

## The Fascination of Model Railroading





Dear Märklin Enthusiast,

Don't you have the feeling that time is just flying by? Before you know it, another year has gone by and you're aware that again there has been too little time for the beautiful things in life, things such as your Märklin railroad.

Isn't a model railroad something that allows you to forget time and your everyday routine? It may be that you lose yourself in creating complete landscapes in miniature, follow the soothing running of your locomotives, or that you keep discovering something new in the small or smallest details on the small, technical masterpieces from Märklin?

We at Märklin can only answer these questions with a yes, because it's always a pleasure for us when we succeed in conjuring up a twinkle in the eyes of our large and small Märklin fans.

It may be in tribute to traveling in style with the Baden IVh complemented by our new Rheingold cars that will lure you into the period of stylish travel in the Golden Twenties of the past century or in honor of the widely used class 64, which, when paired with commuter cars, awakens memories in many Germans of their own childhood.

The assortment for our royal gauge has been complemented this year by more legendary trains. The impressive class 24 with its "Donnerbüchsen" / "Thunder Boxes" harkens back to the good old days of when "Prairie Ponies" transported people in commuter service. Branch line romanticism is also getting attention in our 1 Gauge. The new rail bus reminds many of our Märklin fans of their own time at school, when the way to school without a ride in the rail bus would have been unimaginable.

This year, we have paid particular attention in our smallest gauge to steam locomotives. It may be the legendary "Lange Heinrich" / "Long Henry" that in its time captivated everyone along the route with its sheer, overwhelming power or the powerful full class 94, which was a symbol for freight service in the heyday of the German Federal Railroad.

In addition to our little trains, we at Märklin are also known for our innovative abilities. As a pioneer in digital technology, we revolutionized model railroading more than 20 years ago. Continuing in this tradition, we are now proud to present the newest creation from Göppingen: The new Central Station that

incorporates another milestone in digital technology. The most innovative technology paired with the maximum amount of user convenience were the lofty goals that we have reached with the heart of the new digital generation.

Let's look a little into the future, because a great event is looming on the horizon: Almost 150 years ago, when Göppingen was still in the heart of the Kingdom of Württemberg, the tinsmith Theodor Friedrich Wilhelm Märklin, residing in the Staufer town since 1840, began producing doll house kitchens and thereby laid the foundation for what is probably one of the best known and fascinating brands in the world. We would like to celebrate this outstanding anniversary with you in a fitting manner. Let us invite you to all kinds of events and enjoy the many surprises we have in store for you.

And now all that's left is for us to extend our best wishes that you will find much pleasure reading your new Märklin presentation book that has given us so much pleasure to put together.

Your Märklin Team



# New!

**Märklin Mobile Vision.**  
The Adventure World of Model  
Railroading Right from the  
Engineer's Cab.




A detailed product  
description can be found  
on page 338/339.





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# Märklin H0 – The Original.





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. 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.

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. Many models are sturdy enough to survive the rough, everyday operation free of damage in a child's playroom.

In short: Märklin H0 is by far the most successful system – worldwide, proven a million times.

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



# The 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 be totally spontaneous with their Märklin model railroad. Where and when there is current in track plays no role. 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. Simple: Run trains and play!

Märklin also offers for children aged 5 and above exciting worlds of adventure with all kinds of play possibilities as part of the product group Märklin Toys. Starter sets specially tailored for children along with many affordable expansion sets will excite children. All eyes on the ring, the Circus Mondolino is coming!

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. We have assembled the entire Hobby assortment and Märklin Toys on the following pages and marked the lower edge of these pages with a blue band.

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 your 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!



# “Circus Mondolino”.



Hurrah, the Circus is Coming!

The “Circus Mondolino” starter set opens up all kinds of play possibilities to children ages 5 and above and at the same time promotes the development of imagination, hand-eye coordination, and technical understanding. With the colorful circus train, different figures, C Track, and a digital locomotive controller, the circus gets moving quickly on the rails and sometimes just in time for the next performance.





# Starter Set.



## 29411 "Circus Mondolino" Starter Set. 230 Volts.

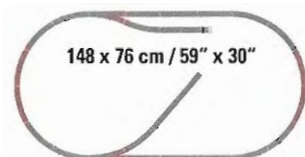
**Model:** The set has a powerful steam locomotive with a metal frame and a digital decoder. 1 axle powered. Traction tires. The cars have Relex couplers for easy uncoupling. Train length 45.3 cm / 17-13/16".

**Contents:** powerful steam locomotive, 1 low side car, 1 gondola, and 1 stake car, all painted and lettered for the "Circus Mondolino". 2 tigers, 2 elephants, 1 animal trainer, and 1 platform made of sturdy, wear-resistant plastic are included. "Circus Tent"

cardstock cutout sheet. 12 no. 24130 curved track, 5 no. 24172 straight track, 3 no. 24188 straight track, 2 no. 24224 curved track, 1 no. 24611 left turnout, 1 no. 24612 right turnout, 1 no. 24977 track bumper, 1 base station, 1 230 volt / 18 VA transformer and a wireless infrared controller. The set can be expanded with the attractive "Circus Mondolino" expansion sets and the entire C Track program.

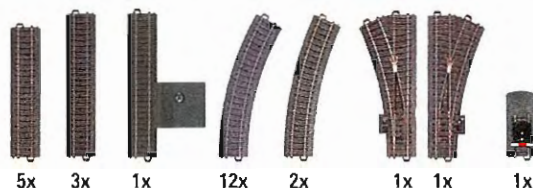
Curtain up and Clear the Ring for the "Circus Mondolino".

The circus is can be played with again and again with a lot of imagination, exciting circus acts, and spectacular wizardry. The endless Märklin track allows the train to go on tour through the entire house.



148 x 76 cm / 59" x 30"

29411



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Direct control		x	x	x

### HIGHLIGHTS

- Newly developed, wireless infrared controller with a base station.





# Expansion Sets.



The circus performance ends with thunderous applause and the "Circus Mondolino" must move on the next day. The tent is taken down, loaded on the freight cars and it's off to the next town, where there are definitely many people waiting eagerly for the "Circus Mondolino".



**N**

## 78092 "Circus Tent" Expansion Set.

**Model:** Circus tent building kit and 2 freight cars for an attractive expansion to the "Circus Mondolino".

**Contents:** A circus tent building kit made of sturdy plastic, suitable for setting up and taking down repeatedly. 1 low side car and 1 type "Eaos" gondola for transporting the parts to the tent. "Magic Trick" cardstock cutout sheet. The cars have Relex couplers. Length over the buffers for the two cars together 32.1 cm / 12-5/8".

This expansion set goes well with the "Circus Mondolino" starter set, item no. 29411.





After the exhausting trip to the next location for a performance, the animals must first be cared for. The industrious animal keeper for the "Circus Mondolino" is right on the spot.

**N**

**78090 "Animal Care" Expansion Set.**  
**Model:** 1 freight car and figures for an attractive expansion to the "Circus Mondolino".  
**Contents:** 1 tank car painted and lettered for the "Circus Mondolino". 1 animal keeper with a hose about 20 cm / 7-7/8" long, 1 bear, and

1 roll of hay made of sturdy, wear-resistant plastic material. "Ticket Booth" cardstock cutout sheet. The car has Relex couplers. Length over the buffers 11.5 cm / 4-1/2".



This expansion set goes well with the "Circus Mondolino" starter set, item no. 29411.



This expansion set goes well with the "Circus Mondolino" starter set, item no. 29411.

**N**

**78091 "Circus Performers" Expansion Set.**  
**Model:** Different figures and C Track material for an attractive expansion to the "Circus Mondolino".

**Contents:** 1 magician and 1 clown made of sturdy, wear-resistant plastic material. 1 magic box that can be used to perform a real magic trick. "Beast of Prey Cage" cardstock cutout sheet. 1 no. 24172 straight track, 1 no. 24612 right turnout, and 1 no. 24977 track bumper.



The circus performance is in full swing. The circus clown and the magician captivate the audience with their comical and unbelievable performances.



# Extension Sets.



You need a little courage for this too: to balance swaying on the high wire way up in the air without a net and bottom. This will amaze the audience for ever.



Expansion set to go with the "Circus Mondolino" starter set, item no. 29411.



**N**

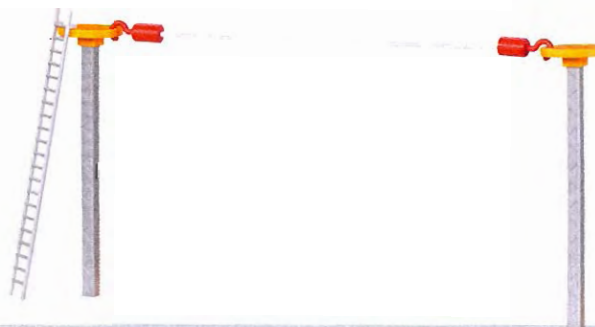
### 78094 "Tightrope Dancer" Expansion Set.

**Model:** The complete high wire equipment to go with the Mondolino circus tent, including the high wire performer, who can stand on the wire as well as in the ring.

**Contents:** 1 high wire performer with an umbrella and a counterweight to stand on the wire, 2 masts, 2 platforms, 1 high wire to hook on to the masts, 1 ladder, 2 no. 24172 straight track. Cardstock cutout sheet for a "spring-board and a ring of fire".



2x





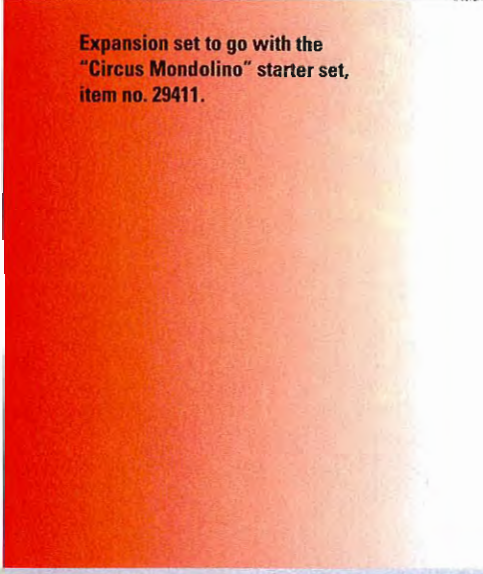
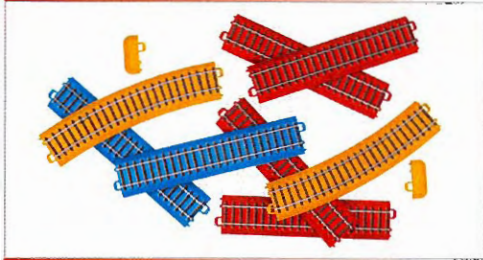
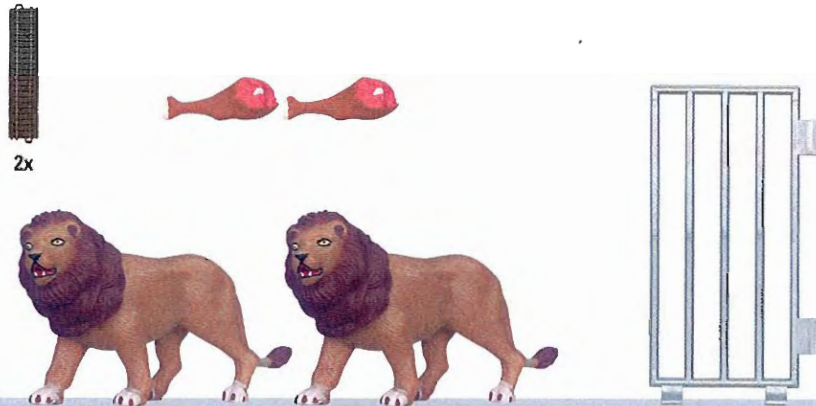


Who is brave enough to climb into the cage in ring with the dangerous lions and present great performances? At the Circus Mondolino all of the animals obey the trainer at a word.

**N**

**78093 "Beasts of Prey" Expansion Set.**  
**Model:** This is an exciting beasts of prey number for the ring in the Mondolino tent.  
**Contents:** 2 lions, 2 joints of meat, 14 parts for a cage that can be set up as a cage for the beasts of prey in the circus ring or as an enclosure for animals next to the tent. 2 no. 24172 straight track. Cardstock cutout sheet for a "tunnel".

Expansion set to go with the "Circus Mondolino" starter set, item no. 29411.

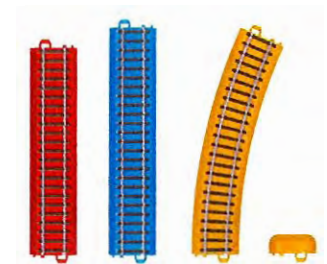


Expansion set to go with the "Circus Mondolino" starter set, item no. 29411.



**N**

**78095 "Colorful Track" Expansion Set.**  
**Model:** Different colorful sections of track that will make children want to expand the layout for the train.  
**Contents:** 4 no. 24172 straight track in red, 2 no. 24188 straight track in blue, 2 no. 24224 curved track and 2 no. 522920 track end pieces in yellow. Card stock cutout sheet for a "station".





# Display.



And there's also something at Circus Mondolino: 4 small, exclusive expansion sets as small gifts for those in between times.





**N**

**00790 "Circus Mondolino" Display.**

**Model:** This display package has different sets of figures and freight cars to expand the "Circus Mondolino". The products are contained in an attractive counter display and come individually packaged.

**Contents:**

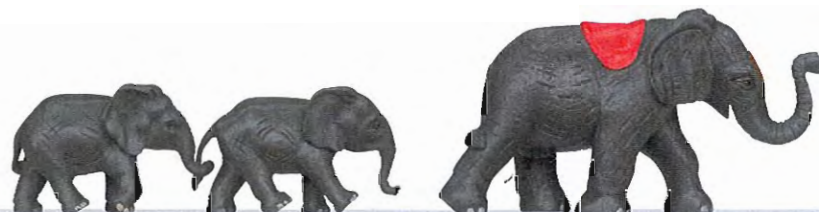
4 each 00790-01 "Elephant Family" set of figures  
1 circus elephant and 2 baby elephants, which can be connected one behind the other.

4 each 00790-02 "White Tigers and Animal Trainer" set of figures  
2 white tigers and 1 animal trainer with a ring of fire. The white tigers can jump through the ring of fire.

4 each 00790-03 provisions cars  
1 dump car with 2 bales of hay and 3 joints of meat for feeding the circus animals.  
Length over the buffers 11.5 cm / 4-1/2".

4 each 00790-04 materials cars  
1 four-axle low side car with 2 removable containers open on the top.  
Length over the buffers 16.0 cm / 6-5/16".  
All of the cars have Relex couplers.

The 4 sets in this display package go well with the "Circus Mondolino" starter set, item no. 29411.

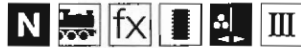




# Starter Sets.

## 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.



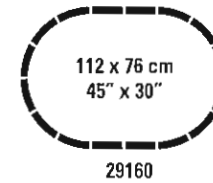
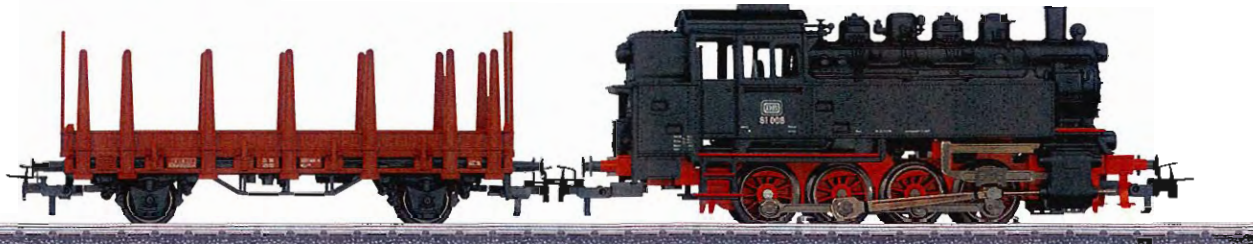
### 29160 "My Start with Märklin" Starter Set, 230 Volts.

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

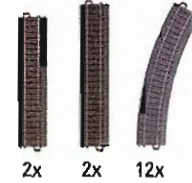
**Model:** The locomotive comes with a digital decoder. 4 axles powered. Traction tires. The locomotive has Relex couplers in NEM pockets. The triple headlights change over with the direction of travel, will work in conventional operation, and can be

controlled digitally. 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, digital controller and a 230 volt / 18 VA transformer for simultaneous operation of up to 4 trains. This set can be expanded with the C Track extension sets and the entire C Track program.



29160



2x

2x

12x



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

Almost all of the current Era III cars from Central European railroad prototypes can be used to expand this train set.







# Starter Sets.



29130 "Europe" Starter Set, 230 Volts.

**Prototype:** DB Railion, Inc. class 185 general-purpose electric locomotive. 1 type Eaos (Railion DB Logistics) gondola and one OMV petroleum oil tank car (used on the ÖBB).

**Model:** The locomotive is constructed of metal. It comes with a digital decoder and a special can motor. 4 axes powered through

cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has 2 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, 3 no. 24172 straight track, 1 no. 24188 straight track, 1 no. 24612 right turn-out, 1 no. 24977 track bumper. 230 volt/18 VA transformer and a digital controller for simultaneous operation of up to 4 trains. This set can be expanded with the C Track extension sets and the entire C Track program.



29130



3x 1x 12x 1x 1x



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

Direct control x x x

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









# Starter Sets.



**29180 "Construction Site" Starter Set: Diesel Locomotive with a Construction Machinery Train, C Track Layout, and a Digital Controller.**

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

**Model:** The locomotive has a metal frame, a digital decoder, and a special motor. 3 axles powered. Traction tire. The headlights change over with the direction of travel and can be controlled. There is a warning light on the roof of the engineer's cab. The crane car has a cab that can be turned, a

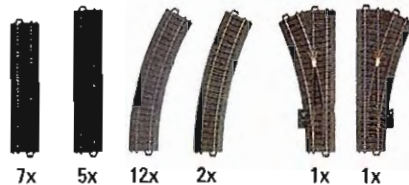
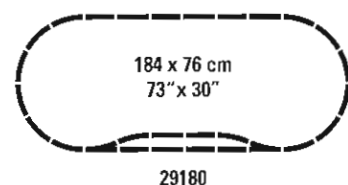
boom that can be raised and lowered, and a hand crank for the crane line.

The crane tender car has a boom support. The low side car comes with a metal model of a power shovel. All of the cars have Relex couplers. Train length approximately 48.0 cm / 18-7/8".

**Contents:** 12 no. 24130 curved track, 7 no. 24172 straight track, 5 no. 24188 straight track, 2 no. 24224 curved track, and 1 pair of no. 24611 and 24612 turnouts. 230 volt / 18 VA transformer and a digital controller for up to 4 locomotives. Instructions are included for setup and electrical connections.

## HIGHLIGHTS

- C Track layout with a passing siding.
- Construction train with a locomotive, crane car, and a power shovel.
- Digital locomotive with a warning light and headlights.
- Easy-to-use digital controller.



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

The 78080 theme extension set is available for expanding this set in keeping with its theme. This starter set can also be expanded with the C Track extension program and the entire C Track program.





# Extension Set.



**N IV V**

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

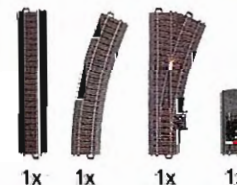
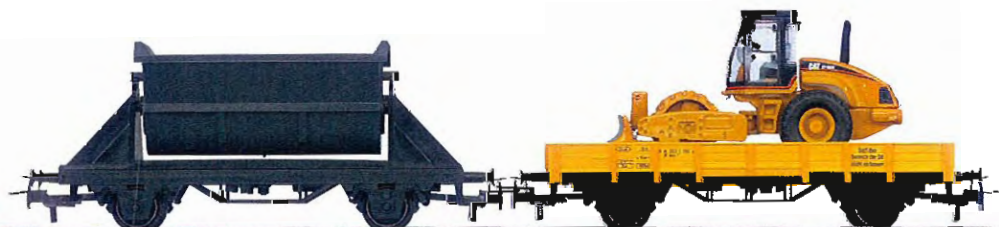
**Prototype:** Low side car and a dump car painted and lettered for a construction train. Modern design steam roller.

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

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

## HIGHLIGHTS

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





# Starter Sets.



**29756 "Fire Department" Digital Starter Set, 230 Volts.**

**Prototype:** Class 714 diesel locomotive, an equipment car, a low side car, and a stake car in an attractive fire department paint scheme.

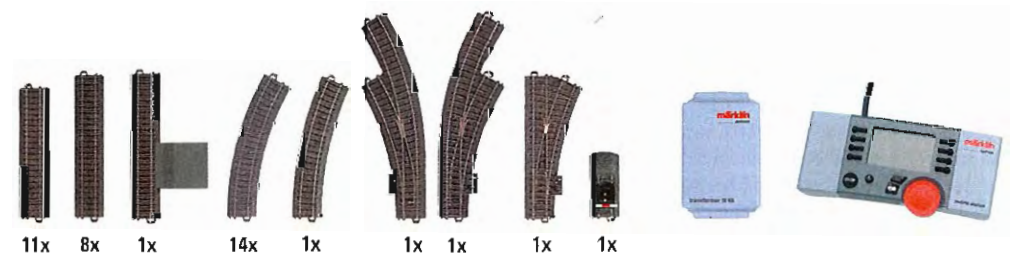
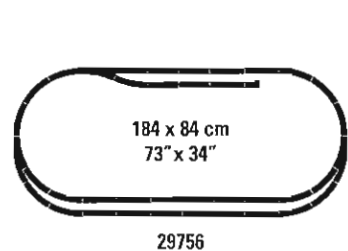
**Model:** This is an emergency response train with a diesel locomotive, a large C Track layout, a Mobile Station, and a transformer. The locomotive has a digital decoder, controlled high-efficiency propulsion, and controllable lighting. It has a blue warning light on the cab roof. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The train comes with 1 equipment car, 1 low side car loaded with 2 fire department heli-

copters, and 1 stake car loaded with a mobile emergency headquarters. The cars have Relex couplers.

**Train length** 54.0 cm / 21-1/4".  
**Contents:** 14 no. 24130 curved track, 8 no. 24188 straight track, 1 no. 24088 feeder track, 11 no. 24172 straight track, 1 pair of 24671 and 24672 curved turnouts, 1 no. 24612 right turnout, 1 no. 24224 curved track, and 1 no. 24977 track bumper. 230 volt / 18 VA transformer. Mobile Station. The set comes with an illustrated instruction book with many tips and ideas. This set can be expanded with the C Track extension sets and with the entire C Track program. The 74490 electric turnout mechanism can be installed in the turnouts.

## HIGHLIGHTS

- **The way to get started in the digital world of Märklin.**
- **Mobile Station included.**
- **Locomotive in an attractive fire department paint scheme with a digitally controlled blue warning light.**
- **A world of play with action: fire department emergency train with helicopters.**



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

The 78050 theme extension set makes a realistic addition to this train set.











**29532 "Freight Train" Digital Starter Set, 230 Volts.**

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

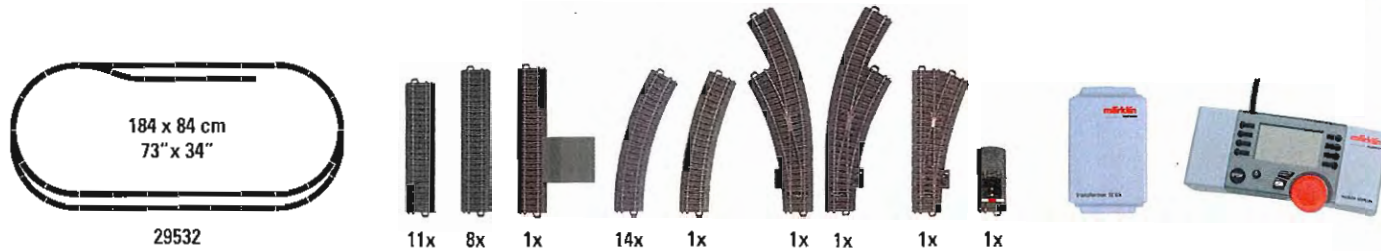
**Model:** The locomotive has a digital decoder, controlled high-efficiency propulsion, and Telex couplers for remote-controlled switching. The triple headlights change over with the direction of travel, will work in conven-

tional operation, and can be controlled digitally. The train comes with 1 boxcar, 1 stake car, 1 gondola, 1 tank car, and 1 baggage car. The cars have Relex couplers.

Train length 75.5 cm / 29-3/4".

**Contents:** 14 no. 24130 curved track, 8 no. 24188 straight track, 1 no. 24088 feeder track, 11 no. 24172 straight track, 1 pair of 24671 and 24672 curved turnouts, 1 no. 24612 right turnout,

1 no. 24224 curved track, and 1 no. 24977 track bumper. 230 volt / 18 VA transformer. Mobile Station. The set comes with an illustrated instruction book with many tips and ideas. This set can be expanded with the C Track extension sets and with the entire C Track program. The 74490 electric turnout mechanism can be installed in the turnouts.



## HIGHLIGHTS

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

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







# Starter Sets.



29476 "Regional Express" Digital Starter Set, 230 Volts.

**Prototype:** German Railroad, Inc. (DB AG) class 218 diesel locomotive and 2 bi-level commuter cars, 2nd class.

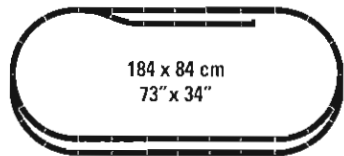
**Model:** The locomotive has a digital decoder and controlled high-efficiency propulsion. 2 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The cars have tinted windows.

Train length 71.9 cm / 28-5/16".

