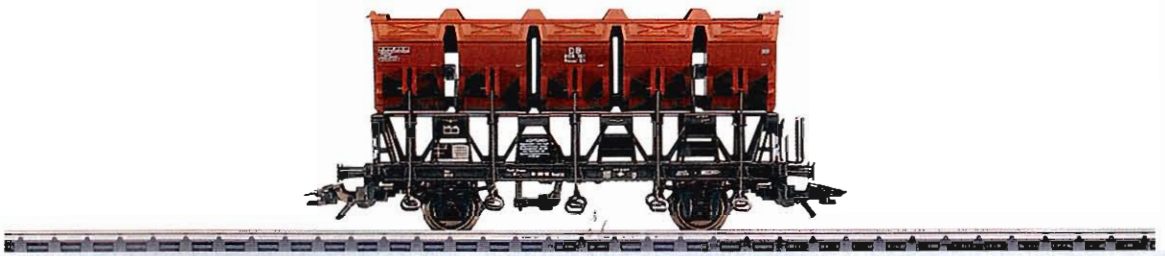
One-time series.

The 46255 set can be used to lengthen the 26536 unit ore train "Langer Heinrich". With several car sets you can get the train close to the prototypical "endless" effect.



Hopper Cars.

4635 Dump Car.
Prototype: German Federal Railroad (DB) type F-z 120.
Model: The buckets on the car can be tipped after releasing the middle latch.
Length over the buffers 10.5 cm / 4-1/8".
DC wheel set 2 x 70 0600.



4626 Hopper Car with Hinged Roof Hatches.
Prototype: German Federal Railroad (DB) type Tad-u 961.
Model: All of the hatches can be opened.
Length over the buffers 13.3 cm / 5-1/4".
DC wheel set 4 x 70 0280.

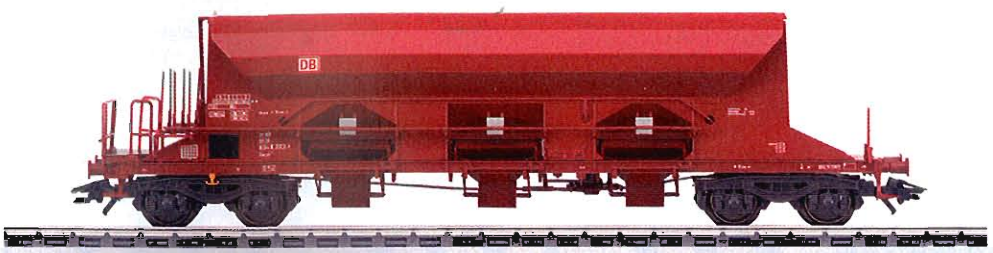
4624 Hopper Car.
Prototype: German Federal Railroad (DB) type Fals 176.
Model: Length over the buffers 13.3 cm / 5-1/4".
DC wheel set 4 x 70 0580.

V

46301 Hopper Car with Hinged Roof.
Prototype: German Railroad, Inc. (DB AG) type Tds 930 hopper car. Version with hinged roof load area covers.
Model: The car comes in finely detailed, reddish brown version with many separately applied details. The car has a separately applied chute extension. The hinged roof can be opened and closed.
Length over the buffers 11.2 cm / 4-7/16".
DC wheel set 2 x 70 0580.

HIGHLIGHTS

- **Hinged roof covers can be opened and closed.**
- **Car type ideal for unit trains.**
- **Very finely detailed construction.**



V

48102 Hopper Car.
Prototype: German Railroad, Inc. (DB AG) type Facns 133.
Model: The car has very finely detailed construction with numerous separately applied details. It has an etched brakeman's platform with open tread work. The piston slide valve and supplementary chutes separately applied. The load area is set off in a different color. Yellow tie bolt for switching purposes.
Length over the buffers 18.4 cm / 7-1/4".
DC wheel set 4 x 70 0580.

V

48100 Hopper Car.
Prototype: German Railroad, Inc. (DB AG), DB Cargo type Facns 133.
Model: The car has a metal frame. It has very finely detailed construction with numerous separately applied details. It has an etched brakeman's platform with open tread work. The piston slide valve and supplementary chutes separately applied. The load area is set off in a different color. Yellow tie bolt for switching purposes.
Length over the buffers 18.4 cm / 7-1/4".
DC wheel set 4 x 70 0580.

Hopper Cars.

N NEM IV

46328 Set with 3 Hopper Cars.
Prototype: Type Tadgs for transporting grain, used on the German Federal Railroad (DB). Privately owned car painted and lettered for the Herforder Brewery, Felsenkeller, Germany.

Model: The cars have a metal insert for a low center of gravity and for quiet running. They have many separately applied details. The cars have different car numbers and come individually packaged.

Total length over the buffers 51.5 cm / 20-1/4". DC wheel set 12 x 700580.

One-time series.

High Side Gondolas and Container Cars.

NEM V

47190 Gondola.
Prototype: German Railroad, Inc. (DB AG) type Eanos-x 055 high side gondola.

Model: The car has separately applied grab irons.
Length over the buffers 18.1 cm / 7-1/8".
DC wheel set 4 x 70 0580.

NEM V

46903 Gondola.
Prototype: German Railroad, Inc., DB Cargo (DB AG) type Eaos 106.

Model: The car comes loaded with real scale sized coal. The car body is weathered. Separately applied hand wheel.
Length over the buffers 16.1 cm / 6-5/16".
DC wheel set 4 x 70 0580.

NEM V

47705 Container Car.
Prototype: German Railroad, Inc. (DB AG) type Lgns 570 flat car. Convertible truck transport units for transporting parcel post.

Model: The car has a prototypical partially open load surface. The axle mounts for the car are separately applied. The convertible containers come with different registration numbers.

Length over the buffers 19.1 cm / 7-1/2".
DC wheel set 2 x 70 0580.

Boxcars.

These two-axle boxcars were acquired for the railroads in Saarland starting in 1955. The side walls were made of spruce and fir wood. The four ventilation openings on the sides were equipped with hatches of galvanized sheet metal.

NEM III

46274 Boxcar.
Prototype: Saar Railroad type Gmhs 54, used on the German Federal Railroad (DB).

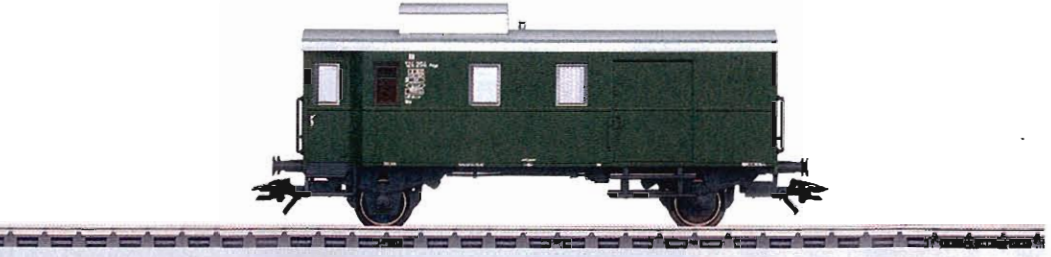
Model: The ventilation hatches are picked out in a different color.
Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 70 0580.

HIGHLIGHTS

- Important car for freight trains.
- New design: roof with cupola.

NEM III

46980 Freight Train Baggage Car.
Prototype: German Federal Railroad (DB) type Pwgs 41. Version with a cupola.
Model: The cupola opens into the interior of the car. The underbody has separately applied brake rods.
Length over the buffers 11.9 cm / 4-11/16".
DC wheel set 2 x 70 0580.



NEM III

45021 Beer Car.
Prototype: German Federal Railroad (DB) type Tehs 50 refrigerator car. Painted, lettered, and used for a large Munich brewery.

Model: The car has separately applied roof vents. It also has separately applied ladders at the ends.
Length over the buffers 13.4 cm / 5-1/4".
DC wheel set 2 x 32 3760 04.

HIGHLIGHTS

- Suitable for all H0 track systems.
- Jörger System special felt pads for
- cleaning.
- Can be used continuously.

NEM III

46042 Track Cleaning Car.
Prototype: Type K 15 gondola with hinged hatches on the roof, used as a maintenance car on the German Federal Railroad (DB). Former type "Wuppertal" car with a brakeman's cab.

Model: The car comes with built-in cleaning equipment: a metal block with vertical movement, with 2 parallel polishing felt pads that can be washed and changed.
The roof hatches can be opened.
Length over the buffers 8,2 cm / 3-1/4".
DC wheel set 2 x 70 05 80.

HIGHLIGHTS

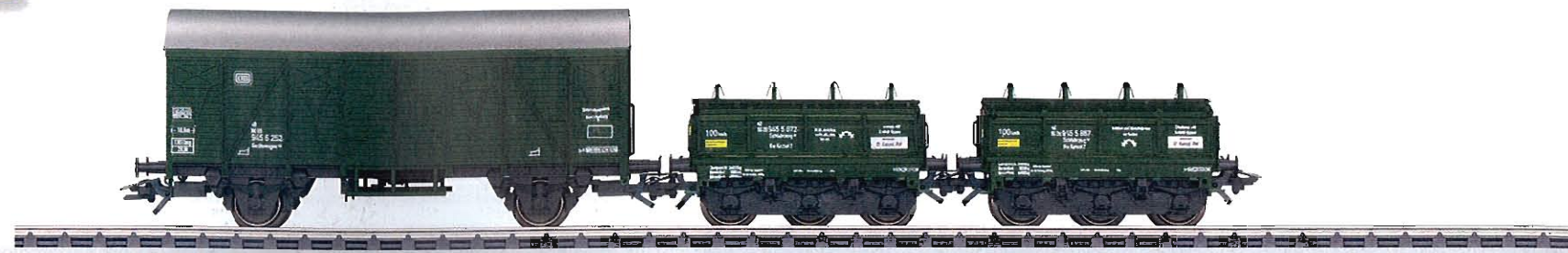
- Completely new tooling.
- Hinged roof hatches can be opened.
- Weights can be removed individually.

NEM IV

48690 Track Scale Calibration Train Car Set.
Prototype: 2 calibration cars and 1 equipment car painted and lettered for the German Federal Railroad (DB). Cars used as a unit to test track scales.

Model: The calibration cars have a 3-axle frame, roof hatches that can be opened, and 8 each removable calibration weights. The cars come with different car numbers. The boxcar is painted and lettered as a maintenance car.

Total length over the buffers 26.8 cm / 10-9/16".
DC wheel set 8 x 70 0580.



NEM IV

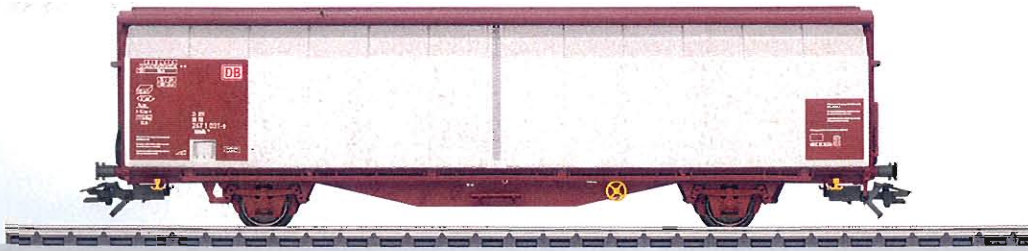
46202 Refrigerator Car.
Prototype: Beer car used on the German Federal Railroad (DB). Privately owned car painted and lettered for the Kulmbach Brewery Company. Model with horizontal board construction on the walls.

Model: Length over the buffers 13.9 cm / 5-1/2".
DC wheel set 2 x 70 0580.

NEM V

48060 Sliding Wall Boxcar.
Prototype: German Railroad, Inc. (DB AG) type Hbbills 308 with insulated walls.

Model: The car has separately applied steps.
Length over the buffers 17.8 cm / 7".
DC wheel set 2 x 70 0580.

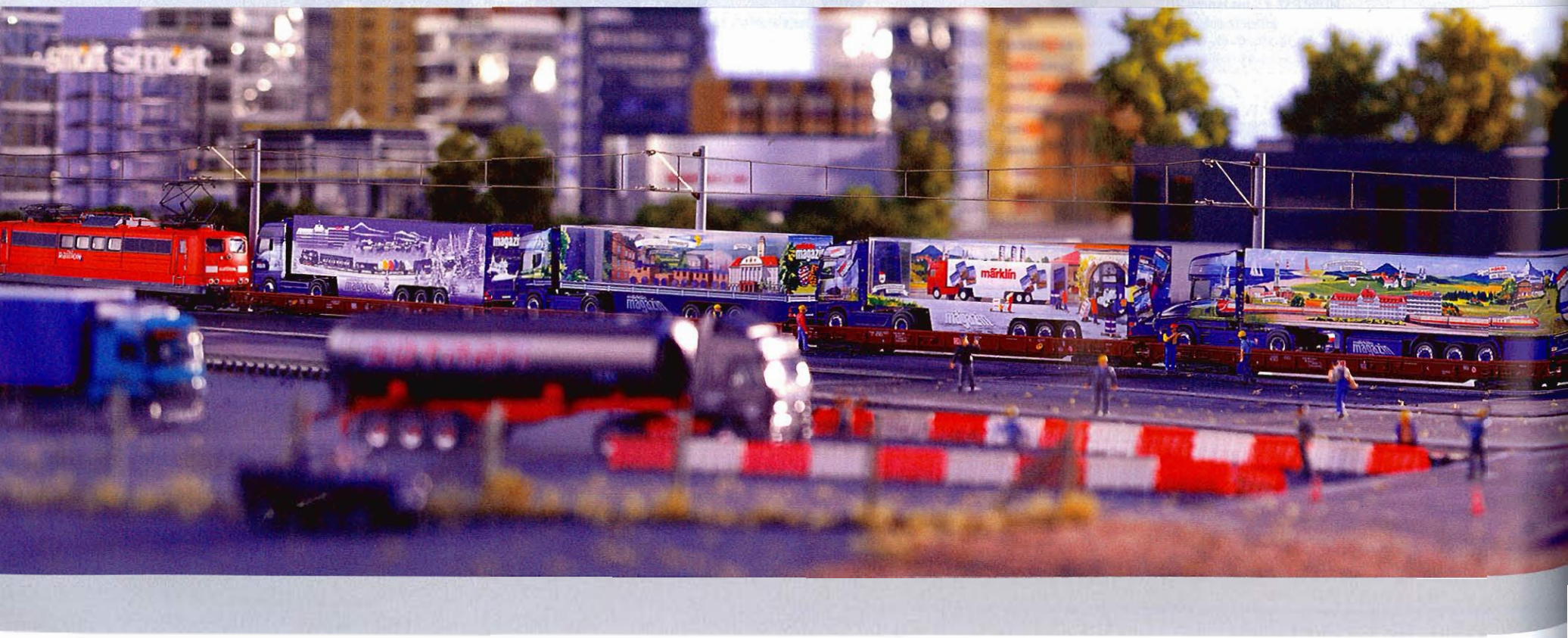


The "Rollende Landstraße" / "Rolling Road".

The "Rollende Landstraße" trains transport complete trucks ranging from the truck/trailer combination to semi rigs straight across Europe. This reduces the traffic load on the freeways. Next to Germany, Switzerland and Austria with their Alpine through traffic are probably the most important transit countries in Europe. For this reason the Austrian Federal Railways and the Swiss Federal Railways (through the HUPAC Company) participate with the German Federal Railroad in the "Rollende Landstraße" concept for transport by rail between Germany and Italy. Despite this cross border cooperation, the available capacity has been sufficient up till now for only a small part of the truck transit traffic.

IV V

4740 Depressed Floor Flat Car for Truck Transport.
Prototype: German Federal Railroad (DB) type Saadkms 690 for the "Rollende Landstraße" Car Association.
Model: End car with 2 hinged and removable buffer beams. Chock blocks for trucks and special coupling for depressed floor flat cars are included. 2 special close couplers are included for coupling this car to locomotives and cars with the standard coupler.
Length over the buffers 23.2 cm / 9-1/8" .
DC wheel set 8 x 43 2950.



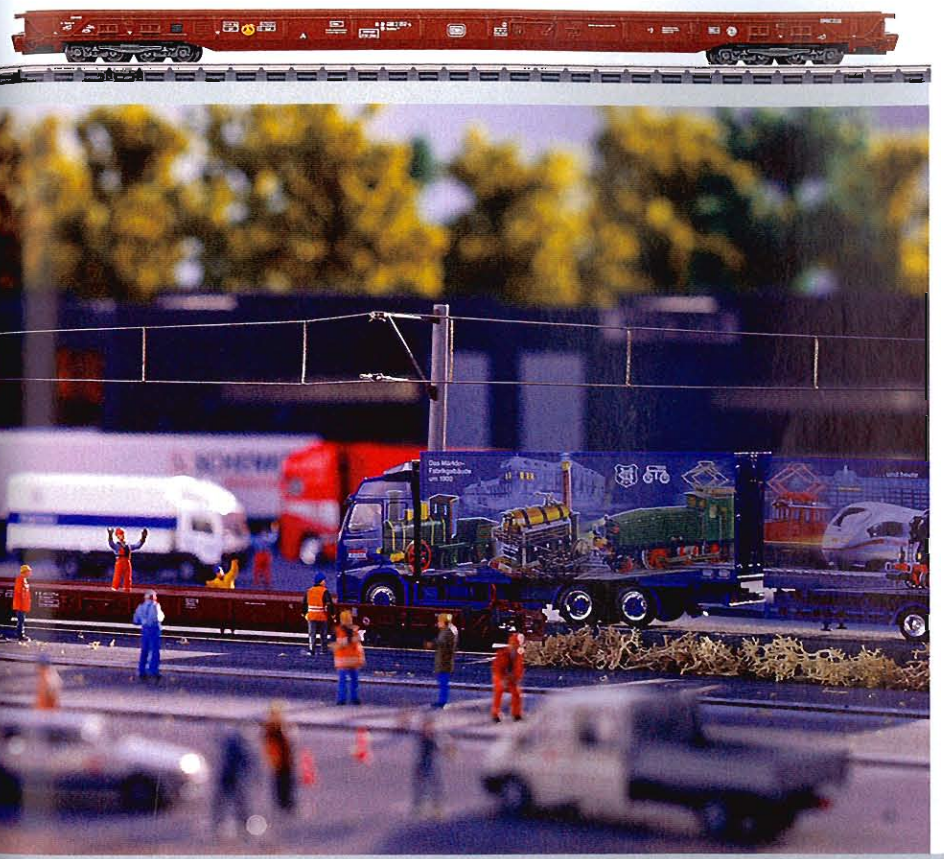
Flat Car with Sliding Tarp Cover.

märklin HO

IV V

4741 Depressed Floor Flat Car for Truck Transport.
Prototype: German Federal Railroad (DB) type Saadkms 690 for the "Rollende Landstraße" Car Association.

Model: Intermediate car without buffer beams. Chock blocks for trucks and special coupling for depressed floor flat cars are included.
Length 21.4 cm / 8-7/16" .
DC wheel set 8 x 43 2950.

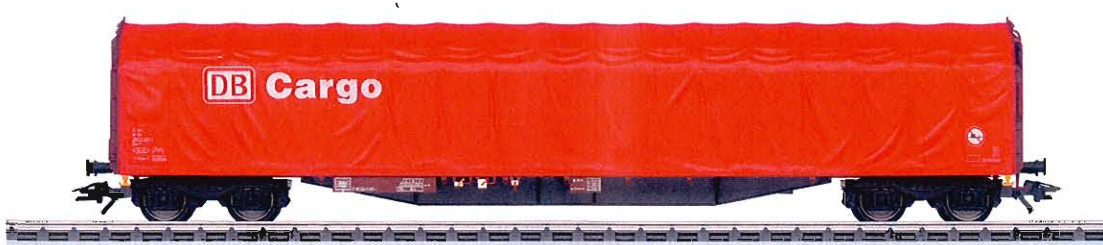


NEM V

47200 Car for Transporting Coils of Rolled Sheet Steel.
Prototype: German Railroad, Inc., DB Cargo Business Area, type Shimmns 718.
Model: The car comes with a closed tarp cover.
Length over the buffers 13.8 cm / 5-7/16".
DC wheel set 4 x 70 0580.

N NEM V

47002 Low Side Car with a Sliding Tarp Cover.
Prototype: German Railroad, Inc. (DB Cargo) type Rils 652. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with rectangular buffers.
Model: The car has type Y25 trucks. It has a metal insert for good running characteristics. The underbody detailing is specific to the car. The car has many separately applied details and a representation of a fully extended tarp cover.
Length over the buffers 22.9 cm / 9".
DC wheel set 4 x 70 05 80.



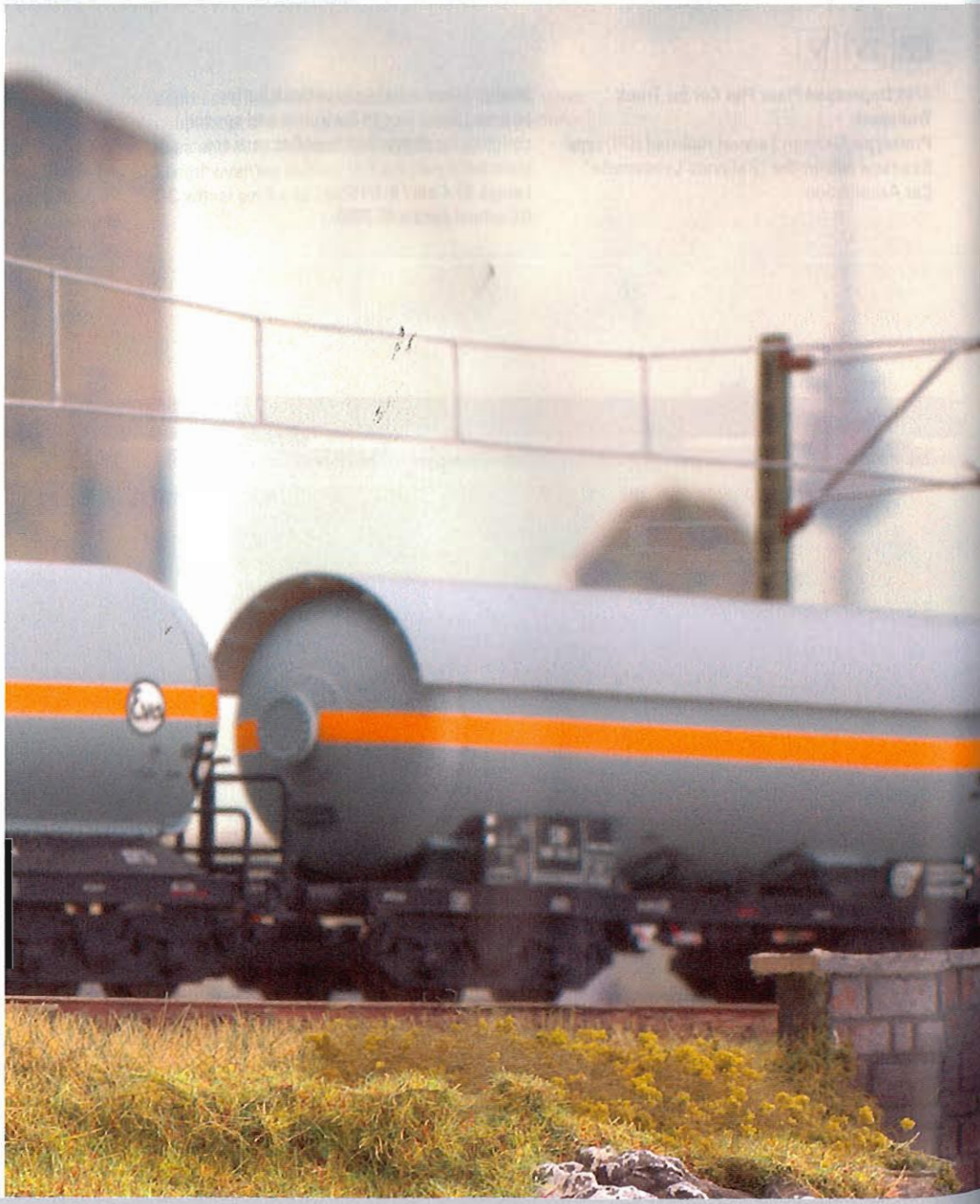
Tank Cars.

N NEM III

46450 Tank Car.
Prototype: Pressurized gas tank car, used on the German Federal Railroad (DB), privately owned car painted and lettered for VTG Vereinigte Tanklager und Transportmittel GmbH, Hamburg, Germany.
Model: The car has a detailed, partially open frame. The side sills are U-shaped profiles with openings for cables. The trucks are based on the Minden-Dorstfeld design. The car has a heat shield. It also has a separately applied brakeman's platform.
Length over the buffers 14.6 cm / 5-3/4".
DC wheel set 4 x 70 05 80.

HIGHLIGHTS

- **New tooling for tank car designs with a length of 12.74 meters / 41 feet 9-9/16 inches in real life.**
- **Can be run on industrial curves with a radius of 295.4 mm / 11-5/8" or greater.**



N NEM III

46527 Set with 6 Tank Cars.
Prototype: Standard design tank cars, used on the German Federal Railroad (DB). Older design with stamped sheet metal trucks and a brakeman's cab or a brakeman's platform. Privately owned cars painted and lettered for the oil companies BP and ARAL.
Model: The cars have special quiet running trucks. The cars have separately applied ladders and catwalks. Length over the buffers 14.2 cm / 5-9/16".

All of the cars have different car numbers and come individually packaged and marked.

BP, silver:
46527-1 to 46527-3.

ARAL, blue:
46527-4 to 46527-6.

DC wheel set per car 4 x 32 3760 04.

One-time series.

HIGHLIGHTS

- **Different car numbers.**
- **Each car individually packaged.**

Tank Cars.

IV V

4756 Petroleum Oil Tank Car.
Prototype: Privately owned car painted and lettered for German Shell, Inc.
Model: The car has a finely detailed open frame. Numerous separately applied details.
Length over the buffers 18.0 cm / 7".
DC wheel set 4 x 70 0580.

IV V

4754 Petroleum Oil Tank Car.
Prototype: Privately owned car painted and lettered for Esso, Inc.
Model: The car has a finely detailed open frame. Numerous separately applied details.
Length over the buffers 18.0 cm / 7".
DC wheel set 4 x 70 0580.

N HEM V

46558 Pressure Gas Tank Car.
Prototype: Pressure gas tank car with a heat shield, used on the German Railroad, Inc. (DB AG). Privately owned car painted and lettered for VTG Vereinigte Tanklager und Transportmittel GmbH / United Tank Storage and Transport, Inc., Hamburg, Germany, with the advertising lettering "Statoil".
Model: The heat shield is separately applied. The car has numerous separately applied details. The car has Minden-Siegen design trucks.
Length over the buffers 18.0 cm / 7-1/16".
DC wheel set 4 x 70 05 80.

N HEM V

46451 Tank Car.
Prototype: Chlorine gas tank car, used on the German Federal Railroad (DB), privately owned car, painted and lettered for VTG Vereinigte Tanklager und Transportmittel GmbH, Hamburg, Germany.
Model: The car has a detailed, partially open frame. The side sills are U-shaped profiles with openings for cables. The trucks are based on the Minden-Dorstfeld design. The car has a separately applied platform with a ladder on the tank and a brakeman's platform. The car has a representation of the reinforced buffer beams.
Length over the buffers 14.6 cm / 5-3/4".
DC wheel set 4 x 70 05 80.

HIGHLIGHTS

- **New tooling for tank car designs with a length of 12.74 meters / 41 feet 9-9/16 inches in real life.**
- **Can be run on industrial curves with a radius of 295.4 mm / 11-5/8" or greater.**

Tank Cars.

NEM V

47561 Tank Car.
Prototype: Special car for chemical products, used on the German Railroad, Inc. (DB AG). Design with insulated funnel flow tank. Privately owned car painted and lettered for the car leasing company KVG Kesselwagen Vermietgesellschaft mbH.

Model: The car has a detailed partially open frame.
Separately applied details.
Length over the buffers 18.0 cm / 7-1/16".
DC wheel set 4 x 70 0580.

NEM V

48484 Pressurized Gas Tank Car.
Prototype: Privately owned car painted and lettered for the firm Eisenbahn-Verkehrsmittel GmbH (Eva), used on the German Railroad, Inc. (DB AG). Used for "PiaNOx" from the firm SKW.

Model: The car has a detailed partially open car frame.
Separately applied details.
Length over the buffers 18.0 cm / 7-1/16".
DC wheel set 4 x 70 0580.

NEM V

46557 Petroleum Oil Tank Car.
Prototype: Privately owned car painted and lettered for the firm Ermewa GmbH, Hamburg, Germany. Tank car with a funnel-flow tank, used on the German Railroad, Inc. (DB AG).

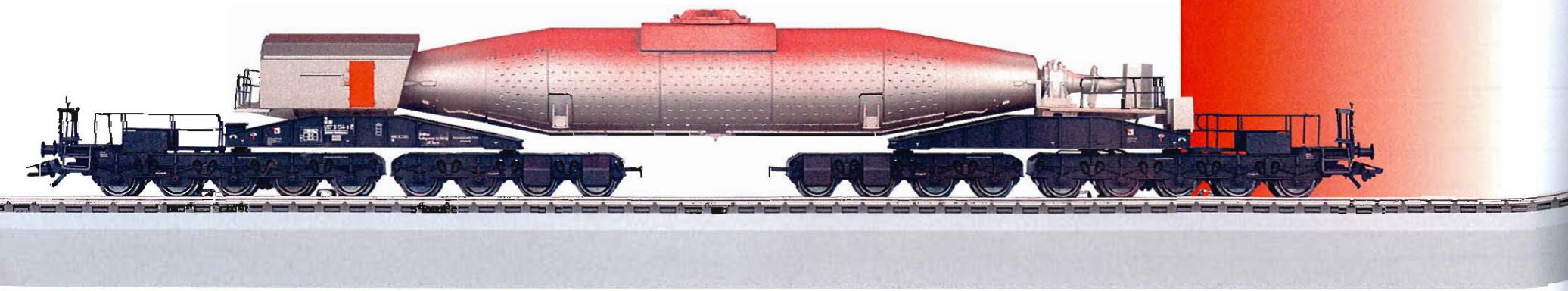
Model: The car has a finely detailed, partially open frame. The platform and walkway are separately applied. The car has type Y25 trucks.
Length over the buffers 18.0 cm / 7-1/16".
DC wheel set 4 x 70 0580.

Torpedo Ladle Car.

48291 Torpedo Ladle Car.
Prototype: Privately owned car, used on the German Federal Railroad (DB). Special car for transporting hot, molten crude iron.
Model: The torpedo and truck bridge assemblies are made of metal. The car comes with a built-in digital decoder and a mechanism for turning the torpedo, and a glowing light of the interior of the torpedo. The torpedo can be turned to the right or the left from the locomotive controller. An adjustable delay or direct control can be switched on and off digitally. The glow of the crude iron comes from maintenance-free LED's will work in conventional operation and that can be controlled digitally. The cover for the upper opening on the torpedo can be removed. Finely detailed reproduction of the handrails. Length over the buffers 39.0 cm / 15-3/8".

HIGHLIGHTS

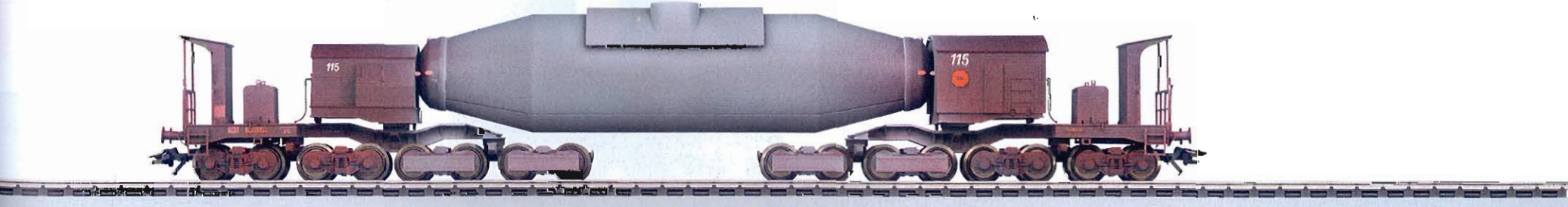
- **Working digital model.**
- **Realistic effect from glow from the interior.**
- **Torpedo can be turned with a fine touch.**



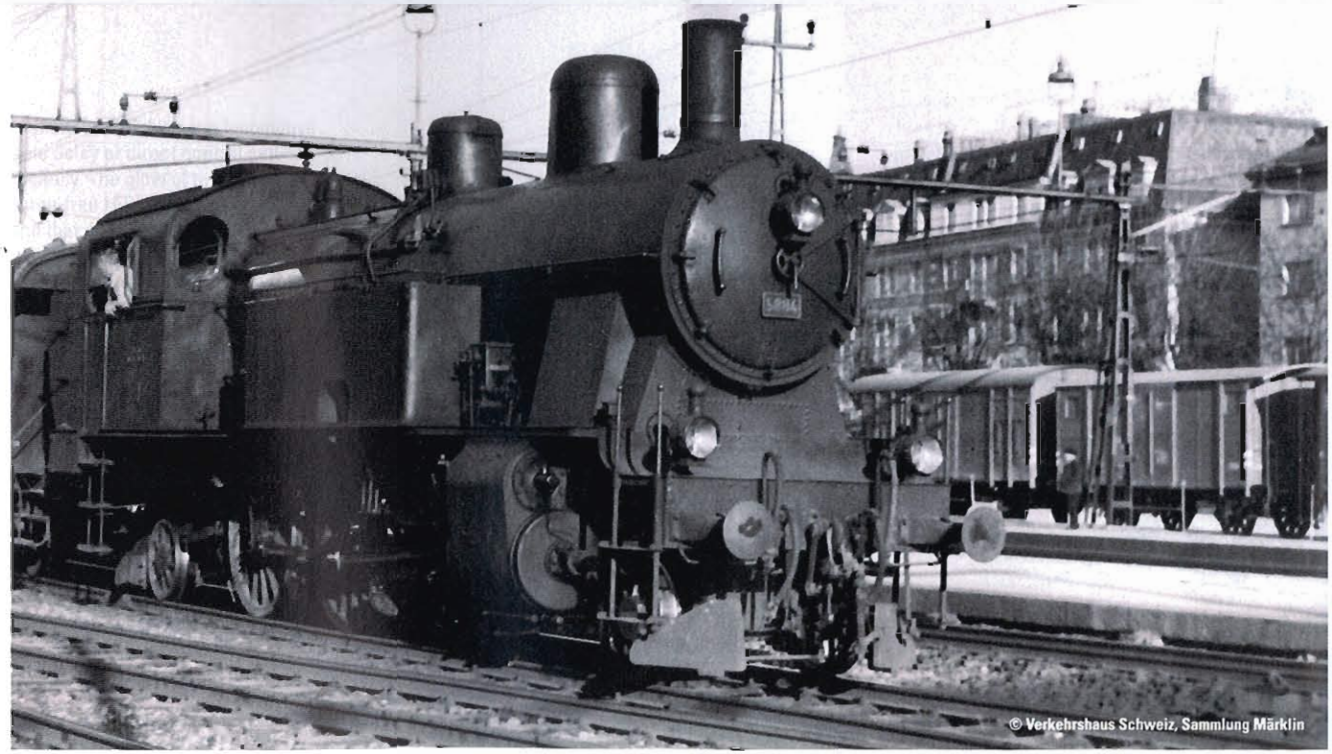
N HEM V

48292 Set with 2 Torpedo Ladle Cars.
Prototype: Duisburg Railroad and Harbor Operating Company (EuH) type 8008 special cars. Torpedo ladles for the transport of 260 metric tons each of molten crude iron. Superstructures with main and auxiliary bridge assemblies on eight 2-axle trucks. Used in service around steel plants and foundries, current paint and lettering scheme.
Model: The cars have metal torpedo and truck bridge assemblies. The torpedo ladles can be turned to the side 120°, and the hatches can be removed. The hand rails are finely reproduced. Both cars are weathered, have different car numbers, and come individually packaged. Length over the buffers for each car 30.0 cm / 11-13/16". DC wheel set 16 x 32 05 52.

One-time series.

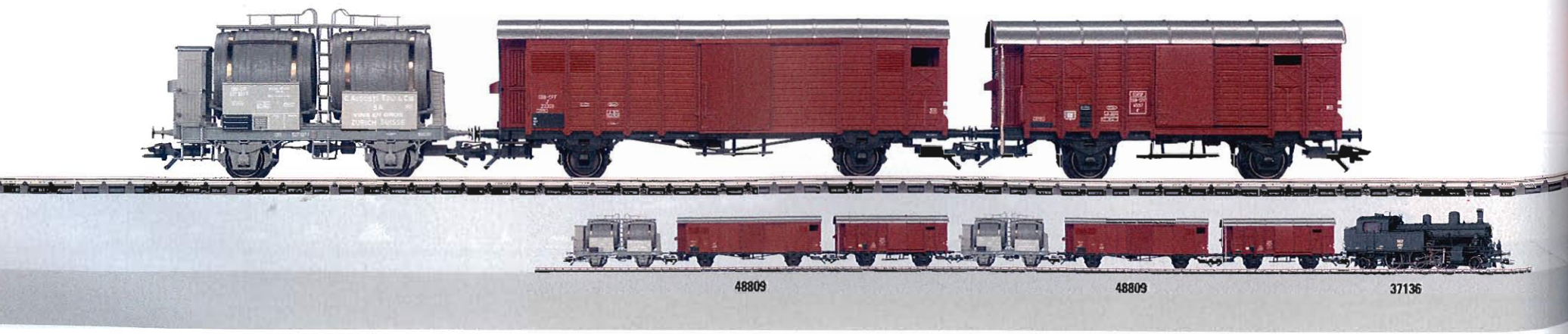


Switzerland.



48809 Freight Car Set.
Prototype: Swiss Federal Railways (SBB) type K3 boxcar with a brakeman's cab and type J3d. Barrel car. Privately owned car, used on the Swiss Federal Railways (SBB).
Model: Both of the boxcars have a brakeman's cab and 2 sliding doors that can be opened. The flat car has permanently mounted barrels made of real wood and many separately applied details. All of the cars look as the prototypes did in early Era III to the end of the 1950s.
Total length over the buffers 35.0 cm / 13-3/4".
DC wheel set 6 x 70 0580.

This car set goes well with the Eb 3/5 tank locomotive, item no. 37136.

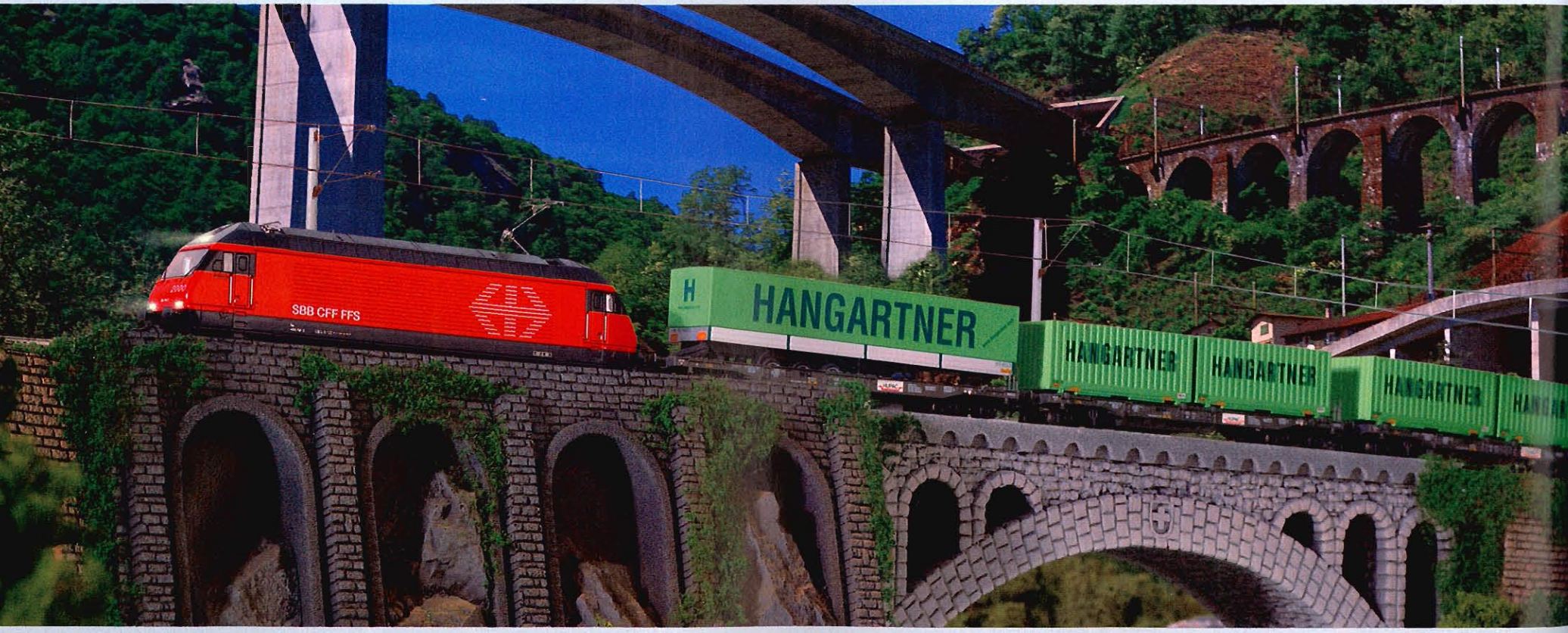


N NEM IV

47005 Flat Car with Stakes and a Load of Freight.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) type Rs. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with round buffers.
Model: The car has type Y25 trucks. It has a metal insert for good running characteristics. The stakes can be turned down. The underbody detailing is specific to the car. The car has many separately applied details; the center part has a high tension mast as a load.
Length over the buffers 22.9 cm / 9".
DC wheel set 4 x 70 0580.

One-time series.

Switzerland.



N NEM V

47453 Set with 3 Loaded Deep Well Flat Cars.
Prototype: Type Sdgkms standard design deep well flat cars, used on the Swiss Federal Railways (SBB/CFF/FFS). Privately owned cars, painted and lettered for the firm Firma HUPAC S.A. The semi-truck rigs and the convertible truck transport units are painted and lettered for the firm Spedition Hangartner, Aarau, Switzerland.
Model: The frame, floor, and the deep well area are made of metal. The cars have special low-riding trucks. They also have many separately applied details. The load restraints are adjustable. The cars come loaded with a model semi-truck rig and 4 convertible truck transport units. The cars have different car numbers and the loads have different registration numbers. The cars and loads come individually packaged.
Total length over the buffers 56.9 cm / 22-3/8".
DC wheel set 12 x 32 0577.

47404 Depressed Floor Flat Car.
Prototype: Type Saakms, used on the Swiss Federal Railways (SBB/CFF/FFS). Privately owned car painted and lettered for the firm HUPAC S.A. for transit traffic on the "Rollende Landstraße" / "Rolling Road".
Model: End car with 2 hinged and removable buffer beams. This car can also be used as an intermediate car. Chock blocks for truck models and special couplers for coupling to cars and locomotives with standard couplers are included.
Length over the buffers 23.2 cm / 9-1/8".
DC wheel sets 8 x 43 2950.

NEW V

48025 Sliding Wall Boxcar.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) high-capacity boxcar. Standard type Hbbillns design with high sliding walls.
Model: The car frame has fish-belly side sills and separately applied details. The body comes in a metallic paint scheme.

Length over the buffers 17.9 cm / 7-1/16".
DC wheel set 2 x 70 0580.

Export model for Switzerland.

Austria.

N NEM III

46211 Milk Transport Car.
Prototype: Special container car, used on the Austrian Federal Railways (ÖBB). Privately owned car painted and lettered for the Wolfsberg Dairy Cooperative, Kärnten, Austria. Standard version of the tank containers used by the Austrian milk producers.

Model: The underbody has truss rods. The car has a separately applied brakeman's platform. It also has 5 removable containers with different registration numbers.
Length over the buffers 12.1 cm / 4-3/4".
DC wheel-set 2 x 70 0580.

Another model of the same type of car is available from Trix: Item no. T24512.

HIGHLIGHTS

- **Detailed containers with different registration numbers.**

France.

N NEM IV

46617 Set with 3 Silo Container Cars.
Prototype: Type Ucs container cars, used on the French State Railways (SNCF). 2 privately owned cars, painted and lettered for the firm Societé des Ciments Français, and 1 privately owned car, painted and lettered for the firm OMYA S.A., with 2 work platforms.

Belgium.

Model: The platforms and ladders are made of metal. The underbodies have separately applied lines. The cars have different car numbers and come individually packaged.

Total length over the buffers 30.3 cm / 11-5/16".
DC wheel set 6 x 70 0580.

One-time series.

N NEM V

47007 Set with 2 Low Side Cars with Sliding Tarp Covers.
Prototype: Belgian State Railways (SNCB/NMBS) type Rils. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches.

Model: Two cars with different paint schemes and car numbers. The cars have type Y25 trucks. They have a metal insert for good running characteristics. The underbody detailing is specific to the cars. The cars have many separately applied details.
Length over the buffers 45.9 cm / 18-1/6".
DC wheel set 8 x 70 0580.

One-time series.

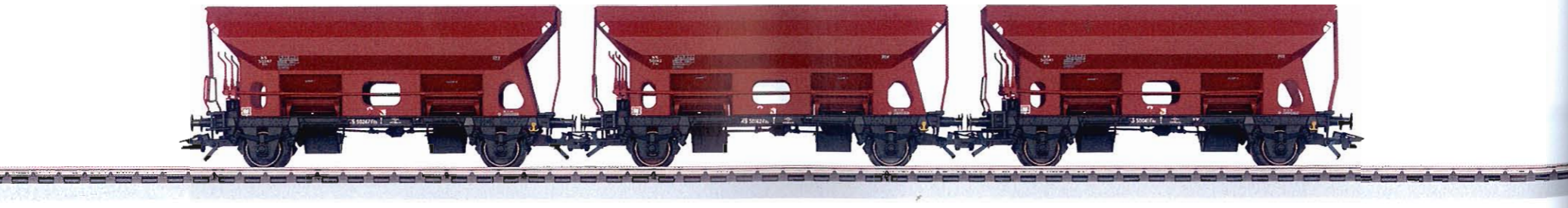
The Netherlands.

N NEM III

46315 Set with 3 Dump Cars.
Prototype: Dutch State Railways (NS) type Fds side dump cars. The cars look as they originally did starting in 1962.

Model: The cars have finely detailed construction with many separately applied parts. The cars have separately applied chute extensions. They also have load inserts with a real layer of coal. The car bodies are weathered.

Total length over the buffers 34.0 cm / 13-3/8".
DC wheel set 6 x 70 0580.



N NEM V

47006 Low Side Car with Stakes.
Prototype: Dutch State Railways (NS) type Rens. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with steel side walls.

Model: The car has type Y25 trucks. It has a metal insert for good running characteristics. The underbody detailing is specific to the car. The car has many separately applied details.

Length over the buffers 22.9 cm / 9".
DC wheel set 4 x 70 0580.

One-time series.

V

46625 Spherical Container Car.
Prototype: Dutch State Railways (NS) type Ucs. Car with 2 containers, each with 17 cubic meters / 449 gallons (34 cubic meters / 898 gallons) capacity.
Model: The car's frame has a partially open frame. The car's lines, platform, and fittings are separately applied.
Length over the buffers 10.5 cm / 4-1/8".
DC wheel set 2 x 70 0580.

V

46254 High Capacity Hopper Car.
Prototype: Dutch State Railways (NS) type Fals high capacity hopper car. Version with type Y25 trucks.
Model: The car has a load insert with a layer of scale sized real ballast.
Length over the buffers 13.3 cm / 5-1/4".
DC wheel set 4 x 70 0580.

Denmark.

47687 Set with 2 Flat Cars for Containers.
Prototype: Danish State Railways (DSB) type Lgjns. Design with truss rods. Containers, 40 foot and 20 foot length, painted and lettered for the firm Maersk Sealand.

Model: The load surface has a partially open frame. The cars come loaded with 3 removable containers. The cars have different car numbers and the containers have different registration numbers.
Length over the buffers 34.1 cm / 13-7/16".

45705 Caboose.
Prototype: Pennsylvania Railroad (PRR) type N5c caboose. Version with a streamlined cupola.
Model: The caboose has a metal floor. It has detailed trucks with special wheel sets. The roof walkway, brake system, and other details are separately applied. The couplers can be replaced by other makes of couplers. Length over the couplers 11.7 cm / 4-5/8".
DC wheel sets 4 x 32 0552 (NEM), 4 x 32 0389 (RP25).

This caboose goes well with the 37490 Pennsylvania Railroad (PRR) GG-1 locomotive.

45702 Caboose.
Prototype: Union Pacific Railroad (U.P.) type CA 3/CA-4 caboose. Design with center cupola.

Model: The caboose has a metal frame and floor. It has detailed trucks with special wheel sets. The caboose has platforms at both ends with hand brakes. The roof walk, ladders and other details are separately applied. The couplers can be replaced with other makes of couplers.

Length over the couplers 14.2 cm / 5-9/16".
DC wheel sets 4 x 32 0552 (NEM) 4 x 32 0389 (RP25).

This caboose goes well with these Union Pacific (UP) locomotives: the 37991 "Big Boy" locomotive, the 37973 class 2400 "Mikado", and the 37610+49610 class 600 ALCO PA-1 double unit locomotive.

Museumcar.

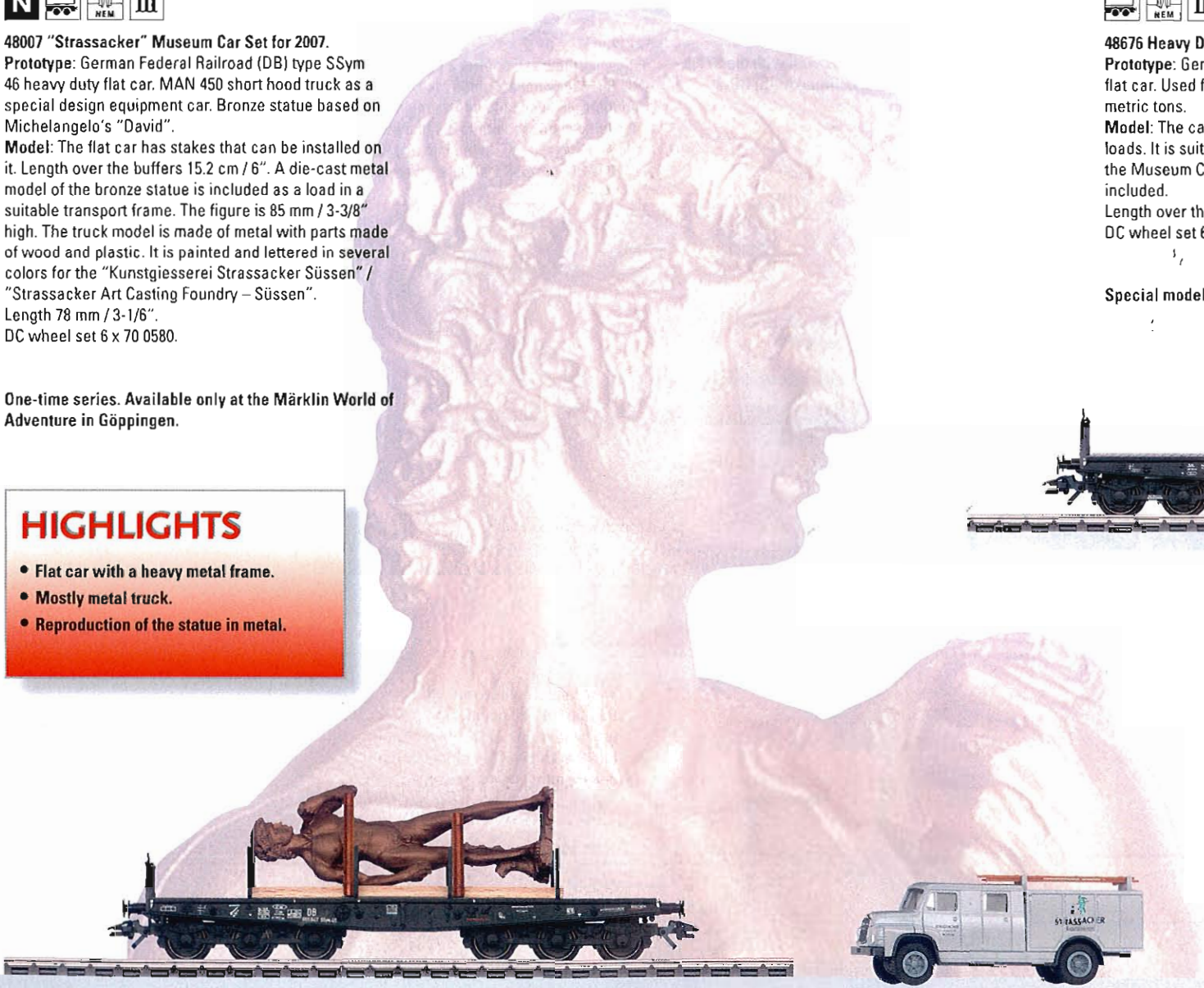
N NEM III

48007 "Strassacker" Museum Car Set for 2007.
Prototype: German Federal Railroad (DB) type SSym 46 heavy duty flat car. MAN 450 short hood truck as a special design equipment car. Bronze statue based on Michelangelo's "David".
Model: The flat car has stakes that can be installed on it. Length over the buffers 15.2 cm / 6". A die-cast metal model of the bronze statue is included as a load in a suitable transport frame. The figure is 85 mm / 3-3/8" high. The truck model is made of metal with parts made of wood and plastic. It is painted and lettered in several colors for the "Kunstgiesserei Strassacker Süssen" / "Strassacker Art Casting Foundry – Süssen".
Length 78 mm / 3-1/6".
DC wheel set 6 x 70 0580.

One-time series. Available only at the Märklin World of Adventure in Göppingen.

HIGHLIGHTS

- **Flat car with a heavy metal frame.**
- **Mostly metal truck.**
- **Reproduction of the statue in metal.**



NEM III

48676 Heavy Duty Flat Car.
Prototype: German Federal Railroad (DB) type Ssym 46 flat car. Used for large vehicles and other loads up to 80 metric tons.
Model: The car comes with trucks capable of heavy loads. It is suitable for transporting the trucks from the Museum Car Sets from 1991 on. Chock blocks are included.
Length over the buffers 15.2 cm / 6".
DC wheel set 6 x 70 0580.

Special model for the Märklin Museum.

One of the most famous sculptures in the world is the "David" in Florence, which Michelangelo created 500 years ago. In addition to the original preserved down to this day, there are numerous copies existing in different sizes and materials.

The Strassacker art casting foundry in Süßen near Göppingen was founded in 1919 and is today one of the leading international manufacturers for sculptures and architectural elements of cast bronze.

Special Cars.

märklin HO

N NEM V

44532 Glass Tank Car.
Prototype: Privately owned car lettered for the firm Pernod Ricard for Ramazzotti herbal liqueur.
Model: The car has a four-axle freight car frame with trucks and a brakeman's cab. The car is finely modeled with a partially car floor, metal side sills, and close couplers. The tank is made of real glass and can be filled with liquids and sealed with a cork. The car has special mounting bands made of metal.
Length over the buffers 14.3 cm / 5-5/8".
DC wheel set 4 x 700580.

One-time series.

This car is not available in Switzerland.

Ramazzotti.

In 1815, Ausano Ramazzotti produced the semi-bitter herbal liqueur with his name in Milan for the first time. This "Amaro" from a recipe still secret today was one of the most successful bitters at that time.

Ramazzotti is a favorite drink in a small, heavy glass, on ice and with a lemon wedge. This brand has belonged to the French group Pernod Ricard since 1985.

N NEM IV V

48507 Märklin Magazin Annual Car for 2007.
Prototype: Heavy oil car based on a German Federal Railroad (DB) maintenance tank car.
Model: The car is painted and lettered in the Märklin Magazin design. The car has a separately applied brakeman's platform and a ladder at one end. The car also has separately applied steps and depressions for steps in the tank cladding.
Length over the buffers 13.1 cm / 5-3/16".
DC wheel set 4 x 700580.

One-time series.

Accessories.

If you are planning a prototypical model railroad layout, you can't ignore the right accessories. Signals are part of this group, and they are available in the Märklin program in three versions. The classic semaphore / target signals with mechanical mechanisms, the color light signals for normal train operations, and the professional grade digital color light signals with absolutely scale looks and many functions. Technology and function are set up for all model railroad applications; control of train movements is standard. The trains stop before the signal, when the latter is set for red, and go, when the signal aspect changes to green.

The Märklin catenary offers more than just "wires above the track". The fine contact wires reproduce the catenary of the prototype exactly. The masts can be mounted on C Track by means of a plug-in connection. In addition to the convincing appearance, the Märklin catenary also offers realistic electric operation: Many electric locomotives from Märklin can take their current from the track or from the catenary, when the latter has been carefully installed and is connected to the power supply.

After their work is done, locomotives go to the maintenance facility. In Märklin's accessory program you'll find the individual stations for a prototypical maintenance facility as working elements with impressive operational possibilities: turntable, transfer table, coaling station, locomotive sheds. Completely independent layout themes are possible with all of these components in combination. A gantry crane is used in the freight yard. It has miniature motors to power it and remote-controlled operation.

And if you want to run your favorite locomotives individually, you'll find a roller test stand is a very nice alternative for watching the fascinating interplay play of the wheels and the valve gear.

Your authorized Märklin dealer is ready to show the accessory program to you – all you have to do is set it up and play with it.

The Solution to an Impossible Task.

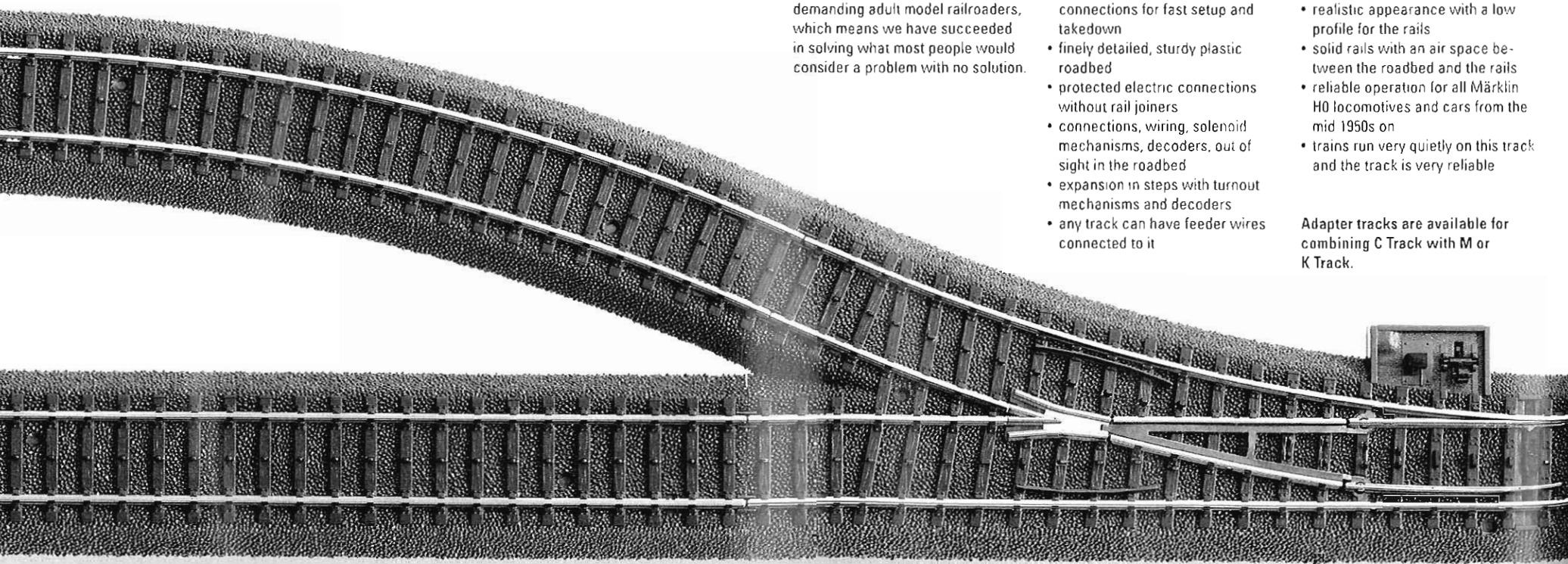
C Track.

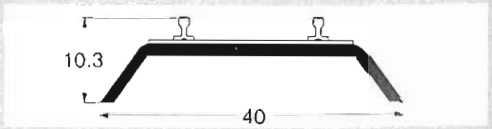
The new C Track is sturdy, electrically reliable and realistic in appearance.
It will satisfy children as well as demanding adult model railroaders, which means we have succeeded in solving what most people would consider a problem with no solution.

The details of this solution:

- the reliable Märklin system with stud contact center conductor
- mechanically sturdy "click" connections for fast setup and takedown
- finely detailed, sturdy plastic roadbed
- protected electric connections without rail joiners
- connections, wiring, solenoid mechanisms, decoders, out of sight in the roadbed
- expansion in steps with turnout mechanisms and decoders
- any track can have feeder wires connected to it
- improved geometry, requires fewer parts and adjustment sections
- adapter tracks to the M and K Track system
- realistic appearance with a low profile for the rails
- solid rails with an air space between the roadbed and the rails
- reliable operation for all Märklin H0 locomotives and cars from the mid 1950s on
- trains run very quietly on this track and the track is very reliable

Adapter tracks are available for combining C Track with M or K Track.





The track sections are 40 mm / 1-9/16" wide. 40 mm / 1-9/16" must therefore be subtracted in from the indicated center-to-center spacing to maintain proper track clearance.

The 24922 adapter track is available for anyone wanting to combine C Track with K Track.

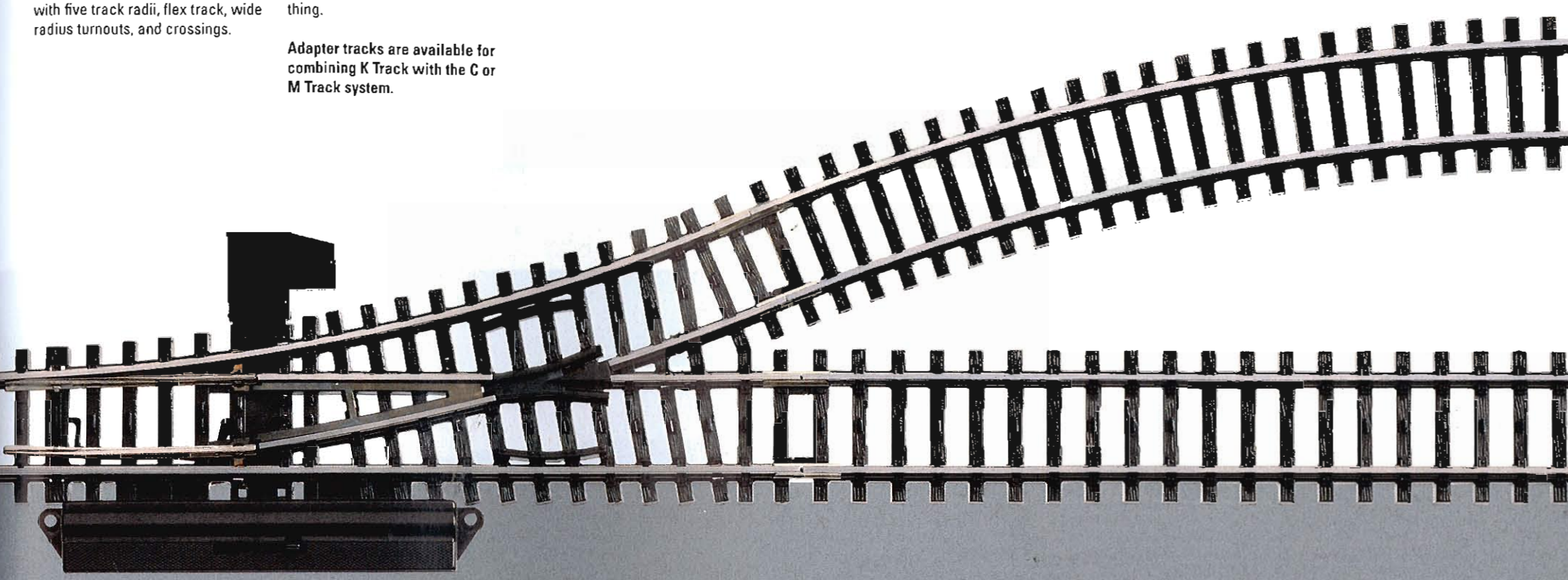
The 24951 adapter track enables you to combine C Track and M Track.

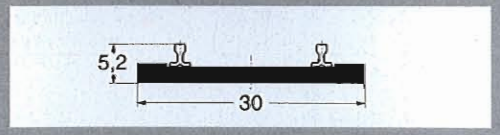
K Track.

K Track offers the demanding model railroader a multitude of possibilities for sweeping main lines and prototypical layout construction. Elegant routes, close parallel track spacing, and gently curves can be achieved with five track radii, flex track, wide radius turnouts, and crossings.

The prototypical solid rails, finely detailed ties without roadbed, and the ability to install turnout mechanisms below the baseboard offer all of the freedom in the world for creating a model railroad close to the real thing.

Adapter tracks are available for combining K Track with the C or M Track system.





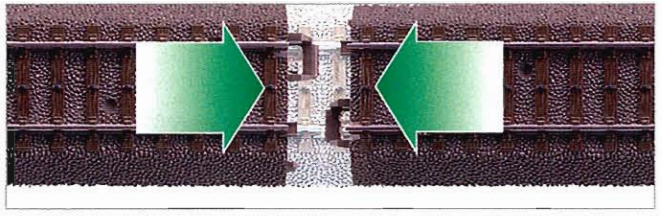
The track sections are 30 mm / 1-3/16" wide. 30 mm / 1-3/16" must therefore be subtracted in from the indicated center-to-center spacing to maintain proper track clearance.

The 24922 adapter track enables you to combine K Track and C Track.

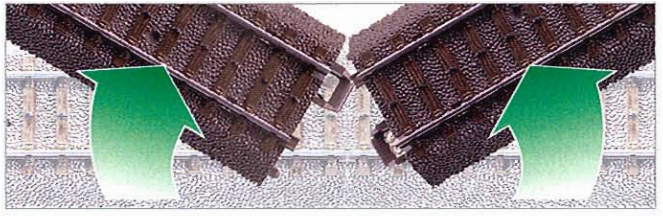
The 2291 adapter track is available for anyone wanting to combine K Track with M Track.

C Track - The Track with the "Click".

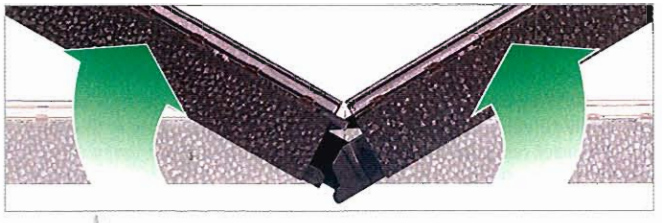
The Track for Building and Playing.



The Plug-In Connection with the "Click".
The unique plug-in connection is the key feature of C Track: Just a slight push with your hands and the mechanical and electrical connection is made and locked in place at the same time. The locking connection with the "Click" holds the tracks on the layout together so that you have reliable operation and geometrically precise track joints. To separate the tracks, simply bend them against one another; the locking connection is undone. This unique plug-in connection is patented (DBP 40 33 440).



Setup in No Time at All.
Ever larger layouts can be set up in a few minutes with the ready-to-run track sections and the fast locking connection.

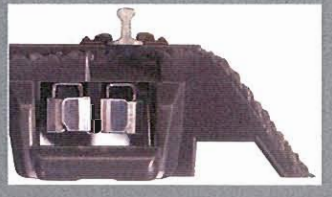


Sturdy and Long-Lasting.
The track and its roadbed are made of high quality materials designed to keep their shape and sustain heavy loads.

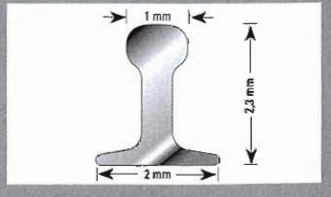
C Track is durable and almost indestructible even when it is put together and taken apart constantly or subjected to the hardest operation.

The Track to Meet Most People's Demands.

The Roadbed.
The roadbed for the track has a striking ballast structure in the color of aged basalt ballast. The width of the roadbed (40 mm / 1-9/16") enables any and all track combinations without the necessity of cutting the slope of the roadbed.

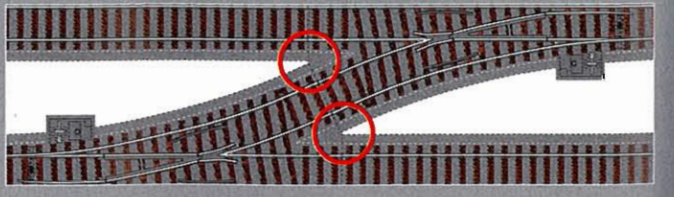


The Striking Profile.
The solid running rails are made of very sturdy, rust-free stainless steel.



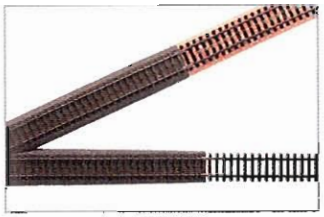
The cross section with a profile height of 2.3 mm / 3/32" (Code 90) closely corresponds to a scale rail size. The rails are prototypically mounted with an air space under the web of the rail.

Track Roadbed with Ideal Dimensions.
The cross section for the track with its roadbed provides the proportions for a realistic track roadbed on a rail line. The full width remains preserved even at a turnout or a crossing. There is sufficient space between the tracks for catenary or



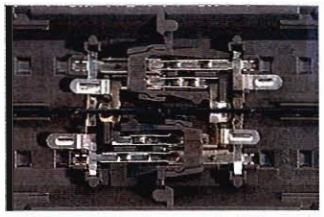
The Finished Track Structure.
All C Track sections are ready to be used; they don't require any additional handling or processing. The track structure does not have to be cut and above all it does not have to be ballasted.

The Track That Connects.

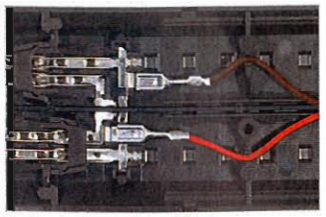


The Märklin H0 System.
Compatibility of the Märklin track systems with each other (adapter tracks to M and K Track).
Reliable center conductor operation. Common ground for the running rails and accessories. Control with conventional Märklin transformers, in Delta multi-train operation, or in the Märklin Digital System. Any track pattern possible without extensive wiring (example: reverse loops and wyes).

Good Connections.
The mechanical and electrical connections for the track sections cannot be seen from the outside. This results in a perfect, consistently complete appearance. Rail joiners are not needed. The snap-together connection locks the track sections together.

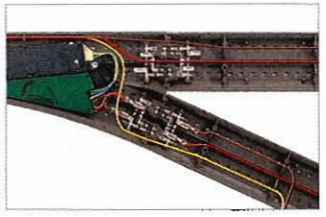


This keeps the track geometry for a layout in precise alignment without the need to fasten the track down.

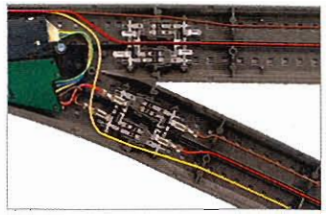


Integrated Feeder Connections.
Instead of additional feeder tracks, with C Track every track section can be used for feeder wire connections to the layout. The feeder wire set with standard spade connectors can be plugged directly onto the contact fingers on the ends of each section of track.

The Track with "Inner Values".

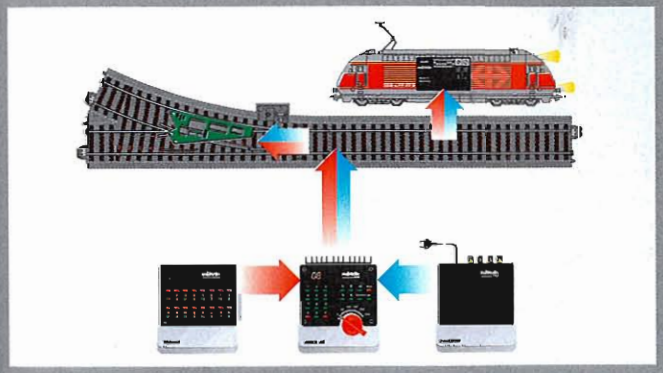


Space for All Sorts of Uses.
The roadbed for C Track offers all sorts of useful space which has been prepared for the installation of electrical and mechanical components as well as for incorporation of a layout's wiring.

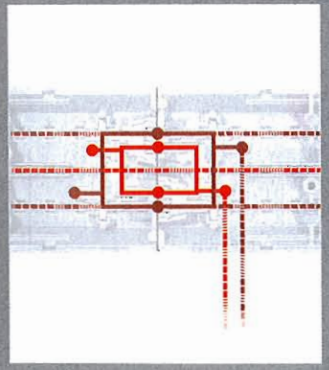


Digital Decoders on the Spot.
The small digital decoders for turnouts, signals, and other digitally controlled accessories can be installed under the roadbed.

The Track That Conducts Your Data.



Power and Data Directly in the Track.
C Track is perfectly designed for the way in which the Digital system functions: The electrical power and the digital data are constantly transmitted together through the track.



Requirements for Digital Operation.
The most important requirement for reliable operation ofr digital layouts was taken into consideration right from the start in the design of C Track: continuous, reliable contact for transmission of rapid digital data.

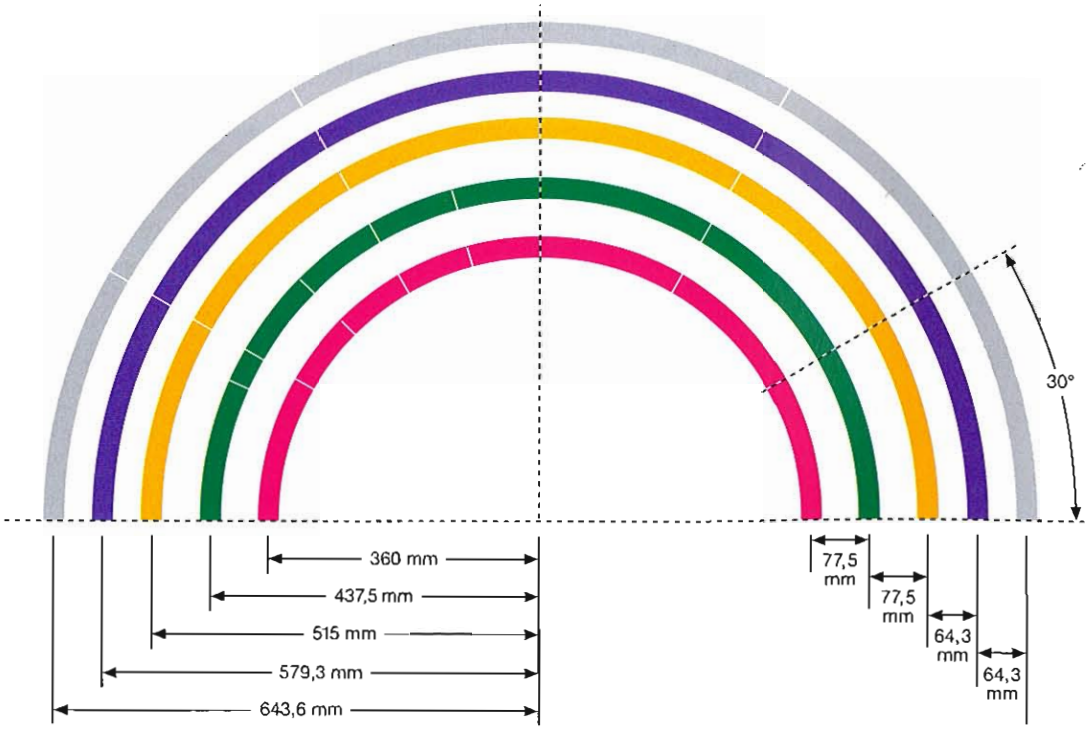
C Track – The Track with the Easy-to-Understand Geometry.

The Different C Track Curves.

The standard C Track curve has the customary radius of H0 of 360 mm / 14-3/16" and an external diameter of 76 cm / 30".
The first parallel curve with a radius of 437.5 mm / 17-1/4" forms an external diameter of 91.5 cm / 36".
A width of 1 meter or 39" allows you to set up a complete two-track oval.

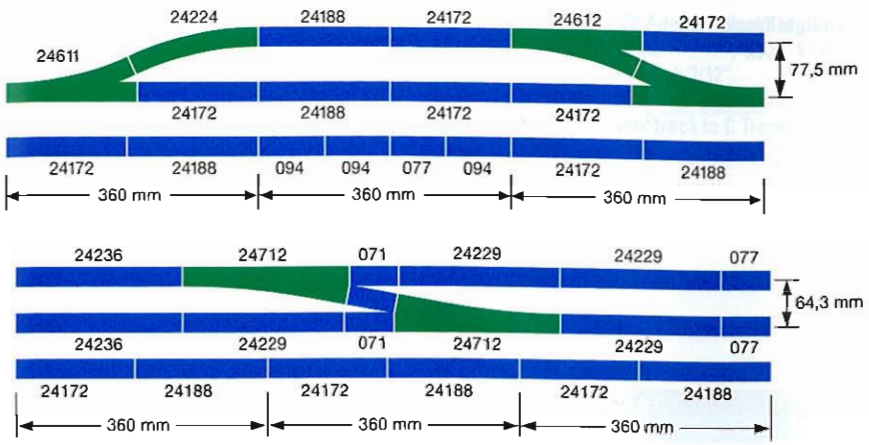
The second parallel curve with a radius of 515 mm / 20-1/4" has an external diameter of 107 cm / 42-1/8". The parallel spacing of 77.5 mm / 3-1/16 offers enough space for longer locomotives and cars to pass one another on these curves and enables you to set up signals or catenary masts. This curved track comes as 30° sections and 12 sections form a circle.

In addition, there are half and quarter sections for the first two sizes of curves (15° and 7.5°). The tracks (24.3° and 5.7°) required for turnout combinations come from the R2 parallel curve. The R4 and R5 curved track with the radii of 579.3 mm / 22-13/16 and 643.6 mm / 25-5/16" are made with a closer track spacing of 64.3 mm / 2-9/16". They form circles with external diameters of 120 cm / 47-1/4" and 133 cm / 52-3/8" and come in 30° sections.



Color Coding:

- Straight track and crossings / double slip switches
- Curved track and turnouts from Radius 1 (R1)
- Curved track and turnouts from Radius 2 (R2)
- Curved track from Radius 3 (R3)
- Curved track from Radius 4 (R4)
- Curved track from Radius 5 (R5)
- Curved track and turnouts from Radius 9 (R9)



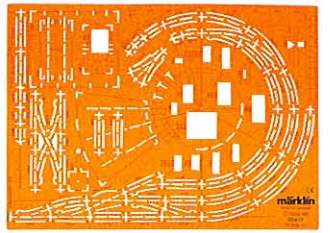
The Basic Track Unit: 360 mm / 14-3/16".

A generous and simultaneously space-saving basic track unit of 360 mm / 14-3/16" is used for building up track routes with C Track. This is the same in length as the length of a turnout combination and equals the length of the turnouts (188.3 mm / 7-13/32") and the length of the complementary curve (171.7 mm / 6-3/4"). Both lengths are available as straight track sections.
In additional, two partial lengths are provided: 94.2 mm / 3-11/16" (1/2 of 188.3 mm / 7-13/32") and 77.5 mm / 3-1/16" (extension of 94.2 mm / 3-11/16" to 171.7 mm / 6-3/4"). The function tracks (example: uncoupler track) are also 94.2 mm / 3-11/16" long. The second partial length is exactly the same as the parallel curve spacing (77.5 mm / 3-1/16"). The 236.1 mm / 9-5/16" long wide radius turnouts form combinations of 536.2 / 21-1/8" in length. There are other suitable lengths for this and for adding to the 360 mm / 14-3/16" basic track unit: 229.3 mm / 9", 70.8 mm / 2-13/16" and 64.3 mm / 2-9/16".

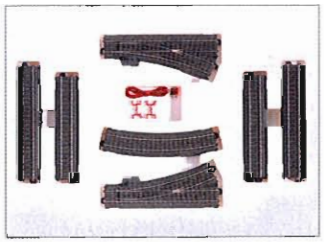
C x C Extension Program.

Extension sets for step-by-step expansion of a track layout from the basic set to an operating railroad.

02415 Track Planning Stencil for C-Track.
For custom planning of track layouts. The most important standard geometry track sections, turnouts, and crossings / double slip switch (radius R1, R2, and R3) are marked on this stencil in a scale of 1:5. The track elements can be transferred to paper with a sharp pencil (a fine pencil lead 0.5 mm / 1/32" is recommended) and linked together. A representation of the track center line and the space required by the different track sections is given. Detailed instructions are included.



24902



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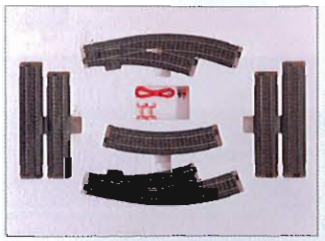
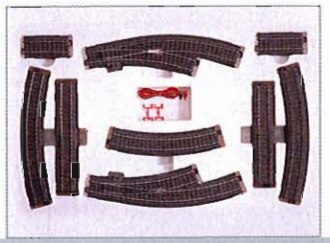


24904



24905

Planning Aids.

Track Planning on Your Computer.
60521 Märklin 2D/3D Track Planning Software.
60523 30 Track Plans for Märklin HO on CD ROM.

Guides in Print.
07455 Track Plan Book for C Track.
07459 Track Plan Book for C Track.

Straight Track.

24236 Straight Track.
Length 236.1 mm / 9-5/16".
This track is the same length as the length of the wide radius turnouts and wide angle crossings.

24229 Straight Track.
Length 229.3 mm / 9".
Serves as the complement to the length of the complementary curve on the wide radius turnouts and wide angle crossings.

24188 Straight Track.
188.3 mm / 7-13/32".

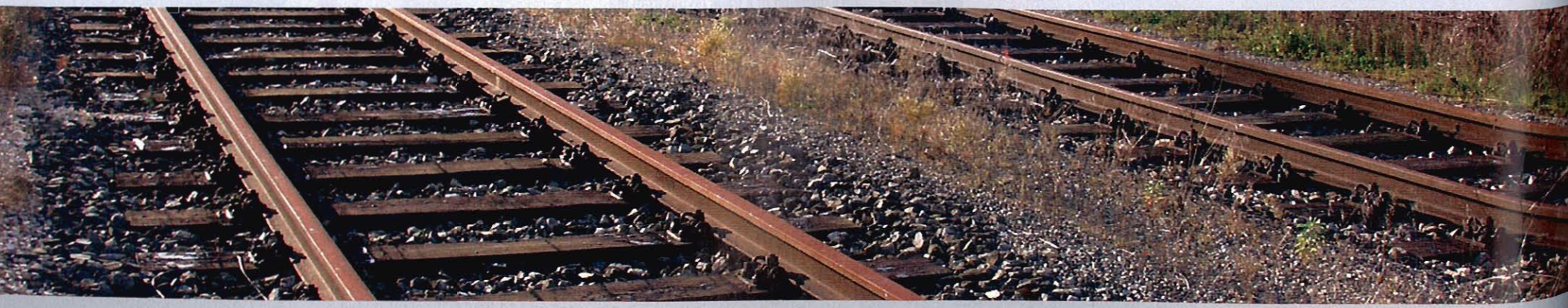
24172 Straight Track.
171.7 mm / 6-3/4".

24094 Straight Track.
94.2 mm / 3-11/16".

24077 Straight Track.
77.5 mm / 3-1/16".

24071 Straight Track.
Length 70.8 mm / 2-13/16".
Removable roadbed slope.
This track is used on both branches of the wide radius turnouts and wide angle crossings.