**Contents:** 14 no. 24130 curved track, 8 no. 24188 straight track, 1 no. 24088 feeder track, 11 no. 24172 straight track, 1 pair of 24671 and 24672 curved turnouts, 1 no. 24612 right turnout, 1 no. 24224 curved track, and 1 no. 24977 track bumper. 230 volt / 18 VA transformer. Mobile Station. The set comes with an illustrated instruction book with many tips and ideas. This set can be expanded with the C Track extension sets and with the entire C Track program. The 74490 electric turnout mechanism can be installed in the turnouts.

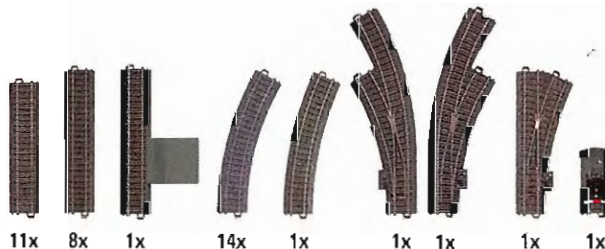
## HIGHLIGHTS

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



184 x 84 cm  
73" x 34"

29476



11x 8x 1x 14x 1x 1x 1x 1x 1x



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

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





*Changing Direction Faster –*

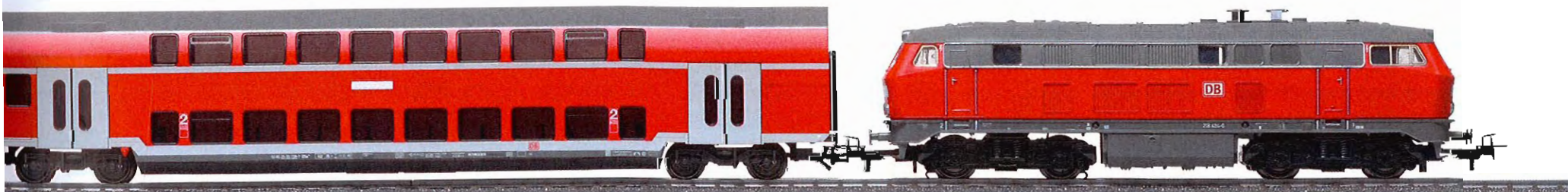
*The bi-level cars are a current feature of the modern German Railroad, Inc. They allow a clearly larger passenger capacity without expensive expansion of the station platforms. The type DBbzf 761 cab control car goes well with the bi-level intermediate cars and enables rational push/pull service*

*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.*



**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, 29476 and 78055.





# Starter Sets.



29790 "ICE 2" Digital Starter Set.  
230 Volts.

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

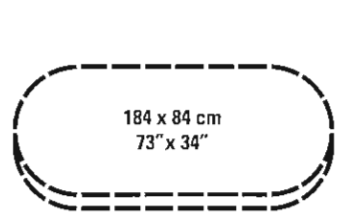
**Model:** The powered end car has a digital decoder. 1 intermediate car and 1 cab control car. The pantographs work mechanically but have no electrical connections.

Train length 76.5 cm / 30-1/8".

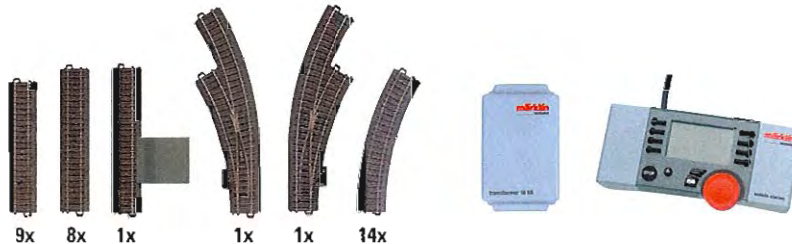
**Contents:** 14 no. 24130 curved track, 8 no. 24188 straight track, 1 no. 24088 feeder track, 9 no. 24172 straight track, 1 pair of 24671 and 24672 curved turnouts. 230 volt / 18 VA transformer. Mobile Station digital controller. Illustrated instruction manual with all sorts of tips and ideas for setting 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.

## 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.



29790



9x

8x

1x

1x

1x

14x

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

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





# Extension Set.



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.

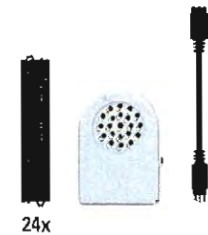
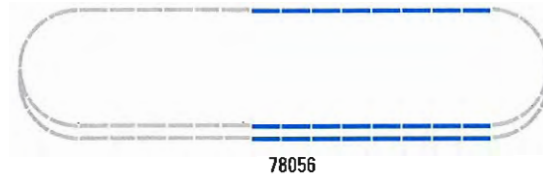
Length 26.4 cm.

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.





# Switzerland.



29481 "Swiss Freight Train" Digital Starter Set, 230 Volts.

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

**Model:** The locomotive is constructed of metal. It comes with a digital decoder. 2 axles powered. Traction tires. The triple headlights and 1 white marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally.

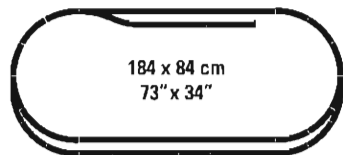
The cars have close couplers.

Train length 84.7 cm / 33-3/8".

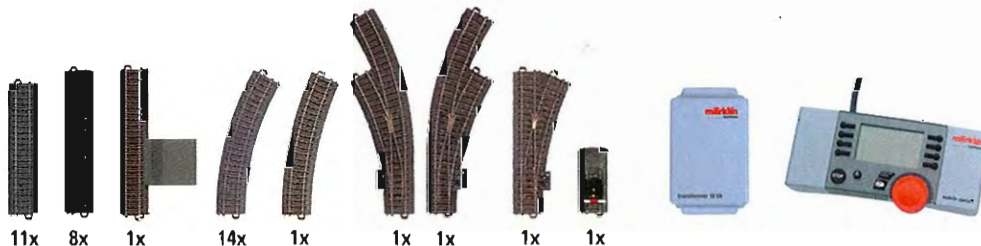
**Contents:** 14 no. 24130 curved track, 8 no. 24188 straight track, 1 no. 24088 feeder track, 11 no. 24172 straight track, 1 pair of 24671 and 24672 curved turnouts, 1 no. 24612 right turnout, 1 no. 24224 curved track, and 1 no. 24977 track bumper. 230 volt / 18 VA transformer. Mobile Station. The set comes with an illustrated instruction book with many tips and ideas. This set can be expanded with the C Track extension sets and with the entire C Track program. The 74490 electric turnout mechanism can be installed in the turnouts.

## HIGHLIGHTS

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



29481



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







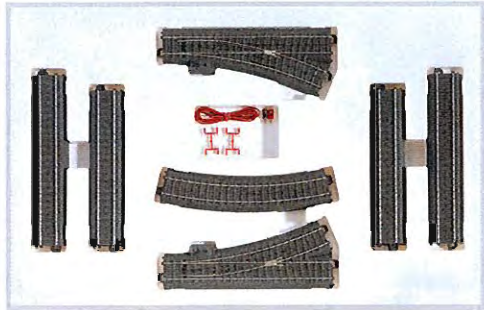


# Extension Sets.

## 24902 C Track C<sub>2</sub> 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<sub>1</sub> contents) to include a passing siding.



## 24903 C Track C<sub>3</sub> 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.

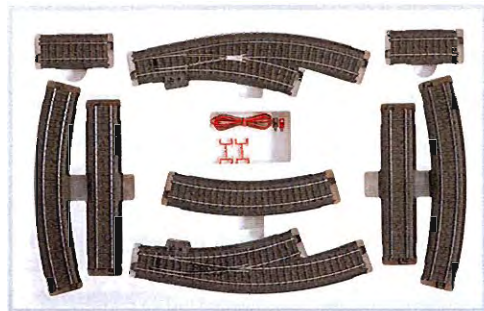
For expanding the C Track starter sets to include a passing siding with curved turnouts.



## 24904 C Track C<sub>4</sub> Track Extension Set.

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

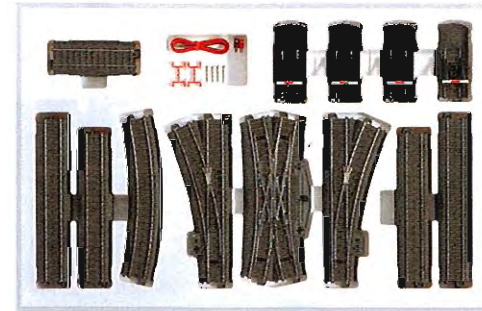
For expanding the C Track starter sets to include a passing siding with curved turnouts. A parallel route can be created when combined with the 24903 C<sub>3</sub> track extension set.



## 24905 C Track C<sub>5</sub> 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.







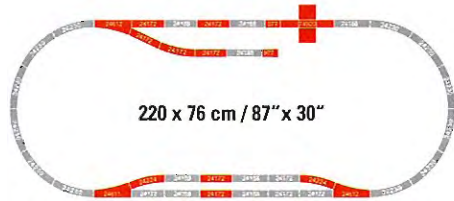
**78070 „Railroad Grade Crossing“ Track Extension Set.**  
**Prototype:** Modern railroad grade crossing and station track layout with a storage siding.

**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.

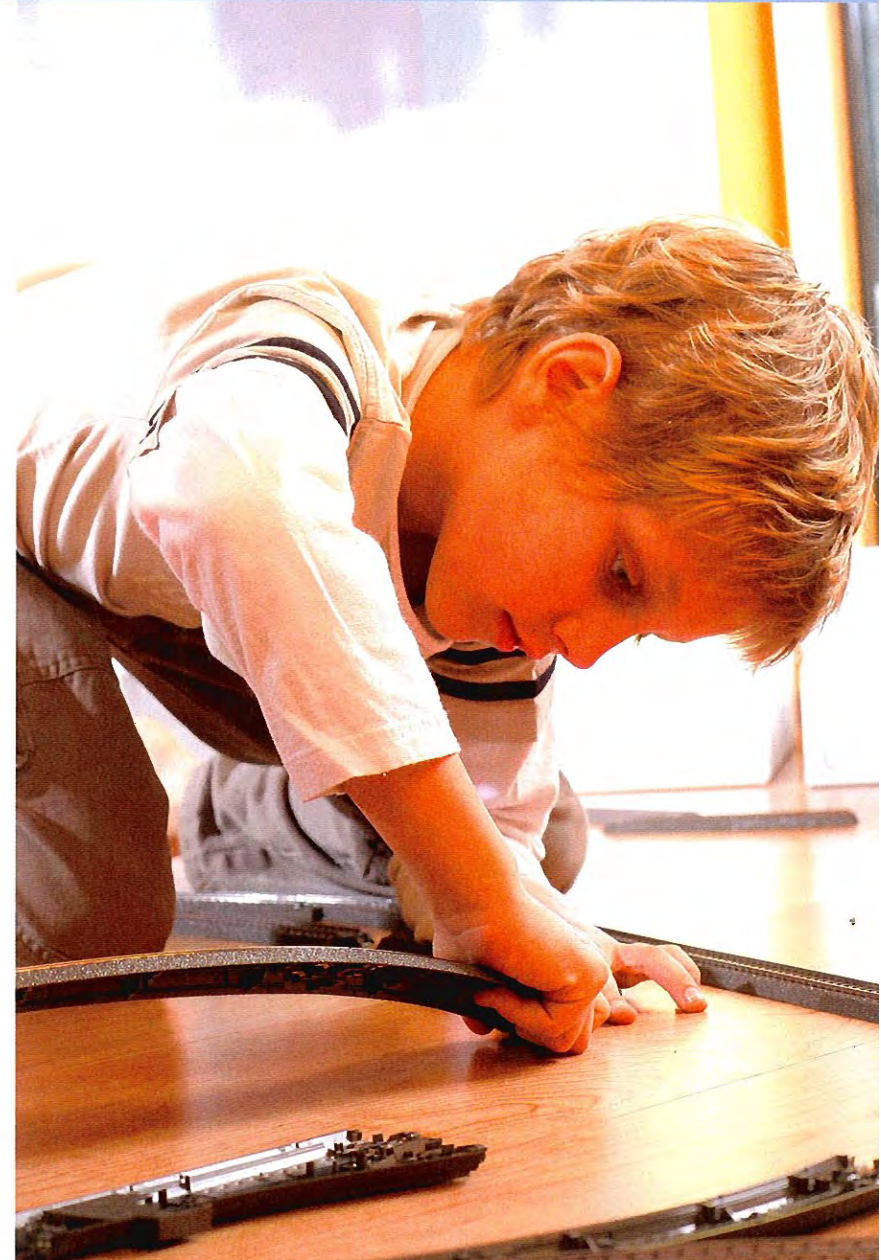
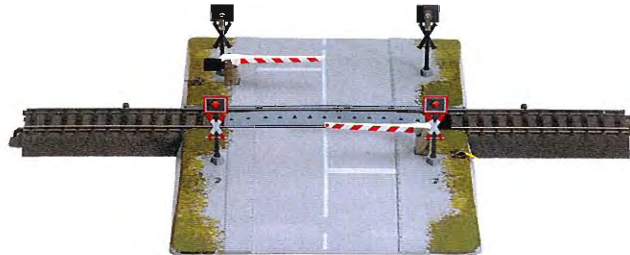
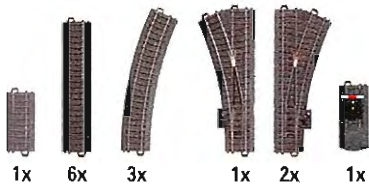


78070



### HIGHLIGHTS

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





# Train Sets.



## 26548 "WLE" Train Set.

**Prototype:** Westphalian Provincial Railroad, Inc. (WLE) class ER 20 general-purpose locomotive. "Hercules" diesel electric design.

3 WLE hopper cars. Same design as the type Fals.

**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. Traction tires. The triple headlights change over with the direction of travel, and they will work in conventional operation and can be controlled digitally. The headlights are maintenance-free LEDs. The hopper cars have different car numbers. Train length 61.6 cm / 24-1/4".

**One-time series.**

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







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





# 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.



### 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.

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.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
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Direct control		x	x	x
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Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
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Headlight(s)	x	x	x	x
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Direct control		x	x	x
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### 30000 Tank Locomotive.

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

**Model:** The locomotive comes with a digital decoder. 3 axles powered. Traction tires. The coupler hooks can be replaced by other couplers. The triple headlights will work in conventional operation and can be controlled digitally.

Length over the buffers 11.0 cm / 4-5/16".





**36240 Steam Locomotive with a Tender.**

**Prototype:** German Federal Railroad (DB) class 24 general-purpose locomotive. Standard design locomotive with Wagner smoke deflectors.

**Model:** The locomotive has a digital decoder and a special motor. The boiler is constructed of metal. All driving axles powered. Traction tires. The locomotive has close cou-

plers in NEM coupler pockets. The triple headlights change over with the direction of travel, will work in conventional operation and can be controlled digitally. The headlights are maintenance-free LED's. The locomotive has a smoke generator contact: It is ready for installation of a smoke generator (72270). Length over the buffers 19.4 cm / 7-5/8".

*Class 24 – Prairie Pony in Prussia.*

*Between 1926 and 1938, a total of 95 units of the class 24 were purchased for the flat, long branch lines in East and West Prussia. These locomotives were nicknamed the "Prairie Pony" and were designed as a passenger locomotive, but were soon used as a general-purpose locomotive. This 16.96 meter / 55 foot 7-11/16 inch long locomotive reached a maximum speed of 90 km/h / 56 mph. It was a parallel class to the class 64 and gave very good results in the tasks assigned to it. The division of Germany and the areas surrendered to Poland resulted in 38 units finally coming to the German Federal Railroad, where they continued to perform valuable service on branch lines, often with "Donnerbüchsen / Thunder Box" passenger cars. Gradually, they were replaced in many locations by the class VT 95 and VT 98 red rail busses, were*

*retired and scrapped. They last home base was Rheydt; there they left regular service in 1966 on the German Federal Railroad. In Poland*

*the 34 locomotives left there after World War II were indispensable up to 1976. Four Prairie Ponies remain preserved as museum pieces; one of*

*them is from the roster of the Polish State Railroad (PKB).*

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



**HIGHLIGHTS**

- New tooling.
- Detailed, affordable beginner's model.
- Built-in digital decoder.
- Smoke generator contact.



# Diesel Locomotives.

## 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.



### 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 LEDs. 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.



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

## HIGHLIGHTS

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



### 36081 Diesel Locomotive.

**Prototype:** German Federal Railroad (DB) class V 80. With diesel hydraulic propulsion and universal-joint shaft power transmission. Version with a noise muffler. Era III.

**Model:** The locomotive has a digital decoder and special can motor with a flywheel. 4 axles powered. Traction tires. The triple headlights

change over with the direction of travel, will work in conventional operation and can be controlled digitally. Maintenance-free LED's are used for the headlights. Length over the buffers 14.7 cm / 5-13/16".

This model can be found in a DC version in the Trix H0 assortment under item no. 22075.



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



*The Class 232 – Ludmilla in Germany.*

*In contrast to the West, where electric motive power was favored, the majority of Eastern Europe railroads concentrated on diesel locomotives to replace uneconomical steam operation. A new family of large diesel locomotives from Russia, among them the present day Germany Railroad, Inc.'s class 232, was purchased between 1972 and 1982 in consultation with the RGW in several series for East Germany's German State Railroad. This immense, six-axle, almost 21 meter / 69 foot long diesel electric locomotive with its*

*6 traction motors had a continuous rating of up to 2,940 kilowatts / 3,943 horsepower and a maximum speed of up to 140 km/h / 88 mph, depending on the series. These locomotives were used in East Germany for both freight trains and express trains as long as the locomotives had train heating. Due to delivery problems from the Soviet builder in Woroschilowgrad, the latter were not installed in all locomotives. Their great weight and axle load of 20 metric tons did not allow them to be used everywhere, and the DR had to use the*

*classes 118 and 119 depending on the reconstruction of a route. The DR crews gave this Russian locomotive the name "Ludmilla", which apparently came from the maintenance facility in Leipzig and which is still popularly used for this family of locomotives.*

*There were 709 units of the class 132, the latter class 232, built. They were taken over by the DB AG – also due to their built-in train heating – and are still used in many areas, while the other series have been retired or*

*sold. Several locomotives were completely overhauled and given new motors. They represent the new classes 233, 234, and 241 and provide service in Germany along with class 232 Russian Ludmilla locomotives.*



**36421 Heavy Diesel Locomotive.**

**Prototype:** German State Railroad (former East German DR) class 132 "Ludmilla".

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

This model can be found in an DC version in the Trix HO assortment under item no. 22071.

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

## HIGHLIGHTS

- New tooling.
- Locomotive constructed of metal.
- Powerful four-axle propulsion.
- Digital decoder built in.
- Engineer's Cab interior reproduced.
- Detailed, affordable beginner's model.





# Diesel Locomotives.



## 36420 Heavy Diesel Locomotive.

**Prototype:** German Railroad, Inc. (DB Cargo) class 232 "Ludmilla".

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

This model can be found in a DC version in the Trix H0 assortment under item no. 22070.

## HIGHLIGHTS

- New tooling.
- Locomotive constructed of metal.
- Powerful four-axle propulsion.
- Digital decoder built in.
- Engineer's cab interior reproduced.
- Detailed, affordable beginner's model.

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



© Klaus Eckert



## 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. 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). Coupler hooks are present on both ends of the locomotive. Length over the buffers 11.2 cm / 4-7/16".

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



### 36791 Diesel Locomotive.

**Prototype:** Elbe-Weser, Inc. (EVW) (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. Traction tires. The headlights are LED's and they will work in conventional

operation and can be controlled digitally. Length over the buffers 21.7 cm / 8-9/16".



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

One-time series.

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

## Austria.



### 36792 Diesel Locomotive.

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

**Model:** The locomotive is constructed of metal with many cast-in details. The total design of the locomotive is ideal for model railroad operation. It has a digital decoder and a special motor. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over

with the direction of travel, will work in conventional operation and can be controlled digitally. Maintenance-free LED's are used

for the headlights. Length over the buffers 21.7 cm / 8-9/16".



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

This model can be found in a DC version in the Trix H0 assortment under item no. 22074.



# 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. Traction tires. The headlights are LEDs and they will work in conventional operation and can

be controlled digitally. 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.



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



## 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. Traction tires. The headlights are LEDs and they will work in conventional operation and can

be controlled digitally. 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 / 8-1/2".

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

## HIGHLIGHTS

- Model constructed of metal.
- Maintenance-free LEDs for headlights.







**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. Traction tires. The headlights are LEDs, they will

work in conventional operation, and can be controlled digitally. 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.



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



**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. Traction tires. The headlights are LEDs, 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".

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

## HIGHLIGHTS

- Metal construction.





# Electric Locomotives.



**36838 Electric Locomotive.**  
**Prototype:** "Veolia Transport" 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. It has a digital decoder and a special can motor. 4 axes powered through cardan shafts. Traction tires. The triple

headlights are maintenance-free LEDs, they change over with the direction of travel, will work in conventional operation and can be controlled digitally. 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".

This model can be found in a DC version in the Trix H0 assortment under item no. 22076.



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

# Switzerland.



**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 axes powered through cardan shafts. Traction tires. The

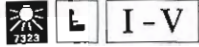
headlights are LEDs and they will work in conventional operation and can be controlled digitally. Adjustable running characteristics. The locomotive has 4 pantographs that can be raised and lowered manually (they are not wired to take power from the catenary). Length over the buffers 21.7 cm / 8-9/16".



© Reinhard Reiss



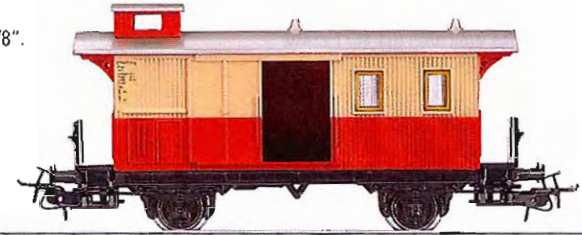
# Passenger Cars.



**4107 Passenger Car.**  
Relax couplers.  
Length over the buffers 11.0 cm / 4-3/8".  
DC wheel set 2 x 700600.



**4108 Baggage Car.**  
The car has a cupola for the conductor's compartment. Relax couplers.  
Length over the buffers 11.0 cm / 4-3/8".  
DC wheel set 2 x 700600.



**4039 Passenger Car.**  
2nd class. Relax couplers.  
Length over the buffers 11.0 cm / 4-3/8".  
DC wheel set 2 x 700600.



**4038 Baggage Car.**  
The car has a cupola for the conductor's compartment. Relax couplers.  
Length over the buffers 11.0 cm / 4-3/8".  
DC wheel set 2 x 700600.

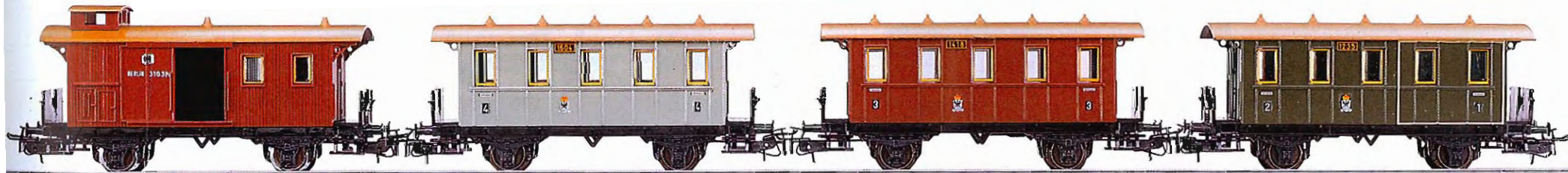


**4035 Prussian Passenger Car Set.**

**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 Relax couplers.  
Total length 45.0 cm / 17-3/4".  
DC wheel set 8 x 700600.

**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 700580.



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 700530.

N fx III

## 46717 Crane Car Set with Working Digital Functions.

**Prototype:** German Federal Railroad (DB) crane car with a crane tender car.

**Model:** The crane car has 3 built-in Piezo mechanisms and a special version digital decoder, for digital control of the crane. 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 a 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.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Rotate Crane Boom		x	x	x
Raise/Lower Crane Boom		x	x	x
Raiser/Lower Crane Hook		x	x	x







**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. 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.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Rotate Crane Boom		x	x	x
Raise/Lower Crane Boom		x	x	x
Raiser/Lower Crane Hook		x	x	x



**46716 Railroad Fire Department Emergency Aid Train with a Recovery Crane Car.**

**Prototype:** German Railroad, Inc. (DB Network) Krupp-Ardelt 10 t 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 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".

**HIGHLIGHTS**

- Precise control of the crane.
- Warning horn.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Rotate Crane Boom		x	x	x
Raise/Lower Crane Boom		x	x	x
Raiser/Lower Crane Hook		x	x	x

One-time series.





# 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 700580.



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 700580.



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 700580.



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 700580.

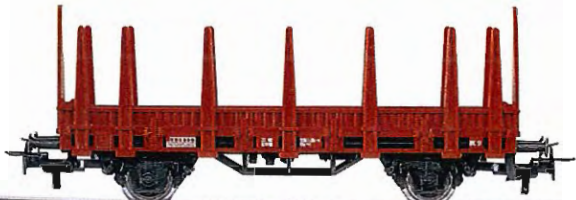


\*\* Load shown is a sample of what can come on the car.

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 700580.



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 700580.





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".



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 700580.



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 700580.



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 700580.



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 700580.



N V

**44196 Refrigerator Car.**  
**Prototype:** Privately owned car paint and lettered for the firm Alfred Ritter GmbH & Co. KG.  
**Model:** The car has Relex couplers.  
 Length over the buffers 11.5 cm / 4-1/2".  
 DC wheel set 2 x 700580.



4410

4423

44732

4473

4474

4424

36880



# Freight Cars.

**N V**

## 44197 Beer Car.

**Prototype:** Privately owned car painted and lettered for the brewery Klosterbrauerei Andechs.

**Model:** The car has Relex couplers. Length over the buffers 11.5 cm / 4-1/2".

DC wheel set 2 x 700580.



**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 700580.



**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 700580.



**N V**

## 44402 Petroleum Oil Tank Car.

**Prototype:** Privately owned car painted and lettered for the oil distributor Oil! Tankstellen GmbH & Co. KG.

**Model:** The car has Relex couplers. Length over the buffers 11.5 cm / 4-1/2".

DC wheel set 2 x 700580.



**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 700580.



**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 700580.





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 700580.

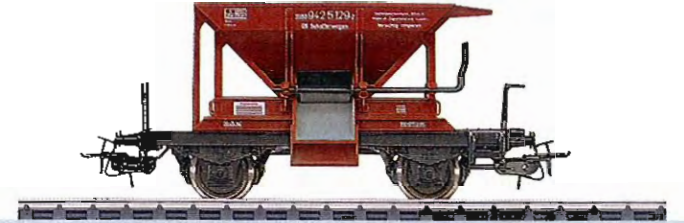


IV

**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 700500.



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 700580.



IV

**4430 Gondola.**

**Prototype:** German Federal Railroad (DB) type EI-u 061.

**Model:** Relex couplers.  
Length over the buffers 11.5 cm / 4-1/2".  
DC wheel set 2 x 700580.



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 set 2 x 700580.



IV

**4431 Gondola.**

**Prototype:** German Federal Railroad (DB) type EI-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 700580.





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 together quickly. So, even impatient souls can 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.

Thanks to the Mobile 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 very 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!



# Pro Starter Sets.



**29010 "Passenger Train" Digital Starter Set.** Includes a Large C Track Layout and a Mobile Station. 230 Volts.

**Prototype:** Class 01.10 express locomotive. Standard design oil-fired locomotive. 1 compartment car, 1st class (A4üm-63) and 2 compartment cars, 2nd class (B4üm-63).  
**Model:** The locomotive has an mfx digital decoder mfx, controlled high-efficiency propulsion, and a sound effects generator with many functions. 3 axles powered. Traction tires. The 7226 smoke generator can be

installed in the locomotive. The headlights will work in conventional operation and can be controlled digitally. The cars have different car numbers. They are ready for installation of the 7319 current-conducting couplings or the 72020 current-conducting couplers; interior lighting can be installed in the cars. Minimum radius for operation 360 mm / 14-3/16". Total train length 112.3 cm / 44-3/16".  
**Contents:** 14 no. 24130 curved track, 8 no. 24188 straight track, 1 no. 24088 feeder track,

11 no. 24172 straight track, 1 no. 24671 left turnout, 1 no. 24671 right turnout, 1 no. 24977 track bumper without a lantern, 1 no. 24612 right turnout, and 1 no. 24224 curved track. 230 volt / 60 VA transformer. Mobile Station. An illustrated instruction book with many tips and ideas is included in this set. The set can be expanded with the entire C Track program. The 74490 electric turnout mechanism can be installed on the turnouts.



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

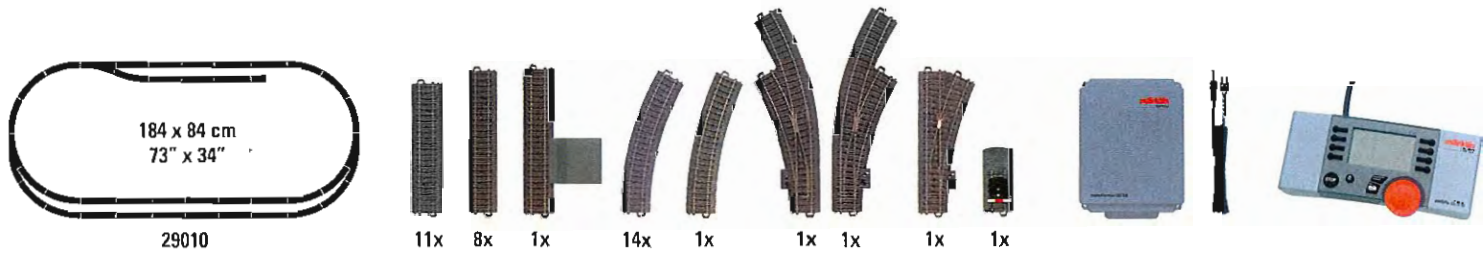
## HIGHLIGHTS

- Large C Track layout with "pro" expansion option.
- Typical train composition from the DB steam era.
- Express train steam locomotive with controlled high-efficiency propulsion.
- mfx digital decoder with a wide variety of sound and special functions.

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

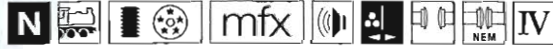








# Starter Sets for the Pros.



**29151 "Freight Train – Era IV" Digital Starter Set. Freight Train with a Large C Track Layout, Transformer, and a Mobile Station. 230 Volts.**

**Prototype:** German Federal Railroad (DB) class 151 electric locomotive. Five different German Federal Railroad freight cars. Two "Unimog" vehicles in different paint schemes.

**Model:** The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, controllable lighting, and a sound effects

generator with several sound functions. The set has 1 flat car with stakes, 1 gondola with a sliding roof, 1 sliding wall boxcar, 1 petroleum oil tank car, and 1 stake car.

Train length: 113.2 cm / 44-9/16".

The set has 2 different Unimog models.

**Contents:** 14 no. 24130 curved track, 8 no. 24188 straight track, 11 no. 24172 straight track, 1 no. 24088 feeder track, 1 pair of 24671 and 24672 curved turnouts, 1 no. 24612 right turnout, 1 no. 24224 curved track, and

1 no. 24977 track bumper. 230 volt / 60 VA transformer. Mobile Station. The set comes with an illustrated instruction book with many tips and ideas. This set can be expanded with the C Track extension sets and with the entire C Track program. The 74490 electric turnout mechanism can be installed in the turnouts.

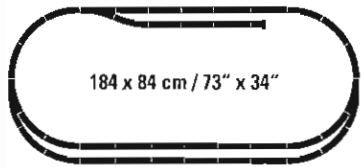


Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Blower motors		x	x	x
Horn		x	x	x
Direct control		x	x	x

All of the Era IV freight cars in the Märklin H0 assortment make a realistic addition to this train.

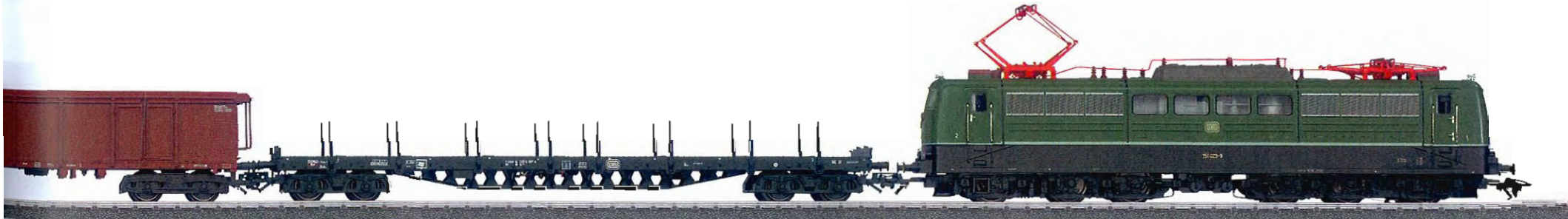
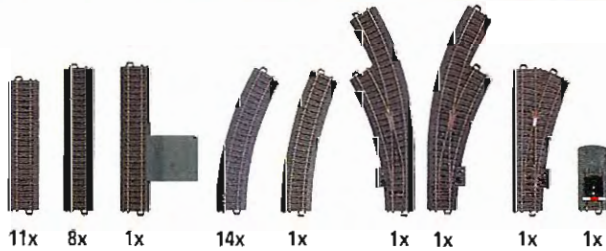






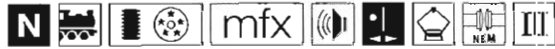
184 x 84 cm / 73" x 34"

29151





# USA.



29490 "American" Digital Starter Set  
230 Volts.

**Prototype:** Pennsylvania Railroad (PRR) type GG-1 heavy general-purpose locomotive. "Loewy" design in "Brunswick Green", version from the Fifties. Seven different freight cars and a Pennsylvania Railroad caboose.

**Model:** The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator with many sound functions. The locomotive has a powerful can motor with a bell-shaped armature, centrally mounted. 4 axles powered in the two power trucks. Traction tires. Articulated running gear with 2 power trucks and 2 pilot trucks. The headlights are maintenance-free LEDs. The headlights and the interior lighting will work in conventional operation and can be controlled digitally. The locomotive has large American design pantographs. The train has 3 tank cars, 2 hopper cars, 2 single door boxcars, and a caboose.

Train length: 147.7 cm / 58-1/8".

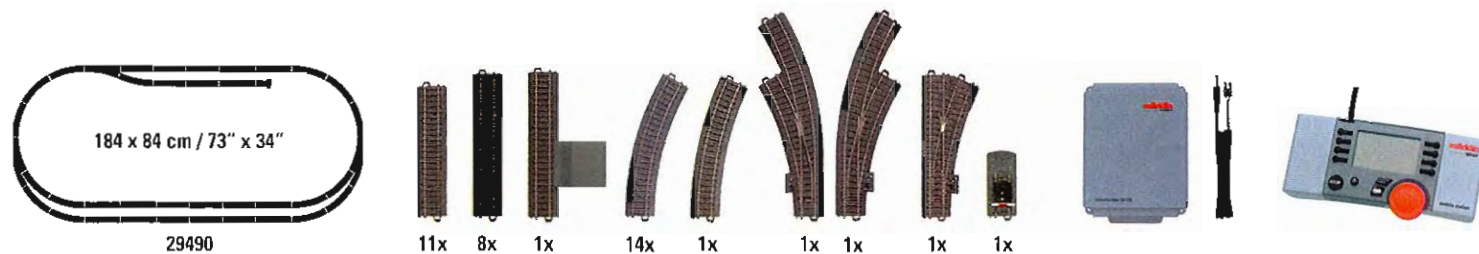
**Contents:** 14 no. 24130 curved track, 8 no. 24188 straight track, 11 no. 24172 straight track, 1 no. 24088 feeder track, 1 pair of 24671 and 24672 curved turnouts, 1 no. 24612 right turnout, 1 no. 24224 curved track, and 1 no. 24977 track bumper. 230 volt / 60 VA transformer. Mobile Station. The set comes with an illustrated instruction book with many tips and ideas. This set can be expanded with the C Track extension sets and with the entire C Track program. The 74490 electric turnout mechanism can be installed in the turnouts.

## HIGHLIGHTS

- A large digital starter set for getting started in the American adventure.
- Mobile Station included.
- Heavy locomotive with high-efficiency propulsion.
- Great sound: traction motors, bell, horn, etc.







Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Long distance headlights		x	x	x
Engineer's cab lighting		x	x	x
Electric locomotive op. sounds		x	x	x
Direct control		x	x	x
Bell			x	x
Horn			x	x
Pantograph Sounds			x	x
Blower motors			x	x
On/off function				x
Cab Radio				x
Sound of Couplers Engaging				x
Rail Joints				x
Sound of squealing brakes off				x



# Locomotives.

Locomotives from Märklin have always been something quite special. They are more than the perfect reproductions of their large prototypes in a scale of 1:87. They are built with both love and perfection. It doesn't matter whether they are adorning a display case or if they are showing what's hidden inside their mostly metal bodies on a beautifully made layout – they are objects

of desire. Innovative technology is at work under the hard shell. Every generation of Märklin locomotives has always had its own, contemporary inner life. With the innovative Softdrive Sine propulsion concept, Märklin is offering the ambitious model railroader a powerful foundation with the best running characteristics for many future high end H0 locomotives. Märklin's

Softdrive Sine motor is very compact and even fits in smaller locomotives. The selection of locomotives from all of the eras of railroad history in the H0 assortment is large, and attractive models are added to this assortment year after year. Innovations of modern railroading are represented as well as the classics of the rails. There are nostalgic looking models that evoke the erst-

while 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.



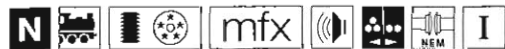


Maffei delivered 107 locomotives with four driving wheels and a single-axle pilot truck to the Bavarian State Railways between 1863 and 1871. Technically, the B VI differed only slightly from the predecessor class, the B V. The driving wheel diameter was increased from 1,462 mm / 57-9/16" to 1,616 mm / 63-5/8" and the

service weight went up one metric ton to 31 tons. Like its predecessor, the B VI could be fired with coal as well as with peat. After the installation of replacement boilers, the permissible steam pressure went from 116 to 145 pounds per square inch. The B VI was used primarily to pull passenger trains in regular service.

It was soon demoted by faster locomotives to less important service. The B VI began to be pulled from service as early as 1895 and this process went on into the Twenties. Two units active in maintenance train service survived into the temporary numbering system for the German State Railroad as road numbers 34 7461

and 34 7362, and they were soon retired after the new numbering system took effect in 1925. One unit, 34 316, wrote railroad history. This locomotive bore the name "Tristan" and pulled the Royal Court Train for Ludwig II, when his Majesty went on a trip.



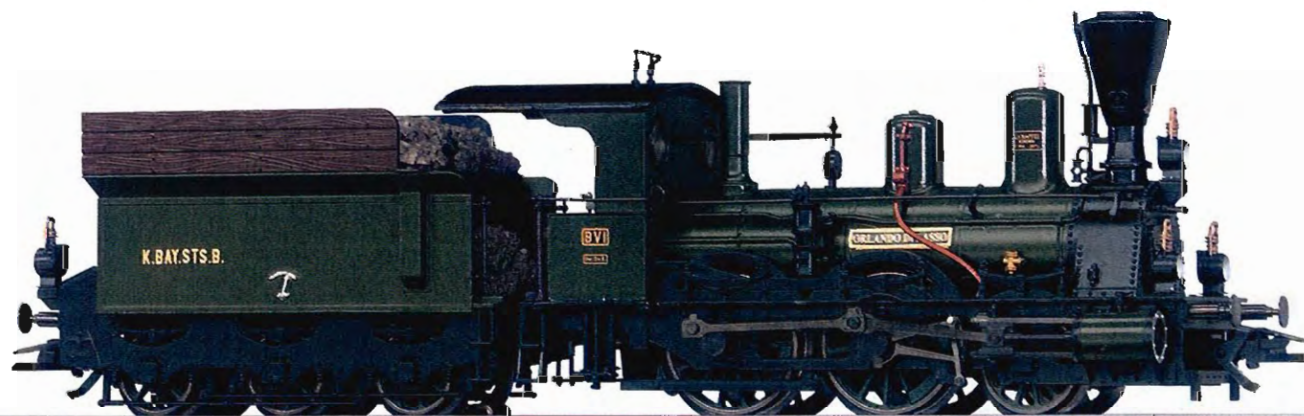
### 37975 Steam Locomotive with a Tender.

**Prototype:** Royal Bavarian State Railroad (K.Bay.Sts.B.) class B VI old-timer locomotive. Version for peat firing, but without a high sided peat tender. Locomotive name "Orlando di Lasso" on the nameplate.

**Model:** The locomotive has an mfx digital decoder, controlled, high-efficiency propulsion and a sound generator with many functions. There is a powerful can motor with a bell-shaped armature in the locomotive's boiler. 2 axles powered. Traction tires. The locomotive has detailed running gear with an external frame and Stephenson valve gear. The headlights will work in

conventional operation and can be controlled digitally. There is a close coupling between the locomotive and the tender. Brake hoses and prototypical couplers can be installed on the buffer beam. Length over the buffers 16.3 cm / 6-7/16". The locomotive comes packaged in a decorative wooden box.

**One-time series.**



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

Cars to go with the "Orlando di Lasso" can be found under item no. 43985.

This model can be found in a DC version in the Trix HO assortment under item no. 22184.



43985

37975



# Steam Locomotives.



## 39021 Express Locomotive with a Tender.

**Prototype:** Grand Ducal Baden State Railways class IV h steam locomotive, 4-6-2 wheel arrangement. Built starting in 1918. Use: Premium passenger service.

**Model:** The locomotive has controlled, compact design, high-efficiency Softdrive Sine propulsion with an mfx digital decoder and a sound generator. 3 axles powered. Traction tires. The tender is constructed of metal. There is a close coupling between the locomotive and tender that can be adjusted for the radius of your curved track. A 72270 smoke generator can be installed in the locomotive. The LED double headlights change over with the direction of travel. They and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. There is a close coupler with an NEM pocket and a guide mechanism on the tender.

Minimum radius for operation 360 mm / 14-3/16".

Length over the buffers 26.7 cm / 10-1/2".

One-timer series.

This model can be found in a DC version in the Trix H0 assortment under item no. 22182.

## HIGHLIGHTS

- Especially filigree metal construction.
- High-efficiency propulsion with a control feature and adjustable running characteristics.
- Operating sounds that vary with the speed and that are synchronized with the wheels' rotation.
- Steam whistle sound.

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





*Baden IV h – The Complicated Beauty.*

*In 1915, the Grand Ducal Baden State Railways ordered 20 locomotives with a 4-6-2 wheel arrangement (Pacific) from Maffei in Munich in order to operate the Rhine Valley line more efficiently. This locomotive type was designated as the IV h and was planned mainly for use between Mannheim and Basle. The design was therefore laid out purely as an express locomotive for flat terrain. The driving wheel diameter of 2,100 mm / 82-11/16" was exceeded only by road no. 18 201 of the German State Railroad Company for a locomotive of its wheel arrangement. The maximum speed was set at 110 km/h / 69 mph however due to the brake technology of the time. Due to the events of World War I, this locomotive was built in 3 series from 1918 to 1920. When the last class IV h locomotives were delivered by the builder in 1920, the Baden State Railways were already*

*incorporated into the German State Railroad, which took all 20 locomotives into its roster as the class 18.3. These units were stationed at the maintenance facility in Offenburg and were the flagship express locomotive on the Rhine Valley line. They could often be seen pulling the German State Railroad's new luxury train, the Rheingold. Maffei designed four-cylinder compound running gear for the IV h, whose inner cylinders were positioned far to the front and gave the locomotive its unmistakable look. Although the boiler for the class IV h was the largest of its time in Germany, its reserves were not all that great, and the water volume was relatively small. The super heater surface was also small in dimension such that the steam could only reach a temperature of 330° Celsius / 626° Fahrenheit. These facts made the water and coal consumption rather high and were considerably greater than that of the later German State Railroad Company standard*

*design locomotives. The tender also contributed to the characteristic look of the locomotive. It was unusually short with a truck and with two axles mounted close to one another in the frame of the tender. During its service life, the Baden IV h was not very popular with either the locomotive crews or the railroad's managers because of its complicated technology, and it was replaced relatively quickly by the new standard design 01. It was transferred in groups to North Germany until all 20 locomotives were stationed in Bremen in 1942. They were used primarily in the area of the North German flatlands, an area they were best suited for, and where the new locomotive crews could better get use to the complicated system of compound high and low pressure cylinders. The maximum speed for these locomotives was increased to 140 km/h / 88 mph after the installation of stronger brakes, and the performance of the class 18.3 left many newer express locomotives*

*in the dust. Except for one unit, all of the class 18.3 locomotives survived World War II. The new German Federal Railroad had no use for them and they were retired. With the reconstruction of the infrastructure and the normalization of the rail service, the need for fast experimental locomotives grew, and the German Federal Railroad was forced to overhaul three of the stored class 18.3 locomotives. These locomotives were modified accordingly and gave many years of valuable service for the Locomotive Experimental Bureau in Minden. Road no. 18 316 reached the speed of 162 km/h / 101 mph during a test run in Austria on the line from Kufstein to Wörgl and became the fastest provincial railroad locomotive. The last two locomotives were stored in 1969 and these beautiful units remain preserved as monuments for the provincial railroad era.*



© and TM: Wagons-Lits Diffusion/SNCF



# Steam Locomotives.



**39020 Express Locomotive with a Tender.**

**Prototype:** German State Railroad Company (DRG) class 18.3 steam locomotive, 4-6-2 wheel arrangement. Built starting in 1918 as the class IV h for the Grand Ducal Baden State Railways. Use: Premium passenger service.

**Model:** The locomotive has controlled, compact design, Softdrive Sine high-efficiency propulsion with an mfx digital decoder and a sound generator. 3 axles powered. Traction tires. The tender is constructed of metal. There is a close coupling between the locomotive and tender that can be adjusted for the radius of your curved track. A 72270 smoke

generator can be installed in the locomotive. The LED triple headlights change over with the direction of travel. They and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. There is a close coupler with an NEM pocket and a guide mechanism on the tender.

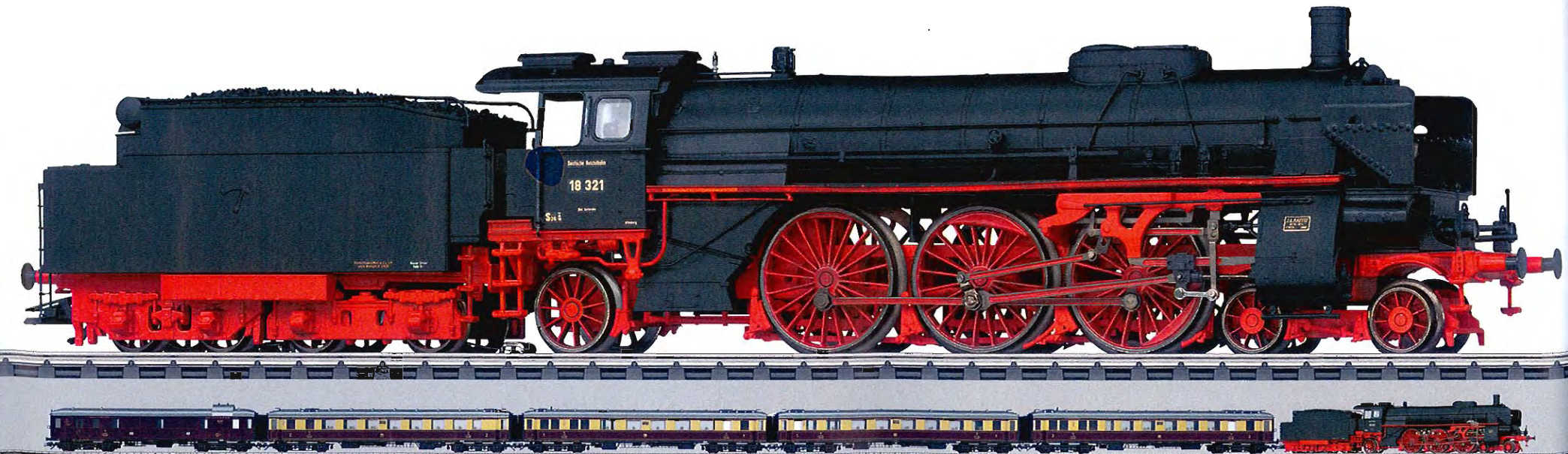
Minimum radius for operation 360 mm / 14-3/16". Length over the buffers 26.7 cm / 10-1/2".

**This model can be found in a DC version in the Trix H0 assortment under item no. 22180.**

## HIGHLIGHTS

- Completely new tooling.
- Especially filigree metal construction.
- High-efficiency propulsion with a control feature and adjustable running characteristics.
- Operating sounds that vary with the speed and that are synchronized with the wheels' rotation.
- Steam whistle sound.

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



41928

39020





**39025 Express Locomotive with a Tender.**

**Prototype:** German State Railroad Company (DRG) class 18.3 steam locomotive, 4-6-2 wheel arrangement. Built starting in 1918 as the class IVh for the Grand Ducal Baden State Railways. Use: Premium passenger service.

**Model:** The locomotive has controlled, compact design, Softdrive Sine high-efficiency propulsion with an mfx digital decoder without a sound generator. 3 axles powered. Traction tires. The tender is constructed of metal. There is a close coupling between the locomotive and tender that can be adjusted for the radius of your curved track.

A 72270 smoke generator can be installed in the locomotive. The LED dual headlights change over with the direction of travel. They and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. There is a close coupler with an NEM pocket and a guide mechanism on the tender. Minimum radius for operation 360 mm / 14-3/16". Length over the buffers 26.7 cm / 10-1/2".

This model can be found in a DC version in the Trix HO assortment under item no. 22181.

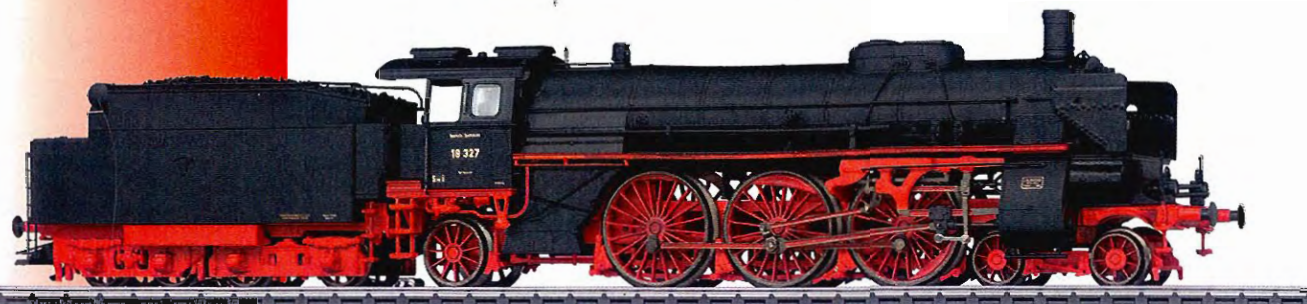


## HIGHLIGHTS

- Completely new tooling.
- Especially filigree metal construction.
- High-efficiency propulsion with a control feature and adjustable running characteristics.