24064 Straight Track.
Length 64.3 mm / 2-9/16".
This track is the same length as the parallel track spacing for the wide radius turnouts and wide angle crossings.

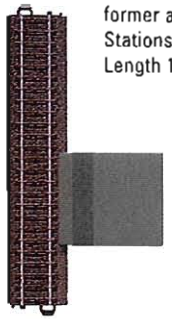


Function Tracks.

24951 Adapter Track to M Track.
180 mm / 7-3/32". Enables the transition from M Track to C Track.

24922 Adapter Track for C Track.
180 mm / 7-3/32". Enables transition from plastic track to C Track.

24995 Contact Track Set.
Two straight track sections, each 94.2 mm / 3-11/16". Continuous contact through wheel sets. With insulated section of rail for track occupation feedback when traversed by a train. Can be extended with regular straight or curved track sections.



24088 Feeder Track.
For connecting a transformer and up to 2 Mobile Stations.
Length 188.3 mm /7-13/32".

24994 Straight Circuit Track.
Length 94.2 mm / 3-11/16". Momentary contact by means of a locomotive/car pickup shoe.

24997 Uncoupler Track.
94.2 mm / 3-11/16", electric.

24978 Track End with a Bumper.
77.5 mm + 5 mm / 3-1/16" + 3/16", with a lantern.

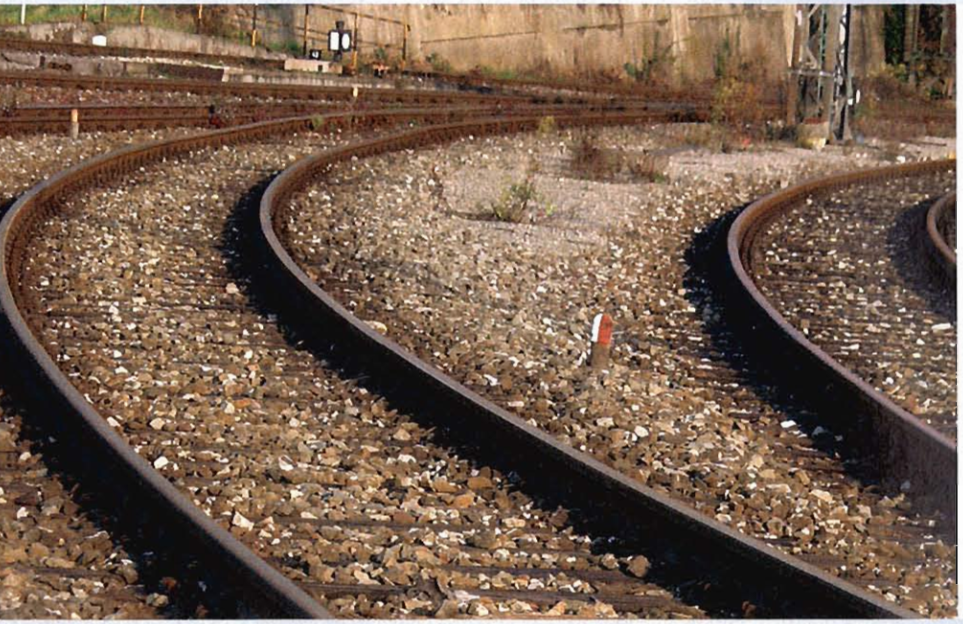
24977 Track End with a Bumper.
77.5 mm + 5 mm / 3-1/16" + 3/16".

24001 End Piece with Track Roadbed.
Snap-in end piece for the C Track roadbed. For the end of a train line, sidings, display bases, and display cases.
Length 16.5 mm / 5/8".
10 pieces in a package.

24294 Curved Circuit Track.
R2 = 437.5 mm / 17-1/4" / 15°. Momentary contact by means of locomotive/car pickup shoe.

24194 Curved Circuit Track.
R1 = 360 mm / 14-3/16" / 15°. Momentary contact by means of locomotive/car pickup shoe.

Curved Track.



24130 Curved Track.
R1 = 360 mm / 14-3/16" / 30°.

24115 Curved Track.
R1 = 360 mm / 14-3/16" / 15°.

24107 Curved Track.
R1 = 360 mm / 14-3/16" / 7.5°.

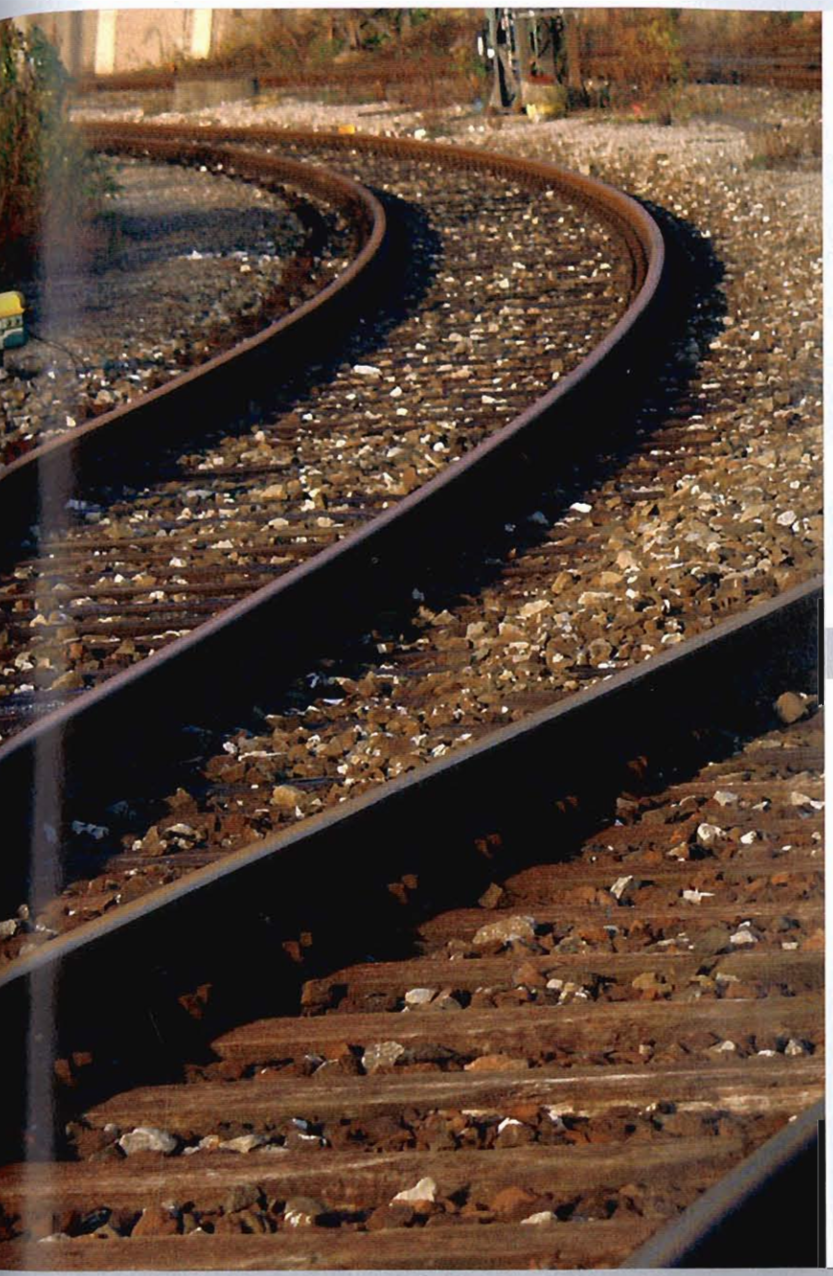
24230 Curved Track.
R2 = 437.5 mm / 17-1/4" / 30°.

24224 Curved Track.
R2 = 437.5 mm / 17-1/4" / 24.3°
(turnout branch).

24215 Curved Track.
R2 = 437.5 mm / 17-1/4" / 15°.

24207 Curved Track.
R2 = 437.5 mm / 17-1/4" / 7.5°.

24206 Curved Track.
R2 = 437.5 mm / 17-1/4" / 5.7°
(extends turnouts to 30°).



24330 Curved Track.
R3 = 515 mm / 20-1/4" / 30°.

24530 Curved Track.
Radius R5 = 643.6 mm / 25-5/16". Curve 30°. Parallel curve to Radius R4 with a spacing of 64.3 mm / 2-9/16". 12 sections of track form a circle with an outer diameter of 133 cm / 52-3/8".

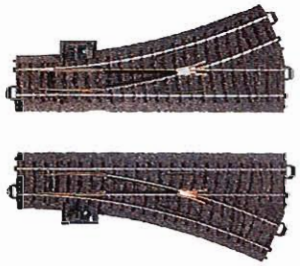
24430 Curved Track.
Radius R4 = 579.3 mm / 22-13/16". Curve 30°. Parallel curve to Radius R3 with a spacing of 64.3 mm / 2-9/16". 12 sections of track form a circle with an outer diameter of 120 cm / 47-1/4".

24912 Curved Track.
Radius 1,114.6 mm / 43-7/8". Curve 12.1°. Complementary curve for the wide radius turnouts and wide angle crossings. Also suitable for use in constructing sweeping main lines.

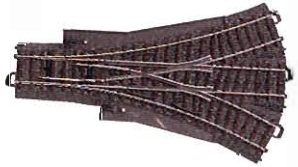
Turnouts and Crossings.

24611 Left Turnout.

24612 Right Turnout.
188.3 mm / 7-13/32" / R2 = 437.5 mm / 17-1/4" / 24.3°. Manual hand lever included. Can be retrofitted with the 74490 turnout mechanism, 74460 digital decoder and 74470 turnout lanterns.

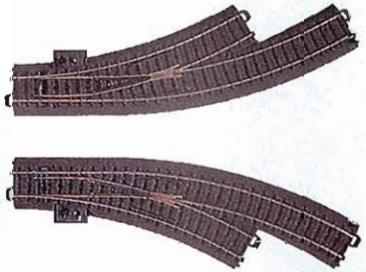


24630 Three-Way Turnout.
Length 188.3 mm / 7-13/32" / 2 x 24.3°. Connection dimensions on both sides are the same as 24611 / 24612 turnouts. Asymmetrical frog area with offset switch rails. Two hand levers included. Can be retrofitted with two 74490 electric mechanisms and two 74470 turnout lanterns. Digital operation is possible with a 60830 decoder.



24671 Left Curved Turnout.

24672 Right Curved Turnout.
Inner curve: R1 = 360 mm / 14-3/16" / 30°. Outer curve: 30° in the parallel curve spacing of 77.5 mm / 3-1/16". Manual hand lever included. Can be retrofitted with the 74490 turnout mechanism, 74460 digital decoder and 74470 turnout lanterns.



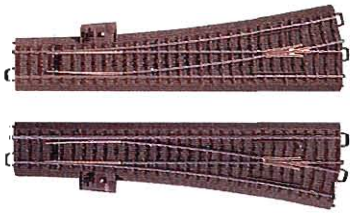
24640 Crossing.
188.3 mm / 7-13/32" / 24.3°.

24624 Double Slip Switch.
188.3 mm / 7-13/32" / 24.3°. Comes with electric mechanism and lighted double slip switch lantern. Can be retrofitted with 74460 digital decoder.

24711 Left Hand Wide Radius Turnout.

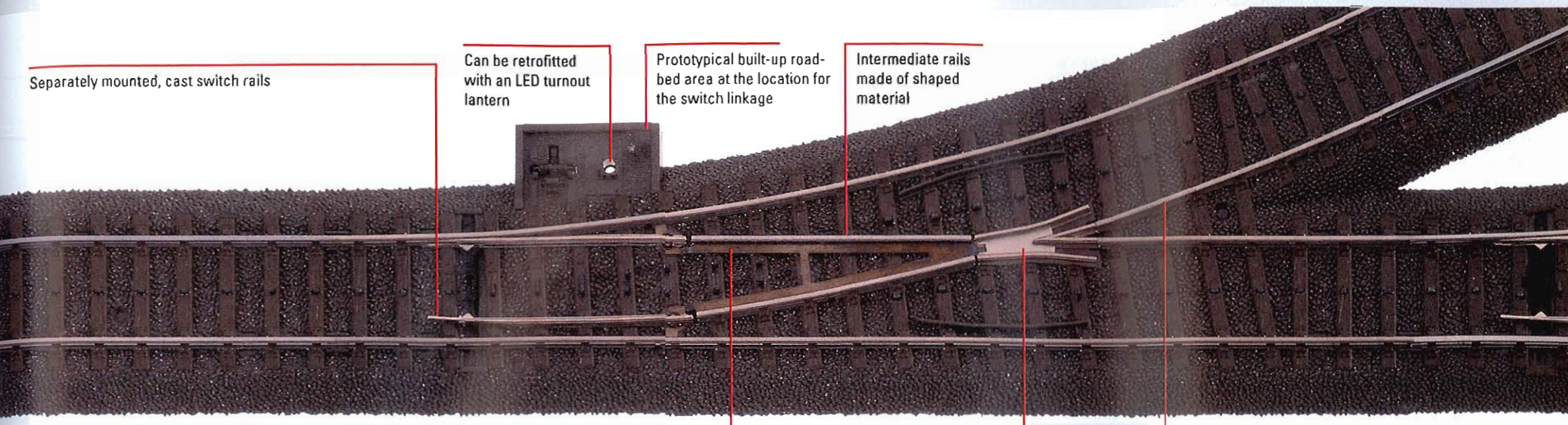
24712 Right Hand Wide Radius Turnout.
Length 236.1 mm / 9-5/16". Branch track radius 1,114.6 mm / 43-7/8". Turnout curve 12.1°. 10° metal frog.

2 sections 24701 track required at the ends of the turnout, suitable roadbed slope piece included. Manual hand lever included. Can be retrofitted with 74490 electric turnout motor, 74470 turnout lantern, and 74460 turnout decoder.



24740 Wide Angle Crossing.
Length 236.1 mm / 9-5/16". Crossing angle 12.1°. Crossing legs electrically isolated from each other. 4 sections of 24071 track are required at the ends of the crossing (not included with 24740). 2 suitable roadbed fill-in pieces included.

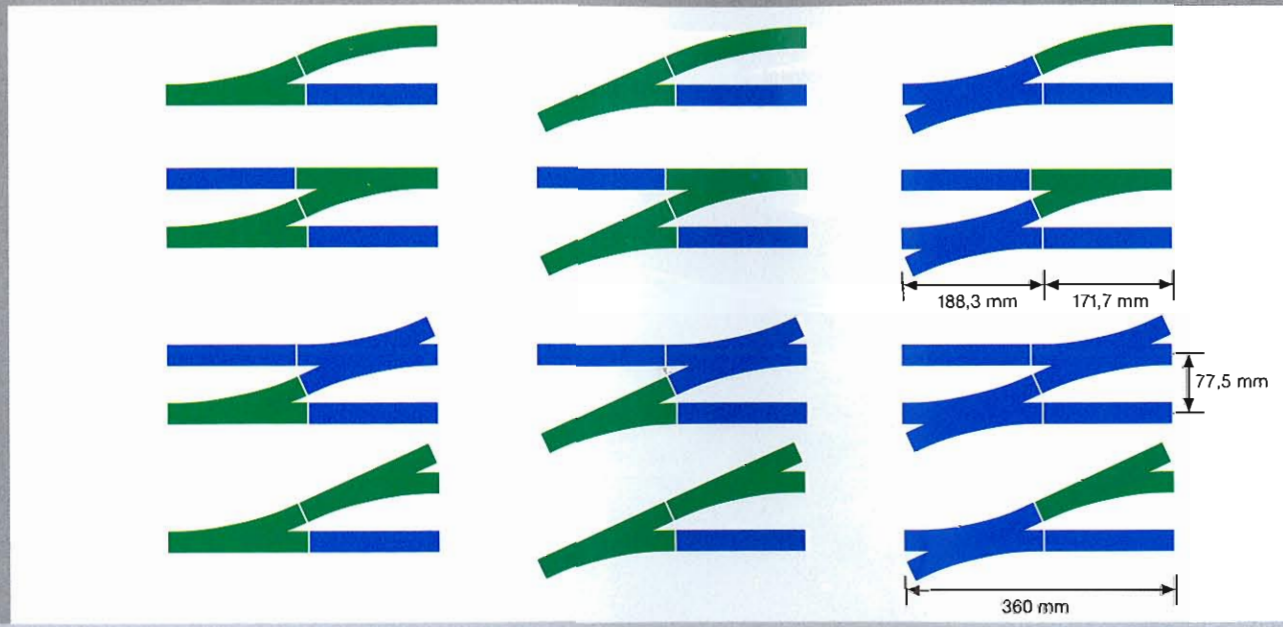
24649 Crossing.
103.3 mm / 4-1/16". 48.6°. For double crossovers or intersecting parallel routes.



The Geometry for Turnouts and Crossings.

The turnouts and crossings in compact C Track program has the same length (188.3 mm / 7-13/32"), the same angle (24.3°), and the same connection dimensions with symmetrical legs. This allows you to install turnouts either straight or diagonal to a length of track or to replaced them with crossings or double slip switches without having to make changes to the rest of the track layout.
Right and left crossing are identical and do not require any additional extension sections on the diagonal side. This means a smaller number of track sections compared to M Track.

The length of the complementary curves is counter-balanced in all combinations with the same straight track (171.7 mm / 6-3/4"). Additional special adjustment sections are not needed.



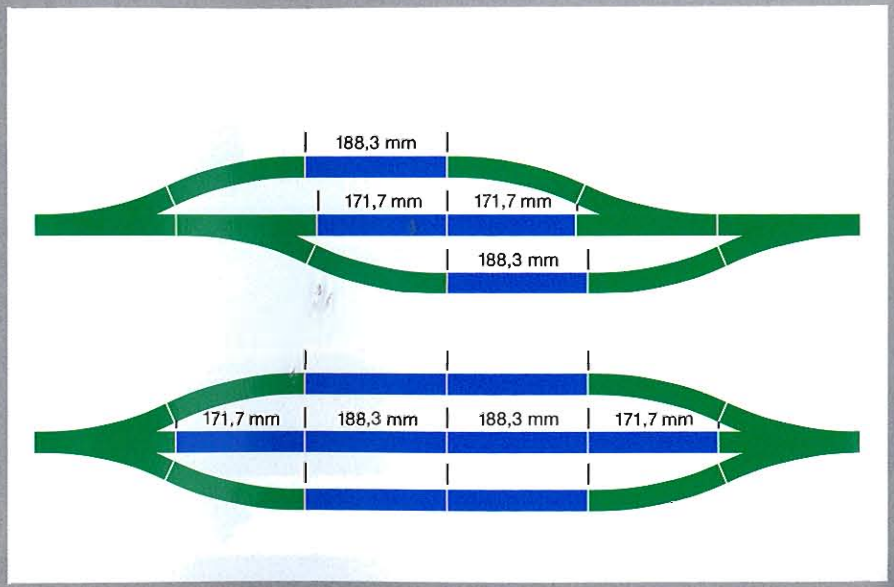
Turnouts and Crossings.

Three Paths Save Space.

The three-way turnout combines a right and a left turnout in the space of a normal turnout. This saves space in yards and station areas.

The connection dimensions for the three-way turnout are the same on both sides as a normal turnout; the layout of the branch tracks is however prototypically asymmetrical. The offset frogs and switch rails prevent joints at the same point on both sides of the track and guarantee a high level of operating reliability in all directions.

The three-way turnout has two independent manual hand levers, which corresponds to the design of the three-way turnout as a "double turnout". These manual hand levers can be augmented with two 74990 electric turnout mechanisms and a pair of 74470 lanterns.



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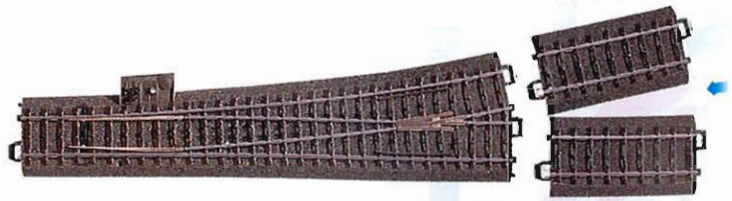

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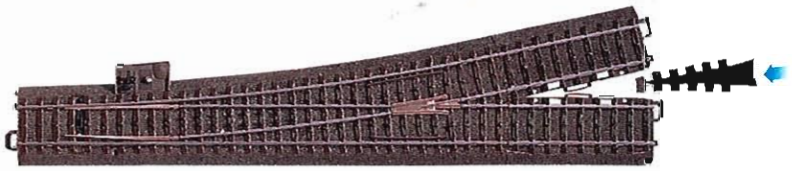

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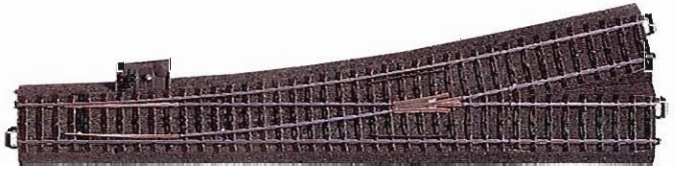


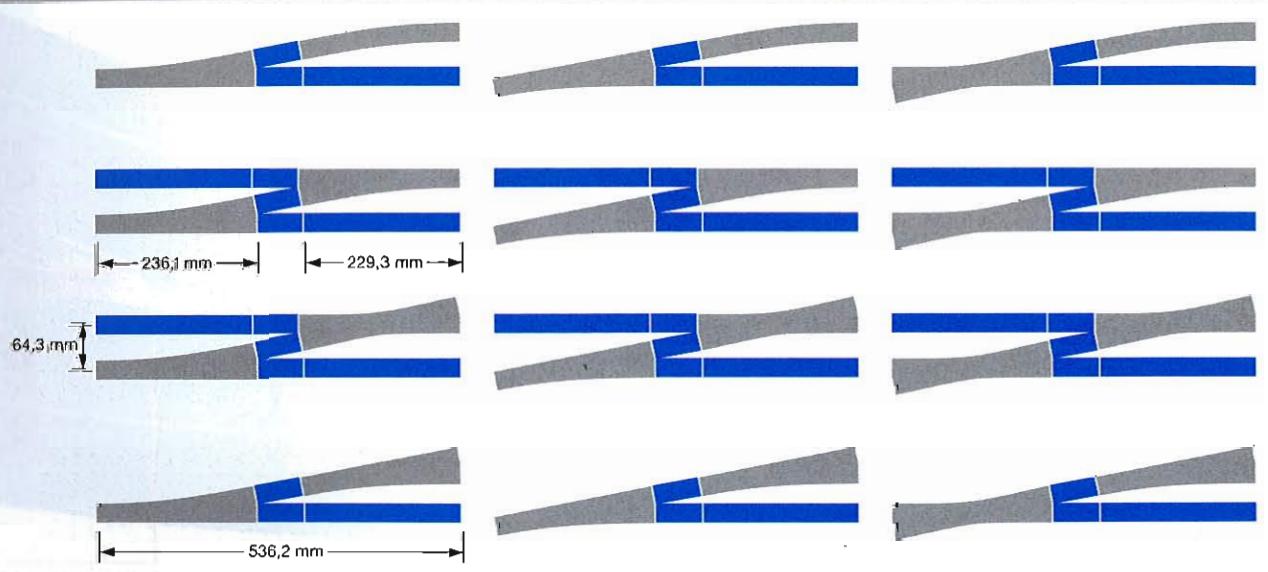
The Wide Radius Turnouts for C Track.

The purposeful further development of the C Track program is also giving the demanding model railroader generous track geometry for a prototypical appearance.

The specifics about the wide radius turnouts can be seen below:
- turnout length 236.1 mm / 9-5/16"
- branch track radius 1114.6 mm / 43-7/8"
- turnout curve 12.1°
- frog angle 10°
- track spacing 64.3 mm / 2-9/16"

As with the compact 24° turnouts, the turnout ends in the 12° system area also symmetrically arranged; the connection dimensions are the same in every installation situation.

Even with a narrow track spacing and an acute turnout angle it is still possible to have continuous roadbed on the turnout's branch.
One section each of 24071 track with removable roadbed slope pieces are installed on the two ends of the turnout: the track bed does not have to be altered in any special way. The wide radius turnouts are equipped with manual hand levers and can be retrofitted with electric turnout motors, decoders, and turnout lanterns.

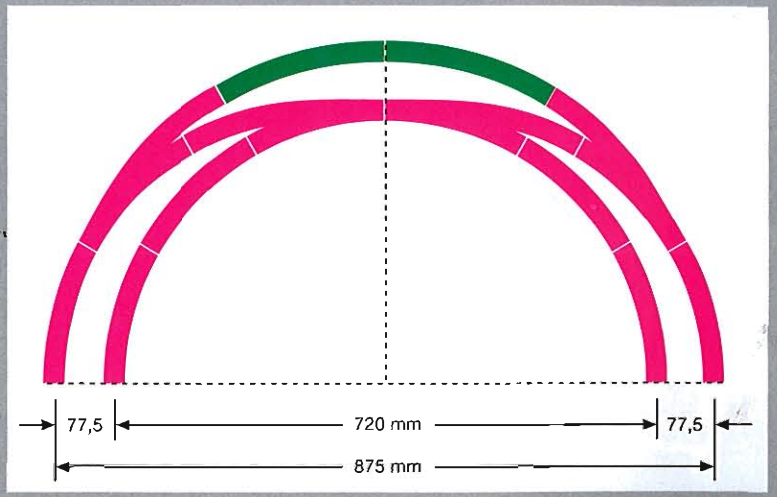


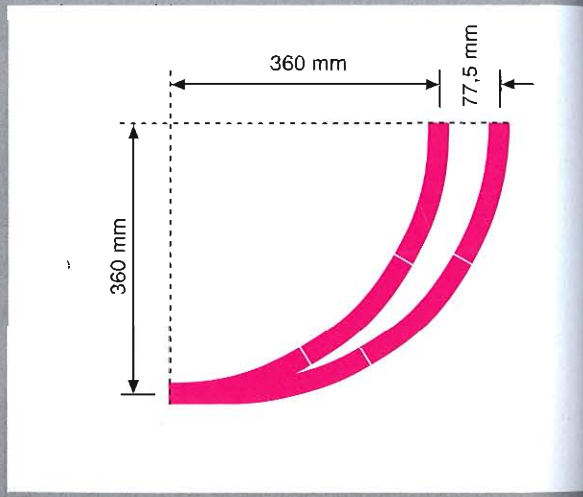
Curved Turnouts.

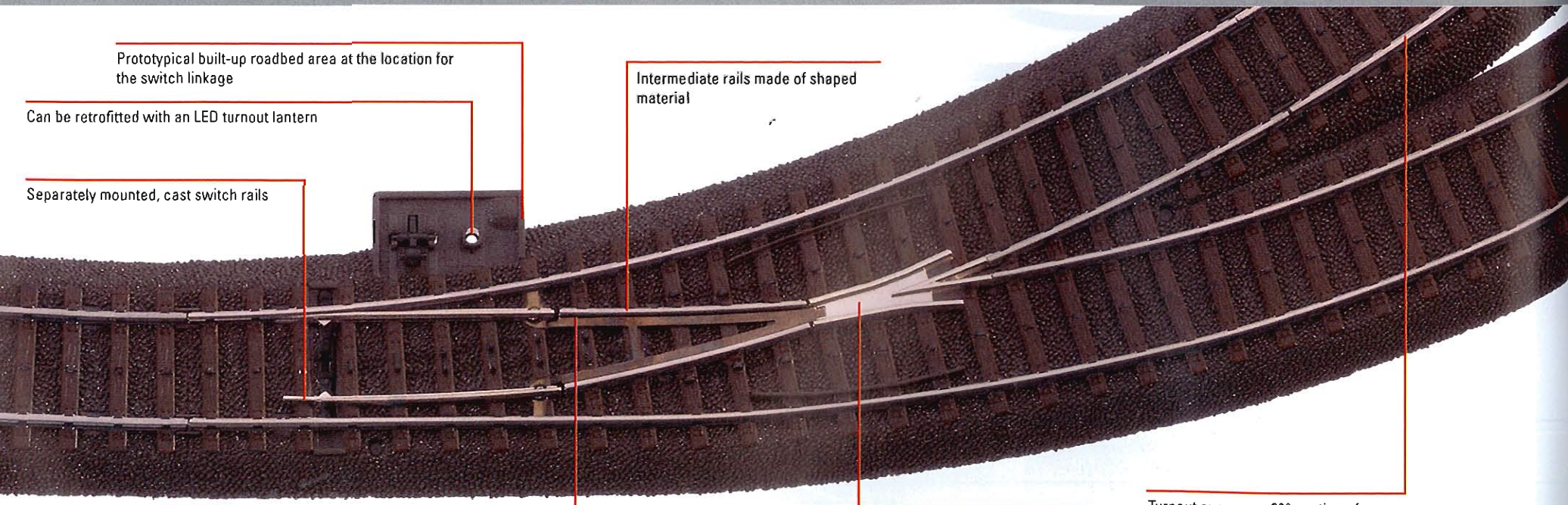
Curved Turnouts with Round Geometry.

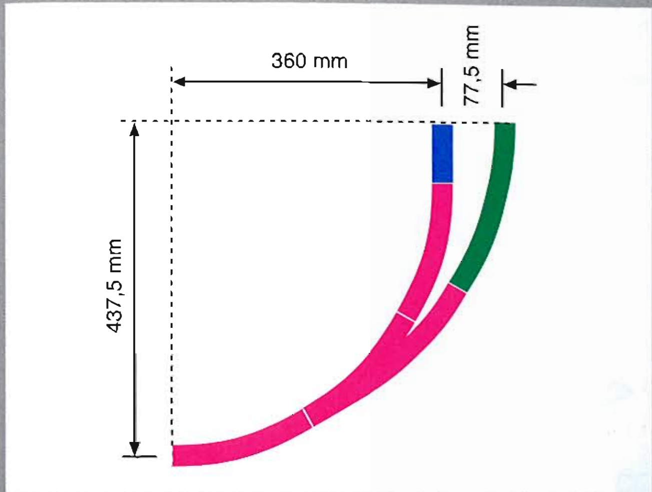
The curved turnouts consist of two offset 30° curved sections from Radius 1, and the main branch of the turnout is extended in length by 77.5 mm / 3-1/16". This means that the same turnout geometry can be used in the standard R1 curve as in the R2 parallel curve. Sidings with a parallel track spacing or crossovers between the R1 and R2 curves are possible as simple combinations at 60°, i.e. at 1/6 of a circle.

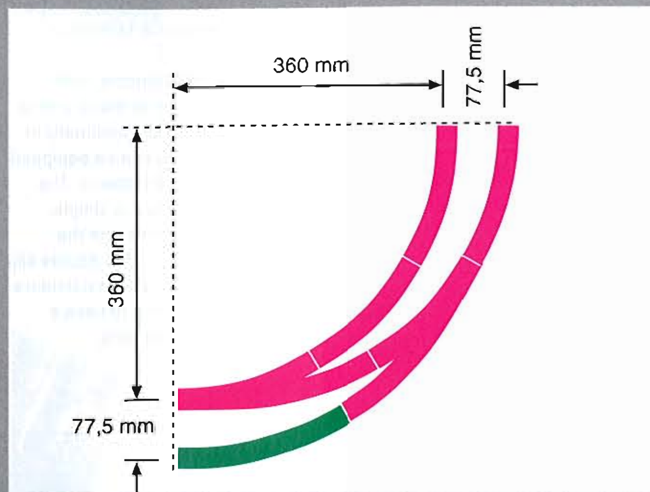
This saves space on curves and gains length in the straight areas of the layout.

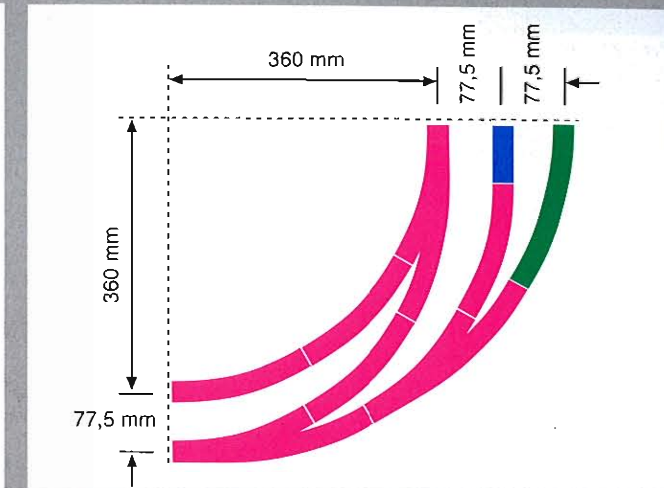


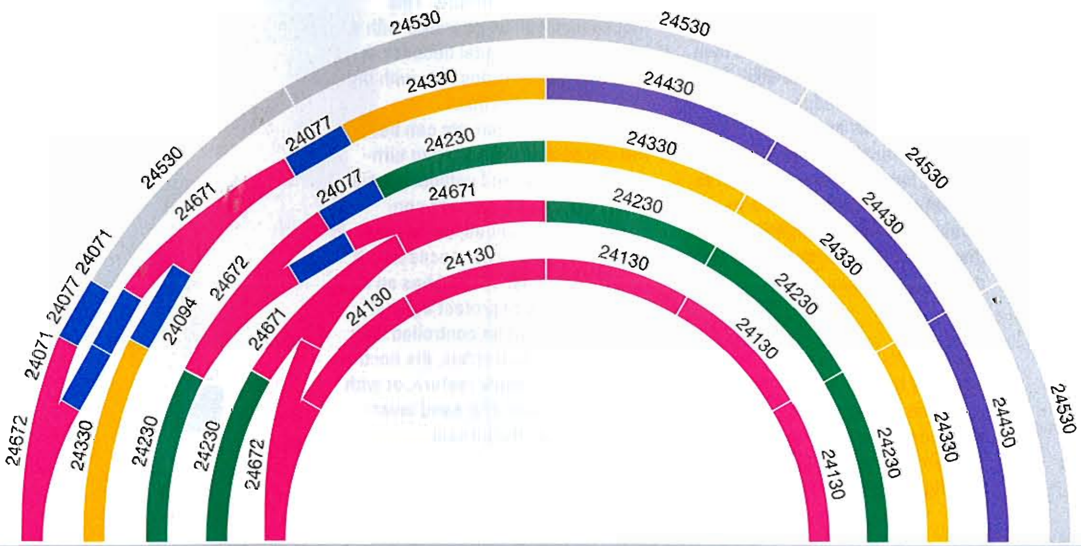












Curved Turnouts on All Curves.

With the universal curved turnouts even two-track or three-track connections can be set up for the larger 24330 parallel curve. The roadbeds for the curved turnouts are cut out accordingly. Even the transition between the two large 24430 and 24530 curves is possible with practical and suitable connection dimensions. Since the elasticity of the roadbed is fully utilized with the inserted straight tracks, we recommend using these combinations on permanently mounted layouts.

Turnout Accessories.

Practical Mechanism.

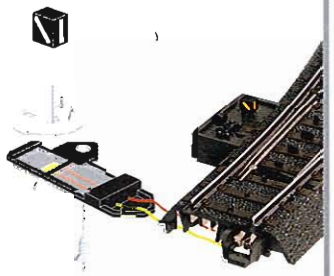
The turnouts are equipped at the factory with a metal turnout lever for setting them by hand. A locking feature for the turnout setting is integrated into the turnout linkage mechanism. The turnout point rails are spring loaded, thus allowing a train to travel "against" the turnout setting.

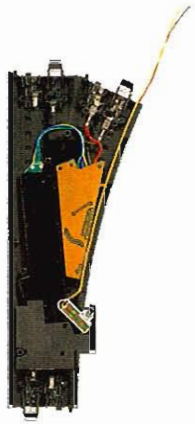
74470 Turnout Lantern Kit.
For retrofitting 2 C Track turnouts. The turnout lanterns can be used right, left or three-way turnouts. They can be used with a manual hand lever and/or with the 74490 electric turnout mechanism. The lights for the lanterns are maintenance-free LED's.

Turnout lanterns with LED lights.

All of the C Track turnouts, with manual hand levers or electric turnout mechanisms, conventionally or digitally controlled, can be equipped with lighted turnout lanterns. The installation procedure is simple; the light insert also fits into the permanent lantern on the double slip switch. Maintenance-free miniature LED's make it possible to have a scale size for the lanterns.

Note: A permanent lantern with prototypical lighting is already built into the 24624 double slip switch.





74460 Digital Installation Decoder.
This decoder can be retrofitted to all C Track turnouts with an electric mechanism. Electrical connections are made with plug contacts. An address of 1 to 256 can be set with coding switches.

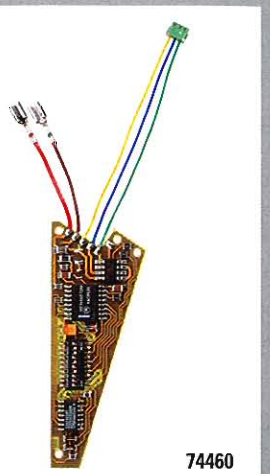
A digital decoder can be installed along with the electric mechanism for turnouts or can be installed later. The decoder is easily connected to the turnout mechanism with plug contacts and can be given its own address (addresses 1 to 256). Tools are special knowledge are not required for this installation. The digital power supply can be taken directly from the power present in the turnout for operating trains. This gives you a finished digital turnout that is also immediately ready to use on temporary layouts.

Tip: The 24630 three-way turnout uses 2 of the no. 74490 electric mechanism, and a 6083 / 60830 digital decoder installed outside of this turnout must be used to convert it to digital operation.

74490 Electric Turnout Mechanism.
Retrofit kit for C Track turnouts, double solenoid mechanism with end shutoff contacts. This mechanism can be operated with a control box or a digital decoder. A feedback signal is possible with the 7271/72710 control box.
This electric mechanism can be retrofitted and connected to turnouts very easily and without special tools. The mechanism sits concealed in the roadbed; below-baseboard mounting is not necessary. It is sealed against dirt and has an end shutoff feature to protect against overloads. It can be controlled with the standard control box, the control box with a feedback feature, or with a digital decoder. The hand lever can remain on the turnout.

Tip: A special mechanism is already built into the 24624 double slip switch.

A Real Good Buy: Digital for C Track Turnouts.



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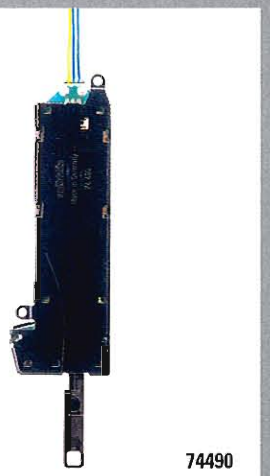

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74444

HIGHLIGHTS

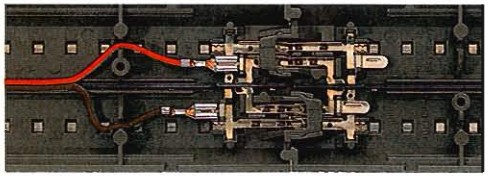
- **Complete set at a great price.**
- **Ideal for digital starter sets and for the C Track extension program.**
- **Easy installation with plug-in contacts.**

74444 Digital Turnout Mechanism Set.
Complete installation set for all C Track turnouts (except the 24630 three-way turnout). This set consists of the 74490 electric turnout mechanism and the 74460 installation decoder.

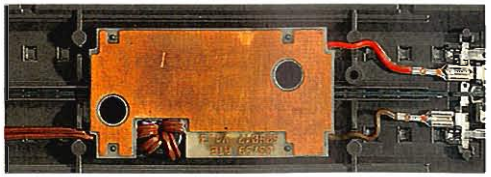
Limited offer until the end of 2007. Available as long as supplies last.

Electric Accessories.

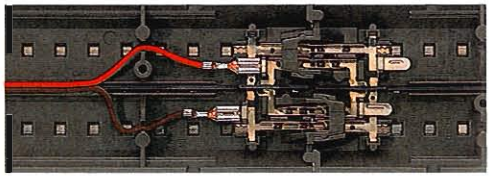
74040 Feeder Wire Set.
with spade connectors for C Track. Two-conductor. Red and brown wires.
Length 1 meter / 39".



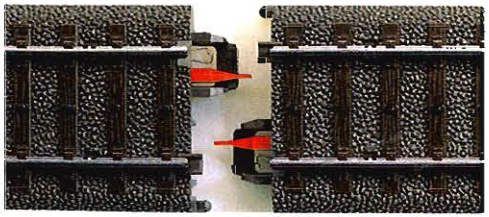
74046 Feeder Wire Set
The feeder wire set comes with interference suppression and overload protection. It includes a circuit board with spade connectors for C Track and a red and a brown feeder wire. One feeder wire set is needed for each conventional track circuit. One 74046 feeder wire set should be installed in each track power circuit to protect against possible radio and television interference caused by locomotives in operation. This feeder wire set also offers effective protection against overloads and short circuits, protection that responds very quickly, even with older transformers. The protective functions remain in effect when you use the 74042 Supplemental Feeder Wire Set for additional connections to the track in the same power circuit. This feeder wire set fits on the underside of the 24188 straight track.



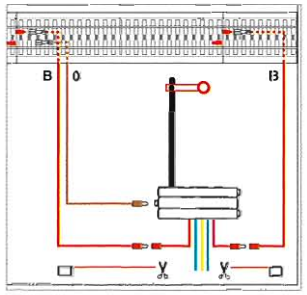
74042 Supplemental Feeder Wire Set.
Red and brown feeder wires with spade connectors at both ends, for C Track.
Length 2 meters / 78-3/4".



74030 Center Rail Insulators.
To separate power circuits or signal blocks. 8 pieces for 4 insulation points.



74043 Signal Feeder Wire Set for C Track.
This set is for older color light signals (item nos. 7239 to 7242) and semaphore signals (item nos. 7039 to 7042), which come equipped for operation with K or M Track. The set includes center rail insulators, wires for connections, and hardware for one signal block.

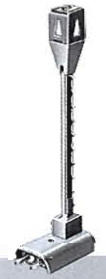


74994 Rail Joiners for C Track.
Contents: 25 rail joiners. These are for connecting the rails at the joints of cut sections of C Track. This provides a mechanical joint and a ground contact for the rails.

The affected center conductor feeder connection tongues in the cut sections of track should be connected by means of the 74995 spade connectors and a length of wire to provide an electrical connection.

74990 Track Screws.
For mounting C Track. 1.6 x 13 mm / 1/16" x 1/2" with cross point head. Contents 200 pieces.

74997 Light Mast for the Uncoupler Track.
The light mast can be plugged into the 24997 C Track. The mast signal lights up when the uncoupler track is activated. Metal mast.
Height 85 mm / 3-38". This light mast is technically the same as the earlier 5113 mast.



7555 Reed Switch.
The reed switch is for use at a suitable point with K Track or C Track. The reed switch triggers a pulse of current when a locomotive or car with a magnet mounted on the underside passes over it. The connections to the reed switch are potential-free. The reed switch has a maximum current capacity of 2 amps. Length 38 mm / 1-1/2".

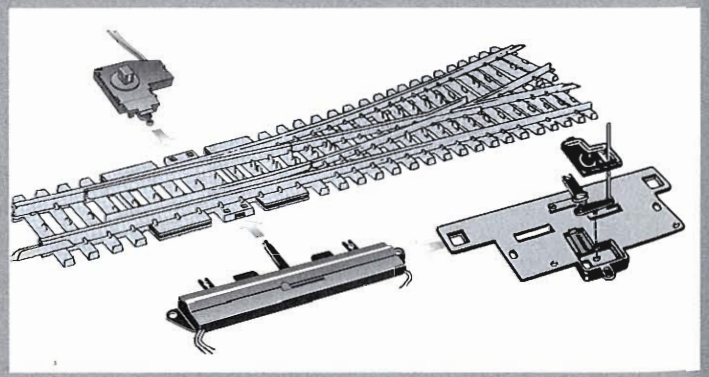
K Track - The Track with Many Possibilities.

The extensive geometry and the large selection of track elements offers all sorts of layout possibilities.

The compact turnout program offers a lot of action in a small area – the wide radius turnout program and flex track enable sweeping rail lines.

The flat track work is ideal for extended multi-track station layouts on the same level.

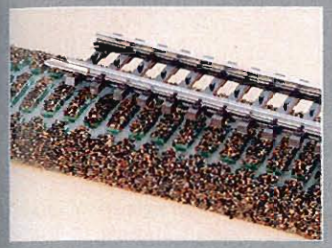
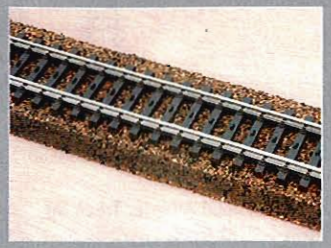
The mechanical hardware for the turnouts can be placed in a variety of ways: plug-in electric turnout mechanisms, below-the-baseboard installation, plug-in turnout lanterns.



Custom design possibilities for a rail line's roadbed:

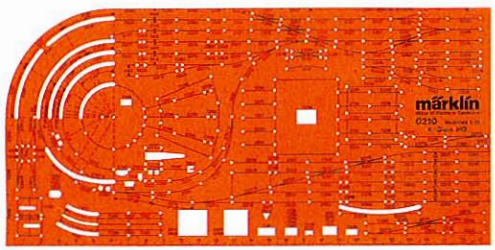
- **rational:** a pre-made hard foam roadbed with a layer of ballast applied to it is available at your local dealer.
- **fast:** track laid flat on a built-up sub-bed treated in advance.
- **professional:** real ballasting with scale sized granules from your local dealer, put down with a suitable adhesive.

Important:
Use a standard, ph-neutral wood glue for "wet" ballasting. Glues with special characteristics such as "water resistant", "fast drying", etc. can contain additives that attack the metal parts of the track. Movable parts on turnouts, circuit tracks, etc. must be kept free of glue and granulate particles.



0210 Track Planning Stencil for K Track.
The stencil allows you to plan your own layouts for 2200 series K track. All track sections on the stencil are in a scale of 1:10 and can be transferred easily to paper with a sharp pencil. Instructions included.



Planning Aids:

Track Planning on Your Computer.
60521 Märklin 2D/3D Track Planning Software.

60523 30 Track Plans for Märklin H0 on CD ROM.

Guides in Print.
07455 Track Plan Book for C Track. (with track plans for K Track).

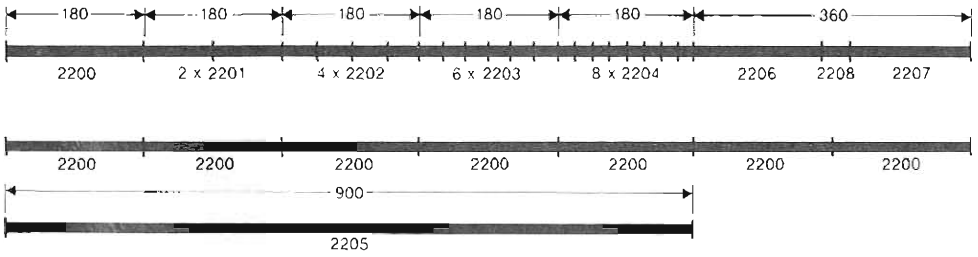
07459 Track Plan Book for C Track. (with track plans for K Track).

Straight Track.

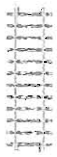
The K Track geometry starts with the basic unit of length of 180 mm / 7-3/32". The partial length track sections are used to set up track patterns of any length, but are chiefly used for filling odd lengths in combination with turnouts and crossings and to supplement the standard track length.

On straight track the length of the rails is measured. On curved track the radius out to the middle of the track bed and the angle of the curve are given.

Comparison of K Track Lengths.



2201 Straight Track.
Length 1/2 = 90 mm / 3-9/16"



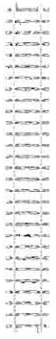
2207 Straight Track.
Length 156 mm / 6-1/8".

2206 Straight Track.
Length 168.9 mm / 6-5/8". Same in length as 2262, 2263, 2265 and 2266 turnouts.

2200 Straight Track.
Length 1/1 = 180 mm / 7-3/32" (standard length).

2291 Adapter Track for M Track.
Length 1/1 = 180 mm / 7-3/32". Facilitates transition from K to M track.

2209 Straight Track.
Length 217.9 mm / 8-9/16".



2202 Straight Track.
Length 1/4 = 45 mm / 1-3/4".

2293 Straight Track.
Length 41.3 mm / 1-5/8".

2208 Straight Track.
Length 35.1 mm / 1-3/8".

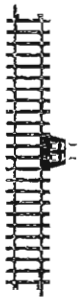
2203 Straight Track.
Length 1/6 = 30 mm / 1-3/16".

2204 Straight Track.
Length 1/8 = 22.5 mm / 7/8".

Function Tracks.

Feeder Tracks.

Feeder tracks conduct power to the center conductor and from the running rails. Feeder tracks or 7500 and 7504 feeder terminals should be installed about every 2 meters or approximately 6-7 feet on longer stretches of track to supply current to the track. To prevent interference with radio and television reception, a 2292 feeder track with an interference suppression capacitor should be used in each track power circuit (these feeder tracks are not used with Delta and Digital operation).



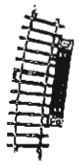
2292 Straight Feeder Track.
Length 1/1 = 180 mm / 7-3/32".
2 feeder wires. Built-in capacitor for radio/TV interference suppression.

2290 Straight Feeder Track.
Length 1/1 = 180 mm / 7-3/32".
2 feeder wires. Also usable with Delta and Digital.

2205 Flex Track.
Length 5 x 1/1 = 900 mm / 35-7/16".
Curves with different radii can be made with this track. It can be cut using a coping saw. The 7595 rail joiners and clips are installed at the cut ends.

Circuit Tracks.

The circuit tracks (2229, 2239, 2299) enable automatic control of turnouts and signals by a train in operation. Activated by the pickup shoe on a locomotive or car, they can activate different circuit switching functions independently in both directions of travel.



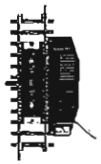
2229 Curved Circuit Track.
Length 1/2 = 15°.
Radius 360 mm / 14-3/16".
Momentary contact with locomotive/car pickup shoe.

2239 Curved Circuit Track.
Length 1/2 = 15°.
Radius 424.6 mm / 16-3/4".
Momentary contact with a locomotive/car pickup shoe.

2299 Straight Circuit Track.
Length 1/2 = 90 mm / 3-9/16".
Momentary contact with a locomotive/car pickup shoe.

Uncoupler Track.

Locomotives and cars with standard couplers and close couplers can be uncoupled from the train by remote control with the uncoupler track. The solenoid mechanism in the uncoupler track can be operated from the 7272/72720 control box or with the manual hand lever on the side of the track.



2297 Straight Uncoupler Track.
Solenoid mechanism included.
Length 1/2 = 90 mm / 3-9/16". 2 wires for connections.

Contact Tracks.

An electrically isolated length of running rail receives contact by means of every locomotive/car that passes over it. The track occupation feedback signal made possible by this takes place through the wheel sets. The contact areas can be lengthened with straight and curved track sections.

2295 Contact Track Set.
Length 2 x 1/2 = 2 x 90 mm / 3-9/16".
Continuous contact through wheel sets on locomotives / cars. The two track sections have an insulated rail section for track occupation feedback signal when a train is passing over them. The contact area can be lengthened with regular straight and curved track sections.

Curved Track.

Standard Curve I. Radius 360 mm / 14-3/16".

2221 Curved Track.
Length 1/1 = 30°.

2223 Curved Track.
Length 1/2 = 15°.

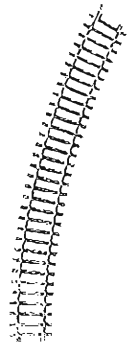
2224 Curved Track.
Length 1/4 = 7° 30'.

Industrial Curve. Radius 295.4 mm / 11-5/8".

2210 Curved Track.
Length 1/1 = 45°. Small radius for branch lines and industrial trackage. Cannot be used for long locomotives and cars.

Standard Curve II. Radius 424.6 mm / 16-3/4".

2231 Curved Track.
Length 1/1 = 30°.



2232 Curved Track.
Length 3/4 = 22° 30'.

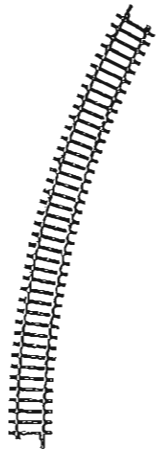
2233 Curved Track.
Length 1/2 = 15°.

2234 Curved Track.
Length 1/4 = 7° 30'.

2235 Curved Track.
Length 1/8 = 3° 45'.

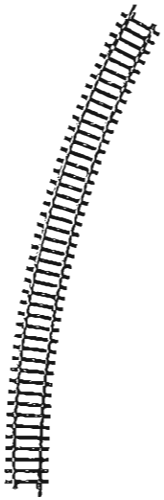
Large Curve I.
Radius
553.9 mm /
21-13/16".

2241 Curved Track.
Length 1/1 = 30°.

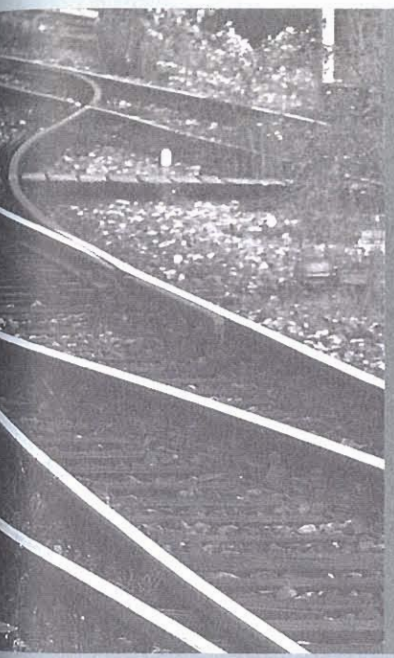


Large Curve II.
Radius
618.5 mm /
24-3/8".

2251 Curved Track.
Length 1/1 = 30°.



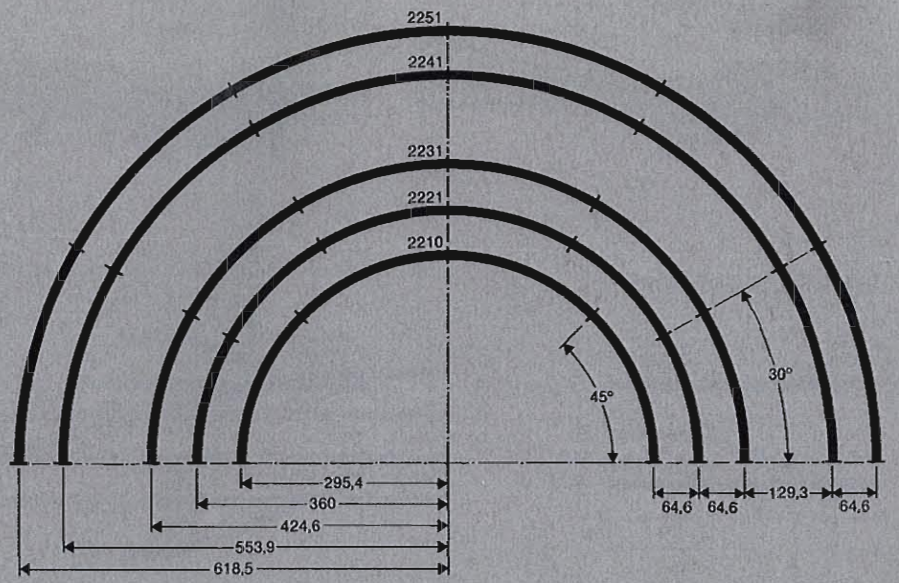
2274 Curved Track.
Length 14° 26'.
Complementary curve for
2272/2273 turnout.



The 5 Track Radii.

In addition to the Standard Curve I with a radius of 360 mm / 14-3/16", there is also the larger Standard Curve II with a radius of 424.6 mm / 16-3/4". The second digit for catalog number for each section of curved track for a particular radius refers to Standard Curve I (2221, 2223, 2224) or II (2231, 2232, 2233, 2234, 2235). The Large Curve I 2241 with a radius of 553.9 mm / 21-13/16" and the Large Curve II 2251 with a radius of 618.5 mm / 24-3/8" are available for wide radius main lines. The Industrial Curve 2210 with a radius of 295.4 mm / 11-5/8" is intended for branch lines.

2251 Circle = 12 sections
2241 Circle = 12 sections
2231 Circle = 12 sections
2221 Circle = 12 sections
2210 Circle = 8 sections

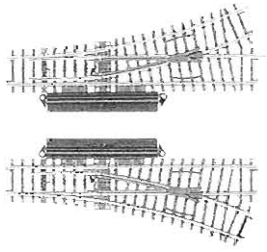


Turnouts and Crossings.

All of the turnouts shown are laid out for a standard parallel track spacing of 64.6 mm / 2-9/16". This short design saves space for yard tracks. All of the turnouts and crossings are interchangeable. They can be installed either straight or on the diagonal without altering the track spacing or the length of the rail line. The turnouts are equipped with sprung switch rails, and a train can thus run "against" a turnout setting. The electric turnouts, the double slip switch, the three-way turnout, and the curved turnouts have double solenoids for remote control. These turnouts can be operated with the 72710 or 72720 control boxes, the 2229, 2239 and 2299 circuit tracks, or the 7555 reed switch. The 72710 control box enables automatic feedback of the setting for the 2260, 2262, 2263, 2268, and 2269 (new versions) turnouts. All of these turnouts can be used in the Märklin Digital system.

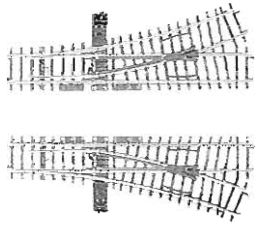
2262 Left Turnout. (2261 L).

2263 Right Turnout. (2261 R).
Detachable solenoid mechanism (7549) included. Turnout branch 22° 30'. Branch same as 2232
Length of the straight side 168.9 mm / 6-5/8"

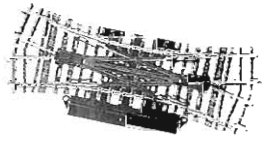


2265 Left Turnout (2264 L).

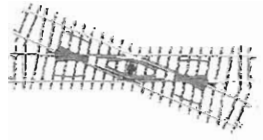
2266 Right Turnout (2264 R)
Detachable hand lever included. Turnout branch 22° 30'. Branch same as 2232.
Length of the straight side 168.9 mm / 6-5/8". A 7549 solenoid mechanism can be installed on these turnouts.



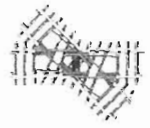
2260 Double Slip Switch.
Detachable solenoid mechanism (7549)included. Crossing angle 22° 30'. Curve same as 2232.
Length of the straight side 168.9 mm / 6-5/8".



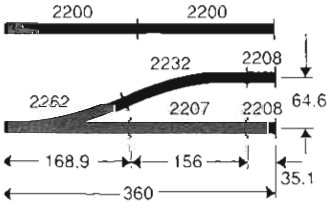
2259 Crossing.
Crossing angle 22° 30°.
Track length 168.9 mm / 6-5/8".

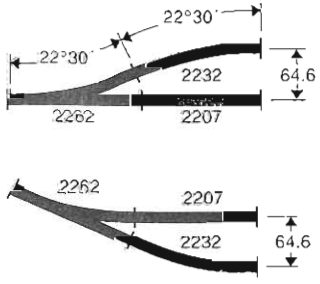


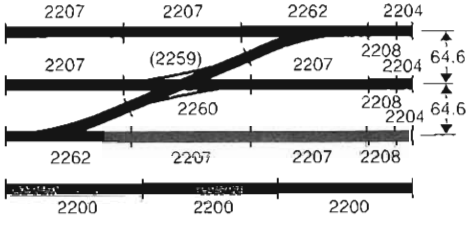
2258 Crossing.
Crossing angle 45°.
Track length 90 mm / 3-9/16".



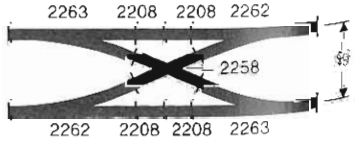
Turnouts for Standard Curve II.







Crossings for Standard Curve II.



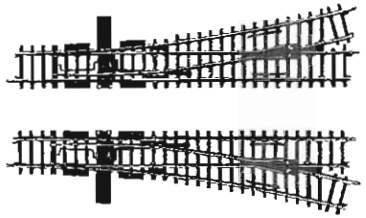
Wide Radius Turnouts and Crossings.

The wide radius turnouts and crossings with an angle of 14° 26' and a parallel track spacing of 57 mm / 2-1/4" enables the elegant, sweeping track routes desired by discerning model railroaders. The manual hand lever on the turnouts and on the double slip switch can be mounted on the right or the left and can easily be replaced by the 7549 electric turnout mechanism. The 22715, 22716 turnouts are set up with conventional guard rails.

The 2275 double slip switch offers four different paths by means of switch rails that can be set individually.

22715 Left Turnout.

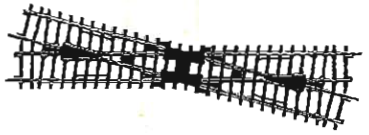
22716 Right Turnout.
Detachable hand lever included. Fixed frog and guard rails. Length of the straight side 225 mm / 8-7/8". Turnout branch 14° 26'. Branch radius 902.4 mm / 35-1/2". A 7549 electric turnout mechanism can be installed on these turnouts.



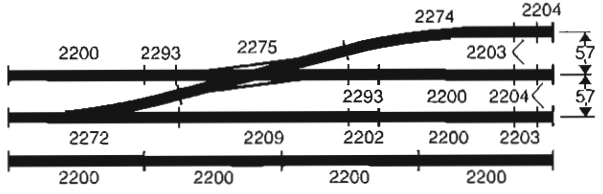
Wide Radius Turnouts and Crossings.
Radius 902.4 mm / 35-1/2".

2275 Double Slip Switch.
2 detachable hand levers included. Crossing angle 14° 26'. Curve radius 902.4 mm / 35-1/2". Length of the straight side 225 mm / 8-7/8". 2 each 7549 solenoid mechanisms can be installed on this unit. Separate paths can be set on the double slip switch.

2257 Crossing.
Crossing angle 14° 26'.
Track length 225 mm / 8-7/8".



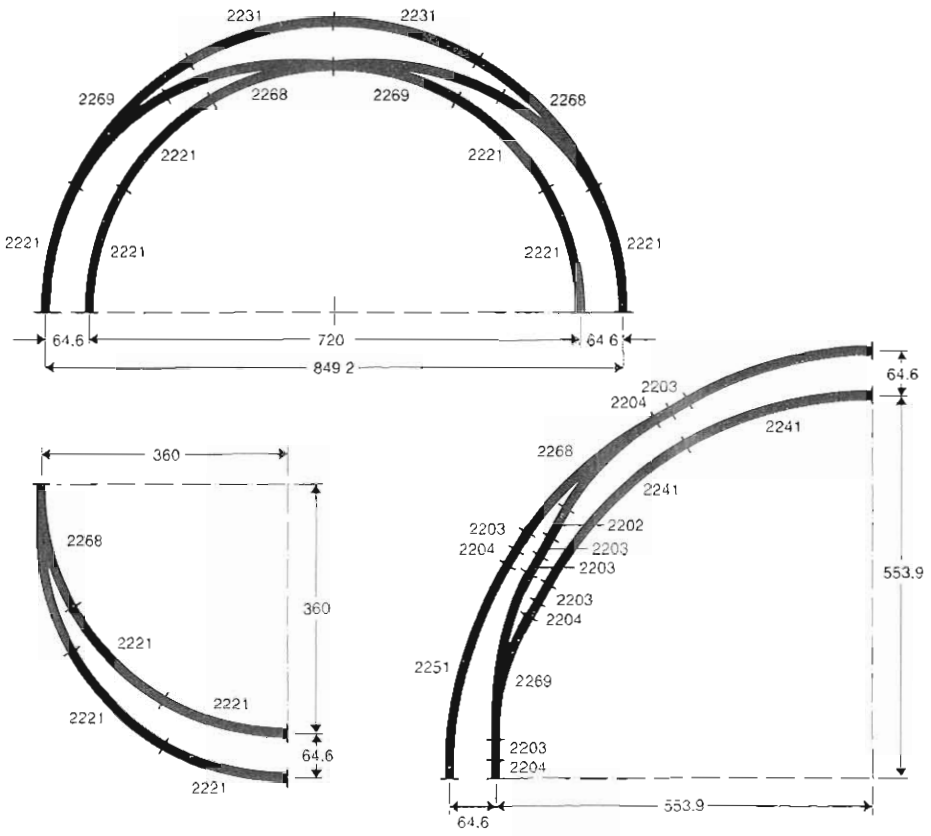
2275 Wide Radius Double Slip Switch or 2257 Crossing.



Curved Turnouts and Three-Way Turnout.

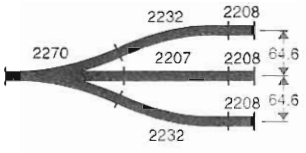
Curved Turnouts.

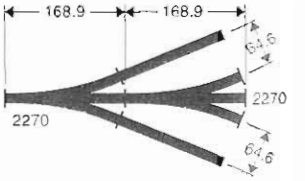
Using curved turnouts enables you to start sidings on a curve. This increases the usable length in the straight areas of the layout. The curved turnout enables a harmonious transition between the two standard curves (Radius 360 mm / 14-3/16" and 424.6 mm / 16-3/4"). The curved turnouts can also be used between the Large Curves I and II, when you add 2202, 2203 and 2204 adjustment sections.



Three-Way Turnout.

The three-way turnout combines a right and a left turnout in the space of a normal turnout. This saves space in yards and station areas. The three-way turnout has two double solenoid mechanisms for remote control. Both of the branch tracks have the same radius and length as the 2262 and 2263 turnouts. A three-way turnout can be used for a direct path to a 72881 roundhouse locomotive shed.

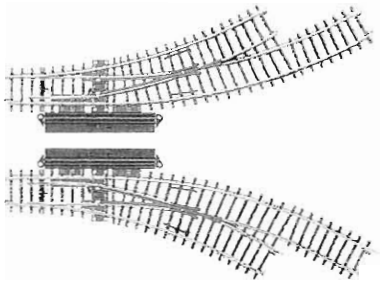




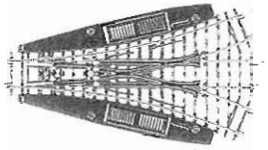
Standard Curve I. Radius 360 mm / 14-3/16".

2268 Left Curved Turnout (2267 L).

2269 Right Curved Turnout (2267 R). Detachable solenoid mechanism (7549) included. Inner curve 30°. Outer curve 30° in the parallel curve spacing of 64.6 mm / 2-1/2". Length and radius of the inner curve are the same as 2221.



Standard Curve II. Radius 424.6 mm / 16-3/4".

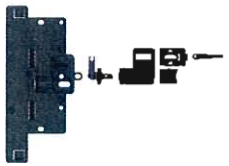


2270 Symmetrical Three-Way Turnout. 2 solenoid mechanisms included. Length of the straight side 168.9 mm / 6-5/8". Turnout branches 2 x 22° 30'. Branch radius 424.6 mm / 16-3/4". Curve same as 2232. 2 additional hand levers included. 6 wires for connections.

K Track Accessories.

7547 Turnout Lantern Kit.
One each right and left turnout lantern for installation on turnouts with the detachable turnout mechanism. The turnout lantern can be used with hand levers, the 7549 turnout mechanism, or the 7548 below-baseboard mounting kit with a 7549. The lights are maintenance-free LED's.

7548 Below-Baseboard Installation Kit.
This kit is for installing two 7549 turnout mechanisms. It can be adjusted for boards from 8 to 25 mm / approx. 5/16" to 1". Installation template included.



7549 Electromagnetic Turnout Mechanism.
This turnout mechanism is suitable for the 2265 and 2266 (new design), 22715 and 22716 turnouts, and the 2275 double slip switch, as well as for the KOMBI Track Extension program. Automatic end shut-off contact feature. An automatic feedback feature is available with the 7271/72710 control boxes. This mechanism can be installed below-the-baseboard with the 7548 installation kit.

7555 Reed Switch.
The reed switch is for use at a suitable point with K Track or C Track. The reed switch triggers a pulse of current when a locomotive or car with a magnet mounted on the underside passes over it. The connections to the reed switch are potential-free. The reed switch has a maximum current capacity of 2 amps. Length 38 mm / 1-1/2".

7500 Ground Terminal Clip.
This can be installed anywhere on the layout under the rails.

7504 Third Rail Terminal Clip.
This is installed between the third rail clips at the ends of the track.

7522 Third Rail Insulator.
This is installed between the third rail clips between the track sections to separate track circuits.

7391 Track Bumper.
Length 38 mm / 1-1/2". The track bumper can be clipped onto the rails. A wood screw for installation is included.

7389 Track Bumper.
Lighted lantern included. Maintenance-free LED. Length 38 mm /1-1/2". The track bumper can be clipped onto the rails. A wood screw for installation is included.

7599 Wood Screws.
200 pieces 1.4 x 10 mm (1/16" x 3/8"), size 00. These screws are for mounting track sections (H0) or for mounting bridge sections on bridge pillars (Märklin Z).

7595 Rail Joiners and Third Rail Clips.
Contents: 10 pieces of each. These rail joiners and clips are for joints with other track when the 2205 flex track is cut.

Catenary.

The Third Dimension Newly Discovered.

The first electrified railroad routes in Germany were set up about 100 years ago. Individual provincial railroads made use of the great promise inherent in the advantages of electric motive power on their mountain routes. These railroads also lacked their own supplies of coal for steam locomotives.

In the beginning there were different power systems, but in 1912 the states came to an agreement on a standard power system, and in 1928 the German State Railroad took the various designs and standardized them into one type of catenary. The principle for this catenary still applies today, although it has been adapted several times in its technical details to meet increasing demands and to be used at higher speeds.

For many model railroad enthusiasts catenary is a must. Like the prototype, the model also draws its power from the contact wire, and the additional power circuit expands the possibilities for operation in a kind of third dimension. At the same time there has always been a compromise between delicate appearance and practical sturdiness – the Märklin catenary has stood the test of time with the latter for decades. Now, we have developed a new system from the ground up. Our goal was to offer catenary convincing in appearance and technology making use of the potential of modern materials and manufacturing techniques. This new catenary had to be as easy to set up, such as what you have been used to from Märklin.

As you look at the photographs, you'll immediately notice the essential new features.

The finely detailed masts are made of metal and are scaled down exactly from the prototype. Straight and curved track can now be prototypically hung with catenary by using the regular masts, bridge masts, and concrete masts. The catenary wires are made of welded, dark nickel-plated, round wires, and they are no longer bent on curves. The cross spans can be adapted to the number of tracks to be spanned, just like the prototype.

The new Märklin catenary system is – despite its delicate appearance – sturdy enough for operation and fully functional. Setting up this catenary is electrically and mechanically as easy as in the past; the catenary wire does not have to be braced or anchored. Positioning jigs help you to mount the masts and install the catenary wires. All of the important parts for the system are offered – masts, cross spans, catenary wire for ordinary track, turnouts, and crossing / double slip switches – as well as accessories such as wire for electrical separation points, bases, and adjustment sections.

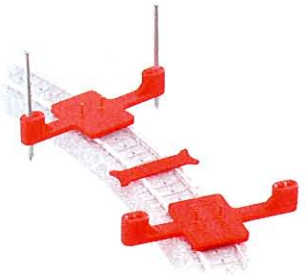
The new starter set for catenary "electrifies" the complete track layout for the larger starter sets. This means you can immediately become familiar with the advantages of the new system and experience the outstanding look and practical working features of this catenary. As with the new H0 color light signals, we have brought system technology to a point with this catenary that will impress many H0 Gauge enthusiasts, who don't have the Märklin system.

70012 Catenary Installation Jig.
This a tool for determining the height and side position of the catenary wire. It can be adapted to all track systems. 5 pieces to a package.

HIGHLIGHTS
- Aid for installing catenary wire.

70011 Mast Positioning Jig Set.
This is a tool for determining the position of regular masts and tower span masts and catenary wire lengths on curves. This set consists of 2 positioning jigs, 1 catenary deviation jig, and 2 marking pins.

HIGHLIGHTS
- Aid for installing catenary masts.

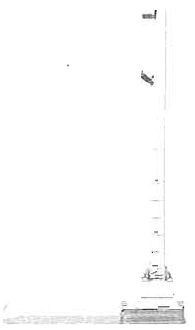


Catenary.

The masts for the H0 catenary are made of metal and have an integrated plastic base. The metal hanger arms are interchangeable and can be used as long or short arms. The mast base can be used with K Track, and it can be used with C Track by means of a sliding connection on the clip for this track .

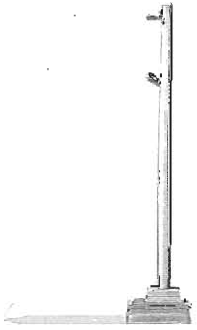
74121 Feeder Mast.
This mast is for supplying power to an area of catenary and for signal blocks. It is a metal lattice mast and has a metal hanger arm. A base with a mounting screw and a slide-on connection is included. An additional base as a clip for C Track is included. Feeder wire for C Track included.
Height 100 mm / 3-15/16".
1 piece.

74101 Standard Mast.
This is a metal lattice mast and has a metal hanger arm. A base with a mounting screw and a slide-on connection is included. An additional base as a clip for C Track is included. Height 100 mm / 3-15/16".
5 pieces to a package.



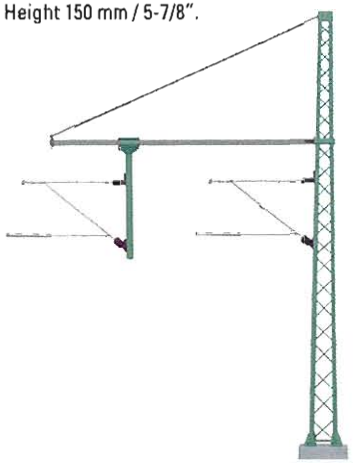
74104 Bridge Mast.
This a metal lattice mast and has a metal hanger arm. A base with a slide-on connection is included. Additional mounting bracket for the Märklin bridge system. Height 100 mm / 3-15/16".
5 pieces to a package.

74103 Concrete Mast.
This is a metal round mast and has a metal hanger arm. A base with a mounting screw and a slide-on connection is included. An additional base as a clip for C Track is included. Feeder wire for C Track included. Height 100 mm / 3-15/16".
5 pieces to a package.



74105 Center Mast.
This is a metal lattice mast and has two metal hanger arms. Both arms are electrically insulated. A base with a mounting screw and a slide-on connection is included. An additional base as a clip for C Track is included.
Height 100 mm / 3-15/16".
One mast to a package.

74106 Tower Mast with a Tubular Outrigger Beam for a Hanger Arm.
This is a tower mast with an additional outrigger beam and 2 mounted hanger arms, all made of metal. Both arms are electrically insulated. The outer arm is adjustable to 117.5 mm / 4-5/8".
Height 150 mm / 5-7/8".



74142 Tower Mast.
This is a metal lattice mast. A base with a mounting screw and a slide-on connection is included. This mast is suitable for cross span wires or for single hanger arms. All four sides of the mast have mounting points. This mast can be used for all track systems.
Height 170 mm / 6-11/16".
One mast to a package.

Metal hanger arm for good electrical contact.

74151 Single Hanger Arm.
This hanger arm is made of steel wire with hangers for contact and messenger wires. It can be installed on regular masts and on tower masts.
5 pieces to a package.

74110 Mast Base.
This is a replacement base for standard masts. It can be shortened for all available H0 track systems with or without roadbed. The base comes with a screw suitable for mounting a mast.
20 pieces to a package.

Catenary.

The catenary wire for H0 catenary is made of welded steel wire. The galvanized surface looks realistic and protects from corrosion. The wire sections are prefabricated and easy to install.

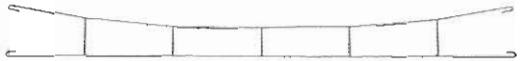
70360 Catenary Wire.
The catenary wire is made of welded steel wire.
Length 360.0 mm / 14-3/16". Standard length. Designed for straight lengths of track.
5 pieces to a package.

70142 Catenary Wire.
The catenary wire is made of welded steel wire.
Length 142.0 mm / 5-9/16". Designed for curved track with a radius of 360 mm / 14-3/16" (C Track, K Track, M Track). 16 catenary wires are required for a circle, each one making up 22.5° of a curve
5 pieces to a package

70172 Catenary Wire.
The catenary wire is made of welded steel wire
Length 172.5 mm / 6-13/16". Designed for curved track with a radius of 437.5 mm / 17-1/4" (C Track, M Track). 16 catenary wires are required for a circle, each one making up 22.5° of a curve.
5 pieces to a package

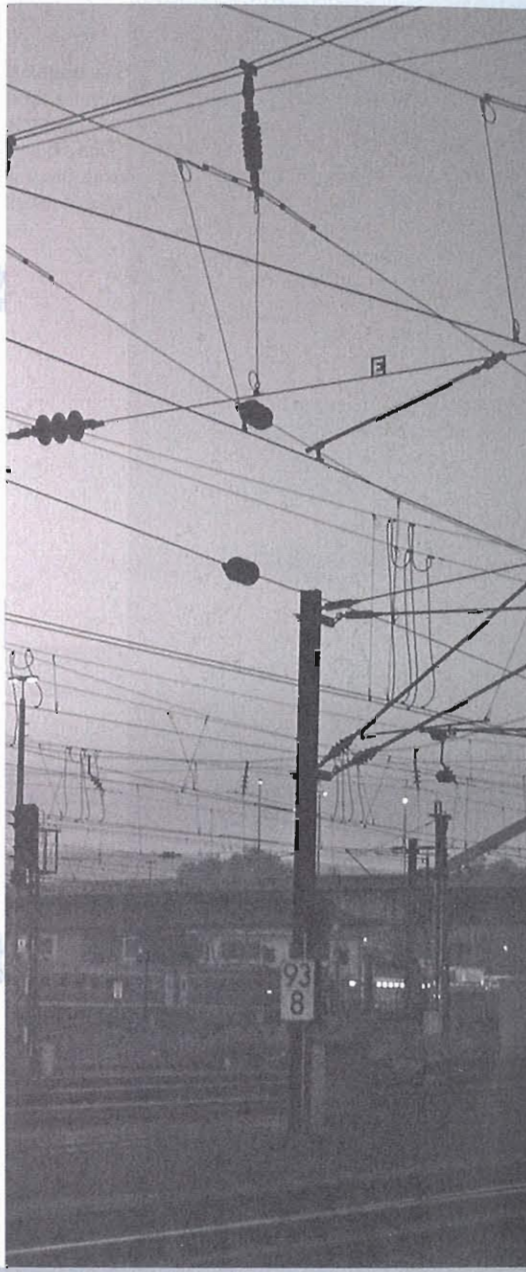
70167 Catenary Wire.
The catenary wire is made of welded steel wire. Length 167.5 mm / 6-5/8". Designed for curved track with a radius of 424.6 mm / 16-11/16" (K Track). 16 catenary wires are required for a circle, each one making up 22.5° of a curve.
5 pieces to a package.

70203 Catenary Wire.
The catenary wire is made of welded steel wire. Length 203.0 mm / 8". Designed for curves with a 515 mm / 20-1/4" radius (C Track). 16 catenary wires are required for a circle, each one making up 22.5° of a curve.
5 pieces to a package.



70228 Catenary Wire.
The catenary wire is made of welded steel wire. Length 227.5 mm / 8-15/16". Designed for curves with a 579.3 mm / 22-13/16" radius (C Track). 16 catenary wires are required for a circle, each one making up 22.5° of a curve.
5 pieces to a package.

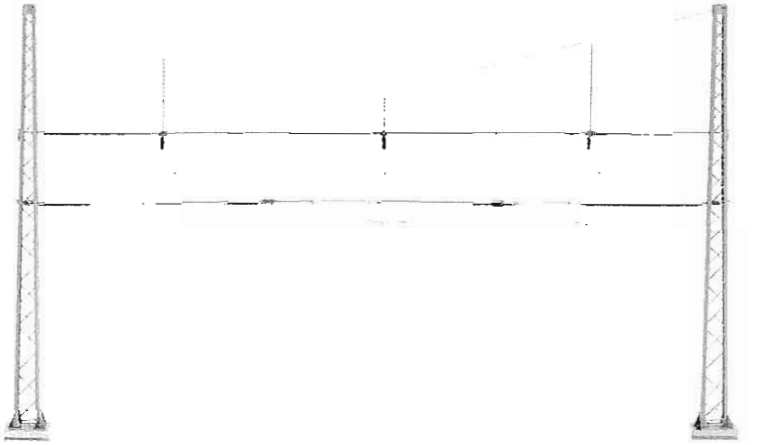
70253 Catenary Wire.
The catenary wires are made of welded steel wire. Length 252.7 mm / 9-15/16". Designed for curve with a 643.6 mm / 25-5/16" radius (C Track). 16 catenary wires are required for a circle, each one making up 22.5° of a curve.
5 pieces to a package.



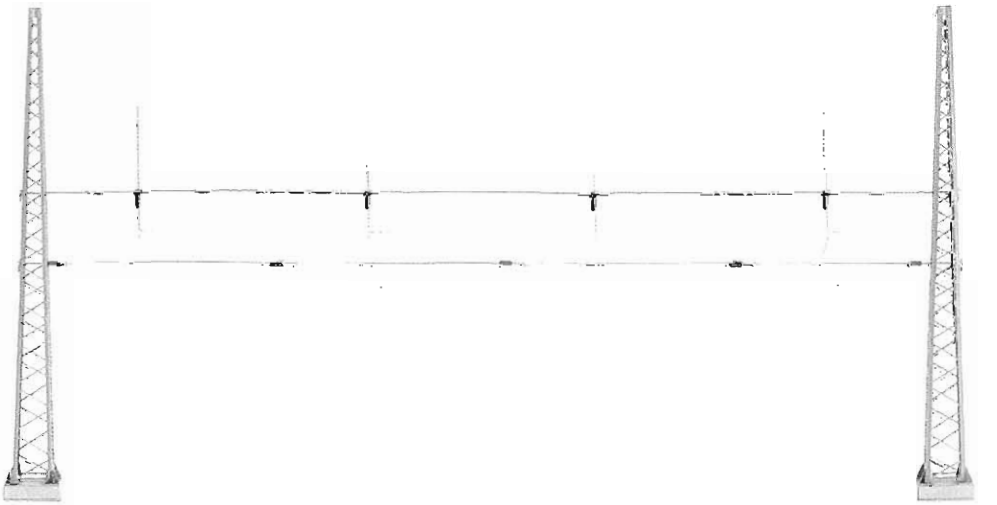
Catenary.

The cross spans are realistic, sturdy, and are all installed in the same manner. The spacing between the metal tower masts is adjustable, as is the position of the catenary wire hangers over the track. The doubled cross span support wires are elastic and are prototypically tensioned as a polygon.

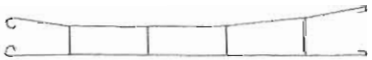
74131 Cross Span Assembly for 3 Tracks.
The cross span assembly is a pre-assembled unit consisting of span wires, cross span support wires, and 3 adjustable catenary wire hangers. 2 metal tower masts on bases with mounting screws and slide-on connections are included. The mast spacing can be adjusted up to 235 mm / 9-1/4". The span wires are made of welded steel wire, the cross span support wires are elastic, and the masts and catenary wire hangers are electrically separated from each other.
Mast height 150 mm / 5-7/8".



74132 Cross Span Assembly for 4 Tracks.
The cross span assembly is a pre-assembled unit consisting of span wires, cross span support wires, and 4 adjustable catenary wire hangers. 2 metal tower masts on bases with mounting screws and slide-on connections are included. The mast spacing can be adjusted up to 312.5 mm / 12-5/16". The span wires are made of welded steel wire, the cross span support wires are elastic, and the masts and catenary wire hangers are electrically separated from each other.
Mast height 170 mm / 6-11/16".