© Sfg, Schutz



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

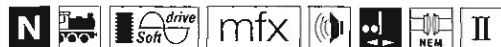


# Steam Locomotives.



© Dieter Kempf





**39011 Express Steam Locomotive with a Tender.**

**Prototype:** German State Railroad Company (DRG) class 01 steam locomotive. Locomotive as it looked at the end of the Thirties with Wagner smoke deflectors.

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

white LEDs. The dual headlights change over with the direction of travel. They and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. There is a close coupler with a guide mechanism and an NEM coupler pocket on the back of the tender. Minimum radius for operation 360 mm / 14-3/16". Length over the buffers 27.5 cm / 10-13/16".

**This model can be found in a DC version in the Trix assortment under item no. 22028.**

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





# Steam Locomotives.



## 37966 Tank Locomotive.

**Prototype:** German State Railroad Company (DRG) class 96 heavy freight locomotive. Former Bavarian Gt 2x4/4. 0-8-8-0T wheel arrangement (Mallet design). Built starting in 1913. Use: Freight trains and pusher service on steep grades.

**Model:** The locomotive has an mfx digital decoder, controlled high-efficiency propulsion and a sound effects

generator with many functions. 4 axles powered. Traction tires. The locomotive has an articulated frame to enable it to negotiate sharp curves. The headlights will work in conventional operation and can be controlled digitally. The locomotive has numerous separately applied details.

Length over the buffers 20.3 cm / 8".



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



## 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. 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. 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".



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



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.



© Dr. Rolf Brünig



**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 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.

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

**HIGHLIGHTS**

- mfx decoder included for all Märklin modes of operation.





# Steam Locomotives.

*The Class 64 - The "Bubikopf" as a Jack-of-all-Trades (almost).*

*Between 1928 and 1940, many famous locomotive builders in Germany participated in creating the class 64. As part of the standard design program for the German State Railroad Company, the class 64 was also closely related to other locomotive classes, in particular the class 24, which supplied the boiler and the frame for the driving wheels. A total of 520 units were built of this 12.4 meter / 40 foot 8-3/16 inch long standard design passenger tank locomotive with a 2-6-2T wheel arrangement. Due to its lower axle load and maximum speed of 90 km/h / 56 mph, it could be used on almost all routes, and its successful design allowed a broad range of applications. Its home base was passenger train service, but lightweight fast passenger trains and many a freight train were also among its tasks, which it mastered with bravura. World War II and the division of Germany left behind deep traces in the case of the class 64. The German Federal Railroad acquired 278 locomotives; 115 went to the German State Railroad of East Germany and one locomotive remained in Austria.*

*Like many other classes, the class 64 also acquired a nickname. A modern lady's hairstyle of the time (bobbed hair) was the inspiration for this sturdy, compact locomotive. To what extent this was flattering to the world of women or to the profession of hairstylists is debatable, but to the German Federal Railroad the class 64 was a reliable partner for crews and passengers right up to its retirement in 1974. The museum locomotives that have been preserved enjoy endless popularity.*



Ulrich Budde © www.bundesbahnzeit.de





**39640 Tank Locomotive.**

**Prototype:** German Federal Railroad (DB) class 64 steam locomotive. The locomotive looks as it did around 1967.

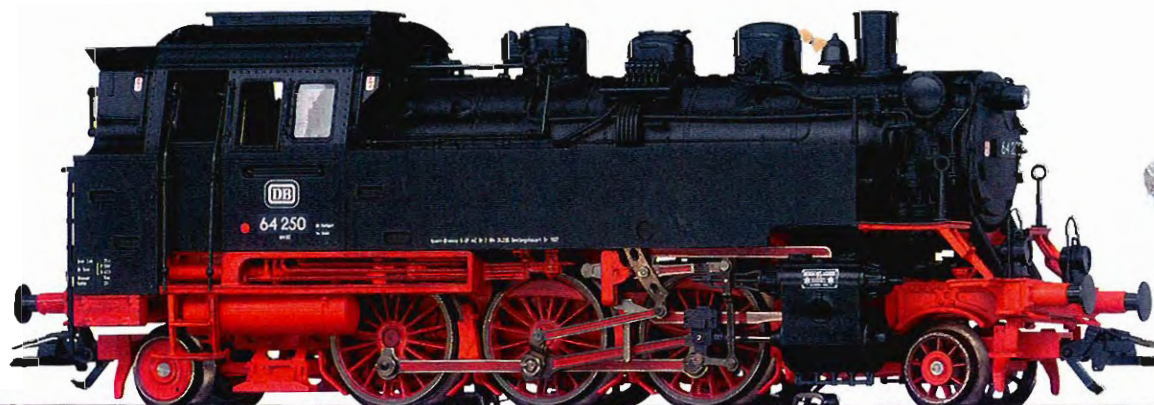
**Model:** The locomotive has an mfx digital decoder, controlled Softdrive Sine high-efficiency propulsion, and a sound effects generator. It also has a compact design, maintenance-free motor. 3 axles powered. Traction tires. A 72270 smoke generator can be installed in the locomotive. The triple LED headlights change over with the direction of travel. They and the smoke generator contact will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. Brake hose details parts are included with the locomotive.

Length over the buffers 14.3 cm / 5-5/8".

## HIGHLIGHTS

- Locomotive chiefly constructed of metal.
- Completely new tooling.
- New compact design Softdrive Sinus propulsion.
- mfx decoder.
- A variety of operating and sound functions can be controlled.

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

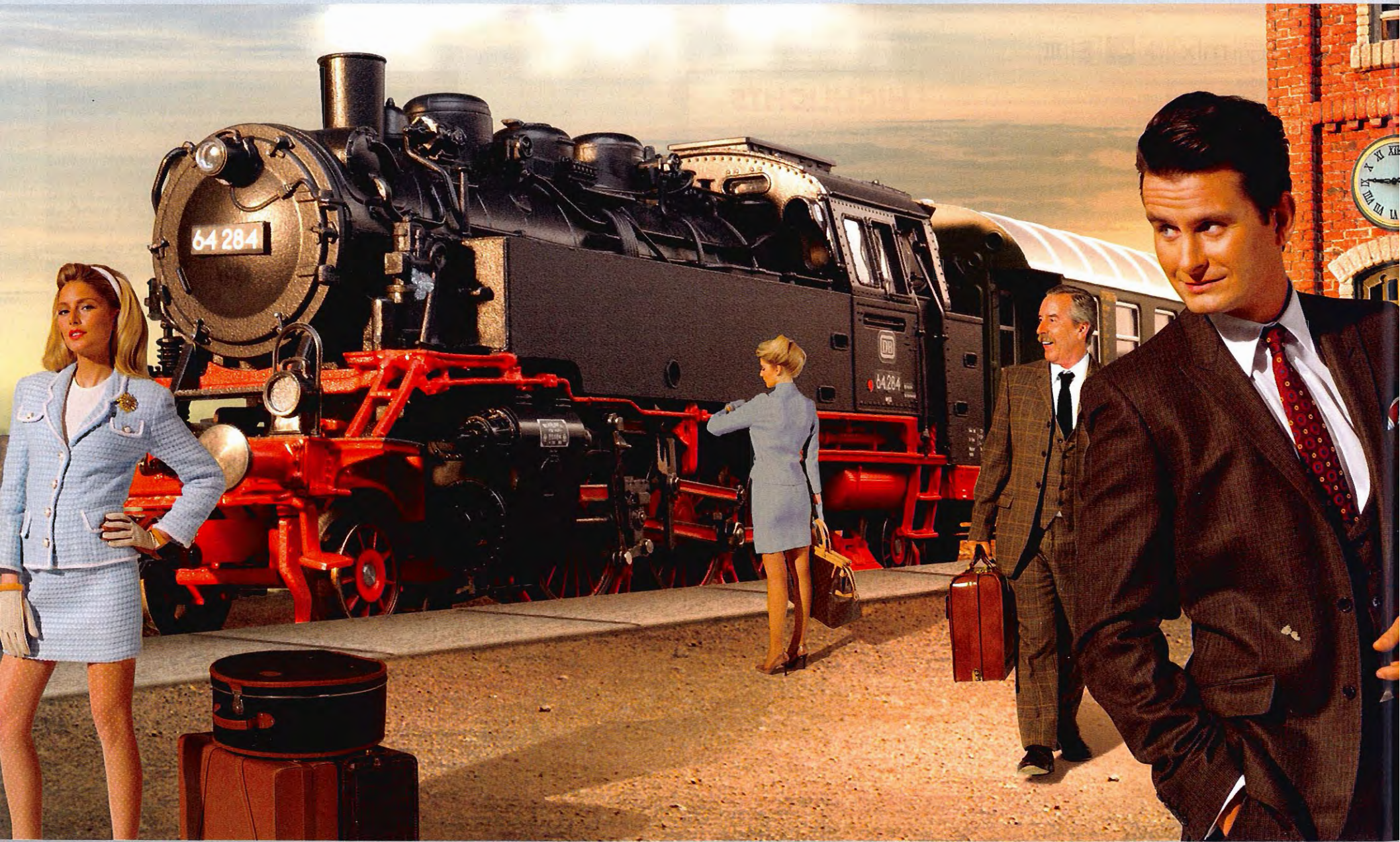


00770

39640



# Steam Locomotives.







**39645 Tank Locomotive.**

**Prototype:** German Federal Railroad (DB) class 64 steam locomotive. The locomotive looks as it did around 1961/62.

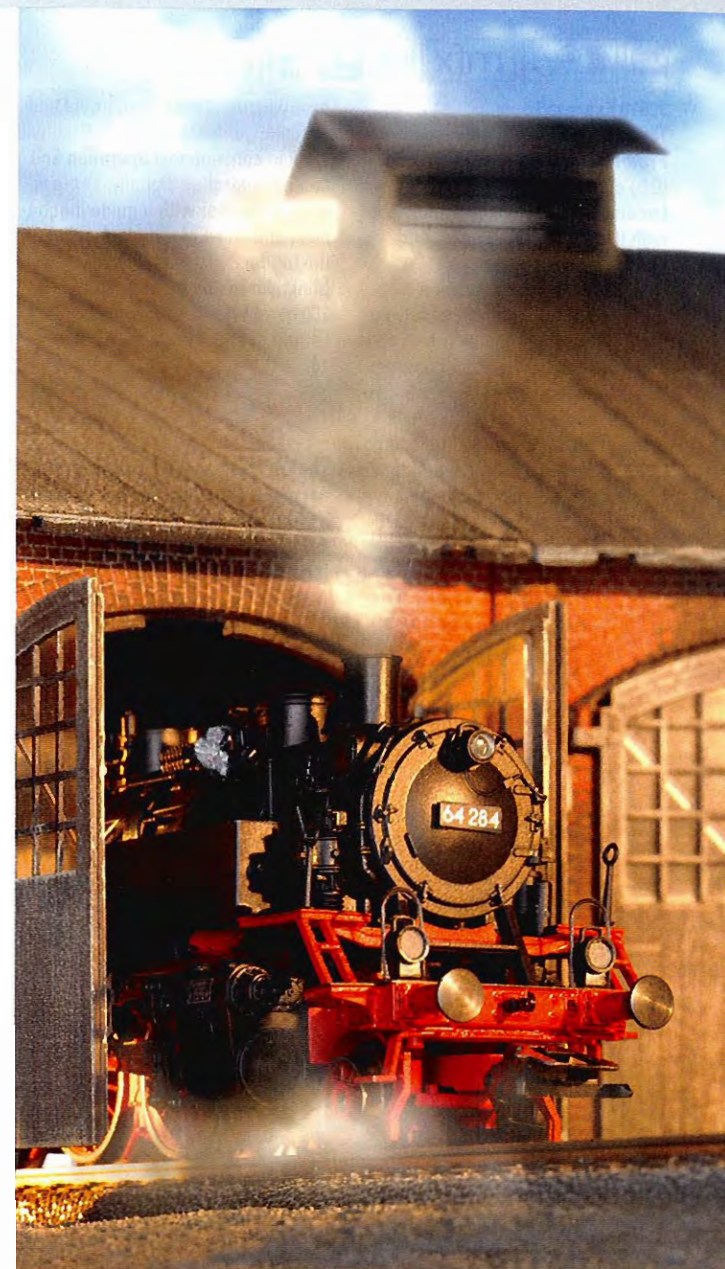
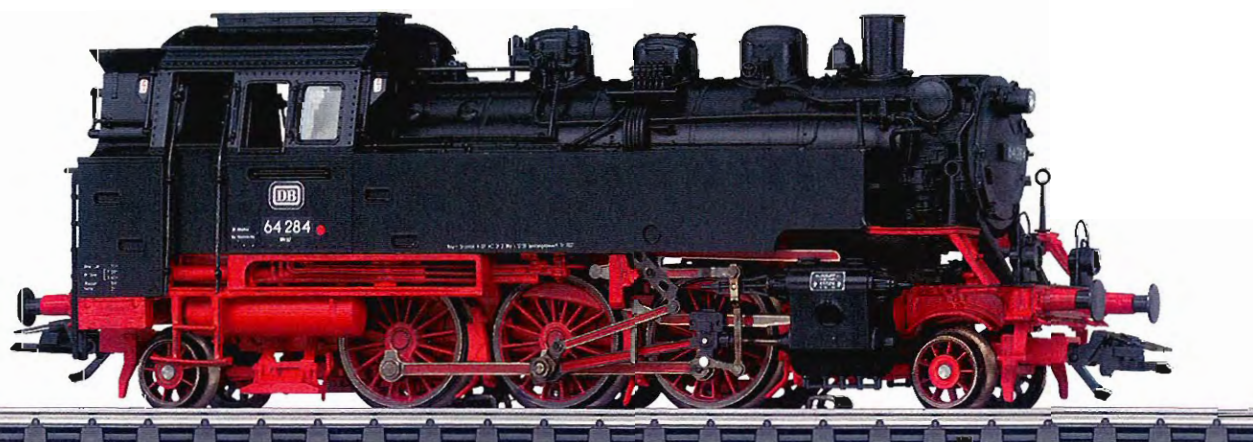
**Model:** The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and Softdrive Sine. It also has a compact design, maintenance-free motor. 3 axles powered. Traction tires. A 72270 smoke generator can be installed in the locomotive. The triple LED headlights change over with the direction of travel. They and the smoke generator contact will work in conventional operation and can be controlled digitally. The locomotive has a different road number from that for item no. 39640. Brake hose details parts are included with the locomotive. Length over the buffers 14.3 cm / 5-5/8".

One-time series.

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

## HIGHLIGHTS

- Locomotive chiefly constructed of metal.
- Completely new tooling.
- New compact design Softdrive Sinus propulsion.
- mfx decoder.
- Different road number than that for item no. 39460.





# Steam Locomotives.



## 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. 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.

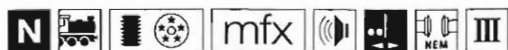
## HIGHLIGHTS

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







**37848 Steam Locomotive with a Tender.**

**Prototype:** German Federal Railroad (DB) class 50 freight locomotive.

Version with a box-style tender and Wagner smoke deflectors. The locomotive looks as it did around 1954.

**Model:** The locomotive has 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

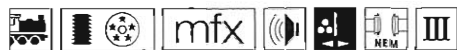
tires. The locomotive's frame is articulated to enable the locomotive to negotiate sharp curves. The headlights will work in conventional operation and can be controlled digitally. A 7226 smoke generator can be installed in the locomotive. There is an NEM coupler pocket on the pilot truck. The close coupling between the locomotive and the tender is adjustable. Length over the buffers 26.3 / 26.5 cm / 10-3/8" / 10-7/16".

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





# Steam Locomotives.



## 37921 Steam Locomotive with Tender.

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

**Model:** 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. Traction tires. The 7226 smoke generator can be retrofitted into the locomotive. The headlights will work in conventional operation and can be controlled digitally.

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

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



## Genuine Steam Locomotive Action.

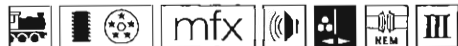
The Märklin smoke generator kits, item nos. 7226 and 72270, as well as the Seuthe smoke generator kits no. 11 and no. 24 provide genuine steam locomotive operation to a model railroad layout. All of these smoke generators can be refilled with Märklin smoke fluid, item no. 02420.

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.





**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 axes powered. 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 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	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Telex coupler(s)		x	x	x
Steam locomotive op. sounds		x	x	x
Direct control		x	x	x
Locomotive whistle			x	x
Air Pump			x	x
Whistle for switching maneuver			x	x
Sound of squealing brakes off			x	x
Letting off Steam				x
Injectors				x

**HIGHLIGHTS**

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





# Steam Locomotives.



## 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.

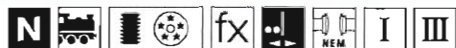
**Model:** The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator with many functions. The motor is in

the locomotive's boiler. 5 axles powered. 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. Protective tubes for the piston rods can be installed on the locomotive. Length over the buffers 26.3 cm / 10-3/8".

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







**37187 Set with 2 "S 3/6" Steam Locomotives with Tenders.**

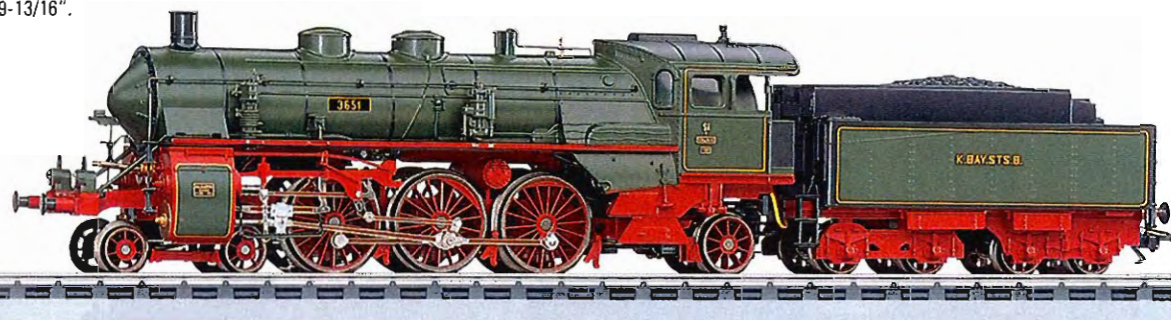
**Prototype:** 2 Bavarian design Pacific express locomotives. Original version of the Royal Bavarian State Railroad (K.Bay.Sts.B.) in a provincial railroad paint scheme. Postwar version of the German Federal Railroad (DB) class 18.4 with smoke deflectors in the standard red / black paint scheme.

**Model:** Both locomotives have digital decoders and controlled high-efficiency propulsion. 3 axles powered. Traction tires. The 72270 smoke generator can be installed in the locomotives. The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. The metal locomotive frames are partially open with separately applied details.

Length over the buffers for each locomotive 24.9 cm / 9-13/16".

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

**One-time series.**



Each locomotive comes individually packaged.

**HIGHLIGHTS**

- An attractive pair: the beautiful S 3/6 from two eras.
- Locomotive frames and bodies constructed of metal.
- Digital decoders and high-efficiency propulsion included.





# Steam Locomotives.



**39013 Road No. 01 150 Express Locomotive with a Tender.**

**Prototype:** German Railroad, Inc. (DB AG) class 01 steam locomotive. Museum locomotive of the Nürnberg Transportation Museum as it looked in its rebuilt state. The locomotive looks as it did before the fire in October of 2005.

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

headlights change over with the direction of travel. They and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The headlights are warm white LEDs. There is a close coupler with a guide mechanism and an NEM pocket on the tender.

The minimum radius for operation is 360 mm / 14-3/16". Length over the buffers 27.5 cm / 10-13/16". The locomotive comes in a wooden case.

**The express locomotive with road number 01 150 is being produced in 2008 in a one-time series for Insider members only.**

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





In cooperation with the German Railroad, Inc. Märklin is offering all Insider members the opportunity of acquiring this HO model of road no. 01 150 in an exclusive collector's case and supporting in a meaningful way the rebuilding of the locomotive that was mostly destroyed in the fire of October 17, 2005. The purchase price includes a donation of 25.00 Euros for the restoration of road no. 01 150.





# Austria.



## 39641 Tank Locomotive.

**Prototype:** Austrian Federal Railways (ÖBB) class 64 steam locomotive. The locomotive looks as it did in Era III, around 1956. Version with riveted water tanks.

**Model:** The locomotive has an mfx digital decoder, controlled Softdrive Sine high-efficiency propulsion, and a sound effects generator. It also has a compact design, maintenance-free motor. 3 axles powered. Traction

tires. A 72270 smoke generator can be installed in the locomotive. The dual LED headlights change over with the direction of travel. They and the smoke generator contact will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. Brake hose details parts are included with the locomotive.

Length over the buffers 14.3 cm / 5-5/8".

One-time series.

## HIGHLIGHTS

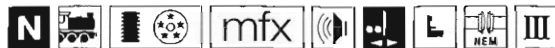
- Locomotive chiefly constructed of metal.
- Completely new tooling.
- New compact design Softdrive Sinus propulsion.
- mfx decoder.
- A variety of operating and sound functions can be controlled.

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





*The French coal beds in Lorraine ensured the supply of energy for Paris for many years and particularly in the immediate postwar period. Very heavy coal trains went daily from the mines to the capital city. A second locomotive crew rode in a crew car specially set up for the purpose so that the relatively long route could be traversed as quickly as possible without long intermediate stops. The crew car for the second crew was a so-called "camping car" and the second crew could spend the first crew during the run. At the end of the Forties, the coal cars consisted of all kinds of different designs of two-axle gondolas.*



### 37887 Locomotive with a Tender and a Crew Car.

**Prototype:** French State Railways (SNCF) class 150 X heavy freight locomotive. Former German class 44. 1 Prussian design (Cs) crew car for the 2nd locomotive crew. The units look as they did around 1946.

**Model:** The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, a Telex coupler on the tender, and a sound effects circuit with many functions. 5 axles powered. Traction tires. The locomotive has an articulated frame to enable the unit to negotiate sharp curves. A 7226 smoke generator can be installed in the locomotive. The headlights will work in conventional operation and can be controlled digitally. There is an adjustable close coupling between the locomotive and the tender. There is an NEM-like coupler pocket on the front of the locomotive. Cylinder

rod protection sleeves can be installed on the locomotive.

Length over the buffers 26.0 mm / 26.2 cm / 10-1/4" / 10-5/16".

The compartment car (crew car) has a brakeman's cab. The ladders and grab irons are separately applied.

Length over the buffers 13.8 cm / 5-7/16".

One-time series.

Cars with coal loads to go with this locomotive can be found under item no. 46092.

This model can be found in a DC version in the Trix HO assortment under item no. 22147.

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



46092

37887



# France.



## 37075 Tank Locomotive.

**Prototype:** French State Railways (SNCF) class 232 TC fast passenger locomotive.

**Model:** The locomotive has an mfx digital decoder and controlled high-efficiency propulsion. 3 axles powered. Traction tires. The headlights will work in conventional operation and can be controlled digitally. The locomotive has numerous separately applied details.

Length over the buffers 16.9 cm / 6-5/8".

One-time series.

The model of the class 232 TC is the ideal motive power for the compartment car set, item no. 42040.



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

# Belgium.



## 37033 Steam Locomotive with a Tender.

**Prototype:** Belgian State Railways (NMBS/SNCB) class 64 passenger locomotive. Former Prussian P 8. Typical Belgian rebuilt version. The locomotive looks as it did in Era III.

**Model:** The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator. It has a powerful motor with a bell-shaped armature, built into the boiler. 3 axles powered. Traction tires. A 72270 smoke generator can be installed in the locomotive. The headlights are maintenance-free, warm white LEDs. They and the smoke generator contact will work in conventional operation and can be controlled

digitally. There is a close coupling between the locomotive and the tender. The engineer's cab is detailed. Brake hoses, prototypical couplers, and cylinder rod protection sleeves can be installed on the locomotive. Length over the buffers 21.0 cm / 8-1/4".

One-time series.

This model goes very well with the compartment cars available under item no. 42045.

## HIGHLIGHTS

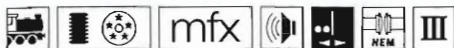
- Prototypical Belgian headlights.
- Maintenance-free, warm white LEDs.
- Steam locomotive sounds.



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



# Denmark.



## 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. Traction tires. The locomotive

is ready for installation of the 72270 smoke generator. The headlights are maintenance-free, warm white LEDs. The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. 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.

## 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.

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



# Italy.



## 37142 Tank Locomotive.

**Prototype:** Museo Ferroviario Piemontese / Piedmont Railroad Museum locomotive no. 3. Former Ferrovia Val Sessera / Sessera Valley Railroad (FVS) locomotive no. 2. Built in 1907 by Henschel as a Prussian class T 3. The locomotive looks as it did when restored to its paint and lettering scheme in 1935. Use: Special excursions.

**Model:** The locomotive has an

mfx digital decoder and controlled propulsion. There is a miniature can motor in the boiler. 3 axles powered. Traction tires. The locomotive has detailed running gear and a representation of the Allan valve gear. The headlights are maintenance-free, warm white LEDs. The headlights will work in conventional operation and can be controlled digitally. There is an open view through the engineer's cab.

The locomotive has many separately applied details. One-time series. Length over the buffers 9.9 cm / 3-7/8".

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





# In Honor of the Old Master – Bellingrodt Edition Part 3.



**37054 Steam Locomotive with a Tender.**  
**Prototype:** German State Railroad Company (DRG) class 59 freight locomotive. Former Royal Württemberg State Railways (K.W.St.E.) class K. Road no. 59 004 from photos by Carl Bellingrodt.

**Model:** The locomotive has an mfx digital decoder, controlled propulsion, and a sound generator. It also has a powerful motor with a bell-shaped armature, built-into the boiler. The locomotive has a frame with axles with side play for negotiating sharp curves. 6 axles powered. Traction tires. There is an adjustable close coupling between the locomotive and the tender. The locomotive has a detailed engineer's cab, and a figure of a locomotive engineer and a fireman are included. The locomotive has free-standing lamps with

built-in LEDs. A 7226 smoke generator can be installed in the locomotive. The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. Brake hoses and prototypical couplers can be installed on the buffer beam. Length over the buffers 23.5 cm / 9-1/4".

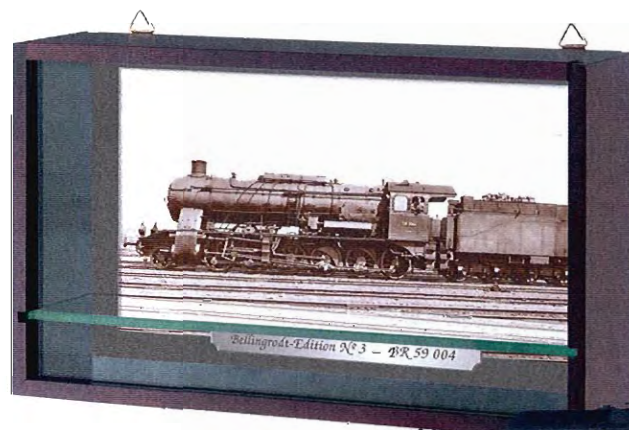
A suitable collector's display case made of wood and glass comes with the locomotive, and a reproduction of a photo by the Master of a prototype serves as a backdrop for the case.

One-time edition in a limited series (model 3 of 5).

## HIGHLIGHTS

- "Carl Bellingrodt Edition 3".
- 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 function: headlights.
- Sound functions: steam locomotive operating sounds, whistle, bell, brakes, air, steam, coal...
- Super detailing.

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



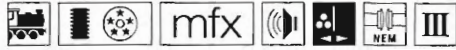
### In Honor of the Old Master.

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 issuing a special five-part series of sought after HO 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.



# Your Personal Locomotive for Your Fiftieth.



**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.

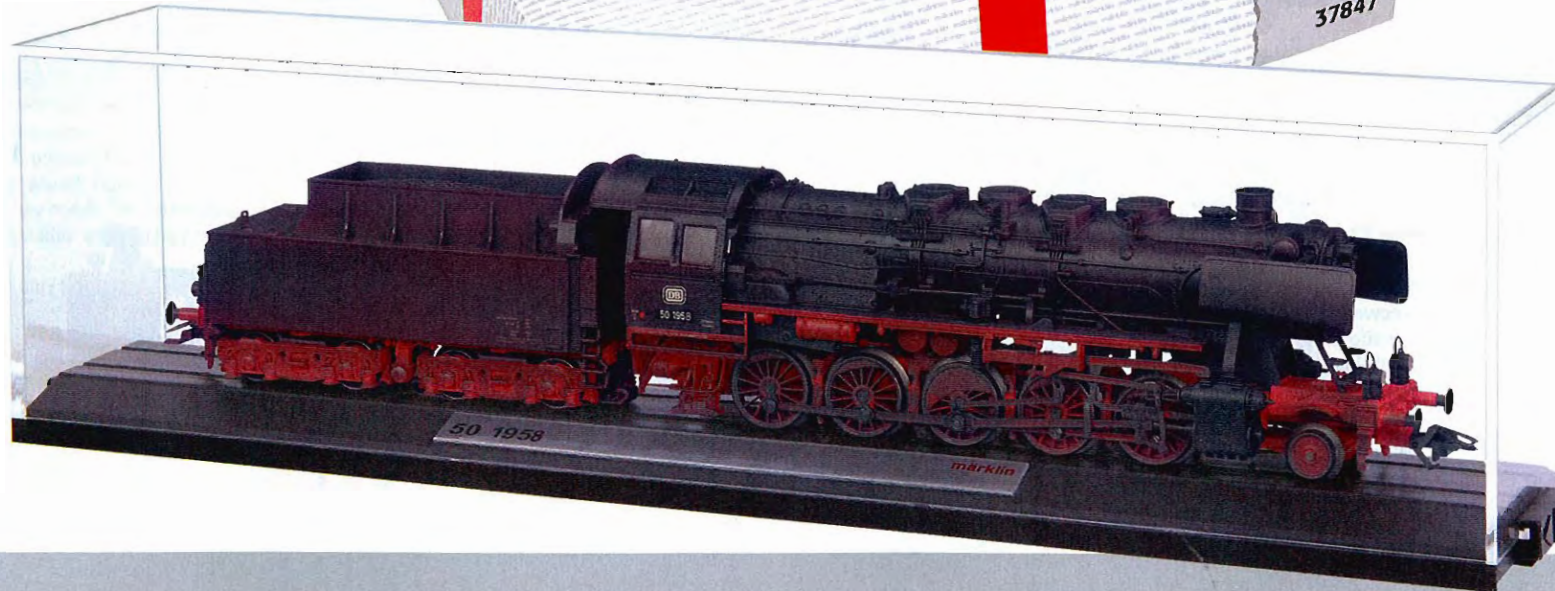
**Model:** The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator. The motor is in the boiler. 5 axles powered. Traction tires. The locomotive's frame is articulated to enable the locomotive to negotiate sharp curves. The headlight(s) will work in conventional operation and can be controlled digitally. The locomotive is ready for installation of the 7226 generator. 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".

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	Central Unit	Control Unit	Mobile Station	Central Station
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: 1958.





# 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 LEDs. The headlights and marker lights will work in conventional operation and can be controlled digitally.

Length over the buffers 7.4 cm / 2-15/16".

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

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.

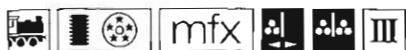
**Model:** The locomotive comes with a digital decoder and controlled miniature can motor. 2 axles powered. 2 track adhesion magnets for greater tractive effort. Separately applied metal grab irons. The headlights will work in conventional operation and can be controlled digitally.

Length over the buffers 7.4 cm / 2-15/16".

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







**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. Traction tire. The headlights will work in conventional operation and can be controlled digitally. The handrails are made of metal. Length over the buffers 12.0 cm / 4-3/4".

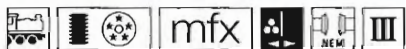
This switch engine is being offered by Trix for 2-rail DC under item no. 22133.

**HIGHLIGHTS**

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



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Switcher Double "A" Light		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. Traction tires. Metal grab irons. Scale narrow hoods. The headlights will work in conventional operation and can be controlled digitally.

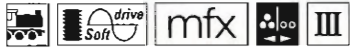
Length over the buffers 14.1 cm / 5-9/16".

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





# Diesel Locomotives.



## 37903 Diesel Locomotive.

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

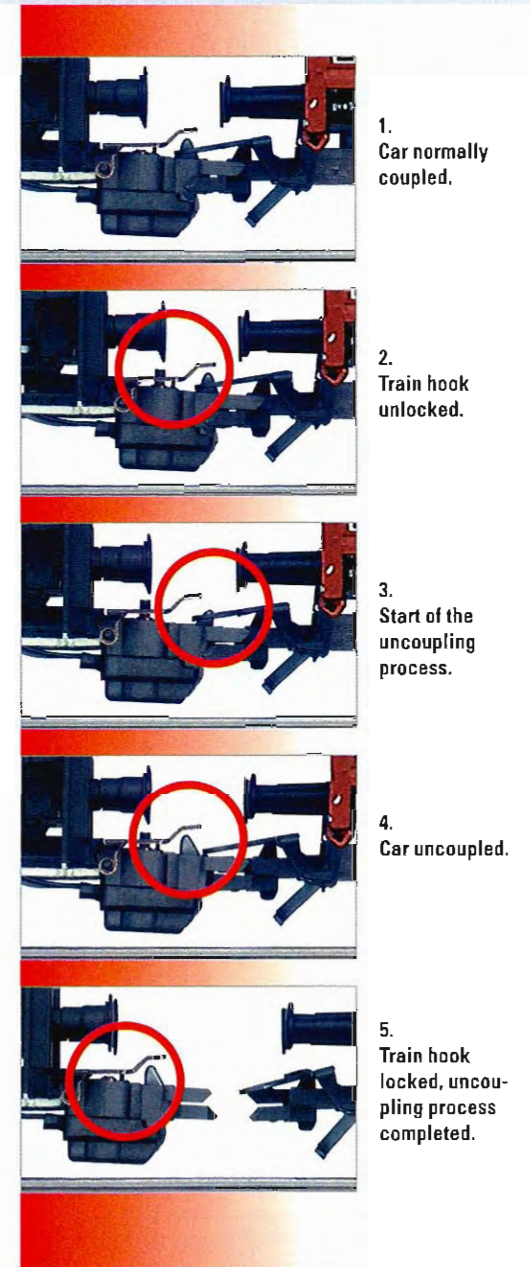
**Model:** The locomotive comes with an mfx digital decoder, Telex couplers, and controlled, high-efficiency Softdrive Sine propulsion. The locomotive has a compact-design, maintenance-free motor with a flywheel, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The headlights / marker lights are maintenance-free LEDs. The headlights / marker lights will work in conventional operation and can be controlled digitally. 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	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Telex coupler(s)		x	x	x
Direct control		x	x	x

## HIGHLIGHTS

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





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

medium weight diesel locomotives. However, progress had been made in mastering the low maintenance, quiet running propulsion technology with cardan shafts for powerful locomotives with motors. Moreover, Daimler-Benz, MAN, and Maybach had designed a new 12 cylinder 1,100 horsepower prime mover in cooperation with the German Federal Railroad's central office in Munich. In addition, Maybach and Voith developed

a new fluid transmission. The successful V 200.0 was developed from these progressive components by Krauss-Maffei with participation from most of the West German locomotive builders. The two prime movers in the locomotive put out a total of 2,200 horsepower with a service weight of about 78 metric tons. A steam locomotive of comparable power had a tender tipping the scales with a weight of approximately 160 metric tons.

The proof of the extraordinarily high level of reliability and suitability of this locomotive icon in daily operation of the 1950s can be seen in the fact that a half century after its creation there are still units running in foreign countries and in privately owned railroads.



**39800 Diesel Locomotive.**

**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 axes powered. Traction tires. The headlights will work in conventional operation and can be controlled digitally. 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".

## HIGHLIGHTS

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

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Marker light(s)		x	x	x
Diesel locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Letting off Air			x	x
Sound of squealing brakes off			x	x

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.





# Diesel Locomotives.



## 39300 Diesel Locomotive.

**Prototype:** German Federal Railroad (DB) class 230 large heavy diesel locomotive. V 300 general-purpose locomotive as it looked in the Seventies.

**Model:** The locomotive has an mfx digital decoder, controlled Softdrive Sine high-efficiency propulsion, and a sound generator. The locomotive has a compact design, powerful motor. 4 axles powered through cardan shafts from the centrally mounted motor. Traction tires. The headlights will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs and the marker lights are LEDs. The locomotive has metal grab irons on the sides and ends. The locomotive has detailed buffer beams with separately applied brake hoses and one each flat and rounded buffer plates. The couplers can be replaced with end skirting and imitation prototype couplers. Length over the buffers 23.3 cm / 9-3/16".

An express train to go with this locomotive can be made up with the cars, item nos. 43919 and 43928.

### HIGHLIGHTS

- **Heavy metal construction.**
- **Compact design Softdrive Sine high-efficiency propulsion.**
- **mfx decoder with sound functions.**
- **Highly detailed construction.**
- **The marker lights and the engineer's cab lights can be controlled separately from each other.**

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Marker light(s)		x	x	x
Diesel locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Letting off Air			x	x
Sound of squealing brakes off			x	x
Lights Cab 1 End			x	x
Lights Cab 2 End			x	x





*The V 300 – A One-Off with 6 Axles.*

*The firm Krauss-Maffei built three type ML 2200 6-axle locomotives based on the German Federal Railroad's successful V 200 for the Yugoslavian State Railroad. Perhaps in the hope of additional orders, a fourth, identical locomotive with the C-C wheel arrangement was built at Krauss-Maffei's own cost as a demonstrator unit. This locomotive was presented and offered in a striking builder's paint scheme to the German Federal Railroad among others. After several tests, the motor performance for this locomotive was increased and was designated internally at Krauss-Maffei as the type ML 3000 C'C'. It took long negotiations to move the German Federal Railroad to buy this one-off model and put it on its roster as the class V 300 001. It was painted in the elegant crimson / gray color scheme of its two-axle sibling and was used primarily in premium express train service. In 1968, it was given the computer number 230 001-0 and this impressive machine could be seen in its last years in service between Hamburg and Westerland on the Isle of Sylt, where it also pulled the popular auto trains between Niebüll and Westerland. In 1975, road no. 230 001-0 was put in storage, and the German Federal Railroad tried to sell it, unsuccessfully however, to Italy in 1977. In 1978, it came back to Germany and was finally scrapped two years later.*





# Diesel Locomotives.



## 39189 Diesel Locomotive.

**Prototype:** German Federal Railroad (DB) class 210 general-purpose diesel locomotive. Diesel hydraulic locomotive with a supplemental gas turbine. Used for premium passenger service. The locomotive looks as it did around 1971.

**Model:** The locomotive has an mfx digital decoder, controlled Softdrive Sine high-efficiency propulsion, and a sound generator. The locomotive has a compact design motor, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The headlights are warm white LEDs and the marker lights are LEDs. They will work in conventional operation and can be controlled digitally. The locomotive has separately applied metal grab irons on the sides and ends. It also has a detailed buffer beam.

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

The model of the class 210 is the ideal motive power for the "TEE Bavaria" available under item no. 43859.

This model can be found in a DC version in the Trix H0 assortment under item no. 22222.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Lights Cab 1 End		x	x	x
Lights Cab 2 End		x	x	x
Diesel locomotive op. sounds		x	x	x
Direct control		x	x	x
Locomotive whistle			x	x
Sound of squealing brakes off			x	x
Operating sounds			x	x



43859



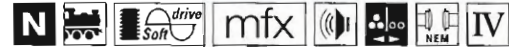
*The Class 210 – Gas Turbine on the Allgäu Line.*

The DB considered an increase in power for the class V 160 locomotives for the heavy passenger service on the route from Munich to Lindau. At that time this route was still not electrified and had many curves, and there was a need to increase the speed and efficiency of the operation between Munich and Zürich. The V 160 was planned for medium heavy service, and the decision was thus taken by the German Federal Railroad to purchase 8 class 210 diesel locomotives with supplemental gas turbine drive. The class 210 looked and was technically almost identical to the class 218. Since the maximum speed was set at 160 km/h / 100 mph, the brake system had to be reinforced. When more performance was required, the gas turbine built by Klöckner-Humboldt-Deutz was switched on with 19,250 rpm. The turbine was also diesel powered and the exhaust was also routed outside through a stack on the roof. This stack was also the visually striking feature that set the class 210 apart from its close

sibling the class 218. Due to the increase in performance achieved by the gas turbine, all 8 diesel locomotives, stationed in Kempten from 1970 on, were rated as the most powerful four-axle diesel locomotives in Germany. Previous experience gained with gas turbines allowed the German Federal Railroad to put the class 210 quickly into service, and these locomotives largely fulfilled the expectations set for them. They were used in heavy express train service and also pulled the TEE Bavaria. In 1978, numerous accidents accumulated, and an examination after a fire involving a gas turbine revealed that turning the gas turbine on and off frequently affected its service life considerably. The railroad authorities then decided to remove the gas turbines and reduce the maximum speed to 140 km/h / 88 mph. The locomotives were now the same as the class 218; they were designated as the class 218.9 and were used in pairs as multiple unit motive power to pull trains.

**HIGHLIGHTS**

- Very well detailed locomotive body.
- Metal construction.
- Compact design Softdrive Sine high-efficiency propulsion.
- mfx decoder with gas turbine sounds.



**39183 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, controlled Softdrive Sine high-efficiency propulsion, and a sound generator. The locomotive has a compact design motor, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The headlights are warm white LEDs and the marker lights are LEDs. They will

work in conventional operation and can be controlled digitally. The locomotive has separately applied metal grab irons on the sides and ends. It also has a detailed buffer beam.

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

This model is available in a DC version in the Trix H0 assortment under item no. 22221.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Lights Cab 1 End		x	x	x
Lights Cab 2 End		x	x	x
Diesel locomotive op. sounds		x	x	x
Direct control		x	x	x
Locomotive whistle			x	x
Sound of squealing brakes off			x	x



39189



# 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	

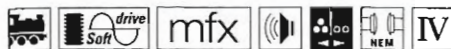
## HIGHLIGHTS

- 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.





**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 Softdrive 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 LEDs, they will work in conventional

operation, and can be controlled digitally. The locomotive has separately applied metal grab irons on the sides and ends. It also has detailed buffer beams. Length over the buffers 18.9 cm / 7-7/16".

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

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



**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 LEDs, they will work in conventional operation, and can be controlled

digitally. The locomotive has separately applied metal grab irons on the sides and ends. It also has detailed buffer beams. Length over the buffers 18.9 cm / 7-7/16".

This model 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.



## 36826 Diesel Locomotive.

**Prototype:** German Railroad, Inc. (DB AG) class Köf II small locomotive. Version with an enclosed engineer's cab.

**Model:** The locomotive has a digital decoder and a controlled miniature can motor with a flywheel. 2 axles powered. 2 track magnets for greater pulling power. The headlights are warm white LED's and the marker lights are LEDs. The headlights and marker lights will work in conventional operation and can be controlled digitally. Length over the buffers 7.4 cm / 2-15/16".

This model can be found in a DC version in the Trix H0 assortment under item no. 22139.

## HIGHLIGHTS

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



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



## 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. 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.



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





**37904 Diesel Locomotive.**

**Prototype:** German Railroad, Inc./ Railion (DB AG) class 294 heavy switch engine. The unit looks as it did around September 2006.

**Model:** The locomotive comes with an mfx digital decoder mfx, Telex couplers, and controlled Softdrive Sine high-efficiency propulsion. It also has a centrally mounted compact design maintenance-free motor with a flywheel. 4 axles powered through cardan shafts. Traction tires. The headlights are maintenance-free, warm white LEDs. The headlights and marker lights will work in conventional operation and can be controlled digitally. The 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 handrails. The steps to the engineer's cab can be removed for sharper curves. Length over the buffers 16.4 cm / 6-7/16".

## HIGHLIGHTS

- Model constructed chiefly of metal.
- Compact design Softdrive Sine high-efficiency propulsion.
- All axles powered.
- Telex couplers for remote-controlled uncoupling from cars.
- Headlights are maintenance-free, warm white LEDs.

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



48056

47008

46460

37904



# Netherlands.



## 37635 Diesel Locomotive.

**Prototype:** Type MaK 1206 general-purpose locomotive. Locomotive painted and lettered for the privately owned railroad ACTS, used on the Dutch State Railways (NS).

**Model:** The locomotive has an mfx digital decoder and controlled high-efficiency propulsion. It also has a powerful motor with a bell-shaped armature and a flywheel. 4 axles powered. Traction tires. The headlights

are maintenance-free, warm white LEDs. The headlights and the red marker lights will work in conventional operation and can be controlled digitally. The hand rails on the sides and ends of the locomotive are made of metal. Length over the buffers 16.5 cm / 6-1/2".

**One-time series.**



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

# Luxembourg.



## 37636 Diesel Locomotive.

**Prototype:** Type MaK 1206 general-purpose locomotive as the Luxembourg State Railways (CFL) class 1500. Blue basic paint scheme with a white engineer's cab.

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

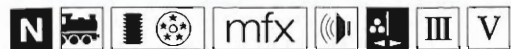
**One-time series.**

This model can be found in a DC version in the Trix H0 assortment under item no. 22360.



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





### 37670 Set with 2 Diesel Locomotives.

**Prototype:** 2 Danish State Railways (DSB) class MY 1100 diesel locomotives. 1 diesel electric NOHAB general-purpose locomotive in an Era III brownish red paint scheme and 1 diesel electric NOHAB general-purpose locomotive in an Era V black / red paint scheme with snow plows and railings.

**Model:** The locomotives have controlled high-efficiency propulsion with mfx digital decoders and sound effects generators. 3 axles powered. Traction tires. The headlights change over with the direction of travel, will work in conventional operation and can be controlled digitally. Both locomotives come individually packaged. Length over the buffers for each locomotive 20.5 cm / 8-1/16".

**One-time series.**

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

## HIGHLIGHTS

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



42814

37670

42761

37670



# Sweden.



## *T44 – The Power of the North.*

*In the Sixties, the older classes of Swedish diesel locomotives were no longer able to meet the railroad's requirements. The cars had become longer and heavier, thereby increasing the demand for modern diesel switch engine. The Swedish State Railways ordered a switch engine with a B-B wheel arrangement from the firm NOHAB (Trollhättan, Sweden). This four-axle,*

*76 metric ton heavy locomotive has a length of 15.4 meters / 50 feet 6-5/16 inches, a power output of 1,235 kilowatts / 1,656 horsepower and reaches a maximum speed of 100 km/h / 63 mph. The class T44 has given reliable results since being placed into service in 1968, but it also used for light freight trains out on the line. The range of its tasks is approximately comparable to*

*that of the German Federal Railroad's class 290. The class T44 has had several paint schemes during its service life. Currently, it is run in Sweden in the SJ's attractive blue paint scheme. The really classic scheme is surely the orange/blue version from Era IV.*



© Dr. Andreas M. Häntzsch





**37940 Heavy Diesel Locomotive.**

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

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

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

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

## HIGHLIGHTS

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

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

To be delivered starting in 2009.





# 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. 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 LEDs. They change over with the direction of travel, will work in conventional operation, and can be controlled digitally.

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

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



*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.



43950

43940

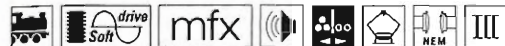
43930

43920

43910

39120





**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 LEDs) and marker lights are maintenance-free LEDs, they will work in conventional operation, and can be controlled digitally. 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".

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.

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

## HIGHLIGHTS

- 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.



43850

43860

43880

43870

43850

39121



# Electric Locomotives.

*Class E 41 – The Firecracker of the German Federal Railroad.*

*In 1950, the German Federal Railroad decided to go ahead with the urgent modernization of its motive power with the purchase of electric locomotives with predominantly standardized components and contracted with all of the important locomotive builders to come up with appropriate suggestions. The goal was a locomotive for freight service in order to relieve the E 94 and a general-purpose locomotive such as was known with the well proven E 44. Another requirement to the builders concerned the engineer's cabs: For the first time the engineer was to do his work seated, which meant an immense improvement for engineers. The result of this request for bids was five experimental locomotives for the class E 10.0. However, exhaustive tests soon revealed that two prototypes would not be suitable for the expected tasks. Officials at the German Federal Railroad therefore decided to have Siemens/Krauss Maffei develop an express locomotive and a freight locomotive, the classes E10 and E 40, AEG/Krupp to develop a heavy freight locomotive, the class E 50, and BBC/Henschel to develop a commuter locomotive, the class E 41.*

*A total of 451 class E 41 locomotives were purchased between 1956 and 1971. For several decades they left their stamp on more than just the commuter service from the Bavarian Alps to the German coast. This successful design can be considered as a general-purpose locomotive, since it was used as motive power for practically every kind of train service during its long service life. It did not last long in the rigorous S-Bahn service, because it did not have electric brakes required for it. Its traditional task remained commuter service, in particular in push/pull operation with "Silberlinge / Silver Coins" commuter cars. Due to the required low axle load distributed over 2 two-axle trucks, the E 41 could be used with no problem on electrified branch lines.*

*The 4 traction motors on the locomotive represented a further development of the ET 30, and the Siemens-Schuckert Plant / SSW was responsible for the drive gear. They equipped the E 41 like the other standard design locomotives with a rubber ring drive gear*

*system. The oil-cooled transformer was equipped with a relay layout on the low voltage side, which was the source of a characteristic noise on the class E 41. This locomotive soon picked up its nicknames "Champagne Cork" or "Firecracker" on the German Federal Railroad. More than a few railroad passengers, upon hearing this sound, thought the locomotive was damaged and were more or less irritated about it. The maximum speed for this 15.62 meter / 51 foot 3 inch long locomotive was 120 km/h / 75 mph. When the German Federal Railroad raised the maximum speed for express trains at the end of the Fifties to 140 km/h / 88 mph, E 41 locomotives*

*coming after that were only painted in green, since the elegant blue was reserved only for fast locomotives in long distance service. During its entire service life, the class E 41, from 1968 on the "141", had double-arm pantographs. Otherwise, it changed externally as the result of rebuilding and ran in Germany from the Alps to the North with three or five lights at each end, with or without rain gutters, with rounded or square cooling vents and in the color schemes that changed over time. The train safety systems were also adapted along the way and the "firecracker" was considered a proven, reliable design right up to the end of its service.*

*At the start of the Nineties, the class 141 was being increasingly replaced by the class 143, and its roster decreased more due to the switch to powered rail cars for commuter service. The official farewell to the class 141 took place in February of 2006 in Braunschweig, but the last operating district for several locomotives was Frankfurt/Main, where they did not leave active service on the German Railroad, Inc. until the end of 2006. Several of these popular locomotives have remained preserved and you can still hear the "Firecracker" of the German Federal Railroad at least on museum runs.*



© Albert Schöppner





### 39410 Electric Locomotive.

**Prototype:** German Federal Railroad (DB) class E 41. B-B wheel arrangement. Locomotive as it looked in Era III with 5 lamps, rounded cooling grills with vertical fins and a continuous rain gutter.