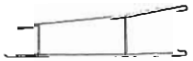


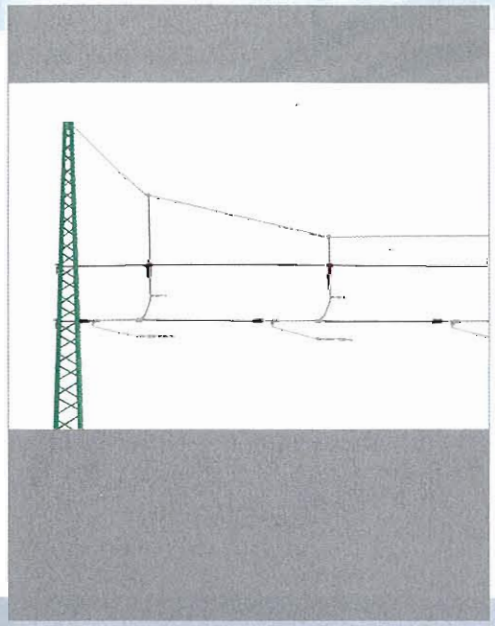
70143 Catenary Transition Piece.
This catenary wire is made of welded steel wire. Length approximately 142.0 mm / 5-9/16". This catenary wire is designed for the transition from the old Märklin catenary to the new catenary system.
3 pieces to a package.



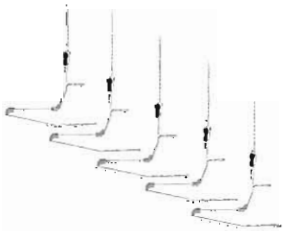
70131 Catenary Wire for Crossings and Double Slip Switches.
This catenary wire is made of welded steel wire. It is a preassembled unit for crossings and double slip switches with a crossing angle of 22.5° (examples: 2259, 2260) and 24.3° (examples: 24624, 24640). Length 140.2 mm / 5-1/2". 1 piece. 4 each of the 70231 adjustment sections are required at the ends.

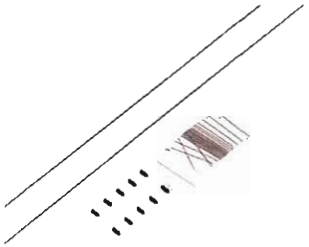
70231 Catenary Wire Adjustment Section.
This catenary wire is for adjustment of individual track lengths. One end has the standard eyelets for hanging the wire on a mast, and the other end has a receptacle for a cut catenary wire with an open end. The precise length can be adjusted during installation.
5 pieces to a package.





74133 Catenary Cross Span Kit.
This kit is for a custom set-up. It consists of cross span wires, cross span support wires, insulators and 5 catenary wire hangers. 2 tower masts are required at a distance of up to 500 mm / 19-11/16". The cross span wires are made of steel; the cross span support wires can be realistically tensioned. The catenary wire hangers are electrically insulated. This kit comes with set-up instructions.

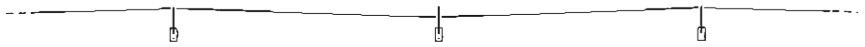




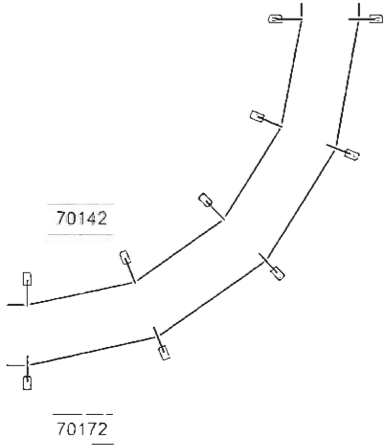
70221 Contact Wire Interrupter.
This interrupter is for electrical separation of the power circuit in the catenary. It can be installed at any point by cutting the catenary wire and fixing it in place in the insulated receptacles. Skids with variable holders are included for a continuous path for pantograph contact strips.
1 piece to a set.

Catenary Geometry.

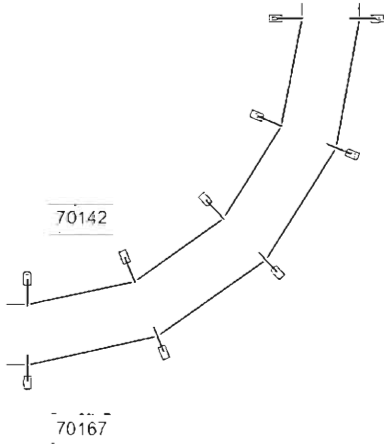
Straight Length of Track with Catenary.



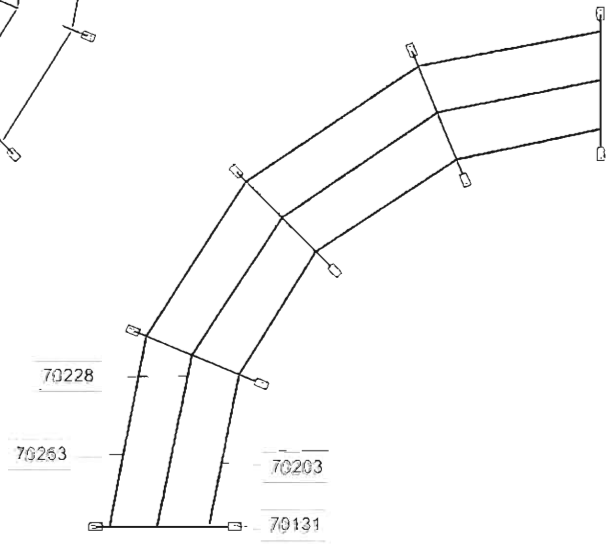
C Track Curves Radius 1 and 2.



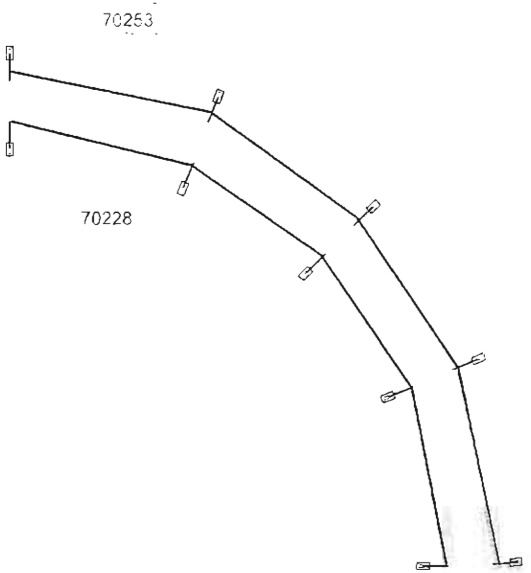
K Track Curves Standard Curve 1 and 2.



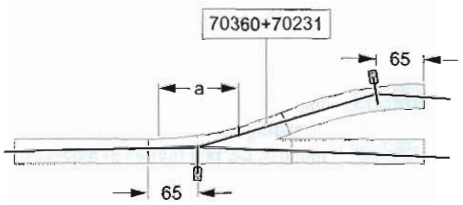
C Track Curves Radius 3, 4, and 5.



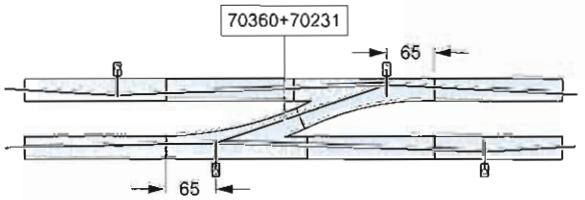
C Track Curves Radius 4 and 5.



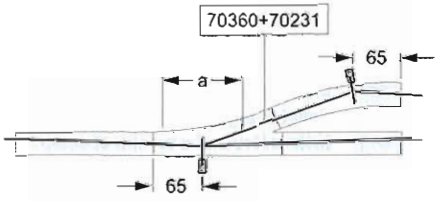
C Track Turnout with a Complementary Curve.



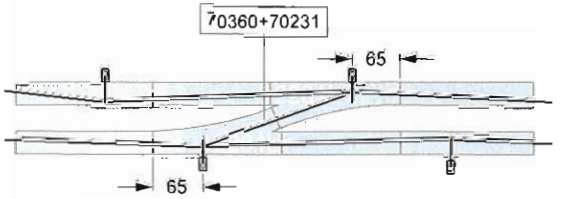
C Track Turnout Connection.



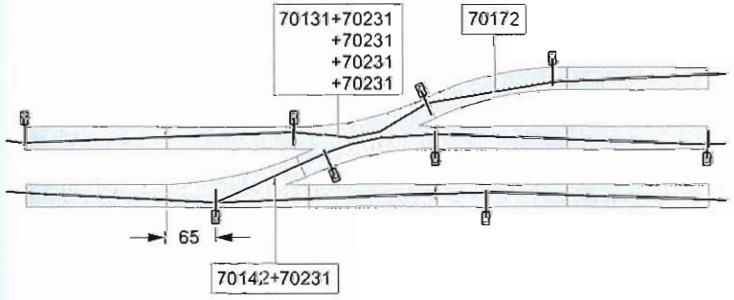
K Track Turnout with a Complementary Curve.



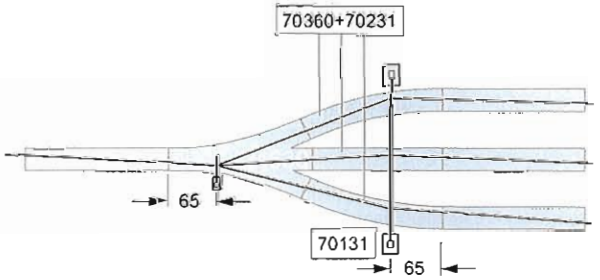
K Track Turnout Connection.



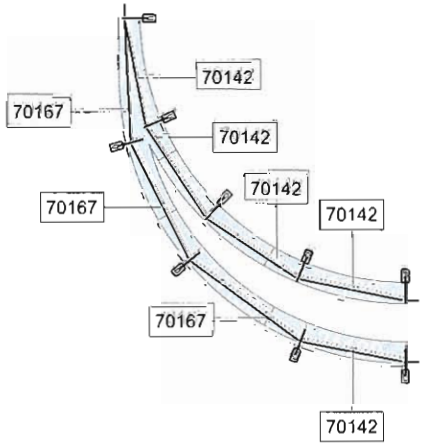
C Track Double Slip Switch.



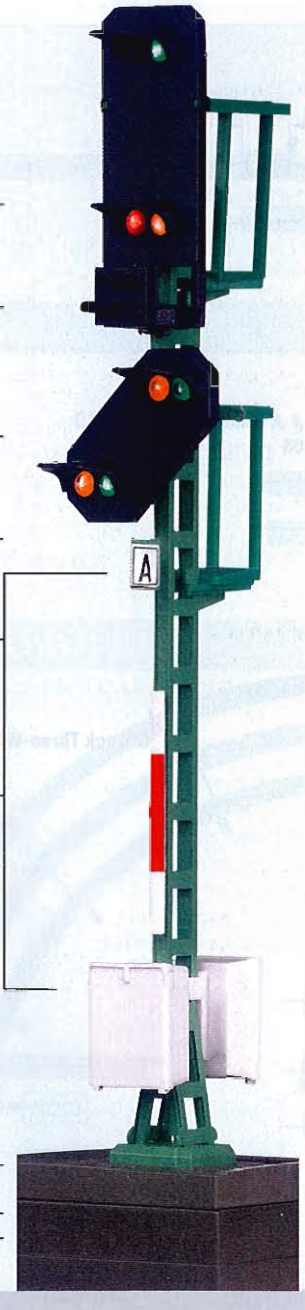
C Track Three-Way Turnout.



C Track Curved Turnout.



Color Light Signals.



Flat signal housing with fine scale lens hoods.

Micro-electronic circuit in the signal housing controls the light functions.

Maintenance-free LED's with the correct traffic colors red, yellow, green, and white.

Home and distant signals individually or in combination.

Detailed metal mast (lattice or pipe mast) with all details such as signal boards and electrical boxes.

Clear view through open areas not blocked by wiring.

Mast foot with plug-in contact.

Pedestal with integrated plug-in base. Grade spacers included for compensating track inclinations of up to 8%.

Adapter for mounting on C and K Track.

Signals have always been a core part of the Märklin assortment. Their operation, control, and safety functions as well as the colorful changing lights contribute very much to the fascination of model railroading.

Now we have developed a new generation of color light signals, which use all of the potential of miniaturization. Their features can be described in a few words: They way the look and work is virtually the same as the prototype, and they are easy to integrate in a conventional or digital layout. A close look will reveal a wealth of details to the specialist. No visible wires disturb the appearance of the finely detailed masts.

Everything is true to scale – the flat signal housing, the super fine lens hoods, the auxiliary signals, the mini LED's. Every signal housing has its own electronic circuit for controlling the LED's. The signal aspects do not change abruptly; they softly fade in and out like the prototype. Even the colors of the maintenance-free LED's correspond to the prototype – cold green, powerful red, warm yellow – and genuine white.

A signal decoder is included as a separate component with every home signal. It can be connected to the Märklin Digital system, or it can be connected to conventional controllers for AC or DC systems by means of the wires included with the signal. The signal decoder can control 1 home signal and up to 2 distant signals as well as the stopping of the train. It can be mounted under the C Track roadbed or the layout baseboard.

The signal masts including their electrical connections are designed with a plug-in base. The receptacles for these bases come in the form of signal pedestals for the plug-in base designed for C and K Track.

These features on the new signals leave practically nothing to be desired – they are state-of-the-art technology for demanding model railroaders.

Get Ready to Be Impressed. Just Take a Look. A Good Look.
You can rotate them and turn them any way you want: The new Märklin signals are impressive from every angle. Whether it's the lens hoods, replacement signal, or the tine LED's – everything is true to scale and has the same finely detailed look about it as the prototype.

What Happened to the Wires?
Spontaneous enthusiasm mounts to amazement, when you look at these models from the side:
Where other makes of signals fill the masts with bundles of wires, with Märklin you still have a clear view through the mast structure. Regardless of whether you're looking behind the signal housing, at the lattice mast or the round mast – there are no wires or solder points to disturb the fine appearance. Nevertheless, the entry and distant signal as an example uses seven mini-LED's to show seven different signal aspects – on one mast.

Twice the Intelligence:
In the Signal Housing and in the Roadbed. This much innovation requires a lot of ideas, and many of them are in the signal housing. An extremely flat electronic circuit is located directly behind the front of the signal housing. It stores the signal aspects, and powers and controls the LED's. When the signal lights change, this circuit fades the LED's slowly out and fades the new signal aspect slowly in – like watching in slow motion – and just like the prototype.
The electronic circuit in the signal housing communicates with a second electronic circuit, the microchip in a separate signal decoder. Every home signal has a signal decoder like this and it is mounted near the signal in the C Track roadbed or under the layout's baseboard. The decoder can be controlled with conventional control boxes and with digital Keyboards. The signal decoder sends out commands with the right code for the signal aspect to the home signal and to a distant signal that might be connected to it.

The Principle of the Decoder.
The command is decoded by the electronic circuit in the signal housing. It then knows which LED's must be turned on and off for this signal aspect. We no longer need a lot wires to control the LED's, thanks to this decoder function located directly in the signal housing. Power is supplied and commands are transmitted between the decoder and the signal housing with 2 wires.

LED's with Correct Traffic Colors.
The mini-LED's require no maintenance, have a long service life, and produce a bright light. These LED's produce the correct traffic colors just as in the standard regulations in the prototype: rot (powerful), yellow (warm), green (cold), and white (genuine white). The white LED's give permission for switching maneuvers and have an unbelievable diameter of 1.2 mm / 1/16".

The separate signal decoder has all of the connections for digital and conventional signal control.

The base with the plug-in system for the signal can easily be clipped to C Track. The few necessary connections and the signal decoder are hidden in the roadbed.

This is how easy it is to integrate the signal decoder, including control of train movements, into the Märklin Digital system:

The signal decoder receives its commands directly through the track. You do not have to have a control wire to the digital accessory controller (Keyboard).

The standard address for the signal decoder can be set before you install the signal. Only 4 contacts to the track and 1 cable to the signal must be plugged in for the connections.

Control wires to the control box are required for conventional layouts.

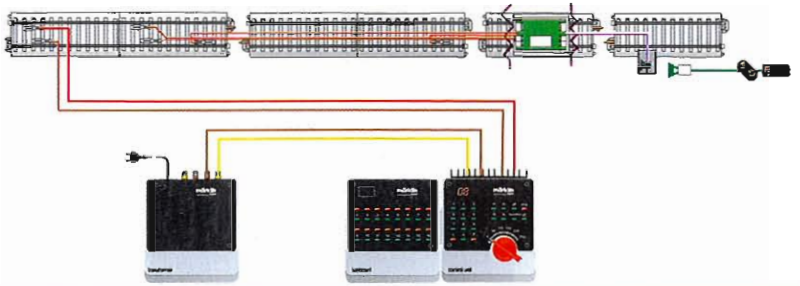
Rail line with digital current fed to it.

Power for the signal decoder.

Electrically isolated length of track.

Signal decoder (in the roadbed with C Track, otherwise mounted under the layout's baseboard).

Main line with plug-in base for the signal.



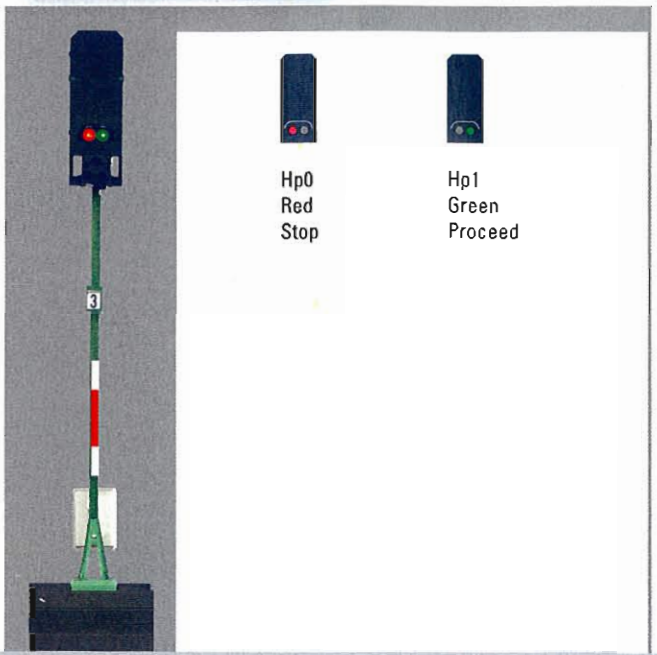
Color Light Signals.

76391 Color Light Home Signal.
Prototype: German Federal Railroad (DB) standard design block signal.
2 settings: "Stop" – red (Hp0) and "Procede" – green (Hp1).

Model: The signal has an integrated electronic signal circuit and 1 separate signal decoder. Control of all functions is possible in the digital system with the signal decoder included with the signal, or with a conventional control box. The signal decoder can be installed under C Track or under the layout. For digital operation, the configuration and the address can be assigned and tested before the installation. Connections for controlling train movements and for 1 distant signal are on the signal decoder.
Height without base 78.0 mm /3-1/16".

HIGHLIGHTS

- **Block signal for use on main lines.**
- **An appropriate distant signal by itself is item no. 76383, or on block signal, item no. 76395.**

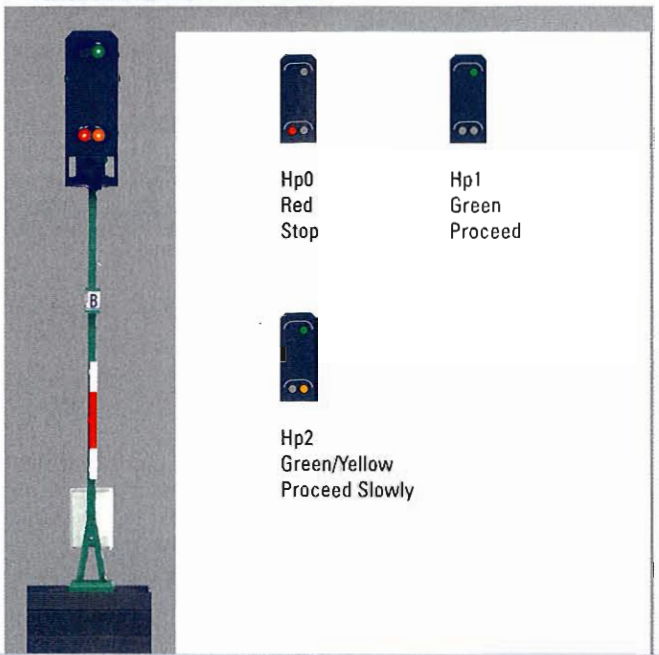


76393 Color Light Home Signal.
Prototype: German Federal Railroad (DB) standard design entry signal.
3 settings: "Stop" – red (Hp0), "Proceed" – green (Hp1) and "Proceed Slowly" – green/yellow (Hp2).

Model: The signal has an integrated electronic signal circuit and 1 separate signal decoder. Control of all functions is possible in the digital system with the signal decoder included with the signal, or with a conventional control box. The signal decoder can be installed under C Track or under the layout. For digital operation, the configuration and the address can be assigned and tested before the installation. Connections for controlling train movements and for 1 distant signal are on the signal decoder.
Height without base 78.0 mm /3-1/16".

HIGHLIGHTS

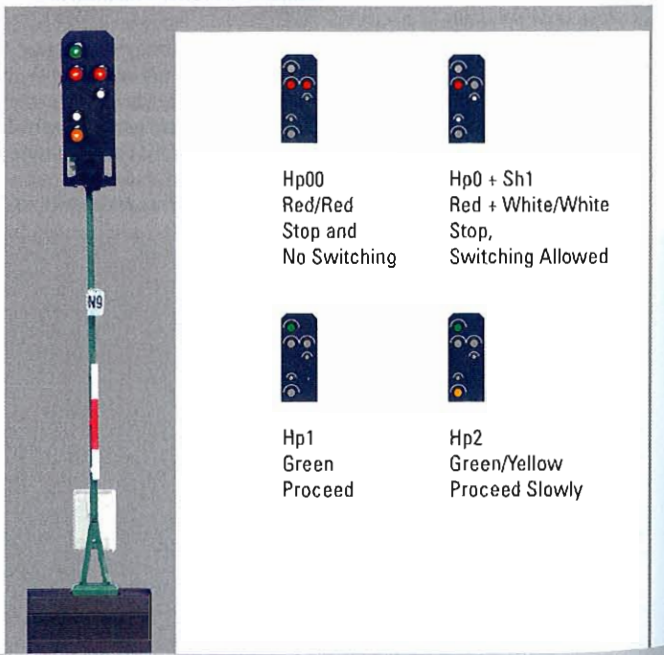
- **Entry signal for use before stations.**
- **An appropriate distant signal by itself is item no. 76383, or on block signal, item no. 76395.**



76394 Color Light Home Signal.
Prototype: German Federal Railroad (DB) standard design exit signal.
4 settings: "Stop" – red/red (Hp00), "Proceed" – green (Hp1) and "Proceed Slowly" – green/yellow (Hp2,) as well as "Stop, Switching Permitted" – red/white/white (Hp0/Sh1).
Model: The signal has an integrated electronic signal circuit and 1 separate signal decoder. Control of all functions is possible in the digital system with the signal decoder included with the signal, or with a conventional control box. The signal decoder can be installed under C Track or under the layout. For digital operation, the configuration and the address can be assigned and tested before the installation. Connections for controlling train movements and for 1 distant signal are on the signal decoder.
Height without base 78.0 mm /3-1/16".

HIGHLIGHTS

- **Exit signal for use in station areas.**
- **An appropriate distant signal by itself is item no. 76383, or on entry signal, item no. 76397.**
- **Integrated yard signal with white light.**

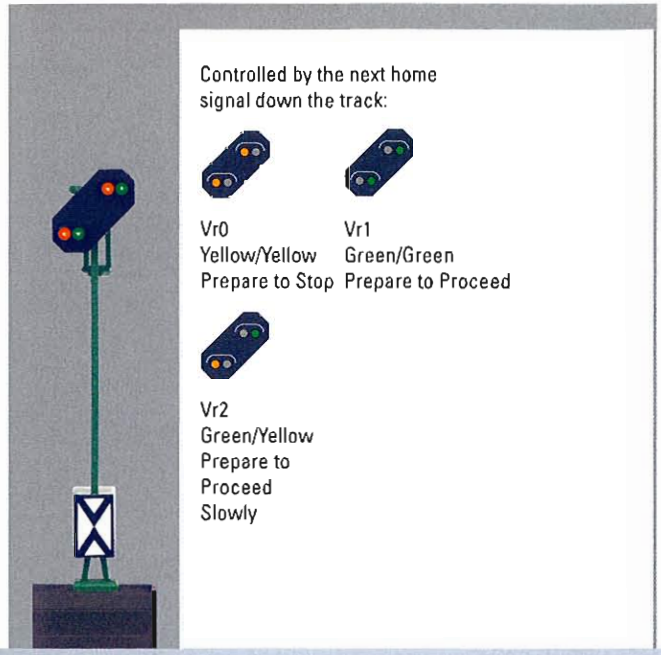


76383 Color Light Distant Signal.
Prototype: German Federal Railroad (DB) standard design distant signal. Distant signal with 3 settings: "Prepare to Stop" – yellow/yellow (Vr0), "Prepare to Proceed" – green/green (Vr1), and "Prepare to Proceed Slowly" – green/yellow.

Model: The signal has an integrated electronic signal circuit. It can be connected to the separate signal decoder of the home signal to which it is assigned. It can be used for all home signals. All of its functions can be controlled from the signal decoder for the home signal. For digital operation the signal decoder for the home signal assigns the configuration and the address.
Height without base 61.0 mm / 2-3/8".

HIGHLIGHTS

- **This distant signal can be used with all home signals.**
- **Signal aspects for this signal are automatically assigned when it is connected to a signal decoder.**



Controlled by the next home signal down the track:

Vr0
Yellow/Yellow
Prepare to Stop

Vr1
Green/Green
Prepare to Proceed

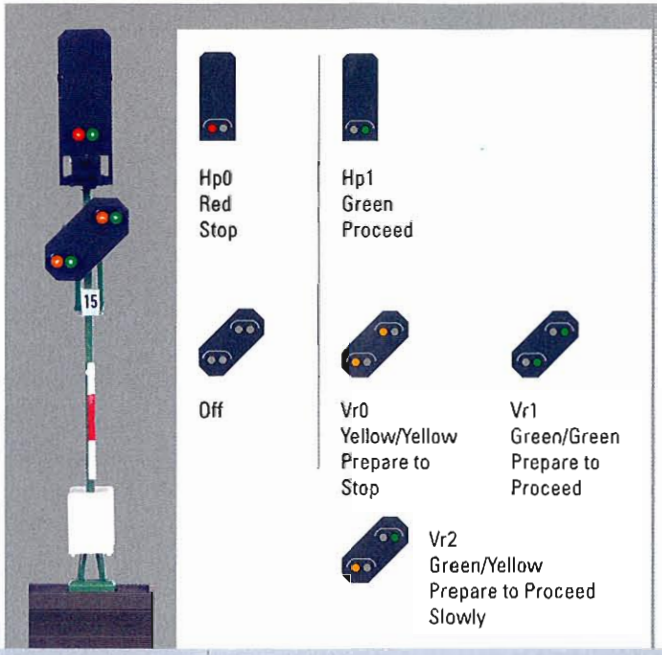
Vr2
Green/Yellow
Prepare to
Proceed
Slowly

76395 Color Light Home signal with a Color Light Distant Signal.
Prototype: German Federal Railway (DB) standard design block signal with distant signal on the same signal mast. Home signal with 2 settings like item no. 76391. Distant signal with 3 settings like item no. 76383.

Model: The signal has 2 integrated electronic signal circuits and 1 separate signal decoder. The distant signal can be used for all home signals. Control of all functions for both signals is possible in the digital system with the signal decoders assigned to the home and distant signals, or with a conventional control box. The signal decoder can be installed under the C Track or under the layout. For digital operation the configuration and the address of both signals can be assigned and tested before the installation. Connections for controlling train movements and for 1 additional distant signal are on the signal decoder.
Height without base 78.0 mm /3-1/16".

HIGHLIGHTS

- **2 signals on one mast without additional connections.**
- **Block signal for use on main lines.**
- **Distant signal for use before a block signal or an entry signal.**



Hp0
Red
Stop

Hp1
Green
Proceed

Off

Vr0
Yellow/Yellow
Prepare to
Stop

Vr1
Green/Green
Prepare to
Proceed

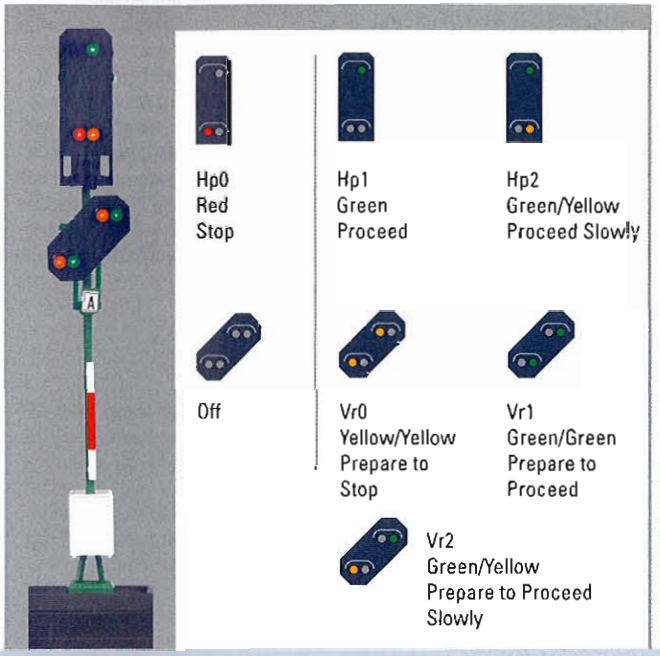
Vr2
Green/Yellow
Prepare to Proceed
Slowly

76397 Color Light Home Signal with a Color Light Distant Signal.
Prototype: German Federal Railway (DB) standard design entry signal with a distant signal on the same signal mast. Home signal with 3 settings like item no. 76393. Distant signal with 3 settings like item no. 76383.

Model: The signal has 2 integrated electronic signal circuits and 1 separate signal decoder. The distant signal can be used for all home signals. Control of all functions for both signals is possible in the digital system with the signal decoders assigned to the home and distant signals, or with a conventional control box. The signal decoder can be installed under the C Track or under the layout. For digital operation the configuration and the address of both signals can be assigned and tested before the installation. Connections for controlling train movements and for 1 additional distant signal are on the signal decoder.
Height without base 78.0 mm / 3-1/16".

HIGHLIGHTS

- **2 signals on one mast without additional connections.**
- **Entry signal for use before stations.**
- **Distant signal for use before an exit signal.**



Hp0
Red
Stop

Hp1
Green
Proceed

Hp2
Green/Yellow
Proceed Slowly

Off

Vr0
Yellow/Yellow
Prepare to
Stop

Vr1
Green/Green
Prepare to
Proceed

Vr2
Green/Yellow
Prepare to Proceed
Slowly

Color Light Signals.

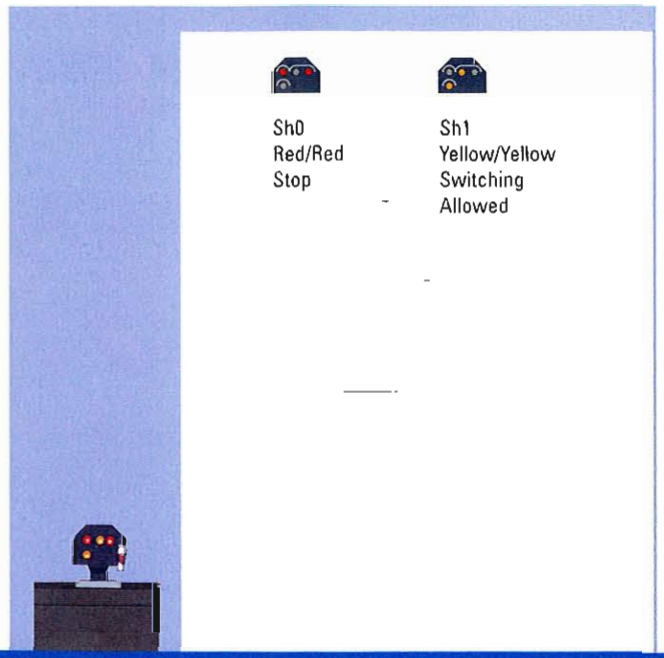
74371 Color Light Track Block / Yard Signal.
This is a simple track block signal without a mast for use in switch yards and station areas. The signal aspects change from Sh0 (red/red) to Sh1 (yellow/yellow). Track current can be controlled by means of the 72750 control box. Maintenance-free LED's.
Height without base approximately 10 mm / 3/8".
A suitable control box is 72750.

74380 Color Light Distant Signal.
This is a simple distant signal for use in front of home signals. The signal aspects change from Vr0 (yellow/yellow) to Vr1 (green/green). Track current can be controlled by means of the 72750 control box. Maintenance-free LED's.
Height without base approximately 61 mm / 2-3/8".
A suitable control box is 72750.

74391 Color Light Block Signal.
This is a simple block signal for use on rail lines away from station areas. The signal aspects change from Hp0 (red) to Hp1 (green). Track current can be controlled by means of the 72750 control box. Maintenance-free LED's.
Height without base approximately 78 mm / 3-1/16".
A suitable control box is 72750.

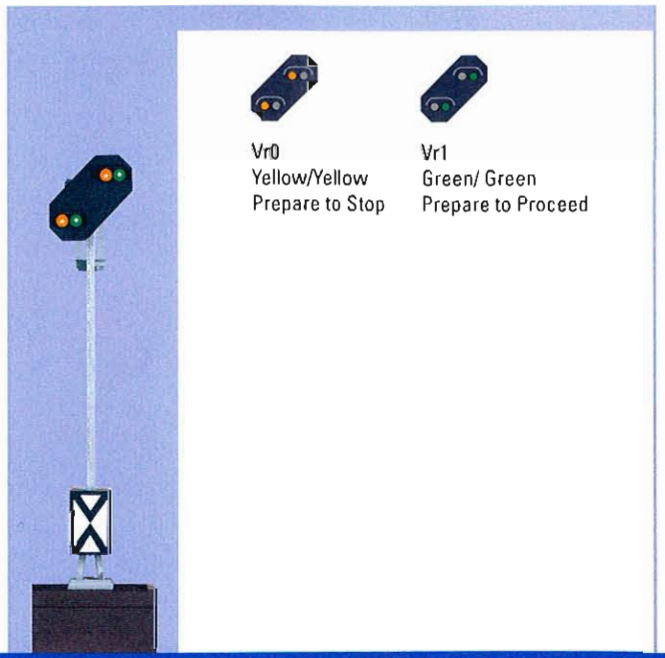
HIGHLIGHTS

- **New generation of Hobby color light signals.**
- **Train control feature.**



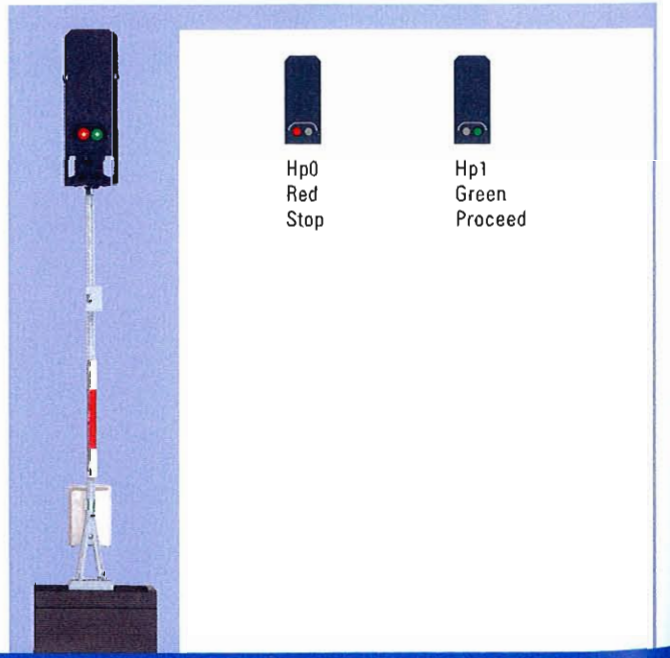
HIGHLIGHTS

- **New generation of Hobby color light signals.**
- **Train control feature.**



HIGHLIGHTS

- **New generation of Hobby color light signals.**
- **Train control feature.**



76371 Color Light Track Block / Yard Signal.
Prototype: German Federal Railroad (DB) standard design yard signal. Dwarf signal without a mast. 2 settings: "Stop" – red/red (Sh0) and "Proceed" – white/white (Sh1).

Model: The signal has an integrated electronic signal circuit and 1 separate signal decoder. There is a plug contact on the narrow foot of the signal housing. The signal housing has a small lens hood. Control of all functions is possible in the digital system with the signal decoder included with the signal, or with a conventional control box. The signal decoder can be installed under C Track or under the layout. For digital operation, the configuration and the address can be assigned and tested before the installation. Connections for controlling train movements are on the signal decoder. Height without base 10.0 mm / 3/8".

HIGHLIGHTS

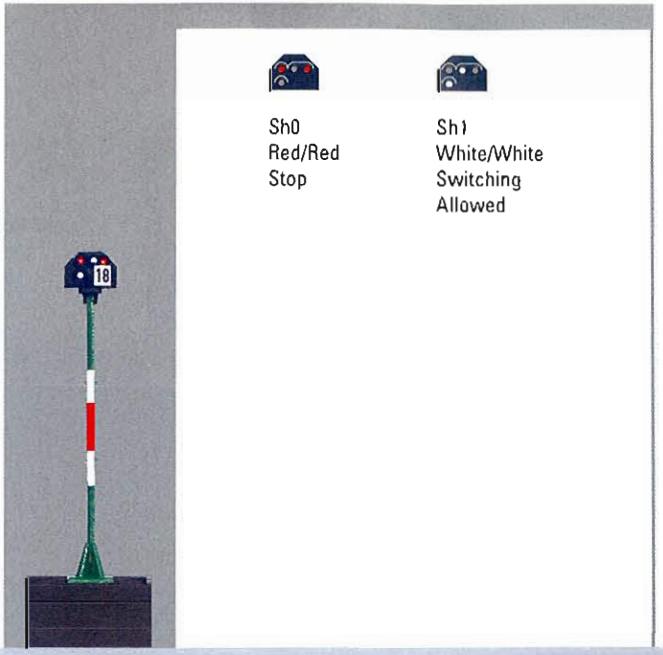
- **Yard signal for use in switching areas.**
- **Signal housing on a prototypically narrow base.**
- **The Sh1 aspect is correct with 2 white lights.**

76372 Color Light Track Block / Yard Signal.
Prototype: German Federal Railroad (DB) standard design yard signal. High signal with tubular mast. 2 settings: "Stop" – red/red (Sh0) and "Proceed" – white/white (Sh1).

Model: The signal has an integrated electronic signal circuit and 1 separate signal decoder. Control of all functions is possible in the digital system with the signal decoder included with the signal, or with a conventional control box. The signal decoder can be installed under C Track or under the layout. For digital operation, the configuration and the address can be assigned and tested before the installation. Connections for controlling train movements are on the signal decoder. Height without base 50.0 mm / 1-15/16".

HIGHLIGHTS

- **Yard signal for use in switching areas.**
- **Prototypical thin pipe mast.**
- **The Sh1 aspect is correct with 2 white lights.**



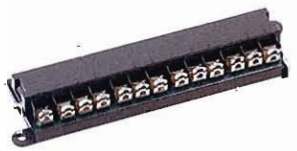
72442 Braking Module.
Signal mechanism with integrated circuits for controlled stopping of digital locomotives with high-efficiency propulsion. This module has connections for a two-aspect color light signal, for the 3 necessary lengths of track for controlled stopping of a locomotive. The braking module is operated either with a k 83 decoder or with a 7272/72720 conventional control box. Dimensions 100 x 54 x 22 mm / 3-15/16" x 2-1/8" x 7/8".

The braking module requires 3 electrically isolated lengths of track in the signal area. The first part is a transition area, which corresponds to the length of a ski-shaped pickup shoe (approx. 70 – 90 mm / 3" – 4"). The second length of track is the actual braking area, in which the locomotive comes to a controlled stop. The length of the braking area is determined by the brake delay setting on the locomotive's decoder. This second length of track should be at least 40 - 50 cm / 16" – 20". The third length of track is a safety section, in which the operating voltage is turned off as in standard signal blocks. This prevents the locomotive from "running through" the signal block unintentionally. The braking module can be used for color light and for semaphore signals. Locomotives with built-in digital or Delta electronic circuits without a control feature sometimes come to a stop in the braking section or even in the safety section. We cannot tell you exactly how each of these locomotives will behave. We therefore do not recommend using the 72442 braking module with locomotive decoders that do not have a control feature.

All of the connections use the new plugs.

This brake module works the same as the 72441 brake module.

7244 Universal Relay.
The relay has 4 single-pole switches. The contacts have a 2 amp capacity. The relay can be activated by a control box, circuit track, contact track, reed switch, or digital decoder.



Semaphore/Target Signals.

Stop and Go on the Railroad. Model signals fulfill important control and safety functions just like those of the prototype.

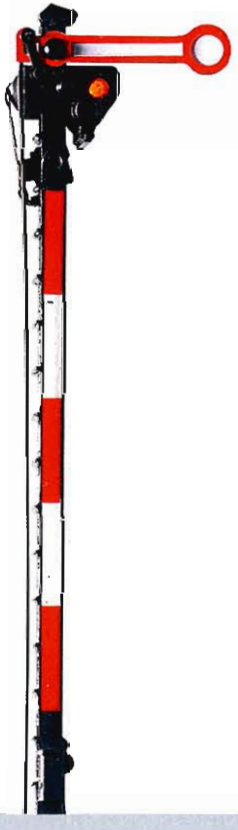
Märklin signals control traffic, because they not only show prototypical signal aspects, they also directly influence the movement of trains. When set for "stop" they turn off current in their area to the center rail and to the catenary – the train remains stopped. When set for "slow" or "full speed" they turn the current on – the train travels through the area or starts up again.

If you want to be even more realistic, you can set up distant signals at the proper intervals; these are connected in tandem with their home signals and show the same signal aspects. Color light and semaphore/target signals are controlled with the 7272/72720 control box and in the Digital system with the accessory decoders.

In conjunction with circuit tracks or reed switches, signals can also be controlled by trains in operation, thereby automating many operating procedures.

7036 Distant Signal.
The signal has a movable disk. The signal changes from yellow/yellow to green/green. It has a double solenoid. A base plate is included.
Width 28 mm / 1-1/8".
Length 65 mm / 2-9/16".
Height 73 mm / 2-7/8".

7039 Home Signal.
The signal has a single semaphore. The signal changes from red to green. It has a double solenoid. A base plate is included.
Width 27 mm / 1-1/16".
Length 70 mm / 2-3/4".
Height 125 mm / 5".



7038 Distant Signal.
The signal has a movable arm and movable disk. The signal changes either as the 7036 or from yellow/yellow to yellow/yellow/green. It has 2 double solenoids. A base plate is included.
Width 28 mm / 1-1/8".
Length 65 mm / 2-9/16".
Height 73 mm / 2-7/8".

7040 Home Signal.
The signal has 2 coupled semaphores. The signal changes from red to green/yellow. It has a double solenoid. A base plate is included.
Width 27 mm / 1-1/16".
Length 70 mm / 2-3/4".
Height 125 mm / 5".

Usually on main lines or at stations with no sidings.

7036
Distant Signal:
Prepare
to Stop
Vr0

7039
Home Signal:
Stop
Hp0

7036
Distant Signal:
Prepare to
Proceed
Vr1

7039
Home Signal:
Proceed
Hp1

Usually before or at stations with sidings.

7038
Distant Signal:
Prepare
to Stop
Vr0

7040
Home Signal:
Stop
Hp0

7038
Distant Signal:
Prepare to
Proceed Slowly
Vr2

7040
Home Signal:
Proceed
Slowly
Hp2

Lamps and Lights.

74141 Tower Mast with Light.
This is a metal lattice mast. It has a base with a mounting screw and slide-in connection. It is suitable for cross spans or individual catenary hanger arms. It can be used with all track systems. A clear light bulb provides illumination.
Mast height without light 170 mm / 6-11/16".

HIGHLIGHTS

- **Metal mast.**
- **4 mounting points for catenary hanger arms.**

72813 Double Light for Maitenance Facilities.
Height 124 mm / 4-7/8".

72811 Single Light for Maintenance Facilities.
Height 124 mm / 4-7/8".

HIGHLIGHTS

- **Finely crafted reproduction of important prototypes.**
- **Metal masts.**
- **Miniature bulbs for good illumination.**
- **Maintenance-friendly light sockets.**
- **Plug-in base for easy installation and removal.**

72810 Double Station Platform Light.
Height 70 mm / 2-3/4".

72800 Simple Curved Streetlight.
Height 100 mm / 3-15/16".

72801 Double Curved Streetlight.
Height 100 mm / 3-15/16".

72809 Small Streetlight.
Height 49 mm / 1-15/16".

72802 Simple Streetlight.
Height 100 mm / 3-15/16".

72803 Double Streetlight.
Height 100 mm / 3-15/16".

Plug-in base for easy installation and removal.

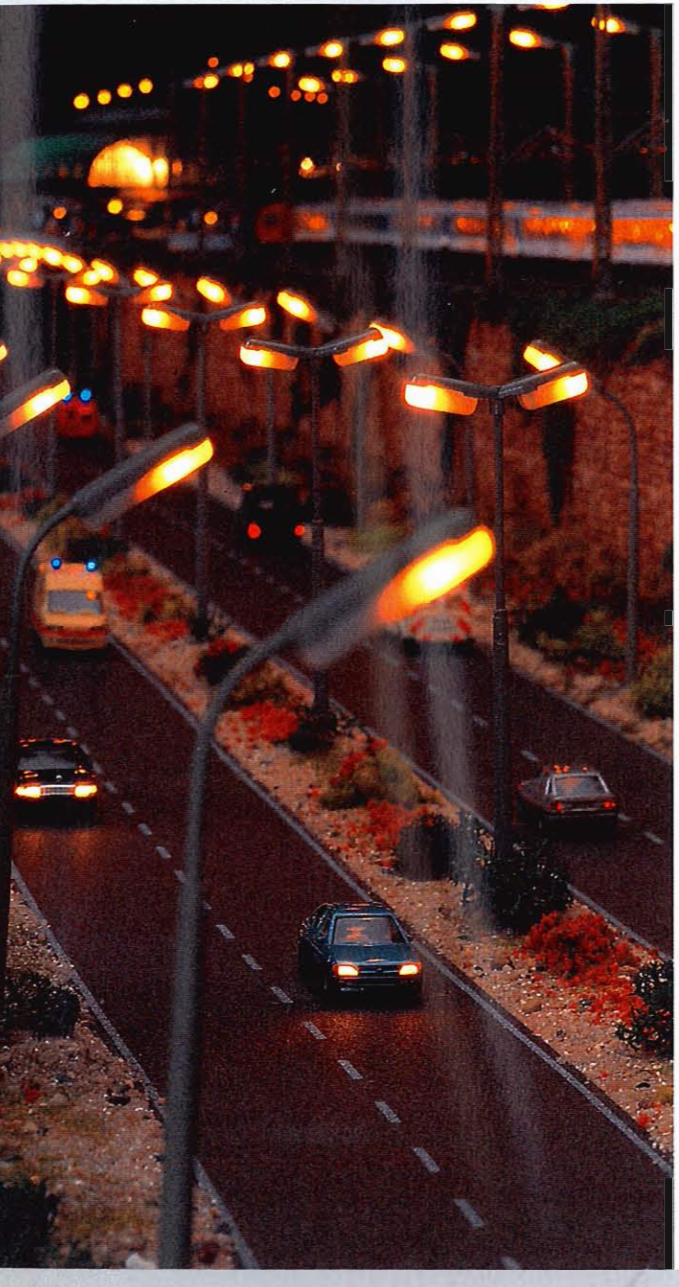
72804 Single Park Light.
Height 56 mm / 2-7/32".

72805 Double Park Light.
Height 65 mm / 2-9/16".

72815 Lighted Railroad Station Platform Clock.
Height 56 mm / 2-7/32".

72814 Lattice Mast Light.
Height 140 mm / 5-1/2".

Light Bulbs.



The power figures given refer to a nominal current of 16 volts available from the accessory terminals/ sockets on Märklin transformers. The total power required for lighting in a circuit is figured by adding up the VA power consumption values for each light bulb.

Accessory	Catalog Number	Approx. Power Use	
Rotarycrane	7051	60 0000	19 V 0,8 VA
Lamps	7280,7281, 7282, 7283, 7284		
Track bumper	7191		
Signals	7036, 7038, 7039, 7040, 7041, 7042		
Car lighting	7077		
Turnouts	2262, 2263, 5128, 5137, 5140, 5202		
Signals	7188, 7339	60 0010	19 V 0,8 VA
Car lighting	7079		
Signals	7188, 7339	60 0020	19 V 0,8 VA
Car lighting	73150*, 7330*, 7333*, 7335*, 73155*	60 0080	19 V 0,9 VA
Lamps	7046, 7047, 7048	60 0100	19 V 0,8 VA
Lamps	5113, 74997		
Car lighting	7323		
Car lighting	7197, 7318, 7320, 7322, 7329	60 0150	19 V 1,0 VA
Car lighting	7074	60 0200	19 V 0,8 VA
Signals	7242	60 2000	19 V 0,5 VA
Crossing gates	7292, 74920, 7592	60 2010	19 V 0,5 VA
Signals	7239, 7240, 7241		
Signals	7236, 7237, 7238, 7239, 7240, 7241	60 2020	19 V 0,5 VA
Signals	7236, 7237, 7238, 7240, 7241	60 2040	19 V 0,5 VA
Car lighting	73140	60 2100	10 V 0,3 VA
Car lighting	7317	61 0080	22 V 0,7 VA

* The 61 0080 is recommended as a replacement for continuous operation in the Digital system.

I-V

02280 Set of Figures.
11 different locomotive engineers and firemen. All of the figures are painted in several colors. Steam locomotives as well as diesel and electric locomotives can be manned with the appropriate personnel with this set of figures.

0226 Set of Figures.
These figures can be added to passenger cars. 10 seated passengers. All of the figures are hand painted in several colors.

Accessories.

N IV

00771 Set with 40 Model Automobiles in the "Auto Plant" Display.
Prototype: Different Mercedes Benz automobiles.
200 - 280 E (W114 / W115) sedan,
250 C - 280 CE (C114) coupe,
280 S - 450 SE (W116) sedan,
280 SLC - 500 SLC (C107) coupe.
Model: The automobile models come with detailed metal bodies and many details picked out in color. Each type of automobile comes in 5 different, authentic paint schemes.
The automobiles come individually packaged, each package individually marked.

00771-01 W114/115 length 55 mm / 2-3/16".
00771-02 C114 length 55 mm / 2-3/16".
00771-03 W116 length 58 mm / 2-5/16".
00771-04 C107 length 55 mm / 2-3/16".

One-time series for the theme "Auto Plant".

Years Built:

W114/W115 sedan 1968...1976,
C114 coupe 1969...1977
W116 sedan 1972...1980
C107 coupe 1971...1981

HIGHLIGHTS

- **Scale automobile models with metal bodies.**
- **Refined details: tail lights, pin stripes, type badges, and more.**
- **Each type of automobile in different colors.**
- **Presentation in an attractive display.**

Years Built:

Type 0302 bus 1964...1974
Type L2624 short-hood truck 1958...1995
Type L311 short-hood truck 1959...1977
Type U406 Unimog 1963...1988

N III IV

00772 Set with 32 Model Vehicles in the "Auto Plant" Display.
Prototype: Different Mercedes Benz vehicles.
Type 0302 bus.
Type L2624 heavy-duty, short-hood truck.
Type L311 light-duty, short-hood truck.
Type U406 Unimog tractor.
Model: These commercial vehicles come with metal components, detailed bodies, and many details picked out in color. Each type of vehicle comes in different, authentic paint schemes.
All of the vehicles come individually packaged, each package individually marked.

00772-01 0302 length 126 mm / 4-15/16".
00772-02 L2624 length 94 mm / 3-11/16".
00772-03 L311 length 91 mm / 3-9/16".
00772-04 U406 length 50 mm / 1-15/16".

One-time series for the theme "Auto Plant".

HIGHLIGHTS

- Scale commercial vehicle models with metal components.
- Each type of vehicle in different colors.
- Presentation in an attractive display.

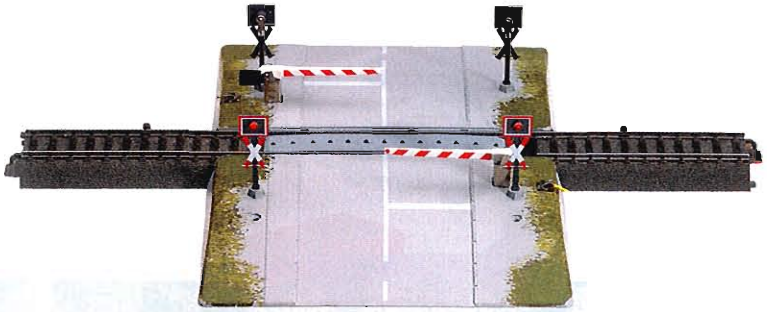
Railroad Crossing Gates.

The gates for the fully automatic railroad grade crossings descend the minute an oncoming train reaches the contact area, and do not go back up until the last car has left the contact area. The contact area can be extended to any length desired. Any straight or curved track can be used with K Track. With C Track an existing electrical connection on the track sections must be separated. On the M Track that is no longer available only the 5115, 5116, and 5145 contact tracks can be used.

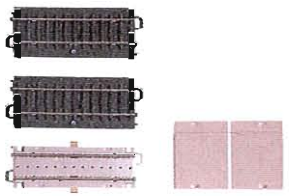
74920 Fully Automatic Railroad Grade Crossing.
The railroad grade crossing comes with half gates. This grade crossing can be connected directly to C Track. 2 solenoid activated gates with 2 warning signals and 2 red warning lights which come on when the gates come down. This grade crossing is ready to be connected to the layout, easy installation. Contact track set: 3 straight tracks each 94.2 mm / 3-3/4". Dimensions for each base half 137 x 95 mm / 5-3/8" x 3-3/4".

24922
Adapter track for K Track
See page 273.

24951
Adapter track for M Track
See page 273.



74930 Add-On Set.
This add-on set is for the 74920 railroad grade crossings for C Track. It is required for each additional parallel track. Contact track set: 3 straight tracks each 94.2 mm / 3-3/4". No other connections required. The road section can be adjusted for a spacing of 26 to 61 mm / 1" to 2-3/8" (track spacing of 66 to 101 mm / 2-5/8" to 4".

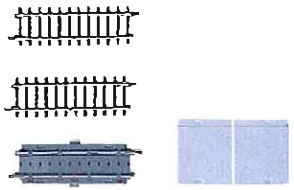


7592 Fully Automatic Railroad Grade Crossing.
The railroad grade crossing comes with half gates. It is designed for K Track. 2 solenoid activated gates with 2 warning signs and 2 red warning lights which come on when the gates go down. Contact track set: 3 straight tracks each 90 mm / 3-9/16".
Dimensions for each base half 137 x 95 mm / 5-3/8"x 3-3/4".

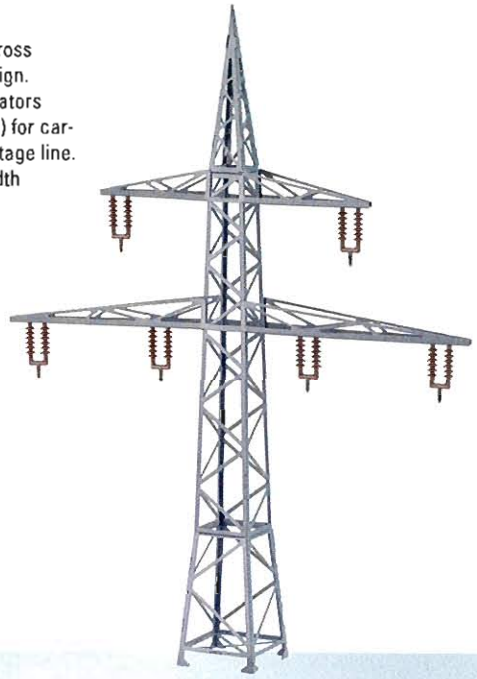
24922
Adapter track for C Track
See page 273.

2291
Adapter track for M Track
See page 288.

7593 Add-On Set.
This add-on set is for the 7592 railroad grade crossing. It is designed for K Track. This set is required for each additional parallel track. Contact track set: 3 straight tracks each 90 mm / 3-9/16". The road section can be adjusted for a spacing of 33 to 68 mm / 1-5/16" to 2-11/16" / track spacing of 64 to 99 mm/2-1/2" to 3-7/8".

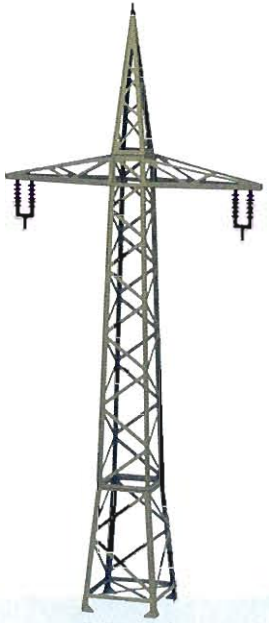


74730 High Tension Mast.
Lattice mast with 2 metal cross girders in lattice girder design. 6 doubled suspension insulators with eyelets (0.8 mm / 1/32") for carrying a thread as a high voltage line. Height 292 mm /11-1/2", width 205 mm / 8-1/16".



N II III IV V

74732 High Tension Mast.
Prototype: Lattice mast of steel construction with a cross member and 2 doubled suspension insulators.
Model: The lattice mast is constructed of metal. The insulators are made of plastic and have eyelets (0.8 mm / 1/32") for carrying a thread as a high voltage line.
Height 266 mm / 10-1/2", width 122 mm / 4-13/16", base 35 x 35 mm / 1-3/8" x 1-3/8".



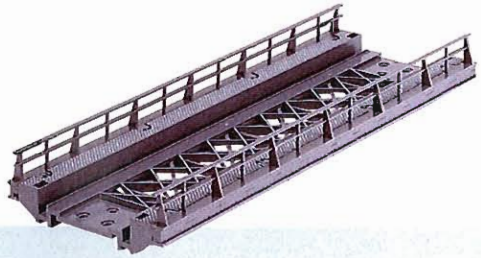
N I II III IV

74500 Heating Locomotive Station.
Prototype: Stationary heating smokestack with a supporting girder framework and a work platform. For using operational locomotives as heating locomotives and sources of steam.
Model: The station is a lattice bridge structure with all components made of metal. Completely assembled, detailed model ready for installation over the track.
Height 140 mm / 5-1/2". Clearance about 60 mm / 2-3/8".

Bridges.

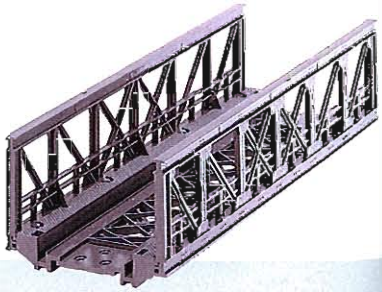
Bridges and approach ramps bring the third dimension to a model railroad layout: from flatness to a sense of height. From the simple bridging of a road or river, to crossing several tracks, to realistically linking different levels on the layout – the Märklin accessory program offers the right solution for each task.

7268 Straight Ramp.
For K or M Track. 3 clips for mounting K Track.
Length 180 mm / 7-3/32".



7263 Arched Bridge.
For K or M Track. 6 clips for mounting K Track and instructions for setting up bridges.
Arch height 117 mm / 4-5/8".
Length 360 mm / 14-3/16".

7262 Truss Bridge.
This bridge can be used alone or with the 7263 arched bridge. For K or M Track. 3 clips for mounting K Track and instructions for setting up bridges.
Height 45 mm / 1-3/4".
Length 180 mm / 7-3/32".



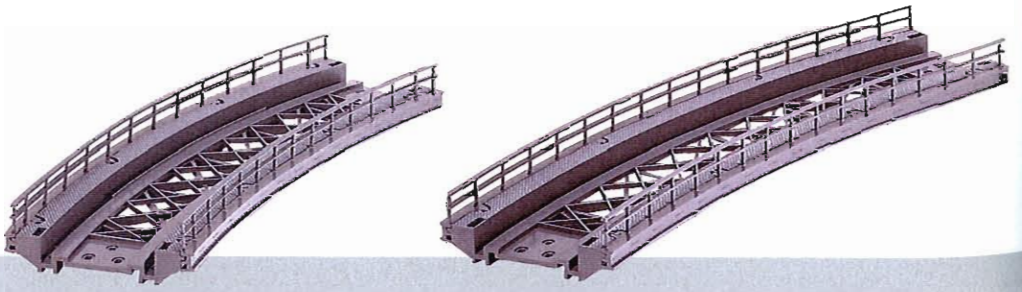
7250 Base Plate.
2.5 mm / 3/32" high.
This is used as a pillar foundation.

7251 Base plate.
3 mm / 1/8" high.
This base plate can be used only in conjunction with the 7250

7252 Pillar.
6 mm / 1/4" high.
This pillar is for building ramps in 6 mm / 1/4" increments.

7267 Curved Ramp.
Radius 360 mm / 14-3/16".
For K or M Track. 3 clips for mounting K Track. The length and radius are the same as 2221 and 5100 track.

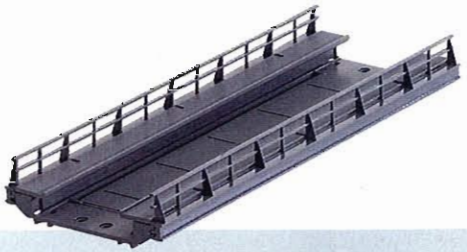
7569 Curved Ramp.
Radius 424.6 mm / 16-3/4".
For K Track only (standard curve II). 3 clips for mounting track. The length and radius are the same as 2231 track.



The bridge program with the look of steel girders takes C Track into the third dimension. Ramps, approaches and overpasses can be built systematically with these sturdy briges and ramps and the proven 7250 to 7253 pillars. The C Track lies in the bridge and can be slid back and forth, thus enabling you to have a custom installation of the bridges on a layout. The width of the bridges takes into account parallel approaches even in the track spacing used by the wide radius turnout geometry of 64.3 mm / 2-9/16". Suitable bases are available for catenary masts and color lights located in the bridge area.

74636 Arched Bridge.
Length 360 mm / 14-3/16".
Width 64 mm / 1-5/16".
Height 117 mm / 4-5/8".
For straight sections of C track. One arched bridge is the same length as the 24188 + 24172 track sections. The 74620 bridge is suitable as an approach bridge.

74618 Straight Ramp.
Length 180 mm / 7-3/32".
Width 64 mm / 1-5/16".
For straight sections of C track. Two ramp sections are the same length as the 24188 + 24172 track sections.

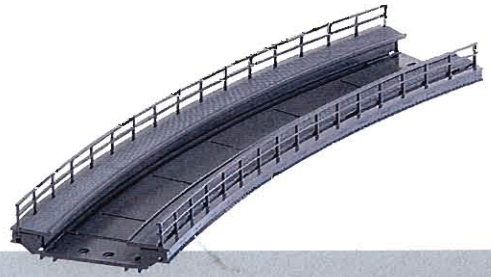


74620 Truss Bridge.
Length 180 mm / 7-3/32".
Width 64 mm / 1-5/16".
Height 45 mm / 1-3/4".
For straight sections of C track. Two truss bridges are the same length as the 24188 + 24172 track sections. This bridge can also be used as an approach bridge to the 74636 bridge.

7253 Pillar.
30 mm / 1-3/16" high.

74613 Curved Ramp.
Radius 360 mm / 14-3/16".
Curve 30°.
Width 64 mm / 1-5/16".
For R1 radius C track curved sections.
One ramp section is the same length as the 24130 track section.

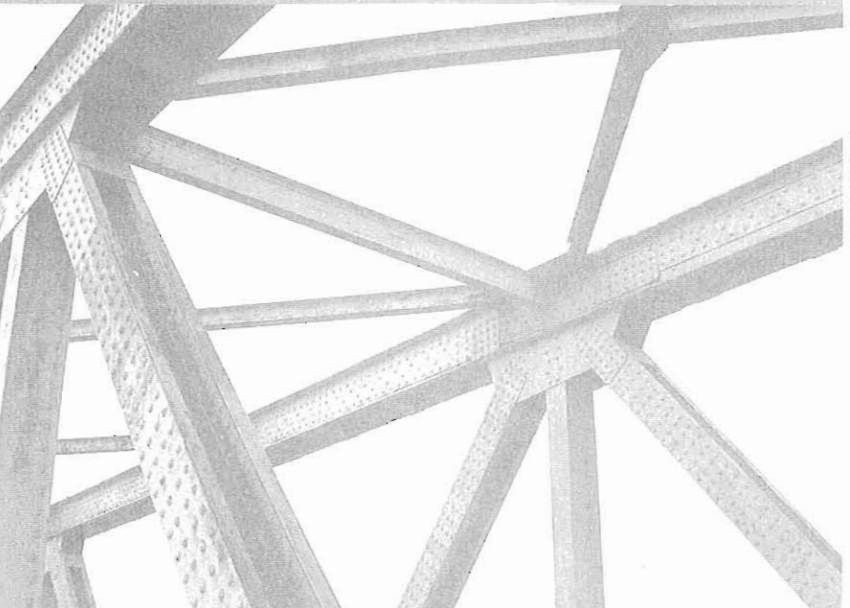
74623 Curved Ramp.
Radius 437.5 mm / 17-1/4".
Curve 30°.
Width 64 mm / 1-5/16".
For R2 radius C track curved sections.
One ramp section is the same length as the 24230 track section.



Bridge Approaches.

These drawings show how many track sections and pillars are required for approach ramps to achieve necessary minimum height clearance. This allows you to determine how a line of track should be built on a layout. The grade is 5% and is decreased at the start and end of the approach ramp.

Bridges and approach ramps can be built in any desired combination and length. The 7252 and 7253 pillar sections go together like building blocks and allow you to construct pillars in 6 mm / approx. 1/4" increments, 3 mm / approx. 1/8" increments are possible by combining the 7251 base plates with the 7250 base plate. The 7599 wood screws can be used to fasten the pillar sections to the base board and to each other.



Ascending and descending grades with C Track for steam and diesel locomotives (M Track in parentheses)

6 x 360 mm (12 x 180 mm)

9 x 74618 (9 x 7268)

Pillar Height	1 2.5 mm 1 x 7250	2 5.5 mm 1 x 7250 1 x 7251	3 11.5 mm 1 x 7250 1 x 7251 1 x 7252	4 20.5 mm 1 x 7250 3 x 7252	5 29.5 mm 1 x 7250 1 x 7251 4 x 7252	6 38.5 mm 1 x 7250 1 x 7251 1 x 7252

8 x 360 mm (16 x 180 mm)

Ascending and descending grades with C Track for electric locomotives with catenary (M Track in parentheses)

13 x 74618 (13 x 7268)

Pillar Height	1 2.5 mm 1 x 7250	2 5.5 mm 1 x 7250 1 x 7251	3 11.5 mm 1 x 7250 1 x 7251 1 x 7252	4 20.5 mm 1 x 7250 3 x 7252	5 29.5 mm 1 x 7250 1 x 7251 4 x 7252	6 38.5 mm 1 x 7250 1 x 7251 1 x 7252

12 x 180 mm

A Grade with K Track for Steam and Diesel Locomotives

9 x 7268

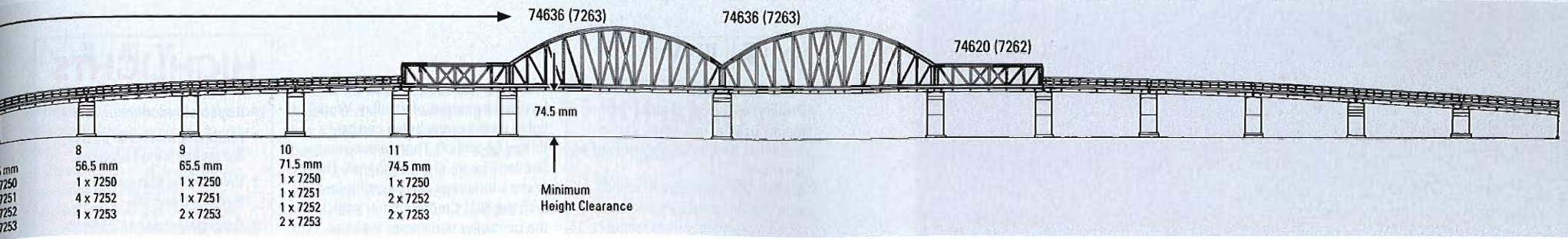
Pillar Height	1 2.5 mm 1 x 7250	2 2.5 mm 1 x 7250	3 8.5 mm 1 x 7250 1 x 7252	4 17.5 mm 1 x 7250 1 x 7251 2 x 7252	5 26.5 mm 1 x 7250 4 x 7252	6 35.5 mm 1 x 7250 1 x 7251 1 x 7252

15 x 180 mm

A Grade with K Track for Electric Locomotives with Catenary

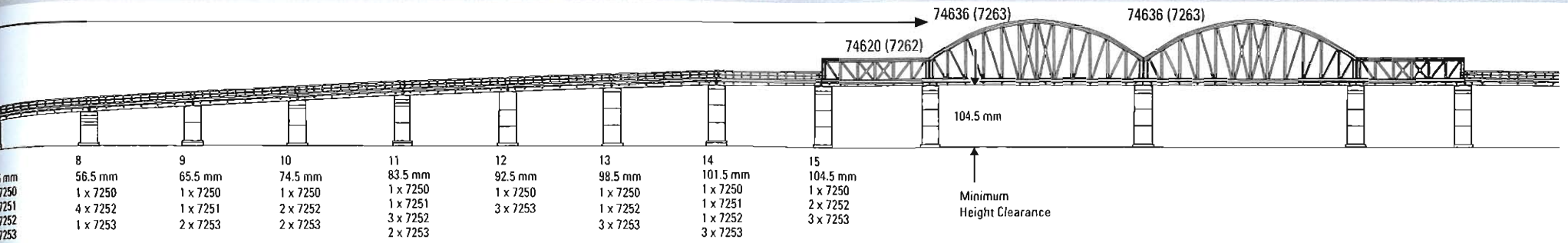
12 x 7268

Pillar Height	1 2.5 mm 1 x 7250	2 2.5 mm 1 x 7250	3 8.5 mm 1 x 7250 1 x 7252	4 17.5 mm 1 x 7250 1 x 7251 2 x 7252	5 26.5 mm 1 x 7250 4 x 7252	6 35.5 mm 1 x 7250 1 x 7251 1 x 7252



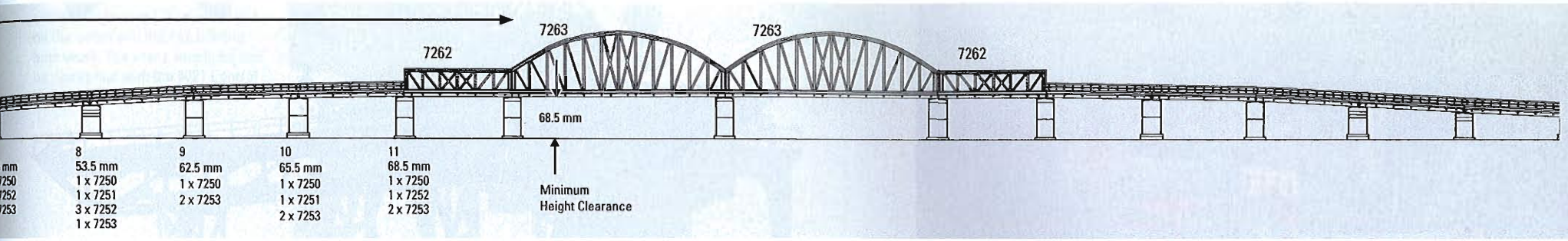
	8	9	10	11
	56.5 mm	65.5 mm	71.5 mm	74.5 mm
	1 x 7250	1 x 7250	1 x 7250	1 x 7250
	4 x 7252	1 x 7251	1 x 7251	2 x 7252
	1 x 7253	2 x 7253	1 x 7252	2 x 7253
			2 x 7253	

Minimum Height Clearance



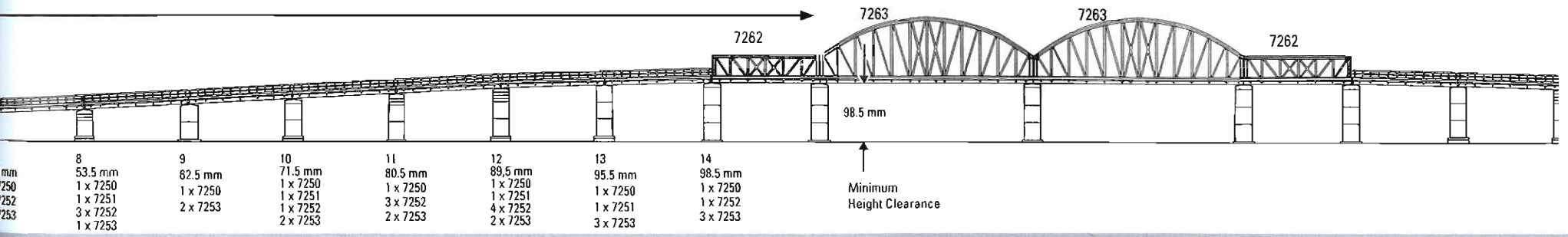
	8	9	10	11	12	13	14	15
	56.5 mm	65.5 mm	74.5 mm	83.5 mm	92.5 mm	98.5 mm	101.5 mm	104.5 mm
	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250
	4 x 7252	1 x 7251	2 x 7252	1 x 7251	3 x 7253	1 x 7252	1 x 7251	2 x 7252
	1 x 7253	2 x 7253	2 x 7253	3 x 7252		3 x 7253	1 x 7252	3 x 7253
				2 x 7253			3 x 7253	

Minimum Height Clearance



	8	9	10	11
	53.5 mm	62.5 mm	65.5 mm	68.5 mm
	1 x 7250	1 x 7250	1 x 7250	1 x 7250
	1 x 7251	2 x 7253	1 x 7251	1 x 7252
	3 x 7252		2 x 7253	2 x 7253
	1 x 7253			

Minimum Height Clearance



	8	9	10	11	12	13	14
	53.5 mm	62.5 mm	71.5 mm	80.5 mm	89,5 mm	95.5 mm	98.5 mm
	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250
	1 x 7251	2 x 7253	1 x 7251	3 x 7252	1 x 7251	1 x 7251	1 x 7252
	3 x 7252		1 x 7252	2 x 7253	4 x 7252	3 x 7253	3 x 7253
	1 x 7253		2 x 7253		2 x 7253		

Minimum Height Clearance

Gantry Crane.

fx | III-V

76500 Gantry Crane.
Prototype: Typical gantry crane, mainly used at industrial, harbor and other freight loading/ unloading locations.
Model: The gantry crane comes with digital operating functions. It has a plastic base and superstructure. Power supply comes through the base. The mechanical functions are powered by miniature motors. The crane bridge can be driven forwards and backwards, the crane cab can move back and forth smoothly on the crane tracks, the crane cab can be turned 360°.

The metal hook can be raised and lowered by means of a pulley. Work lights on the crane boom can be turned on and off. There are connections for an electro-magnet. The crane's functions can be controlled with the 6021 Control Unit or with the controller that comes with the crane. The spacing between the crane structure's vertical supports is designed for C Track.
Base dimensions 360 x 360 mm / 14-3/16" x 14-3/16",
Height approximately 270 mm / 10-5/8".

HIGHLIGHTS

- **6 special functions.**
- **Miniature motors to power the mechanical functions.**
- **Work lights that can be turned on and off.**
- **Connections for an electro-magnet.**
- **Conventional and digital operation are both possible.**

Large Coaling Station.

fx | III-V

76510 Large Coaling Station.
Prototype: German Federal Railroad standard design weighing bunker with a traveling rotary crane with a clamshell bucket, for railroad maintenance facilities.
Model: Detailed coaling station and a suitable digital crane for use in railroad maintenance facilities. The base and superstructure are made of high quality plastic with many separately applied details. The base is divided for the weighing bunker and for the crane and can be set up in different ways. Power connections for the crane are in the base. The crane is powered by miniature motors. The rotary crane can travel forwards and backwards, the crane cab can be rotated 360°, the working clamshell bucket can be raised and lowered. The work light on the boom and the cab lighting both work. The crane functions can be controlled with the 6021 Control Unit 6021, the sender and receiver for item no. 76500, or the new 60652 Mobile Station. The weighing bunker has 4 bunker compartments and bunker hatches that can be opened. The bunker spacing is the same as a track spacing of approximately 64.5 mm / 2-9/16". The track spacing to the crane is approximately 64.5 mm / 2-9/16". Freight car clearance by the crane follows NEM standards.
Dimensions: 300 x 220 x 243 mm / 11-13/16" x 8-11/16" x 9-9/16".

HIGHLIGHTS

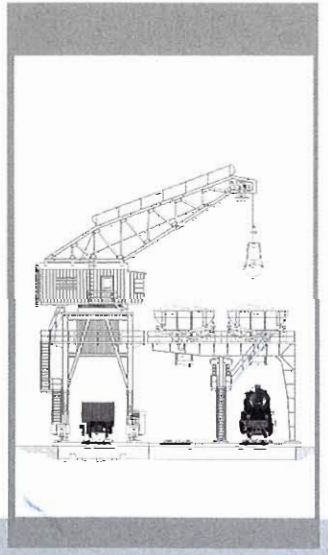
- New tooling.
- Many working functions.
- The basis for every railroad maintenance facility.

The Coaling Station.

The operating expense for a steam locomotive is much greater then for diesel or electric locomotives. Taking on coal and water, sanding, firing up, lubricating, removing ashes and slag, turning in the direction of travel – the infrastructure for these tasks is concentrated in the railroad maintenance facility.

Coal is delivered to the coaling station, unloaded, stored, and loaded into the locomotive tender. Depending on the number and size of the locomotives to be serviced, standard designs define the type and features of the coaling station. An ingenious coal management system is required at larger coaling stations. Depending on the locomotives being used, coal of different quality and in different sizes must be made available. The coaling procedure should take place as quickly as possible; the standard design tenders take up to 10 metric tons. Large coaling stations therefore have elevated bunkers or weighing bunkers. These are for fuel storage and are mounted over the tracks. They are loaded with the appropriate coal mixture and empty their fuel directly into the tender of the locomotive waiting underneath.

The loading platform for a rotary crane with a clamshell bucket runs parallel to the tracks. It loads the coal from the freight cars into a large bunker, and it loads the weighing bunkers from this supply. The number of weighing bunkers and the capacity of the large bunker depends on the demand. In our prototype there are 4 weighing bunkers, each holding 20 metric tons of coal.

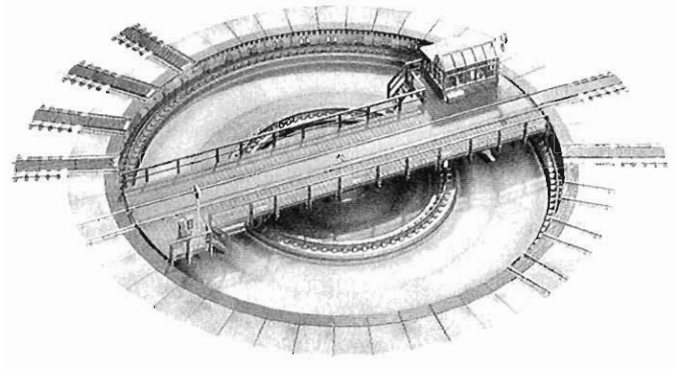


Turntable.

7286 Remote Control Turntable.
Standard DB 27 meter / 88 feet 6 inch design. Suitable for conventional and digital train operation. Remote controlled deck with built-in motor. Conventional controller included

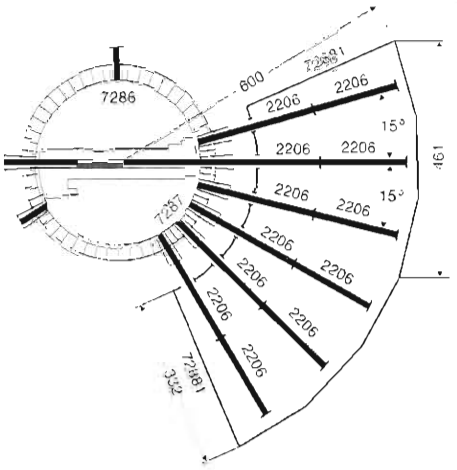
Function: The deck turns right/left in single steps and continuously to a stop. The turntable can be retrofitted with the 7687 digital set for easy digital control. The turntable pit is designed for inset installation on a layout. 6 spoke tracks for K Track which can be installed at any spot on the perimeter of the turntable are included. The turntable can also be used with C Track and M Track in conjunction with adapter tracks. It can be expanded to a maximum of 48 spoke tracks at 7.5° intervals with the 7287 extension kit. Track power to spoke tracks comes through the turntable deck. External diameter 386 mm / 15-3/16". Deck length 310 mm / 12-1/4". The turntable can be used with the 7288/72881 locomotive shed.

This model is a joint project with the Fleischmann Company, Nürnberg, Germany.



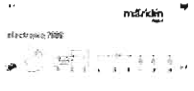
24922
Adapter track for C Track.
See page 273.

2291
Adapter track for M Track.
See page 288.

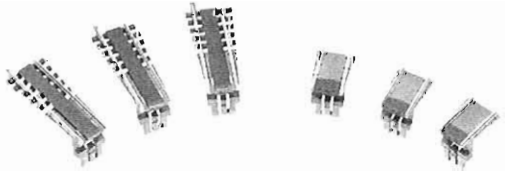


This diagram shows 2 of the 72881 locomotive shed used with the 7286 turntable.

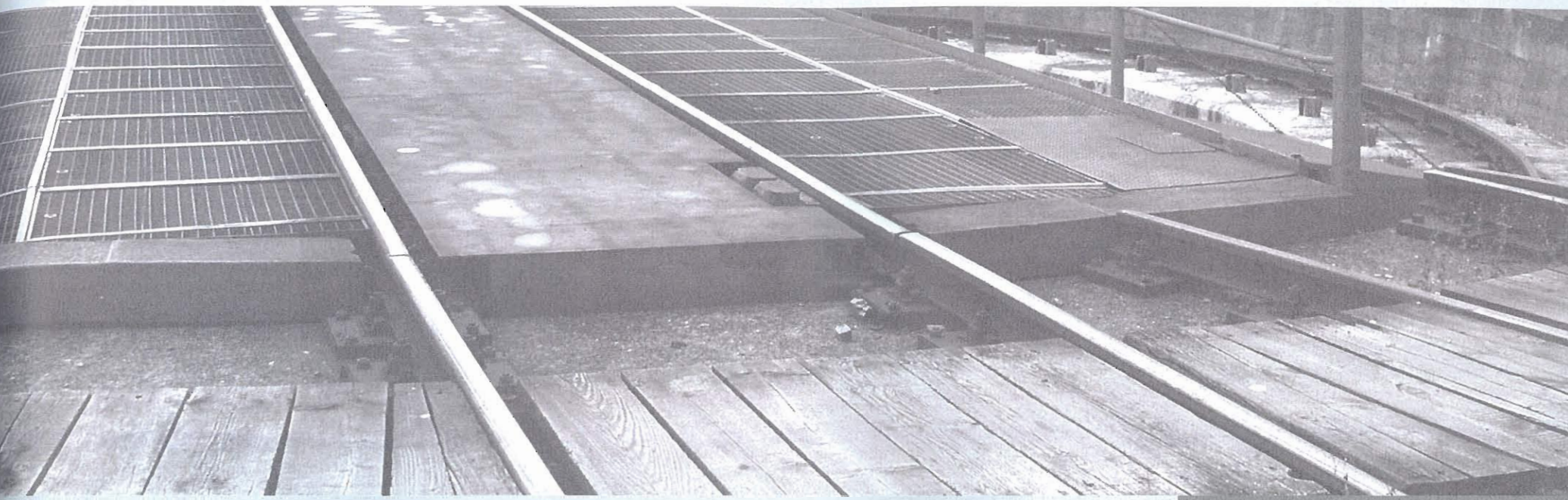
7687 Digital Retrofit Set for the 7286 Turntable.
This set enables easy control of the turntable with track indexing in the Digital system. The deck turns to the right/left in single steps and continuously. The set consists of an electronic control circuit with a digital decoder, all necessary hardware and complete instructions. In addition to a central unit (6021 Control Unit), a digital accessory controller (6040 Keyboard) is required to control the digital turntable (7286 with 7687). It is also possible to control the turntable with a computer (with the 6051 Interface). This digital control is independent of the conventional or digital control of the trains.



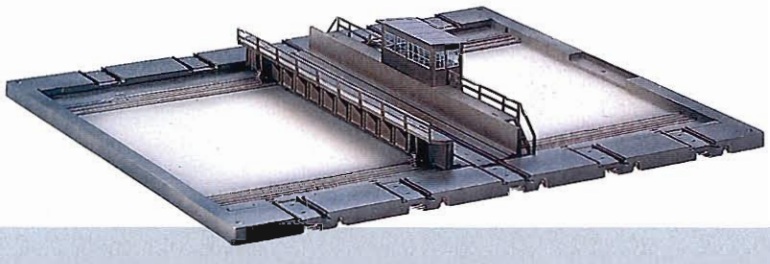
7287 Extension Set for the 7286 Turntable.
3 spoke tracks for K track and 3 dummy tracks. These tracks can be installed anywhere on the turntable. Built-in track power contacts included.



Transfer Table.

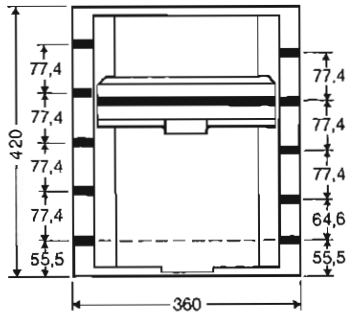


7294 Remote Control Transfer Table. The base plate has 2 approach tracks and 8 stall tracks. The track connections are for M Track. The transfer table can also be used with C Track and K Track in conjunction with adapter tracks. It can be used with the 7289 locomotive shed. The deck has a motor in the operator's shed for forward and reverse operation. A control box and cable for remote control are included. The deck stops automatically at the tracks. Track power to the stall tracks comes through the deck. There are additional connections for catenary. Dimensions of the base 360 x 420 mm / 14-3/16" x 16-1/2". Deck length 288 mm / 11-3/8".



24951
Adapter track for C Track.
See page 273..

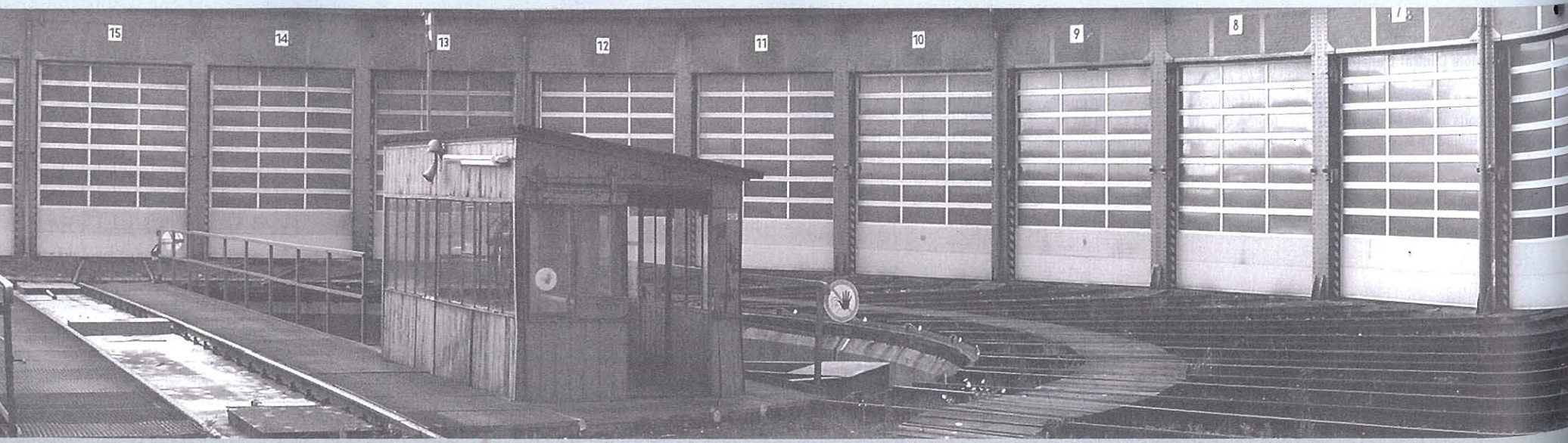
2291
Adapter track for K Track.
See page 288.



The transfer table can also be controlled with Märklin Digital using a k 84 decoder. The connections for the transfer table are described in the instructions for the k 84 decoder and in the 0308 Digital book.

Building Kits.

72891 Locomotive Shed Kit.
Single-stall locomotive shed. The doors close automatically after a locomotive enters the shed. Suitable for all H0 track. Size approximately 320 x 120 mm / 12-5/8" x 4-3/4".



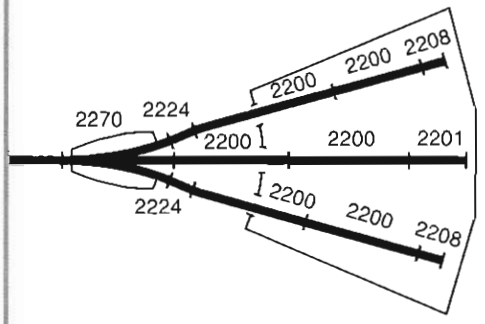
I - V

72881 Locomotive Shed Set.
Prototype: 3-place brick construction roundhouse. Early 20th century construction style. This locomotive shed was in use until taken over by a museum.

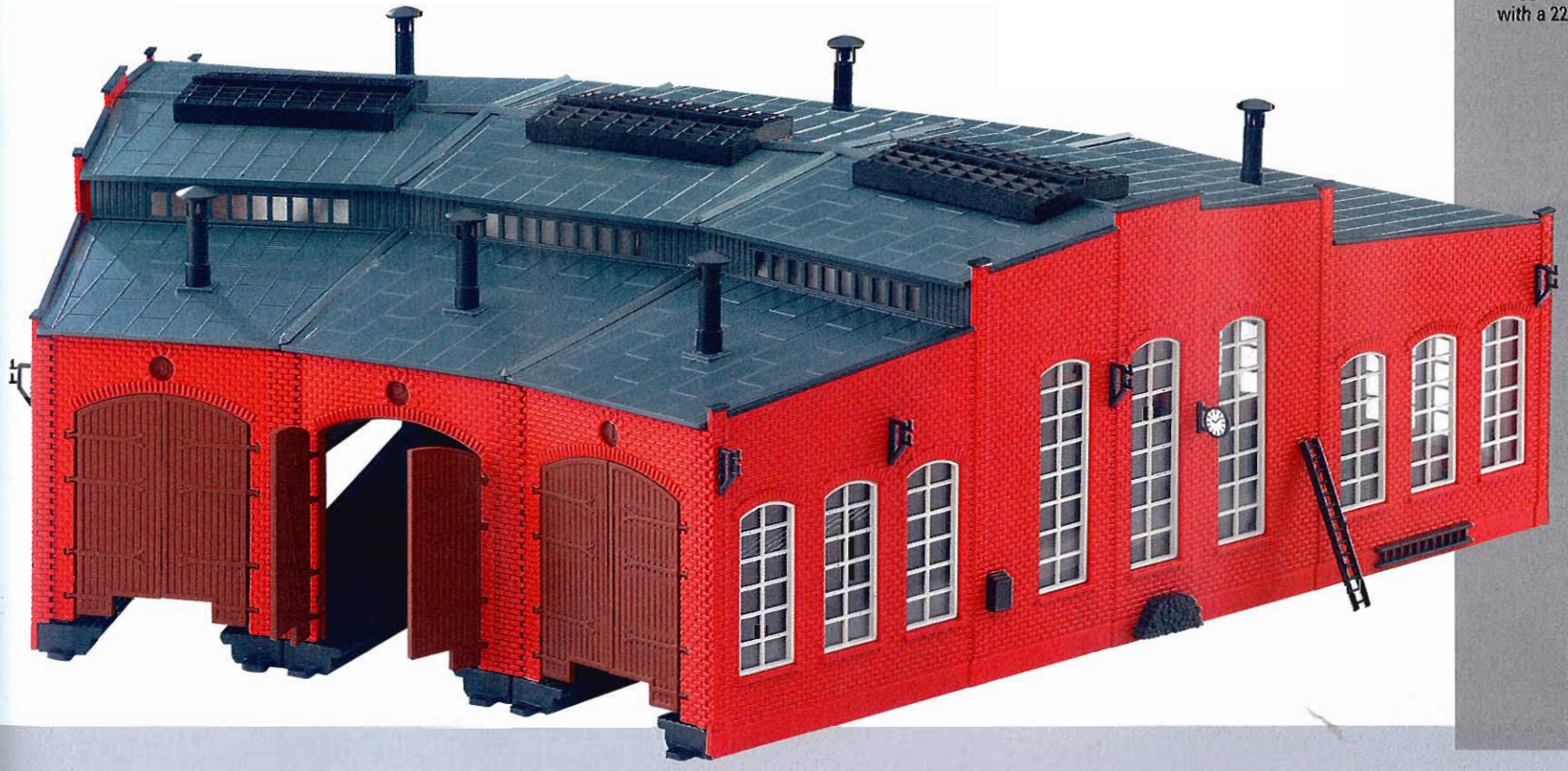
Model: Each stall is arranged at a 15° angle. This kit can be used with the 7286 Turntable. Suitable for C track and K track (track not included). 30 cm / 11-13/16" inside usable track length. The doors close automatically when locomotives enter the shed. A lighting kit with 6 maintenance-free LED's is included, pre-wired, ready-to-install. An additional building truss support set is included for putting several sheds together without a dividing wall. Size 350 x 461 mm / 13-3/4" x 18-1/8", height 128 mm / 5-1/16".

HIGHLIGHTS

- New development.
- Can also be used with 2-rail track.
- Interior details with lighting.

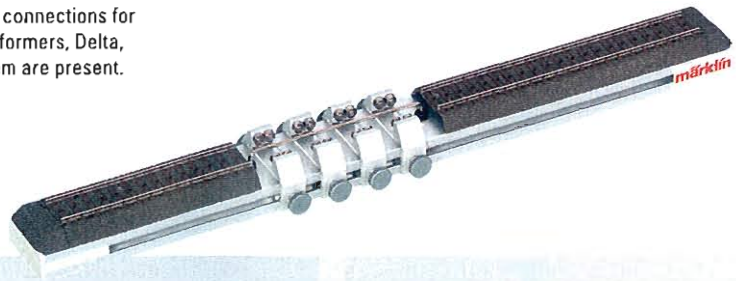


Suggestion for combining the 7288 locomotive shed with a 2270 threeway turnout.

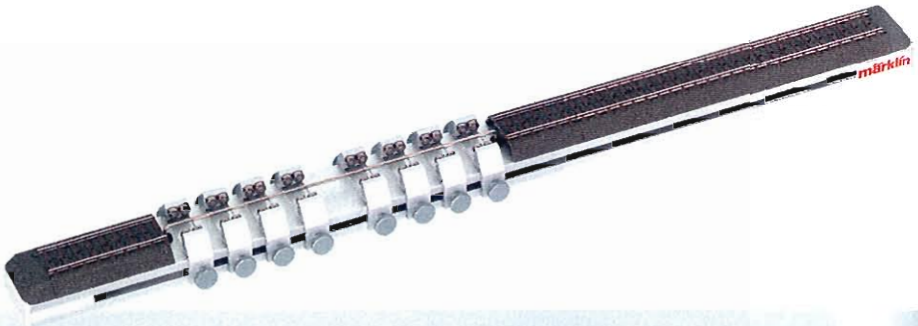


Accessories.

78100 Roller Test Stand.
This is for servicing and presenting locomotives with up to 4 driving axles and coupled axles. It is ideal for models of the class 03, 41, and the Mikado. It is made of anodized aluminum sections. Four adjustable pairs of roller brackets with precision ball bearings are included. C Track sections are included for positioning non-powered axles. Locomotive power connections for conventional transformers, Delta, or the Digital System are present. The center conductor is removable in the roller area. The running rails can be separately connected so that the unit is also suitable for two-rail locomotives. Up to two 78110 pairs of roller bracket or the 78111 measurement device can be added to this roller test stand.
Dimensions 400 x 42 x 30 mm / 15-3/4" x 1-5/8" x 1-3/16".

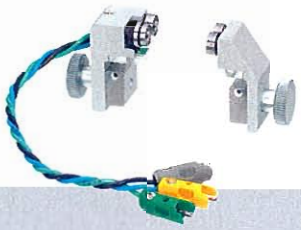


78101 Roller Test Stand.
This is for servicing and presenting locomotives with up to 8 driving axles and coupled axles. It is also suitable for the "Big Boy". Eight adjustable pairs of roller brackets with precision ball bearings are included. The design and technical construction are the same as 78100. The 78111 measurement device can be added to this roller test stand.
Dimensions 520 x 42 x 30 mm / 20-1/2" x 1-5/8" x 1-3/16".



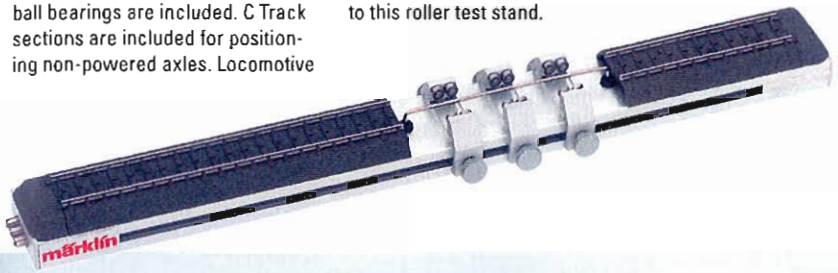
78110 Pair of Roller Brackets.
This can be added to the 78100 roller test stand to accommodate and additional one coupled axle. 4 precision ball bearings included. Two 78110 pairs of roller brackets can be retrofitted to the 78100 roller test stand. Guide slots and adjustment screws included.
Dimensions 60 x 27 x 13 mm / 2-3/8" x 1-1/16" x 1/2".

78111 Measurement Device.
This is for installation in the 78100 and 78110 roller test stands. It allows you to measure duration of operation, time, and speed. A special pair of roller brackets with a measurement transducer is included with connections to the display unit with an LCD display. The unit is operated with Operation with 3 type AA/LR6 batteries (not included).
Dimensions 80 x 70 x 120 mm / 3-1/8" x 2-3/4" x 4-3/4".



N

78102 Roller Test Stand for H0 Gauge, with 3 Pairs of Roller Brackets.
This is for servicing and presenting locomotives with up to 3 powered axles or coupled axles. It is ideal for models of the class 03, 38, and the 78. It is made of anodized aluminum sections. Three adjustable pairs of roller brackets with precision ball bearings are included. C Track sections are included for positioning non-powered axles. Locomotive power connections for conventional transformers, Delta, Digital or Märklin Systems are present. The center conductor is removable in the roller area. The running rails can be separately connected so that the unit is also suitable for two-rail locomotives. Up to two 78110 pairs of roller bracket or the 78111 measurement device can be added to this roller test stand. Dimensions 375 x 42 x 30 mm / 14-3/4" x 1-5/8" x 1-3/16".



7224 Rerailer Ramp.
The rerailer ramp facilitates placing multi-axle locomotives and cars on the track.
Length 30.0 cm / 11-1/16".
Height 2.5 cm / 1".

72600 Universal Speed Measurement Tool.
Tool for non-contact measuring of model speeds with a photoelectric beam sensor. The data is transmitted from the sensor to the display unit by radio waves (433 MHz). Up to 16 sensors can be managed by a measurement tool. The unit has an easy to read liquid crystal display with the option of showing the actual speed, maximum, and minimum speed. There is a display of the scale, optional settings for m/s, mph and km/h, and a display of the address of the sensor. There is an additional display of the laps run.
Sensor circuit board approximately 80 x 50 mm / 3-1/8" x 1-15/16". Display unit approximately 80 x 70 x 120 mm / 3-1/8" x 2-3/4" x 4-3/4". Operation 4.5 volts (3 x 1.5 volt penlight battery).

HIGHLIGHTS

- **Universal speed measurement tool for many applications.**
- **Choice of scales (1:220 – 1:22).**
- **Measurement with photoelectric beam.**
- **Data transmission by radio wave.**

7226 Smoke Generator Kit, Diameter 5 mm / 3/16".
This kit consists of a smoke generator insert, replacement smoke tube, cleaning wire, and tweezers. Install from above a locomotive.

72270 Smoke Generator Kit, Diameter 3.5 mm / 1/8".
Install from below on a locomotive.

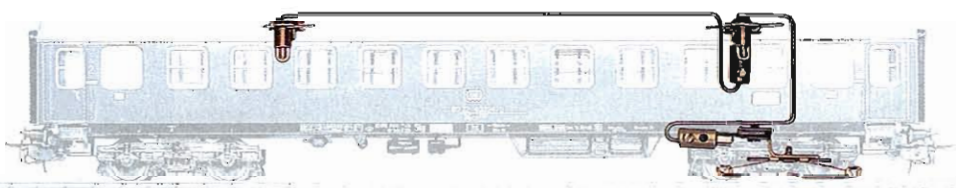
02420 Smoke Fluid.
Large 50 milliliter or 1.67 oz. bottle for refilling all smoke generators.

Lighting Kits.

7077 Lighting Kit.
For cars 4026, 4027, 4032, 4044, 4051, 4052, 4111 and 4112. Consists of a light bulb with a light socket, connecting wire, and a plug. A connecting socket for additional lights is included.

7198 Pickup Shoe.
For 7077 lighting kit.

7077 7077 7198

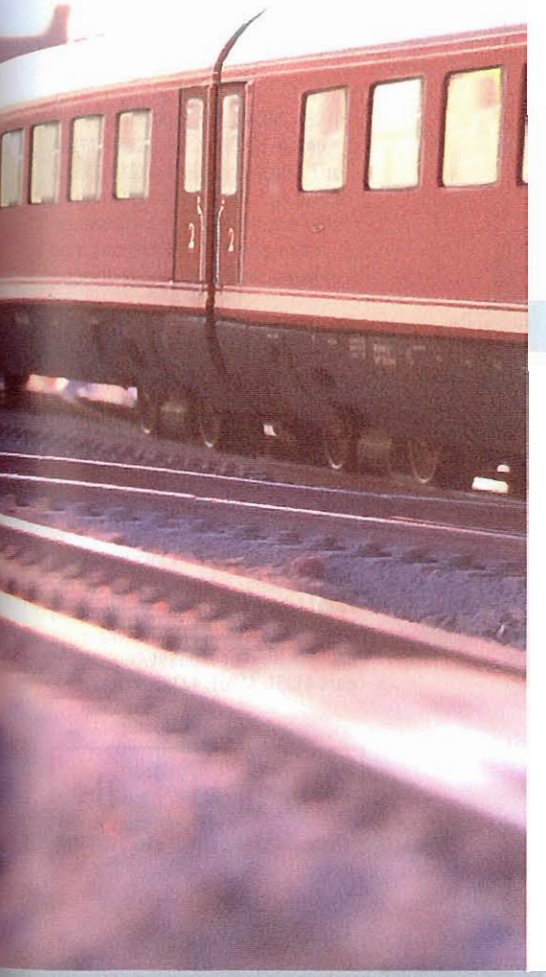


7323 Lighting Kit.
For cars 4035, 4038, 4039, 4107 and 4108. The kit consists of a pickup shoe with a light socket and a light bulb.

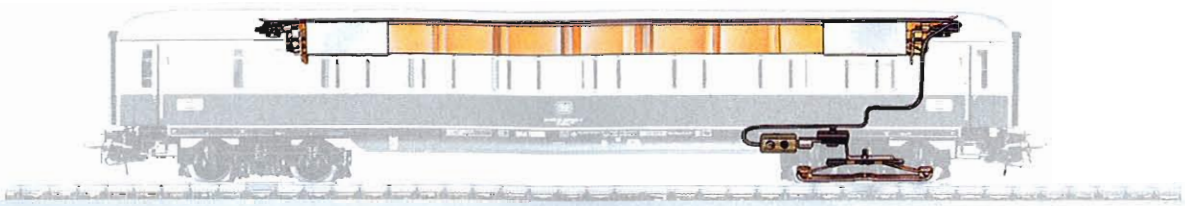
7323

7320 Lighting Kit.
For cars 4085 and 4087. The kit consists of a pickup shoe, light diffuser, 2 light sockets, and 2 light bulbs.

7322 Lighting Kit.
Same as 7320, but without a light diffuser. This is for the 4090 vista dome car.

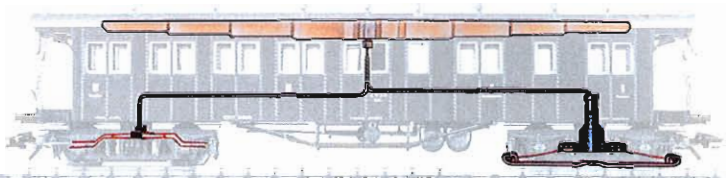


7320



7333 Lighting Kit.
For cars 42101, 42131, 4214, 42141, 42142 and 4229. The kit consists of a pickup shoe and a ground spring, a light diffuser, a light socket and a light bulb.

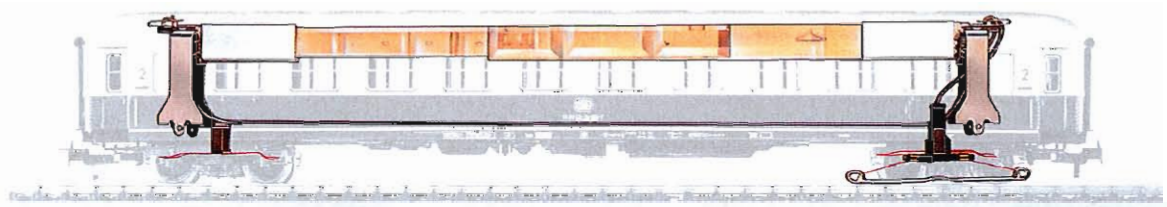
7333



Lighting Kits.

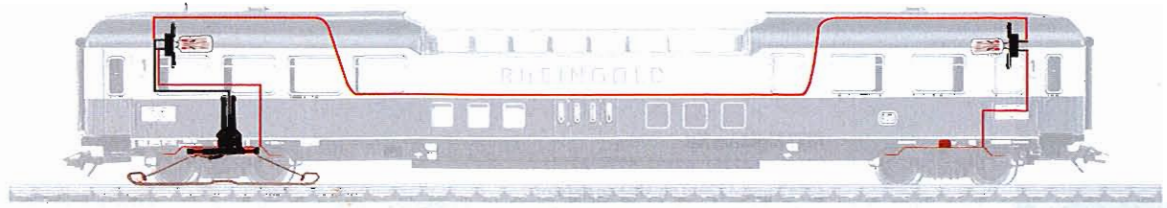
7329 Lighting Kit.
For cars 4131, 4132 and 4133. The kit consists of a pickup shoe and a ground spring, an adjustable light diffuser, 2 light sockets and 2 light bulbs.

7329



73161 Lighting Kit.
This kit can be used with the models of the TEE/IC vista dome cars in the 26727 train and in the 42995 car set. It is only suitable for cars produced since 2002. The kit consists of a pickup shoe and a ground spring, 2 light bulb sockets, 2 light bulbs, and connecting wires. The light diffuser is already present in the cars.

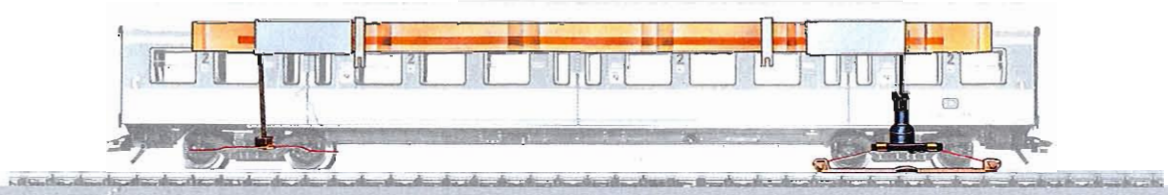
73161



7330 Lighting Kit.
For cars 42168, 42171, 4227, 4255–4257, 42551–42571, 4264, 4265, 4282, 4285, 4286, 4327, 4368, 4369 and 4384. The kit consists of a pickup shoe and a ground spring, a light diffuser with light sockets and 2 light bulbs. This kit can be used with the 7319 current-conducting close coupler.

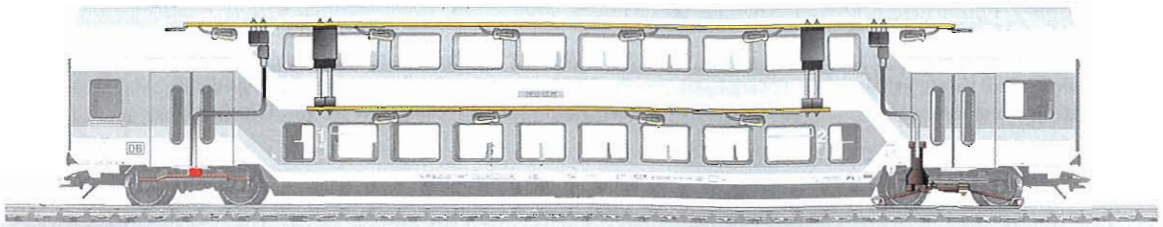
7335 Lighting Kit.
Same as 7330, but for shorter express train passenger cars. For cars 41351, 41361, 42383 and 42751.

7330



73140 Lighting Kit.
For cars 43581-43586. The kit consists of a pickup shoe and a ground spring, a circuit board with 10 light bulbs, and a current-conducting coupler.

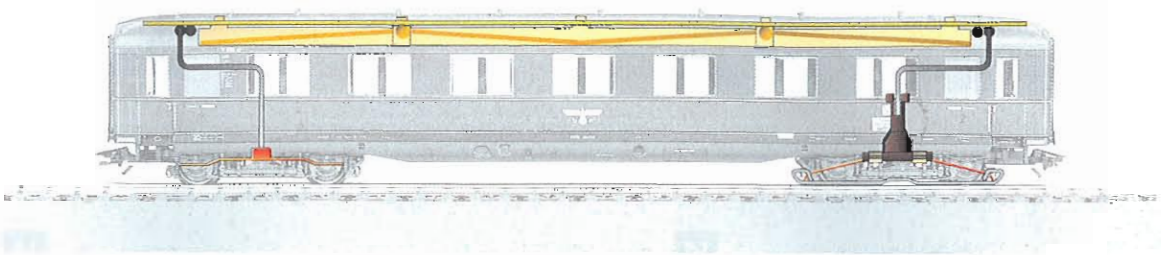
73140



7316 Lighting Kit.
For the 4365 car and the panorama cars from the 4367 car set. The kit consists of a pickup shoe and ground spring, a light diffuser with light sockets and 2 light bulbs. This kit can be used with the 7319 current-conducting close coupler.

73150 Lighting Kit.
For cars 43200, 43201, 43206, 43210, 43211, 43221, 43226, 43231, 43240, 43300, 43301, 43601 and 43602. The kit consists of a pickup shoe and a ground spring, a light diffuser with light sockets, 2 light bulbs, and a current-conducting close coupler.

73150



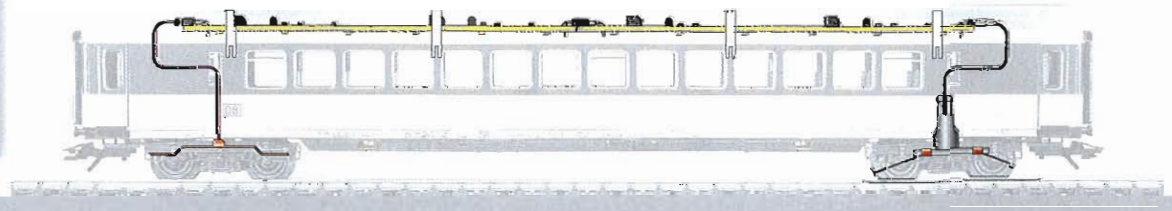
73155 Lighting Kit.
For cars 43241, 43250, 43251, 43260 and 43261. The kit consists of a pickup shoe and a ground spring, a light diffuser with light sockets, 2 light bulbs, and a current-conducting close coupler.

73400 Standard Interior Lighting Kit with LED's.
Universal circuit board with several LED's, which will fit in most of the passenger cars in the Märklin H0 program. One 73400 is required for a short car (example: Langenschwalbach cars); for long cars (example: UIC-x at 28.2 cm / 11-1/8" length) two 73400 are required. The circuit boards can be plugged together in a series or they can be shortened. Mounting hardware is included. The separate 73404, 73405 or 73406 pickup shoe / ground spring power feed set, or the 72020 current-conducting coupler with the 72050 ground spring is required, depending on the car type.

The 73400 lighting kit (soft light for older eras) and the 73401 lighting kit (white light for modern cars) have technically interchangeable parts.

A 73404, 73405 or 73406 pickup shoe / ground spring power feed set, or the 72020 current-conducting coupler with the 72050 ground spring is required for the 73400 lighting kit.

73400



HIGHLIGHTS

- *Coziness in the car:* **soft light LED's.**

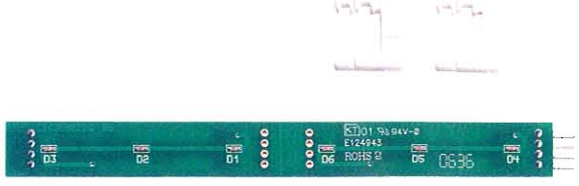
Sample Applications	73400	73405	73406
 43360, 43370, 43380, 43390	2x	1x	
 43040, 43050, 43060, 43070, 43080	1x	1x	
 43910, 43920, 43930, 43940, 43950	2x		1x

Lighting Kits and Accessories.

N

73401 Lighting Kit with White LED's.
Universal circuit board with several white LED's to fit in most of the passenger cars in the Märklin H0 program. One 73401 board is required for a short car (example: Langenschwalbach cars); two boards are required for long cars (example: UIC-x cars with a length of 28.2 cm / 11-1/8" length). Several of these circuit boards can be plugged together or a board can be shortened. Mounting hardware is included. Depending on the car type, the separate pickup shoe / ground spring set, item nos. 73404, 73405 or 73406 or the 72020 current conducting couplers with the 72050 ground spring is required for electrical connections.

The 73400 lighting kit (softer light for earlier eras) and the 73401 lighting kit (white light for more modern cars) are technically interchangeable.



A 73404, 73405 or 73406 pickup shoe / ground spring set or the 72020 current conducting couplers with the 72050 ground spring are also required for the 73401 lighting kit.

HIGHLIGHTS

- **A bright light in the cars: white LED's.**

N

73404 Pickup Shoe / Ground Spring Power Feed Set.
This is for the 73400 lighting kit. It has an asymmetrical pickup shoe and a ground spring.

The combination of 2 x 73400 + 1 x 73404 can replace the existing 7330 or 7335 lighting kit.

73405 Pickup Shoe / Ground Spring Power Feed Set.
For the 73400 interior lighting kit. Includes a symmetrical pickup shoe and a ground spring.

The combination of 2 x 73400 + 1 x 73405 can replace the 73150 interior lighting kit.

73406 Pickup Shoe / Ground Spring Power Feed Set.
For the 73400 interior lighting kit. Includes an asymmetrical pickup shoe and a ground spring.

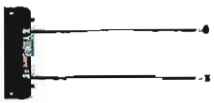
The combination of 2 each 73400 + 1 each 73406 is the standard lighting for the new UIC-x cars with a length over the buffers of 28.2 cm / 11-1/8".

N

72050 Ground Springs.
These springs are for the 73400 or 73401 lighting kits in conjunction with the 72020 current-conducting couplers. This is a set with 5 ground springs for installation in the car trucks.

N

73407 Marker Lights with LED's.
This is a universal circuit board with two red LED's for use with the new generation UIC-x and TEE cars in the Märklin H0 program (car length 28.2 cm / 11-1/8").
2 permanently attached connecting wires.



A 73400 lighting kit or, depending on the type of car, a 73404, 73405, or 73406 pickup shoe / ground spring power feed set is required to hook up the 73407 marker light kit.

Accessories and Single Parts.

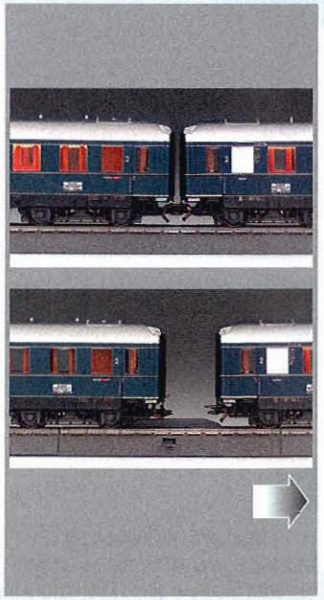
7247 Single-Arm Pantograph.
Type SBS 65 for modern locomotives. Interchangeable with 7218.

7207 Double-Arm Pantograph.
Type SBS 10 for older design locomotives. Interchangeable with 7218.

72020 Current-Conducting Close Coupler that Can Be Uncoupled.
This coupler is for a close-coupled connection between cars with single-conductor current transmission. It can be used in the close coupler pocket for all modern 26.4 cm / 10-3/8" and 27 cm / 10-5/8" long Märklin H0 cars with a guide mechanism. This means that a single pickup shoe will be enough for a consist of lighted cars. In addition to two current-conducting close couplers, each set also has the hardware for current transmission through the guide mechanism as well as the terminal clips for the interior lighting wire for one car.

Each package has 2 current-conducting close couplers and the hardware for the current transmission to convert a car. Installation instructions are included.

The 72020 current-conducting coupler, which can be uncoupled, is an alternative or conversion option for the current-conducting rigid coupler drawbars in the 7319 conversion set.



N

72021 Current-Conducting Couplers.
Operating close coupler with single-pole electrical connection for lighted passenger cars. This coupler can be used for cars with the lengths 26.4 cm / 10-3/8", 27.0 cm / 10-5/8", and 28.2 cm / 11-1/8" that are ready for lighting kits. These couplers can be used when you are installing the 73400 lighting kit. One car in the consist requires a 73404, 73406, or 73406 pickup shoe.

Contents: 2 close couplers for standard coupler pockets with contacts, 2 sets of contacts for the coupler shafts, 1 ground spring for the truck, 2 wires for connections, and instructions are included.

You have reliable connections with snap-in contacts. You can couple and uncouple a car with this coupler manually on a layout; these couplers will also couple with regular close couplers without electrical contacts.

72060 Relex Couplers.
Contents: 10 Relex coupler heads. These couplers can be used on locomotives and cars with standard coupler pockets (NEM 362).

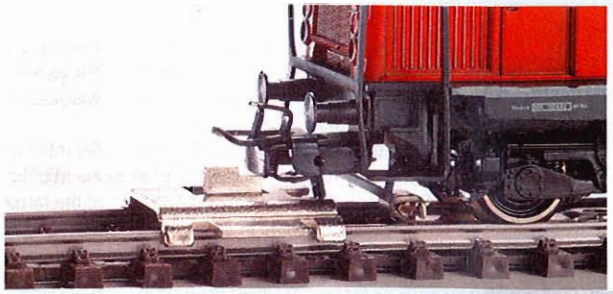
7203 Close Couplers.
Contents: 50 no. 70 1630 close coupler heads. These couplers are for installation on cars with standard coupler pockets (NEM 362) and guide mechanisms. They are compatible with standard couplers (NEM 360).

7205 Close Couplers for Locomotives and Cars without Guide Mechanisms.
These couplers are replacements for the standard Märklin plastic couplers. 10 couplers for locomotives (for 70 1560 and 70 4120) and 40 couplers for cars (for 70 1570 and 70 1580). These couplers result in a shorter coupler spacing for cars being pulled.

7319 Current-Conducting Close Coupler Drawbars.
Contents: 10 special rigid drawbars, which can be inserted into standard coupler pockets. 20 contact elements for connections to the 7330 lighting kit. A coupling jig for installing the drawbars included. Complete installation instructions are included. Only one pickup shoe is required for each consist of lighted cars with the current-conducting close coupler drawbars.

Retrofit kit for all modern 26.4 cm / 10-3/8", and 27.0 cm / 10-5/8" Märklin H0 cars with guide mechanisms.

7001 Coupler Gauge.
This gauge is for checking and adjusting couplers.
It can be placed on track.



7555 Reed Switch.
The reed switch is for use at a suitable point with K Track or C Track. The reed switch triggers a pulse of current when a locomotive or car with a magnet mounted on the underside passes over it. The connections to the reed switch are potential-free. The reed switch has a maximum current capacity of 2 amps.
Length 38 mm / 1-1/2".

7195 Number Sign Set.
12 bases. Signs for 1 – 24. For identifying turnouts and signals.

7194 Reverse Unit Springs.
Package of 5 springs for reverse units in all conventional locomotives.

7556 Locomotive Magnets.
6 pieces. 10 x 5 x 1.5 mm / approx. 25/64" x 3/16" x 1/16".
This magnet is for activating 7555 reed switches.
It is for locomotives with little ground clearance.

7557 Locomotive Magnets.
3 pieces. 13 x 7 x 2.5 mm (approx. 1/2" x 9/32" x 3/32").
This magnet is for activating 7555 reed switches.
It is for locomotives with greater ground clearance.

7558 Car Magnet.
2 pieces. 10 x 10 x 3 mm / approx. 3/8" x 3/8" x 1/8".
This magnet is for activating the 7555 reed switch.
It is for freight and passenger cars.

Märklin Systems.

Admittedly, the first contact with the elements in Märklin Systems requires a kind of familiarization process compared to the earlier operating procedures with Märklin Digital. – Displays now give us information about the status of our locomotives and solenoid accessories. After just a few minutes it becomes clear that a new world is opening up beckoning to be discovered.
Twenty years ago Märklin unleashed an avalanche with digital model railroading that has still not come to a standstill. Much has changed in the last two decades in the area of electronics. We have taken this into account.
Customers want to experience more with their Märklin model railroad right from the start.
Märklin Systems is up to these challenges with more possibilities. Despite this, controlling locomotives and accessories has become more manageable. Compatibility to the existing classic combinations of equipment with the Control Unit is guaranteed.
The new heart of Märklin Systems is called the Central Station. A Märklin fan will use this controller above all else to run trains – and also to control turnouts and signals on his layout.
The special kick: All current models that come from the factory with an mfx decoder register themselves automatically in the Central Station. The large display comes up with a touch-sensitive screen (touch screen). Come enter the fantastic world of Märklin Systems. You'll find reason for enthusiasm.

Easy as Child's Play:
The perfect way to get started in the world of Märklin Systems.

Selected digital starter sets have the Märklin Mobile Station instead of the former Delta Control or Control Unit components. The Mobile Station surpasses by far the functionality of the former digital controllers. The Mobile Station combines the functions of 3 units:

- An easy-to-use controller for locomotives
- Booster for supplying power to the layout
- Central unit electronic circuit that collects all of the
- operating commands and sends them to the track as
- data signals.

A Look Ahead:
With the starter set you already have the capacity for additional expansion.

The Mobile Station has access to up to 10 locomotives from a locomotive list you can set up yourself. Two to three standard locomotives can be run at the same time, depending on their power consumption. Of course, these locomotives can be selected from the 10 units in the locomotive list. With this feature the Mobile Station completely covers the operational possibilities for many small and medium size layouts.
The design is as innovative as it is ergonomic. The large control knob, buttons for locomotive selection, menu, emergency stop as well as a headlight button and 8 function buttons, and a large display make handling the Mobile Station simple, logical, and easy to understand.
Direction and speed indicator: The direction of travel and the speed that has been set are clearly shown on the display for an active locomotive.

For Anyone Who Likes to Play Alone:
You can use a second Mobile Station as an additional locomotive controller for a second operator or as a controller close to the action. The first Mobile Station remains as a locomotive controller, booster, and central unit electronic circuit for the layout, while the second one serves only as a locomotive controller.

We Speak in Plain Language:
The most important basic information in Märklin Systems.

Märklin Systems makes use of a new data format. No problem: You can continue to use your existing Märklin locomotives with the Motorola processor in the decoder. Of course, you can also set individual characteristics from the Central Station on the decoder such as maximum and minimum speed as well as acceleration behavior.
Number of addresses: with over 16,000 more than enough.
Number of speed levels: sufficient. It's 128.

60212 Central Station.
The Central Station combines 2 locomotive controllers for simple, easy control of locomotives, an integrated, powerful booster for supplying power to the layout with track current and accessory current, the central electronic circuit, which gathers all of the locomotive and accessory commands and sends them to the track as data, a Keyboard with which solenoid accessories can be operated and whose settings can be displayed, a route controller that also includes external activation of routes by means of s88 decoders, and a control element for shuttle train or push/pull train control.

Professional quality controller with a large touch screen and almost unlimited possibilities for operating the layout.

Intelligent screen, reacts to different train operation situations.

2 locomotive speed control knobs.

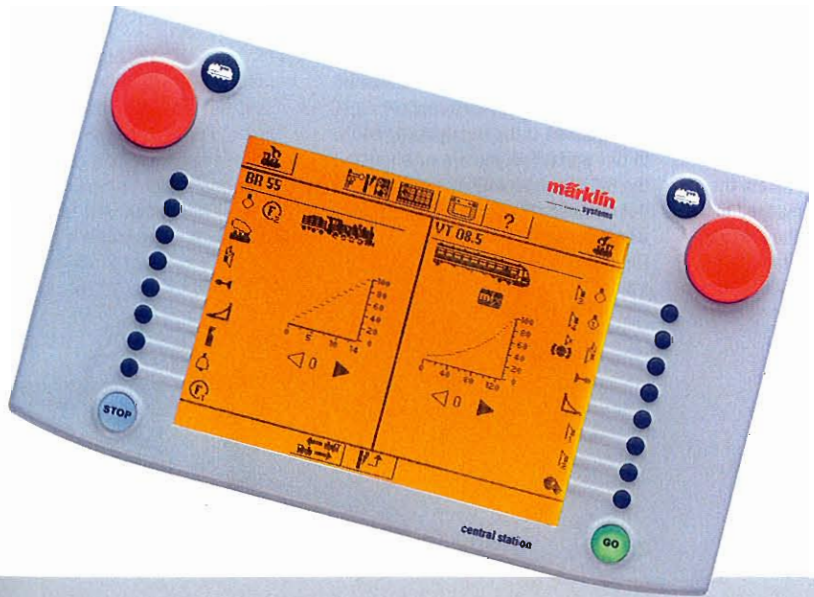
Simple, innovative operation with descriptive names for locomotives.

Built-in Märklin Digital locomotive database.

Up to 16 controllable functions with self-explanatory pictograms and a graphic display of the control status.

Solenoid accessories can be controlled with 18 built-in Keyboard or automatically by means of routes (block operation, staging yard control, etc.).

Automatic shuttle train or push/pull train operation for up to 8 locomotives or powered rail cars.



60652 Mobile Station.
Hand controller unit with a 1.9 amp capacity. This controller has direct access to 10 locomotives. Locomotive selection can be done with descriptive locomotive names. Select from either the Märklin digital locomotive database built into this controller or from two-digit addresses. 9 buttons for auxiliary functions. The graphic display built into this controller automatically shows the function status with self-explanatory pictograms for locomotives with mfx decoders, or for locomotives selected from the digital locomotive database built into this controller. The controller has a locomotive selection button, menu button, and emergency stop button. The controller has a built-in connecting cable and plug for connecting to Märklin H0 layouts (by means of a feeder track and a connector box), or to the 60212 Central Station. An adapter cable (10-pin to 7-pin to the feeder track with a connector box) and a base (60659) for the Mobile Station are included.
Dimensions 165 x 69 x 35 mm /
6-1/2" x 2-11/16" x 1-3/8".

Simple, convenient operation.

Innovative operating concept with descriptive names for locomotives.

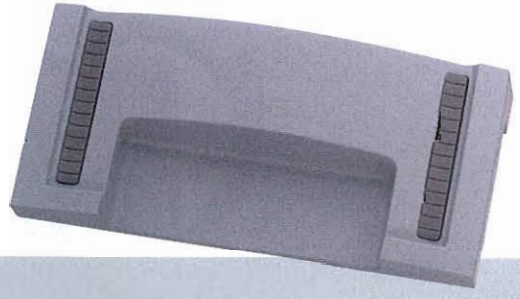
Graphic display with self-explanatory pictograms.

Up to 9 controllable auxiliary functions.

Simple cable connection (plug & play) to the feeder track.

Built-in Märklin digital locomotive database.

60659 Base for Mobile Station.
Base for the Mobile Station. Serves as a convenient base for the Mobile Station, or as a stationary location for this controller. The base can be placed on the layout, or it can be mounted in place with the screws included with it.



Märklin Systems.

60052 60 VA Transformer, 230 Volts.
Transformer for supplying power to the 60652 Mobile Station. For operation with 120 volt household current. This transformer has the new connection socket and a power cord with a plug. This transformer can be used for to supply power for conventionally controlled Märklin solenoid accessories. 16 volt AC output.
Plastic housing.
Dimensions 150 x 110 x 80 mm / 5-7/8" x 4-5/16" x 3-1/8".
Tested for safety.

These transformers may not be used outdoors and they must be protected from moisture.

International version:
60055 120 Volts.

6003 Transformer 240 Volt / 52 VA.
Constant voltage transformer for digital layouts and for electric accessories. 16 volt AC output voltage, 52 VA power output. 2 pairs of terminal clips. LED pilot light.
Suitable or lighting circuits, electric solenoid devices, and locomotive controllers. Plastic housing.
Dimensions 135 x 120 x 80 mm / 5-1/2" x 4-7/8" x 3-1/2".

These transformers may not be used outdoors and they must be protected from moisture.

HIGHLIGHTS
- **Australian standard power cord plug.**
- **VDE tested.**

60115 Connector Box.
For K Track. This box is for connecting a transformer and up to 2 Mobile Stations.
Dimensions 96 x 85 x 40 mm / 3-3/4" x 3-3/8" x 1-9/16".

60129 Connect 6017.
This unit gives you an optional way to connect and integrate the Märklin Digital 6017 Booster and 6015 Booster into the Märklin Systems world. It allows you to locate the Booster anywhere compared to the direct connections to the current Central Station. Not suitable for locomotive operations with 1 Gauge.

Connection options: permanently installed wires (red and brown) with C Track spade connectors. Low voltage socket for supplying power to this unit when you are only using the 6015 Booster with it. Socket for flat ribbon cable connection to the Booster. Plastic housing.
Dimensions 96 x 85 x 40 mm / 3-3/4" x 3-1/4" x 1-1/2".

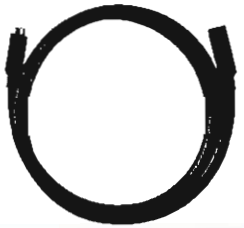
6017 Booster.
Power supply unit for large, digitally controlled layouts. The maximum current supplied is 2.5 amps. The unit has an LED pilot light. Like the 6021 Control Unit, this unit has a controllable voltage reduction for slow speed sections. The unit has 2 terminal clips each for the track and a transformer. The unit has a connection socket for both the Control Unit and an additional booster (item no. 6017). 1 adapter cable is included for connections to the Control Unit.
Dimensions 135 x 120 x 80 mm / 5-5/16" x 4-3/4" x 3-1/8".

60172 Booster with Feedback Feature.
Power booster for supplying operating current to larger layouts (H0 or 1), which are controlled by Märklin Systems. This unit can be connected to a Märklin Systems transformer. 48 VA maximum output power, 3 amps maximum current. This unit is connected to the Central Station by means of a 9-pin data bus line. This unit registers itself and communicates automatically with the main controller. Feedback feature to the main controller from the track and from up to 8 s88 feedback module decoders (not included) connected to the layout. Two-color LED's on the Booster and the main controller's screen display the operating status of the Booster. Several boosters may be used in one system. Plastic housing.
Dimensions: 150 x 110 x 80 mm / 5-7/8" x 4-5/16" x 3-1/8".

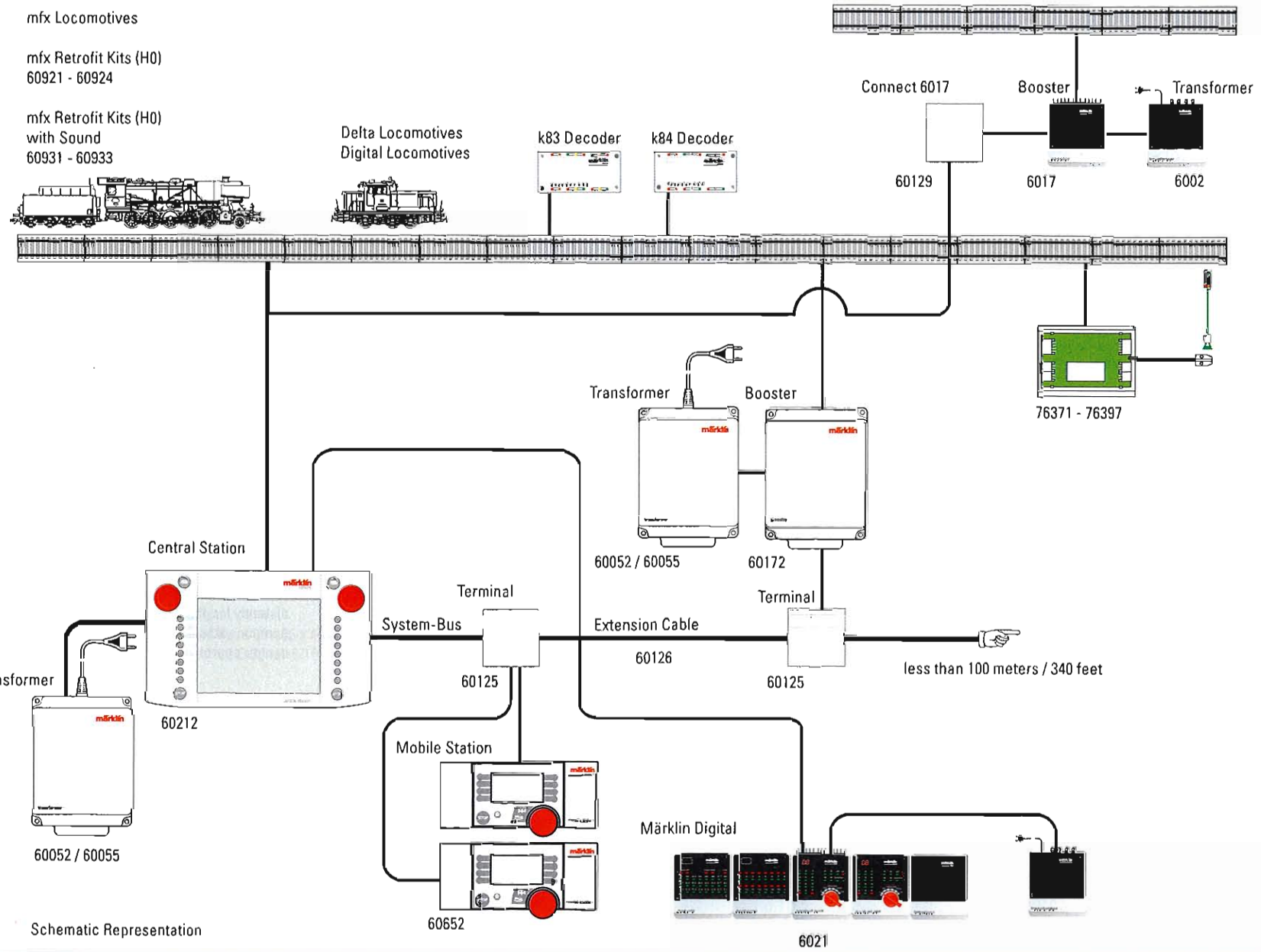
60125 Terminal.
This unit can be used to connect additional components from the Märklin Systems program to the Central Station. 9-pin connecting cable, 60 cm / 23-5/8" long, permanently attached to the Terminal, and a 9-pin socket for an additional Terminal or other components to be connected to the data bus. Four 7-pin sockets for connections from Mobile Stations or other peripheral units.
Dimensions 96 x 85 x 40 mm / 3-3/4" x 3-3/8" x 1-9/16".

610479 Adapter Cable.
10-pin to 7-pin adapter cable for connecting a second mobile station to the 60115 Connection Box (H0) or 60111 (Märklin 1).

60126 Extension Cable.
This cable comes with a 9-pin socket and a 9-pin plug to connect a distantly located terminal or another component to the data bus.
Length approximately 2 meters / 79".



A Look at the System Architecture.



Retrofitting and Converting.

mfx Decoders with High-Efficiency Propulsion.
The mfx decoders for retrofitting into locomotives have several controllable functions. The output "function" is intended for headlights / marker lights that change over with the direction of travel. The outputs "f1" and "f2" can be used for other control procedures such as Telex couplers or a smoke generator. The "f4" function enables you to turn the acceleration and braking delay off for easier switching maneuvers. These auxiliary functions can be controlled with the Mobile Station, the Central Station, or the 6021 Control Unit, as well as with a Control 80 f locomotive controller connected to the Control Unit. The functions "function" and "f1" are turned on, when you are running the locomotive with conventional AC power. After being installed in the locomotive, the mfx electronic circuit automatically registers itself with the Mobile Station or the Central Station (when placed on track connected to these units). At that point you can then change the maximum speed, the acceleration rate and the braking delay. The motor in the locomotive is controlled for different loads such as ascending and descending a grade. A descriptive name (road number, class designation, nickname, etc.) or one of the 80 two-digit digital addresses can be selected for the locomotive.

mfx

Important Information!

Märklin digital decoders and controllers are complex electronic systems designed for Märklin models.
We can therefore guarantee compatibility and functional reliability only when original Märklin parts and components are used.

The warranty becomes void if non-original Märklin parts or other makes of parts not authorized by Märklin are used.

The manufacturer's warranty can only be honored when the 60921, 60923, and 60924 high-efficiency propulsion sets and the 60922 high-efficiency decoder, and the 60960 and 60961 function decoders are installed by authorized dealers.

mfx

60921 mfx High-Efficiency Propulsion Kit.
For upgrading many Märklin H0 locomotives with drum commutator motors to the current high-efficiency propulsion with a feedback feature. This kit consists of an mfx locomotive decoder, a powerful motor, and installation hardware.

mfx

60922 mfx High-Performance Electronic Circuit.
For upgrading Märklin H0 locomotives with built-in high-efficiency propulsion 6090, 60901, 60903, 60904, to the new version with acknowledgement. The existing high-efficiency motor is retained, the locomotive decoder is replaced.

mfx

60923 mfx High-Efficiency Propulsion Kit.
For upgrading many Märklin H0 locomotives with smaller design flat commutator motors to the current high-efficiency propulsion with a feedback feature. This kit consists of an mfx locomotive decoder, a powerful motor, and installation hardware.

mfx

60924 mfx High-Efficiency Propulsion Kit.
For upgrading many Märklin H0 locomotives with larger design flat commutator motors to the current high-efficiency propulsion with a feedback feature. This kit consists of an mfx decoder, a powerful motor in various designs, and installation hardware.

Retrofitting and Converting.

mfx Decoders with Sound Generators.

The mfx decoders with a built-in sound effects circuit and a speaker are designed for retrofitting into Märklin locomotives that already have digital high-efficiency propulsion – the old decoder is replaced by the new mfx decoder and the speaker with its enclosure is installed in a suitable location in the locomotive. Each locomotive must be examined to see if installation is possible, and this will depend on the space available in the locomotive to be converted. If there is not enough space in the locomotive, then you can look at the possibility of installing the decoder and speaker in a car coupled to the locomotive.

The mfx decoder comes designed in special versions, one for steam locomotives, one for diesel locomotives, and one for electric locomotives, each version with 12 operating sounds typical for that type of locomotive. Even the Mobile Station can be used to activate this sound effects background, and all of the sounds can be called up with the Central Station. The digital functions "function", "f1", "f2", and "f3" are available for controlling different sounds, and "f4" is available for the acceleration and braking delay. The comfort and ease of a feedback feature, programming, and setting addresses as well as the control of the high-efficiency propulsion are standard with the mfx decoders.

mfx

60931 mfx High-Efficiency Electronic Circuit with a Sound Effects Generator.

For steam locomotives. This kit is for converting Märklin H0 locomotives with built-in 6090, 60901, 60903, or 60904 high-efficiency propulsion to the new version with a feedback feature and sound effects. The existing high-efficiency motor is retained, the locomotive decoder is replaced, and a speaker is also installed. 12 typical steam locomotive operating sound effects are pre-programmed and can be selected digitally with Märklin Systems. Among them are the following special sound effects for specific operating situations:
F8 = simple bell sound.
F9 = sound of bell rung twice.
F10 = sound of bell rung 3 times (provincial railroad).
F14 = steam chest sounds.
F15 = injector sounds.
Also available are the controllable functions for direct control without acceleration/braking delay as well as 3 on-off functions for outputs that can be selected, one of which changes over with the direction of travel (example: headlights / marker lights). Circuit board dimensions: length 35 mm x width 15 mm x height 6 mm / 1-3/8" x 9/16" x 1/4".
Speaker diameter 22 mm / 7/8", height 3 mm / 1/8".

Digital Functions	6020	6021	60652	60212
On/off function F/R	x	x	x	x
On/off function F1		x	x	x
On/off function F2		x	x	x
Steam locomotive operating sounds		x	x	x
Direct control		x	x	x
Locomotive whistle			x	x
Whistle for switching maneuver			x	x
Bell			x	x
Bell			x	x
Bell				x
Air pump / compressor				x
Sound of squealing brakes off				x
Letting off steam / air				x
Sound of coal being shoveled				x
Operating Sounds 1				x
Operating Sounds 2				x

mfx

60932 mfx High-Efficiency Electronic Circuit with a Sound Effects Generator.

For diesel locomotives. This kit is for converting Märklin H0 locomotives with built-in 6090, 60901, 60903, or 60904 high-efficiency propulsion to the new version with a feedback feature and sound effects. The existing high-efficiency motor is retained, the locomotive decoder is replaced, and a speaker is also installed. 12 typical diesel locomotive operating sound effects are pre-programmed and can be selected digitally with Märklin Systems. The following special sound effects specific to the operation of the locomotive are present on this decoder:
F7 = high pitched horn tone.
F8 = low pitched horn tone.
F9 = auxiliary diesel with constant rpm.
F10 = sound of excess pressure safety valve letting off air.
F13 = sound of doors being closed.
F14 = startup of the motor.
F15 = oil pump.
Also available are controllable functions including direct control without acceleration/braking delay as well as 3 function outputs that can be assigned as desired, one of which changes over with the direction of travel. Circuit board dimensions 35 mm / 1-3/8" length x 15 mm / 9/16" width x 6 mm / 1/4" height. Speaker diameter 22 mm / 7/8", height 3 mm / 1/8".

Digital Functions	6020	6021	60652	60212
On/off function F/R	x	x	x	x
On/off function F1		x	x	x
On/off function F2		x	x	x
Diesel locomotive operating sounds		x	x	x
Direct control		x	x	x
Locomotive whistle			x	x
Whistle for switching maneuver			x	x
Horn blast 1			x	x
Horn blast 2			x	x
Operating sounds				x
Operating Sounds 1				x
Letting off steam / air				x
Sound of squealing brakes off				x
Surrounding Sounds 1				x
Operating Sounds 2				x
Operating Sounds 3				x

mfx

60933 mfx High-Efficiency Electronic Circuit with a Sound Effects Generator.

For electric locomotives. This kit is for converting Märklin H0 locomotives with built-in 6090, 60901, 60903, or 60904 high-efficiency propulsion to the new version with a feedback feature and sound effects. The existing high-efficiency motor is retained, the locomotive decoder is replaced, and a speaker is also installed. 12 typical electric locomotive operating sound effects are pre-programmed and can be selected digitally with Märklin Systems. The following special sound effects specific to the operation of the locomotive are present on this decoder:
F8 = relays clicking.
F11 = sound of excess pressure safety valve letting off air.
F14 = sound of doors being closed.
F15 = conductor's whistle.
Also available are controllable functions including direct control without acceleration/braking delay as well as 3 function outputs that can be assigned as desired, one of which changes over with the direction of travel. Circuit board dimensions 35 mm / 1-3/8" length x 15 mm / 9/16" width x 6 mm / 1/4" height. Speaker diameter 22 mm / 7/8", height 3 mm / 1/8".

Digital Functions	6020	6021	60652	60212
On/off function F/R	x	x	x	x
On/off function F1		x	x	x
On/off function F2		x	x	x
Electric locomotive operating sounds		x	x	x
Direct control		x	x	x
Locomotive whistle			x	x
Whistle for switching maneuver			x	x
Horn			x	x
Operating Sounds 1			x	x
Blower motors				x
Air pump / compressor				x
Operating Sounds 2				x
Letting off steam / air				x
Sound of squealing brakes off				x
Surrounding Sounds 1				x
Surrounding Sounds 2				x

Digital Locomotive Control.

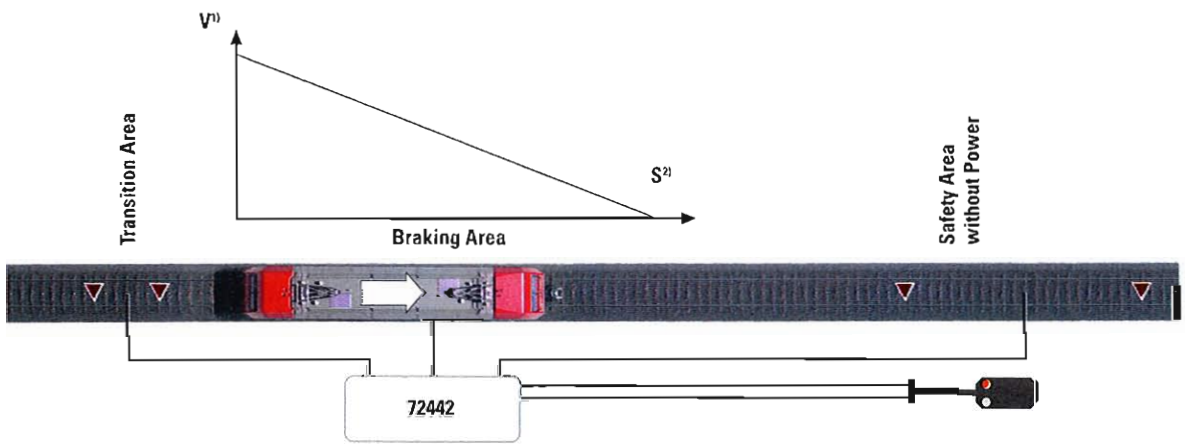
72442 Braking Module.
Signal mechanism with integrated circuits for controlled stopping of digital locomotives with high-efficiency propulsion. This module has connections for a two-aspect color light signal, for the 3 necessary lengths of track for controlled stopping of a locomotive. The braking module is operated either with a k 83 decoder or with a 7272/72720 conventional control box.
Dimensions 100 x 54 x 22 mm / 3-15/16" x 2-1/8" x 7/8".
The braking module requires 3 electrically isolated lengths of track in the signal area. The first part is a transition area, which corresponds to the length of a ski-shaped pickup shoe (approx. 70 - 90 mm / 3" – 4").
The second length of track is the actual braking area, in which the locomotive comes to a controlled stop. The length of the braking area is determined by the brake delay setting on the locomotive's decoder. This second length of track should be at least 40 - 50 cm / 16" – 20".
The third length of track is a safety section, in which the operating voltage is turned off as in standard signal blocks. This prevents the locomotive from "running through" the signal block unintentionally.
The braking module can be used for color light and for semaphore signals.
Locomotives with built-in digital or Delta electronic circuits without a control feature sometimes come to a stop in the braking section or even in the safety section. We cannot tell you exactly how each of these locomotives will behave. We therefore do not recommend using the 72442 braking module with locomotive decoders that do not have a control feature.

All of the connections use the new plugs. This brake module works the same as the 72441 brake module.

A Gentle Stop in Front of Signals.

The brake module gives a command to the digital decoders in passing locomotives, when signals are set for "Stop". The decoder then controls the braking procedure set on the locomotive's decoder up to stopping in front of the signal. A safety area in which current has been turned off keeps the locomotive from running through the signal if the braking path has been set too long.

Automatic Braking Block in Digital Operation



1) V = Speed

2) S = Route Traveled

Retrofitting and Converting.

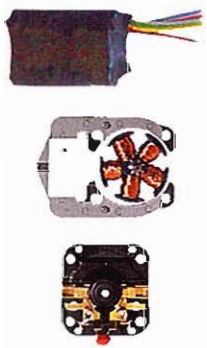
60760 Digital High Efficiency Propulsion Set.
This is a set for installation in a locomotive and comes with a controlled digital decoder and a powerful motor (tuning kit). It will fit into most Märklin H0 locomotives with drum-style commutator motors. The decoder has 80 programmable addresses, automatic switching between the modes of operation, a load compensation feature, and a digitally controlled connection for headlights / marker lights that change over with the direction of travel. The acceleration and braking delay can be controlled with a 6021 Control Unit or with Märklin Systems. The motor has a 5-pole armature, a powerful permanent magnet field, and a pre-installed bearing plate.
Installation hardware is included.
Decoder dimensions 25 x 17 x 6 mm / 1" x 11/16" x 1/4".

Limited rerun, available only as long as supplies last.

Important Note!
The manufacturer's warranty can only be covered, when this high efficiency propulsion set has been installed by an authorized dealer. The warranty provisions are invalid if non-original Märklin components are used or if other makes of products not authorized by Märklin are used.

HIGHLIGHTS

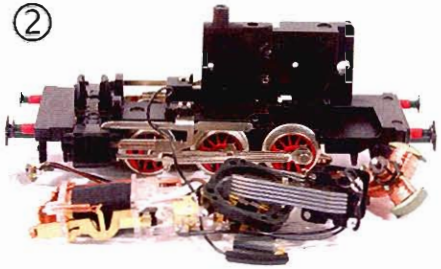
- **Compact design, controlled digital decoder.**
- **Powerful 5-pole Märklin motor to replace an existing motor.**
- **Easy upgrade for many older locomotives.**
- **A great price!**



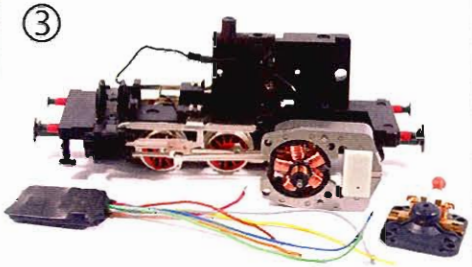
Conversion by an Authorized Märklin Dealer.
The easiest way to the new high efficiency propulsion is with your authorized Märklin digital dealer. He will gladly install all decoders and new motors, and he will check to make sure that all of the parts in the locomotive's mechanism work properly – a requirement for using the outstanding running characteristics of this conversion set. When done this way, the conversion is done quickly:

① 

Open the locomotive and check to make sure that it has a motor with the **drum-style commutator**, because the **60760** set can only be used with this type of motor.

② 

The reverse unit and the old motor are easily removed.

③ 

The main parts of this set are the 5-pole armature, the permanent magnet field and the flat brush plate for the high efficiency propulsion. The decoder comes "packed" complete in a protected casing that allows you to install the decoder in the locomotive, even without much space, without the danger of a short circuit.

④ 

Finished: The locomotive now has a tidy look inside, and even smaller models will impress you with a powerful propulsion system that has speed control with a load compensation feature, even in conventional analog operation.

Controlling Accessories Digitally.

märklin HO

HIGHLIGHTS

- **All of the connections use the new plugs and sockets.**
- **Appropriate plugs are included.**
- **These connections work the same as the 6083, 6084, and 6088 decoders.**

60830 k 83 Decoder.
Receiver for switching turnouts, signals, and uncoupler tracks. This decoder can be activated by the Keyboard, Memory, or Interface. The decoder has switches for setting the digital address. 4 two-way switching outputs are present on the decoder. All connections are designed for the new plugs from the 71400 set. 8 appropriate plugs included.
Dimensions 100 x 54 x 22 mm / 3-15/16" x 2-1/8" x 7/8".

60840 k 84 Decoder.
Receiver for turning continuous current on and off for lighting, motors, and other electrical accessories. This decoder can be activated by the Keyboard, Memory, or Interface. The decoder has switches for setting the digital address. 4 different potential-free switching outputs. All connections are designed for the new plugs from the 71400 set. 8 appropriate plugs included.
Dimensions 100 x 54 x 22 mm / 3-15/16" x 2-1/8" x 7/8".

60880 s 88 Decoder.
Feedback module for contact generators on digitally controlled layouts. This decoder comes with a connecting cable that can be plugged into the Memory or Interface. The decoder has connecting sockets for 2 additional s 88 decoders. 16 inputs for contact generators. All connections are designed for the new plugs from the 71400 set. 8 appropriate plugs included.
Dimensions 124 x 54 x 22 mm / 4-7/8" x 2-1/8" x 7/8".

6089 Adapter s 88.
Longer connecting cable for the s 88 decoder.
Length 200 cm / 78-3/4".

66032 Delta Module with Automatic System Recognition.
Electronic component for converting conventional Märklin H0 locomotives to Delta multi-train control. This decoder is suitable for locomotives with Märklin standard motors (flat commutator or drum-style commutator), especially for locomotives with Märklin Telex couplers. A locomotive converted with this module can be operated with a conventional train control transformers, the Delta Control, the Delta Station or with Märklin Digital. This decoder automatically recognizes the mode of operation. 80 different addresses can be set on this decoder. It has electronic direction reversing. An auxiliary function (example: Telex couplers) can be turned on and off when the direction is changed twice. The locomotive's headlights are turned on when it is in motion and can be wired to this module so that they change over with the direction of travel.

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

60961 c 96-1 Function Decoder.
Function decoder with a direction-dependent function as well as those switching functions present in the 60960 function decoder. This additional function is switched on with the "function" button on the 6021 Control Unit or the Control 80 f locomotive controller or the 66045 Delta Control 4 f. The maximum current load for the different functions outputs varies between 200 milliamps and 500 milliamps. The maximum total current load for this component is 1 amp. It can be coded for 80 different addresses. Uses for this electronic circuit: Retrofitting universal locomotives with digitally controlled functions, converting a cab control car to have headlights / marker lights that can be controlled simultaneously with the same lights on a locomotive, other direction-dependent functions in cars.
Dimensions 25 x 20 x 10 mm / 1" x 13/16" x 3/8".

60960 c 96 Function Decoder.
Decoder for controlling up to 4 auxiliary functions (f1 to f4) from the Control Unit (6021), a Control 80 f locomotive controller connected to this central unit, or the Interface. This function decoder can either be installed in locomotives along with a locomotive decoder or by itself in cars. It can be coded for 80 different addresses. When sufficient space is available, any Märklin digital locomotive or any locomotive with a built-in Delta module can be equipped with additional controllable functions such as a smoke unit or Telex couplers (where the locomotive already has these couplers). On passenger cars interior lighting can be a controllable function.
Dimensions 25 x 20 x 10 mm / 1" x 13/16" x 3/8".

Miscellaneous.

6647 230 Volt Transformer. 32 VA.
The track voltage can be adjusted between 4 and 16 volts. The accessory voltage is 16 volts.
Plastic housing.
Dimensions 140 x 120 x 80 cm / 5-1/2" x 4-3/4" x 3-1/8".
VDE tested.

The 32 VA transformers (6647, 6646 and 6645) are only to be used indoors when operating a Märklin 1 Gauge layout.

International Versions:
6646 120 volts.
6645 100 volts.

Tested for Safety.

We can only guarantee trouble-free operation of our trains with original Märklin transformers. These transformers must be protected from moisture and are not approved for outdoor use. These transformers are to be connected only to AC power. Please also read the operating instructions for these components.

Multi-Train Operation with Separate Power Circuits.

In conventional train operation, if several trains are to be operated independently of each other, the layout is divided into several power circuits. A transformer and at least one feeder track are assigned to each power circuit and each circuit is easily separated from other power circuits with center conductor insulators (74030, 5022, or 7522). In the Märklin H0 system running rails have the same polarity everywhere on a layout and do not need to be interrupted.
Power circuits can be closed routes like most main lines or other areas of track with their own operation. Examples of the latter would be branch lines, station areas, storage sidings, switch yards, or railroad maintenance facilities. In this way you can control individual locomotives for specific purposes simultaneously with fully automatic route operations. As a rule catenary for electrified routes is connected to its own transformer as an additional power circuit. This allows you to control locomotives used in catenary operation independently of locomotives or rail cars powered from the track. Catenary power circuits can be separated from each other with the 70221 (7022 in the old catenary system) contact wire interrupter.

Power Consumption of Locomotives and Accessories.

The output indicated on the transformer (in VA) is available for the power consumption of all users in the power circuit.
Some sample calculations for power consumption: Smaller locomotives with a load (example: 30000) require about 9 VA, larger locomotives (example: 33803) about 12 VA. The power consumption for train lighting depends on the light bulbs being used and is usually less than 2 VA per car.
After subtracting the output required by trains, the remaining reserve can be used at the accessory outputs for electric accessories. Here, light bulbs consume between 0.5 and 1 VA (see the table "Light Bulbs for Accessories") and turnout or signal mechanisms require about 6 VA at the moment they are activated. Additional electric accessories should be connected to an additional accessory transformer.

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'.

The Common Colors in the Märklin H0 Wiring System.

Red = track current connection (transformer to the center conductor or the catenary).

Brown = ground from the track or a control box to the transformer.

Yellow = lights and solenoid accessories.

Blue = ground return from solenoid accessories to a control box or circuit track (with green, red, or orange plugs).

Wire.

The copper conductor in this wire consists of 24 separate strands, each 0.10 mm / 0.004" in diameter with a total cross section of 0.19 sq. mm / 0.0003 sq. in. This is sufficient even in the event of a short circuit with a 52 VA transformer.

71060 Wire.
Dealer package assortment with 10 rolls each of red, brown, blue and yellow wire. Length of each roll 10 meters / 33 feet. Wire cross section 0.75 sq. mm / 0.001 sq. in. Rolls of wire can also be sold separately.
The wire in this dealer assortment with its cross section of 0.75 sq. mm / 0.001 sq. in. is recommended for all Märklin layouts.

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 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.

71422 Yellow Sockets.
A package comes with 10 pieces.

71423 Green Sockets.
A package comes with 10 pieces.

71424 Orange Sockets.
A package comes with 10 pieces.

71425 Red Sockets.
A package comes with 10 pieces.

71426 Gray Sockets.
A package comes with 10 pieces.

74995 Spade Connectors.
These spade connectors can be used for the contact fingers on C Track. They are for all Märklin wire from 0.19 sq. mm / 0.0003 sq. in. or 0.02 in. diameter to 0.75 sq. mm / 0.001 sq. in. or 0.04 in. diameter.
1 package contains 20 spade connectors.

71400 Plug and Socket Set.
Contents 100 pieces. 66 plugs and 34 sockets. The quantities of each color are based on average needs.

71411 Brown Plugs.
A package comes with 10 pieces.

71414 Orange Plugs.
A package comes with 10 pieces.

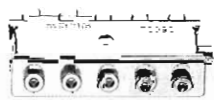
71412 Yellow Plugs.
A package comes with 10 pieces.

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.

72090 Distribution Strip.
This distribution strip can accept 11 plugs and 1 socket that adhere to the new standard. All 12 connections are electrically connected.
A wire with the earlier version plug can also be plugged into this distribution strip.
Size 47 x 26 mm /1-7/8" x 1".



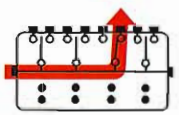
Control Boxes.

72710 Control Box with a Feedback Function.
This control box is for operating 4 double solenoid accessories with end shutoff contacts. It has an automatic feedback of the accessory setting with LED's when used with the 7549 turnout mechanism (K) or the 74490 turnout mechanism (C). The control box comes with 8 sockets on the back and a plug on one end and a socket on the other end. 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".

HIGHLIGHTS

- All of the connections on this control box have the new plugs and sockets.
- Plugs to work with this control box are included.
- These control boxes work in the same manner as the 7271, 7272, 7273, and 7274 control boxes.

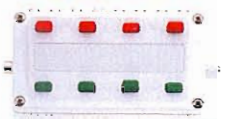
Schematic of 72710
(Button 3 pressed)



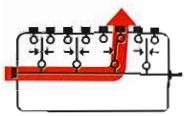
72720 Control Box.
This control box is for operating 4 double solenoid accessories such as turnouts and signals or up to 8 uncoupler tracks. The position of the buttons shows the settings for accessories connected to the sockets for those buttons. The control box comes with 8 sockets on the back and a plug on one end and a socket on the other end. 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".

HIGHLIGHTS

- All of the connections on this control box have the new plugs and sockets.
- Plugs to work with this control box are included.
- These control boxes work in the same manner as the 7271, 7272, 7273, and 7274 control boxes.



Schematic of 72720
(Button 3 pressed)

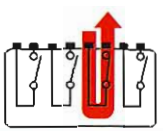


72730 Control Box.
This control box is for turning 4 different track or accessory circuits on and off. For example, power can be controlled in 4 storage sidings in 4 different track circuits. Unit comes with 8 sockets on the back. All of the connections are for the new plugs from the 71400 sets. 8 appropriate plugs included.
Dimensions 80 x 40 mm / 3-1/8" x 1-9/16".

HIGHLIGHTS

- All of the connections on this control box have the new plugs and sockets.
- Plugs to work with this control box are included.
- These control boxes work in the same manner as the 7271, 7272, 7273, and 7274 control boxes.

Schematic of 72730
(Button 3 pressed)

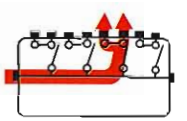


72740 Control Box.
This control box is for dividing a track or accessory circuit into 4 different circuits, each with two connections. For example, 4 storage sidings in the same track circuit or 4 users in the same accessory circuit can be turned on and off. The control box comes with 8 sockets on the back and a plug on one end and a socket on the other end. 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".

HIGHLIGHTS

- All of the connections on this control box have the new plugs and sockets.
- Plugs to work with this control box are included.
- These control boxes work in the same manner as the 7271, 7272, 7273, and 7274 control boxes.

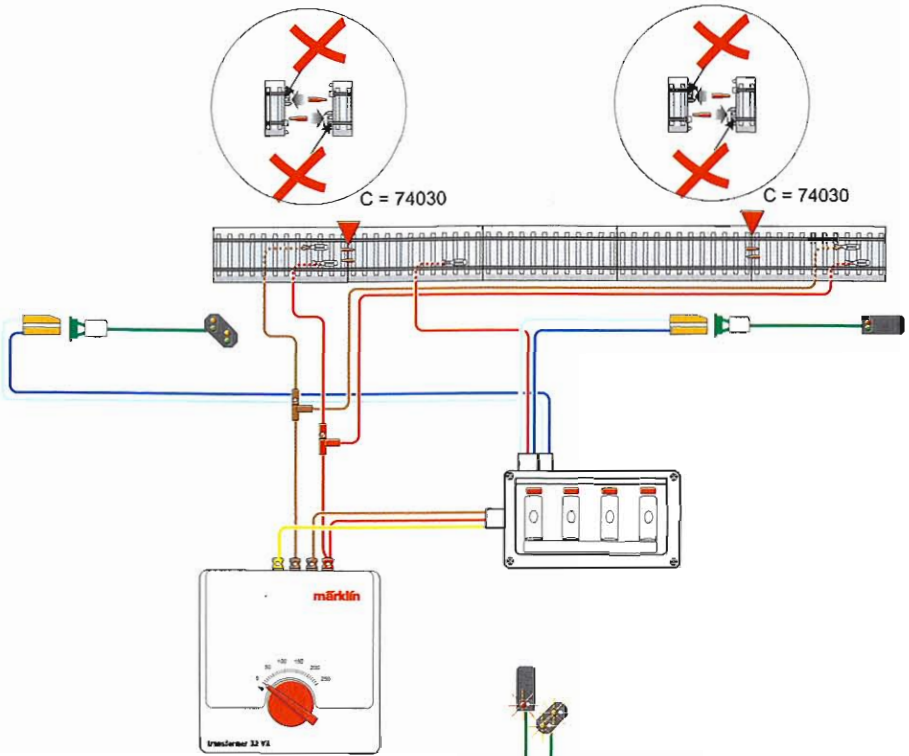
Schematic of 72740

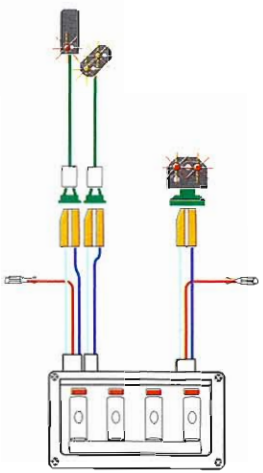


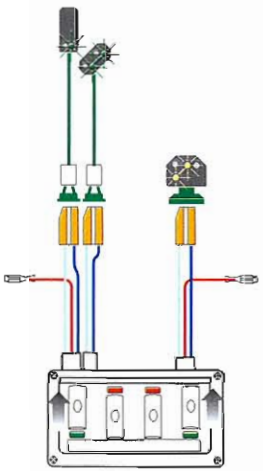
HIGHLIGHTS

- **Suitable for the new Hobby color light signals.**
- **4 home and 4 distant signals can be controlled.**
- **High quality sliding switches.**

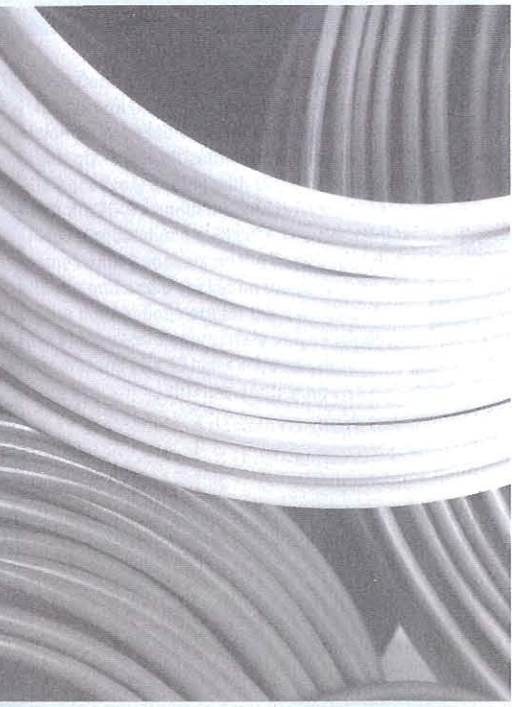
72750 Signal Control Box.
Signal control box for the 74391, 74380, and 74371 Hobby signals. This control box is for switching 4 home and 4 distant signals as well as for controlling the track current appropriate to these signals.
Dimensions approximately 93 x 50 mm / 3-11/16" x 1-15/16".





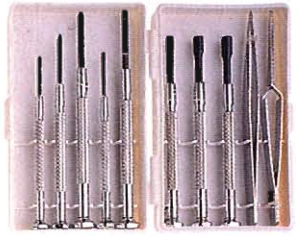


Useful Things.