**Model:** The locomotive has an mfx digital decoder and the new controlled, compact design Softdrive Sine high-efficiency propulsion. 4 axles powered. Traction tires. The locomotive has separately applied metal grab irons. The engineer's cabs have interior details. There are separately applied roof walks. The triple headlights are maintenance-free, warm white LEDs and the dual red marker lights are maintenance-free LEDs. They change over with the direction of travel, will work in conventional operation and can be controlled digitally. The buffer beams are well detailed. The locomotive has NEM coupler pockets and a close coupler mechanism. Length over the buffers 18.0 cm / 7-1/16".

The class E 41 is the perfect push/pull locomotive to go with the "Silberlinge / Silver Coins" commuter cars that are also coming out in 2008 as new tooling.

This model can be found in a DC version in the Trix H0 assortment under item no. 22140.

## HIGHLIGHTS

- **New tooling.**
- **Highly detailed metal body correct for the era.**
- **Headlights with warm white LEDs.**
- **Softdrive Sine high-efficiency propulsion.**
- **Realistic electric locomotive sound.**

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Lights Cab 1 End		x	x	x
Lights Cab 2 End		x	x	x
Electric locomotive op. sounds		x	x	x
Direct control		x	x	x
Locomotive whistle			x	x
Sound of squealing brakes off			x	x





# Electric Locomotives.



## 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.

Traction tires. The headlights and marker lights are maintenance-free LEDs, they will work in conventional operation, and can be controlled digitally. The locomotive has separately applied metal grab irons on the sides and ends. 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	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Horn		x	x	x
Blower motors		x	x	x
Direct control		x	x	x



46528

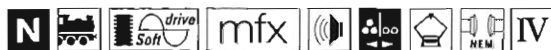
46450

46450

46450

39500





**39501 Electric Locomotive.**

**Prototype:** German Federal Railroad (DB) class 150 heavy freight locomotive. The largest type of the standard design electric locomotives from the new construction program of the Fifties. Rebuilt version with double lamps and without a rain gutter. The locomotive looks as it did at the end of the Eighties.

**Model:** The locomotive has an mfx digital decoder, controlled Softdrive Sine high-efficiency 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. Traction tires. The headlights are maintenance-free, warm

white LEDs, and the marker lights are maintenance-free LEDs. They will work in conventional operation, and can be controlled digitally. The locomotive has separately applied metal grab irons on the sides and ends. The engineer's

cabs and the engine room have interior details in relief. Length over the buffers 22.4 cm / 8-13/16".

This model can be found in a DC version in the Trix HO assortment under item no. 22151.



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

**HIGHLIGHTS**

- Rebuilt version without rain gutters.
- Maintenance-free, warm white LEDs for headlights.
- Lights at the ends of the locomotive can be turned off in digital operation.



**39191 Electric Locomotive.**

**Prototype:** German Federal Railroad (DB) class 119 in a blue paint scheme with older design lamps. The locomotive looks as it did at the beginning of the Seventies.

**Model:** The locomotive has an mfx decoder and controlled Softdrive Sine high-efficiency propulsion. It also has a maintenance-free, compact design motor. 2 axles powered. Traction tires. The engineer's cabs and engine room have interior details. The locomotive body has many separately applied details. The locomotive comes in Era IV paint and lettering with large older

design headlights and older design pantographs. The locomotive has a 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. Length over the buffers 19.5 cm / 7-11/16".



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



# Electric Locomotives.



## 37539 Electric Locomotive.

**Prototype:** German Federal Railroad (DB) class 120.1 general-purpose locomotive. Regular production version.

**Model:** The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, sound and light

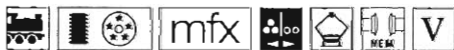
functions. 2 axles powered. Traction tires. The headlights are maintenance-free, warm white LEDs. They will work in conventional operation and can be controlled digitally. The engineer's cabs have interior details. The locomotive has separately applied grab irons. Length over the buffers 22.1 cm / 8-11/16".

## HIGHLIGHTS

- Newly developed metal body.
- Engineer's cabs with interior details and lighting.
- All of the lights are maintenance-free, warm white LEDs.
- Digital sound: locomotive whistle and station announcements.



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



## 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. 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.

Length over the buffers 19.1 cm / 7-1/2".



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

## HIGHLIGHTS

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





**39411 Electric Locomotive.**

**Prototype:** German Federal Railroad (DB) class 141. B-B wheel arrangement. Locomotive as it looked in Era V with 3 lamps, Klatte cooling grills, and without a continuous rain gutter.

**Model:** The locomotive has an mfx digital decoder and the new controlled, compact design Softdrive Sine high-efficiency propulsion. 4 axles powered. Traction tires. The locomotive has separately applied metal grab irons. The engineer's cabs have interior details. There are separately applied roof walks. The triple headlights

are maintenance-free, warm white LEDs and the dual red marker lights are maintenance-free LEDs. They change over with the direction of travel, will work in conventional operation and can be controlled digitally. The buffer beams are well detailed. The locomotive has NEM coupler pockets and a close coupler mechanism. Length over the buffers 18.0 cm / 7-1/16".

**The class 141 is the perfect push/pull locomotive to go with the "Silberlinge / Silver Coins" commuter cars that are also coming out in 2008 as new tooling.**

This model can be found in a DC version in the Trix H0 assortment under item no. 22141.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Lights Cab 1 End		x	x	x
Lights Cab 2 End		x	x	x
Electric locomotive op. sounds		x	x	x
Direct control		x	x	x
Locomotive whistle			x	x
Sound of squealing brakes off			x	x

**HIGHLIGHTS**

- Completely new tooling for the popular class 141.
- Highly detailed metal body correct for the era.
- Headlights with warm white LEDs.
- Softdrive Sine high-efficiency propulsion.
- Realistic electric locomotive "firecracker" sound.





# Electric Locomotives.



## 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 LEDs) and marker lights are maintenance-

free LEDs, they will work in conventional operation, and can be controlled digitally. The engineer's cabs have interior details. The locomotive has separately applied grab irons. Length over the buffers 22.5 cm / 8-7/8".

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



© Klaus Eckert





**39342 Electric Locomotive.**

**Prototype:** German Railroad, Inc./Railion (DB AG) class 152 fast general-purpose locomotive. Advertising design (combine harvester theme) for the firm CLAAS KGaA mbH in Harsewinkel near Osnabrück, Germany.

**Model:** The locomotive has an mfx digital decoder, Softdrive Sine high-efficiency propulsion, and a sound effects generator. It also has a maintenance-free, compact design motor. 2 axles powered. Traction tires. The

headlights are maintenance-free, warm white LEDs and the marker lights are red LEDs. The headlights and marker lights will work in conventional operation and can be controlled digitally. The engineer's cabs have interior details. The locomotive has separately applied metal grab irons. Length over the buffers 22.5 cm / 8-7/8".

**One-time series.**

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



Cathrina Claas, partner in the CLAAS Group and Hartmut Mehdorn, CEO of the German Railroad, Inc., at the delivery of the Combine Harvester locomotive at the Berlin Main Station on August 31, 2007.



**HIGHLIGHTS**

- Metal construction.
- mfx decoder.
- Compact design Softdrive Sine high-efficiency propulsion.
- Lighting with white and red LEDs.



# Switzerland.



## 36331 Electric Locomotive.

**Prototype:** Swiss Federal Railways (SBB/CFE/FFS) class Ee 3/3 switch engine. 0-6-0 wheel arrangement. Built in a series starting in 1932. Winterthur side rod drive.

**Model:** The locomotive has an mfx digital decoder and a miniature can motor with a flywheel. 3 axles and a jack shaft powered. The headlights are LED's built into the end platforms. The headlights will work in conventional operation and can be controlled digitally. The roof equipment is separately applied. The locomotive 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".



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

This model can be found in a DC version in the Trix H0 assortment under item no. 22335.



## 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.

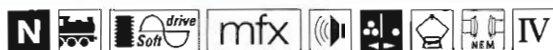
**Model:** The locomotive comes with an mfx decoder and controlled high-efficiency propulsion. All 4 axles are powered. Traction tires. The locomotive has separately applied roof walks. The locomotive has separately applied metal hand rails. The locomotive has a representation of the walkover plates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

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



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





**39421 Electric Locomotive.**

**Prototype:** Swiss Federal Railways (SBB/CFF/FFS) class Re 4/4 I electric locomotive. Non-rebuilt version with a red paint scheme. The locomotive looks as it did at the end of the Eighties.

**Model:** The locomotive has an mfx decoder and controlled Softdrive Sine high-efficiency propulsion. It also has a compact design, powerful motor. All 4 axles powered. Traction tires. The locomotive has separately applied roof details. The separately applied grab irons

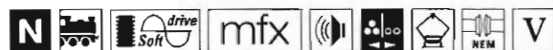
are made of metal. The locomotive has a representation of the crossover plates and grab irons at the ends. The Swiss headlight / marker light code (triple headlights / white marker light) changes over with the direction of travel, will work in conventional operation and can be

controlled digitally. Warm white LEDs are used for the lights.

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

This model can be found in a DC version in the Trix H0 assortment under item no. 22353.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	X	X	X	X
Stat. Announce. - Swiss		X	X	X
Locomotive whistle		X	X	X
Direct control		X	X	X



**39893 Electric Locomotive.**

**Prototype:** Swiss Federal Railways (SBB/CFF/FFS) class 474 fast general-purpose locomotive. Multiple-system locomotive with 4 pantographs. Use: Cross-border fast freight service.

**Model:** The locomotive has an mfx digital decoder, controlled Softdrive Sine high-efficiency propulsion, a compact design, maintenance-free motor, and a sound effects generator. 2 axles powered. Traction tires. The

headlights are maintenance-free, warm white LEDs. The headlights and marker lights will work in conventional operation and can be controlled digitally. The engineer's

cabs have interior details. The locomotive has separately applied metal grab irons.

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

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



43410

43381

43371

43361

39421



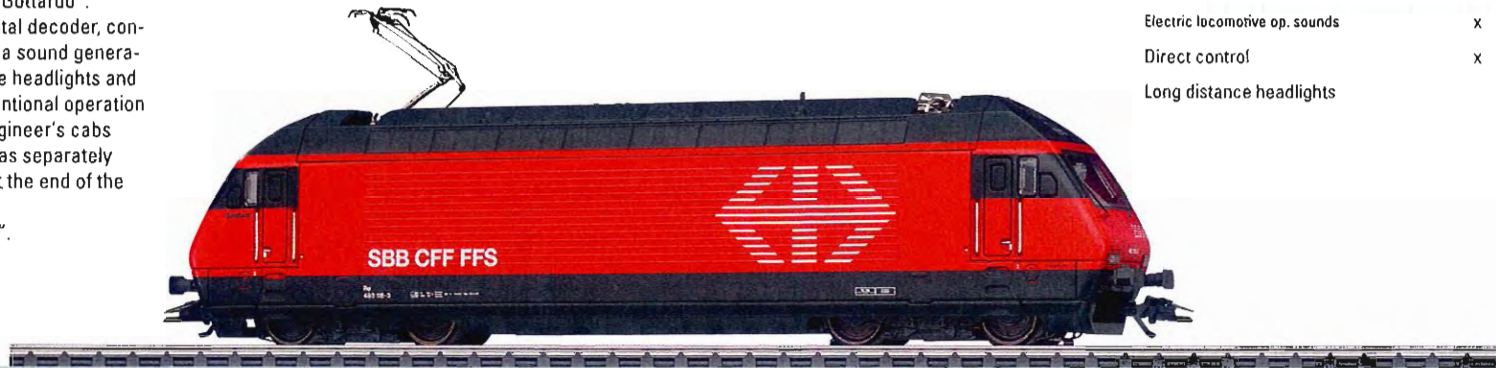
# Switzerland.



## 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".

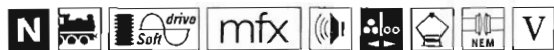
**Model:** The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound generator. 2 axes powered. Traction tires. The headlights and a white marker light will work in conventional operation and can be controlled digitally. The engineer's cabs have interior details. The 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	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Horn		x	x	x
Electric locomotive op. sounds		x	x	x
Direct control		x	x	x
Long distance headlights			x	x







## 39836 Electric Locomotive.

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

**Model:** The locomotive has an mfx digital decoder, controlled Softdrive Sine high-efficiency propulsion, a compact design, maintenance-free motor, and a sound effects generator. 2 axles powered. Traction tires.

The headlights are maintenance-free, warm white LEDs, and the marker lights are maintenance-free LEDs. The headlights and marker lights will work in conventional operation and can be controlled digitally. The engineer's cabs have interior details. The locomotive has separately applied metal grab irons. Length over the buffers 22.5 cm / 8-7/8".

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

## HIGHLIGHTS

- New tooling.
- Metal construction.

### The Class 1216 – Third Generation Alpine Bull.

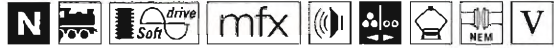
*In the wake of the new political order in Europe, the transportation routes once again are going straight through the Alpine republic of Austria into the center of the continent. The Austrian Federal Railways could not and have not wanted to miss this connection and have prescribed themselves and their motive power roster a radical rejuvenating cure. In addition to a new design for the infrastructure, at present one of the largest and architecturally most spectacular train stations in Europe is being built, the locomotives and rolling stock have either been upgraded or newly purchased. The best known and most beautiful new development in terms of its shape is the "Taurus" locomotive family built by Siemens, the classes 1016, 1116, and 1216. The rollout of the 3rd generation of the class 1216 Alpine Bull took place on March 31, 2005 at the Siemens plant in Munich. A total of 50 locomotives were ordered by the ÖBB and are to be used mainly in cross-border passenger and freight service. This four-system, three-phase current, general-purpose locomotive was derived largely from the Siemens ES 64 U4, designated on the German Railroad, Inc. as the class 189. Externally, the Taurus family genes are very much handed down. In terms of design, there have*

*been several changes however such as four doors, a fairing for the costly roof equipment, LED lighting, and the upper front light now placed under the windshield. This four-motor locomotive is something over 19 meters / 62 feet 4-1/6 inches long, reaches a maximum speed of 230 km/h / 144 mph and has an axle load of 21.8 metric tons. Even before its time as the ÖBB bull, road no. 1216 050 broke the world record for conventional locomotives set by the SNCF's road no. BB 9004 in 1955 at 331 km/h / 207 mph. This was done on September 2, 2006 on the Nürnberg-Ingolstadt new construction route between Kinding and Allersberg. Road no. 1216 050 ran, without extensive preparation to the track, catenary, or the locomotive, at a speed of 344 km/h / 215 mph and even reached 357 km/h / 223 mph during a second test run. At the end of 2007 it was transferred like the other 49 class 1216 locomotives to the ÖBB and it will serve primarily in runs from Austria to Slovenia and Italy. The 1216 will come to Germany and Hungary as part of the new ÖBB product "Railjet" and will link Vienna with Munich and Budapest on a regular schedule. The fast, powerful bulls of the 3rd generation cut a good figure in the immense, futuristic halls of the new Vienna Main Station and out on the line.*





# Austria.



## 39892 Electric Locomotive.

**Prototype:** Siemens Dispolok, Inc. class ES 64 F4 fast general-purpose locomotive, leased to the Austrian Federal Railways (ÖBB). Multiple-system locomotive with 4 pantographs. Use: Cross-border fast passenger and freight service.

**Model:** The locomotive has an mfx digital decoder, controlled Softdrive Sine high-efficiency propulsion, a compact design, maintenance-free motor, and a sound effects generator. 2 axles powered. Traction tires.

The headlights are maintenance-free, warm white LEDs, and the marker lights are maintenance-free LEDs. The headlights and marker lights will work in conventional operation and can be controlled digitally. The engineer's cabs have interior details. The locomotive has separately applied metal grab irons. Length over the buffers 22.5 cm / 8-7/8".

**One-time series.**

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



© Klaus Eckert





### 37121 Electric Locomotive.

**Prototype:** Dutch State Railways (NS) class 1200 heavy general-purpose locomotive. The locomotive looks as it did around 1965.

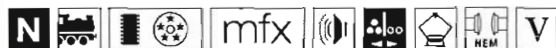
**Model:** The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator. 2 axles powered. Traction tires. The headlights are maintenance-free LEDs. The head-

lights will work in conventional operation and can be controlled digitally. Brake hoses can be installed on the buffer beam. Length over the buffers 20.8 cm / 8-3/16".

## HIGHLIGHTS

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

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



### 37122 Electric Locomotive.

**Prototype:** Class 1200 heavy general-purpose locomotive. The locomotive is in the basic blue paint scheme with yellow stripes for the privately owned railroad ACTS, used on the Dutch State Railways (NS).

**Model:** The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator. 2 axles powered. Traction tires. The headlights are maintenance-free, warm white LEDs; the marker lights are maintenance-free LEDs. They will work in conventional operation and can be controlled digitally. Brake hoses can be mounted on the buffer beam. Length over the buffers 20.8 cm / 8-3/16".

This model can be found in a DC version in the Trix H0 assortment under item no. 22149.

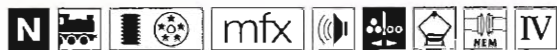
Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Horn		x	x	x
Direct control		x	x	x

One-time series.





# Belgium.



## 37238 Electric Locomotive.

**Prototype:** Belgian State Railways (NMBS/SNCF) class 25.5 general-purpose locomotive. Version with five lights at the ends and only one pantograph.

**Model:** The locomotive is the rebuilt version with prototypical design side cooling grills, the appropriate roof details, and motive power specifications. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and auxiliary functions. The headlights and marker lights will work in

conventional operation and can be controlled digitally. 2 axles powered. Traction tires. The headlights are warm white LED's. The engineer's cabs have interior details. The locomotive has separately applied metal grab irons and other details. The couplers can be replaced by end skirting. Length over the buffers 21.0 cm / 8-1/4".

This model can be found in a DC version in the Trix H0 assortment under item no. 22357.

## HIGHLIGHTS

- Prototypical changes to the body.
- New design with one single-arm pantograph.
- Warm white LED's for headlights.



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





### 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 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.

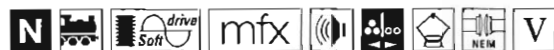
Length over the buffers 11.2 cm / 4-7/16".

## HIGHLIGHTS

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



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



### 39894 Electric Locomotive.

**Prototype:** Class 441 fast general-purpose locomotive painted and lettered for the Swedish railroad company Hector Rail. Multiple-system locomotive with 2 pantographs. Use: Cross-border fast freight service.

**Model:** The locomotive has an mfx digital decoder, controlled Softdrive Sine high-efficiency propulsion, a compact design, maintenance-free motor, and a sound effects generator. 2 axles powered. Traction tires. The headlights are maintenance-free, warm white LEDs. The headlights will work in conventional operation and can

be controlled digitally. The marker lights can be turned off separately. 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	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Marker light(s)		x	x	x
Long distance headlights		x	x	x
Horn		x	x	x
Direct control		x	x	x



47454

47454

47454

39894



## Powered Rail Cars and Trains.







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. 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.

Powered rail car trains tell us these stories. Small, quiet, and rather unimportant ones. Or moving ones that once appeared in bold letters on the covers of the gazettes.

History experienced, great moving moments and the gray everyday of life all together. Listen to the small and great stories. You will be astounded at everything the powered rail car trains still have to tell ...



# Powered rail cars and trains.



## 37774 Diesel Powered Rail Car Train.

**Prototype:** German Federal Railroad (DB) class SVT 04 powered express rail car. German State Railroad class SVT 137 "Hamburg" design. Two-part unit with a Jacobs truck. Version in grayish blue / light gray paint scheme of the prototype at the beginning of the Fifties.

**Model:** The rail car train has an mfx digital decoder, controlled Softdrive Sine high-efficiency propulsion, and light and sound functions. It also has a compact design maintenance-free motor arranged in the Jacobs truck. 2 axles powered. Traction tires. The lights are

maintenance-free, warm white LEDs. The headlights / marker lights will work in conventional operation and can be controlled digitally. The roof has separately applied details. The powered rail car train has continuous side skirting with covers with side play over the wheel cutouts. It also has a guide mechanism with a closed diaphragm between the car halves of the train.

A reproduction of the Scharfenberg coupler (non-working) is present at the ends of the train.

Length over the couplers 48.4 cm / 19-1/16".

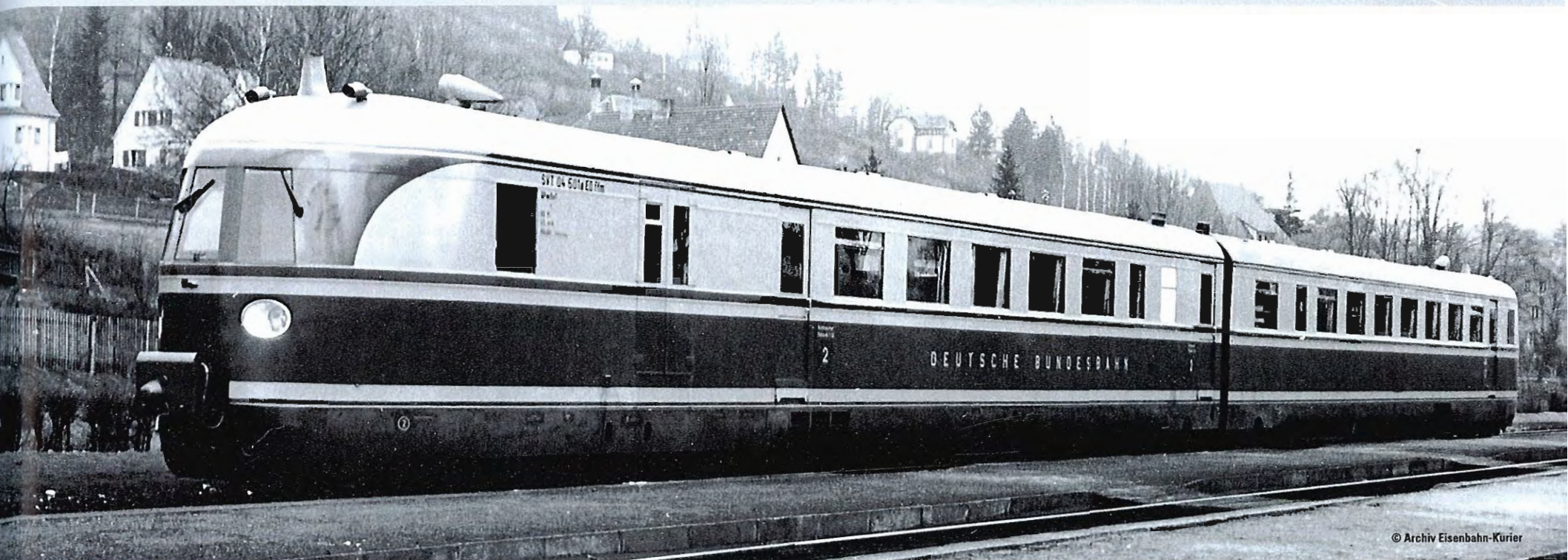
## HIGHLIGHTS

- mfx decoder with sound and compact Softdrive Sine propulsion.
- Operating sounds: diesel motor, horn, brakes, compressor, oil pump...
- Environment sounds: station announcements, departure whistle, rail joints...
- Lighting with maintenance-free, warm white LEDs.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Interior lights		x	x	x
Diesel locomotive op. sounds		x	x	x
Horn		x	x	x
Direct control		x	x	x
Station Announcements			x	x
Conductor's Whistle			x	x
Horn blast 2			x	x
Doors Closing			x	x
Sound of squealing brakes off				x
Rail Joints				x
Letting off Air				x
Prelubrication				x







© Archiv Eisenbahn-Kurier





# Powered rail cars and trains.

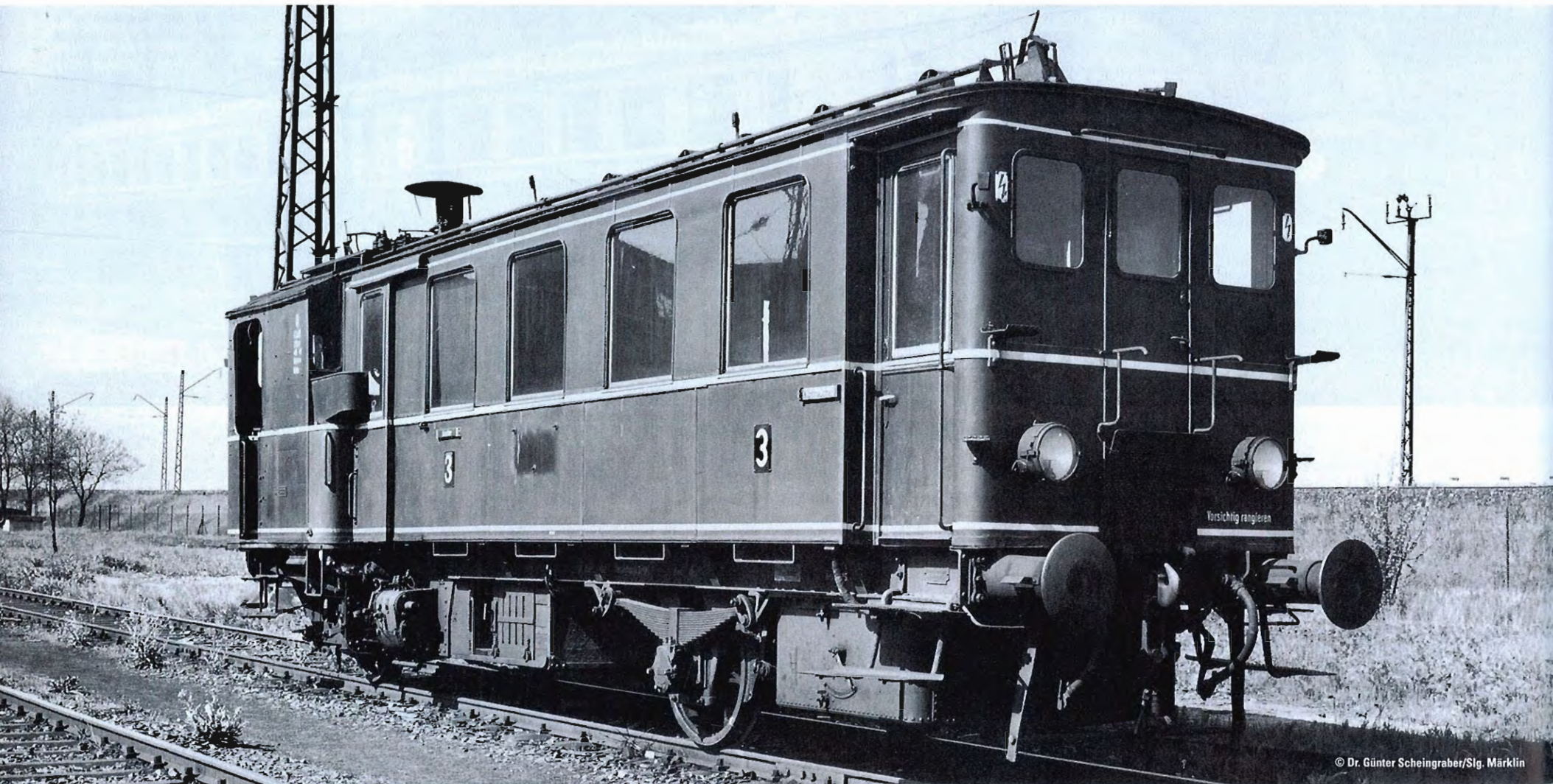
## *The Kittel – A Durable Steam Powered Rail Car.*

*As early as the end of the 19th century, procurement was begun of a first series of seven steam powered rail cars that were chiefly run on branch lines in the south-west part of Germany. Eugen Kittel, chief mechanical*

*engineer for the Royal Württemberg State Railways (K.W.St.E.) designed a more efficient boiler, which led in 1905 to the order for another 10 steam powered rail cars in Württemberg. The first series was rebuilt accordingly. At the time of the German State Railroad, the remaining steam powered rail cars were designated*

*under the road numbers 9 Stuttgart to 14 Stuttgart. Another series of steam powered rail cars under the class 121a was delivered in 1914/15 for the Grand Ducal Baden State Railways, and they were later designated on the DRG under the road numbers CidT 1 to 8. Two steam powered rail cars from this Baden series were*

*acquired by the German Federal Railroad after 1945, and they were painted in the crimson color scheme customary for powered rail cars. In 1951 and 1953, these two steam powered rail cars from the provincial railroad period were retired from service on the German Federal Railroad.*



© Dr. Günter Scheingraber/Sig. Märklin





**37253 Steam Powered Rail Car.**

**Prototype:** German Federal Railroad (DB) class Kittel DT8 steam powered rail car. Built starting in 1915, originally for the Grand Ducal Baden State Railways. Version in crimson red paint scheme for Era III.