603026 Automatic Wire Stripper.
For stripping insulation from all single conductor wire 0.19 to 6.0 square millimeters / 0.0003 to 0.25 square inches in size. The wire stripper mechanism automatically adjusts itself to the size of the wire. The length of wire insulation to be stripped can be adjusted from 5 to 12 mm / 3/16" to 1/2". A side cutter is built into the wire stripper.

70900 Tool Set.
Suitable for maintenance work on H0 and Z models.
Contents: 1 each PH 00, PH 0 and PH 1 Philips screwdrivers. 1 each 2.0 mm and 3.0 mm flat blade screwdrivers. 1 each 2.5 mm, 3.0 mm and 3.5 mm nut drivers. 1 regular tweezers and 1 compression tweezers.



603361 Crimping Pliers.
For mounting 74995 spade connectors securely to wire. Sturdy metal construction with insulated handles. Illustrated instructions included.

7149 Oiler with Narrow Applicator Opening.
Contains 10 ml special oil for lubricating locomotives and cars.

74999 Screwdriver.
This screwdriver has a cross point size 00 (Ph). For 74990 (C) and 7599 (K) track screws.

70910 Märklin Soldering Station Set.
Programmable soldering station with a powerful 48 watt soldering iron and a holder stand with a sponge. The processor provides the actual value by means of the built-in temperature sensor and controls the output. The temperature is adjusted with the up/down button; up to 3 temperatures can be preprogrammed and called up with buttons. The unit has constant temperature control. A liquid crystal multi-function display gives you an overview of the temperature programmed into the unit, the actual temperature, and the heat output supplied. Adjustable stand-by/auto-power-off function.

Technical Data:
Soldering temperature 150°C to 450°C. Dispersal 1°C. Soldering iron 24 volts / 48 watts. Input voltage 230 volts / 50 Hz / 70 VA.

Note: In the USA and Canada, please see the Weller brand for similar 120 volt versions of this soldering station.

HIGHLIGHTS

- 48 watts heating capacity.
- Soldering temperature 150°C to 450°C.
- 3 temperatures can be preprogrammed.
- Multi-function display.

70950 Model Railroad Multi-Function Tool Kit.
Small multi-purpose drill, also suitable for model railroad layouts. Precision drilling, milling, sawing, cutting, polishing or engraving with many useful tools adapted for model railroads.
Drill: Spindle lock for easy changing of tools, powerful 125 watt motor, speed from 10,000-33,000 RPM, infinitely variable, double ball bearing motor shaft, precisely centered collet chucks.
Accessories: 1 collet chuck holder, 1 grinding disk holder, 3.2 mm drill bit, 9 cutting disks, 1 abrasive belt with holder, 2 abrasive belts, 4 grinding stones, 6 polishing disks, 2 milling tools, 1 flexible shaft (length approx. 100 cm / 39-3/8"), 1 quick-release chuck, 1 mounting hook.
Technical data: 230/240 volts.
Power: 125 watts.
Weight: 0.45 kg.
No-load speed: 10,000-33,000 RPM.

Note: In the USA and Canada, please see the Dremel brand for 120 volt versions of this multi-function tool.

HIGHLIGHTS

- Double ball-bearing motor shaft.
- Power: 125 watts.
- Drill chuck and collet chucks.
- Accessories especially for the model railroad builder.

Good Advice, Not At All Expensive.

Even playing with a model railroad needs to be learned. For example, it is not as easy as you might think to work out a main line in a limited space so that your layout offers enough variety through the years. And, so that the necessary connections or options for expansion later on are taken into account right from the start.

Looking back you always know how to do it better. The authors of our Märklin guides have also had these experiences and they want to pass them on to you: valuable information about planning, building, and operation of a model railroad layout.

The DVD's and richly illustrated books show you step-by-step what you need to be aware of in the different phases. Naturally, you can do everything quite differently, such as change track plans to suit your own ideas. But you know what you are doing here, you avoid mistakes, and you reach your goal faster and have more fun doing it.

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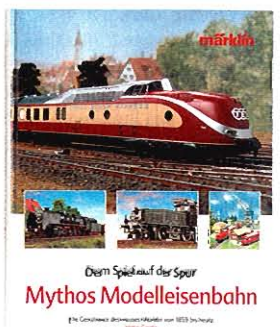
15678 "A Year with Märklin" Annual Chronicle.
This DVD shows the high points of the past year in Märklin model railroading. Playing time approximately 60 minutes.
(DVD: item no. 15677) German version, (DVD: item no. 15678) international version (English, French, Dutch).

07458 Mythos Modelleisenbahn – Dem Spiel auf der Spur.
(The Model Railroad Legend – Following the Path of Playing.)
The history of the Märklin Company from 1859 to today. This model railroad handbook in a pictorial format shows all of Märklin's familiar and important series and models in a broad overview. The development of track gauges, as well as the train and track technology is presented. Contents approximately 320 pages. With more than 600 color photos and illustrations.
Format 26 x 32 cm / 10-1/4" x 12-5/8". German text only.



07455 Track Plan Book for C Track.
80 different H0 track plans are presented in detail with scenery suggestions and parts lists. The layouts are planned primarily for the C Track system. All of the track plans are also presented as just track plans with parts lists for the K Track system. 160 pages, format 29.7 x 21 cm / 11-11/16" x 8-1/4".
German text only.

07459 German Edition.
07451 English Edition.
07452 Dutch Edition.
07453 French Edition.

Track Planning Book – C Track.
Large track layouts, over 3 m / 9.8 ft in length, are introduced and described with track plans, part lists and color illustrations or drawings. Scale 1:10. In addition to detailed representation with C track, track plans and part lists are also given for K track versions of the layouts. 154 pages.
Format 29.7 x 21.0 cm / 11-11/16" x 8-1/4".
Bound.

03901 German Edition.
03902 English Edition.
03903 French Edition.
03904 Dutch Edition.

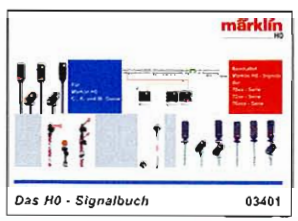
Märklin Catenary Manual for H0.
An introduction into the world of the catenary in the prototype and in model railroading. A detailed description is given with many tips to build and use the H0 catenary.
Contents approximately 100 pages.
Format 29.7 x 21 cm / 11-11/16" x 8-1/4".

Good Advice, Not At All Expensive.

07456 Book "Planen – Bauen – Fahren" ("Planning – Building – Operating").
By Klaus Eckert, Elvis Müller and Michael Siemens. Detailed description of two layout projects and how they were built in H0 scale. Layout concepts with scenery designs by Peter Bomhard. Planning the track layout by computer. Illustrated presentation of all construction phases step by step. Installation of the controls and operating possibilities with Märklin Digital. Many large format color photographs by Andreas Stirl and Markus Tiedke. 144 pages, over 250 photographs.
Format 21 x 29.7 cm / 8-1/4" x 11-11/16".
Bound. German text only.

03401 German Edition.
03402 English Edition.
03403 French Edition.
03404 Dutch Edition.

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



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07420 German Edition.
07421 English Edition.
07422 Dutch Edition.
07423 French Edition.

07423 Controlling Locomotives, Trains, and Accessories – Electrical Manual.
General introduction to electricity. Fundamentals of wiring for connections on conventionally powered layouts as well as for layouts controlled digitally with the 6021 controller, etc., and layouts controlled with Märklin Systems. Controlling turnouts. Examples of manual, semi-automatic, and fully automatic operations for layouts controlled with analog, digital, or with Märklin Systems. Operation of working models such as the crane, coaling station, turntable, transfer table, etc. Numerous examples of applications and circuits. Functional test of components.
Format 26.4 x 22 cm / 10-3/8" x 8-11/16".
Hardbound.

HIGHLIGHTS

- **Märklin H0 Electrical Manual.**
- **Completely new edition.**
- **Includes using Märklin Systems.**

60521 Märklin Software "Track Planning 2D/3D".
Track planning software on a CD-ROM for Märklin and Trix model railroad layouts. Many useful planning tools for fast and easy production of that dream layout up to 15 x 15 meters / approx. 49 x 49 feet with up to 99 levels. Fast selection of the track sections and accessories from tables, automatic connection of the track ends and laying out of parallel tracks. Calculation of grades and clearance heights. Variable representation of the track. Library with symbols for many building shapes. Additional possibility of representation of wiring plans and layout bench work. Practical printing formats for viewing and additional processing of the track plan. Automatic generation of the parts list. 3D view for the representation of the layout and the bench work.

System Requirements:
Windows 98/ME/2000/XP or higher.
Pentium II with at least 500 MHz.
CD-ROM drive. VGA graphics card.
128 MB working memory (RAM).

Note: The Märklin Software "Track Planning 2D/3D" only comes in German.

HIGHLIGHTS

- **2D/3D track planning.**
- **Märklin H0/1/Z and Minitrix.**
- **Includes 25 selected 3D models.**
- **Includes track plan library.**

N

60523 30 Track Plans for Märklin H0 on CD ROM.
A CD ROM with 30 suggestions worked out for Märklin H0 model railroad layouts. Track plans are shown for C Track and for K Track as well as 3-dimensional views of the layouts. A viewer program is included on the CD ROM to show layouts and views directly. The track plans can be edited and stored with the 60521 track planning program. German language version only.

System requirements:
Windows 98/ME/2000/XP.
Pentium processor or a comparable processor, CD ROM drive.
Graphics card with 16 Bit color shades.
32 MB main memory (RAM).

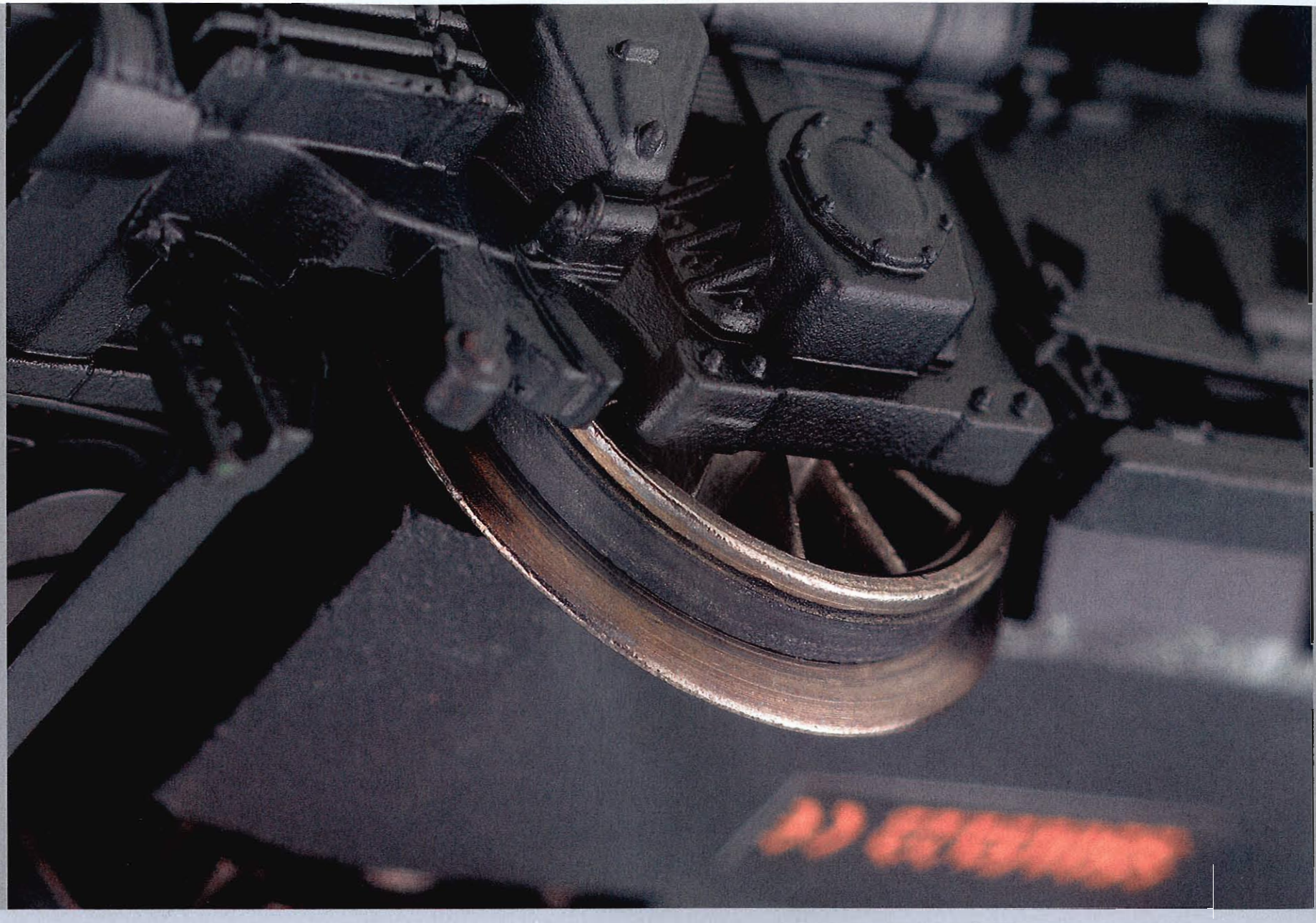
These track plans are compatible with the modellplan Wintrack family of track planning software.

HIGHLIGHTS

- **The track plan book in a CD format.**
- **30 suggested layouts in 3-D.**
- **Viewer included for showing the layout plans.**
- **Can be used with the 60521 track planning program.**

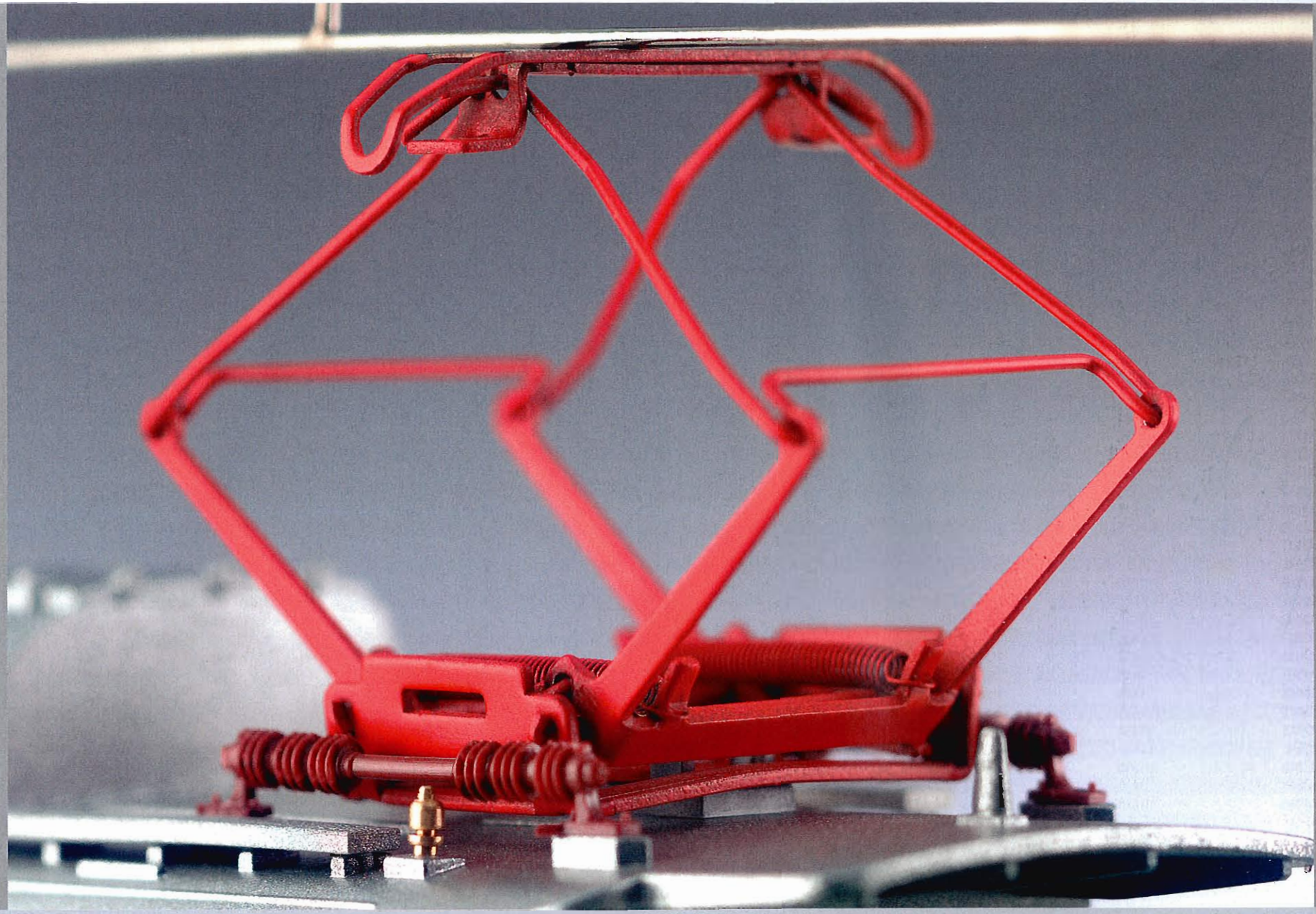
Spare Parts for Lokomotives.

Item No.	Traction Tires	Pickup Shoe	Pantograph	Light Bulb	Brushes	Coupler front	Coupler rear
30000	7154	7185	–	610080	601460	399740	399740
36080	7154	206370	–	–	–	701630	701630
36337	7154	306328	116215	–	–	701630	701630
36711	7153	206370	–	–	–	108050	108050
36791	7153	206370	–	–	–	701630	701630
36800	–	219250	–	–	–	701630	701630
36812	–	219250	–	–	–	701630	701630
36822	–	7164	–	–	–	701630	701630
36824	–	7164	–	–	–	701630	701630
36835	7153	206370	610677	–	–	701630	701630
36836	7153	206370	610677	–	–	701630	701630
36848	7153	206370	–	–	–	701630	701630
36850	7153	206370	610677	–	–	701630	701630
36851	7153	206370	610677/610678	–	–	701630	701630
36852	7153	206370	610677/610678	–	–	701630	701630
36856	7153	206370	610677/610678	–	–	701630	701630
36862	–	34200013	–	610080	–	701630	701630
36871	–	226495	–	–	–	701630	701630
36880	7154	214530	–	610040	601460	701630	701630
36890	7153	206370	610677	–	–	701630	701630
37037	7153	225647	–	–	–	701630	701630
37038	7153	225647	–	–	–	701630	701630
37039	7153	225647	–	–	–	701630	701630
37074	7153	219250	–	610080	601460	701630	701630
37082	7152	206370	–	–	601460	206133	206133
37115	7153	219250	–	552410	–	211400	211400
37121	7154	206370	662450	–	601460	701630	701630
37136	7153	214530	–	610080	601460	701630	701630
37140	7154	226495	–	–	–	701630	701630
37151	7153	280270	–	–	601460	701630	701630
37196	7153	214530	257830	610080	601460	701630	701630
37271	7154	206370	–	–	601460	701630	701630
37317	7153	219250	603391	610080	601460	701630	701630
37355	7154	214530	–	610080	601460	263730	263730
37361	7153	219250	600549	610080	601460	701630	701630
37399	7153	206370	601434	–	601460	701630	701630
37414	7153	219250	607555	610080	601460	701630	701630
37433	7153	219250	643760	610080	601460	701630	701630
37452	7153	206370	–	–	–	701630	701630
37460	7154	219250	644240	–	601460	701630	701630
37470	7153	219250	612001	610080	601460	701630	701630
37477	656500	34255105	604097	–	–	701630	701630
37492	7153	206370	610043	–	–	701630	701630
37523	7153	219250	612001	610080	601460	701630	701630



Spare Parts for Lokomotives.

Item No.	Traction Tires	Pickup Shoe	Pantograph	Light Bulb	Brushes	Coupler front	Coupler rear
37571	7153	7164	220433	122646	601460	701630	701630
37613	7154	206370	–	–	601460	701630	701630
37631	7154	209217	–	–	–	701630	701630
37655	7153	214530	–	610080	601460	298470	298470
37662	7154	219250	–	610080	601460	–	–
37724	7164	220510	–	610080	601460	701630	701630
37772	7154	226495	–	–	–	226449	226449
37847	7153	206370	–	610080	601460	701630	701630
37849	7153	206370	–	610080	601460	701630	701630
37860	7153	219250	–	610080	601460	204523	204523
37883	7153	206370	–	610080	601460	210133	210133
37889	7153	206370	–	610080	601460	210133	210133
37902	7154	206370	–	–	–	701630	701630
37903	7154	206370	–	–	–	117993	117993
37921	7153	206370	–	610080	601460	210133	210133
37953	7152	206370	–	610080	601460	210133	210133
37955	7152	206370	–	610080	601460	7203	7203
39010	7152	206370	–	–	–	701630	701630
39015	7152	206370	–	–	–	701630	701630
39050	225024	206370	–	–	–	701630	701630
39120	7153	214530	220433	–	–	701630	701630
39121	7153	214530	220433	–	–	701630	701630
39180	7154	206370	–	–	–	701630	701630
39181	7154	206370	–	–	–	701630	701630
39340	7153	206370	–	–	–	701630	701630
39401	7154	226495	112742	–	–	701630	701630
39402	7154	226495	112742	–	–	701630	701630
39420	7154	206370	600549	–	–	701630	701630
39440	7153	214530	301896	–	–	701630	701630
39500	7153	206370	220433	–	–	701630	701630
39562	7153	127301	259530	–	–	701630	701630
39590	7153	202265	603243	200551	–	701630	701630
39680	7153	219250	604097	610080	–	701630	701630
39800	7154	206370	–	610080	–	701630	701630
39802	7154	206370	–	610080	–	701630	701630
39821	7154	206370	–	610080	–	701630	701630
39890	7153	206370	116071	–	–	701630	701630
39891	7153	206370	116071	–	–	701630	701630
39970	7154	103264	119452	–	–	–	–
39980	7154	103264	–	–	–	–	–
39981	7154	103264	–	–	–	–	–



Couplers and DC Wheel Sets for Passenger Cars.

Item No.	Coupler	DC wheel set
4035	325400	700600
4038	325400	700600
4039	325400	700600
4107	325400	700600
4108	325400	700600
4131	701630	700580
4132	701630	700580
4133	701630	700580
4313	701630	700580
4314	701630	700580
4315	701630	700580
4317	701630	700580
4318	701630	700580
4319	701630	700580
4335	701630	700580
4365	701630	700580
4368	701630	700580
4369	701630	700580
41870	701630	700580
41871	701630	700580
41872	701630	700580
41980	239550	700580
42162	701630	700580
42173	701630	700580
42178	701630	700580
42272	701630	700580
42341	272910	700580
42750	701630	700580
42862	701630	700580
42953	701630	700580
42972	701630	700580
42973	701630	700580
42993	701630	700580
42994	701630	700580
43010	701630	32376004
43020	701630	32376004
43030	701630	32376004
43040	701630	700580
43047	701630	700580
43050	701630	700580
43060	701630	700580
43070	701630	700580
43080	701630	700580
43143	701630	700580
43172	701630	700580
43182	701630	–
43192	701630	–
43202	701630	700580
43222	701630	700580
43232	701630	700580
43242	701630	700580
43272	701630	700580
43290	701630	–
43305	701630	700580
43311	701630	32376004
43313	701630	32376004
43315	701630	32376004
43351	701630	700580
43360	701630	700580
43370	701630	700580
43380	701630	700580
43390	701630	700580
43400	701630	700580
43470	7203	700580
43584	701630	700580
43585	701630	700580
43586	701630	700580
43601	701630	700580
43602	701630	700580
43603	701630	700580
43604	701630	700580
43614	701630	700580
43784	701630	700580
43850	701630	700580
43855	701630	700580
43860	701630	700580
43865	701630	700580
43870	701630	700580
43880	701630	700580
43910	701630	700580
43911	701630	700580
43920	701630	700580
43921	701630	700580
43930	701630	700580
43931	701630	700580
43940	701630	700580
43941	701630	700580
43950	701630	700580
43951	701630	700580

Couplers and DC Wheel Sets for Freight Cars.

märklin HO

Item No.	Coupler	DC wheel set	Item No.	Coupler	DC wheel set	Item No.	Coupler	DC wheel set
4410	701570	700580	**45702**	701630	320552	**47001**	701630	700580
4411	701570	700580	(45702)	325482	320389 RP 25	**47002**	701630	700580
4413	701570	700580	**45705**	701630	320552	**47003**	701630	700580
4415	701570	700580	(45705)	325482	320389 RP 25	**47004**	701630	700580
4417	701570	700580	**46010**	701630	700580	**47005**	701630	700580
4423	701570	700580	**46042**	701630	700580	**47006**	701630	700580
4424	701570	700580	**46045**	701630	700580	**47007**	701630	700580
4430	701570	700580	**46078**	701630	32301211	**47126**	701630	700580
4431	701570	700580	**46090**	701630	700580	**47142**	701630	700580
4440	701570	700580	**46121**	701630	700580	**47190**	701630	700580
4441	701570	700580	**46131**	701630	700580	**47200**	701630	700580
4442	701570	700580	**46134**	701630	700580	**47404**	363660	432950
4459	701570	700580	**46151**	701630	700630	**47453**	701630	320577
4471	701570	700580	**46157**	701630	32301211	**47561**	701630	700580
4473	701570	700580	**46202**	701630	700580	**47687**	701630	700580
4474	701570	700580	**46211**	701630	700580	**47705**	701630	700580
4610	701540	700580	**46254**	701630	700580	**48007**	701630	700580
4624	701630	700580	**46255**	701630	700580	**48025**	701630	700580
4626	701630	700280	**46274**	701570	700580	**48060**	701630	700580
4635	701630	700600	**46285**	701630	700580	**48100**	701630	700580
4671	701540	700530	**46286**	701630	700580	**48102**	701630	700580
4694	701630	700580	**46301**	701630	700580	**48291**	701630	304062
4712	701630	700580	**46315**	701630	700580	**48292**	701630	304062
4740	363660	432950	**46328**	701630	700580	**48484**	701630	700580
4741	363700	432950	**46450**	701630	700580	**48507**	701630	700580
4754	701630	700580	**46451**	701630	700580	**48532**	701630	700580
4756	701630	700580	**46527**	701630	32376004	**48533**	701630	700580
4771	701630	700580	**46557**	701630	700580	**48534**	701630	700580
4867	701630	700580	**46558**	701630	700580	**48664**	701630	700580
44187	701570	700580	**46582**	701630	700580	**48684**	701630	700580
44188	701570	700580	**46617**	701630	700580	**48676**	701630	700580
44192	701570	700580	**46625**	701630	700580	**48690**	701630	700580
44193	701570	700580	**46715**	701570	700580	**48692**	701630	700580
44194	701570	700580	**46716**	701570	700580	**48707**	701570	700580
44195	701570	700580	**46903**	701630	700580	**48809**	701630	700580
44241	701570	700580	**46940**	701630	700580	**48810**	701630	700580/
44532	701630	700580	**46948**	701630	700580			700270/
44732	701570	700580	**46962**	701630	700580			32376004
45021	701630	32376004	**46963**	701630	700580	**48946**	701630	700580
45093	701630	700580	**46980**	701630	700580			

Märklin Z – the Finest There Is.

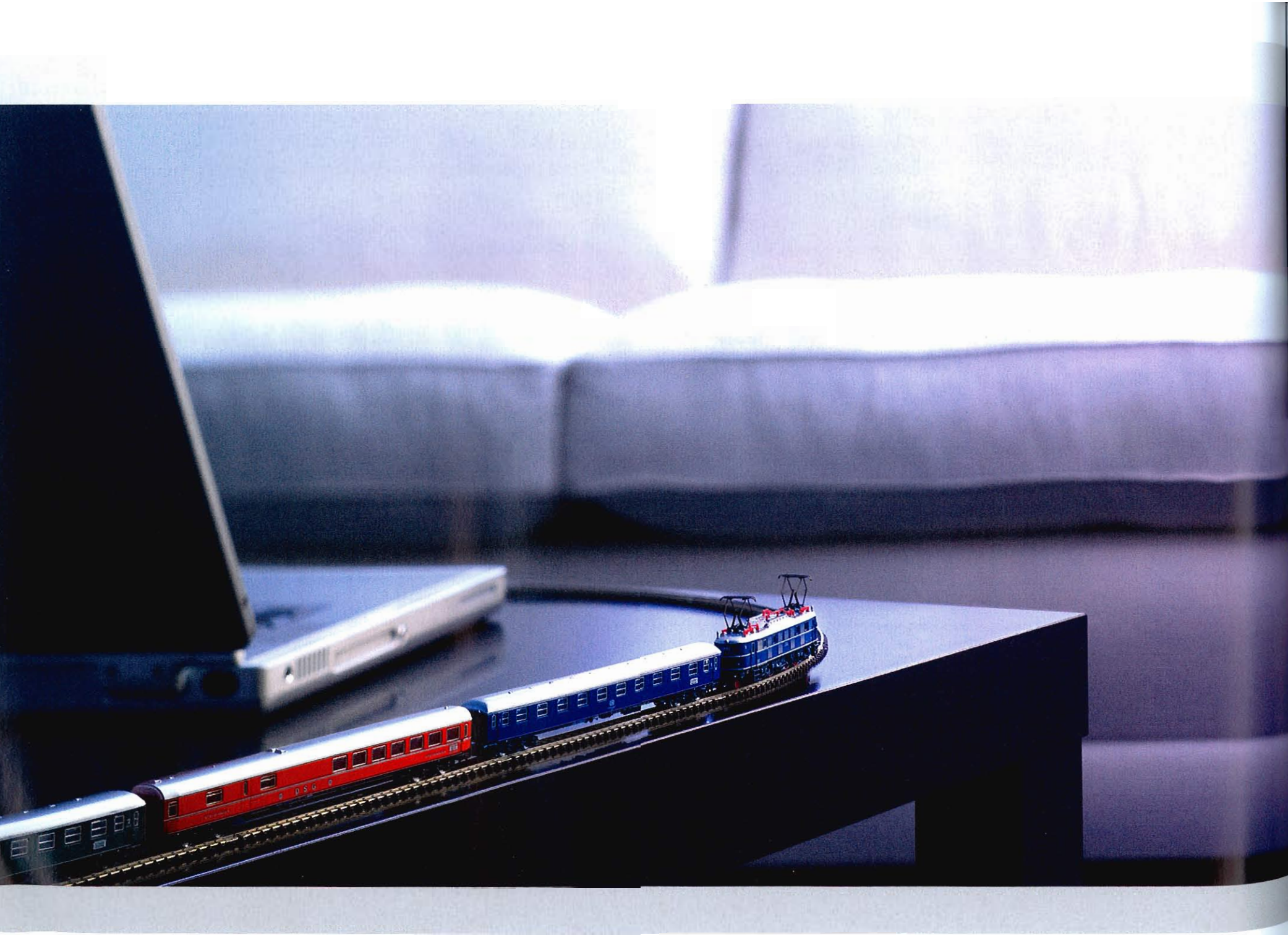
"It's never been done before! The real life thing has never rolled past your eyes in such a fascinatingly small size and so excitingly real!" With all modesty, these big words in the 1972 Märklin catalog for a small model railroad system, were not exaggeration at all, because at that time Märklin was presenting something quite unique: the smallest, mass-produced electric model train system in the world. And, the facts then and now are: The track gauge is just 6.5 millimeters / 1/4 inches; the tank locomotive measured just a little longer than a matchstick. "mini-club conjures up an exciting world of wonder on your table. You can see all of it at one glance and you can reach it from your armchair! You don't need a basement for it, a suite of rooms, and no suffering building things!" read the astounding text at that time. Even the severest critics could quickly see that Märklin was not launching a short-lived fad; it had created a model railroad system with a future.

Now in 2007, Märklin Z has proven its irresistible charm. It has become technically more mature. Five-pole motors provide powerful tractive effort. Fine diodes, maintenance free of course, give the locomotives bright lighting power.

The trains run on beautifully built layouts as well as on hat brims or on creamy birthday cakes. Märklin enthusiasts all over the world are ready to lavish care and attention with enthusiasm on their collection. Anyone who has succumbed to the charm of the tiny locomotives and cars in their perfect reproduction, does not escape from it so quickly. And, cross our hearts: actually, he really does not have to. Apropos: There are also many women thoroughly taken by these tiny models.

Every year at Märklin the question facing the technicians and the designers is which special model to do in Z Gauge. The piece presented here has quite a unique story: The class 53, a giant – designed to perfection over 60 years ago at Borsig but unfortunately never built – is rolling in. Or: the longest locomotive ever designed at Märklin for Z Scale. Together with its condensation tender, it is 143 mm / 5-5/8" long. See pages 386 and 528 for more information.

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



Z Gauge Features.

Whimsical –
a totally different type of model railroad

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.

Sweeping –
building a layout with the highest quality

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.

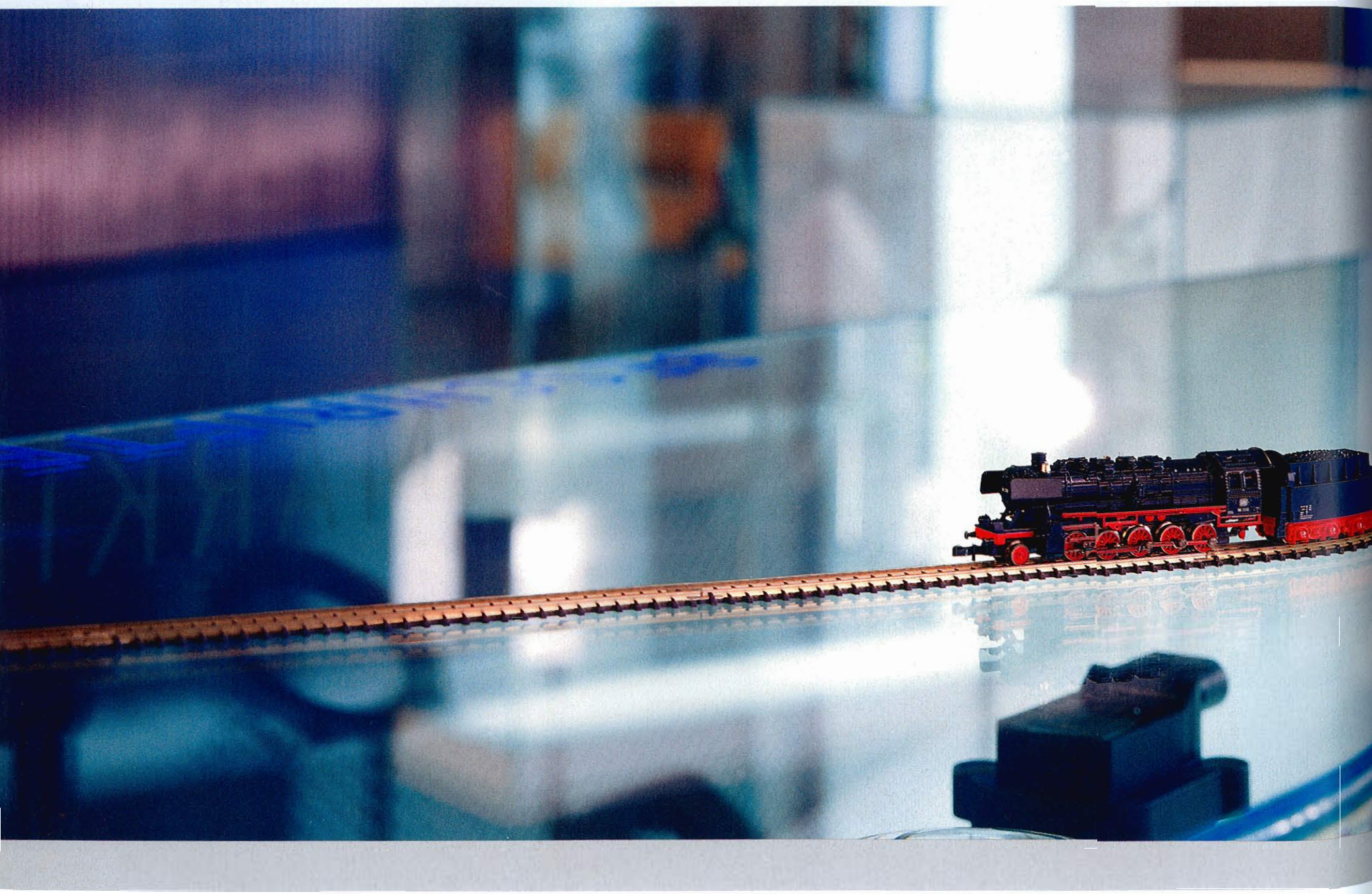
Monumental –
accessories that are true to scale and rich with detail

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.

Prototypical –
always on the cutting edge of technology

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.

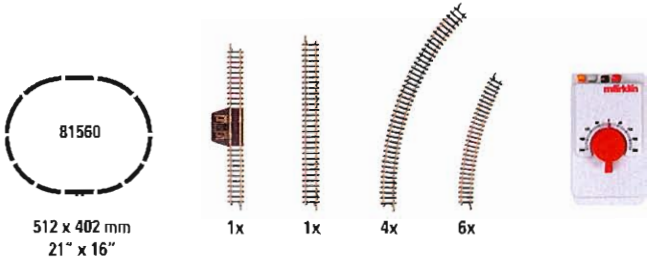
Extension sets designed to go with these starter sets will turn them step-by-step into a model railroad with a track layout that never loses interest and even with catenary, if you want it. Additional trains and accessories provide increasingly realistic operations, and the tabletop railroad develops 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.

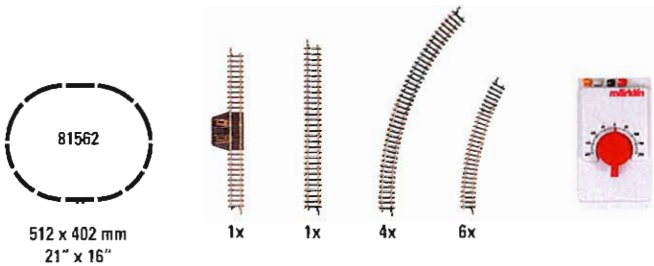
III IV V

81560 Starter Set. 230 Volts.
Freight Train with an Oval of Track, a Plug-In Transformer, and a Suitable Locomotive Controller with Smooth Speed Control.
Prototype: 1 German Federal Railroad (DB) class 24 steam locomotive with tender, 1 low side car, 1 refrigerator car.
Model: The locomotive comes with the new 5-pole motor. All of the driving are axles powered. The locomotive is ready for installation of the 8953 light insert. The refrigerator car is painted and lettered for "Distelhäuser" Brewery. 2 sections of straight track, 10 sections of curved track, rerailer and power pack. Track plan brochure included. Train length 198 mm / 7-13/16". This set can be expanded with the SET track extension sets 8190 or 8191, 8192, 8193 and 8194 or as desired.



III IV V

81562 Gift Set in a Cube Format. 230 Volts.
Freight Train with an Oval of Track,a Plug-In Transformer, and a Suitable Locomotive Controller with Smooth Speed Control.
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. The gondola has a gift as a load. The refrigerator car is painted and lettered for Privatbrauerei Ganter, Freiburg, Germany. 2 sections of straight track, 10 sections of curved track, a rerailer, and a 230 volt / 8 VA plug-in transformer with a suitable controller with smooth speed control. Track plan brochure included. 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.

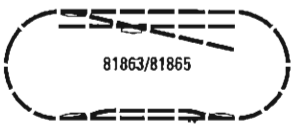


Starter Set.

81863 Starter Set. 230 Volts.
Freight Train with a Large Track Layout, a Plug-In Transformer, and a Suitable Locomotive Controller with Smooth Speed Control.
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 Ibls 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 made of metal. 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 of straight track, 12 sections of curved track, 1 double slip switch, 3 electric turnouts, 3 track bumpers, a rerailer, a control box, a distribution strip, wire, and an 8 VA power pack. Track plan brochure included.
Train length 365 mm / 14-3/8".
This set can be expanded with the SET track extension sets 8192 and 8193 or as desired.

International versions:
81865 120 Volts.
81868 100 Volts.



1062 x 402 mm
42" x 16 "

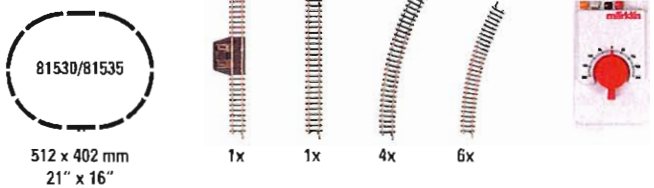
Starter Sets.

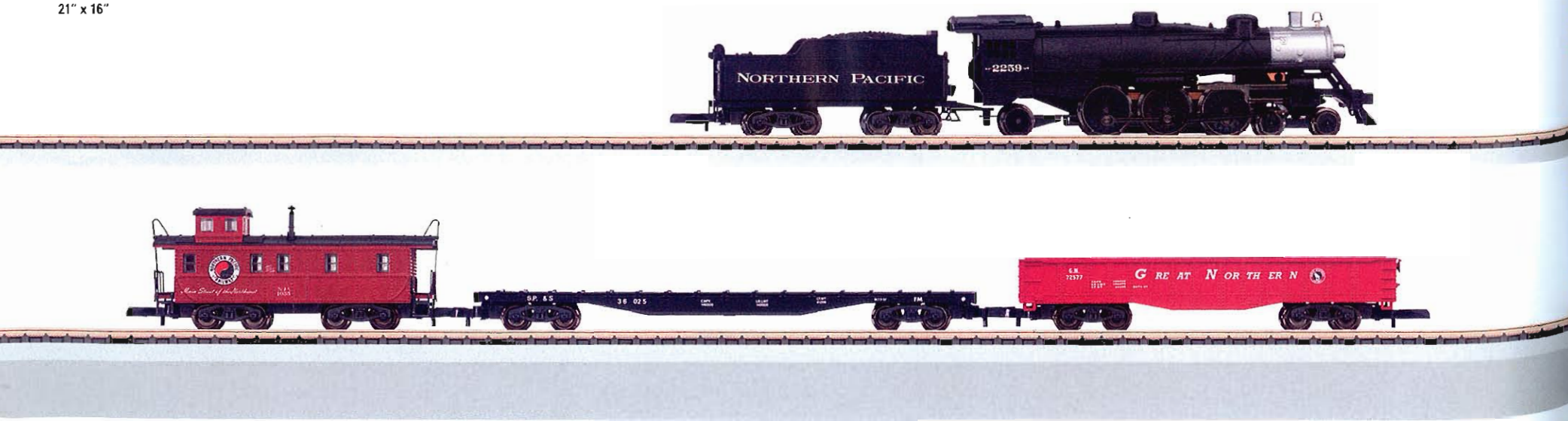
81530 American Starter Set. 230 Volts. Freight Train with an Oval of Track and a Plug-In Transformer with a Suitable Controller with Smooth Speed Control.
Prototype: 1 Northern Pacific Railway "Pacific" steam locomotive with a tender. 1 Spokane, Portland and Seattle Railroad flat car. 1 Great Northern Railway gondola. 1 Northern Pacific Railway caboose.

Model: The locomotive comes with a 5-pole motor. All driving axles powered. 2 sections of straight track. 10 sections of curved track, a rerailer, and an 8 VA plug-in transformer with a suitable controller with smooth speed control. Track plan brochure included.
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.

International versions:
81535 120 Volts.





81466 American Starter Set. 120 Volts. Freight Train Starter Set with a Track Layout and a Power Pack.
Prototype: 1 Chicago, Burlington & Quincy (The Burlington Route) "Mikado" steam locomotive with tender. 1 Great Northern boxcar. 1 Seaboard Air Line boxcar. 1 Chicago & North Western Railway gondola. 1 Chicago, Burlington & Quincy (The Burlington Route) caboose.

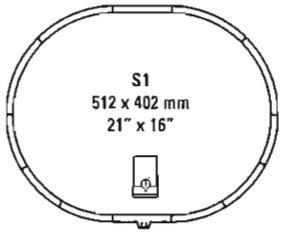
Model: The locomotive comes with the new 5-pole motor. All of the driving axles are powered. 12 sections of straight track, 12 sections of curved track, 2 electric turnouts, typical American buildings, rerailer, control box, distribution strip, wire, plugs, sockets and power pack. Track plan brochure included. Train length 390 mm / 15-3/8".

This set can be expanded with the 8192, 8193 and 8194 SET track extensions sets or as desired.

1062 x 402 mm
42" x 16"

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

SET Extension Program.



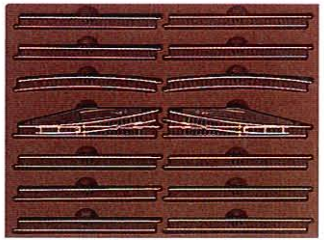
The SET extension set program is a progressive system with which you can expand track layouts from the starter sets in steps. The E 8190 or E 8191 is used to expand the 81530/81535 or 81562 set. You can then systematically expand in any sequence desired with the T1 8192, T2 8193 and T3 8194 track extension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

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

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

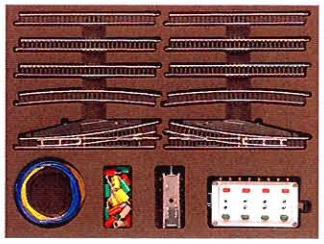
8190 E Extension Set with Manual Turnouts.

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



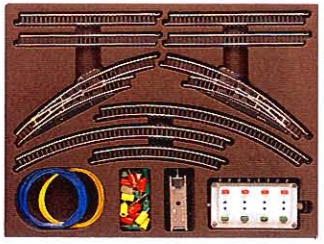
8191 E Extension Set with Electric Turnouts.

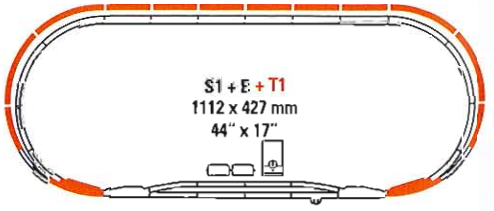
Contents: 10 straight tracks, 2 curved tracks, a control box, a distribution strip, wire, plugs and sockets, and instructions.



8192 Double Track Set T1 .

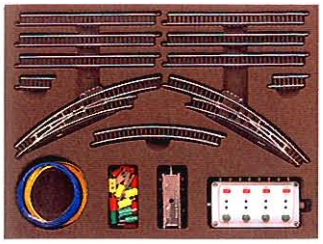
Contents: 6 straight tracks, 6 curved tracks, 2 electric curved turnouts, a control box, a distribution strip, wire, plugs and sockets, and instructions.

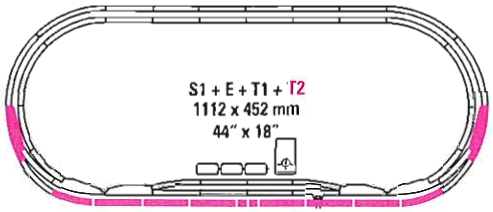




8193 Station Track Set T2.

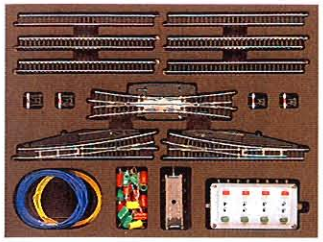
Contents: 8 straight tracks, 2 curved tracks, 2 electric curved turnouts, a control box, a distribution strip, wire, plugs and sockets, and instructions.

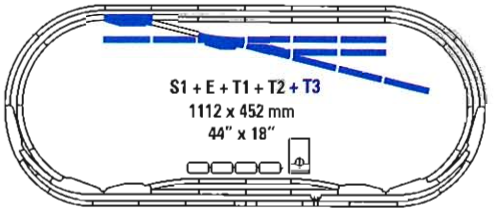




8194 Yard Track Set T3.

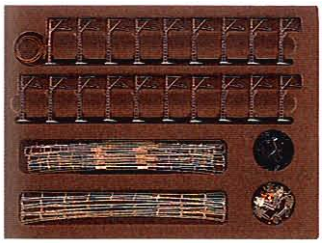
Contents: 10 straight tracks, 1 double slip switch, 2 electric turnouts, 4 track bumpers, a control box, a distribution strip, wire, plugs and sockets, and instructions.

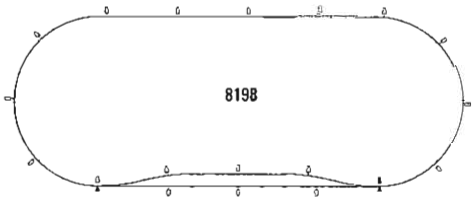




8198 Catenary Set for S + E.

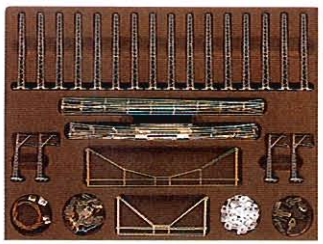
This set contains all of the parts needed to set up catenary on an S + E layout.
Contents: 19 catenary masts, 20 sections of catenary wire, 8 insulators, 6 connecting springs, and instructions.

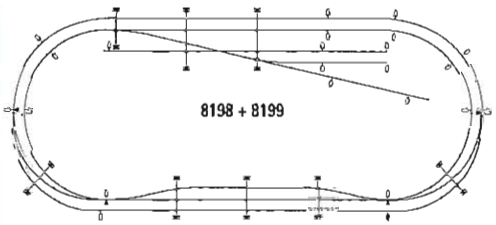




8199 Catenary Set for T1 + T2 + T3.

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

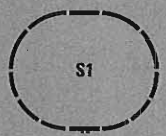




And this is how to expand ...

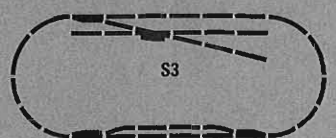
You can expand your starter set layout to the track plans shown on this page with the contents of our extension and setup sets.

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



Oval of track from your 81781 or 81785 starter set.

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



8190 E Extension Set with Manual Turnouts.

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

8191 E Extension Set with Electric Turnouts.

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

8192 T1 Extension Set.

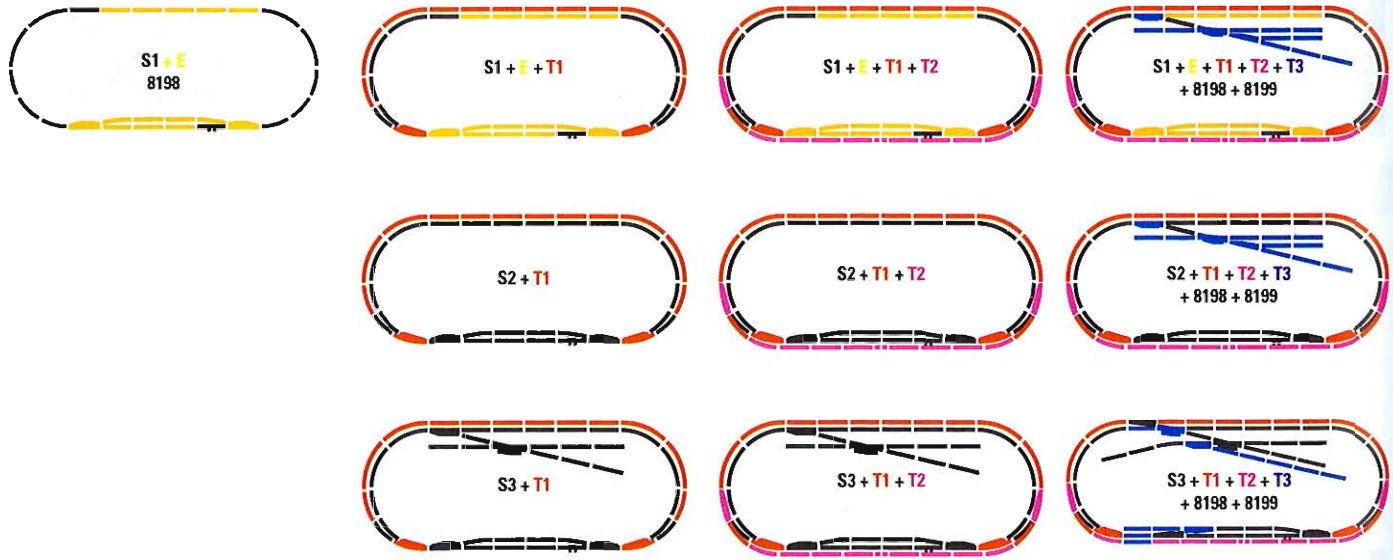
6 each 8500, 2 each 8521,
4 each 8530, 1 each 8568,
1 each 8569, 1 each 7209,
1 each 7272/72720

8193 T2 Extension Set.

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

8194 T3 Extension Set.

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



8198 S1/S2/S3 + E Catenary Set.

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

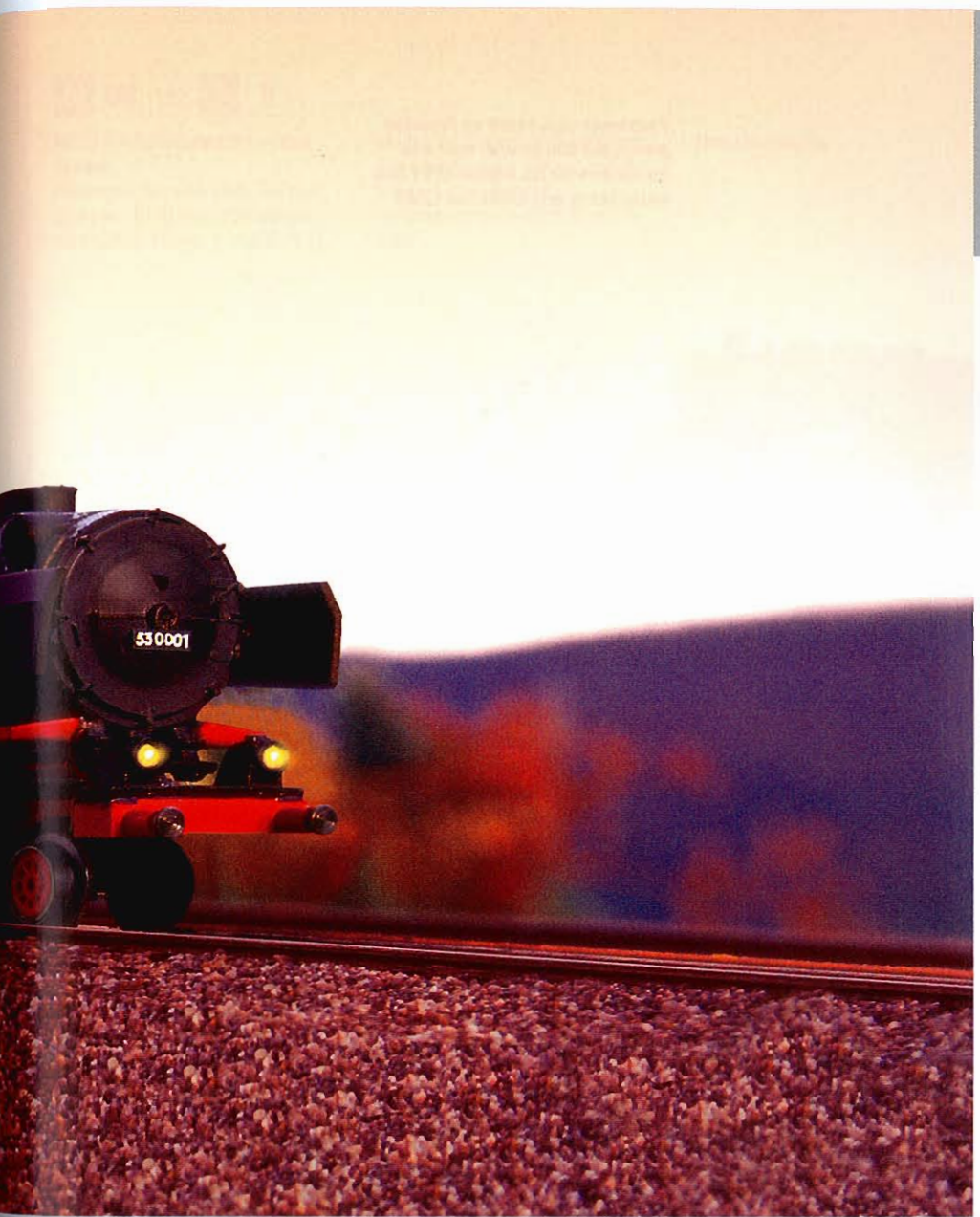
8199 T1 + T2 + T3 Catenary Set.

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

Track Plan Broschure.

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 worthwhile 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.

Lokomotives.



When the side rods on the small Z models spin around, many observers know for the first time the kind of small marvels of mechanical precision they are sending out across the large dining room table. Particularly with steam locomotives, this perfect miniaturization at the limits of the possible evokes delighted amazement among experts again and again. How do the technicians keep coming up with outstanding running characteristics for these tiny models?
The miniaturized mechanical components on the steam locomotives themselves are astounding.

The class 53 heavy freight locomotive is therefore coming quite easily in the scale of 1:220. At a length of 143 mm / 5-11/16" it is the longest locomotive in the Z Gauge program to date and will captivate you with its metal body and a propulsion system on all 7 driving axles. In this form on your layout it embodies the vision of another time to become the largest German steam locomotive. Perhaps it is your largest locomotive?

Another highlight is the class E 50 for all fans of electric locomotives. The E 50 was designed as a "power house" for heavy freight service and was supposed to surpass all electric locomotives built up to that time in Germany. It comes as a model with two trucks powered and will pull the most beautiful freight cars over all mountains on your layout too.

Steam Locomotives.

88093 Steam Locomotive with a Tender.
Prototype: Royal Prussian Railroad Administration (KPEV) class P 10 passenger locomotive. Version with a standard paint scheme.

Model: The locomotive has a 5-pole motor. All driving axles powered.
Length over the buffers 112 mm / 4-7/16".

Passenger cars based on Prussian prototypes that go well with this locomotive for the typical KPEV fast trains are in sets 87564 and 87583.

88122 Freight Locomotive with a Tender.
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".

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.

87564 87583 88093

N II

88123 Steam Locomotive with a Tender.
Prototype: German State Railroad Company (DRG) class 58 freight locomotive. Former Prussian G 12.

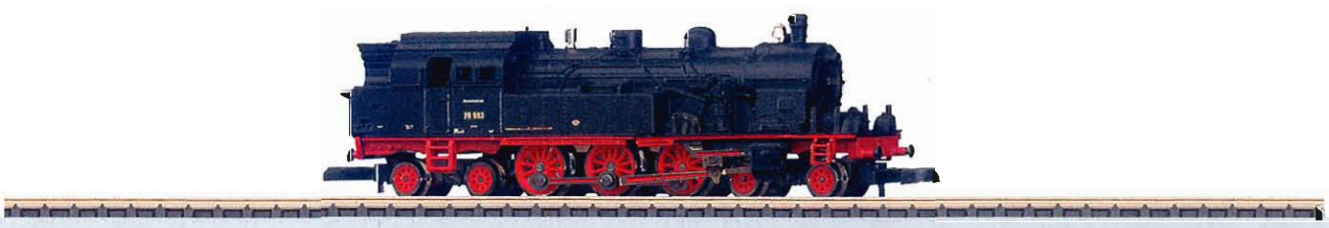
Model: All driving axles powered. The wheel treads and valve gear are dark nickel plated.
Length over the buffers 85 mm / 3-3/8".

One-time series.

II

88062 Passenger Train Tank Locomotive.
Prototype: German State Railroad Company (DRG) class 78.

Model: The locomotive comes with a 5-pole motor. All driving axles powered. Maintenance-free LEDs are used for headlights.
Length over the buffers 70 mm / 2-3/4".



Insider Model for 2007.

After a short call for bids, the German State Railroad granted development contracts in 1943 for one of the last projects, which was already utopian for its time: a very heavy, fast freight locomotive for operation over long routes on rough terrain. The design presented by Borsig envisioned a Mallet design articulated locomotive with 4 cylinders. With an output of almost 3,000 horsepower and an axle load of under 20 metric tons, it would have been able to reach a speed of 80 km/h / 50 mph in both directions and pull a train of 1,700 metric tons over an 8‰ grade at 20 km/h / 13 mph, even on curves with a radius of 360 meters / 1,181 feet. The Borsig engineers were never able to prove these theoretical performance data; a working prototype was never built.

At the end of 1943 at least the running gear, the frame and boiler were supposed to have been built for the first unit of this immense locomotive; the large tender had not been built yet, however. The construction of such a prototype surely was a lesser priority than the ongoing production of other locomotives. At this time in Germany, for all practical purposes only the heavy class 42 locomotives and particularly the maneuverable class 52 locomotives were still being built in considerable quantities. Moreover, the war damage at Borsig in Berlin was so devastating that regular production was no longer possible – in 1944 just 2 more Borsig locomotives were finished. The current orders as well as many still usable machines and material were finally moved for the most part to Henschel in Kassel.

This gave new potential again for the project for the large Mallet locomotive. Instead of the high-capacity tender planned for the locomotive, the high demand for water for the four cylinders could also have been covered by the existing Henschel condensation tender, type 3'2'T16. The condensation process would also have enabled a synthesis of high performance and relative economy in this super large locomotive. The class 53 was never converted into a condensation locomotive; the required design changes for this secret project have also not been documented. Additional work and thought was probably finally stopped, when no more 5-axle tenders were available after the delivery of the first series of the class 52 condensation locomotives was completed. The locomotives that followed could only be equipped with the type 2'2'T13,5 tender, and this tender was much too small for the Borsig locomotive. So, it remained an idea, a second concept for the largest German steam locomotive, which after a pause in development of 63 years is still being realized at least in the scale of 1:220.

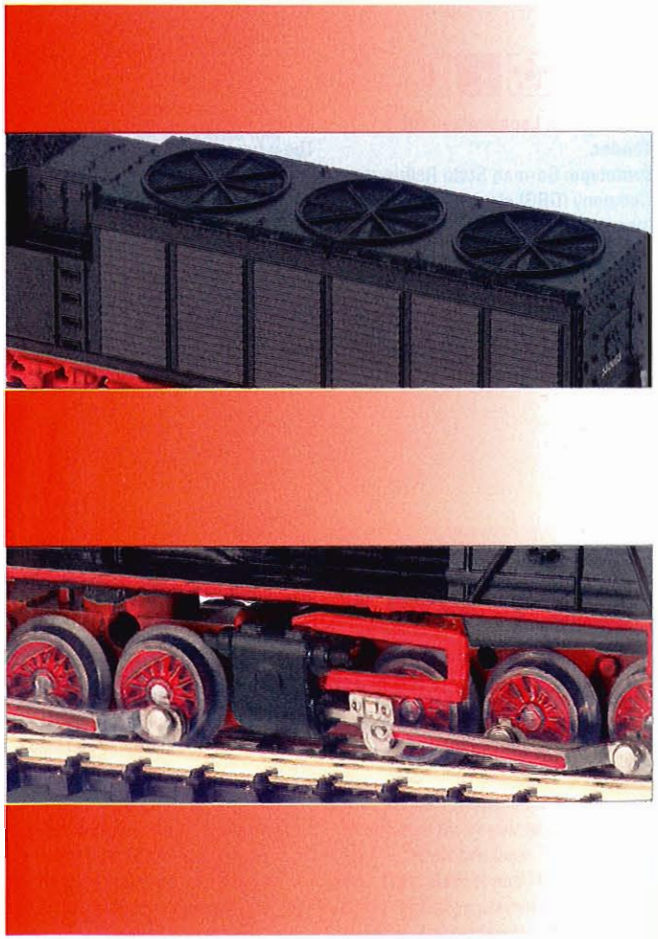
N II

88053 Steam Locomotive with a Condensation Tender.
Prototype: Heavy freight locomotive, planned as the German State Railroad Company (DRG) class 53.0. Study for a prototype by the builder Borsig-Werke in Berlin, with the addition of a condensation tender from Henschel in Kassel. Mallet design with high and low pressure cylinders. Version for long runs, with a boiler water recovery system in the tender.
Model: The locomotive has a 5-pole motor. Both groups of driving wheels are mounted to pivot and all 7 driving axles are powered. The headlights are maintenance-free LED's. Minimum radius for operation 145 mm / 5-11/16".
Length over the buffers 143 mm / 5-5/8".

The 88053 condensation tender locomotive is being produced in a one-time series only for Insider members.

HIGHLIGHTS

- **Completely new tooling.**
- **Both groups of driving wheels are powered.**
- **Locomotive body constructed of metal.**
- **The largest locomotive for the smallest model railroad: Length over the buffers 143 mm / 5-5/8".**




SHELL

Steam Locomotives.

III

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: All driving axles powered. The wheel treads and valve gear are dark nickel-plated.
Length over the buffers 112 mm / 4-7/16".

III

88041 Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 42.90 freight locomotive. Design with a Franco-Crosti exhaust gas preheater on the frame of the class 52. Wagner smoke deflectors and standard paint scheme.

Model: All driving axles powered. The wheel treads and valve gear are dark nickel-plated.
Length over the buffers 107 mm / 4-3/16".

III

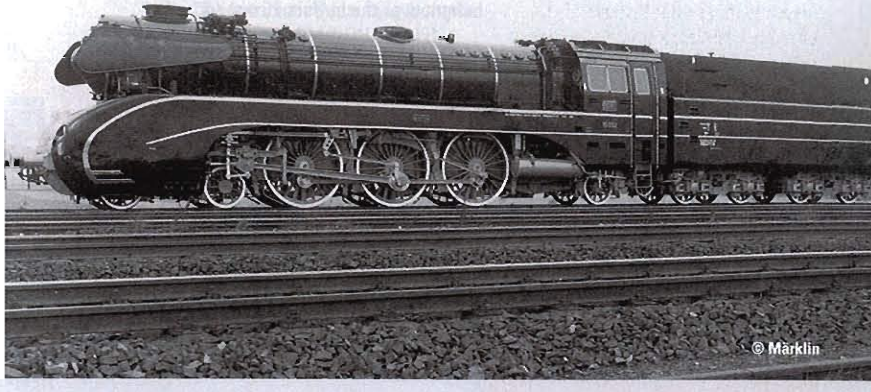
88121 Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 58 freight locomotive. Former Prussian G 12.

Model: All driving axles 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 the 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.

8889 Express Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 10 with partial streamlining.

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



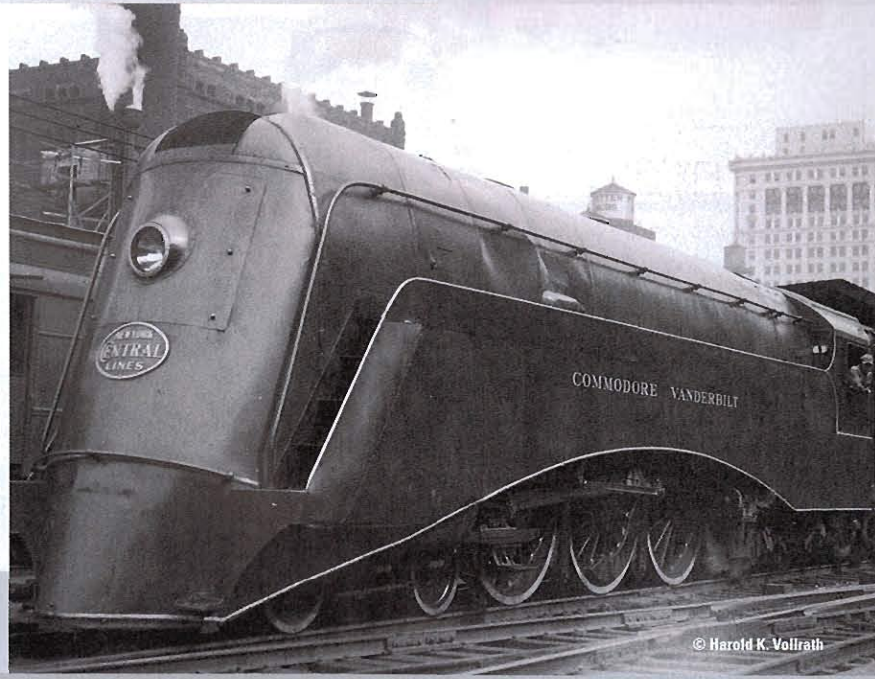
88075 Streamlined Steam Locomotive.
Prototype: New York Central System (NYC) class J-2 express locomotive "Commodore Vanderbilt". With aerodynamic full streamlining.

Model: The locomotive has a 5-pole motor. All 3 driving axles powered. The trailing truck has wheels with different diameters.
Length 130 mm / 5-1/8".

One-time series.

HIGHLIGHTS

- **New tooling.**
- **Locomotive with a metal body.**



Diesel Locomotives.

IV

8878 General-Purpose Diesel Hydraulic Locomotive.
Prototype: German Federal Railroad (DB) class 218.

Model: The locomotive comes with a 5-pole motor. Both trucks powered. The headlights are maintenance-free LED's.
Length over the buffers 75 mm / 3".

HIGHLIGHTS

- **New tooling for the modern "Hercules" diesel locomotive.**

N V

88882 Diesel Locomotive.
Prototype: Siemens Dispolok GmbH class ER 20 general-purpose locomotive. Diesel electric propulsion. Special version painted for the televison series "Eisenbahn-Romantik" / "Railroad Romance".

Model: The locomotive has a 5-pole motor. Both trucks powered. The headlights / marker lights are maintenance-free LED's.
Length over the buffers 87 mm / 3-7/16".

One-time series.

N V

88881 Diesel Locomotive.
Prototype: Austrian Federal Railways (ÖBB) class 2016 general-purpose locomotive. Diesel electric propulsion. Nicknamed "Hercules".

Model: The locomotive has a 5-pole motor. Both trucks powered. The headlights / marker lights are maintenance-free LED's.
Length over the buffers 87 mm / 3-7/16".

HIGHLIGHTS

- **New tooling for the modern "Hercules" diesel locomotive.**

N IV

88631 Diesel Locomotive.
Prototype: Luxembourg State Railways (CFL) class 1600 general-purpose locomotive. Diesel electric Europa locomotive resulting from the cooperation of GM/NOHAB/AFB.

Model: Both trucks powered. The wheel treads are dark nickel plated. Length over the buffers 88 mm / 3-7/16".

IV

88630 Diesel Locomotive.
Prototype: Belgian State Railways (SNCB) class 54 general-purpose locomotive. Diesel-electric Europa locomotive from the GM/NOHAB/AFB joint project.

Model: Both trucks powered. The wheel treads are dark nickel-plated. Length over the buffers 88 mm / 3-7/16".

Electric Locomotives.

88575 Electric Locomotive.
Prototype: German Federal Railroad (DB) class E 50 freight locomotive. The locomotive looks as it originally did around 1960.

Model: Both trucks powered. The wheel treads are dark nickel plated. Length over the buffers 88 mm / 3-7/16".

HIGHLIGHTS

- **New tooling based on the prototype of the "Power House".**

50 Years of the E 50 ...

The German Federal Railroad's new construction electric locomotive program at the beginning of the Fifties also envisioned a heavy freight locomotive in the E 50, which was intended as a replacement for the E 94. The E 50 was designed first for heavy freight service on steeply graded routes; hence, it was supposed to provide performance that exceeded all electric locomotives previously built in Germany. Embedded in the total program of development for the new standard design electric locomotives, the lead management for the E 50 was given to the consortium of Krupp/AEG. The nominal power at 80 km/h / 50 mph was 4,500 kilowatts / 6,035 horsepower; the continuous power at 70 km/h / 44 mph was 4,218 kilowatts / 5,656 horsepower. With a view to the future, the E 50 was already designed for a maximum speed of 100 km/h / 63 mph, which could not be used to advantage for a long time in freight service because of older freight cars not suitable for such speeds. The higher performance requirements could only be achieved with appropriately larger designs of the essential components compared to the components for the other standard design electric locomotives. The transformer and the blower motors in particular required more room in the E 50. Three-axle trucks (C-C wheel arrangement) had to be installed so the axle load of 21 metric tons was not exceeded. The long trucks meant that the frame for the body had to be longer, so that the E 50 was about 3 meters / approximately 10 feet longer than the E 10/E 40. The first units were placed into service beginning in April of 1957; the last E 50 locomotive was placed into service in July of 1973. A total of 194 locomotives were built. As with the other standard design electric locomotives, the E 50 (designated as the class 150 starting January 1, 1968) underwent numerous structural changes and improvements. The most noticeable changes externally were the removal of the rain gutters, the handrails on the ends with grate-style footrests, as well as the equipping of the locomotives with the "Klatte" design vent grills.
The technical progress on the E 50/150 did not stop at the turn of the century with the class 152 and 185 electric locomotives being placed into service. In 2003, the last of the class 150 was taken out of service. Only two units remain preserved as museum locomotives for future generations.

V

88481 Electric Freight Locomotive.
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".

The "Crocodiles" are among the most interesting locomotives in the world. Even in Z Gauge these massive units have a length of 91 mm or 3-5/8". With their articulated design they can master all of the Z curves with no problem.

III IV

8856 "Crocodile" Freight Locomotive.
Prototype: Swiss Federal Railways (SBB) class Be 6/8III.

Model: The locomotive comes with a 5-pole motor. Both trucks powered.
Length over the buffers 91 mm / 3-5/8".

V

88482 Electric Freight Locomotive.
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".

Powered Rail Cars and Rail Car Trains.

The era of the diesel powered rail car rains began on the DB at the start of the Fifties. At first, powered rail cars were designed for commuter service. After successful use of them, the DB made the decision to try out the concept with new developed powered rail car trains in long distance service in order to lower operating costs here too.

An important representative of this group is the class SVT 04 express service powered rail car, which we are offering as the "Montan Express".
With the "Saphir" Trans Europe Express we are presenting a European train of the first rank for the anniversary "50 Years of the TEE". As an express powered rail car train in the European rail network, it handled important connections between cities in the shortest amount of time from 1957 to 1979, for example: Frankfurt – Brussels within 5 hours. The four-part diesel powered rail car train can be completed with 3 additional intermediate cars for the prototypical "Saphir".

The names "Rheingold", "Rheinpfeil" and "Rheinblitz" cannot be left out of the theme Trans Europe Express and "50 Years of the TEE". The passenger cars in blue/beige and red/beige in the version around 1967 and pulled by the "pants crease" E 10 make the Märklin Z train set a highlight in any collection.

In addition, we are presenting an old-timer passenger train from Era 1 with the ever popular Swiss class A 3/5 steam locomotive. This train will conjure up the anniversary "125 Years of the Gotthard" on your layout in a unique way.

Powered rail cars and trains.

88872 Diesel Powered Rail Car.
Prototype: German Federal Railroad (DB) class SVT 04 express powered rail car. Former German State Railroad Company (DRG) class SVT 137 "Hamburg" design. Version as FT 231 / Long Distance Powered Rail Car 231 "Montan Express".

Model: The powered rail car has a 5-pole motor. One end truck has both axles powered. A Jacobs truck serves as the connection between the two cars permanently coupled together. The headlights / marker lights and interior lighting are maintenance-free LED's. The non-powered car is lighted.
Train length 202 mm / 7-15/16".

One-time series.

HIGHLIGHTS

- **First DB postwar paint scheme.**

8831 Rail Bus.
Prototype: German Federal Railroad (DB) class 798, lettered for "Jägermeister".

Model: The rail bus comes with a 5-pole motor. Both axles powered. Length over the buffers 2 mm / 2-1/2".

8817 Rail Bus Trailer.
Prototype: German Federal Railroad (DB) class 998.
Model: Length over the 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: The car comes with a 5-pole motor. Two axles powered. Length over the buffers 62 mm / 2-7/16".

Powered Rail Car Train.

"50 Years of the Trans Europe Express".

The Trans Europe Express "Saphir" was a European train of the first rank. TEE 75/76 ran between Dortmund and Ostend starting in June of 1957 as the newest DB express powered rail car train. A year later, this route was lengthened as TEE 19/20 to Frankfurt. Starting in 1966, Brussels was the turnaround point. Between 1971 and 1978 the train ran as TEE 20/21 in Germany as far as Nürnberg. 1979 was the last year in service for the "Saphir"; the route Frankfurt – Brussels was run on schedule as in the past in 5 hours.

HIGHLIGHTS

- **LED's for the headlights, marker lights, and interior lights.**
- **Special couplings for close car spacing.**
- **Both powered end cars have motors.**

N III

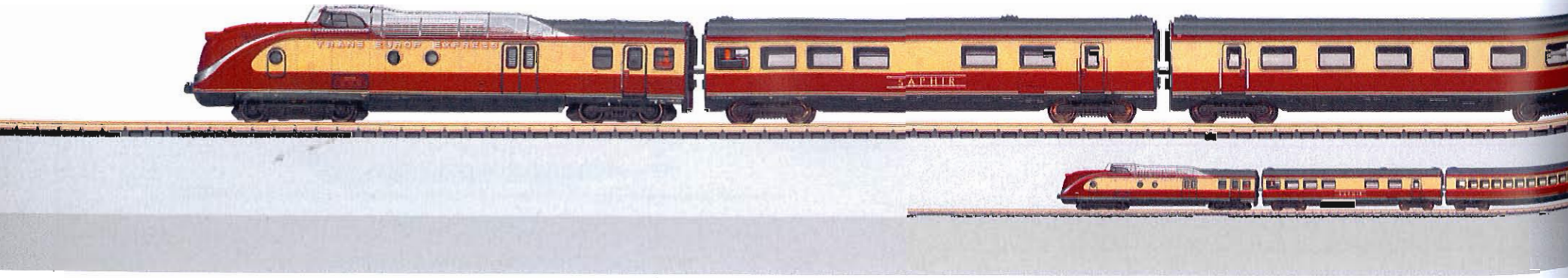
88733 Diesel Powered Rail Car Train.
Prototype: German Federal Railroad (DB) class VT 11.5 "Saphir" TEE powered rail car train. 2 type Dü powered end cars with service areas, 1 type Aü compartment car, 1st class, and 1 type WRy dining car with galley. The train looks as the prototype originally looked.
Model: Both powered end cars have a 5-pole motor and all 4 axles are powered. The headlights / marker lights and lighting for the powered end cars and the lighting for the intermediate cars are maintenance-free LED's. The cars have special close coupled connections, which work only with this train. The ends of the train have a representation of the covered Scharfenberg coupler (non-working).
Train length 347 mm / 13-11/16".

One-time series for the theme of "50 Years of the TEE".

HIGHLIGHTS

- **Prototypical consist for the complete TEE "Saphir".**
- **Train length for 88733 and 87933 together: 593 mm / 23-3/8".**

The 87933 car set contains 3 additional intermediate cars to make up a prototypical model of the "Saphir".



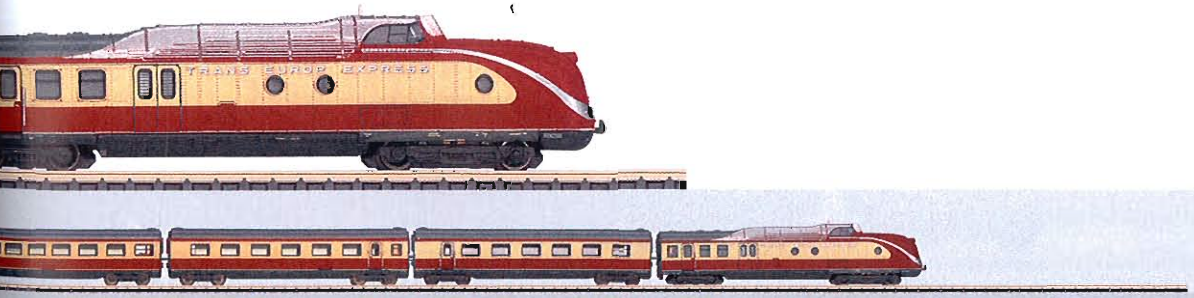
N III

87933 Set with 3 Intermediate Cars.
Prototype: Intermediate cars for the German Federal Railroad (DB) class VT 11.5 "Saphir" TEE powered rail car train. Type Ay open seating car, 1st class, type Aü compartment car, 1st class, and type ARy open seating car, 1st class, with a dining area.

Model: Intermediate cars to add to the 88733 TEE train. The lighting for the cars is maintenance-free LED's. The cars have special close coupled connections, which work only with this train.
Lengthens the train by 246 mm / 9-11/16".

One-time series for the theme of "50 Years of the TEE".

Additional cars appropriate for the 88733 train.



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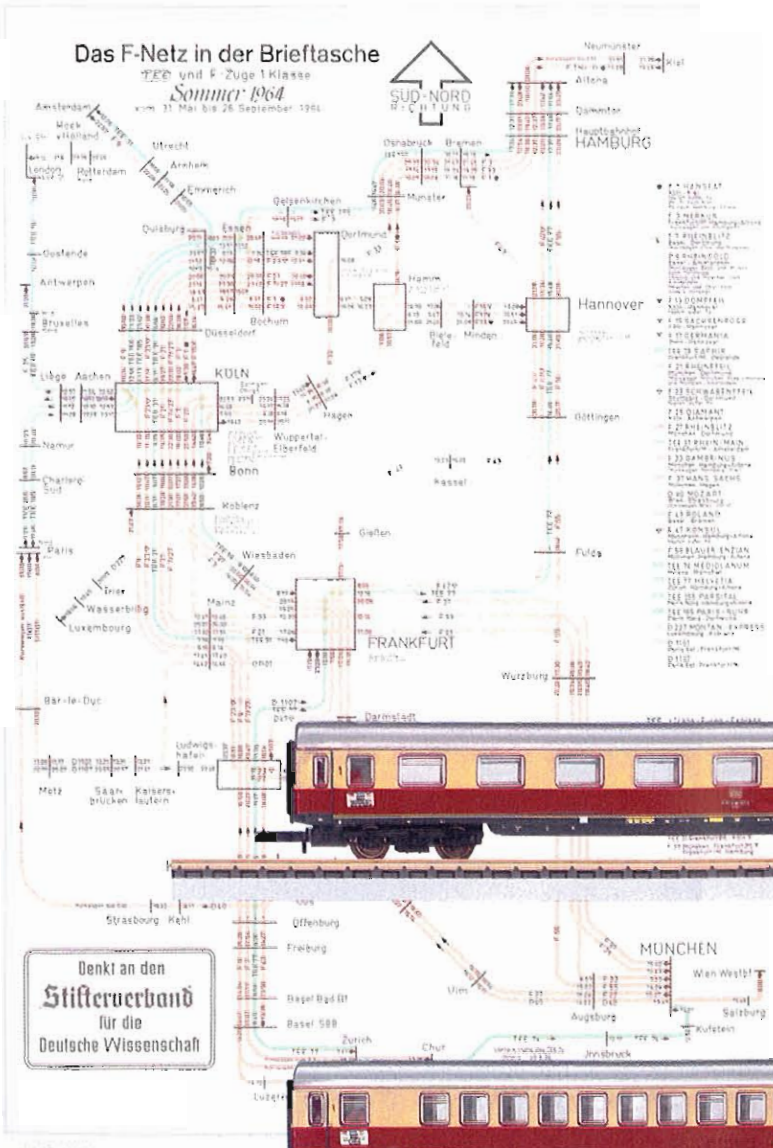
Train Set .



N III IV

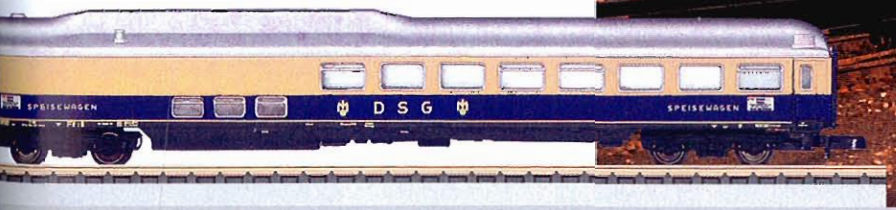
81439 "Rheinpfeil" Trans Europe Express.
Prototype: German Federal Railroad (DB) class E 10.2 express locomotive and 5 TEE long distance express train passenger cars, 1st class: type Av4üm-62 compartment car, type WRümh-62 dining car, and type ADüm-62 vista dome car in the original blue / beige "Rheinpfeil" paint scheme, and type Avüm 111 compartment car and type Apüm 121 open seating car in the new TEE red / beige paint scheme. Version from around 1967, transition from Era III to Era IV.

One-time series for the theme "50 Years of the TEE".

Model: The locomotive has a 5-pole motor. Both trucks are powered. The locomotive and car wheels have dark nickel plated wheel treads. The locomotive and cars come in a special version and are not available separately.
Total length over the buffers 690 mm / 27-3/16".

HIGHLIGHTS

- **The great TEE names: Rheingold, Rheinpfeil, Rheinblitz.**
- **Typical features: "Pants Crease" locomotive, vista dome car, and "hump back" dining car.**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SPEISEWAGEN


DB
E10 1309
© Albert Schöppner

Train Set.

N I

81035 Swiss Old-Timer Train.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) passenger train. Class A 3/5 steam locomotive with a tender. 1 type AB4ü express train passenger car, 1st and 2nd class, 1 type C4ü express train passenger car, 3rd class, and 1 type F4ü baggage car.

Model: The locomotive has a 5-pole motor and all driving axles are powered. It also has dark nickel plated wheel treads and valve gear. These models are not available separately.
Train length 360 mm / 14-3/16".

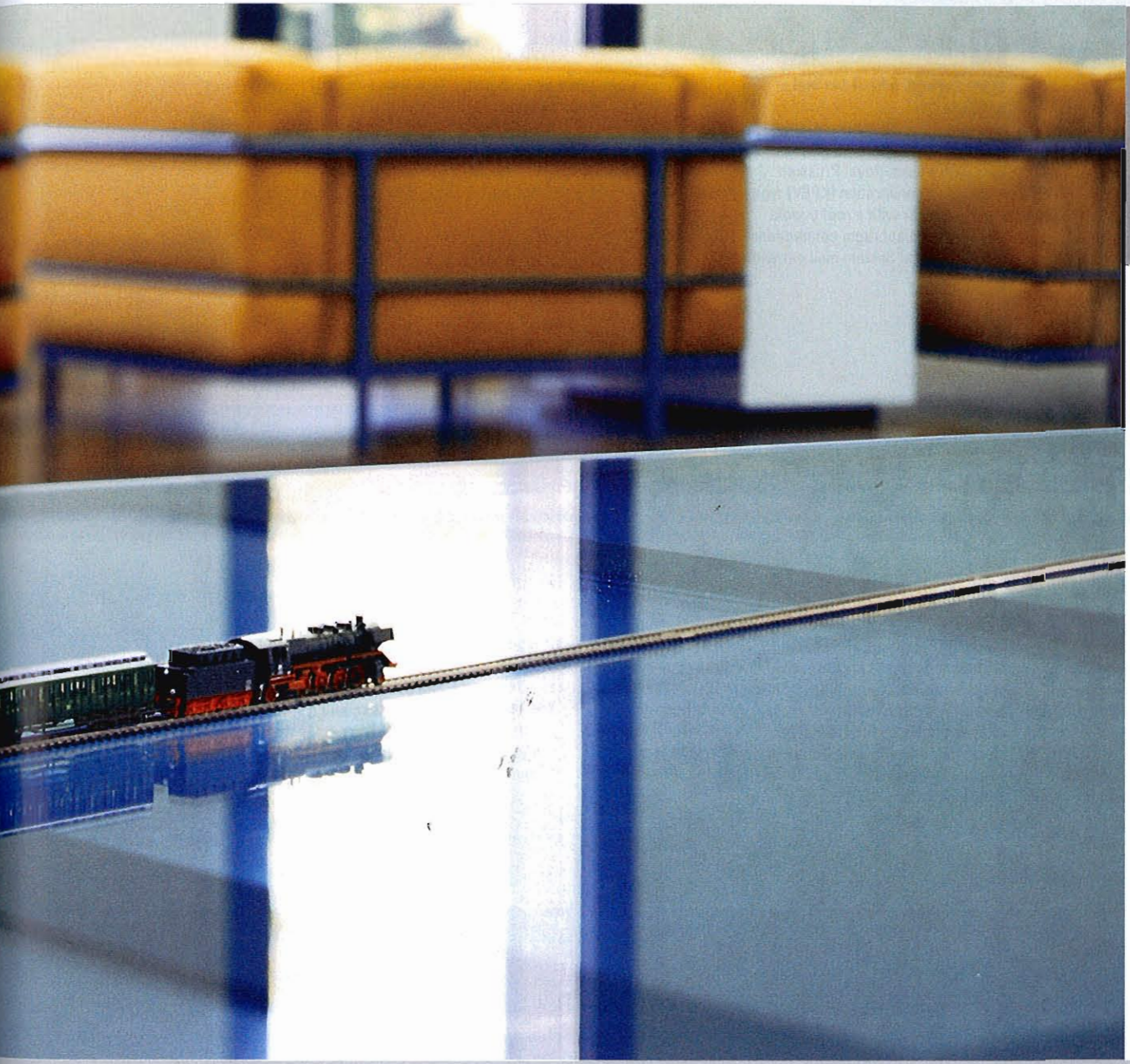
One-time series for the anniversary "125 Years of the Gotthard Line".

HIGHLIGHTS

- **The most popular Swiss steam locomotive: the A 3/5.**
- **Locomotive constructed of metal.**

Gottardo
125 Jahre/ans/anni/years

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 train 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 in the car program for every purpose. 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 era your layout is set.

Passenger Cars.

Prussia on Wheels.

Around the next to the last turn of the century Prussian passenger cars were also gaining in speed and comfort. The classic, hard three-axle cars no longer met the needs of the new age. The KPEV therefore decided to purchase compartment cars with trucks. These cars featured many side doors with continuous steps as well as a clerestory roof and a high-mounted brakeman's cab. The procurement of the regular production cars began in 1895 and extended to 1920. A total of over 3,400 cars were built, with different arrangements of the different classes of seating and with design changes. More than half of the cars were 3rd class units with 9 compartments and seating for 76 on wood benches. The other cars had mixed classes with different arrangements of the compartments for 1st, 2nd, and 3rd class.

HIGHLIGHTS

- **Attractive provincial railroad paint scheme.**

N II

87583 Set with a Mail Car and a Baggage Car.
Prototype: Two Royal Prussian Railroad Administration (KPEV) cars with trucks. Royal Prussian Railroad Administration (KPEV) type P baggage car with a roof cupola and without diaphragm connections. Imperial Postal System mail car with a brakeman's cab (Plan Sheet Bp35). The cars look as the prototypes originally did.
Model: The car frames have truss rods and underbody details. The steps, ladders, and grab irons are separately applied.
Total length 171 mm / 6-3/4".

One-time series.

HIGHLIGHTS

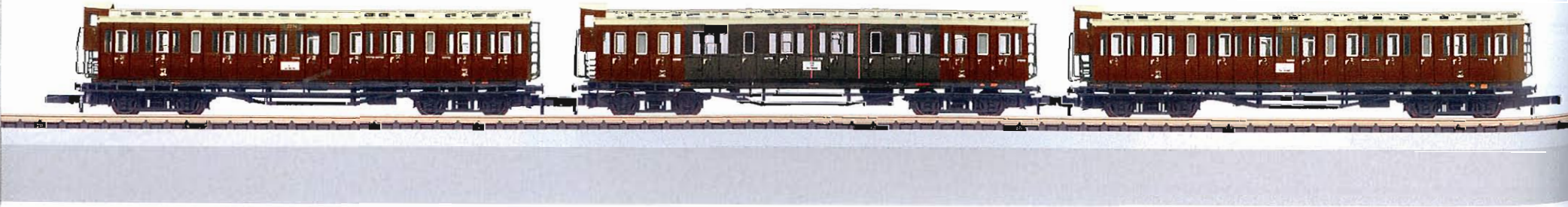
- **Attractive provincial railroad paint scheme.**

N I

87564 Set with 3 Passenger Cars.
Prototype: Royal Prussian Railroad Administration (KPEV) four-axle compartment cars. 2 type C cars, 3rd class (Plan Sheet Ib4), 1 type ABC car, 1st, 2nd, and 3rd class (Plan Sheet Ib2). All of the cars look as the prototype originally looked with a brakeman's cab.
Model: The car frames have truss rods and underbody details. The steps, ladders, and grab irons are separately applied.
Total length 258 mm / 10-3/16".

One-time series.

The 87583 baggage and mail car set can be added to the 87564 compartment car set, and a suitable locomotive for these cars is the class P 10 available as item no. 88093.



I

8700 Passenger Car.
Prototype: Württemberg Provincial Railroad. 2nd class.
Model: Length over the buffers 60 mm / 2-3/8".

I

8701 Passenger Car.
Prototype: Württemberg Provincial Railroad. 2nd class.
Model: Length over the buffers 60 mm / 2-3/8".

II

87945 Express Train Passenger Car Set.
Prototype: 3 Württemberg express train passenger cars painted and lettered for the German State Railroad Company (DRG). 1 type ABC4ü express train passenger car, 1st/2nd/3rd class. 1 type BC4ü express train passenger car, 2nd/3rd class. 1 type C4ü express train passenger car, 3rd class.
Model: These models are not available separately.
Total length 270 mm / 10-5/8".

Passenger Cars.

II

87580 Car Set.
Prototype: Two German State Railroad Company (DRG) 4-axle mail and baggage cars, Prussian designs.

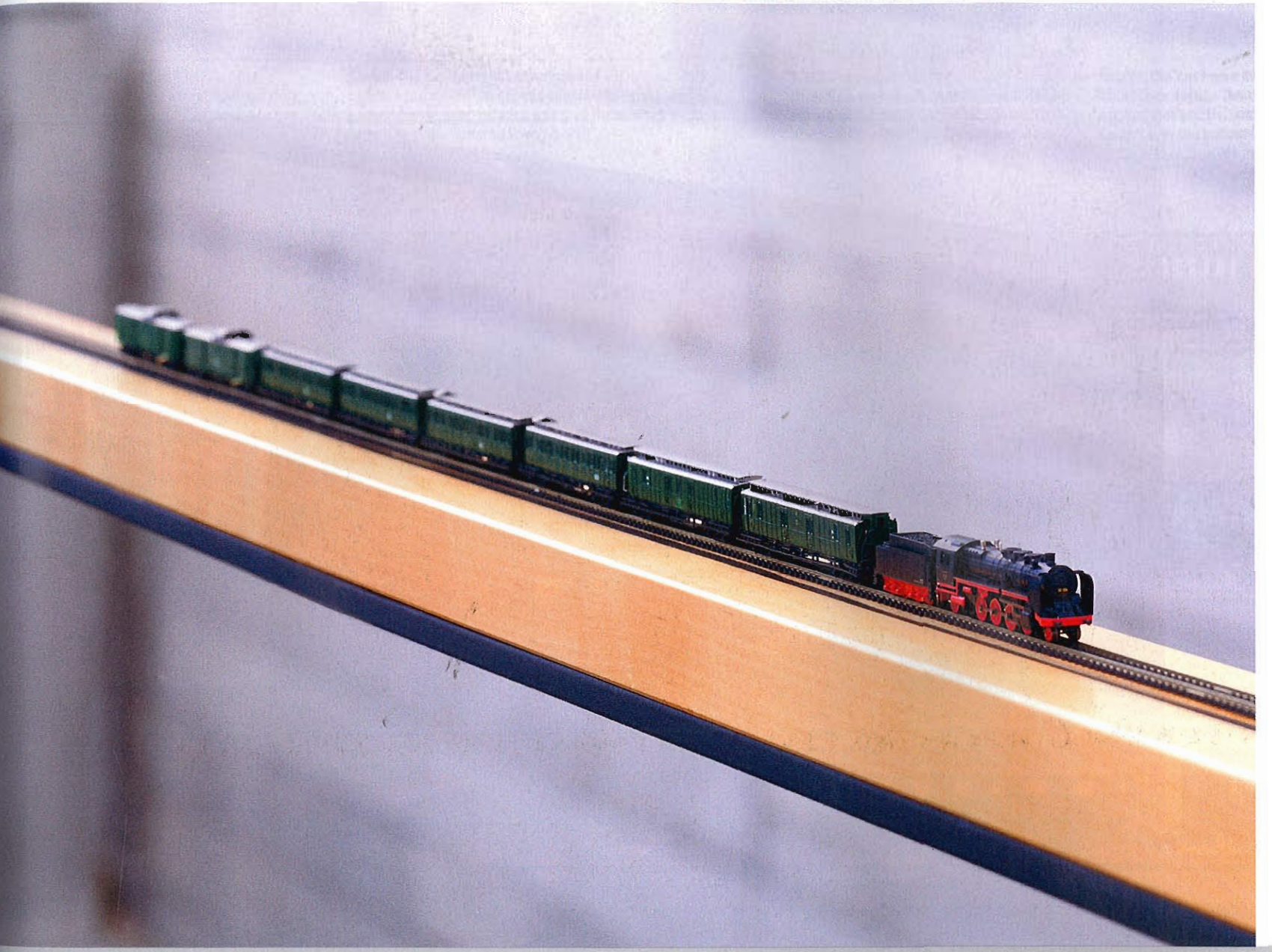
1 type Pw4pr04 car with a roof cupola. 1 type Post4b17 car with a brakeman's cab.

Model: The car frames have truss rods and underbody details. The steps, ladders, and grab irons are separately applied .
Total length 171 mm / 6-3/4".

II

87560 Car Set.
Prototype: Four German State Railroad Company (DRG) 4-axle compartment cars. Prussian designs with and without a brakeman's cab.
1 type BC4pr04 car, 2nd/3rd class.
3 type C4pr04 cars, 3rd class.

Model: The car frames have truss rods and underbody details. The steps, ladders, and grab irons are separately applied.
Total length 345 mm / 13-9/16".

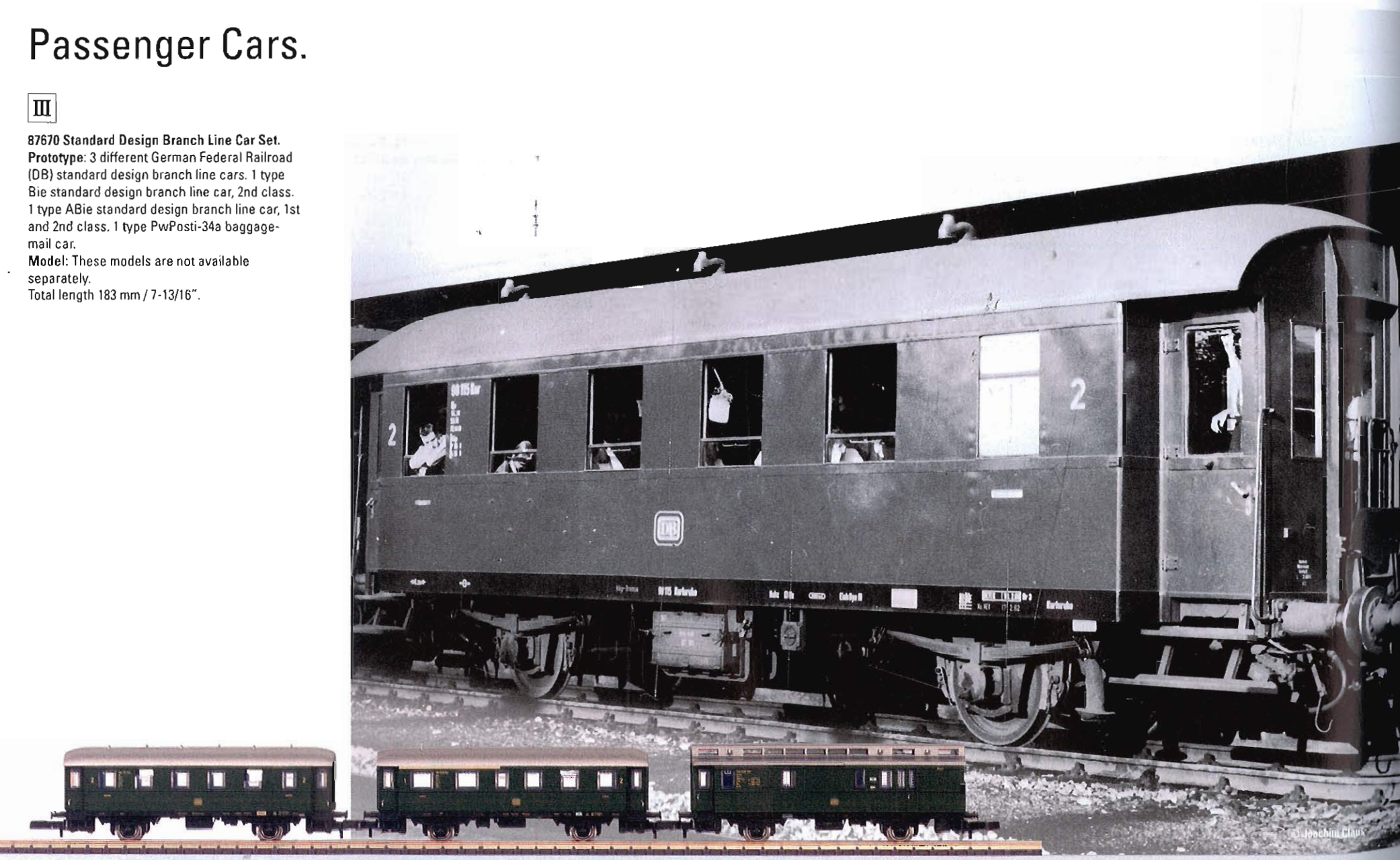


There are many virtues said about the Prussians, but an inclination to excessive comfort is definitely not one of them. While other national railroads had used the quiet, comfortable passenger cars with trucks for some time, the 3-axle compartment cars were standard in Prussia. However, they turned every kilometer of rail travel into a real test. Especially the car frame with the center axles with side play limits regarding speed for express train service. The Prussians therefore also decided to acquire compartment cars with trucks. The many side doors with continuous footboards, as well as the clere-story and a raised brakeman's cab were features of these cars. Regular production began in 1895 and continued until 1920. Overall, more than 3,400 cars were built, always with various class arrangements and structural modifications. More than half were 3rd class cars with 9 compartments and 76 seats on wooden benches. The other cars were for mixed class service with various arrangements of compart-ments for 1st, 2nd and 3rd class.

Passenger Cars.

III

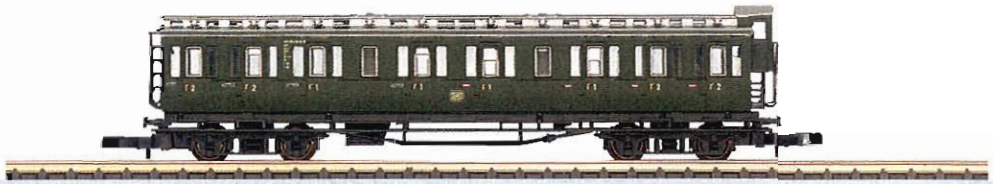
87670 Standard Design Branch Line Car Set.
Prototype: 3 different German Federal Railroad (DB) standard design branch line cars. 1 type Bie standard design branch line car, 2nd class. 1 type ABie standard design branch line car, 1st and 2nd class. 1 type PwPosti-34a baggage-mail car.
Model: These models are not available separately.
Total length 183 mm / 7-13/16".



III

87561 Passenger Car.
Prototype: German Federal Railroad (DB) compartment car. Prussian design with a brakeman's cabin. Type AB4pr04, 1st and 2nd class.

Model: The car frame has truss rod and underbody 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 a brakeman's cabin. Type B4pr04, 2nd class.

Model: The car frame has truss rod and underbody 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 a brakeman's cabin. Type B4pr04, 2nd class.

Model: The car frame has truss rod and underbody 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 a conductor's cupola. Type Pw4pr04a.

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

Passenger Cars.

These two-axle standard design passenger cars originally had wood roofs and interior walls. Later they were built entirely of metal as the type 29. By today's standards these German Federal Railroad (DB) cars were very loud and they rumbled a great deal. For this reason they were nicknamed "Donnerbüchsen" or "Thunder Boxes".

III

8750 "Thunder Box" Standard Design Passenger Car.
Prototype: German Federal Railroad (DB) type ABi 29. 1st and 2nd class.

Model: Length over the buffers 63 mm / 2-1/2".

IV

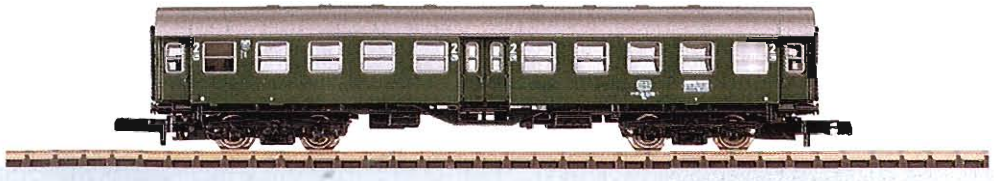
8753 Four-Axle Rebuild Car.
Prototype: German Federal Railroad (DB) type AByg 503. 1st and 2nd class.
Model: Length over the buffers 89 mm / 3-1/2".

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 "Umbauwagen" or "rebuild" cars were completely new and were built using a framework type of construction 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 the buffers 89 mm / 3-1/2".



IV

8755 Four-Axle Rebuild Car with a Baggage Compartment.
Prototype: German Federal Railroad (DB) type BDyg 533. 2nd class.

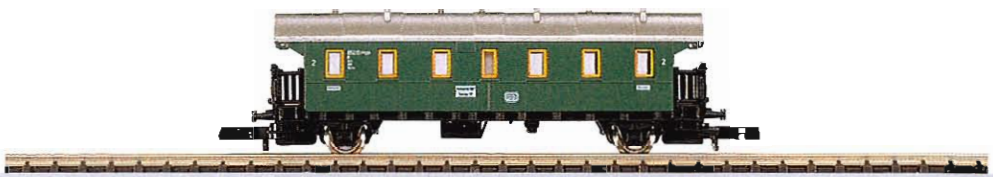
Model: Length over the buffers 89 mm / 3-1/2".

8751 8750 8751 8752 8895

III

8751 "Thunder Box" Standard Design Passenger Car.
Prototype: German Federal Railroad (DB) type Bi 29. 2nd class.

Model: Length over the buffers 63 mm / 2-1/2".



III

8752 "Thunder Box" Standard Design Baggage Car.
Prototype: German Federal Railroad (DB) type D2ie.

Model: Length over the buffers 63 mm / 2-1/2".

Passenger Cars.

IV

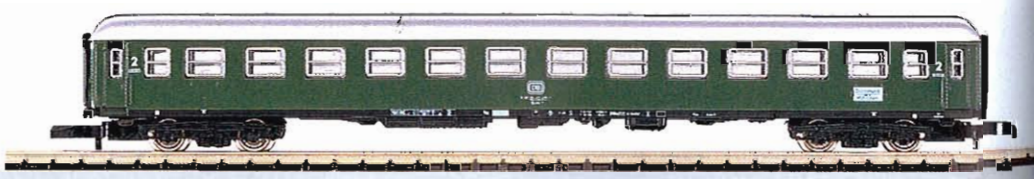
8710 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type Am 203. 1st class.

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



IV

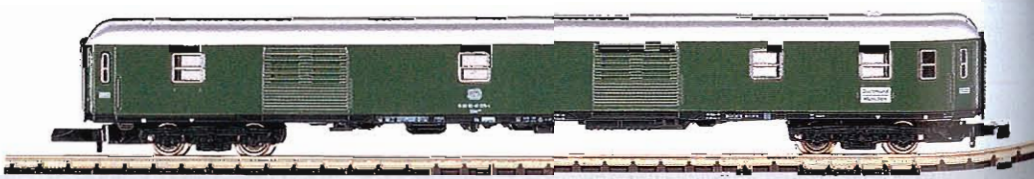
8713 Dining Car.
Prototype: German Federal Railroad (DB) type WRmh 132.

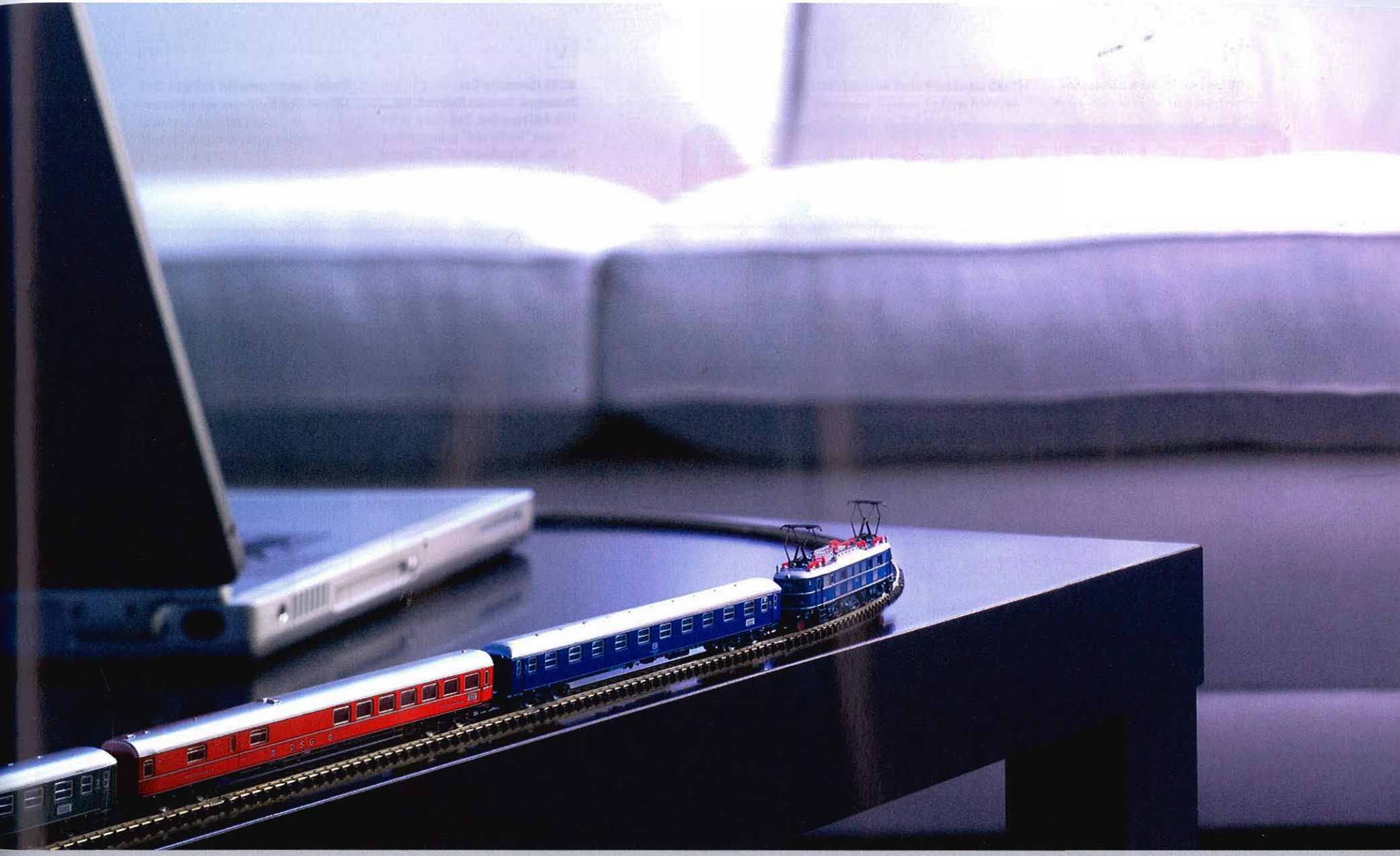
Model: Length over the buffers 120 mm / 4-3/4".

IV

8712 Express Train Baggage Car.
Prototype: German Federal Railroad (DB) type Dm 902.

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





Passenger Cars.

V

87161 Commuter Car.
Prototype: German Railroad, Inc. (DB AG) type Bnz, 2nd class, in the current "traffic red" paint scheme for the "Regionalbahn" ("Regional Railroad").

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

V

87171 Commuter Car.
Prototype: German Railroad, Inc. (DB AG) type ABn, 1st and 2nd class, in the current "traffic red" paint scheme for the "Regionalbahn" ("Regional Railroad").

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

V

87181 Commuter Car with an Engineer's Cab.
Prototype: German Railroad, Inc. (DB AG) type BDnrzf, 2nd class with a baggage area, in the current "traffic red" paint scheme for the "Regionalbahn" ("Regional Railroad").

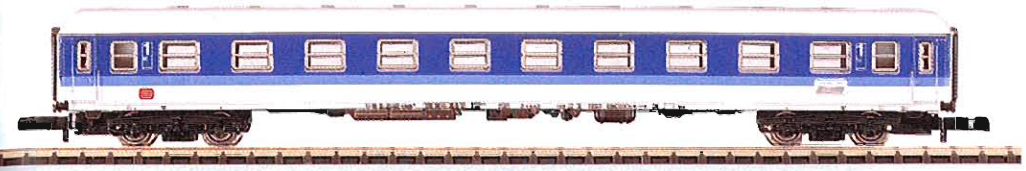
Model: Length over the buffers 120 mm / 4-3/4".

When operated control car first, triple headlights shine.

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

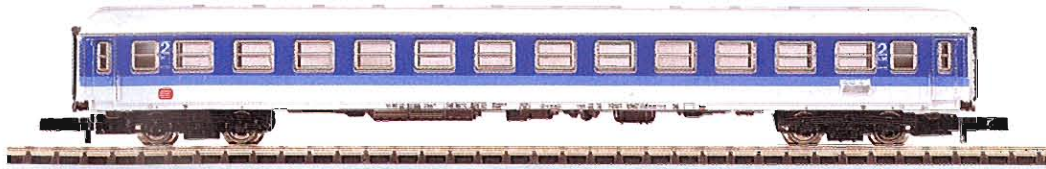
V

8743 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type Aim. 1st class.
Model: Length over the buffers 120 mm / 4-3/4".



V

8744 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type Bim. 2nd class.
Model: Length over the buffers 120 mm / 4-3/4".



V

87751 Express Train Passenger Car Set.
Prototype: 2 different German Railroad, Inc. (DB AG) InterRegio express train passenger cars. 1 type ARbuimz 262 InterRegio express train passenger car, Bistro Café, 1st class. 1 type Bimdzf 269.0 InterRegio cab control car, 2nd class.

Model: The headlights / marker lights on the cab control car are maintenance-free LED's. These models are not available separately. Total length 243 mm / 9-9/16".

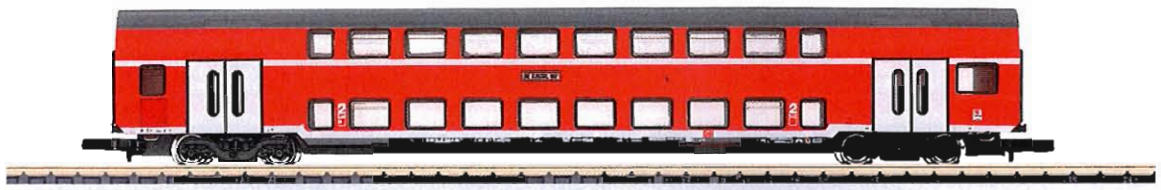
HIGHLIGHTS

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

When operated control car first, triple headlights shine.

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

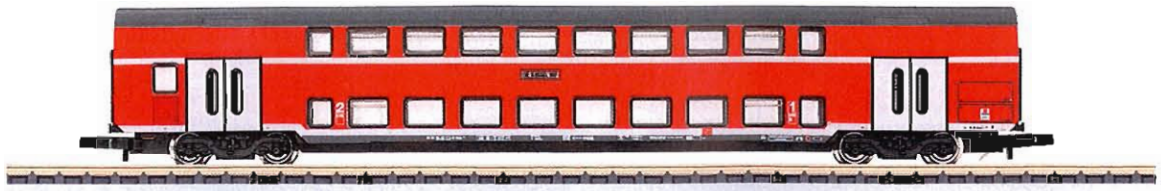
Passenger Cars.



V

87291 Bi-Level Car.
Prototype: German Railroad, Inc. (DB AG) type DBz 751, 2nd class, in the current "traffic red" paint scheme.

Model: The car has destination signs lettered "RegionalExpress Kassel Hbf".
Length over the buffers 122 mm / 4-13/16".



V

87292 Bi-Level Car.
Prototype: German Railroad, Inc. (DB AG) type DABz 756, 1st and 2nd class, in the current "traffic red" paint scheme.

Model: The car has destination signs lettered "RegionalExpress Kassel Hbf".
Length over the buffers 122 mm / 4-13/16".

V

87293 Bi-Level Cab Control Car.
Prototype: German Railroad, Inc. (DB AG) type DBbzf 761, 2nd class, in the current "traffic red" paint scheme.

Model: The headlights / marker lights are maintenance-free LED's. The car has destination signs lettered "RegionalExpress Kassel Hbf".
Length over the buffers 124 mm / 4-7/8".

When operated control car first, triple headlights shine.

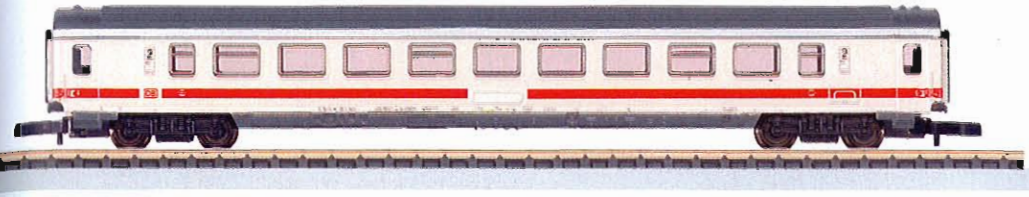
When operated control car last, dual red marker lights shine.

V

87732 Express Train Passenger Car.
Prototype: German Railroad, Inc. (DB AG) type Bpmz 291.2 InterCity open seating car in the current long distance passenger car color scheme, 2nd class.
Model: Length over the buffers 120 mm / 4-3/4".

V

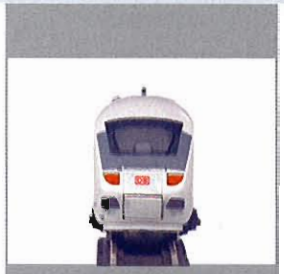
87251 Express Train Passenger Car.
Prototype: German Railroad, Inc. (DB AG) type Apmz 121.2 InterCity open seating car in the current long distance passenger car color scheme, 1st class.
Model: Length over the buffers 120 mm / 4-3/4".



V

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 with BordBistro, 1st class. 1 type Bimdzf 269.2 InterCity cab control car, 2nd class. Both cars come in the current long distance passenger car color scheme.
Model: The head lights / marker lights for the cab control car are maintenance-free LED's. 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.

Freight Cars.

How can you surpass the fascinating appearance of a Z locomotive? – By making up a train with this locomotive and with amazingly prototypical cars. In addition to passenger cars, there are freight cars especially in Z that are hardly missing any working details or lettering in this tiny scale. In this regard, fans of Z model railroading have access to a wide selection of freight cars from all eras:

The palette is very colorful and ranges from tank cars and low side cars with their classic shapes to delicate auto transport cars, crane cars, or special steel plant cars, wine barrel cars, and coal hopper cars.

Naturally, it is fun to make up all kinds of different freight trains. These can be unit trains that consist of the same types of cars, such as coal transport cars, tank cars, or stake cars loaded with wood. Or, colorful mixed freight trains that consist of all kinds of different cars, some without and some with loads. Any freight train becomes and attention getter with the right motive power on the front.

Freight Cars.

I

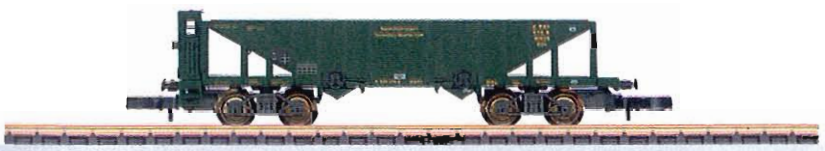
82173 Wine Barrel Car with a Brakeman's Cab.
Prototype: Car privately owned by Robert Metzger & Co., Berlin, Germany. Used in Württemberg.

Model: The car has 3 cylindrical barrels made of real wood.
Length over the buffers 40 mm / 1-9/16".

 I

82391 Coal Hopper Car.
Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) high-capacity hopper car.

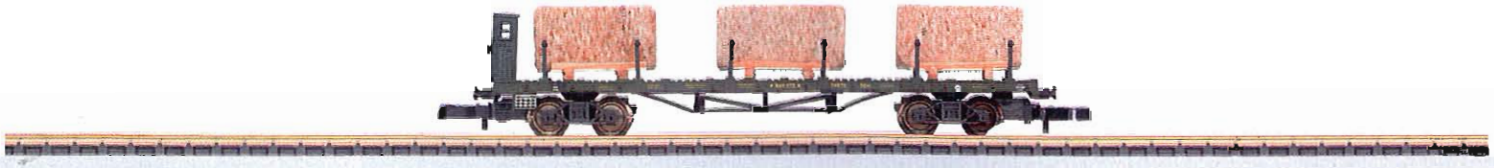
Model: The car comes with separately applied hand wheels. It has a detailed reproduction of archbar style trucks.
Length over the buffers 62 mm / 2-7/16".



 I

82571 Flat Car.
Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) type SSml flat car. Used for transporting rough-hewn sandstone blocks.

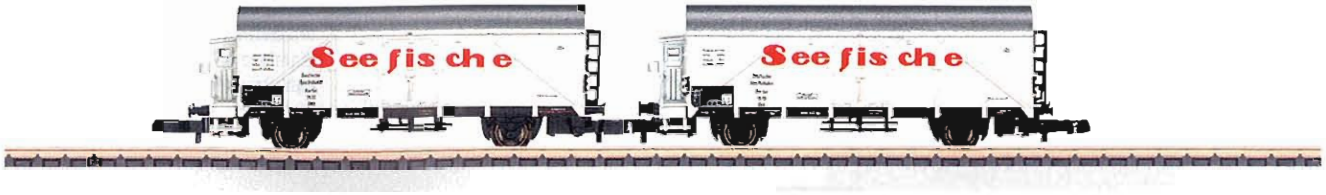
Model: The car floor has free-standing truss rods. It has a detailed reproduction of archbar style trucks. The brakeman's cab is separately applied. Stakes that can be installed on the car are included. The car comes loaded with 3 genuine sandstone blocks on lumber frames.
Length over the buffers 78 mm / 3-1/16".



II

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".



II

82070 Tank Car Set.
Prototype: 2 standard design tank cars with steel brakeman's cabs. The cars are privately owned by Rhenania-Ossag Petroleum Oil Works, Inc., Düsseldorf, Germany. Used on the German State Railroad Company (DRG).

Model: A steel brakeman's cab and catwalk with a ladder are separately applied on both cars. The cars have different car numbers. These models are not available separately.
Total length 115 mm / 4-1/2".

II

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 stacks. 1 flat car loaded with heavy beams stacked pyramid style. The cars have different car numbers. They have a finely detailed reproduction of archbar trucks and truss rods. Stakes that can be installed on the cars are included. These models are not available separately.
Total length 240 mm / 9-7/16".

The 88223 freight locomotive goes well with the 82570 flat car set.

Freight Cars.

III

8609 Freight Train Baggage Car.
Prototype: German Federal Railroad (DB) type Pwg 012.

Model: The car has sliding doors that can be opened.
Length over the buffers 40 mm / 1-9/16".

III

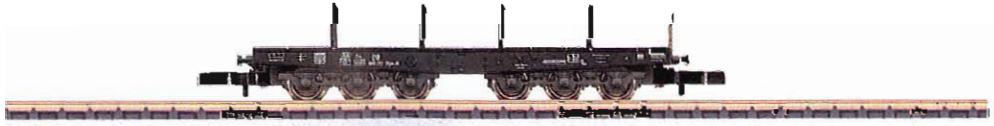
82072 Tank Car.
Prototype: Petroleum oil tank car used on the German Federal Railroad (DB). Four-axle standard design type with a steel brakeman's cab. Privately owned car painted and lettered for the firm MINERA, Mannheim, Germany.

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".

III

82352 Heavy Duty Flat Car.
Prototype: German Federal Railroad (DB) type SSym 46.

Model: Stakes that can be installed on the car are included.
Length over the buffers 60 mm / 2-3/8".



III

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 the buffers 123 mm / 4-3/16".

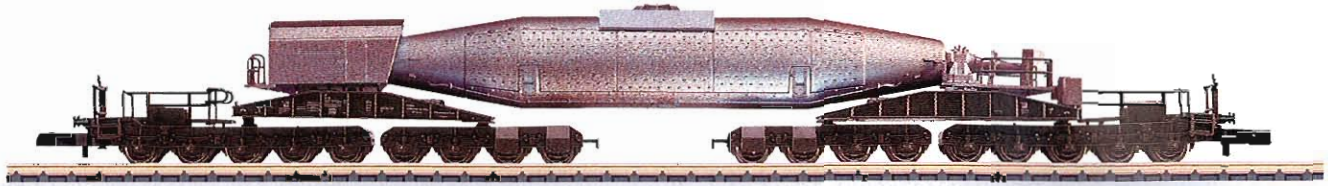
III

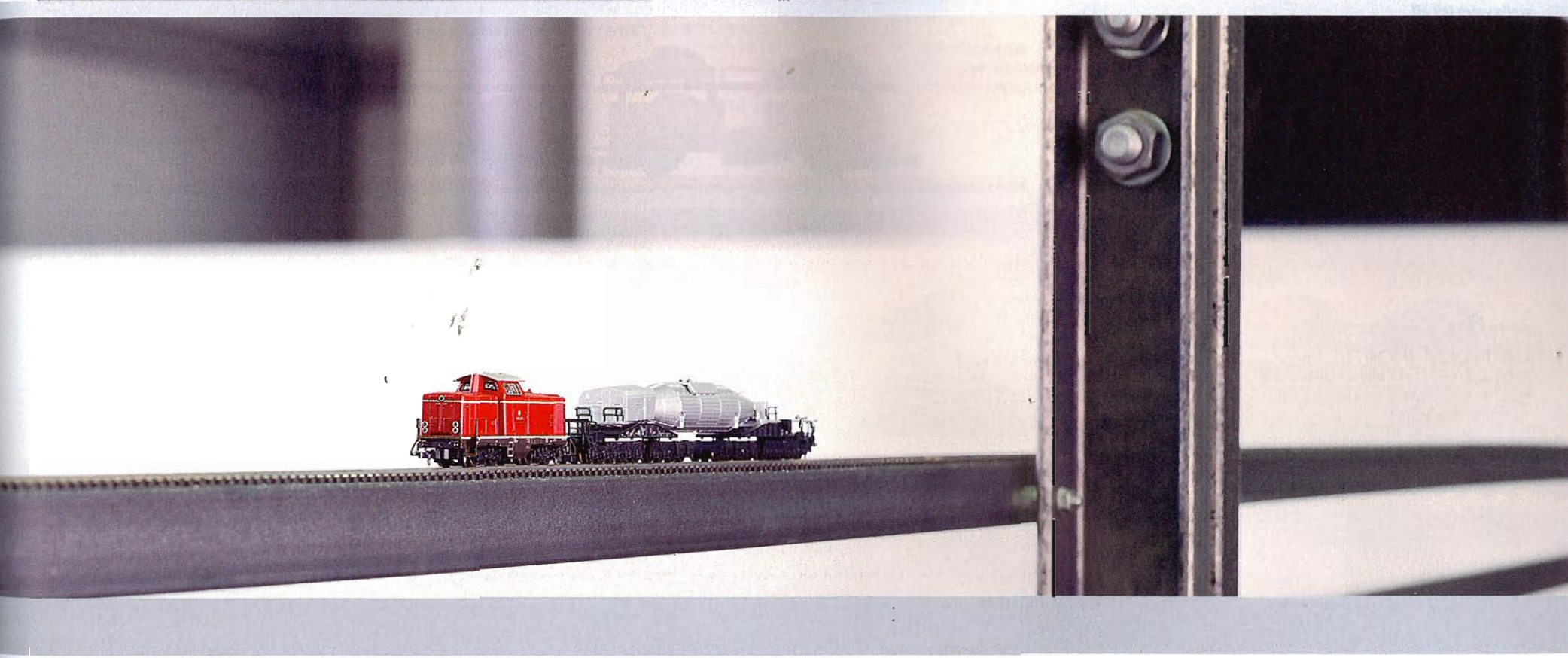
86200 Torpedo Ladle Car.
Prototype: Special car with 18 axles for the transport of molten crude iron. Privately owned car, used on the German Federal Railroad (DB).

Model: The car has 2 main beams made of metal, each beam on a 4-axle and a 5-axle truck. The torpedo is self-supporting with a machinery unit and support mount. Length over the buffers 154 mm / 6-1/16".

HIGHLIGHTS

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



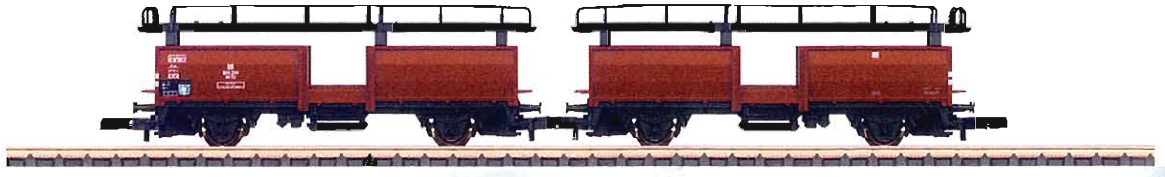


Freight Cars.

III

86222 Auto Transport Car Set.
Prototype: German Federal Railroad (DB) type Off 52 double unit.

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

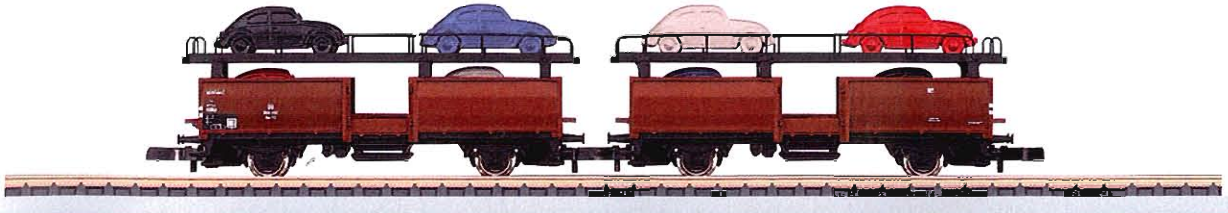


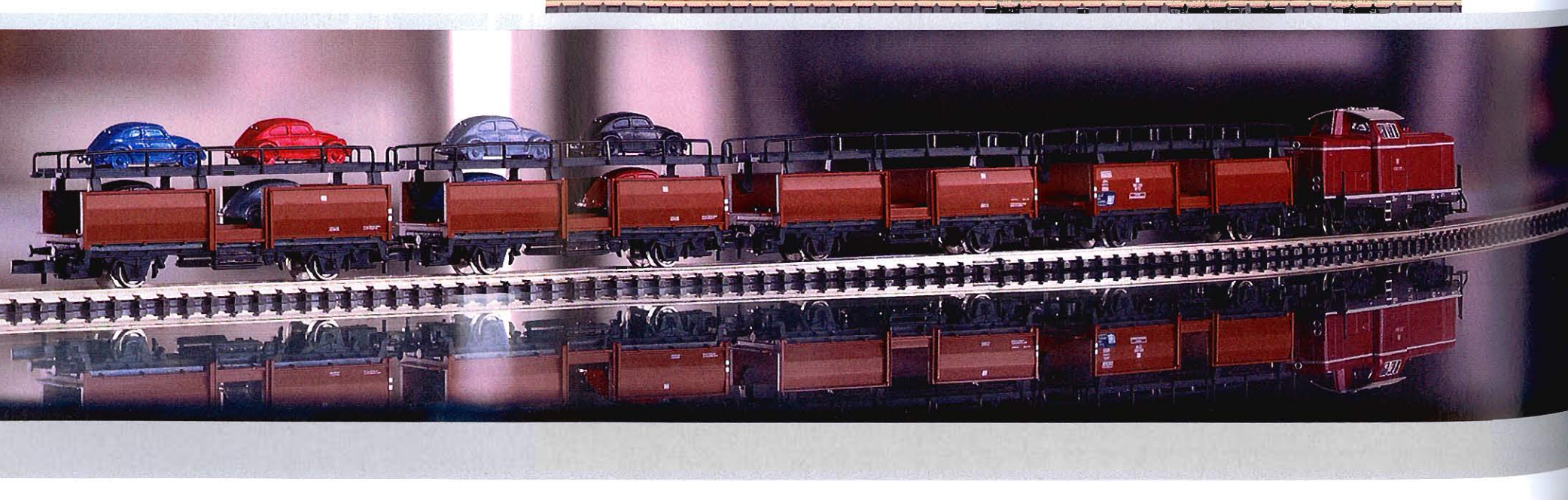
In the 1950s the German Federal Railroad (DB) developed bi-level auto transport cars based on the type E 037 gondolas. Two cars that were permanently coupled together formed a double unit. The side doors and end walls were left off.

III

86221 Auto Transport Car Set.
Prototype: 2 German Federal Railroad (DB) type Laae 540 auto transport cars.

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





IV

8624 Ballast Car.
Prototype: Talbot self-dumping car for maintenance work on the German Federal Railroad (DB).

Model: The unloading hatches on the car can be opened.
Length over the buffers 33 mm / 1-5/16".

IV

8622 Gondola.
Prototype: German Federal Railroad (DB) type E 037.

Model: Length over the buffers 54 mm / 2-1/8".

IV V

8611 Petroleum Oil Tank Car.
Prototype: Privately owne car painted and lettered for German Shell, Inc. Used on the German Federal Railroad (DB)

Model: Length over the buffers 40 mm / 1-9/16".

IV

8610 Low Side Car.
Prototype: German Federal Railroad (DB) type Klms 440.

Model: Length over the buffers 54 mm / 2-1/8".

IV

8630 Hopper Car.
Prototype: German Federal Railroad (DB) type Fals 176.

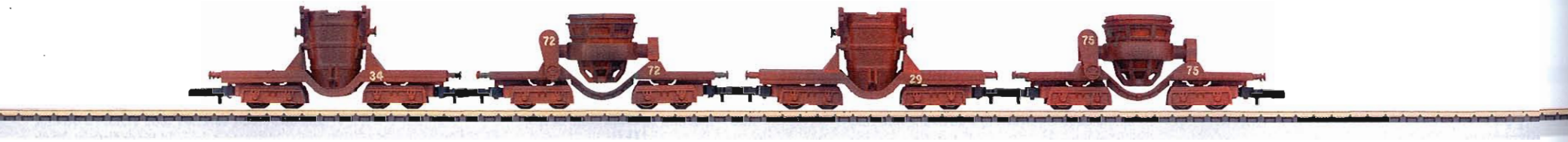
Model: Length over the buffers 53 mm / 2-1/8".

Freight Cars.

IV

86210 Set – 4 Steel Works Cars.
Prototype: Crude iron ladle cars and slag cars. Industrial designs, used at many steel making plants.

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



IV

8657 Crane Car Set.
Prototype: 1 German Federal Railroad (DB) low side car and crane car.

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

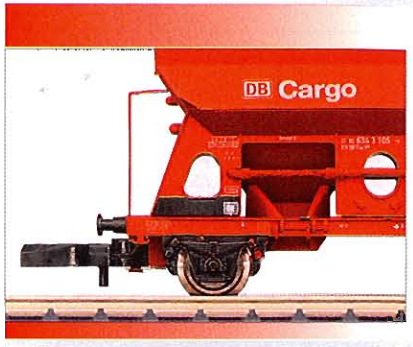
IV V

8226 Stake Car.
Prototype: German Federal Railroad (DB) type Snps 719.

Model: The car comes 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 the buffers 95 mm / 3-3/4".

V

82373 Side Dump Car.
Prototype: German Railroad, Inc. (DB AG) type Fcs 089 in the "traffic red" paint scheme, lettered for "DB Cargo".
Model: The car has separately applied handrails, ladders, and hatch levers.
Length over the buffers 43 mm / 1-11/16".



V

86501 Track Cleaning Car.
Prototype: Type Eaos gondola.
Model: "Jörger System" track cleaning car. This freight car has a special spring-loaded holder on the underside for a special felt pad. A special felt pad is already installed on the car. 2 replacement felt pads are included with the car. The gondola has additional weight.
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.

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".

Freight Cars.

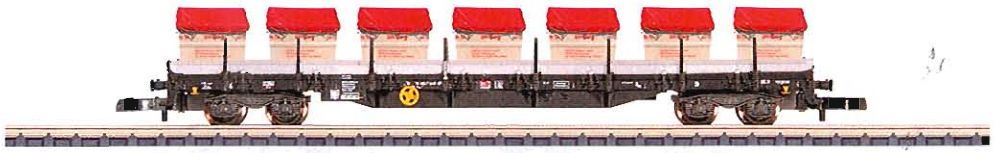
HIGHLIGHTS

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

V

82582 Flat Car.
Prototype: German Railroad, Inc. (DB AG) type Res 687. Equipped with mounts for deposit containers lettered for the firm Firma AWILOG Transport GmbH.

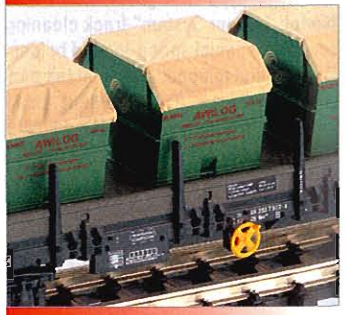
Model: The car body has board walls and mounts for 7 system containers. The containers have tarp covers represented on them. Length over the buffers 90 mm / 3-9/16".



V

82584 Flat Car.
Prototype: Type Res 687, used on the the German Federal Railroad (DB AG). Equipped with mounts for deposit containers. Privately owned car painted and lettered for the firm AWILOG Transport GmbH.

Model: The car body has 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".



IV

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 Amylun, Trancereales 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".

Special Cars.

One of the most famous sculptures in the world is the "David" in Florence, which Michelangelo created 500 years ago. In addition to the original preserved down to this day, there are numerous copies existing in different sizes and materials.

The Strassacker art casting foundry in Süßen near Göppingen was founded in 1919 and is today one of the leading international manufacturers for sculptures and architectural elements of cast bronze.

N III

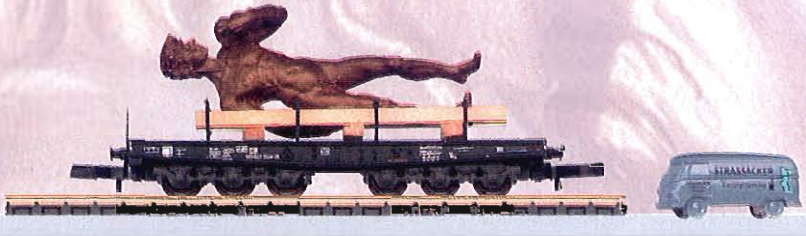
80018 "Strassacker" Z Gauge Museum Car Set for 2007.
Prototype: German Federal Railroad (DB) type SSym 46 heavy duty flat car. VW Transporter delivery truck. Bronze statue based on Michelangelo's "David".

Model: The flat car has stakes that can be installed on it. Length over the buffers 60 mm / 2-3/8". A die-cast metal model of the bronze statue is included as a load in a suitable transport frame. The figure is 40 mm / 1-9/16" high. The truck model is made of metal and is painted and lettered for the "Kunstgiesserei Strassacker Süssen" / "Strassacker Art Casting Foundry – Süssen".
Length 20 mm / 13/16".

One-time series.
Available only at the Märklin World of Adventure in Göppingen.

HIGHLIGHTS

- **Sculpture of "David" cast in metal.**



N IV V

80817 Märklin Magazin Annual Car for 2007.
Prototype: Heavy oil car based on a German Federal Railroad (DB) maintenance tank car.
Model: The car is painted and lettered in the Märklin Magazin design. The car has a separately applied brakeman's platform and a ladder at one end.
Length over the buffers 61 mm / 2-3/8".

One-time series.

Accessories.

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!

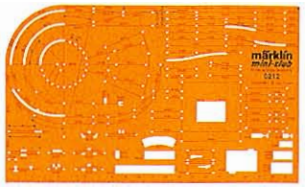
Straight Track / Straight Function Tracks.

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". A manual hand lever is included, or the unit can be remote controlled with the 7272/72720 control box.

8588 Straight Isolating Track.
Length 55 mm / 2-3/16". Terminal clips included. One rail is gapped in the middle.

8589 Straight Circuit Track.
Length 55 mm / 2-3/16". Terminal clips included. A passing train activates the function.

8590 Straight Feeder Track.
Length 110 mm / 4-3/8". Interference suppressor included. 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". The track can be made flexible by cutting the tie strip. Cut rails and tie strip to desired length and install new rail joiners (8954).

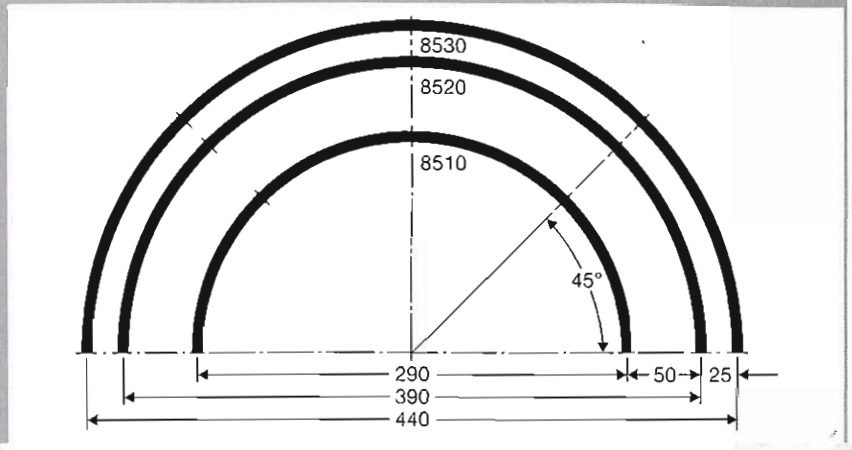
8592 Straight Adjustment Track.
Adjustable in length from 100 to 120 mm / 3-15/16" to 4-3/4" for situations where a standard section will not fit.

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.

The 3 track radii
8510 circle = 8 sections
8520 circle = 8 sections
8530 circle = 8 sections



8510 Curved Track.
Radius 145 mm / 5-3/4".
45°.

8520 Curved Track.
Radius 195 mm / 7-11/16".
45°.

8521 Curved Track.
Radius 195 mm / 7-11/16".
30°.

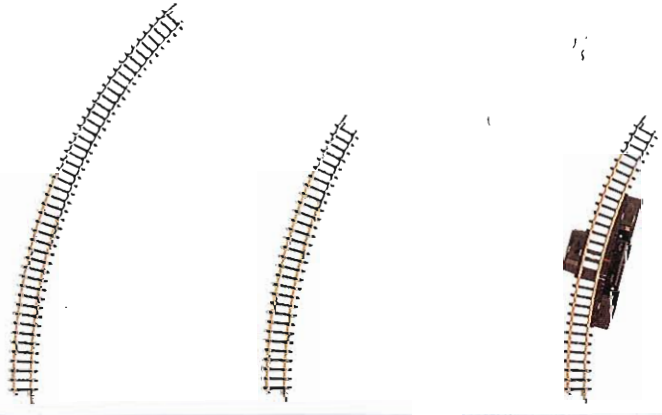
8529 Curved Circuit Track.
Radius 195 mm / 7-11/16".
30°. Terminal clips included. A passing train activates the function.

Radius 145 mm / 5-3/4" **Radius 195 mm / 7-11/16"**

8530 Curved Track.
Radius 220 mm / 8-11/16".
45°.

8531 Curved Track.
Radius 220 mm / 8-11/16".
30°.

8539 Curved Circuit Track.
Radius 220 mm / 8-11/16".
30°. Terminal clips included. A passing train activates the function.



Radius 220 mm / 8-11/16"

Straight Tracks / Turnouts.

8568 L **Electric Left Curved Turnout.**

8569 R **Electric Right Curved Turnout.**
Radius 195 mm / 7-11/16". 30° (same as 8521.)
Main track length 25 mm / 1".

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

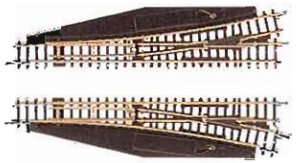
8562 L **Electric Left Turnout.**

8563 R **Electric Right Turnout.**
Length 110 mm / 4-3/8". 13°.
Radius 490 mm / 19-1/4".

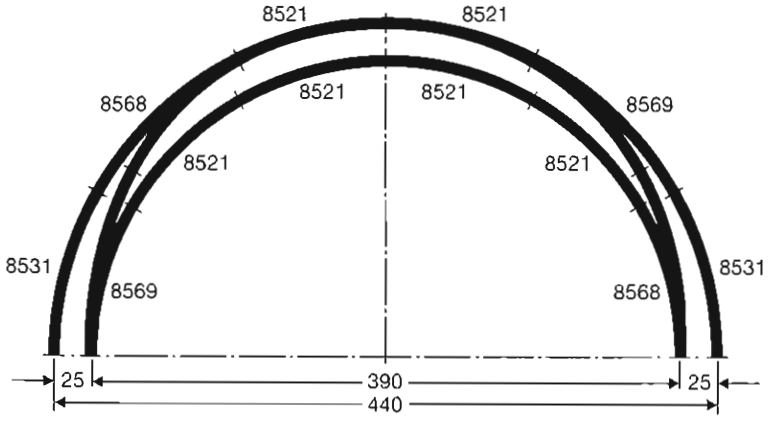
The 8562 left and the 8563 right turnouts have double solénoid mechanisms and manual hand levers. They can be activated with the 7272/72720 control box or with circuit tracks.

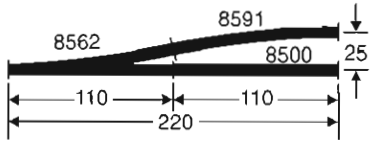
8565 L **Manual Left Turnout.**

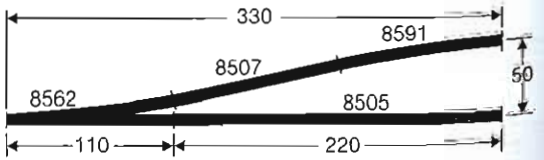
8566 R **Manual Right Turnout.**
Length 110 mm / 4-3/8". 13°.
Radius 490 mm / 19-1/4".



8591 Curved Track.
Complementary curve for turnouts. 13°.
Radius 490 mm / 19-1/4".
Same curve as the branch on the 8562 L, 8563 R, 8565 L and 8566 R turnouts.

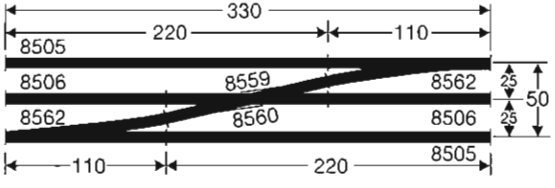






8559 Crossing.
Length 112.8 mm / 4-7/16". 13°.

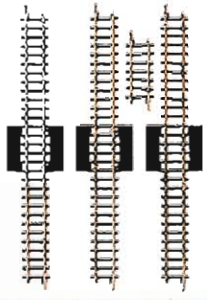
8560 Double Slip Switch.
Length 112.8 mm / 4-7/16". 13°.
Radius 323 mm / 12-3/4".



8931 Track Bumper.
The track bumper has an LED for a lighted lantern. Length 16 mm / 5/8". The track bumper can be screwed to the end of the track. Wood screw included.

8991 Track Bumper.
Length 15 mm / 19/32". The track bumper can be clipped to the rails.

8993 Reverse Loop Set.
Trains can traverse reverse loops in one direction when the reverse loop set tracks are installed in order according to their markings.



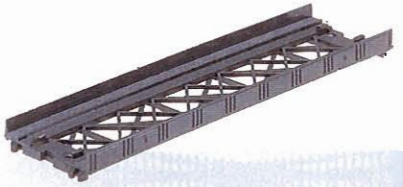
Bridges, Ramps, and Railroad Crossing Gates.

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.

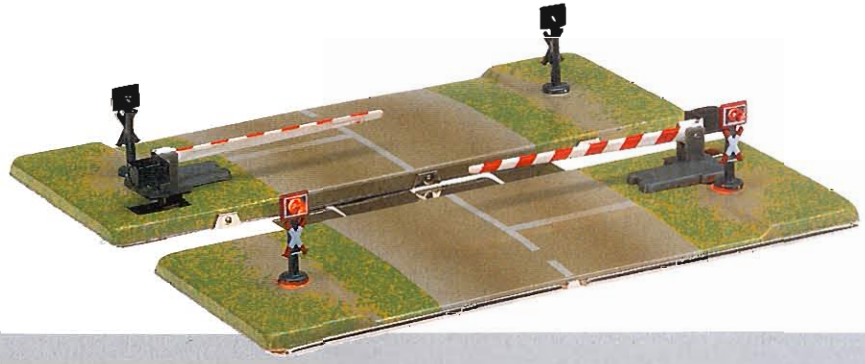
8975 Arched Bridge.
Length 220 mm / 8-13/16".

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.
The 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.

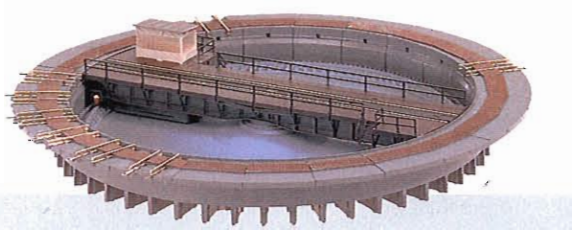
märklin Z

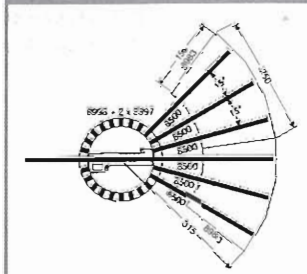
89981 Turntable.
The turntable requires a sunken installation for flush mount on a layout baseboard. It has 8 spoke tracks on the outer edge of the turntable pit. It can be expanded to 24 spoke tracks with the 8997 edge segments that can be snapped onto the turntable pit.

The turntable has extensive detailing and prototypical paintwork. It is operated by remote control using a controller included with it. It has a 5-pole electric motor for a drive mechanism. There is 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 finer feel in operating locomotives onto the turntable and from the turntable to the stall tracks, as well as in the entire railroad maintenance facility area.

External turntable diameter 170 mm / 6-11/16". Deck length 132 mm / 5-3/16". The diameter of the opening required for installation on a baseboard is 145 mm / 5-11/16".
The turntable can be used with the 8983 locomotive shed.



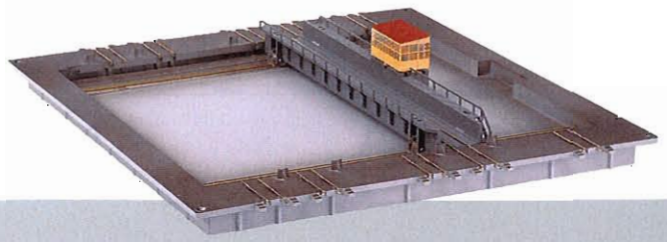


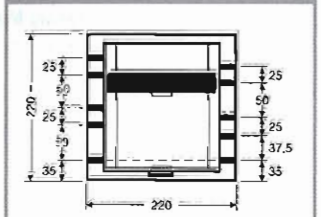
This illustration shows how 2 of the 8983 locomotive sheds can be set up with the 8998 turntable.

8997 Extension Set for the 8998 Turntable.
8 spoke tracks that can be snapped onto the edge of the turntable.
The turntable can be expanded to 24 spoke tracks with 2 extension sets.

89941 Transfer Table.
The transfer table requires a sunken installation for a flush mount on a layout baseboard. It has 2 approach tracks and 8 stall tracks.
A controller is included for remote control of the transfer table deck. There is a 5-pole electric motor for a drive mechanism. The transfer table has automatic shutoff of power to all tracks not lined up and in contact with the deck.

A Z power pack is included for a finer 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".
The transfer table can be used with the 8980 locomotive shed.





8995 Catenary Set for the Transfer Table.
2 catenary gantry masts. 1 no. 8922 wire section with wire soldered to it. 10 short catenary wire sections.

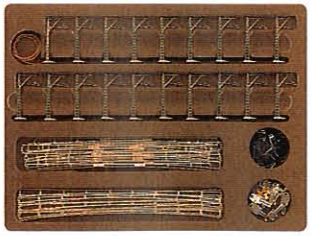
Catenary.

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.

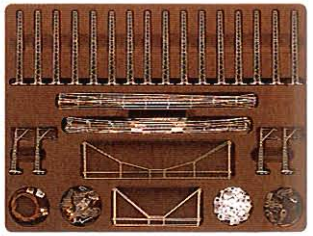
8198 Catenary Set for S + E.
This set contains all of the parts needed to set up catenary on an S + E layout.

Contents: 19 catenary masts, 20 sections of catenary wire, 8 insulators, 6 connecting springs, and instructions.



8199 Catenary Set for T1 + T2 + T3.
This set supplements the 8198 set for T1 to T3.

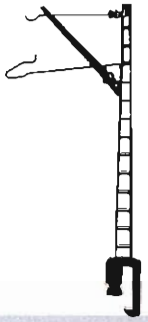
Contents: 4 catenary masts, 16 tower masts, 30 sections of catenary wire, 8 cross spans, 30 catenary wire insulators, 8 insulators, 6 connecting springs, 5 catenary terminal clips, and instructions.



8911 Catenary Mast.
Standard mast with a base plate.
Height 38 mm / 1-1/2".

8912 Feeder Mast.
This mast is for supplying power. It has a base plate and wires.
Height 38 mm / 1-1/2".

8913 Bridge Mast.
This mast can be clipped to the sides of bridges and ramps.
Height 41 mm / 1-5/8".



8914 Tower Mast.
The tower mast has 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. The package contains 8 white and 2 gray insulators. The white insulators connect 2 and the gray connect 3 wire sections together.

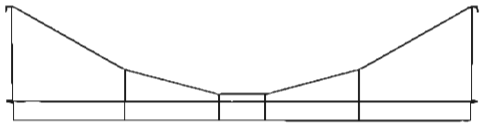
8926 Package of 8 Separater Clips and 6 Connecting Springs.
These parts are used to create separation points in the catenary and are used at branches above turnouts.

8927 Package of Catenary Terminal Clips.
The package contains 2 set screw clips with and 3 without wires. They are for feeding power to catenary or for holding wire sections together over crossings, for example.

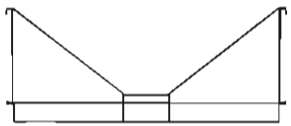
8922 Wire Section.
For straight and curved track.
Length 165 mm / 6-1/2".

8923 Wire Section.
Adjustable in length from 150 to 180 mm / 5-7/8" x 7-1/8".

8924 Cross Span.
For attaching to a tower mast.
A cross span spans 5 tracks.
Span width about 123 mm / 4-7/8".

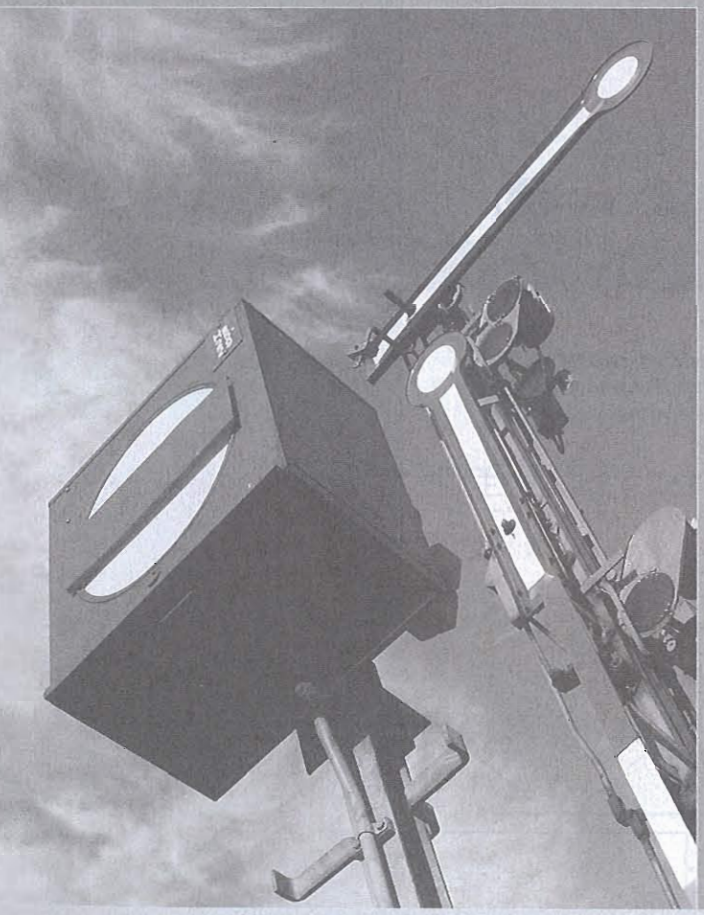


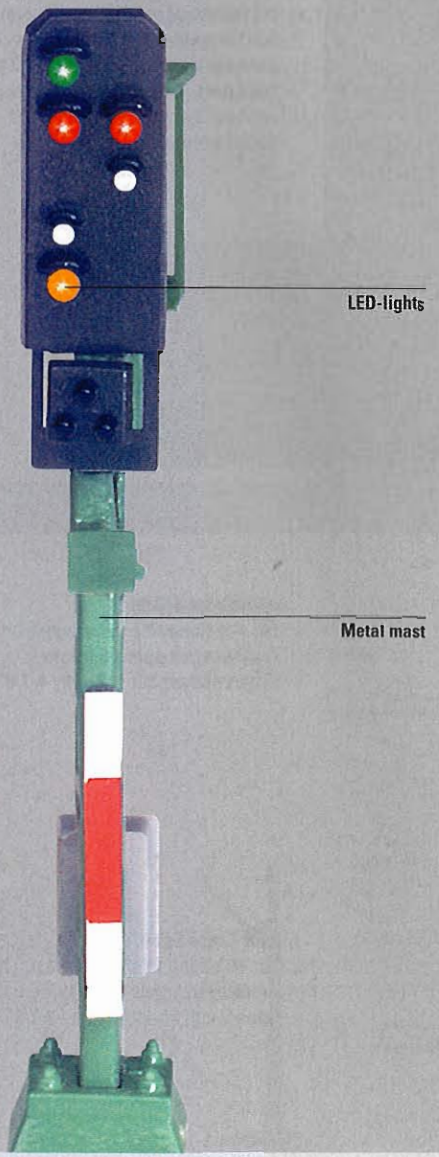
8925 Cross Span.
For attaching to a tower mast. The cross span spans 3 tracks.
Span width about 72 mm / 2-7/8".



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".

89394 Dwarf Color Light Yard / Track Block Signal.
2 aspects "Stop, Movement Prohibited" (Sh0), "Movement Prohibition Lifted" (Sh1). LED lighting.
Height 7 mm / 1/4".

89395 High Mounted Color Light Yard / Track Block Signal.
2 aspects "Stop, Movement Prohbited" (Sh0), "Movement Prohibition Lifted" (Sh1). LED lighting.
Height 7 mm / 1/4".


Vr0
Prepare to Stop


Vr1
Prepare to Proceed


Vr2
Prepare to Proceed Slowly


Sh0
Stop, Movement Prohibited

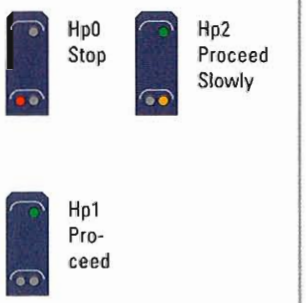

Sh1
Movement Prohibition Lifted


Sh0
Stop, Movement Prohibited

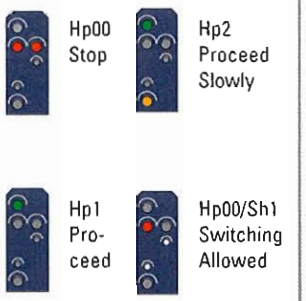

Sh1
Movement Prohibition Lifted

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".

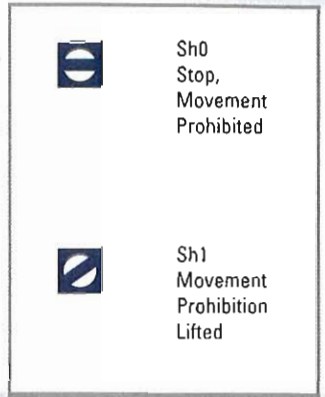


89393 Color Light Exit Signal.
4 aspects "Stop" (Hp0), "Proceed" (Hp1), "Proceed Slowly" (Hp2), and "Train Halt, Switching Allowed" (Hp00/Sh1). LED lighting.
Height 34 mm / 1-5/16".



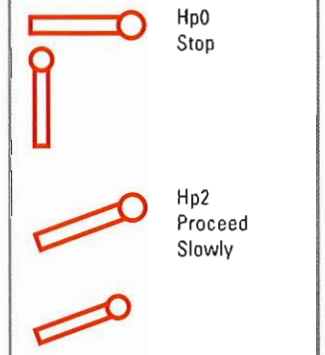
89403 High Mounted Yard / Track Block Signal with Lens.
2 aspects "Stop, Movement Prohibited" (Sh0), "Movement Prohibition Lifted" (Sh1). Movable lens, 1 light bulb, and below-baseboard mechanism permanently attached to the signal.
Height 26 mm / 1".

HIGHLIGHTS
- **Below-Baseboard Mechanism.**
- **Slow Motion Lens Movement.**



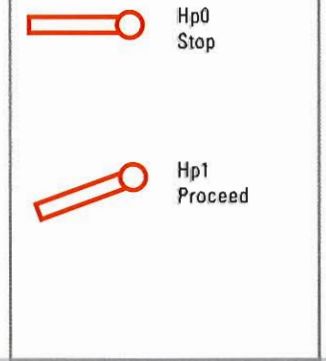
89402 Semaphore Home Signal.
2 aspects "Stop" (Hp0) and "Proceed Slowly" (Hp2). 2 coupled semaphore arms, with LED lighting, and below-baseboard mechanism permanently attached to the signal.
Height 48 mm / 1-7/8". Installation depth 65 mm / 2-9/16", diameter of mounting hole 13 mm / 1/2".

HIGHLIGHTS
- **Below-Baseboard Mechanism.**
- **Slow Motion Semaphore Movement.**



89401 Semaphore Home Signal.
2 aspects "Stop" (Hp0) and "Proceed" (Hp1). Single semaphore arm, with LED lighting, and below-baseboard mechanism permanently attached to the signal.
Height 48 mm / 1-7/8". Installation depth 65 mm / 2-9/16", diameter of mounting hole 13 mm / 1/2".

HIGHLIGHTS
- **Below-Baseboard Mechanism.**
- **Slow Motion Semaphore Movement.**



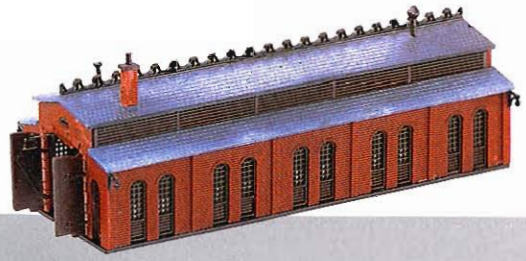
Layout Accessories.

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.

8952 Automobile Set.
4 models: VW Passat, Opel Rekord Caravan, BMW 735i and Mercedes 500 SE.

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.

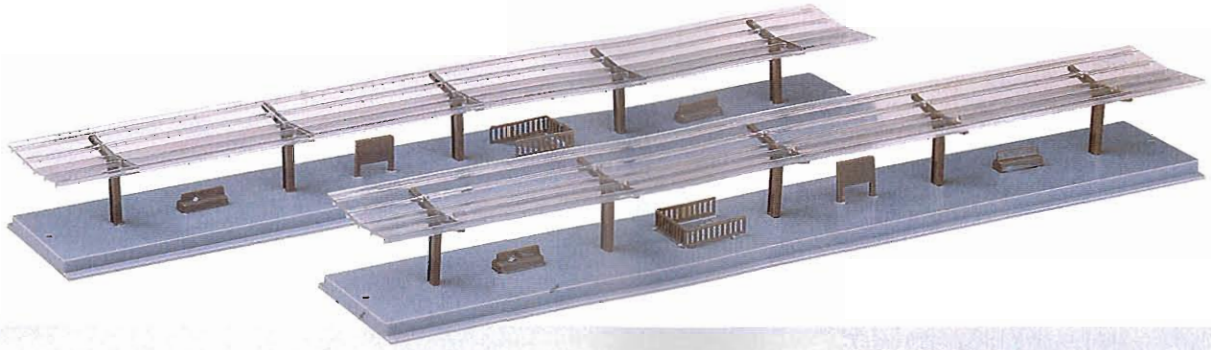
8981 Locomotive Shed Kit.
The doors are operated electro-mechanically. The locomotive shed is equipped for installation of 1 locomotive stall track. 1 special track section included to automatically stop locomotives.
Base dimensions 150 x 50 mm / 5-7/8" x 2".



8983 Roundhouse Locomotive Shed Kit.
The doors are operated electro-mechanically. The locomotive shed is equipped for installation of 3 locomotive stall tracks. 3 special track sections included to automatically stop locomotives.
Base dimensions 150 x 250 mm / 5-7/8" x 9-7/8".
This locomotive shed is for use with the 89981 turntable.

8980 Locomotive Shed Kit.
The doors are operated electro-mechanically. The locomotive shed is 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.
This locomotive shed is for use with the 89941 transfer table.

8961 Station Platform Kit.
2 parts. Total length 440 mm / 17-1/4".
Width 38 mm / 1-1/2".
Height 23 mm / 7/8".

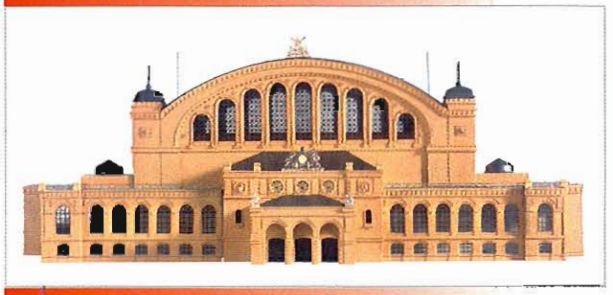


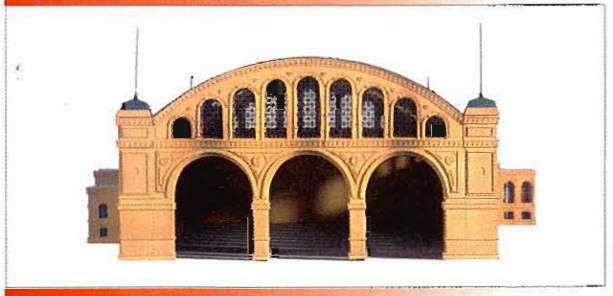
III IV V

89690 High Rise Apartment Kit.
This kit includes the parts for the construction of 2 high rise apartment houses. Each high rise building has a penthouse on the roof. Both of the penthouse parts of the high rise buildings can also be used as a bungalow or as a kiosk.
Base dimensions 86 x 84 mm / 3-3/8" x 3-5/16".
Height 97 mm / 3-13/16".

Layout Accessories.

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.





I II

89200 Building Kit for the 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 included.
Base approximately 87.0 x 46.0 cm / 34" x 18".
Height approximately 18.0 cm / 7".

Layout Accessories.

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.
Height 16 mm / 5/8".