**Model:** The car has an mfx digital decoder and a controlled miniature can motor. The car's frame is die-cast metal. 2 axles powered. The dual headlights change over with the direction of travel. The headlights are maintenance-free, warm white LEDs. The car has

an NEM coupler pocket. It also has many separately applied details. There is a completely free view through the engineer's cab and a representation of the boiler. The headlights will work in conventional operation and can be controlled digitally. Length over the buffers 13.0 cm / 5-1/8".

**This model can be found in a DC version in the Trix H0 assortment under item no. 22033.**

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

**HIGHLIGHTS**

- Completely new tooling.





# Insider Model for 2008.



## 39100 Diesel Powered Rail Car Train.

**Prototype:** German Federal Railroad (DB) class VT 10.5 "Senator" daytime articulated train. The train consists of 2 powered cars, 1 open seating car, and 1 car with a galley. The paint scheme is as the train looked when delivered in 1953/1954.

**Model:** The train has an mfx digital decoder, controlled Softdrive Sine high-efficiency propulsion, and a sound generator in powered car A. The train has a compact design, maintenance-free motor. 2 axles powered in the truck for powered car A. Traction tires. The dual headlights and red marker lights, interior lighting and table lamps with maintenance-free warm white LEDs will work in conventional operation and can be controlled

digitally. There is a special multiple conductor current-conducting cable and close fitting diaphragms between the cars. The train has a pickup shoe changeover feature. The train has a reproduction of a closed Scharfenberg coupler (non-working) at both ends. Train length over the couplers 69.1 cm / 27-3/16".

The 39100 powered rail car train is being produced in 2008 in a one-time series only for Insider members.

This model can be found in a DC version in the Trix HO assortment under item no. 22797.

## HIGHLIGHTS

- Completely new tooling.
- Powered rail car train constructed of metal.
- Softdrive Sine high-efficiency propulsion and a sound generator in one powered end car.
- Factory-installed interior lighting.
- Table lamps can be controlled digitally.
- Electrical connections through the entire train.
- Pickup shoe changeover with the direction of travel.

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





*VT 10.5 – “Senator” by Day, “Komet” by Night.*

At the start of the Fifties, the German Federal Railroad (DB) developed two articulated powered rail car trains for long distance service. Franz Kruckenberg, who had already made a name for himself in the Thirties with fast vehicles, participated in the design. In the development of the two powered rail car trains, he was able to go back to valuable experience that had already been made with the Rail Zeppelin and the SVT 135 155: high speed resulting from largely all-aluminum lightweight construction. These two articulated powered rail car trains were presented for the first time at the German Transportation Exhibition (DVA) in Munich in 1953: The VT 10 501, built by Linke-Hofmann-Busch as a daytime train “Senator” for the DB, and the VT 10 551, built by Wegmann as the overnight train “Komet” for the German Sleeping Car and Dining Car Company (DSG). In addition to their use and paint scheme, these two trains also had design differences. While the cars for the “Senator” were equipped with single-axle running gear, the “Komet” had Jacobs trucks between the cars. The end cars on both trains each had a two-axle power truck. MAN diesel motors with originally a performance of 118 kilowatts / 158 horsepower, later with 154 kilowatts / 206 horsepower, were used in the motor cars. The maximum speed was 120 km/h / 75 mph; a

planned increase to 160 km/h / 100 mph was not carried out. The power transmission was done hydraulically by means of a four-speed transmission. The “Senator” offered its passengers 135 seats in 1st class, 24 of them reclining seats. The trains went into regular service with the beginning of the summer schedule in 1954. The daytime train, road no. VT 10 501 as Ft 41/42 “Senator” on the route Frankfurt/Main – Hamburg, the overnight train as Ft 49/50 “Komet” between Hamburg and Basle (starting in the summer of 1955 to Zürich). The running characteristics of the overnight train received a positive evaluation. Those of the daytime train were the opposite according to DB documents: “All things considered, it is apparent that the freight car characteristics cannot be removed from this train.” The “Senator” was in use until June of 1956, was rebuilt several times and tested in experimental runs. In 1959, it was taken out of operation and in 1962 was scrapped. All of the cars from the two trains were scrapped except for the intermediate car VT 10 551i from the overnight train that is used by Nürnberg railroad enthusiasts as a home for their club. The experiences with the two Kruckenberg designs fed the development of the subsequent DB VT 11.5 TEE powered rail car train.



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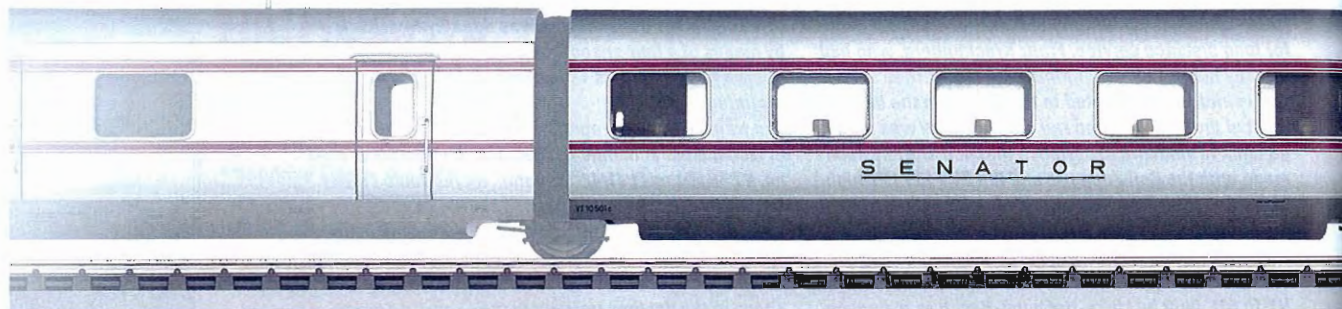


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# Insider Model for 2008.



## 41100 Add-On Car Set.

**Prototype:** 3 intermediate cars for the German Federal Railroad (DB) class VT 10.5 "Senator" daytime articulated train. 2 open seating cars without entry doors and 1 open seating car with entry doors.

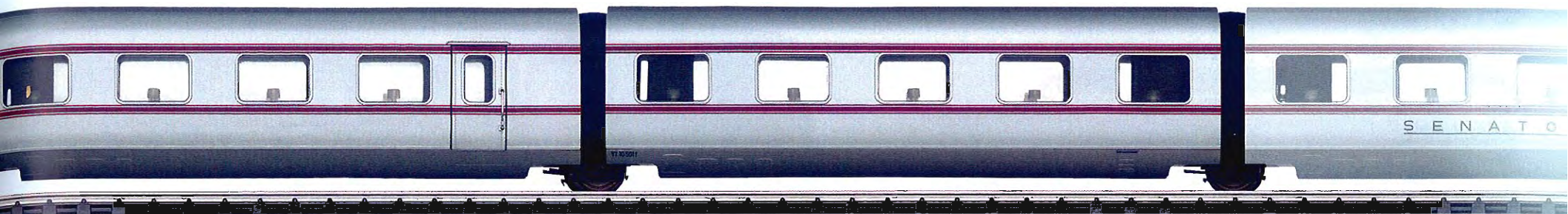
**Model:** This car set is for lengthening the 39100 train to the prototypical 7-car train. There is a special multiple conductor current-conducting cable and close fitting diaphragms between the cars. The cars have factory-installed interior lighting and lighted table lamps powered and controlled from the powered end cars. The lights are maintenance-free warm white LED's. This car set lengthens the train by 42.0 cm / 16-9/16".

The 41100 car set is being produced in 2008 in a one-time series only for Insider members.

This car set can only be used in conjunction with the powered rail car train, item no. 39100. It expands the 39100 daytime articulated train to the prototypical 7-car train.

This model can be found in a DC version in the Trix H0 assortment under item no. 24797.







# Powered Rail Cars.

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



## 39982 Rail Bus with a Control Car.

**Prototype:** Elmshorn-Barmstedt-Oldesloer Railroad (EBOE) class VT 27 motor car and class VS 21 control car. This rail bus set looks as it did in Era III with advertising for "Doornkaat".

**Model:** The rail bus has an mfx digital decoder, controlled Softdrive Sine high-efficiency propulsion, and a compact design, maintenance-free motor. 2 axles powered. Traction tire. The rail bus and control car come with factory-installed interior lighting. There is a current-conducting coupling drawbar with a guide mechanism between the two cars. There is an open

view through both cars. Maintenance-free, warm white LEDs are used for the lighting. The headlights and the interior lighting will work in conventional operation and can be controlled digitally. Included with the rail bus: 2 original Doornkaat glasses. Length of the two-part set 32.2 cm / 12-11/16".

**One-time series.**









# Powered Rail Cars.



## 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. 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 LEDs. The headlights and marker lights will work in conventional operation and can be controlled digitally. Length of the two-unit set 32.2 cm / 12-11/16".

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

## 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 LEDs.
- Built-in interior lighting with maintenance-free LEDs.

## 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 LEDs. 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 Rail Cars.



## 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.

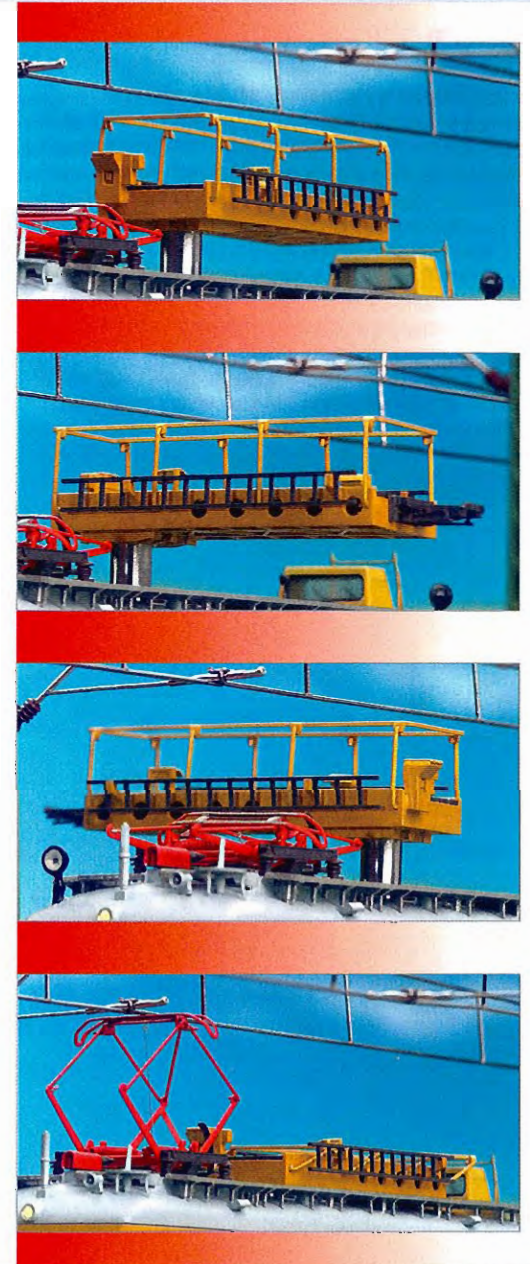
**Model:** This model has an mfx digital decoder, controlled, high-efficiency Softdrive Sine propulsion, a function decoder, and a sound effects generator. It also has a compact-design, maintenance-free motor. 2 axles powered. Traction tires. The headlights (warm white LEDs) and marker lights are maintenance-free LEDs, they will work in conventional operation, and can be controlled digitally. The engineer's cab has interior details. The separately applied details are: skylight, antenna, horn, windshield wipers, and ladders.

Length over the buffers 16.0 cm / 6-5/16".

## 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.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Diesel locomotive op. sounds		x	x	x
Horn		x	x	x
Direct control		x	x	x
Sound of squealing brakes off			x	x
Surrounding sounds			x	x
Raise/Lower Work Platform		x	x	x
Rotate Work Platform		x	x	x
Pantograph control		x	x	x

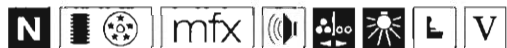
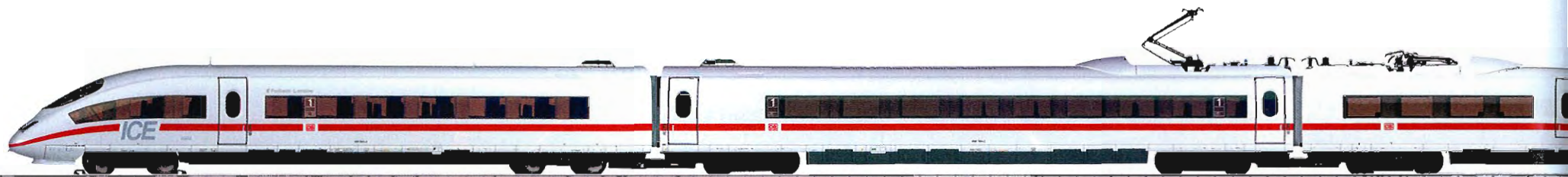








# Powered Rail Cars.



## 37786 Powered Rail Car Train.

**Prototype:** ICE 3 MF high speed powered rail car train. German Railroad, Inc. (DB AG) class 406, version for service to France. 1 type 406.0 end car, 1st class. 1 type 406.1 transformer car, 1st class. 1 type 406.3 "BordBistro" dining car. 1 type 406.6 transformer car, 2nd class. 1 type 406.5 end car, 2nd class. The train is named "Forbach-Lorraine" and runs between Frankfurt/Main and Paris.

**Model:** The train comes in a 5-car version. It has an mfx digital decoder, controlled high-efficiency propulsion, and long-distance headlights. The train has a built-in sound effects module. 2 axles powered. Traction tires. The engineer's cabs in the end cars have interior details. The train has a power pickup changeover feature with power picked up in the end car at the front of the train. The train has special close couplings with a guide mechanism. The interior lighting is supplied with power by means of a continuous electrical connection through the entire train. The pantographs are only mechanically functional; they do not pick up power from catenary. The headlights / marker lights together with the interior lighting will work in conventional operation and can be controlled digitally. Train length 142.2 cm / 56".

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

## HIGHLIGHTS

- New tooling for the air conditioning equipment in the roof area.









# Intermediate Car.

*ICE 3 MF – Au Revoir Frankfurt – Guten Tag Paris.*

*Europe appears to be coming closer together on the transportation technical level as well as the political level. The keen competition from air lines is prompting the DB AG and to attempt to overcome their borders and open the route network in each country to high speed passenger service. After a very long (6 years) and costly authorization phase, everything was finally ready on June 10: The ICE 3 MF ("MF" stands for Multiple System France) is running between Frankfurt/Main and Paris. It runs at a maximum speed of 320 km/h / 200 mph*

*on the new French high speed route LGV Est, and the train arrives in just 4 hours at the Gare de l'Est station in the French capital. Due to the different technical systems used for the the ICE and the TGV respectively, 120,000 kilometers / 75,000 miles of test runs and several conversions on the trains were necessary so that the German trains could run with no problems on the 25 kilovolt routes in France. Most importantly, the train had to be adapted to the French train control system and safety equipment such as fog signals,*

*warning lights, red flags, and flares for stopping trains coming from the other direction are now on board. The train also underwent a change in the control of the eddy current brakes that had already caused problems in the authorization process in Belgium, as well as changes to the doors, and the high tension layout. The trains were improved aerodynamically in the areas of the car diaphragms and trucks in order to prevent damage from flying roadbed ballast. A select locomotive engineer team also had to obtain permission to run*

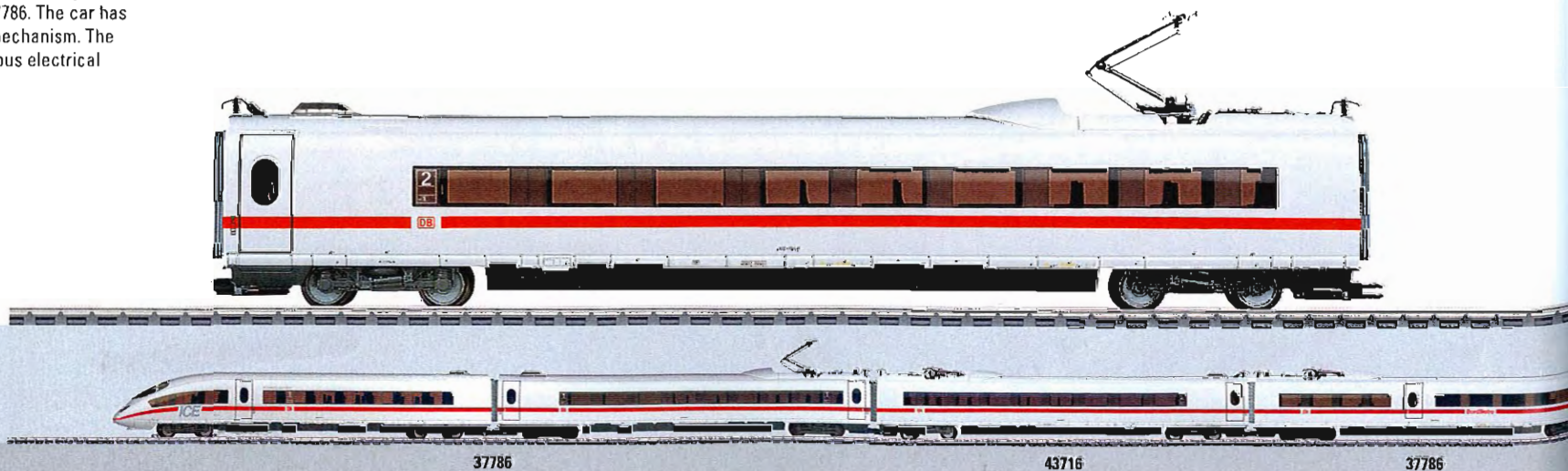
*the train on the French routes so that the ICE could run between the countries without time-consuming crew changes. The authorization process cost the two state railroads 28 million Euros, which signifies for many business travelers a considerable improvement in the transportation services offered and that brings Europe one more step closer together.*



**43736 Intermediate Car for the Model of the ICE 3 MF.**

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

**Model:** This car is an intermediate car for adding to the model of the ICE 3 train, item no. 37786. The car has special close couplings with a guide mechanism. The interior lighting is powered by continuous electrical connections through the entire train. Length 27.9 cm / 11".



37786

43716

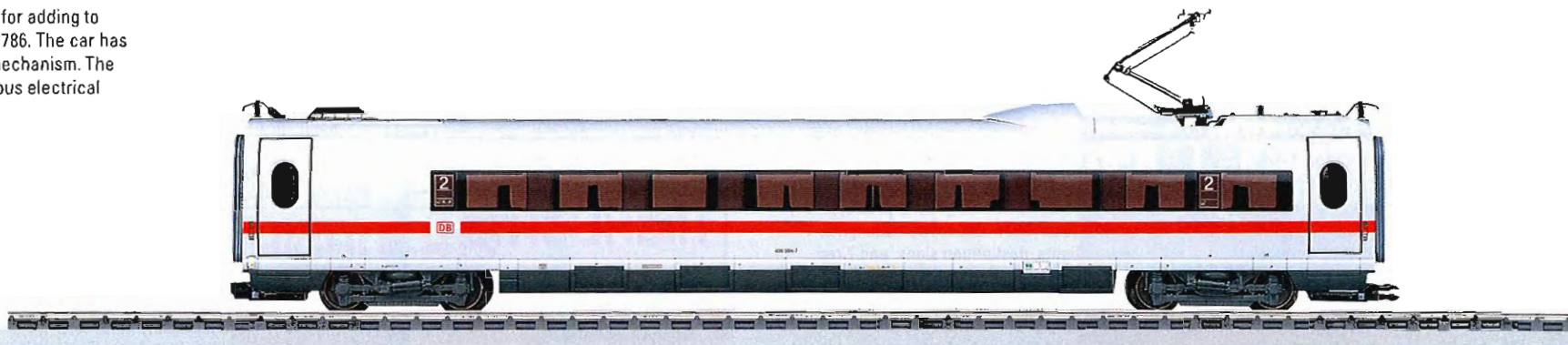
37786





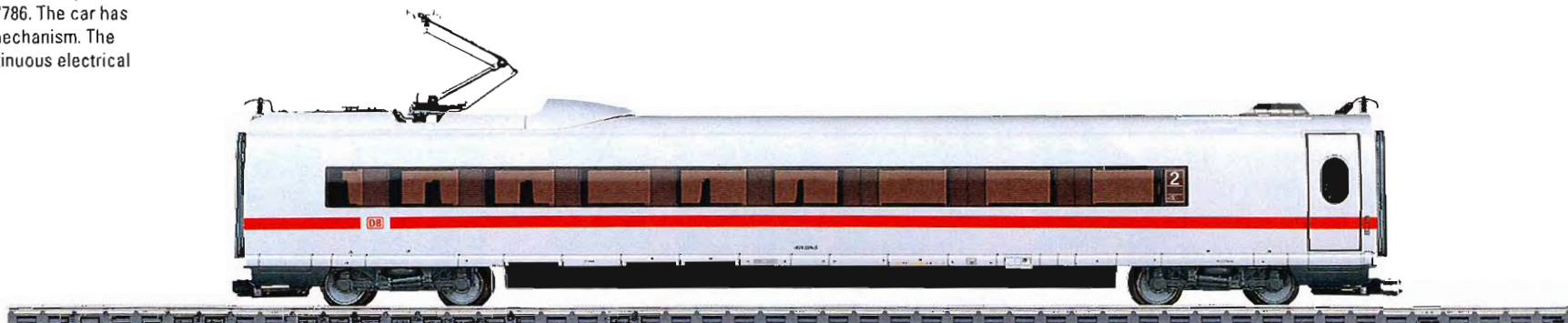
**43746 Intermediate Car for the Model of the ICE 3 MF.**  
**Prototype:** German Railroad, Inc. (DB AG) type 406.8 intermediate car, 2nd class.

**Model:** This car is an intermediate car for adding to the model of the ICE 3 train, item no. 37786. The car has special close couplings with a guide mechanism. The interior lighting is powered by continuous electrical connections through the entire train. Length 27.9 cm / 11".



**43716 Intermediate Car for the Model of the ICE 3 MF.**  
**Prototype:** German Railroad, Inc. (DB AG) type 406.2 power converter car, 2nd class.

**Model:** This car is an intermediate car for adding to the model of the ICE 3 train, item no. 37786. The car has special close couplings with a guide mechanism. The interior lighting is powered by the continuous electrical connections through the entire train. Length 27.9 cm / 11".