601224 Historic Street Light.
Height 20 mm /13/16".

601225 Light with Wooden Mast.
Height 29 mm / 1-1/8".

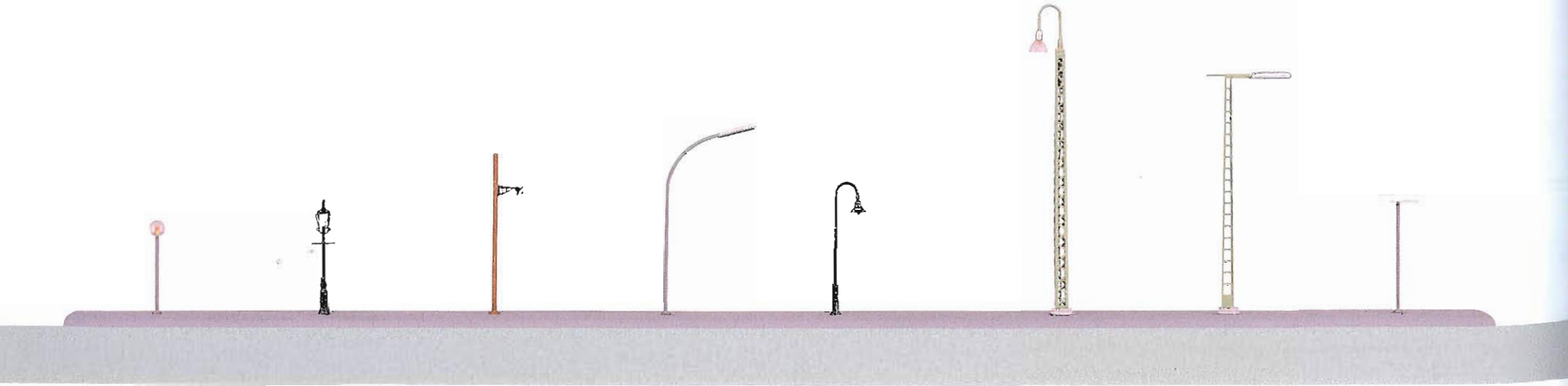
601226 Curved Street Light.
Height 33 mm / 1-5/16".

601227 Goose Neck Light.
Height 23 mm / 7/8".

601229 Station Light on a Tower Mast.
Height 54 mm / 2-1/8".

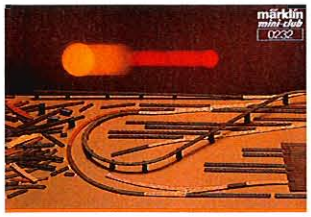
601231 Station Light on a Standard Catenary Mast.
Height 42 mm / 1-5/8".

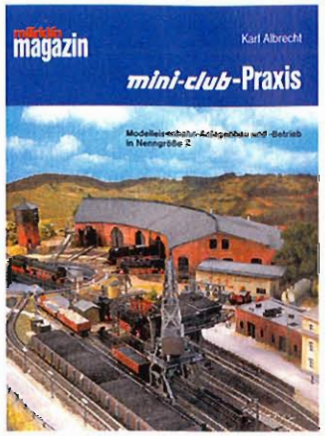
601228 Station Platform Light.
Height 20 mm / 13/16".



Good Advice, Not At All Expensive.

0232 Track Planning Game.
For planning and setting up Z layouts in a scale of 1:2. Enough material is included for a medium size layout. All of the track section pieces are provided with catalog numbers. The track section pieces are 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.

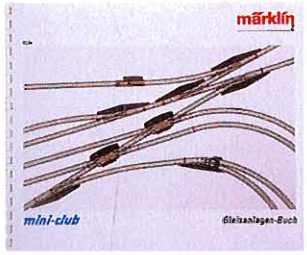




07770 Practical Guide for the Z System and for Building Z Layouts.
Karl Albrecht's extensive practical guide to building and operating Z layouts. The approved "recipe collection" for every Z model railroader. An abundance of expert tips on using the Z system, planning, layout construction, and using accessories. Easy-to-understand, step-by-step instructions are given for design, planning, construction, and operation of one-man and modular layouts. Examples are given of how to set up fully operational small layouts and large, expansive 5-part modular installations. Scale plans of all of the layout elements are shown, and 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 the Märklin Collection Shop.

0296 Track Layout Book.
Illustrated instruction book for setting up track layouts, signals, and catenary, connecting locomotive controllers and solenoid accessories, and building bridges, including tips for building layouts. Available in four languages (German, English, French, Dutch).
Format 22 x 26.4 cm / 8-11/16" x 10-3/8".



N

15677 "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. 15677) German version, (DVD: item no. 15678) international version (English, French, Dutch).

07458 Mythos Modelleisenbahn – Dem Spiel auf der Spur.
(The Model Railroad Legend – Following the Path of Playing.)
The history of the Märklin Company from 1859 to today. This model railroad handbook in a pictorial format shows all of Märklin's familiar and important series and models in a broad overview. The development of track gauges, as well as the train and track technology is presented.
Contents approximately 320 pages.
With more than 600 color photos and illustrations.
Format 26 x 32 cm / 10-1/4" x 12-5/8".
German text only.

Power Packs, Control Boxes.

67011 Z Power Pack 230 volts.
Sensitive speed control for gradual acceleration, consistent slow speed, and powerful increases in speed up to the maximum speed. Single knob operation for adjusting track current (DC power) between 0 and 10 volts and for changing the direction of travel by turning the speed control knob from the center position. Up to 8 VA power is available in the track circuit, 8 VA at 10 volts (AC power) in the accessory circuit. Plastic housing.
Dimensions 85 x 125 x 75 mm / 3-3/8" x 4-15/16" x 2-15/16".

International version:
67271 120 volts.

8945 Universal Relay.
Two single-pole switches and one double-throw switch for various circuits included. This relay can perform a wide variety of tasks automatically (up to 3 functions simultaneously). Operating current 10 volts. Double solenoid mechanism. The relay can be activated with circuit tracks, the 7272/72720 control box, or with the manual hand lever.
Width 30 mm / 1-3/16". Length 70 mm / 2-3/4".
Height 8 mm / 5/16".

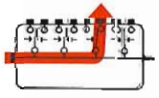
8946 Manual Signal Controller.
Two single-pole switches and one double-throw switch included for controlling the changing lights on the 8939 signal and for track current, for example.
Width 30 mm / 1-3/16". Length 70 mm / 2-3/4".
Height 8 mm / 5/16".

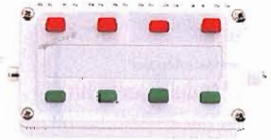
HIGHLIGHTS

- **All of the connections on this control box have the new plugs and sockets.**
- **Plugs to work with this control box are included.**
- **These control boxes work in the same manner as the 7271, 7272, 7273, and 7274 control boxes.**

72720 Control Box.
This control box is 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. The control box comes with 8 sockets on the back and a plug on one end and a socket on the other end. 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)



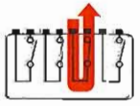


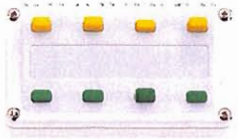
HIGHLIGHTS

- **All of the connections on this control box have the new plugs and sockets.**
- **Plugs to work with this control box are included.**
- **These control boxes work in the same manner as the 7271, 7272, 7273, and 7274 control boxes.**

72730 Control Box.
This control box is 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. 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
(Switch 3 closed)



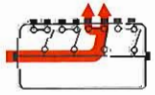


HIGHLIGHTS

- **All of the connections on this control box have the new plugs and sockets.**
- **Plugs to work with this control box are included.**
- **These control boxes work in the same manner as the 7271, 7272, 7273, and 7274 control boxes.**

72740 Control Box.
This control box is 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. The control box comes with 8 sockets on the back and a plug on one end and a socket on the other end. 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.

71422 Yellow Sockets.
A package comes with 10 pieces.

71423 Green Sockets.
A package comes with 10 pieces.

71424 Orange Sockets.
A package comes with 10 pieces.

71425 Red Sockets.
A package comes with 10 pieces.

71426 Gray Sockets.
A package comes with 10 pieces.

71400 Plug and Socket Set.
Contents 100 pieces. 66 plugs and 34 sockets. The quantities of each color are 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'.

7103 Wire.
Single conductor. Yellow.
10 m / 33'.

7101 Wire.
Single conductor. Blue.
10 m / 33'.

7105 Wire.
Single conductor. Red.
10 m / 33'.

7102 Wire.
Single conductor. Brown.
10 m / 33'.

72090 Distribution Strip.
This distribution strip can accept 11 plugs and 1 socket that adhere to the new standard. All 12 connections are electrically connected. A wire with the earlier version plug can also be plugged into this distribution strip.
Size 47 x 26 mm /1-7/8" x 1".

603026 Automatic Wire Stripper.
For stripping insulation from all single conductor wire 0.19 to 6.0 square millimeters / 0.0003 to 0.25 square inches in size. The wire stripper mechanism automatically adjusts itself to the size of the wire. The length of wire insulation to be stripped can be adjusted from 5 to 12 mm / 3/16" to 1/2". A side cutter is built into the wire stripper.

603361 Crimping Pliers.
For mounting 74995 spade connectors securely to wire. Sturdy metal construction with insulated handles. Illustrated instructions included.

8950 Light Socket for Buildings.

8953 Light Insert.
The insert comes with a 10 volt light bulb. It is 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).

71060 Wire.
Dealer package assortment with 10 rolls each of red, brown, blue and yellow wire. Length of each roll 10 meters / 33 feet. Wire cross section 0.75 sq. mm / 0.001 sq. in. Rolls of wire can also be sold separately. The wire in this dealer assortment with its cross section of 0.75 sq. mm / 0.001 sq. in. is recommended for all Märklin layouts.

602100 Light Bulb.
For commuter cars 8718, 87181 and 8782, for the rear of the 8896 locomotive.

262470 Double-Arm Pantograph.
Mounting screw included(785150).
For locomotives 88080, 88081, 88082, 88223, 88501, 88541, 8856, 88575, and 88581.

265370 Single-Arm Pantograph.
Mounting screw included (785150).
For locomotives 88463, 88464, 88536, 88583, and 88584.

209286 Single-Arm Pantograph.
Mounting screw included(785150).
For locomotives 88433, 88481, 88482, 88520, 88523, 88524, 88580, 88670, and 88712.

609582 Double-Arm Pantograph.
Mounting screw included(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.
The 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 (1/16" x 3/8"), size 00. These screws are for mounting track sections (H0) or for mounting bridge sections on bridge pillars (Märklin Z).

89871 Pair of Brushes.
For locomotives 8803, 88035, 88051, 88052, 88641, 8895, 88951, and 88952.

89881 Pair of Brushes.
For locomotives 88021 and 8831.

89891 Pair of Brushes.
For locomotives 81281, 88040, 88062, 88063, 88080, 88081, 88082, 88090, 88091, 88120, 88121, 88181, 8820, 88201, 88223, 88290, 88321, 88410, 88433, 88463, 88464, 88481, 88482, 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, 88881, 88882, 88885, 88886, 88887, 8889, 88893, 8896 and 88991.

Märklin 1 – The Real Size.

In the fall of 1968, Märklin informed its business partners that they should plan on seeing a new 1 Gauge again the following year at the Nürnberg Toy Fair. Märklin enthusiasts immediately started envisioning the most beautiful model railroad dreams, which came true over the course of time. The beginning in 1969 looked rather modest: A three-axle class 80 tank locomotive and a DHG 500 diesel locomotive based on an industrial railroad prototype from the locomotive builder Henschel came rolling in. The really new thing was that these locomotives ran on track without a third rail. The track came with a weather-resistant plastic tie strip. In 1978, a new path was then chosen. Märklin had decided to develop a full fledged model railroad system in 1 Gauge. The first model attracted a lot of attention: The P 8, together with three-axle Prussian design compartment cars, made it clear the direction the company was taking. Models of famous prototype locomotives appeared step by step, sometimes at rather long intervals. Märklin produced a marvelous Crocodile, the V 200, the E 44, and many other locomotives that captured a large group of fans. The class 44 expanded the assortment for heavy freight service.

Since 2007 there has been a really gigantic locomotive that is new in the 1 Gauge program: a Mallet. The former Bavarian Gt 2 x 4/4 from the production run of 1913, later designated as the class 96. This completely new development has many subassemblies made of metal and will thrill you with a sound effects circuit that conjures up a real steam locomotive atmosphere on a layout. This model is reserved exclusively for the members of the Insider Club.

The "Lange Heinrich / Long Henry" for the current 1 Gauge program must be mentioned. Many thousands of tons of ore were transported by it in its time on the Ems area route to the Ruhr area. Combined with the class 44, an impressive train 4.44 meters / 14 feet 6/13/16 inches in length can be made up with ten ore cars – each car individually lettered and weathered. Unit trains consisting of up to fifty cars in the prototype weighed 4,000 metric tons and were pulled by impressive pairs of locomotives. These trains will stir the blood of every model railroader.

The live steamers have also been getting their money's worth in recent several years. After the 18.4, the class 44 is also building up steam now. The Jumbo is equipped with a real steam boiler. Working cylinders and prototypical side rods and drive rods provide the propulsion. Thanks to radio remote control, this locomotive can be controlled with a fine touch so that it can be run on outdoor layouts just like the prototype. It is not for nothing that many model railroad historians call 1 Gauge the "Royal Class" among the different scales. A look at a powerful class 44 live steam locomotive at work will show the truth of this statement.

Model Size 1
Gauge 45 mm / 1-3/4"
Scale 1:32

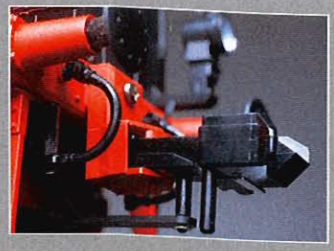

96 001

1 Gauge Features.

märklin

Metal to hold onto

Scale for detailing



Functions for large-scale operation

High-tech on board: Digital and electronics

A shining example in the model

The 1 Gauge locomotives and powered rail cars from Märklin have always been special products. Because models in 1:32 scale offer all sorts of advantages: Many details that cannot be represented in other, smaller scales or that can only be indicated find an appropriate grandeur in this scale. A steel steam colossus made of metal that perhaps adorns a glass display case in a study constantly delights its owner during his breaks from work. Purists will fancy what is probably the oldest form of propulsion for toy locomotives: real steam!

Model railroaders wanting to run locomotives of this type such as the wonderful class 44 should indulge in this hobby only outdoors of course. In the past, alcohol was the fuel to provide the necessary pressure in the boiler; today it is liquid gas. And the cumbersome control by hand gave way to a splendid form of remote control: wireless and with the guarantee of a really unique experience running a locomotive. In this way all of the senses get their money's worth, because what is more beautiful than breathing in the smell of steam and oil together with the experience of running large locomotives?

As a rule, our 1 Gauge locomotives have a digital decoder concealed inside along with the factory-installed high-efficiency propulsion system. Playing with the many auxiliary functions becomes particularly varied, and these functions can be called up thanks to the built-in decoder. The built-in sound effects circuit provides the right mood on the rails above all for the steam locomotives. During this process, the reproduction of the locomotive operating sounds is synchronized with the particular speed of the locomotive.

The acceleration and braking delay are particularly simple to control with Märklin Systems Thanks to the digital Telex couplers on several of the locomotives, uncoupling the locomotive from the cars is possible at any point on the layout. Here the class V 60 diesel hydraulic switch engine is particularly good for this.

Working catenary is of course available for real catenary operation. Together with signals, many decorative elements and a rich assortment of passenger and freight cars, this rounds out the Märklin 1 Gauge assortment.

Starter Sets.

The first 1 Gauge model railroad usually gets set up on the carpet in your living room. A locomotive, a couple of cars, and some track can be found on the birthday table or under the Christmas tree. Sometimes they have been bought individually, but it is more practical and the price is better to buy one of the starter sets. They come with everything you need to get started in this new passion. New locomotives and cars are soon added as well as more track. At some point the space in the living room is no longer enough or it becomes too difficult to set up and take down a large layout on a regular basis.

The time has now come to build a permanent layout, and you can use all of the Märklin 1 Gauge items bought either individually or in sets on this layout with no problem at all.

Regardless of whether it's in a hobby room, in your summer room or "Florida room", or in the hall, a compact, operating layout or an extensive rail line can be set up in a reasonable amount of space and can be combined intelligently with the day-to-day use of these areas in your home. The ease of control with Märklin Systems gives you all of the functions without time-consuming installation; the fun of running locomotives and operating trains comes up to the forefront.

After you are through running your valuable trains, they are brought together in an appropriate place in your home where they can be on display to fascinate your guests. Such a model railroad in this royal size can be considered today as a status symbol.

Digital Starter Set.

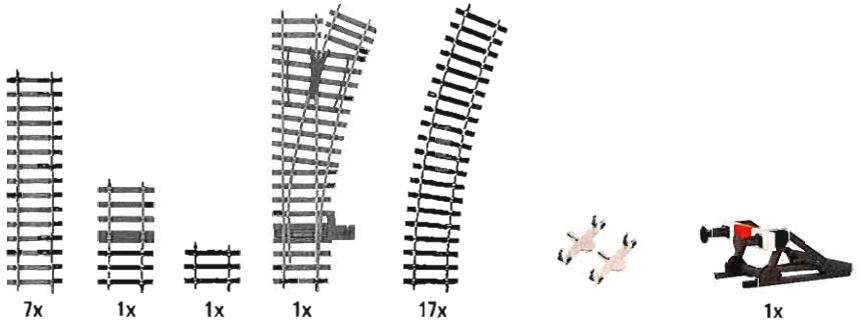
55036 "Freight Train" Digital Starter Set.
Prototype: German Federal Railroad (DB) branch line freight train: class 91.3 tank locomotive, type X 05 low side car, type Omm 55 gondola, type Gmms 44 boxcar.
Model: The locomotive has a body and frame constructed mostly of metal. It has an mfx digital decoder mfx with controlled high-efficiency propulsion, a smoke generator, a Telex coupler on the rear, and a sound effects generator. The locomotive can be run with AC power, DC power, Märklin Delta, Märklin Digital, or Märklin Systems. 3 axles powered. 2 traction tires. The headlights are LED's and change over with the direction of travel. The headlights and the smoke generator will work in conventional operation and with Märklin Delta, and can be controlled digitally. The Telex coupler, steam locomotive operating sounds, and a locomotive whistle sound can be controlled with a 6021 Control Unit or Märklin Systems. Additional operating sounds as well as the acceleration and braking delay can be controlled with Märklin Systems.
Locomotive length over the buffers 33.5 cm / 13-3/16".
The boxcar has sliding doors that can be opened.
Total length of the cars 90.0 cm / 35-7/16".

Contents: 7 no. 5903 straight track, 1 no. 5916 and 1 no. 5917 straight track. 17 no. 5935 curved track, one no. 5977 right turnout (without the additional adjustment section) as well as 1 track bumper. 60 VA transformer. Mobile Station digital controller. Hardware for electrical connections and track clips. Required space for the track layout is about 310 x 240 cm / 123" x 95".

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Smoke generator		x	x	x
Steam locomotive operating sounds		x	x	x
Locomotive whistle[1]		x	x	x
Telex coupler on the rear		x	x	x
Sound of squealing brakes off			x	x
Sound of coal being shoveled			x	x
Bell			x	x
Direct control			x	x

HIGHLIGHTS

- **Complete basic set: train, track, and modern controls.**
- **Locomotive with high-efficiency propulsion, remote controlled coupler, and real steam locomotive sounds.**
- **Many digital functions with Märklin Systems and the Mobile Station.**


7x
1x
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märklin
Mit
55036


310 x 240 cm
123" x 95"
55036


DB
461020X05
91 632

Digital Mega Starter Set.

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Air pump / compressor		x	x	x
Diesel locomotive operating sounds		x	x	x
Horn		x	x	x
Direct control		x	x	x
Whistle for switching maneuver			x	x
Letting off steam / air			x	x
Operating sounds			x	x
Sound of squealing brakes off			x	x

N mfx III

55037 Digital Mega Starter Set, 230 Volts, with 2 Trains. Passenger Train and Freight Train with a Large Track Layout, Transformer, and a Central Station.

Prototype: German Federal Railroad (DB) class V 60 diesel switch engine and German Federal Railroad (DB) class 78 tank locomotive. Commuter train consisting of 2 type B3yg 761 and AB3yg 756 rebuild cars. Freight train consisting of 1 type OOtz 50 hopper car and 1 type Omm 53 gondola.

Model: Both locomotives come with mfx digital decoders, controlled high-efficiency propulsion, and a sound effects generator. They can be operated with AC power, DC power, Märklin Digital, Märklin Delta, or Märklin Systems.

The diesel locomotive has a body and frame constructed mostly of metal. 3 axles and a jackshaft powered. 2 traction tires. The headlights will work in conventional operation and can be controlled digitally. The diesel motor sound effects, air compressor sounds, a horn sound, as well as the acceleration and braking delay can be controlled digitally. Additional operating sounds can be controlled with Märklin Systems. The engineer's cab has interior details, and the doors can be opened. The locomotive has separately applied metal grab irons. Minimum radius for operation 600 mm / 23-5/8". Length over the buffers 32.5 cm / 12-13/16".

The steam locomotive has a heavy metal frame and detailed boiler. The built-in smoke generator and headlights will work in conventional operation and can be controlled digitally. The steam locomotive operating sounds, the locomotive whistle sound, as well as the acceleration and braking delay can be controlled digitally. Additional operating sounds can be controlled with Märklin Systems. The locomotive has sprung buffers. Minimum radius for operation 1,020 mm / 40-3/16".

Length over the buffers 46.5 cm / 18-5/16".

The passenger cars both have a 3-axle frame, and the outer axles are controlled by the center wheel set. The cars have doors that can be opened. They have imitation rubber diaphragms at the ends of the cars and roll-down barriers that can be opened and closed. The compartments and restroom have detailed interiors.

Length over the buffers for each car 41.6 cm / 16-3/8".

The four-axle hopper car has side hatches that can be opened and closed. It has a brakeman's platform at both ends.

Length over the buffers 37.0 cm / 14-9/16".

The 2-axle high side gondola has a standard frame with truss rods. Length over the buffers 31.5 cm / 12-3/8".

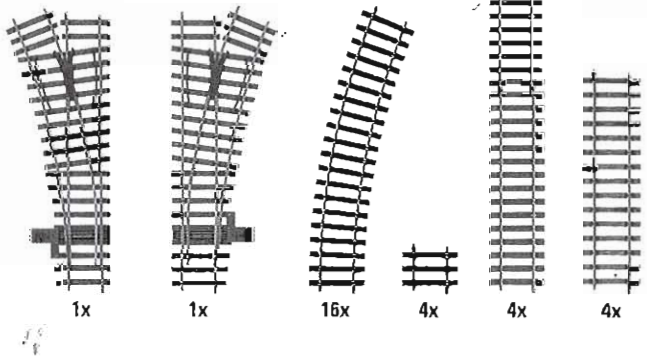
Contents: 4 each no. 59033, no. 5903, and no. 5916 straight track. 16 no. 5935 curved track as well as 1 pair of no. 5976 and 5977 turnouts (without the additional adjustment section). 60 VA transformer. Märklin Systems Central Station digital controller. Hardware for electrical connections, track clips, and extensive instructions are included.

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Smoke generator		x	x	x
Steam locomotive operating sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Sound of coal being shoveled			x	x
Bell			x	x
Letting off steam / air			x	x
Sound of squealing brakes off			x	x
Operating Sounds 1				x
Letting off steam / air				x
Sound of the grate being emptied				x
Operating Sounds 2				x

55037

HIGHLIGHTS

- Getting started with 2 trains on a large digital model railroad.
- High-tech Central Station digital controller for all functions and expansion.
- Both locomotives come with high-efficiency propulsion and full sound features.



Locomotives.

The locomotive program has become richer for all 1 Gauge fans by the addition of several famous items from railroad history:
The model of the heavy class 044 freight locomotive, authentically weathered to look like the legendary ore train operations as "Langer Heinrich / Long Henry" on the Ems area route. It shows real Märklin hand work and will impress you with its detailed construction, many operating functions, and extensive light and sound functions.

For all Era II fans the model of the class 96, developed in real life to pull heavy trains on steep grades in what the Germans called "Rampendienst / Ramp Service". This locomotive has several subassemblies made of metal and will thrill you with its digital high-efficiency propulsion powering all its axles, a sound effects circuit with detailed steam locomotive sound, and a built-in smoke generator.

No less attractive is the class 144 (former class E 44) as a current 1 Gauge model. This general-purpose locomotive was used well into the Eighties and shines as a model with its mostly metal construction, remote-controlled Telex couplers, and realistic sound functions.

The absolute highlight and king in the current program is the powerful class 44 in a live steam version.
It will captivate you with its appearance as a total work of art with a real steam boiler, working cylinders, and prototypical drive rods and side rods. The locomotive is controlled with a radio remote controller and places no limits on the operating enjoyment; pure operating fun is guaranteed.

Experience the total beauty of model railroading – with the royal class from Märklin, 1 Gauge in a scale of 1:32.

Insider Model for 2007.

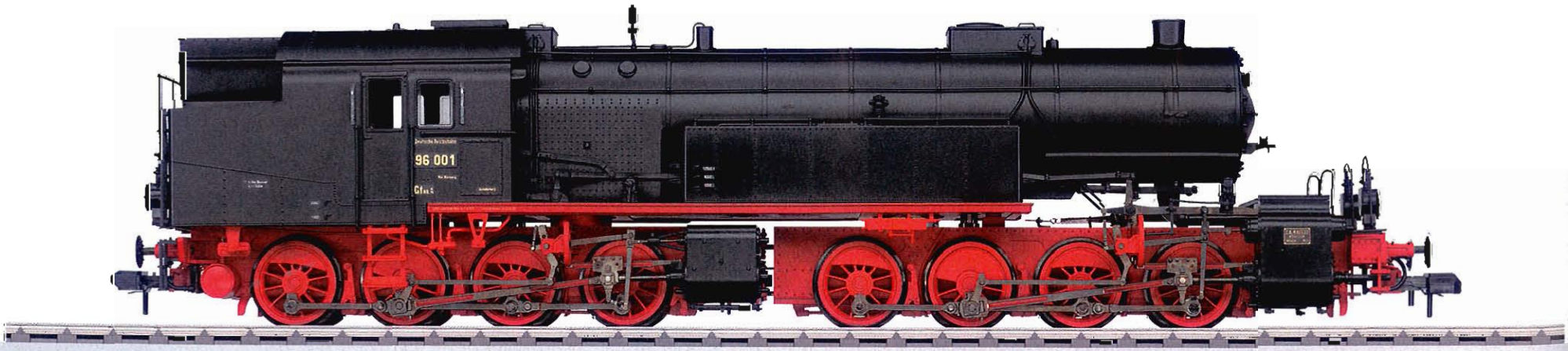
55961 Heavy Tank Locomotive.
Prototype: German State Railroad Company (DRG) class 96 steam freight locomotive. Mallet design with articulated running gear as well as high and low pressure cylinders. Former Bavarian class Gt 2 x 4/4, first production run from 1913.
Model: The body and frame are constructed mostly of metal. Different, separately applied parts are made of high quality materials. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator with many functions. The locomotive can be run with AC power, DC power, Märklin Digital, and Märklin Systems. 8 axles in both groups of driving wheels powered. The locomotive has a built-in smoke generator. The dual headlights change over with the direction of travel, and they and the smoke generator will work in conventional operation and can be controlled digitally. The steam locomotive operating sounds, the locomotive whistle sound, as well as the acceleration and braking delay can be controlled digitally with a 6021 Control Unit or Märklin Systems. The sounds of brakes squealing, and other steam locomotive operating sounds can be controlled with Märklin Systems: the sound of coal being shoveled and the sound of steam being let off. Still more sound effects can be controlled with the Central Station: injectors, compressed air, the grate being shaken, as well as the sound of the locomotive being coupled to a train, with the attendant sound of the buffers striking each other. The standard coupler can be replaced by a prototype coupler included with the locomotive. Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers 54.8 cm / 21-9/16".

The 55961 locomotive is being produced in 2007 in a one-time series only for Insider members.

HIGHLIGHTS

- **Completely new tooling.**
- **Metal frame, boiler and other subassemblies.**
- **Digital high-efficiency propulsion on all axles.**
- **Sound effects circuit with detailed steam locomotive sound.**
- **Built-in smoke generator.**

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Smoke generator		x	x	x
Operating Sounds 1		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Sound of coal being shoveled			x	x
Sound of coal being shoveled			x	x
Air pump / compressor			x	x
Operating Sounds 1			x	x
Operating Sounds 2				x
Sound of the grate being emptied				x
Operating Sounds 3				x



There Once Was a Class 96 ...

Three steeply graded routes with grade of 2 to 2.5 percent forced the Bavarian State Railways to purchase extraordinarily powerful steam locomotives at the start of the twentieth century. The boiler had to be made rather large due to the required power output; the axle loads could not exceed 15 metric tons, however. The total mass of around 120 metric tons had to be distributed over eight wheel sets. The Munich locomotive builder J. A. Maffei finished the first of the new Bavarian class Gt 2x4/4 in November of 1913. This locomotive had the road number 5751. In the Twenties, it was given the designation 96 001. This locomotive was equipped with a group of driving wheels with high pressure cylinders and a group of driving wheels with low pressure cylinders, and it produced up to 1,300 horsepower. On a 2 percent grade it was able to haul a train of 800 metric tons at a speed of 20 km/h / 13 mph. A Gt 2x4/4 replaced up to three of the pusher locomotives in use up to then. In 1913 and 1914, Maffei delivered 15 locomotives with the road numbers 5751 to 5765. In 1922, another ten improved locomotives followed with the 5766 to 5775. They appeared in the German State Railroad's numbering scheme as 96 001 to 96 025. These locomotives were always used in service on steep grades. The last 16 units of the class 96 in existence in West Germany were retired in October of 1948 in the Nürnberg District. Two were still in use up to 1949/50 at the Stendal maintenance center.

Steam Locomotive.

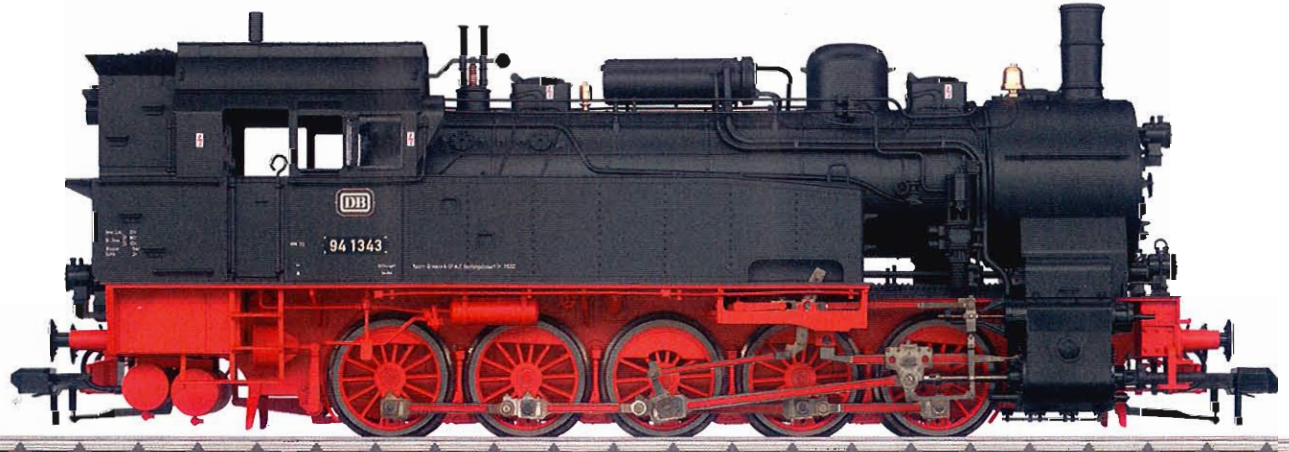
55941 Tank Locomotive.
Prototype: German Federal Railroad (DB) class 94.5. Former Prussian T 16.1. Version with older design boiler and sand dome positioned towards the front as well as pre-heater on the top of the boiler. Riveted water tanks.
Model: The locomotive frame and body are chiefly made of metal. The locomotive comes with an mfx decoder, controlled high-efficiency propulsion, and a sound generator with many functions. The locomotive can be operated with AC power, DC power, Märklin Digital, and Märklin Systems. 5 axles powered, 2 traction tires. The locomotive has a built-in smoke generator. The triple headlights change over with the direction of power. The headlights and the smoke generator will work in conventional operation and can be controlled digitally. The steam locomotive sounds, locomotive whistle, and Telex uncoupler function can be controlled with a Control Unit or Märklin Systems. Additional functions such as turning off the sound of squealing brakes, switching locomotive radio "chatter", the locomotive's bell as well as direct control (acceleration / braking delay) can be controlled with Märklin Systems. In addition, the sounds of injectors for boiler water, steam being released, the firebox grate being shaken, the sound of coal being shoveled, generator sounds, the sound of escaping compressed air, and the sound of couplers engaging can be activated with the Central Station. The locomotive has many separately applied details. The locomotive has Telex couplers at both ends. Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers 39.5 cm / 15-9/16".

The sound effects generator is specifically made for this locomotive and enables you to activate the following special operating and surrounding sound effects:
Switching operations cab chatter (with Märklin Systems) as well as the injector for boiler water, generator sounds, compressed air leaking, and the sound of couplers engaging (with the Central Station).

HIGHLIGHTS

- **New Tooling.**
- **Controlled high-efficiency propulsion.**
- **mfx decoder included.**
- **Multiple function sound effects circuit included.**

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Smoke generator		x	x	x
Steam locomotive operating sounds		x	x	x
Locomotive whistle		x	x	x
Telex coupler(s)		x	x	x
Sound of squealing brakes off			x	x
Surrounding Sounds 1			x	x
Bell			x	x
Direct control			x	x
Operating Sounds 1				x
Letting off steam / air				x
Sound of the grate being emptied				x
Sound of coal being shoveled				x
Operating Sounds 2				x
Operating Sounds 3				x
Surrounding Sounds 2				x



Sumptuous Motive Power.

Approximately 1,236 units of the class 94.5 tank locomotive were built from 1914 to 1924, and they were originally placed into service as the Prussian T16.1. During the provincial railroad and German State Railroad periods they were the most powerful locomotives for steep grades and switching work where the maximum axle load was 17 metric tons. These units were also the most suitable motive power for branch lines. The T 16/1 turned out to be extremely multi-faceted, trouble-free locomotives almost immediately after being placed into service. In addition, the single-frame design with two-cylinder running gear required less maintenance expense than somewhat complicated Mallet designs.

The DRG certainly thought about a new standard design locomotive in this class as a replacement for the T16, but the war stopped this planning approach. Later the DB developed the class 82 from this concept within the framework of the new postwar program of locomotive types. These units were not able however to establish themselves as expected. By contrast, the last T16 survived their successors by many years. Several units have remained preserved as museum pieces. In addition to the locomotives placed into service by Prussia, there were also numerous, different provincial railroad designs of the T16.

Freight Locomotive with Real Live Steam Operation.

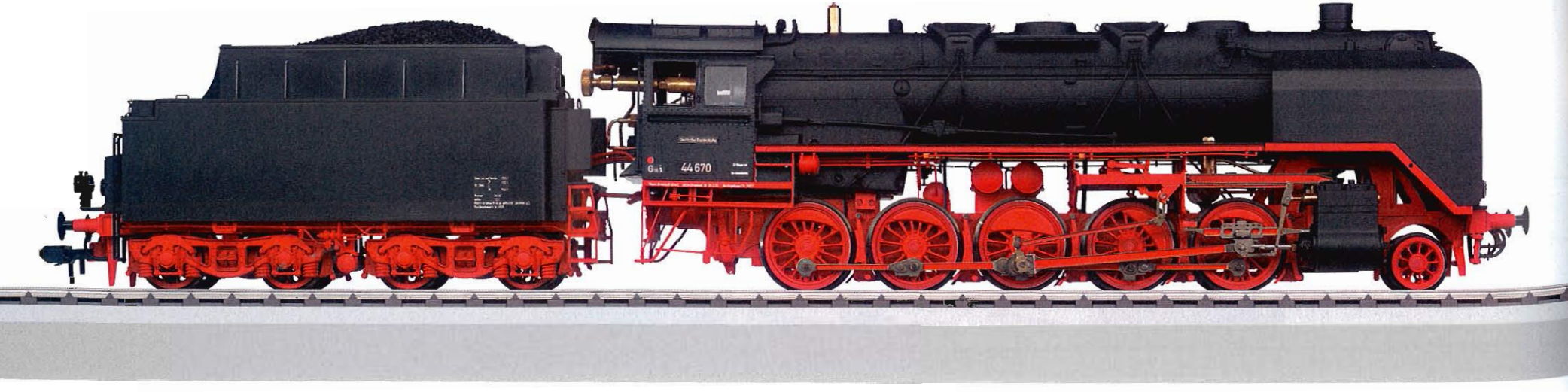
55004 Live Steam Locomotive.
Prototype: German Federal Railroad (DB) class 44 heavy freight locomotive with a tender. Standard design locomotive in the early postwar version with large smoke deflectors.
Model: The frame, locomotive body, and tender are constructed of metal with separately applied parts of high quality materials. The locomotive has a real steam boiler and propulsion with working cylinders. 5 axles powered through drive and side rods. The water boiler is fired with a burner fed with gas for cigarette lighters or camping stoves and has Piezo ignition. The gas tank in the locomotive can be refilled externally. The locomotive has a built-in safety valve and a manometer. It also has remote control for direction of travel and smooth, controllable speed. The locomotive receiver is built into the tender, and the sender is included with the locomotive. Eight and four regular batteries or rechargeable batteries (AA size, not included with the locomotive) are required to operate the sender and the receiver. These batteries also power the LED headlights on the locomotive and the tender. The engineer's cab has real equipment for the operation of the locomotive. The locomotive has many separately applied details. Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers 71.0 cm / 27-15/16".

One-time series.

Important Notes: This locomotive may only be operated outdoors. This locomotive may only be operated by adults. The locomotive boiler must never be fired up without a sufficient supply of water in it. Dirty track caused by residues of steam and oil cannot be avoided. Depending on the load, a full boiler of water allows you to run the locomotive from about 20 to 30 minutes. Cars with regular Märklin claw couplers can be coupled to the locomotive. This model can be used in most countries in Europe.

HIGHLIGHTS

- **Live Steam: real live steam operation outdoors.**
- **The "Jumbo" shows basic power.**
- **Scale and detailed like the "electric" version.**
- **Control of the locomotive with wireless remote control.**



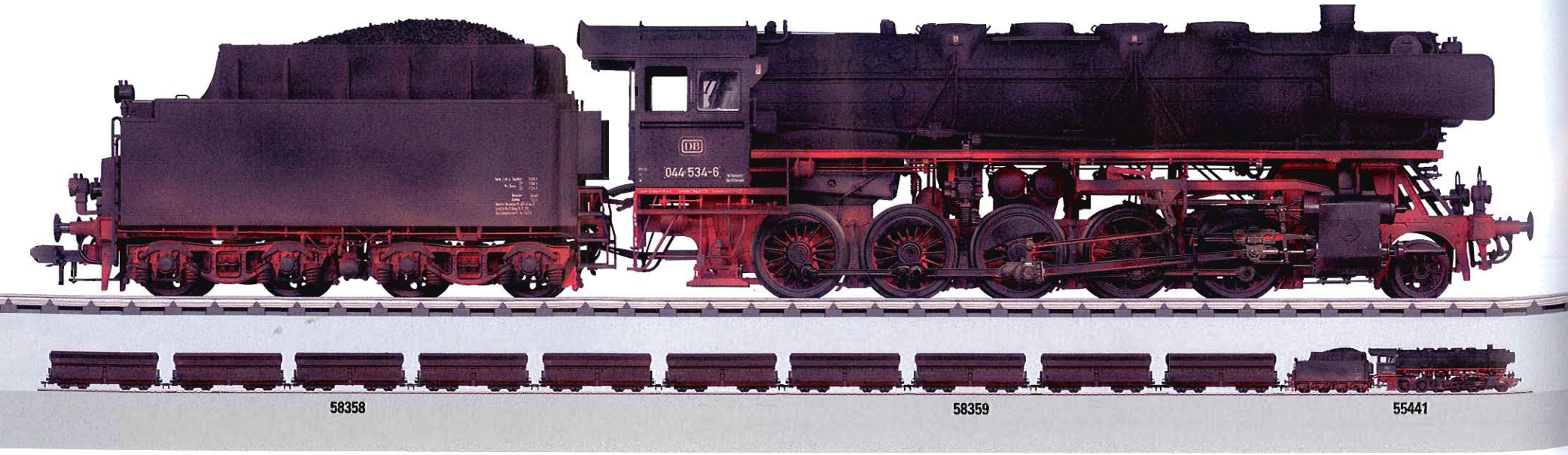

44670

Steam Locomotive.

55441 Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 044 heavy freight locomotive. Version with open front skirting and Witte smoke deflectors.
Model: The frame, locomotive body, and the tender are constructed mostly of metal. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator with several functions. The locomotive can be operated with DC power, AC power, Märklin Delta, Märklin Digital or Märklin Systems. 5 axles powered. The locomotive has a built-in smoke generator. The triple headlights change over with the direction of travel. The running gear lights are maintenance-free LED's. The lights and the smoke generator will work in conventional operation and can be controlled digitally. The steam locomotive operating sounds, the whistle sound, and the Telex couplers can be controlled with a 6021 Control Unit or Märklin Systems. The acceleration and braking delay as well as other operating sounds can be controlled with Märklin Systems. The engineer's cab has interior details. The locomotive has many separately applied details. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 71.0 cm / 27-15/16".

One-time series.

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Smoke generator		x	x	x
Steam locomotive operating sounds		x	x	x
Locomotive whistle		x	x	x
Telex coupler on the rear		x	x	x
Light Function1			x	x
Air pump / compressor			x	x
Whistle for switching maneuver			x	x
Direct control			x	x
Sound of squealing brakes off			x	x
Letting off steam / air			x	x
Sound of coal being shoveled			x	x
Operating Sounds 1			x	x
Operating Sounds 2			x	x
Operating Sounds 3			x	x



58358 58359 55441

The class 44 with its five driving axles is one of Europe's most powerful steam locomotives, and is rightly considered to be the symbol of the standard design freight locomotive. The mighty exhaust from the three cylinder running gear fascinated several generations of railroad enthusiasts, who nicknamed the 44 "Jumbo". The class 44 was built over a period of at least 23 years at production facilities in Germany and countries occupied during the war.
It started in 1926 with 10 prototypes. Initially, they had to take a backseat to the class 43 two-cylinder 2-10-0 units. The locomotive committee was under the mistaken notion that they didn't need the somewhat more maintenance-intensive locomotive with the additional cylinder. As train loads and speeds grew, the time had come for the well-designed class 44, which was fast and smooth-running for its time. Scheduled delivery of the class 44 ended in 1944. The plant at Hennigsdorf built ten additional units in 1949 from existing parts. A total of 1,989 locomotives were built and they differ in numerous details, which should not be surprising, given the long production period. After the war both German state railroads modernized a portion of their motive power pool. In the west the class 44 was in service until the end of the steam locomotive era, 1977. In East Germany the end came late in 1981.

Diesel Locomotive.

54323 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 261 switch engine. Heavy version of the former class V 60.
Model: The locomotive is constructed of metal with applied plastic parts. It has a digital decoder, controlled high-efficiency propulsion, and a sound effects generator. The locomotive can be operated with AC power, DC power, or with Märklin Delta, Märklin Digital, or Märklin Systems. 3 axles powered through side rods, 2 traction tires. The headlights will work in conventional operation and can be controlled digitally. The diesel locomotive operating sound effects, horn, and Telex couplers can be controlled digitally with the Control Unit or Märklin Systems. The acceleration and braking delay, as well as other operating sound effects can be controlled digitally with Märklin Systems. The engineer's cab has interior details and doors that can be opened. The locomotive has separately applied metal grab irons. Minimum radius for operation 600 mm / 23-5/8". Length over the buffers 32.5 cm / 12-13/16".

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Diesel locomotive operating sounds		x	x	x
Horn		x	x	x
Telex coupler(s)		x	x	x
Direct control			x	x
Operating sounds			x	x
Surrounding sounds			x	x


261834-6
DB
261834-6

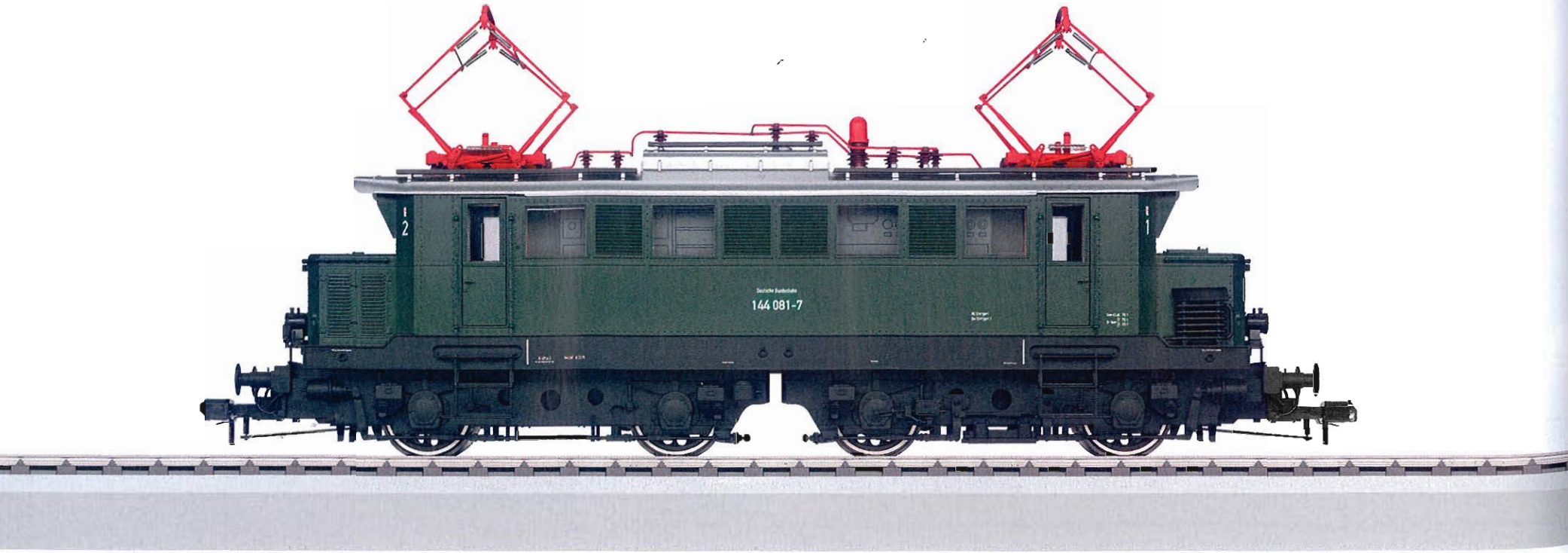
Electric Locomotive.

54293 Electric Locomotive.
Prototype: German Federal Railroad (DB) class 144 passenger locomotive. Former class E 44, built starting in 1932.
Model: The locomotive is constructed of metal with applied plastic parts. It has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator. The locomotive can be operated with AC power, DC power, or with Märklin Delta, Märklin Digital, or Märklin Systems. 2 motors. 2 axles powered. The headlights will work in conventional operation and can be controlled digitally. The electric locomotive operating sound effects, a whistle, and the Telex couplers can be controlled digitally with a 6021 Control Unit or Marklin Systems. Additional operating sound effects as well as the acceleration and braking delay can be controlled with Marklin Systems. The locomotive has older design pantographs. The engineer's cabs have interior details and doors that can be opened. The locomotive has separately applied metal grab irons. Minimum radius for operation 600 mm / 23-5/8". Length over the buffers 47.8 cm / 18-13/16".

HIGHLIGHTS

- **Metal construction.**
- **Remote-controlled uncoupling with Telex couplers.**
- **Realistic sound functions.**

Digital Functions	6020	6021	60652	60212
Headlight(s)	x	x	x	x
Operating Sounds 1		x	x	x
Locomotive whistle		x	x	x
Telex coupler(s)		x	x	x
Letting off steam / air			x	x
Operating Sounds 2			x	x
Operating Sounds 3			x	x
Direct control			x	x
Sound of squealing brakes off				x



77 Years of the E 44.

After an interruption due to the great economic crisis, the electrification of the German State Railroad's network was continued starting in 1932. New, powerful locomotives were needed for the new routes. In the meantime, the German railroad industry had developed new concepts and prototypes for modern general-purpose locomotives. This design from Siemens showed clear progress compared to the provincial railroad designs of before that had been merely developed further. This unit was designed as a lightweight, general-purpose locomotive and was built on a welded frame, mounted on trucks with integrated buffer beams and powered with axle-suspended motors. This gave this compact locomotive a total weight of 78 metric tons without the need for pilot trucks and still below the critical 20 metric ton limit for axle loads. The modern motors' output of 2,200 kilowatts / 2,950 horsepower was available directly at the axles without the need for an expensive mechanism. The maximum speed reached on level track was 90 km/h / 56 mph. The first unit was successfully tested and placed into service by the German State Railroad as early as 1930 as the E 44 001. Additional regular production locomotives with a maximum speed of 80 km/h / 50 mph were ordered immediately, initially for the route from Stuttgart to Augsburg (with the Geislingen Grade). The German State Railroad purchased a total of 174 regular production locomotives, of which 45 remained in East Germany. Seven more locomotives were built new for the German Federal Railroad and several were equipped with push/pull controls or resistance brakes. The indestructible E 44 was in regular use well into the 1980s – at the end as the 144 (DB) and 244 (DR).

Passenger Cars.

Cars roll past. Miniature passengers sit inside. They make it cozy, whether it's in 1st or 2nd, or even in 3rd class, if they are traveling in an earlier era. The passenger cars in the 1 Gauge assortment have many fine details. They have interior details and offer a lot of space for placing the passengers mentioned above. This means that you can make the passenger train operations very realistic. It is fun to run a train with cars prototypically equipped as described above, because over time there's not much satisfaction in having just an interesting locomotive running and coupling some cars to it now and then. It is the different cars that make the locomotive what it should be, a locomotive in the center of a railroad happening.

With an express locomotive you as the model railroader couple several suitable cars to it, so that it can now start off for a distant destination. If we're talking about a switch engine, it may only bring the cars from one location to another for the time being. Or, it couples them as through cars to an express train that has come into the station. Or, it maneuvers them onto a storage siding.

There are passenger cars for commuter and for long distance service. They feature differences in comfort and running gear design. Passenger cars – and this is what we are dealing with in the following section – are matched to the special needs of the passengers. So, there is a dining car or a baggage area in those trains offering a higher level of service. This is basically true for all of the eras.

A particularly handsome train can be made up for either Era II (German State Railroad period) or Era III (German Federal Railroad) using the famous "Schürzenwagen / Skirted Passenger Cars" thanks to the appropriate car models that are available. This type of car arose from the desire of the German State Railroad Company to create a more streamlined car design. Compared to their predecessors, these new cars featured a continuous outer surface that had better aerodynamic qualities than the older designs. The entry doors for example were flush with the side walls and were no longer inset. The upper area of the trucks was equipped with a fairing, so-called skirting, hence the name "Skirted Passenger Cars".
In addition to the 1st, 2nd, and 3rd class cars, the 1 Gauge assortment also has "Schürzenwagen" as dining and sleeping cars. Both types of cars can be bought as either a DRG or a DB car. They complete the "Schürzenwagen" program up to now and will impress you as reproductions of the prototypes with a great amount of detailing. The result is a harmonious total picture that will continue to bring enjoyment to the observer.

Schürzenwagen/Skirted Passenger Cars.

58123 Express Train Passenger Car.
Prototype: Mitropa type WR4ü-39 "Schürzenwagen" dining car. Görlitz type III design heavy trucks. Used on the German State Railroad (DRG).

Model: The car is a four-axle dining car with detailed interiors of the dining area, galley, and personnel compartment. The car has built-in interior lighting. The car roof has separately applied vents, T-formed galley stove pipe, and indentations for marker signal brackets. The car ends have diaphragms and ladders. The couplers are mounted in close coupler guide mechanisms. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 73.4 cm / 28-7/8".

HIGHLIGHTS

- New tooling.
- Many separately applied details.
- Interior details and interior lighting.

58124 Express Train Passenger Car.
Prototype: Mitropa type WL4ü-39 "Schürzenwagen" sleeping car. Görlitz type III design heavy trucks. Used on the German State Railroad (DRG).

Model: The car is a four-axle sleeping car with detailed interiors of the sleeping compartments. The car has built-in interior lighting. The car roof has separately applied vents, and indentations for marker signal brackets. The car ends have diaphragms and ladders. The couplers are mounted in close coupler guide mechanisms. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 73.4 cm / 28-7/8".

HIGHLIGHTS

- New tooling.
- Many separately applied details.
- Interior details and interior lighting.


MITROPA
2

Schürzenwagen/Skirted Passenger Cars.

58131 Skirted Passenger Car.
Prototype: German Federal Railroad (DB) type ABC4üwe-39/52 express train passenger car. 1st, 2nd, and 3rd class (prior to changes in the system of classes). Görlitz trucks.

Model: Four-axle compartment car with interior details. It has built-in interior lighting. The car has separately applied vents and marker signal holders. It has diaphragms and ladders. Close couplers mounted in a guide mechanism. Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers 66.3 cm / 26-3/16".

58132 Skirted Passenger Car.
Prototype: German Federal Railroad (DB) type C4üwe-38/52 express train passenger car. 3rd class (prior to changes in the system of classes). Görlitz trucks.

Model: Four-axle compartment car with interior details. It has built-in interior lighting. The car has separately applied vents and marker signal holders. It has diaphragms and ladders. Close couplers mounted in a guide mechanism. Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers 66.3 cm / 26-3/16".

From 1939 on the German State Railroad purchased two variations of skirted passenger cars, which were practically identical. The only difference was that the type ABC 4ü-39 cars had a 1st class compartment instead of the third 2nd class compartment of the type BC 4ü-39 cars. The compartment lengths were the same for both classes, so that the same window pattern could be used. Externally, the ABC car was identified by the additional "1" underneath the respective compartment window. Naturally, the car was a lot more comfortable than its third class sibling. The walls were clad in plywood and to some extent veneer. The German State Railroad selected Linoleum as a floor covering. Modern Görlitz type III trucks ensured a quiet ride in the car. In addition to steam heating, the German State Railroad also installed electric heating. The cars, built by Zypen & Charlier in Cologne-Deutz, provided excellent service. When 3rd class was done away with, the German Federal Railroad designated all of the cars as 1st and 2nd class cars. Existing 3rd class compartments were rebuilt. These 21,250 mm / 69' 8" cars had to make way to the 26.4 meter / 86 foot 7 inch standard design cars.


DEUTSCHE BUNDESBAHN

Schürzenwagen/Skirted Passenger Cars.

58133 Express Train Passenger Car.
Prototype: DSG type WR4ü(e)-39 "Schürzenwagen" dining car. Görlitz type III design heavy trucks. Used on the German Federal Railroad (DB).
Model: The car is a four-axle dining car with detailed interiors of the dining area, galley, and personnel compartment. The car has built-in interior lighting. The car roof has separately applied vents, T-formed galley stove pipe, and indentations for marker signal brackets. The windows for the galley have ventilation shutters. The car ends have diaphragms and ladders. The couplers are mounted in close coupler guide mechanisms. Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers 73.4 cm / 28-7/8".

HIGHLIGHTS

- New tooling.
- Many separately applied details.
- Interior details and interior lighting.

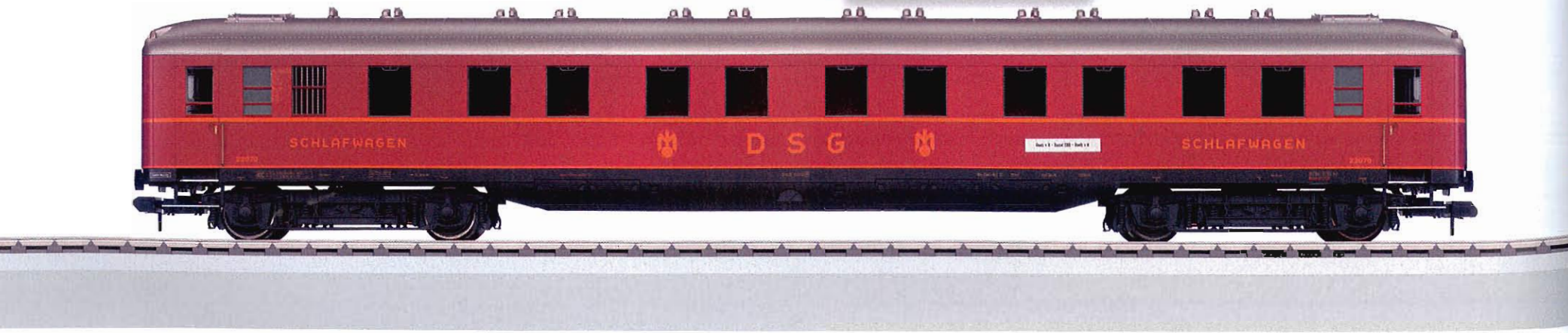
These cars can be combined with the "Schürzenwagen" models 58131, 58132, and 58134 to form a typical DB express train consist from early Era III.

58134 Express Train Passenger Car.
Prototype: DSG type WLAB4ü(e)-39 "Schürzenwagen" sleeping car. Görlitz type III design heavy trucks. Used on the German Federal Railroad (DB).
Model: The car is a four-axle sleeping car with detailed interiors of the sleeping compartments. The car has built-in interior lighting. The car roof has separately applied vents, and indentations for marker signal brackets. The car ends have diaphragms and ladders. The couplers are mounted in close coupler guide mechanisms. Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers 73.4 cm / 28-7/8".

HIGHLIGHTS

- New tooling.
- Many separately applied details.
- Interior details and interior lighting.

These cars can be combined with the "Schürzenwagen" models 58131, 58132, and 58133 to form a typical DB express train consist from early Era III.




DSG
DEUTSCHE BUNDESBAHN
3
2

Freight Cars.

Thanks to their generous dimensions, freight cars in a scale of 1:32 allow an extensive level of detailing and mechanization. Cars with visible freight loads fit very well in a mixed freight train. There's a lot for the eye here. Every car has its own story. Of course, a model railroader can reenact such freight service stories individually: To this end he sets up a local freight layout or loading area to be able to transfer the freight in question into a railroad car.

The destination is noted on tiny bills of lading that can be found in the note box. After that the switching takes place. The car is coupled to a through freight train that has just entered the yard. Or: A V 60 from the 1 Gauge diesel locomotive assortment couples up to different freight cars and assembles them into a freight train on the track provided for this purpose. Meanwhile, maintenance work is in progress on the adjoining track. Three men are puttering around with pick and shovel. A model railroad becomes a small stage with such functions so close to reality. Stories can be told: about freight, about freight cars, and the people on the railroad.

Three old-timer cars from the German State Railroad period represent a high point: a pair of flat cars with load cradles and with a continuous load of real wood, a gondola car with hinged roof hatches, and a tank car. They go great with the class 96 tank locomotive and other freight cars to make up an Era II freight train.

The "Langer Heinrich / Long Henry" ore train with authentic paint and weathering can be made up with the car sets, item nos. 58358/58359. As a 4,000 metric ton ore train, it was always pulled by two of the last great freight locomotives from the classes 042, 043, and 044. Märklin has the class 044 in the program to go with these cars. This is how you can do it: The genuine fun of playing with the 1 Gauge freight car program.

Freight Cars.

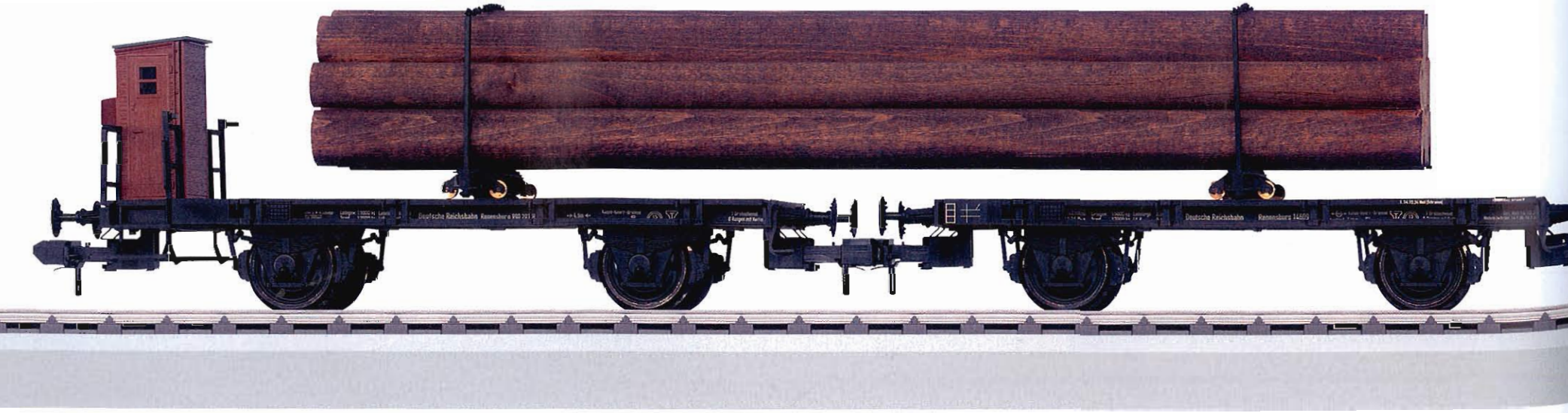
N II

58219 Set with 3 German State Railroad Freight Cars.
Prototype: Different German State Railroad Company (DRG) freight cars. Type H10 "Regensburg" pair of load cradle flat cars for transporting logs. Type K15 "Wuppertal" gondola with hinged roof hatches. "Berlin" design oil tank car as a privately owned car.

Model: The load cradle flat cars have a load of real wood the full length of these cars. Total length over the buffers 55.0 cm / 21-5/8". The gondola with hinged roof hatches has hatches that can be opened and closed. Length over the buffers 20.5 cm / 8-1/16". The tank car has an authentic paint scheme and lettering for the firm OLEX. Length over the buffers 27.5 cm / 10-13/16". Minimum track radius for operation 600 mm / 23-5/8".

One-time series.
Each model comes individually packaged.

These German State Railroad cars go well in a freight train with the new Insider model of the class 96 tank locomotive (item no. 55961).



HIGHLIGHTS

- Old-timer cars for Era II freight trains.
- Can be used on small layouts too.

Freight Cars.

III

58284 Low Side Car with a Load.
Prototype: German Federal Railroad (DB) type X 05 gondola with side walls. Older design used for transporting vehicles.
Model: The car has finely constructed representation of the railroad car body and of the frame with a brake layout. The car comes loaded with a metal model of a VW police car. The hood on the automobile can be opened, the car has an electronic warning siren that is powered by a replaceable battery. Length 13.5 cm / 5-5/16". Minimum radius for operation 600 mm / 23-5/8". Length over the buffers 25.5 cm / 10-1/16".

HIGHLIGHTS

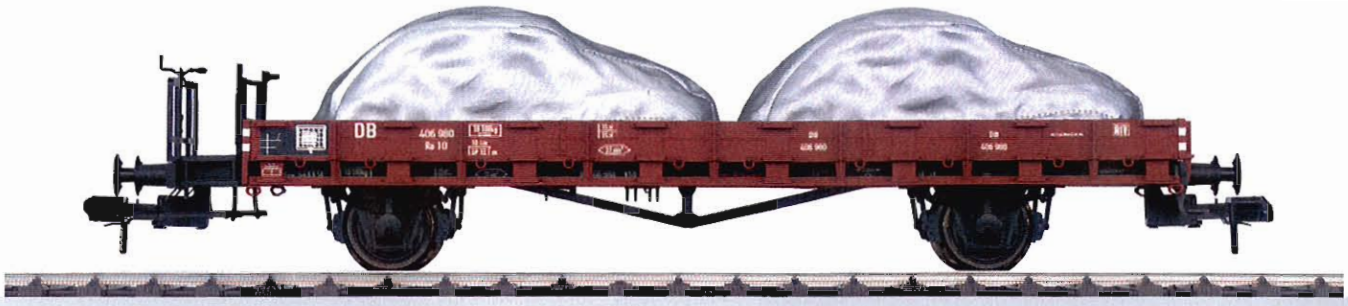
- **VW "Ovali" Beetle made of metal.**
- **Automobile with separately applied details and sound.**
- **Railroad car with a new car number.**

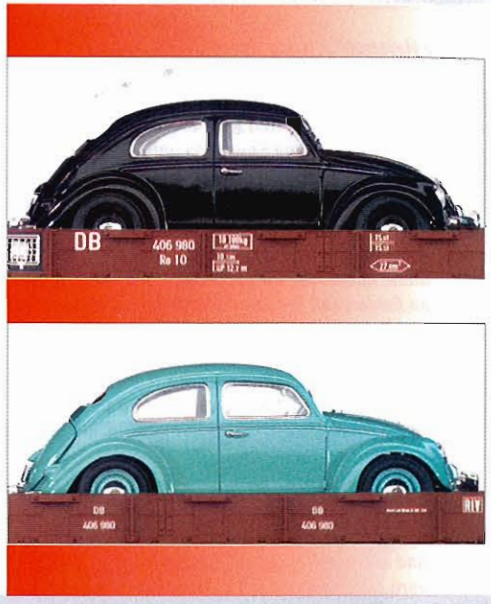
"Calling all cars ..."
The typical police car from the time of the "steel network" crime shows in Germany was a VW Beetle in a dark green paint scheme. A large blue light on the roof, a loudspeaker horn on the fender, and a ringing siren that sounds rather cheerful today commanded respect for these vehicles of the authorities in traffic and in the movies. The nickname "Peter car" common at that time applied in a narrower sense only to the Beetles with police radios.

III

58497 Stake Car.
Prototype: German Federal Railroad (DB) class R 10. Used for transporting double-walled oil containers.
Model: Version with a brakeman's platform and a brake handle that can be turned. The car has many separately applied details. The car comes with 3 model oil tanks in appropriate loading frame. Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers 37.5 cm / 14-3/4".

58498 Low Side Car.
Prototype: German Federal Railroad (DB) type Ro 10. Used for vehicle transport.
Model: Version with a brakeman's platform and a brake handle that can turned. The car has many separately applied details. The wheels have dark nickel-plated wheel treads. 2 VW Beetles are included as a load, each covered with a suitable tarp. The automobile models are made mostly of metal, painted in authentic colors. The cars have interior details and hoods that open. Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers 37.5 cm / 14-3/4".





58238 Stake Car.
Prototype: German Federal Railroad (DB) type Rlmms 56. Used in agriculture.
Model: The car has a superstructure on a standard frame with truss rods. The wheels have dark nickel-plated wheel treads. The stakes are removable. The car comes with a load insert representing rolls of straw, covered with a tarp. Minimum radius for operation 600 mm / 23-5/8".
Length over the buffers 31.5 cm / 12-3/8".

Freight Cars.

"Lange Heinrich" / "Long Henry".

Embedded in the Northwest German plains area is the Emsland area, a region rich in bodies of water and moors. At the start of the Seventies until the end of steam locomotive operation on the DB in October of 1977, it became the Mecca for railroad enthusiasts from all over the world. The last steam giants on the German Federal Railroad ran with passenger trains to Norddeich Mole, and heavy freight trains were in operation between Emden and the large industrial centers on the Rhine and Ruhr.

The star on the Emsland line was the "Lange Heinrich" / "Long Henry", a 4,000 metric ton ore train between the Emden switch yard and Rheine, always with two of the last great freight locomotives from the classes 042, 043, and 044 as motive power. The high-capacity hopper cars were loaded with imported raw material in Emden's outer harbor and were hauled by steam and diesel locomotives to the switch yard and there were assembled into long unit trains of 2,000 and 4,000 metric tons.

The power output of one of the powerful locomotives was just enough to bring the load for the 2,000 metric ton trains over the lightly ascending line onto the mostly flat 140 km / 88 mile route to Rheine. The "Lange Heinrich" trains were twice as heavy and required the use of two locomotives, which got underway after a furious start, often with slipping wheels.

The trains usually had oil-fired class 043 locomotives from the Emden and Rheine Districts as motive power. The classes 042 and 043 were often used in combination, occasionally two of the class 042, and quite rarely the last of the coal-fired class 044 helped along with the other two classes. The classes 042 and 043 had been equipped for oil firing during an overhaul and had entered the motive power roster at Rheine in 1967.

There were many locations along the route for taking impressive train photographs. A favorite among knowledgeable photographers was a bridge at Aschendorf, south of Papenburg. The trains could be photographed in almost their entire length on a curve leading to the right.

Even more ideal and probably the best place in the Ems area was south of Lathen. There, the route ran between two sand dunes in a curve to the left and offered an unobstructed view of a complete 4,000 metric ton train under the best lighting conditions. A requirement was of course good weather, exact knowledge of the schedule for the trains, and being there early in the morning, when the sun was still low on the horizon. Long before the train entered this section of the route, a distant column of smoke and the unmistakable rhythm of the exhaust announced its approach. The waiting was then rewarded with an unforgettable view of the entire consist from the front of the locomotive to the end of the train consisting of fifty cars.

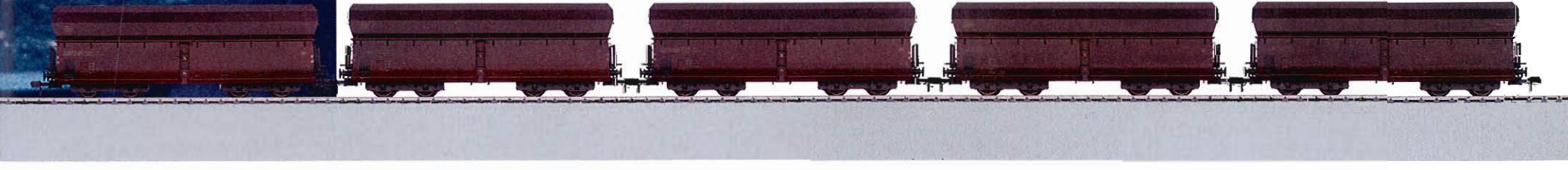
(From notes by Horst J. Obermayer).

N IV

58358 Set with 5 Hopper Cars for "Lange Heinrich" / "Long Henry".
Prototype: German Federal Railroad (DB) type Fad 168 high-capacity hopper car. Used for unit trains in mass freight service with coal, coke, and ore.

Model: The load hatches can moved sideways to open them. The cars have load inserts with real iron ore.
The car bodies are weathered. The minimum radius for operation is 1,020 mm / 40-3/16".
Length over the buffers for one car 37.0 cm / 14-9/16", for all of the cars together 190.0 cm / 74-13/16".

One-time series.



Freight Cars.

N IV

58359 Set with 5 Hopper Cars for "Lange Heinrich" / "Long Henry".
Prototype: German Federal Railroad (DB) type Fad 168 high-capacity hopper car. Used for unit trains in mass freight service with coal, coke, and ore.
Model: The load hatches on the cars can be moved sideways to open them. The cars have load inserts with real iron ore. The car bodies are weathered. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers for one car 37.0 cm / 14-9/16", for all of the cars together 190.0 cm / 74-13/16".

One-time series.

With the 58358 and 58359 car sets, you have available a total of 10 ore cars in authentic paint and lettering with different car numbers. The prototypical motive power for this "Lange Heinrich" / "Long Henry" is the powerful 55441 model of the class 044 from Rheine.

Freight Cars.

The classic SBB 2-axle freight cars were built from the turn of the last century to the Fifties using similar designs. Improvements in load capacity, the running gear, or the brakes were introduced as the level of railroad technology progressed. Long freight trains made up of short cars left their stamp on Swiss railroad freight service over the decades – naturally, also on the Gotthard line, pulled by the famous "Crocodile".

N II

58402 Set with 3 Swiss Freight Cars.
Prototype: Different car types used on the Swiss Federal Railways (SBB/CFF/FFS). Type K3 boxcar with a brakeman's cab. Type L6 gondola with a brakeman's cab. Type P wine barrel car, privately owned car painted and lettered for the firm C.A. Egli AG Zürich. Older designs as they looked in the Thirties.

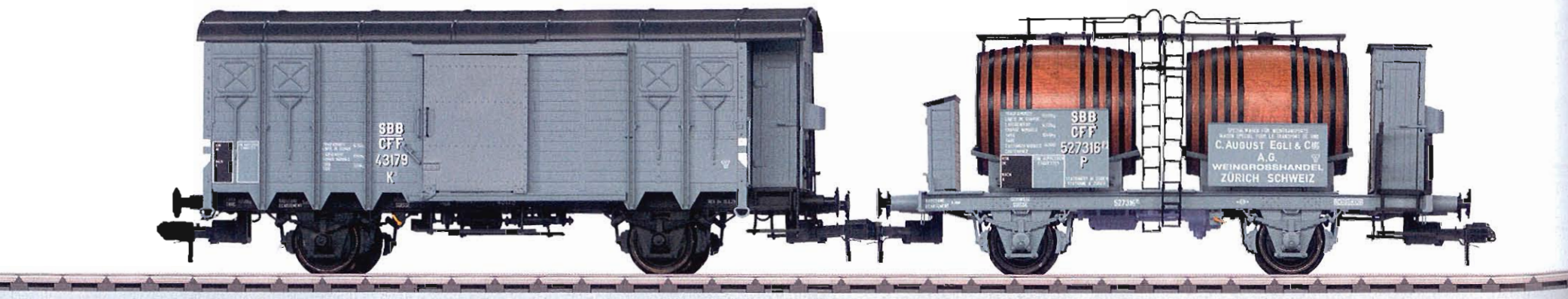
Model: The frames and bodies on all of these cars are finely constructed with many separately formed and applied details. Numerous other details are separately applied. Each car is safely packaged separately.

58401.1
The boxcar has sliding doors that can be opened.
Length over the buffers 31.0 cm / 12-3/16".
58402.2
The wine barrel car has barrels made of real wood, a machinery cab and a walkway with a ladder.
Length over the buffers 26.0 cm / 10-1/14".
58402.3
The gondola has side doors that can be opened.
Length over the buffers 31.0 cm / 12-3/16".

Minimum radius for operation 1,020 mm / 40-3/16".

One-time series.

These old-timer freight cars make up a typical train for the brown "Crocodile", item no. 55562.



Gottardo
125 Jahre/ans/anni/years

Track Cleaning Car.

IV

54841 Track Cleaning Car.
Prototype: German Federal Railroad (DB) boxcar.
Model: Two-axle boxcar with built-in track cleaning equipment. The rails are cleaned by two cleaning blocks mounted parallel to one another on the underside of the car. These two cleaning elements are separately mounted. The car has spoked wheels. Minimum radius for operation 600 mm / 23-5/8".
Length over the buffers 27.5 cm / 10-13/16".

The track cleaning car is very useful to run in a train. Two flexible cleaning elements are mounted between the axles, and they wipe dust and dirt from the rails. Always have the track cleaning car in a train so that your track stays clean and so that the locomotives on your layout have good electrical contact with the track.

Museum Car.

One of the most famous sculptures in the world is the "David" in Florence, which Michelangelo created 500 years ago. In addition to the original preserved down to this day, there are numerous copies existing in different sizes and materials. The Strassacker art casting foundry in Süßen near Göppingen was founded in 1919 and is today one of the leading international manufacturers for sculptures and architectural elements of cast bronze.

N III

58568 "Strassacker" 1 Gauge Museum Car Set for 2007.
Prototype: German Federal Railroad (DB) type SSy 45 heavy duty flat car. Bronze statue based on Michelangelo's "David".
Model: The flat car has a sturdy side sill and a finely modeled load surface.
Length over the buffers 33.5 cm / 13-3/16".
A die-cast metal model of the bronze statue is included as a load in a suitable transport frame. The figure is 185 mm / 7-5/16" high.

One-time series.
Available only at the Märklin World of Adventure in Göppingen.

HIGHLIGHTS

- **Reproduction of the statue of "David" in metal.**
- **Realistic transport frame made of wood.**

Accessories.

Locomotives, cars and what else? Locomotives and their trains naturally need track on which to run. This is true for both the real life railroad and for the model railroad. Track is therefore the most important accessory for our model railroad. Added to that are feeder wire sets, control components, signals, and working catenary to enable the prototypical use of impressive electric locomotives.

Bridges and suitable ramps, grade crossings, and small but essential things such as track bumpers are among the extremely useful accessory pieces. The inventory for a prototypical model railroad operation would be basically complete, but still rather technical. What is still lacking is the proverbial "seasoning in the soup". By this we mean the decorative elements in the scale of 1:32 that allow you to present lively scenes and a realistic railroad environment.

Our assortment includes a colorful range of figures that have been designed with a humorous view of reality.

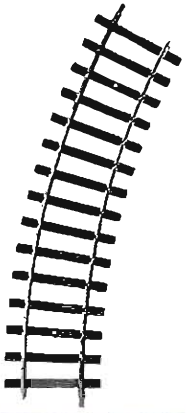
And what do you do if you have no time or space to set up a track layout or an entire layout? There are useful accessories for this group too. The 59934 roller test stand with a usable length of 860 mm / 33-7/8" offers collectors the possibility of experiencing their favorite pieces in full action. Owners of noble steam locomotive beauties such as the classes 01 or 44 with very finely detailed valve gear will appreciate this type of presentation. Instead of motionless existence in the display case, attractive movement that can be watched with pleasure by a model railroader.

Track.

The filigree appearance of our 1 Gauge track system, as well as the track kit offer the model railroader all kinds of prototypical layout possibilities. Nevertheless the track is extremely robust and can even be laid out without a baseboard.
Some of the locomotives and cars will only run on a minimum radius of 1,020 mm / 40-5/32". Please note the notes about this in the instructions for these products.

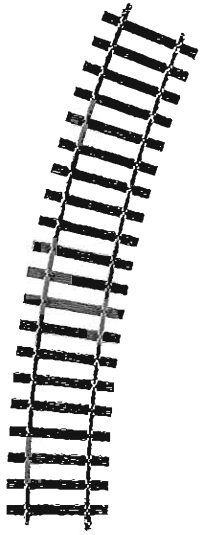
The 59230 track serves as a parallel circle to the 5922 curved track. The center-to-center track spacing (160.8 mm / 6-5/16") is made for the 5965 and 5966 turnouts.
The 5936 track has a spacing of 156 mm / 6-1/8" to the 5935 track. This is the same as the track spacing when two 5976 or two 5977 turnouts are put together to form a crossover or when a 5976 or a 5977 turnout and a 5935 curved track are put together to form a parallel

5922 Curved Track.
Radius 600 mm / 23-5/8". 30°.

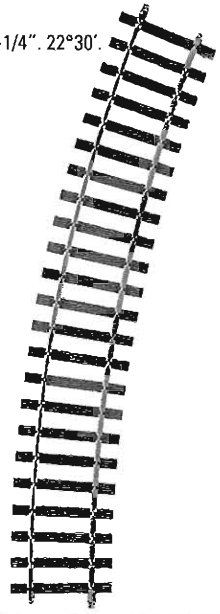


59230 Curved Track.
Radius 760.8 mm / 29-15/16". 30°.

5935 Curved Track.
Radius 1,020 mm / 40-3/16". 22°30'.



5936 Curved Track.
Radius 1,176 mm / 46-1/4". 22°30'.



59033 Straight Track.
Length 900 mm / 35-7/16".
The 59033 track can be installed on straight areas of track and replaces 3 sections of 5903 track.

5998 Track Kit.
Contents: 2 rails 900 mm / 35-7/16" long, 45 ties with different wood patterns and 6 rail joiners. The connecting notches on the ties are so designed that curved track with almost any radius or straight track can be built.

5916 Straight Track.
Length 59.5 mm / 2-3/8".

5904 Straight Track
Length 80.4 mm / 3-5/16".

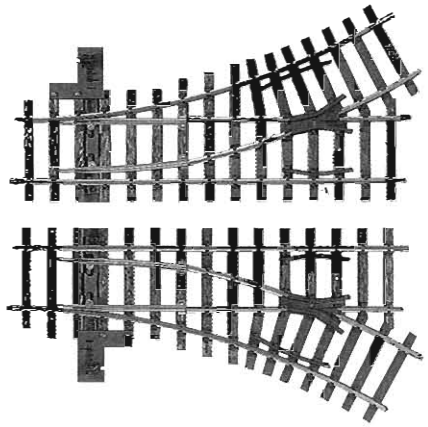
5917 Straight Track.
Length 150 mm / 5-7/8".

5903 Straight Track.
Length 300 mm / 11-13/16".

Track.

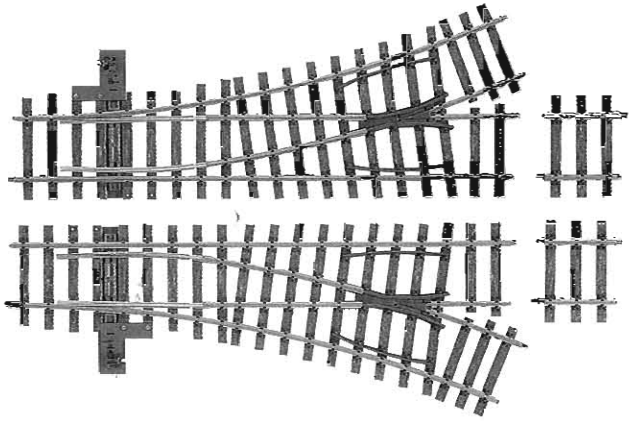
5965 Left Turnout.

5966 Right Turnout.
Manual hand lever included. Spring-loaded switch rails. Turnout angle 30°. Branch radius 600 mm / 23-5/8". Length of the straight side 300 mm / 11-13/16". The manual hand lever for 5965, 5966, 5976 and 5977 can be mounted on the right or left side or can be replaced by the 5625 electric turnout mechanism.

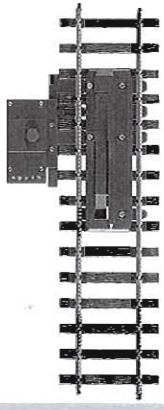


5976 Left Turnout.

5977 Right Turnout.
Manual hand lever included. Spring loaded switch rails. Turnout angle 22°30'. Branch radius 1,020 mm / 40-3/16". Length of the straight side 390.5 mm / 15-3/8". The straight side can be extended to 450 mm / 17-11/16" with the 5916 straight track included with the turnout.



5994 Uncoupler Module.
The uncoupler module comes mounted on a section of 5903 track. It is designed to be joined with straight track at almost any location desired. It has a solenoid mechanism. The uncoupler module can be operated by remote control using the 7272/72720 or 7271/72710 control boxes (conventional operation) or the 6083/60830 k 83 decoder (digital operation).

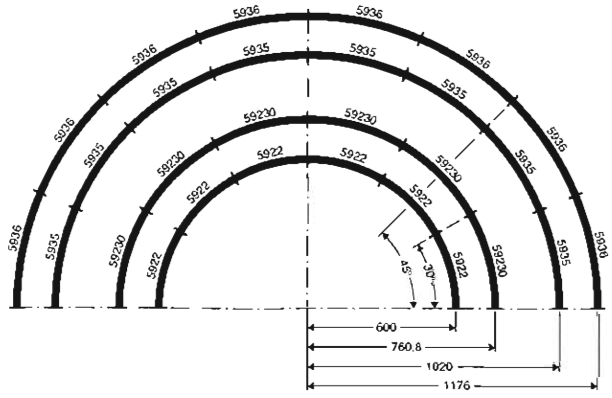


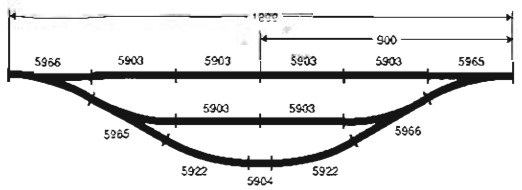
5602 Track Bumper.
Reproduction of a bolted steel design. The track bumper can be slid over the rails. Length 98 mm / 3-7/8".

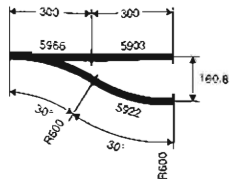
Track Geometry.

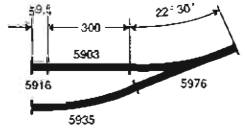
The 4 track radii

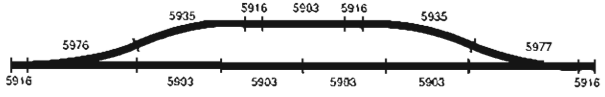
5936 circle = 16 sections
5935 circle = 16 sections
59230 circle = 12 sections
5922 circle = 12 sections

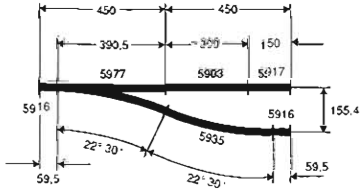


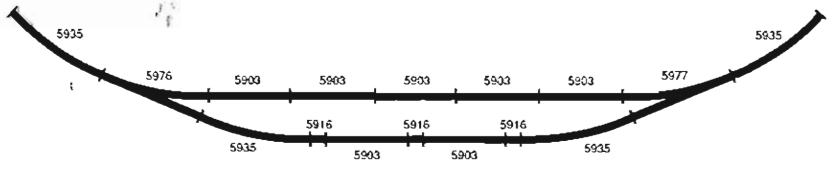


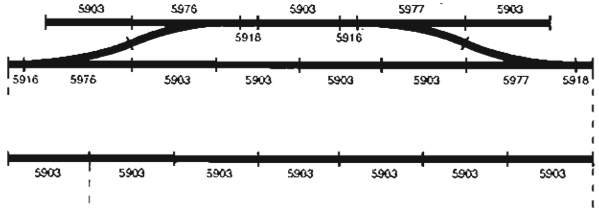












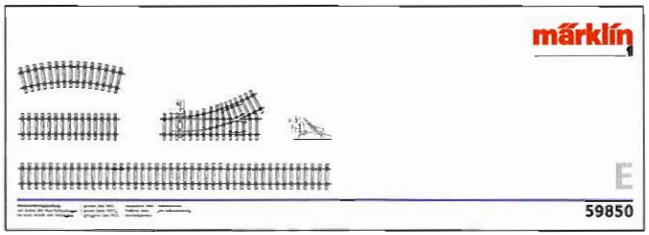
It's Easier in a Set.

With 2 track extension sets you can extend the oval of track from your starter set (item no. 54425) – for switching, storing cars on sidings, for a small loading area, or for a passing siding The 5625 electric turnout mechanism can be installed on the turnouts.

For further expansion with parallel tracks, large radii, and wide radius turnouts, the entire 1 Gauge track assortment is available to you.

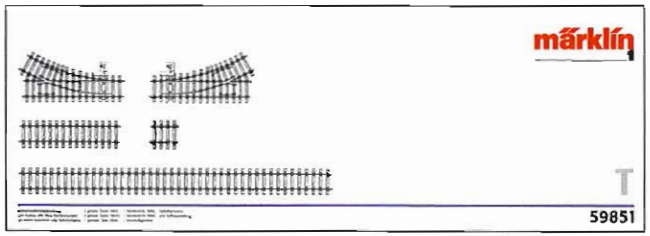
59850 Track Extension Set E.
Extension set for a starter set (item no. 54425) with a storage siding or a loading siding.

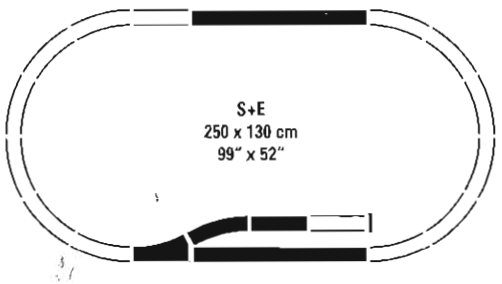
Contents: 1 no. 5903 straight track, 2 no. 59033 straight track, 1 no. 5922 curved track, 1 no. 5965 manual turnout, 1 no. 5602 track bumper, 1 feeder wire set, track clips and instructions.

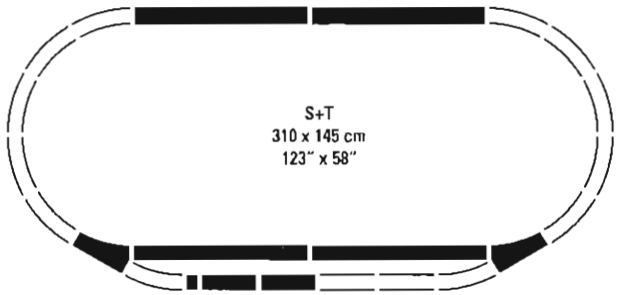


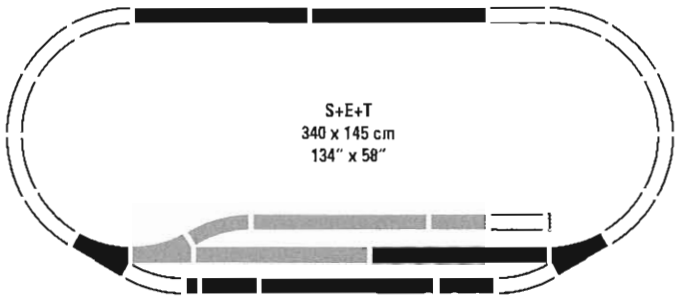
59851 Track Extension Set T.
Extension set for a starter set (item no. 54425) with a passing siding or a station track.

Contents: 2 no. 5903 straight track, 4 no. 59033 straight track, 1 no. 5904 straight track, 1 no. 5965 manual turnout, 1 no. 5966 manual turnout, 1 feeder wire set, track clips, and instructions.









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 plugs and sockets for more reliable contact.
Plugs and sockets with covered contacts.
A plugged in connection is seamlessly protected.
Plugs and sockets with a side socket for additional connections.
6 colors for manageable wiring.

These plugs and sockets cannot be used with the earlier versions (package, item no. 7130). The sockets will fit as plugs with some limitations into the sockets on the older versions of control boxes. The control components and decoders in the current Märklin program have been changed to the new standard for plugs and sockets.

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

71421 Brown Sockets.
A package comes with 10 pieces.

71422 Yellow Sockets.
A package comes with 10 pieces.

71423 Green Sockets.
A package comes with 10 pieces.

71424 Orange Sockets.
A package comes with 10 pieces.

71425 Red Sockets.
A package comes with 10 pieces.

71426 Gray Sockets.
A package comes with 10 pieces.

71400 Plug and Socket Set.
Contents 100 pieces. 66 plugs and 34 sockets. The quantities of each color are 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.

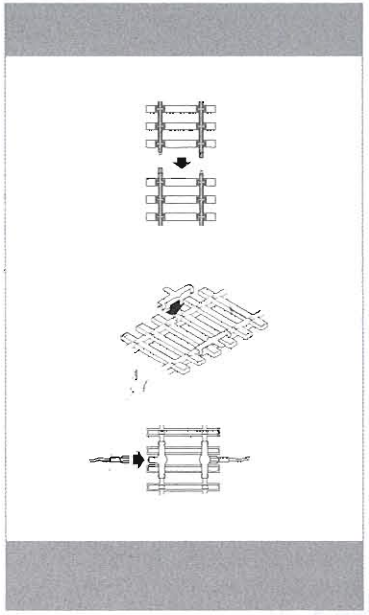
71413 Green Plugs.
A package comes with 10 pieces.

71416 Gray Plugs.
A package comes with 10 pieces.

Accessories.

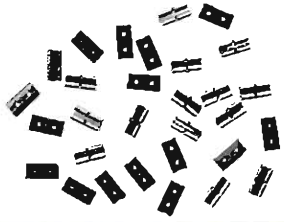
5625 Turnout Mechanism.
Double solenoid mechanism with feedback contacts, end position shutoff, and a locking feature. The turnout mechanism can be mounted on the 5965, 5966, 5976 and 5977 turnouts. It can be operated by remote control using the 7272/72720 or 7271/72710 control boxes (conventional operation) or the 6083/60830 k 83 decoder (digital operation). 3 hookup wires included. Dimensions 67 x 41 x 17 mm / 2-5/8" x 1-5/8" x 5/8".

5654 Feeder Clip Set.
For supplying power to any spot on a track layout. Reliable contact with set screw connections.



56031 Track Clips.
These track clips improve electrical conductivity in the rails in addition to safeguarding track joint connections for 1 Gauge track. Bag with 30 pieces.

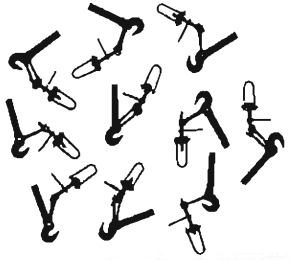
56091 Insulated and Regular Rail Joiners.
Package with 15 insulated rail joiners and 15 regular rail joiners. The insulated rail joiners can be installed at any rail joint between two rails instead of a regular rail joiner to separate track circuits.



56101 Retrofit Set of Reproduction Prototype Couplers.
Detailed miniature reproduction of the original prototype coupler as used in real life on the railroad. These couplers work like the prototype. Mounting springs included. Contents 10 pieces.

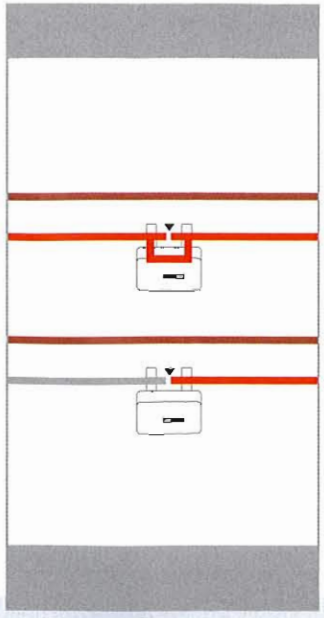
The standard 1 Gauge models produced since 1987 can have the regular claw coupler replaced with this reproduction prototype coupler. This coupler looks and works like its real life prototype.

Running a train with this coupler usually requires a very wide minimum radius of 3.0 to 3.5 meters or 118" to 138", depending on the models. Current standard 1 Gauge models that can be retrofitted with this coupler can be identified by the symbol shown below.



56081 Track Circuit Switch.
Features: Manual switch for interrupting the current in 1 Gauge track. This switch can be attached at a rail joint with an insulated rail joiner. Dimensions 67 mm x 50 mm x 15 mm / 2-3/4" x 1-15/16" x 9/16".

As is well known, anyone operating his 1 Gauge layout with Märklin Digital or Delta, can stop his locomotive with no problem at all at any spot on the layout and start running another locomotive. With conventional AC power, lengths of track must be set up where the power can be turned on and off. This new track current switch can be used for this purpose.



56051 Marker Light Kit.
Marker light with a red light bulb for mounting on the end of a car. The marker light can be mounted on the buffer or on the end wall/hand rail of a car. Power is supplied through two wheel electrical pickups.

This marker light can be mounted on the following earlier cars:
5480 low side car (and variants)
5471 passenger car (and variants)
5484 freight car (and variants)
54960 tank car (and variants)

603026 Automatic Wire Stripper.
For stripping insulation from all single conductor wire 0.19 to 6.0 square millimeters / 0.0003 to 0.25 square inches in size. The wire stripper mechanism automatically adjusts itself to the size of the wire. The length of wire insulation to be stripped can be adjusted from 5 to 12 mm / 3/16" to 1/2". A side cutter is built into the wire stripper.

603361 Crimping Pliers.
For mounting 74995 spade connectors securely to wire. Sturdy metal construction with insulated handles. Illustrated instructions included.

71060 Wire.
Dealer package assortment with 10 rolls each of red, brown, blue and yellow wire. Length of each roll 10 meters / 33 feet. Wire cross section 0.75 sq. mm / 0.001 sq. in. Rolls of wire can also be sold separately. The wire in this dealer assortment with its cross section of 0.75 sq. mm / 0.001 sq. in. is recommended for all Märklin layouts.

7100 Wire.
Single conductor. Gray.
10 m / 33'.

7103 Wire.
Single conductor. Yellow.
10 m / 33'.

7105 Wire.
Single conductor. Red.
10 m / 33'.

7101 Wire.
Single conductor. Blue.
10 m / 33'.

7102 Wire.
Single conductor. Brown.
10 m / 33'.

02420 Smoke Fluid.
Large 50 milliliter or 1.67 oz. bottle for refilling all smoke generators.

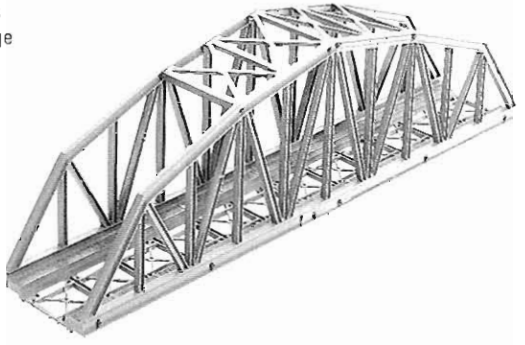
7149 Oiler with Narrow
Applicator Opening.
Contains 10 ml special oil for lubricating locomotives and cars.

The Magic of Bridges.

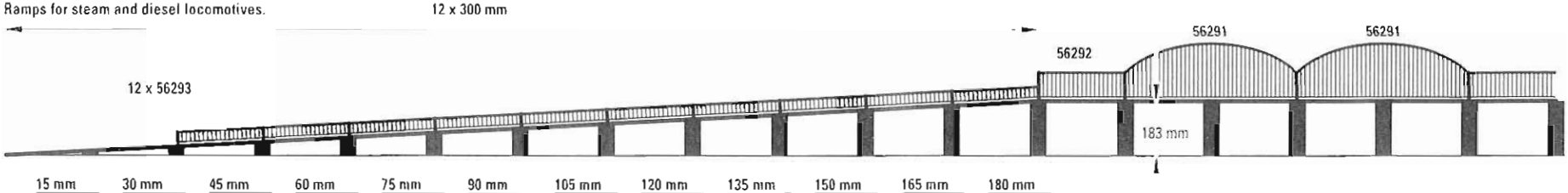
What does a model railroader do after he has set up his track and has test run his locomotives? Right, he builds a bridge. Because railroads and bridges go together.
In the prototype there is hardly a route built that did not bridge some natural or artificial obstacle – over ditches, roads to farm fields, highways, canals, valleys, rivers or other tracks – every trip over a bridge has a certain magic about it.

56292 Truss Bridge.
Straight truss bridge design reproducing metal construction. The left and right sides of the bridge form right angle railings. The bridge takes 1 each 5903 and 5917 straight track.
Bridge length 450 mm / 17-11/16".

56291 Arched Bridge.
Design with straight deck girderwork reproducing crisscross metal construction. The bridge has a separately applied reproduction of metal construction in an arched form on the left and right bridge wall, with diagonal upper connecting girders at the crown of the arch. The bridge takes 3 each 5903 straight track or one 59033 straight track.
Bridge length 900 mm / 35-7/16".
Arch height 230 mm / 9-1/16".

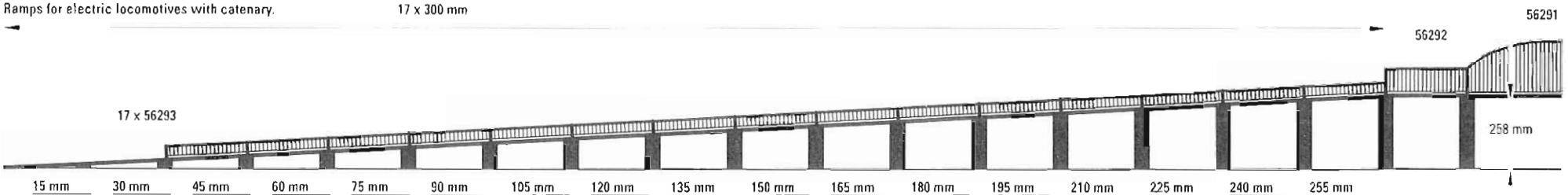


Ramps for steam and diesel locomotives.



15 mm	30 mm	45 mm	60 mm	75 mm	90 mm	105 mm	120 mm	135 mm	150 mm	165 mm	180 mm
1 x 56296	1 x 56296 1 x 56295	1 x 56296 2 x 56295	1 x 56296 3 x 56295	1 x 56296 4 x 56295	1 x 56296 5 x 56295	1 x 56296 6 x 56295	1 x 56296 7 x 56295	1 x 56296 8 x 56295	1 x 56296 9 x 56295	1 x 56296 10 x 56295	1 x 56296 11 x 56295

Ramps for electric locomotives with catenary.



15 mm	30 mm	45 mm	60 mm	75 mm	90 mm	105 mm	120 mm	135 mm	150 mm	165 mm	180 mm	195 mm	210 mm	225 mm	240 mm	255 mm
1 x 56296	1 x 56296 1 x 56295	1 x 56296 2 x 56295	1 x 56296 3 x 56295	1 x 56296 4 x 56295	1 x 56296 5 x 56295	1 x 56296 6 x 56295	1 x 56296 7 x 56295	1 x 56296 8 x 56295	1 x 56296 9 x 56295	1 x 56296 10 x 56295	1 x 56296 11 x 56295	1 x 56296 12 x 56295	1 x 56296 13 x 56295	1 x 56296 14 x 56295	1 x 56296 15 x 56295	1 x 56296 16 x 56295

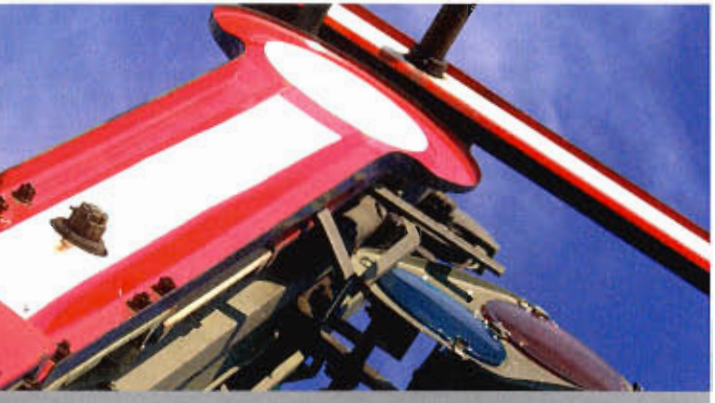
56293 Straight Ramp.
Ramp with a straight deck reproducing metal construction. The ramp has a safety railing on the left and right sides. The ramp takes 1 each 5903 straight track.
Ramp length 300 mm / 11-13/16".

56294 Curved Ramp.
Ramp with curved deck reproducing metal construction. The ramp has a safety railing on the left and right sides. This ramp is for a track radius of 600 mm / 23-5/8". The ramp takes one 5922 curved track.

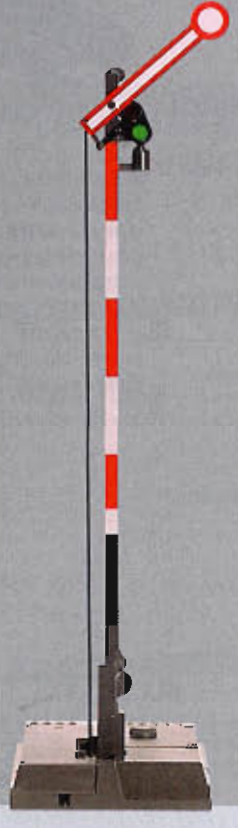
56296 Bridge Supports.
The bridge supports serve as a connecting element between the bridge pillars and the bridges or ramps. The height of the bridge support is 18 mm / 11/16".
10 pieces to a package.

56295 Bridge Pillars.
Bridge pillars reproducing a double layer of dressed stone. The individual bridge pillars can be stacked on top of each other. This will result in different pillar heights at intervals of 15 mm / 9/16". The height of a single bridge pillar is 15 mm / 9/16".
4 pieces to a package.

Signals and Catenary.



5613 Home Signal.
The signal has a semaphore arm. It has a solenoid mechanism with end position shutoff and feedback contacts. The signal can be used to control train movements. The light changes from red to green. The signal can be operated by remote control using the 7272/72720 or 7271/72710 control boxes (conventional operation) or the 6083/60830 k 83 decoder (digital operation). Height 26.5 cm / 10-1/2".



72442 Braking Module.
Signal mechanism with integrated circuits for controlled stopping of digital locomotives with high-efficiency propulsion. This module has connections for a two-aspect color light signal, for the 3 necessary lengths of track for controlled stopping of a locomotive. The braking module is operated either with a k 83 decoder or with a 7272/72720 conventional control box. Dimensions 100 x 54 x 22 mm / 3-15/16" x 2-1/8" x 7/8".

The braking module requires 3 electrically isolated lengths of track in the signal area. The first part is a transition area, which corresponds to the length of a ski-shaped pickup shoe (approx. 70 - 90 mm / 3" – 4"). The second length of track is the actual braking area, in which the locomotive comes to a controlled stop. The length of the braking area is determined by the brake delay setting on the locomotive's decoder. This second length of track should be at least 40 - 50 cm / 16" – 20". The third length of track is a safety section, in which the operating voltage is turned off as in standard signal blocks. This prevents the locomotive from "running through" the signal block unintentionally.

The braking module can be used for color light and for semaphore signals. Locomotives with built-in digital or Delta electronic circuits without a control feature sometimes come to a stop in the braking section or even in the safety section. We cannot tell you exactly how each of these locomotives will behave. We therefore do not recommend using the 72442 braking module with locomotive decoders that do not have a control feature.

All of the connections use the new plugs. This brake module works the same as the 72441 brake module.

56135 Color Light Home Signal.
The signal changes from red (Hp0) to green (Hp1). It has LED's for lights. 16 volts operating voltage. The signal comes without a mechanism. The universal relay (7244 or 72441) or the k 84 decoder (6084) can be used as a mechanism.

5614 Distant Signal.
This signal complements the 5613 home signal. Solenoid mechanism. The signal's lights changes from yellow/yellow to green/green. Height 19.3 cm /7-5/8".

5636 Catenary Wire.
Length 45.0 cm / 17-11/16".

5635 Catenary Wire.
Length 67.0 cm / 26-3/8".

56136 Color Light Home and Distant Signal.
Model: Set consisting of a home signal with one each green, red, and yellow LED's to indicate the signal conditions of stop (Hp0), proceed (Hp1), and proceed slowly (Hp2), and a separate distant signal to go with the home signal. Both signals do not have a mechanism. An H0 mechanism or a Märklin Digital decoder can be used, depending on how the signals are to be used. This color light home signal and distant signal are not available separately.

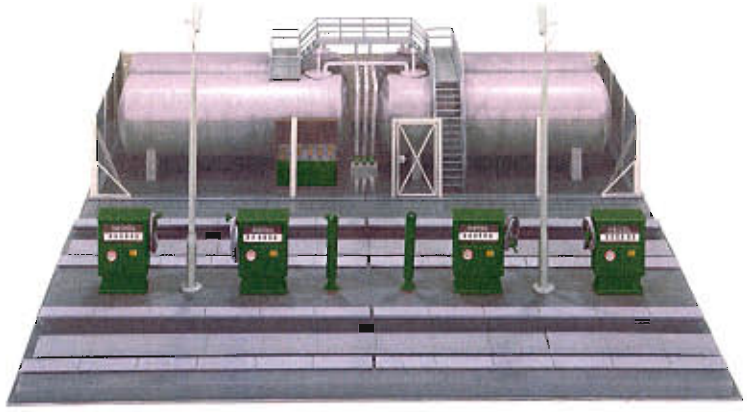
5632 Catenary Mast.
Mast and support arm made of metal.
Height 25.5 cm / 10-1/16".

5633 Feeder Mast.
Mast and support arm made of metal.
Height 25.5 cm / 10-1/16".

Accessories.

5615 Altmühlhof Station Kit.
Model of a small town station with waiting room and freight shed. The kit has clear glass windows. An interior lighting kit is included. Decals and small accessories such as crates, etc. are included. There is a station platform extension with a railing (length 31 cm / 12-1/4"). Made of weather-resistant plastic.
Base dimensions 60 x 29 cm / 23-5/8" x 11-1/2".

56211 Building Kit for a Diesel Fueling Station.
Model of a diesel locomotive fueling station with fuel pumps for diesel and heating oil, storage tanks, and 2 working lights. Made of weather-resistant plastic. This kit is suitable for installation in a double track area of a layout. Tracks not included.
Dimensions 69.0 x 51.0 cm / 27-3/16" x 20-1/16".



N

59934 1 Gauge Roller Test Stand with 8 Pairs of Roller Brackets.
This test stand is for presenting and servicing 1 Gauge locomotives with up to 8 powered axles. The stand is constructed of anodized aluminum sections. Pairs of roller brackets with precision ball bearings are included. 1 Gauge track is included. Locomotives can be operated with a conventional train control transformer, Märklin Digital or Märklin Systems. Total length 920 mm / 36-1/4". Usable length approximately 860 mm / 33-7/8". Pairs of roller brackets can be added individually from the 59932 extension set. This is necessary when using locomotives with more than 8 powered axles.

HIGHLIGHTS
- High quality anodized aluminum sections.
- Precision ball bearings.
- 1 Gauge track included.

HIGHLIGHTS
- Precision ball bearings.

59932 Pair of Roller Blocks for the 1 Gauge Roller Test Stand.
The pair of roller blocks are made of anodized aluminum profile shapes. The blocks have precision ball bearings. They can be used with the 1 Gauge roller test stand (item no. 59931). They are necessary for expansion when using locomotives with more than 6 powered axles.

The large test stand for the large locomotives: class 01, class 44, and class 96.

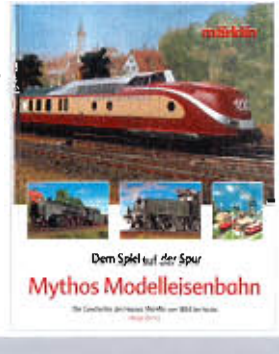
There are many small details that give a layout the final finishing touch. For example, our figures that bring life to the station, cars and the surrounding landscape. It's worth taking a closer look at these figures: The types, their faces, posture, hairstyles, clothing and accessories are lovingly craftedand carefully painted by hand.

The 1:32 scale standing and seated figures formerly offered in the 5640 and 56401 selling assortments are now being offered individually under their six digit spare parts numbers. You can populate your 1 Gauge layout with these figures to improve its appearance and to provide more operating enjoyment.

N

15677 "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. 15677) German version, (DVD: item no. 15678) international version (English, French, Dutch).

07458 Mythos Modelleisenbahn – Dem Spiel auf der Spur. (The Model Railroad Legend – Following the Path of Playing.)
The history of the Märklin Company from 1859 to today. This model railroad handbook in a pictorial format shows all of Märklin's familiar and important series and models in a broad overview. The development of track gauges, as well as the train and track technology is presented. Contents approximately 320 pages. With more than 600 color photos and illustrations.
Format 26 x 32 cm / 10-1/4" x 12-5/8". German text only.



Märklin Systems.

Admittedly, the first contact with the elements in Märklin Systems requires a kind of familiarization process compared to the earlier operating procedures with Märklin Digital. – Displays now give us information about the status of our locomotives and solenoid accessories. After just a few minutes it becomes clear that a new world is opening up beckoning to be discovered.
Twenty years ago Märklin unleashed an avalanche with digital model railroading that has still not come to a standstill. Much has changed in the last two decades in the area of electronics. We have taken this into account.
Customers want to experience more with their Märklin model railroad right from the start.
Märklin Systems is up to these challenges with more possibilities. Despite this, controlling locomotives and accessories has become more manageable. Compatibility to the existing classic combinations of equipment with the Control Unit is guaranteed.
The new heart of Märklin Systems is called the Central Station. A Märklin fan will use this controller above all else to run trains – and also to control turnouts and signals on his layout.
The special kick: All current models that come from the factory with an mfx decoder register themselves automatically in the Central Station. The large display comes up with a touch-sensitive screen (touch screen). Come enter the fantastic world of Märklin Systems. You'll find reason for enthusiasm.

Easy as Child's Play:
The perfect way to get started in the world of Märklin Systems.

Selected digital starter sets have the Märklin Mobile Station instead of the former Delta Control or Control Unit components. The Mobile Station surpasses by far the functionality of the former digital controllers. The Mobile Station combines the functions of 3 units:

- An easy-to-use controller for locomotives
- Booster for supplying power to the layout
- Central unit electronic circuit that collects all of the
- operating commands and sends them to the track as
- data signals.

A Look Ahead:
With the starter set you already have the capacity for additional expansion.

The Mobile Station has access to up to 10 locomotives from a locomotive list you can set up yourself. Two to three standard locomotives can be run at the same time, depending on their power consumption. Of course, these locomotives can be selected from the 10 units in the locomotive list. With this feature the Mobile Station completely covers the operational possibilities for many small and medium size layouts.
The design is as innovative as it is ergonomic. The large control knob, buttons for locomotive selection, menu, emergency stop as well as a headlight button and 8 function buttons, and a large display make handling the Mobile Station simple, logical, and easy to understand.
Direction and speed indicator: The direction of travel and the speed that has been set are clearly shown on the display for an active locomotive.

For Anyone Who Likes to Play Alone:
You can use a second Mobile Station as an additional locomotive controller for a second operator or as a controller close to the action. The first Mobile Station remains as a locomotive controller, booster, and central unit electronic circuit for the layout, while the second one serves only as a locomotive controller.

We Speak in Plain Language:
The most important basic information in Märklin Systems.

Märklin Systems makes use of a new data format. No problem: You can continue to use your existing Märklin locomotives with the Motorola processor in the decoder. Of course, you can also set individual characteristics from the Central Station on the decoder such as maximum and minimum speed as well as acceleration behavior.
Number of addresses: with over 16,000 more than enough.
Number of speed levels: sufficient. It's 128.

60212 Central Station.
The Central Station combines 2 locomotive controllers for simple, easy control of locomotives, an integrated, powerful booster for supplying power to the layout with track current and accessory current, the central electronic circuit, which gathers all of the locomotive and accessory commands and sends them to the track as data, a Keyboard with which solenoid accessories can be operated and whose settings can be displayed, a route controller that also includes external activation of routes by means of s88 decoders, and a control element for shuttle train or push/pull train control.

Professional quality controller with a large touch screen and almost unlimited possibilities for operating the layout.

Intelligent screen, reacts to different train operation situations.

2 locomotive speed control knobs.

Simple, innovative operation with descriptive names for locomotives.

Built-in Märklin Digital locomotive database.

Up to 16 controllable functions with self-explanatory pictograms and a graphic display of the control status.

Solenoid accessories can be controlled with 18 built-in Keyboard or automatically by means of routes (block operation, staging yard control, etc.).

Automatic shuttle train or push/pull train operation for up to 8 locomotives or powered rail cars.

60652 Mobile Station.
Hand controller unit with a 1.9 amp capacity. This controller has direct access to 10 locomotives. Locomotive selection can be done with descriptive locomotive names. Select from either the Märklin digital locomotive database built into this controller or from two-digit addresses. 9 buttons for auxiliary functions. The graphic display built into this controller automatically shows the function status with self-explanatory pictograms for locomotives with mfx decoders, or for locomotives selected from the digital locomotive database built into this controller. The controller has a locomotive selection button, menu button, and emergency stop button. The controller has a built-in connecting cable and plug for connecting to Märklin H0 layouts (by means of a feeder track and a connector box), or to the 60212 Central Station. An adapter cable (10-pin to 7-pin to the feeder track with a connector box) and a base (60659) for the Mobile Station are included.
Dimensions 165 x 69 x 35 mm /
6-1/2" x 2-11/16" x 1-3/8".

Simple, convenient operation.

Innovative operating concept with descriptive names for locomotives.

Graphic display with self-explanatory pictograms.

Up to 9 controllable auxiliary functions.

Simple cable connection (plug & play) to the feeder track.

Built-in Märklin digital locomotive database.

60659 Base for Mobile Station.
Base for the Mobile Station. Serves as a convenient base for the Mobile Station, or as a stationary location for this controller. The base can be placed on the layout, or it can be mounted in place with the screws included with it.

Märklin Systems.

60052 60 VA Transformer, 230 Volts.
Transformer for supplying power to the 60651 or 60652 Mobile Station. This transformer has a new connection socket and a power cord with a plug. It can be used for supplying power to conventionally controlled Märklin solenoid accessories. 16 volt AC output. Plastic housing.
Dimensions 150 x 110 x 80 mm / 5-7/8" x 4-5/16" x 3-1/8".
Safety tested.

The 60052/60055 Transformer is not designed for outdoor use. It must be protected from moisture.

International versions:
60055 120 Volts.

60126 Extension Cable.
This cable comes with a 9-pin socket and a 9-pin plug to connect a distantly located terminal or another component to the data bus.
Length approximately 2 meters / 79".

60125 Terminal.
This unit can be used to connect additional components from the Märklin Systems program to the Central Station. 9-pin connecting cable, 60 cm / 23-5/8" long, permanently attached to the Terminal, and a 9-pin socket for an additional Terminal or other components to be connected to the data bus. Four 7-pin sockets for connections from Mobile Stations or other peripheral units.
Dimensions 96 x 85 x 40 mm / 3-3/4" x 3-3/8" x 1-9/16".

60111 Connector Box.
This box is for connecting a transformer and up to 2 Mobile Stations.
Dimensions 96 x 85 x 40 mm / 3-3/4" x 3-3/8" x 1-9/16".

610479 Adapter Cable.
10-pin to 7-pin adapter cable for connecting a second mobile station to the 60115 Connection Box (H0) or 60111 (Märklin 1).

60129 Connect 6017.
This unit gives you an optional way to connect and integrate the Märklin Digital 6017 Booster and 6015 Booster into the Märklin Systems world. It allows you to locate the Booster anywhere compared to the direct connections to the current Central Station. Not suitable for locomotive operations with 1 Gauge.

Connection options: permanently installed wires (red and brown) with C Track spade connectors. Low voltage socket for supplying power to this unit when you are only using the 6015 Booster with it. Socket for flat ribbon cable connection to the Booster.
Plastic housing.
Dimensions 96 x 85 x 40 mm / 3-3/4" x 3-1/4" x 1-1/2".

60172 Booster with Feedback Feature.
Power booster for supplying operating current to larger layouts (H0 or 1), which are controlled by Märklin Systems. This unit can be connected to a Märklin Systems transformer. 48 VA maximum output power, 3 amps maximum current. This unit is connected to the Central Station by means of a 9-pin data bus line. This unit registers itself and communicates automatically with the main controller. Feedback feature to the main controller from the track and from up to 8 s88 feedback module decoders (not included) connected to the layout. Two-color LED's on the Booster and the main controller's screen display the operating status of the Booster. Several boosters may be used in one system. Plastic housing.
Dimensions: 150 x 110 x 80 mm / 5-7/8" x 4-5/16" x 3-1/8".

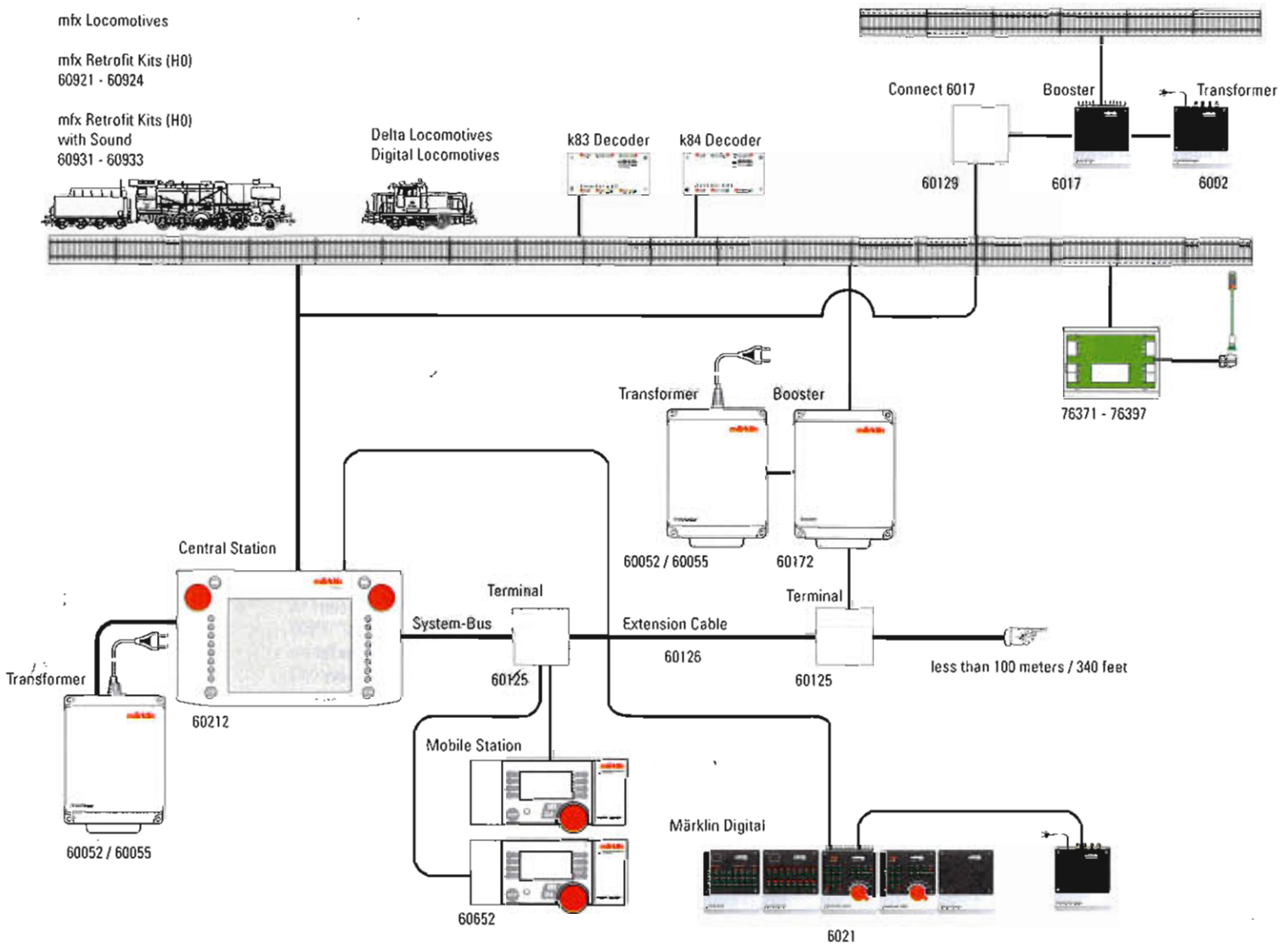
A Look at the System Architecture.

6003 Transformer 240 Volt / 52 VA.
Constant voltage transformer for digital layouts and for electric accessories. 16 volt AC output voltage, 52 VA power output. 2 pairs of terminal clips. LED pilot light. Suitable or lighting circuits, electric solenoid devices, and locomotive controllers. Plastic housing. Dimensions 135 x 120 x 80 mm / 5-1/2" x 4-7/8" x 3-1/2".

HIGHLIGHTS

- Australian standard power cord plug.
- VDE tested.

These transformers may not be used outdoors and they must be protected from moisture.



Schematic Representation

Digital Locomotive Control.

6017 Booster.
Power supply unit for large, digitally controlled layouts. The maximum current supplied is 2.5 amps. The unit has an LED pilot light. Like the 6021 Control Unit, this unit has a controllable voltage reduction for slow speed sections. The unit has 2 terminal clips each for the track and a transformer. The unit has a connection socket for both the Control Unit and an additional booster (item no. 6017). 1 adapter cable is included for connections to the Control Unit.
Dimensions 135 x 120 x 80 mm / 5-5/16" x 4-3/4" x 3-1/8".

6089 Adapter s 88.
Longer connecting cable for the s 88 decoder.
Length 200 cm / 78-3/4".

60830 k 83 Decoder.
Receiver for switching turnouts, signals, and uncoupler tracks. This decoder can be activated by the Keyboard, Memory, or Interface. The decoder has switches for setting the digital address. 4 two-way switching outputs are present on the decoder. All connections are designed for the new plugs from the 71400 set. 8 appropriate plugs included.
Dimensions 100 x 54 x 22 mm / 3-15/16" x 2-1/8" x 7/8".

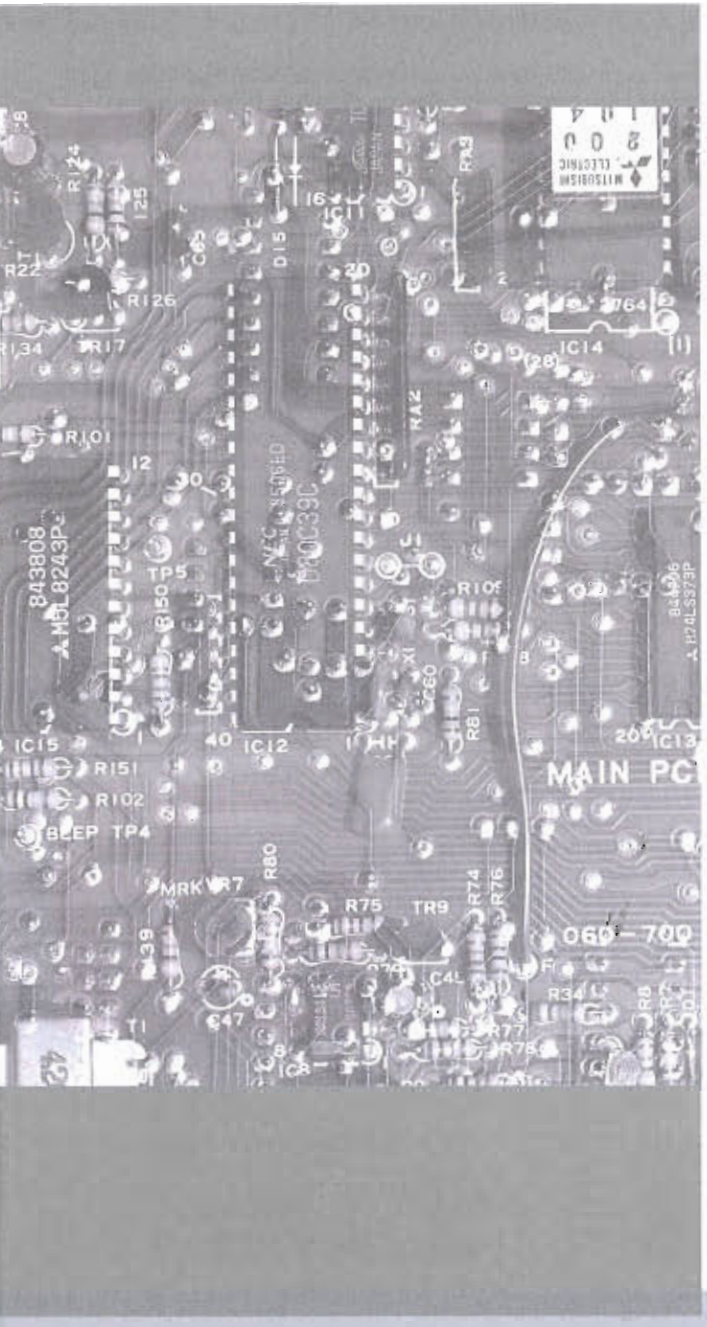
HIGHLIGHTS
- All of the connections use the new plugs and sockets.
- Appropriate plugs are included.
- These connections work the same as the 6083, 6084, and 6088 decoders.

60880 s 88 Decoder.
Feedback module for contact generators on digitally controlled layouts. This decoder comes with a connecting cable that can be plugged into the Memory or Interface. The decoder has connecting sockets for 2 additional s 88 decoders. 16 inputs for contact generators. All connections are designed for the new plugs from the 71400 set. 8 appropriate plugs included.
Dimensions 124 x 54 x 22 mm /
4-7/8" x 2-1/8" x 7/8".

HIGHLIGHTS
- All of the connections use the new plugs and sockets.
- Appropriate plugs are included.
- These connections work the same as the 6083, 6084, and 6088 decoders.

60840 k 84 Decoder.
Receiver for turning continuous current on and off for lighting, motors, and other electrical accessories. This decoder can be activated by the Keyboard, Memory, or Interface. The decoder has switches for setting the digital address. 4 different potential-free switching outputs. All connections are designed for the new plugs from the 71400 set. 8 appropriate plugs included.
Dimensions 100 x 54 x 22 mm / 3-15/16" x 2-1/8" x 7/8".

HIGHLIGHTS
- All of the connections use the new plugs and sockets.
- Appropriate plugs are included.
- These connections work the same as the 6083, 6084, and 6088 decoders.



60960 c 96 Function Decoder.
Decoder for controlling up to 4 auxiliary functions (f1 to f4) from the Control Unit (6021), a Control 80 f locomotive controller connected to this central unit, or the Interface. This function decoder can either be installed in locomotives along with a locomotive decoder or by itself in cars. It can be coded for 80 different addresses. When sufficient space is available, any Märklin digital locomotive or any locomotive with a built-in Delta module can be equipped with additional controllable functions such as a smoke unit or Telex couplers (where the locomotive already has these couplers). On passenger cars interior lighting can be a controllable function.
Dimensions 25 x 20 x 10 mm / 1" x 13/16" x 3/8".

60961 c 96-1 Function Decoder.
Function decoder with a direction-dependent function as well as those switching functions present in the 60960 function decoder. This additional function is switched on with the "function" button on the 6021 Control Unit or the Control 80 f locomotive controller or the 66045 Delta Control 4 f. The maximum current load for the different functions outputs varies between 200 milliamps and 500 milliamps. The maximum total current load for this component is 1 amp. It can be coded for 80 different addresses.

Uses for this electronic circuit: Retrofitting universal locomotives with digitally controlled functions, converting a cab control car to have headlights / marker lights that can be controlled simultaneously with the same lights on a locomotive, other direction-dependent functions in cars.
Dimensions 25 x 20 x 10 mm / 1" x 13/16" x 3/8".

Conventional Locomotive Operation.

All Märklin 1 locomotives will operate with no problems on conventional layouts. Transformer, locomotive controller, two wires and some track – this is all you need to get started.

6647 230 Volt Transformer. 32 VA.
The track voltage can be adjusted between 4 and 16 volts. The accessory voltage is 16 volts.
Plastic housing.
Dimensions 140 x 120 x 80 cm / 5-1/2" x 4-3/4" x 3-1/8".
VDE tested.

The 32 VA transformers (6647, 6646 and 6645) are only to be used indoors when operating a Märklin 1 Gauge layout.

International Versions:

6646 120 volts.
6645 100 volts.

Tested for Safety.

We can only guarantee trouble-free operation of our trains with original Märklin transformers. These transformers must be protected from moisture and are not approved for outdoor use. These transformers are to be connected only to AC power. Please also read the operating instructions for these components.

Multi-Train Operation with Separate Power Circuits.

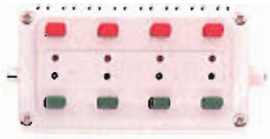
In conventional train operation, if several trains are to be operated independently of each other, the layout is divided into several power circuits. A transformer and at least one feeder track are assigned to each power circuit and each circuit is easily separated from other power circuits with center conductor insulators (74030, 5022, or 7522). In the Märklin H0 system running rails have the same polarity everywhere on a layout and do not need to be interrupted.
Power circuits can be closed routes like most main lines or other areas of track with their own operation. Examples of the latter would be branch lines, station areas, storage sidings, switch yards, or railroad maintenance facilities. In this way you can control individual locomotives for specific purposes simultaneously with fully automatic route operations. As a rule catenary for electrified routes is connected to its own transformer as an additional power circuit. This allows you to control locomotives used in catenary operation independently of locomotives or rail cars powered from the track. Catenary power circuits can be separated from each other with the 70221 (7022 in the old catenary system) contact wire interrupter.

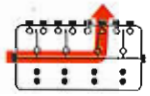
Power Consumption of Locomotives and Accessories.

The output indicated on the transformer (in VA) is available for the power consumption of all users in the power circuit.
Some sample calculations for power consumption: Smaller locomotives with a load (example: 30000) require about 9 VA, larger locomotives (example: 33803) about 12 VA. The power consumption for train lighting depends on the light bulbs being used and is usually less than 2 VA per car.
After subtracting the output required by trains, the remaining reserve can be used at the accessory outputs for electric accessories. Here, light bulbs consume between 0.5 and 1 VA (see the table "Light Bulbs for Accessories") and turnout or signal mechanisms require about 6 VA at the moment they are activated. Additional electric accessories should be connected to an additional accessory transformer.

72710 Control Box with a Feedback Function.
This control box is for operating 4 double solenoid accessories with end shutoff contacts. It has an automatic feedback of the accessory setting with LED's when used with the 7549 turnout mechanism (K) or the 74490 turnout mechanism (C). The control box comes with 8 sockets on the back and a plug on one end and a socket on the other end. 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".

HIGHLIGHTS
- **All of the connections on this control box have the new plugs and sockets.**
- **Plugs to work with this control box are included.**
- **These control boxes work in the same manner as the 7271, 7272, 7273, and 7274 control boxes.**

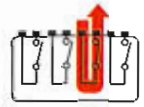




Schematic of 72710
(Button 3 pushed)

72730 Control Box.
This control box is 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. 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".

HIGHLIGHTS
- **All of the connections on this control box have the new plugs and sockets.**
- **Plugs to work with this control box are included.**
- **These control boxes work in the same manner as the 7271, 7272, 7273, and 7274 control boxes.**



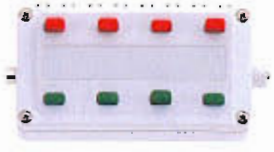
Schematic of 72730
(Switch 3 closed)

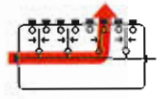
72090 Distribution Strip.
This distribution strip can accept 11 plugs and 1 socket that adhere to the new standard. All 12 connections are electrically connected. A wire with the earlier version plug can also be plugged into this distribution strip.
Size 47 x 26 mm /1-7/8" x 1".

72720 Control Box.
This control box is 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. The control box comes with 8 sockets on the back and a plug on one end and a socket on the other end. 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".

HIGHLIGHTS

- **All of the connections on this control box have the new plugs and sockets.**
- **Plugs to work with this control box are included.**
- **These control boxes work in the same manner as the 7271, 7272, 7273, and 7274 control boxes.**



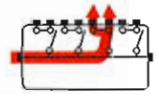


Schematic of 72720
(Button 3 pushed)

72740 Control Box.
This control box is 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. The control box comes with 8 sockets on the back and a plug on one end and a socket on the other end. 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".

HIGHLIGHTS

- **All of the connections on this control box have the new plugs and sockets.**
- **Plugs to work with this control box are included.**
- **These control boxes work in the same manner as the 7271, 7272, 7273, and 7274 control boxes.**

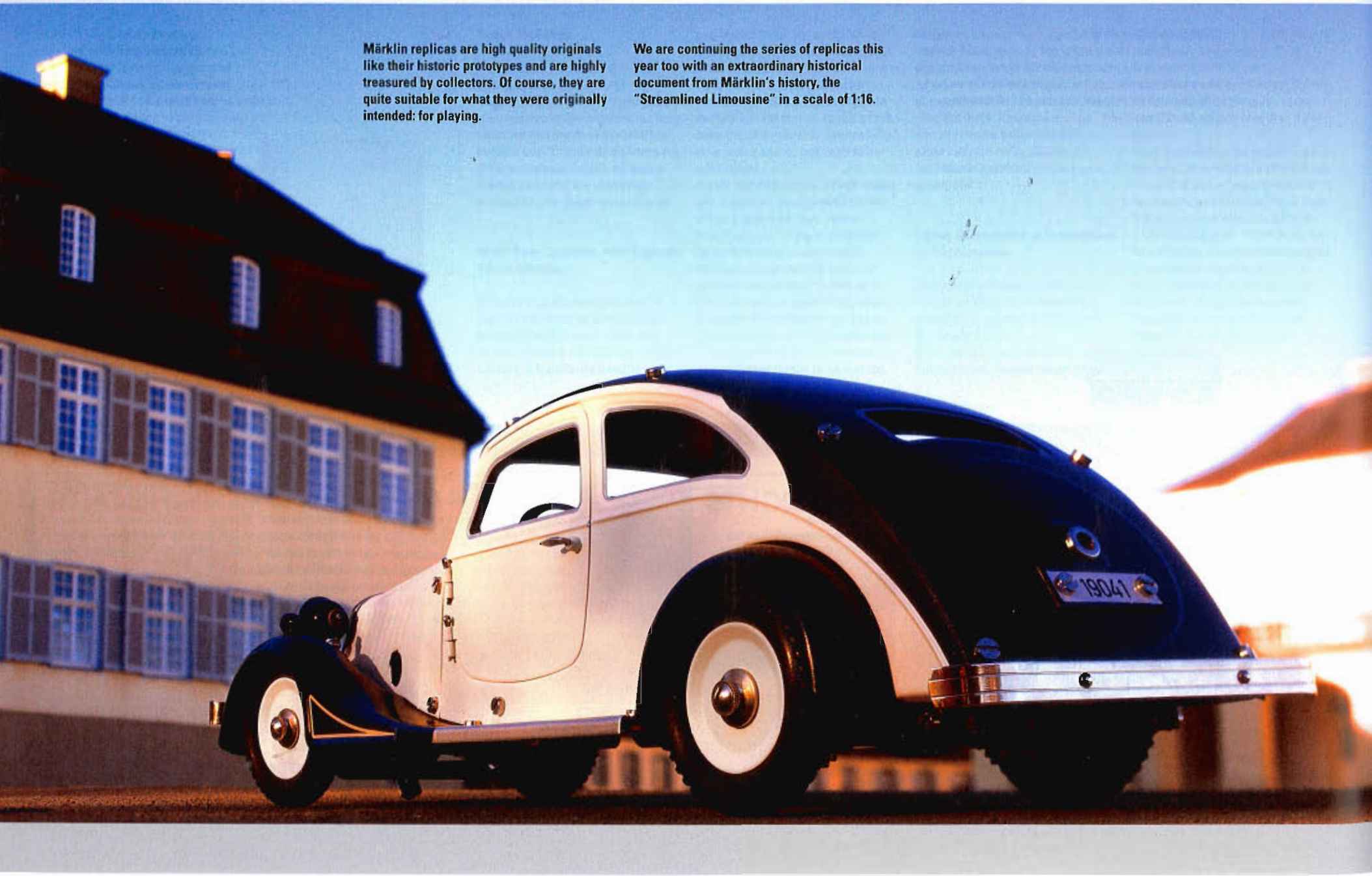


Schematic of 72740

Replicas.

Märklin replicas are high quality originals like their historic prototypes and are highly treasured by collectors. Of course, they are quite suitable for what they were originally intended: for playing.

We are continuing the series of replicas this year too with an extraordinary historical document from Märklin's history, the "Streamlined Limousine" in a scale of 1:16.



Streamlined Limousine.

märklin

N II

19041 Reproduction Model Automobile.
Prototype: Streamlined Coupé from the 1930s.
Model: Ready-to-run model in a scale of about 1:16. The chassis and bodywork are made of metal. The shape, technical construction, and dimensions are the same as the 1101 C Basic Chassis Construction Set and the 1103 Add-On Bodywork Construction Set with the 1109 M windup motor, and the 1110 B Headlight Set. The windup mechanism is connected to the rear axle by means of a cardan shaft. The steering works and can be locked in place. The headlights will light up (AA battery, not included). The driver's door can be opened. The car has interior details with a driver's seat, dashboard, and steering wheel. The car has an exclusive paint job typical of the 1930s. The radiator grill and bumpers are bright nickel plated. Certificate of authenticity included.
Length 37.5 cm / 14-3/4".

One-time series.

HIGHLIGHTS

- **Reproduction as an authentic design.**
- **Ready-to-run model made of metal.**
- **Exclusive paint job.**

Timelessly Beautiful Sport Coupe for Sale.

The Märklin automobile / truck construction sets were in the Märklin catalog from 1933 to 1955. You could assemble a "new car" à la carte from the construction set program: All of the bodywork design fit on a universal chassis in a scale of 1:16 – from the sports car to the tank truck, from the race car to the fire truck. A mechanism and an electrical system could be installed later – the final assembly took place at home.

The "Streamlined Limousine" had the most modern design, a sporty vehicle that today would be called a "Coupe". Streamlined shape, elegant two-tone paint job, and bright chrome parts provided the spirit of the times both in the building of the real life automobile and in the construction of the model automobile. This automobile, carefully manufactured now as a regular production model, not only represents a piece of Märklin tradition, it also is a tangible document of the exciting history of the automobile.

Insider Model for 2007.

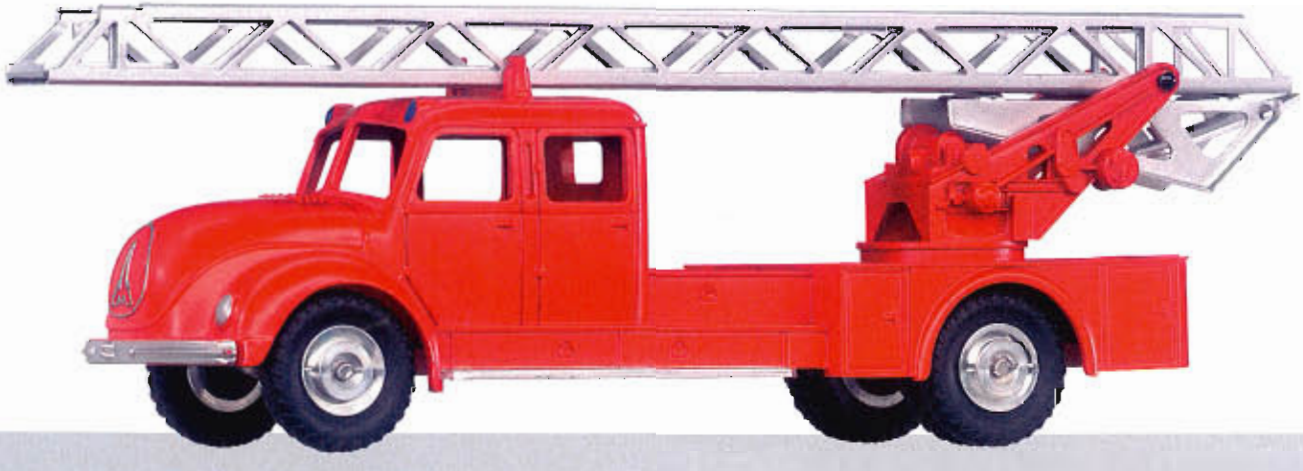
18023 Fire Department Ladder Truck Reproduction.
Prototype: Magirus-Deutz curved-hood truck with a double cab and rotary ladder superstructure.
Model: The body and the cab are made of die-cast metal, and the floor is made of sheet steel. The ladder is constructed of metal, the pivot bearing can be turned, and the ladder can be extended. This fire truck has metal wheels as turned parts with rubber tires.
The running boards, fenders, and blue warning lights are picked out in color.
Length 16.0 cm / 6-5/16".

The 18023 Fire Truck is being produced in a one-time series only for Insider members.

HIGHLIGHTS

- **Reproduction of a classic: Märklin fire department truck from the Fifties and Sixties.**
- **Reproduction manufactured with the original tooling of the earlier 8023 model.**
- **Cardboard packaging in an historic design.**

This truck and the packaging are permanently marked as a reproduction.



MHI: Märklin Händler Initiative / Märklin "Exclusiv" Program.

märklin

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

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

Compare our highlights on the preceding pages.

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

"Exclusiv" products are manufactured exclusively in one-time series and are only available in limited quantities. These products are identified in the presentation book.

The dealers in our association are distinguished in particular by carrying the Märklin full line program and by special qualifications in help and service. "Exclusiv" dealers in your area can be found on the Internet at
www.maerklin-partner.de
www.marklin.com
(for North America).

All of the "Exclusiv" series in this annual presentation book are identified.
You will find them on the following annual presentation book pages:

		Page
Märklin H0		
18023	Fire Department Ladder Truck Replica	526
37355	Double Unit Diesel Locomotive	95
37772	Diesel Powered Rail Car Train	140
37860	Tank Locomotive	73
39050	Steam Locomotive with a Tender	83
43047	Set with 4 Passenger Cars	167
44532	Glass Tank Car	263
46328	Set with 3 Silo Container Cars	238
47142	Set with 3 Stake Cars	229
48534	Set with a Flat Car with Container and a Truck	223
48810	Set with 6 Freight Cars	219
78070	"Railroad Grade Crossing" Track Extension Set	32
Märklin Z		
88053	Steam Locomotive with a Condensation Tender	386
88872	Diesel Powered Rail Car	396
Märklin 1		
19041	Model Automobile Replica	524
55961	Heavy Tank Locomotive	466

One-time series in 2007 for the Märklin "Exclusiv" Program.

Become a Märklin Insider.

Insiders always know more. Where others remain on the outside of things, Insiders have access. They receive special offers and information. Except for the special anniversary models, all of the 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 for 2008 costs Euro 75.90, CHF 124.00, US $89.00, including the annual car, an annual chronicle, a year's subscription to the Märklin Magazine, the annual presentation book, the Club News, etc.

Becoming an Insider is quite easy:
Just fill out a registration form (for example, on our home page) and send it to us.

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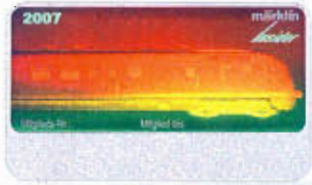
- **Fax** +49 (0) 7161/608-308
- **E-Mail** insider-club@maerklin.com
- **Internet** www.maerklin.com

With the membership card (it has a new design every year) you'll identify yourself as an Insider.



Get on board and benefit from these advantages:

All 6 issues of the Märklin Magazine
The leading magazine for model railroaders! You'll find everything in it about your hobby. Extensive instructions on layout building, first hand product and technical information, exciting prototype articles, current tips about events and much more. Existing subscriptions can be carried over. The current subscription price of Euro 30.00 is included in your membership dues.

The Insider Club News 6 Times a Year
With current information about the club and club activities as well as exclusive Insider tips and information about all topics related to the hobby of model railroading.

Annual Club Car
Your membership qualifies you for exclusive club models that are developed and product only for you as a club member. A certificate underscores the value of these models.

The Annual Chronicle
Experience with a DVD at home all of the high points of the past year in Märklin model railroading again and again.

Annual Presentation Book
Insiders receive the Märklin Annual Presentation Book once a year as an exclusive Insider collector's edition.

Insider Club Card
Your personal club card (it has a new design every year) identifies you as a club member and gives you many advantages. At different shows and events (in Germany and certain other parts of Europe) you'll receive a small welcome present at the Märklin Club stand.
In addition, we give you savings on tickets to enter many museums, amusement parks, shows, and musicals (in Germany and certain other parts of Europe) among other things.

N **Insider Z Gauge Annual Car for 2007.**

N **Insider H0 Gauge Annual Car for 2007.**

Our Thank-You for Your Insider Membership.

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For Our Anniversary Members.

After five and ten complete years of membership, this anniversary is naturally rather special to us. You can then look forward to the models shown here. These exclusive and lovingly selected products are being offered to our anniversary members, in the respective gauge of the anniversary car selected, until further notice.
If that is not an incentive ...

5 Years of Membership

86191 Level Measurement Car. (Z)

46582 Level Measurement Car. (H0)

10 Years of Membership

86002 Birthday Car. (Z)

37082 Express Steam Locomotive. (H0)

46010 Track Cleaning Car "10 Years Insider". (H0)

1. FC Märklin: The Club for Young Märklin-Fans.

Young model railroad and Märklin fans have their own Club for information and to find new friends. The 1. FC Märklin is the only model railroad children's club an offers young Märklin fans fun, interaction, and information about real life railroading and model railroading.

The following services are included in the club membership:

- **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 railroad 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:** It provides discounted entry in many museums and for Märklin events and consumer shows.

- **The right to order the 1. FC annual car:** This car can only be ordered by club members.
- **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: Euro 10.00, CHF 15.00 per year. Registration forms can also be requested from the address below:

1. FC Märklin
PF 960
D-73009 Göppingen, Germany

- **Telephone** +49 (0) 7161/608-213
- **Fax** +49 (0) 7161/608-308
- **E-Mail** 1.fc-club@maerklin.com

N **Annual Car for 2007 for the 1. FC Märklin.**

Märklin Magazin: The Model Railroad Specialty Magazine.

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- The best tips for building a layout
- All the important information for collecting
- All event dates

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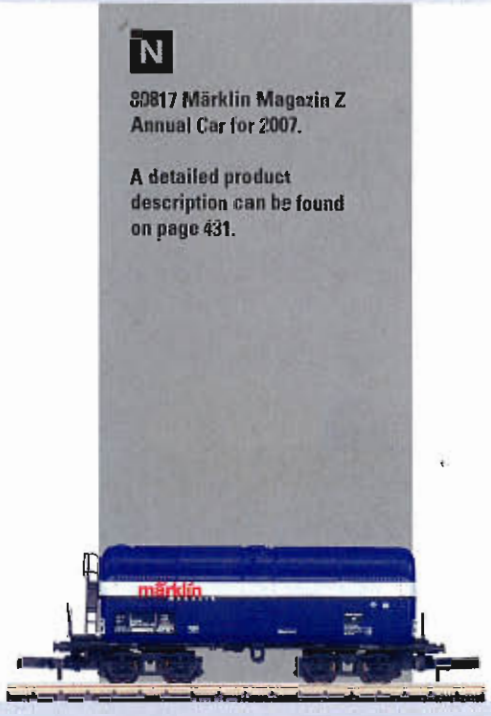


N

30817 Märklin Magazin Z Annual Car for 2007.

A detailed product description can be found on page 431.

N

48507 Märklin Magazin H0 Annual Car for 2007.

A detailed product description can be found on page 263.

The Märklin World of Adventure.

On October 20, 2006, the new, large Märklin World of Adventure opened and now documents the 148 year old history of the firm under one roof with a display of more than 1,000 / 10,764 square feet including a flagship store, a Museum shop, and a service area. If you have known Märklin up till now for model railroads and metal construction sets, then you will be excited in the Märklin World of Adventure by the multitude of toys and collector pieces produced by this firm with its rich tradition over the years and sold all over the world. Stationary steam engines, a large monorail, and model cars and trucks are among the valuable, historic treasures. Numerous, particularly valuable pieces never shown before await the visitor. Among them, the first live steam locomotive built in 1895 or the rare Bruncvik, a model ship of which there are only three examples. Also, the first race car set from 1937 and the "Sprint" race car system developed in the Sixties can be admired. More emphasis has been placed on having as many models as possible in well lit display cases viewable from all sides so that the models can be seen from different angles. Knowledgeable personnel, including collectors, are on hand to answer all questions.
Visitors can get up close to several large model railroad layouts with realistic theme worlds and numerous trains controlled as if by magic. They can view the start and stop procedures for trains at turnouts and in stations. There are locations around the layouts where children

Märklin World of Adventure
Reutlinger Street 2
73037 Göppingen
Germany

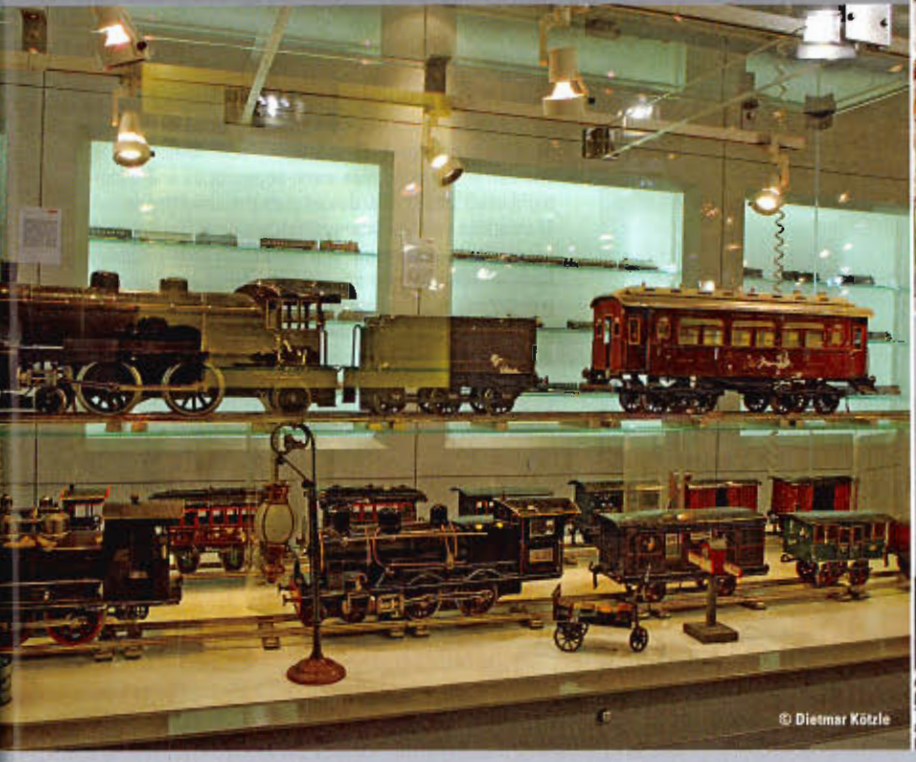
Telephone +49 (0) 7161 608-289
www.maerklin.de

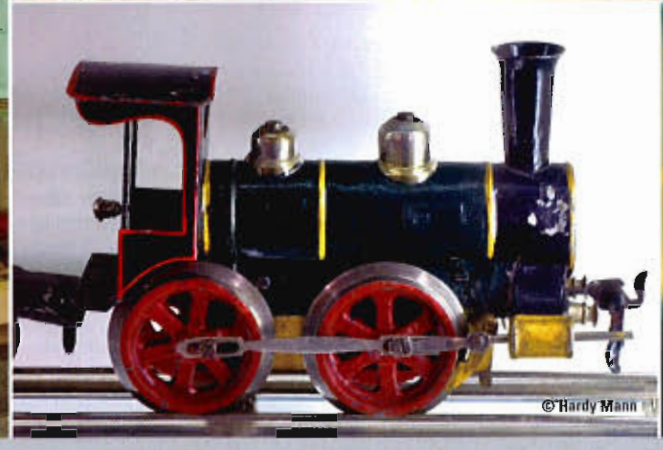
Hours of Operation:
Monday through Friday from 10:00 AM to 8:00 PM,
Saturday from 10:00 AM to 6:00 PM.
Sunday from 11:00 AM to 6:00 PM.

Please note: The Märklin World of Adventure is closed on several Sundays in the year. For information in advance, see **www.maerklin.de**
We are closed in general on holidays.

Entry is free.
There are parking places in front of the Museum.

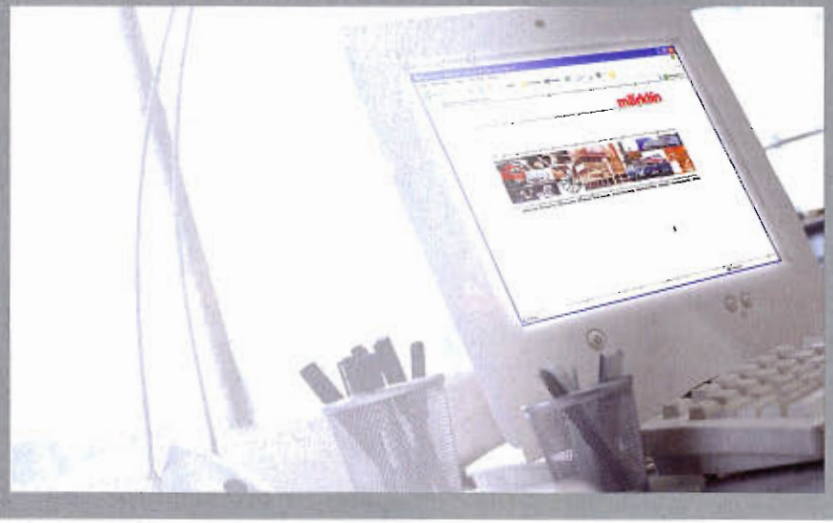
can also look at the trains from the vantage point of their height. The miniature worlds shown on these layouts will excite you with moments portrayed from real life, worked out in all of their details. Discover the unearthing of a prehistoric reptile fossil or watch a cable car run up a snow-covered mountain.
An essential part of the new Märklin World of Adventure is the extensive range of services offered.
In the flagship store Märklin enthusiasts will find a complete assortment of all gauges. A workshop for the servicing and repair of current Märklin products is also present as well as an extensive spare parts inventory.

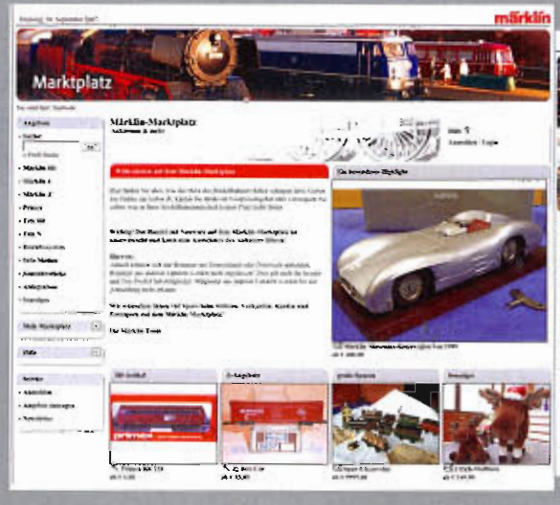




www.maerklin.com

Märklin on the Internet.





Märklin on the Internet.

www.maerklin.com is our international home page with links to all of the Märklin companies in the world. You can get there from the German home page with a click of your mouse – or you can also go there directly at www.maerklin.de
Our Internet site has established itself for a long time as an independent source of information and service.

We are developing innovative new products for the Internet, just as we do in the classic model railroading market, and the former always make it worthwhile to visit the Märklin home page and see what's new. The constantly updated overviews of events and dates and new background images every month are only two examples of this.

www.maerklin.com

Product Service.
The Internet also enables you to access current Märklin information. There you will find over 2,500 items in our product database and hundreds of spare parts diagrams and lists, each with a daily updated display of availability in the Märklin warehouse.

Online Booking.
A wide array of seminars and workshops are offered on the theme of model railroading. You can book your desired date directly on the Internet. (Note: At present these seminars and workshops are conducted in German in Germany.)

www.maerklin.de

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.
The Märklin WebNews provides information by e-mail about all new and current offers on our web pages. We would be happy to send you this newsletter at no charge on request. (Note: The WebNews newsletter currently comes in German only.)

Märklin Marketplace.
You can find locomotives, cars, accessories and much more used on our new dealer platform, the Märklin Marketplace on the Internet. You too can offer items here you no longer want at a fixed price or at auction. Special highlights are offers of rare collectors' pieces and the newly introduced certification and placement service. (Note: The Märklin Marketplace is currently only available in Germany and Austria.)

www.maerklin-marktplatz.de

Promotion Service.

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Märklin Promotion Service
P.O. Box 8 60
D-73008 Göppingen
Germany

- **Telephone** +49 7161 608-0
- **Fax** +49 7161 608-173

www.maerklin.com

You're looking for a means of promotion that is still attractive? With Märklin we give you motion in your merchandising.

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 fit 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.

Seminars for Model Railroaders.

training

Registration and information at:

Gebr. Märklin & Cie. GmbH
Training
Reutlinger Straße 2
73037 Göppingen,
Germany

- **Telephone** +49 (0) 7161/608-257
  +49 (0) 7161/608-222
- **Fax** +49 (0) 7161/608-143
- **E-Mail** training@maerklin.de

The seminar program can be found at **www.maerklin.com/training.** Other seminar dates and topics are included in each Insider mailing.

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
- Service and maintenance for Märklin H0, 1, and Z locomotives

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 at no charge.
It's this easy: Go to our home page 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 home page at:
www.maerklin.com

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.

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For those interested in more detail there is an overview on these pages of the eras and emblems of historic and current European railroad companies.

The pictograms described here can also be found next to the models in this catalog, so that you can assemble prototypical trains from a particular era.
The division of the eras follows the NEM standards, but in the earlier eras the cutoffs are not always very clear. In the prototype the features of different eras often overlap.

Country	Abbreviation	Original Name	Railroad
Belgium	SNCB	Société Nationale des Chemins de fer Belges	Belgian State Railways (Wallonian)
	NMBS	Nationale Maatschappij van de Belgische Spoorwegen	Belgian State Railways (Flemish)
Germany	KPEV	Königlich Preußische Eisenbahn-Verwaltung	Prussia, Hesse, North and West Germany (1878 - 1918)
	K.Bay.Sts.B.	Königlich Bayerische Staatseisenbahn	Bavaria and Palatinate, South Germany (1844 - 1920)
	K.W.St.E.	Königlich Württembergische Staatseisenbahnen	Württemberg, Southwest Germany (1845 - 1920)
	DRG	Deutsche Reichsbahn (-Gesellschaft)	German State Railroad(1924 - 1949)
	DB	Deutsche Bundesbahn	German Federal Railroad (1949 - 1993)
	DR	Deutsche Reichsbahn	German State Railroad of East Germany (1949 - 1993)
	DB AG	Deutsche Bahn AG	German Railroad Inc. (from 1994)
	AAE	Ahaus-Alstetter Eisenbahn GmbH	Branch line
Denmark	DSB	Danske Statsbaner	Danish State Railways
France	SNCF	Société Nationale des Chemins de fer Français	French State Railways
Italy	FS	Ferrovie dello Stato Italiane	Italian State Railways
Luxembourg	CFL	Société Nationale des Chemins de fer Luxembourgeois	Luxembourg State Railways
Netherlands	NS	Nederlandse Spoorwegen	Dutch State Railways
Norway	NSB	Norges Statsbaner	Norwegian State Railways
Austria	ÖBB	Österreichische Bundesbahnen	Austrian Federal Railways
Spain	AVE	Alta Velocidad Española	Spanish High-Speed Lines
Sweden	SJ	Statens Järnvägar	Swedish State Railways
Switzerland	SBB	Schweizerische Bundesbahnen	Swiss Federal Railways (German)
	CFF	Chemins de fer Fédéraux Suisses	Swiss Federal Railways (French)
	FFS	Ferrovie Federali Svizzere	Swiss Federal Railways (Italian)
	BLS	BLS Lötschbergbahn AG	Alpen Bern-Lötschberg-Simplon
	AAE	Ahaus-Alstetter Eisenbahn GmbH	Freight car leasing
Hungary	MAV	Magyar Államvasutak Vezérigazgatósága	Hungarian State Railways Administration
USA	AT & SF	Atchison, Topeka & Santa Fe Railway	Midwest and Southwest USA (1859 - 1995)
	U.P.	Union Pacific Railroad	Midwest and Western USA (from 1862 on)
	NYC	New York Central System	Northeast USA (1869 - 1968)
	PRR	Pennsylvania Railroad	Northeast USA (1846 - 1968)

Repair Service / Warranty.

Märklin Direct Service.
The authorized 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 reliable shipping. If you would personally like to drop off and pick up models in our factory in Göppingen, please see our Service Point at the Märklin World of Adventure.

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

Telephone +49 (0) 7161/608-553
E-Mail reparaturabteilung@maerklin.de

Hours of operation at the Service-Points in the Märklin World of Adventure, Reutlinger Straße 2, Göppingen, Germany:
Monday through Saturday from 10:00 AM to 6:00 PM

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. We recommend 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 your 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.

Imprint.

We reserve the right to make changes and delivery is not guaranteed. Pricing, data, and measurements may vary. We are not liable for mistakes and printing errors.
Some of the models shown in the photographs are hand samples. The regular production models may vary in details from the models shown.
The publication and release of this Märklin presentation book cancels all earlier Märklin catalogs.

*** All prices are suggested retail prices.**
If these edition of the presentation book does not have prices, please ask your authorized dealers for the current price list.

Printed in Germany.

Important Service Information.

Germany

Technical Hotline
(Mondays through Fridays 9:00 AM – 12 Noon and 1:00 – 5:00 PM)
Tel. 07161/608-222
Fax 07161/608-173
E-Mail technikfragen@maerklin.de

Reparaturen
(Mondays through Fridays 8:30 AM – 12 Noon and 1:00 – 3:30 PM)
Tel. 07161/608-553 or 608-554
E-Mail reparaturen@maerklin.de

Ersatzteilberatung
(Mondays through Fridays 8:30 AM – 12 Noon and 1:00 – 3:30 PM)
Telefon 07161/608-286
Fax 07161/608-344
E-Mail ersatzteile@maerklin.de

Belgium

Hotline for Märklin Software
Mondays from 8:00 to 10:00 PM and
Sundays from 10:00 AM – 12 Noon
Contact Person: Hans Van Den Berge
Tel. 09/245 47 56
E-Mail customerservice@marklin.be

France

Technical Hotline
Thursdays from 2:30 – 5:30 PM
Contact Person: Mr. Metreau
Tel. 01 48 17 78 74
E-Mail sav@marklin.fr

Netherlands

Technical Hotline
Fridays from 6:00 – 8:00 PM
Contact Person: G. Ketterman
Tel. 074 - 2664044
E-Mail technisch@marklin.nl

Hotline for Märklin Software
Contact Person: F. van Waes
Tel. 0162 - 480854
Mondays from 6:00 – 8:00 PM

Switzerland

Technische Hotline
Ansprechpartner: Alexander Stelzer
Tel. 056/667 3663
Fax 056/667 4664
Tuesdays from 5:00 – 8:00 PM
Saturdays from 10:00 AM – 12 Noon
E-Mail alex.stelzer@gmx.ch

USA

Technical Hotline
Contact Person: Dr. Tom Cattersall
Telefon 801-367-1042
E-Mail tom@marklin.com

Item Number Page Listing.

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Item Number Page Listing.

All of the items presented in this annual presentation book are assembled together on the CD-ROM "Total Program for 2007/2008".

N

17190 Märklin CD-ROM Main Catalog "Full line 2007/2008".
Contents: Full line 2007/2008 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 PCs with Windows 98 or higher, as well as on PPC MAC G4, System 10.2.6 to 10.4.

Explanation of Symbols.

New item for 2007.

Metal locomotive frame.

Metal frame and mostly metal locomotive body.

Locomotive body chiefly made of metal.

Metal frame and locomotive body.

Metal car frame.

Metal car frame and body.

Car body chiefly made of metal.

Märklin close couplers with pivot point.

Märklin close couplers in standard pocket with pivot point.

Märklin close couplers in standard pocket with guide mechanism.

Lokomotive/car has sprung buffers.

Automatic claw couplers can be replaced with reproduction prototype couplers.

Plug-in base for easy installation and removal.

Built-in interior details.

Power supply can be switched to operate from catenary.

Universal locomotive with 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 **6021 Control Unit**. The functions present depend on how the locomotive is equipped. Standard function (function) active during conventional operation.

Digital decoder with up to 9 digitally controlled functions when operated with the **60652 or 60651 Mobile Station.** Up to 5 functions when operated with the **6021 Control Unit**. Up to 16 functions when operated with the **60212 Central Station**. The functions in question depend on how the locomotive is equipped.

Locomotives with controlled, adjustable C-Sine propulsion. Can be operated with Märklin transformers, in the Märklin Delta system or in the Märklin Digital system (Motorola format).

Locomotive with controlled, adjustable Softdrive Sine propulsion. Can be operated with Märklin transformers, in the Märklin Delta System and in the Märklin Digital System (Motorola-Format).

Locomotive with 5-pole motor.

Built-in sound effects circuit..

Single headlight at the front.

Single headlights that change over with the direction of travel.

Dual headlights at the front.

Dual headlights front and rear.

Dual headlights that change over with the direction of travel.

Triple headlights at the front.

Triple headlights front and rear.

Triple headlights that change over with the direction of the travel.

Triple white headlights in front, dual lights at the rear, each change with the direction of travel.

Four-light headlights that change over with the direction of travel.

One red marker light.

Dual red marker lights.

Dual headlights and dual red marker lights that change over with the direction of travel.

Triple headlights and two red marker lights that change over with the direction of travel.

Triple headlights and a red marker light that change over with the direction of travel.

Triple headlights and a white marker light that change over with the direction of travel.

Built-in interior lighting.

Interior lighting can be installed (example: with 7330).

Built-in LED interior lighting.

LED interior lighting can be-installed.

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

II Era II

III Era III

IV Era IV

V Era V

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Gebr. Märklin & Cie. GmbH
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Deutschland

www.maerklin.com

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