43746

43736

37786



# Powered Rail Cars.

## The Class 648.

The German Railroad, Inc.'s extensive procurement program encompasses several classes of modern diesel powered rail car trains. The DB AG's class 648 (LINT 41 / LINT 41H) is intended to replace the 628 in many places and make commuter routes

more attractive for railroad passengers. The abbreviation LINT stands for "Light-weight Innovative Commuter Service Cars" in German. There are 2 versions of these streamlined, two-unit trains, with low platform and high platform steps. They offer

seating for 16 in first class, 98 in second class, 15 fold-down seats, and 103 places for standing. The trains are well equipped with restrooms, ticket machines, and they offer entry ramps for handicapped people. The floor of these trains is lowered by 58 cm /

22-13/16" in the depressed floor area (78 cm / 30-11/16" on the LINT 41/H). The class 648 reaches a maximum speed of 120 km/h / 75 mph and can be coupled easily to other powered rail car trains by means of Scharfenberg couplers and used in multiple unit operation.



**37730 Diesel Powered Commuter Rail Car.**  
**Prototype:** German Railroad, Inc. (DB AG) class 648.2 (LINT 41) diesel powered commuter rail car. Current version with low platform steps. Used in the service area of Braunschweig – Harz – Göttingen.

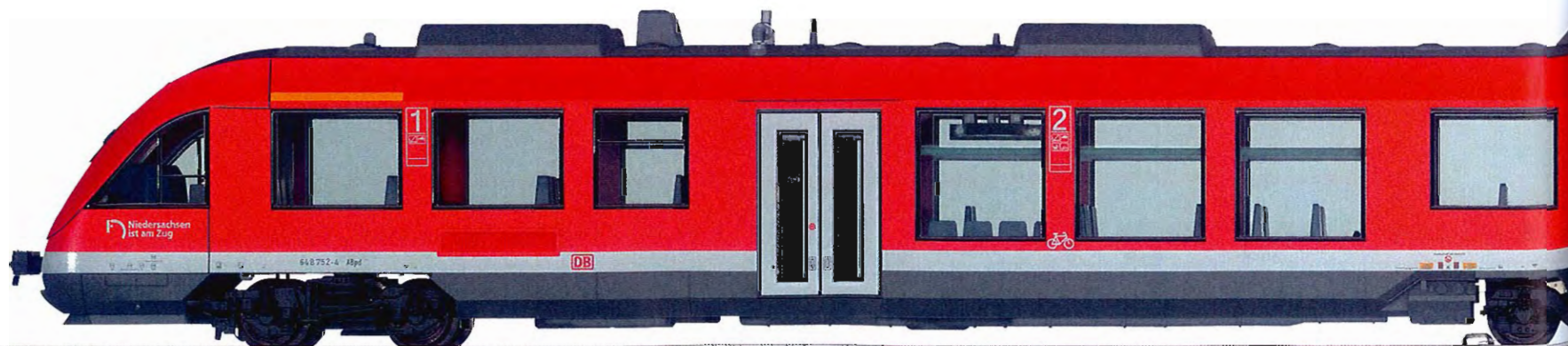
**Model:** The powered rail car has an mfx digital decoder, controlled high-efficiency propulsion, light and sound functions. It also has a powerful can motor with a bell-shaped armature and a flywheel, mounted in a Jacobs truck. 2 axles powered. Traction tires. The powered rail car has factory-installed interior lighting. The headlights and interior lights are maintenance-free, warm white

LEDs. The destination signs are prototypically correct with yellow LEDs. The headlights, interior lights, destination signs, and 2 red marker lights will work in conventional operation and can be controlled digitally. The running gear and the body are well detailed and there is a clear view through the windows. The powered rail car has interior details, and a closed diaphragm and a guide mechanism on the Jakobs truck between the two halves of the unit. Center buffer couplers are represented at the ends of the powered rail car. A coupler drawbar for multiple unit operation is included. Total length 48.1 cm / 18-15/16".

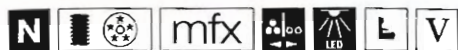
## HIGHLIGHTS

- Completely new tooling.
- Factory-installed interior lighting included.
- Sound included.
- Lighted train destination signs.
- Road number different from 37735.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Interior lights		x	x	x
Light Function 1		x	x	x
Diesel locomotive op. sounds		x	x	x
Direct control		x	x	x
Horn			x	x
Doors Closing			x	x
Sound of squealing brakes off			x	x
Station Announcements			x	x







**37735 Diesel Powered Commuter Rail Car.**

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

**Model:** The powered rail car 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, mounted in a Jacobs truck. 2 axles powered. Traction tires. The powered rail car has factory-installed interior lighting. The headlights and interior lights are maintenance-free, warm white LEDs. The destination signs are prototypically correct with yellow LEDs. The headlights, interior lights, destination signs, and 2 red marker lights will work in

conventional operation and can be controlled digitally. The running gear and the body are well detailed and there is a clear view through the windows. The powered rail car has interior details, and a closed diaphragm and a guide mechanism on the Jacobs truck between the two halves of the unit. Center buffer couplers are represented at the ends of the powered rail car. A coupler drawbar for multiple unit operation is included. Total length 48.1 cm / 18-15/16".

## HIGHLIGHTS

- Completely new tooling.
- Factory-installed interior lighting included.
- Lighted train destination signs.
- Road number different from 37730.

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

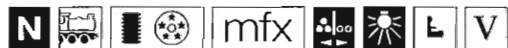




# Powered Rail Cars.

*Regional express passenger service has been made very attractive with the use of the class 628 diesel powered rail cars in the new paint*

*scheme. A 12-cylinder diesel motor with 560 horsepower gives this train a maximum speed of 120 km/h/ 75 mph.*



## 37763 Diesel Powered Rail Car Train.

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

**Model:** The powered rail car train has an mfx digital decoder and controlled high-efficiency propulsion. 2 axles powered. Traction tires. The headlights and interior lights will work in conventional operation and can be controlled digitally. There are

lighted destination boards on the ends of the powered rail car train. The acceleration and braking delay can be controlled with a 6021 Control Unit. There is a close-coupled, special connection between the power car and the cab control car. The powered rail car train has a reproduction of the original couplers and brake hoses. Length over the buffers 52.5 cm / 20-11/16".

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







© Klaus Eckert



# Swiss.



© Fotoarchiv SBB Historic

## *Red Arrows in the Network of the Swiss Cross.*

*The Swiss Federal Railways placed the famous class CLe 2/4 Red Arrows into service at the end of the Thirties. The range of services required of these lightweight powered rail cars extended from express service to regional use right on up to prestigious excursion runs across the Gotthard route.*

*The 7 Red Arrows were all a credit to their name, but with their maximum speed of 125 km/h / 78 mph they were head and shoulders above the rest of the rail*

## HIGHLIGHTS

- Reworked drive mechanism.
- mfx decoder with a locomotive whistle sound.
- Headlights and interior lights are warm white LEDs.





services in Switzerland, which had to make do with 100 km/h / 63 mph. The lightweight construction was also trailblazing as was the compressed air mechanism for opening and closing the telescoping sliding doors. The widely spaced trucks and the low-mounted body was designed to guarantee quiet running for these units with their weight of only 33 metric tons. Both streamlined hoods concealed the oil-cooled transformer and the two traction motors wired in series. There were two engineer's cabs in the passenger area, in which

the engineer could do his job sitting; the bench next to him provided seating for 2 more passengers, who enjoyed a perfect view down the track. These powered rail cars were initially designed to run alone and therefore did not have the usual coupler and buffer equipment – this equipment was not installed until after World War II so that a lightweight freight car, for example, could go along. Despite expectations that were not completely fulfilled, the Red Arrows quickly became popular with railroad passengers and in some

cases, or so it has been told, they were downright stormed. Up to 200 passengers would crowd into these cars, which were authorized for 100 passengers (70 seats and 30 spaces for standees). Mostly due to the excursion runs, they could be seen in almost every corner of the Swiss Confederation and reached a high level of recognition among the public similar to that of the Crocodiles. The Red Arrows underwent several rebuilds during their active service life, new technical features were installed, and they were given new class

designations several times; the first unit was retired and scrapped in 1966 as the class RBe 2/4. By 1974 there were 2 units left on the SBB's roster, of which one was sold to the DeBB and was run for several more years in an unusual blue paint scheme. One powered rail car still exists today as an historic unit and harkens back to the time of the Red Arrows in the service of the Swiss Cross.

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



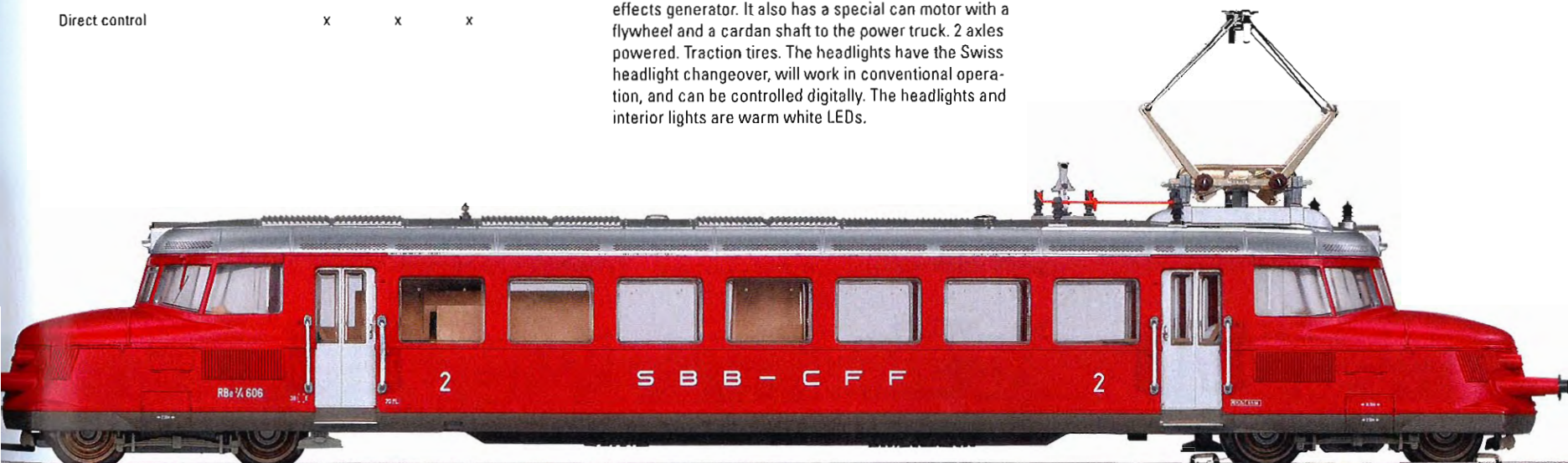
**37866 Electric Express Powered Rail Car.**

**Prototype:** Swiss Federal Railways (SBB/CFF/FFS) class RBe 2/4, "Roter Pfeil" / "Red Arrow" in basic red paint scheme, coupled to an SBB type K3 boxcar with a brakeman's cab. The units look as they did from the middle to the end of the Fifties.

**Model:** The powered rail car has an mfx decoder, controlled high-efficiency propulsion, and a sound effects generator. It also has a special can motor with a flywheel and a cardan shaft to the power truck. 2 axles powered. Traction tires. The headlights have the Swiss headlight changeover, will work in conventional operation, and can be controlled digitally. The headlights and interior lights are warm white LEDs.

The powered rail car has double arm pantographs with a narrow wiper. There is a special drawbar to couple to the K3 boxcar. The K3 boxcar has a brakeman's cab and comes in reddish brown paint scheme. The sliding doors can be opened.

Total length over the buffers 37 cm / 14-9/16".  
DC wheel set for the boxcar 2 x 700580.





# The Netherlands.



## 37421 Electric Rail Car Train.

**Prototype:** Dutch State Railways (NS) four-part electric rail car train. Class ELD4, "Koploper" as Intercity powered rail car train ICM-4 in the current paint and lettering. 1 type mBDk end car, 2nd class, 1 type mB intermediate car, 2nd class, 1 type A intermediate car, 1st class, 1 type sBFk end car, 2nd class.

**Model:** The train is the four-part version. The powered end car has a die-cast frame. The train has an mfx decoder. The train has a 5-pole can motor with a skewed armature and a flywheel, and a sound effects generator. The engineer's cabs in both end cars have interior details. 2 axes in one truck powered. Traction tires. The train has power pickup in the end car at the front of the train; the power pickup changes with the direction of the train. The train has special close couplers with a guide mechanism. The train has factory-installed interior lighting. Prototypical light yellow LEDs

are used for the headlights. Warm white LEDs are used for the interior lighting. The interior details vary with the type of car. The headlights, dual red marker lights, and the interior lighting can be controlled digitally. The construction of the running gear and the bodies is detailed. There is a representation of the "Scharfenberg" coupler with a cover on the end cars. A rigid drawbar coupling is included for multiple unit operation. The end cars come from the factory with closed crossover doors. A plug-in part included with the train makes it possible to represent swinging doors with a diaphragm pushed to the side on one end car.

Total train length 114.8 cm / 45-3/16".

This model can be found in a DC version in the Trix H0 assortment under item no. 22355.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Stat. Announce. - Dutch		x	x	x
Horn		x	x	x
Direct control		x	x	x

## HIGHLIGHTS

- Completely new tooling.
- Factory-installed interior lighting.





The "Koploper".

In the mid-Seventies, the Dutch State Railways needed new material to modernize its express passenger service. Trains with flexible utilization are required in this densely populated country in order to manage service into the urban areas. From 1977 to 1994, a total of 144 powered rail cars, the "Koploper" family, were placed into service. These powered rail cars could be quickly and easily separated and coupled at stops. It also became important that passengers be able to change from one unit to the other, when the train was in operation. The engineer's cabs were thus quickly raised up one level and these powered rail cars were equipped with crossovers at the ends. This feature gives the "Koplopers" a brawny, unusual look. The "Koplopers" were built by the firms Talbot, CEM Oerlikon, and Holec, and were designated by the Dutch State Railways as the classes 4000 and 4200, which differed from one another in their motors. A short while ago the "Koplopers" underwent modernization and were equipped with air conditioning and facilities for handicapped people. These powered rail cars can reach 160 km/h / 100 mph and are run in the classic NS paint scheme, but they have also been used as advertising surfaces such as is currently being done for the Olympic Games in 2008 in Beijing. The "Koplopers" are certainly a successful development in rail vehicle technology and with their unusual looks they are clearly leaving their stamp on passenger service in the Netherlands.





# Train Sets.



## 26542 Württemberg Passenger Train:

### Tank Locomotive and 4 Open Platform Cars.

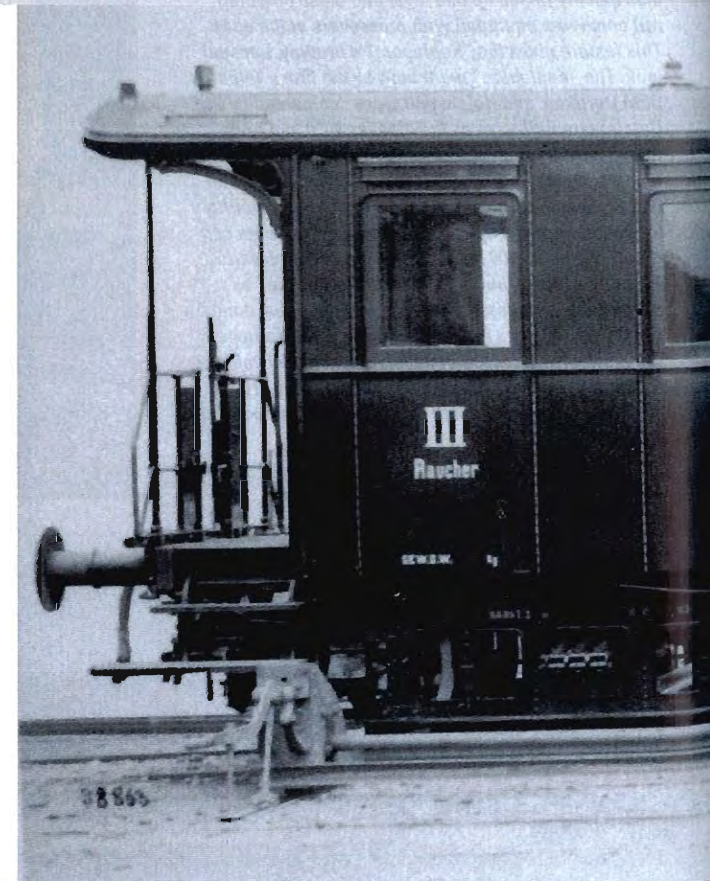
**Prototype:** Royal Württemberg State Railways (K.W.St.E.) class T 5 passenger steam locomotive. One each passenger car, 2nd and 3rd class (later the type BC4i Wü 00), 3rd class (later the type C4i Wü 01), and 4th class (later the type C4id Wü 98), as well as a baggage car (later the type Pwi Wü 09). 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. Traction tires. The headlights will work in conventional operation and can be controlled digitally. 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".

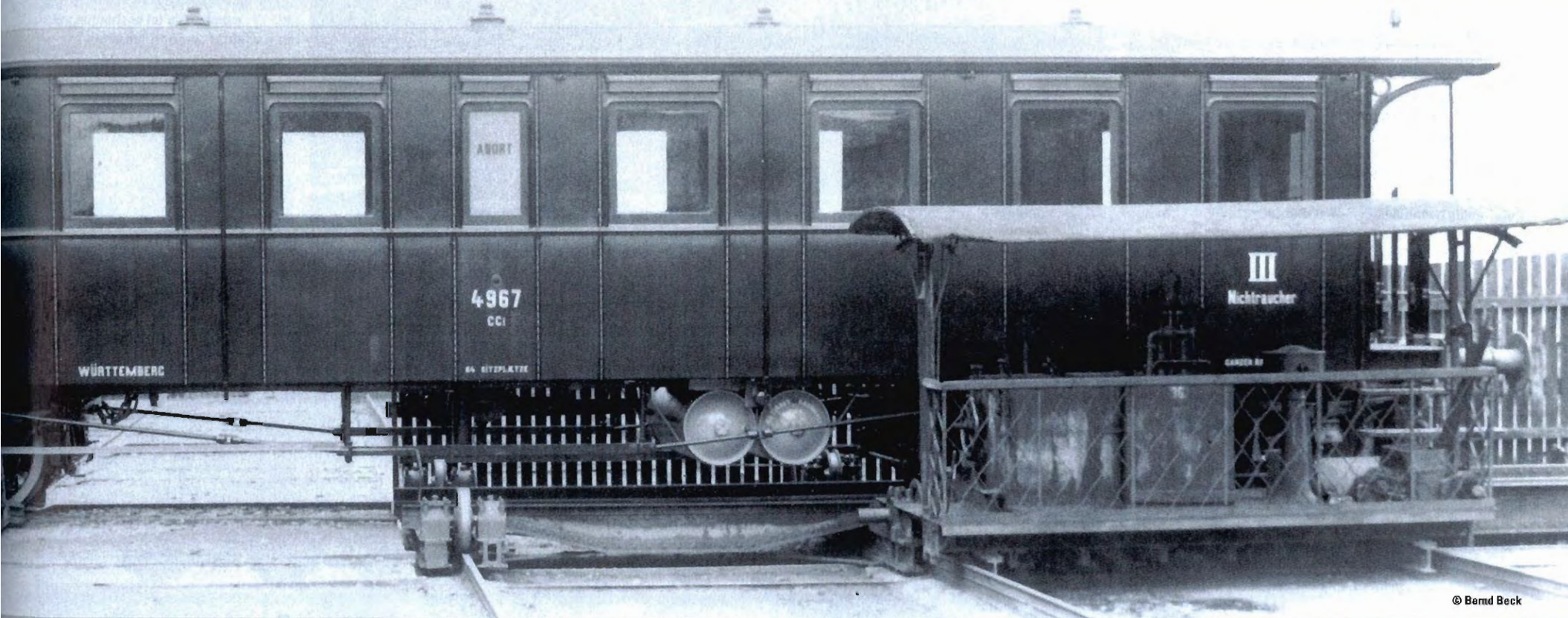
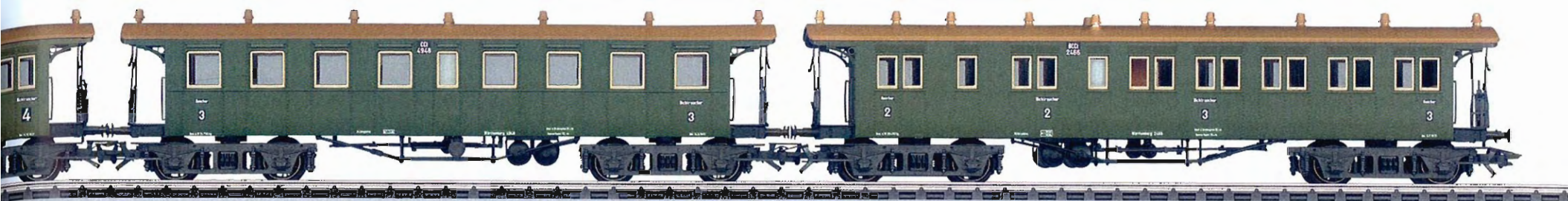
Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x

## HIGHLIGHTS

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









# Train Sets.



## 26549 "Leig-Einheit / Leig Unit" Train Set.

**Prototype:** German Federal Railroad (DB) class 38.10-40 steam locomotive with a tender. Former Prussian P8. Boiler with 2 domes and Wagner smoke deflectors. Four-axle box-style tender. 2 type Gllmghs 37 Leig Unit pairs of cars. Version from around 1956.

**Model:** The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator. The powerful motor has a bell-shaped armature and is built into the boiler. 3 axles powered. Traction tires. A 72270 smoke generator can be installed in the locomotive. The headlights are maintenance-free, warm white LEDs. The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. There is a close coupling between the locomotive and tender. The locomotive has a detailed engineer's cab. Brake hoses, prototypical couplers and protective cylinder rod sleeves can be installed on the locomotive. The train includes 2 pairs of "Leig Unit" freight cars. Both cars are permanently coupled together and are connected by a diaphragm. The cars are well detailed and with large lettering for "Stückgut Schnellverkehr / Less-than-Carload-Lot Service".

Total length over the buffers 75.0 cm / 29-1/2".

## HIGHLIGHTS

- Can motor with a bell-shaped armature, in the boiler.
- Detailed steam locomotive sound.
- "Leig Unit" pair of cars as new tooling.

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

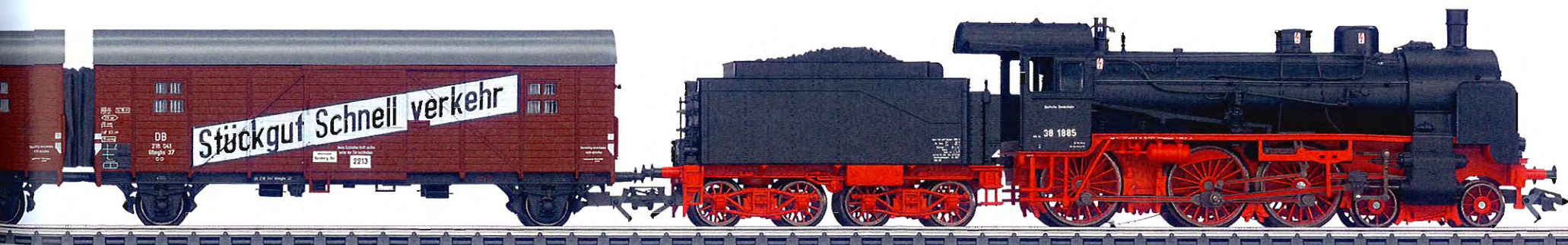




The increase in freight traffic by road caused the German State Railroad Company to accelerate freight service and to make it more attractive. This was achieved by the introduction of "lightweight freight trains" for less-than-carload-lot service. "Leig Units" usually consisted of two 2-axle boxcars that were connected by a diaphragm. The advantage to this was the sorting of freight in route. The German Federal Railroad could not do without these fast freight trains and even purchased new double cars authorized for a maximum speed of 100 km/h / 63 mph. These well known freight trains with their striking lettering "Stückgut-Schnellverkehr" did not disappear until 1978.



© DB/Stg. Märklin





# Train Sets.

## The Karlsruhe Train – The Experimental S-Bahn.

The use of the much praised class ET 420 was not convincing in the Rhine-Ruhr area. There were longer routes to cover and passengers did not at all like the lack of toilets. The DB reacted to the many complaints

by placing a locomotive-hauled S-Bahn train into service. In the mid-Seventies the Karlsruhe maintenance facility developed prototypes for a shuttle train from three Silberlingen / Silver Coins commuter cars. The cars were equipped with swinging-sliding doors with electromagnetic door locks and a permanent entrance

that limited its use in the route network since a station platform of at least 76 cm / 30" was a requirement. The interior of the cars was designed to be more manageable and the baggage area was done away with in the cab control car in favor of more seats. The cars were painted in the color scheme for that time of ocean blue /

beige, but in reverse, which clearly differentiated the train from the rest of the DB rolling stock. In addition, several standard Silberlinge / Silver Coins cars were also adapted by the Karlsruhe maintenance facility and were used as reserve cars. The Hagen 141 248-5 was selected as motive power, and it was given an unusual,



### 26410 "Karlsruhe Train" S-Bahn Prototype.

**Prototype:** German Federal Railroad (DB) shuttle train: class 141 248-5 electric locomotive and three commuter cars. Type Abnrz 704, 1st and 2nd class, type Bnrz 725, 2nd class, and type BDnrzf 740, 2nd class with an engineer's cab. Modernized cars from older "Silberlingen" / "Silver Coins" cars.

**Model:** There are electrical connections between the cars and the locomotive, and the power pickup and the headlights / marker lights change between the locomotive and the cab control car, depending on the direction of travel. The headlights and marker lights for the train change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has an mfx digital decoder and the new controlled compact design Softdrive Sine high efficiency propulsion. 4 axles powered. 2 traction tires. The locomotive has separately applied metal grab irons. It also has interior details for the engineer's cabs. The locomotive has separately applied roof walks. The triple headlights (maintenance-free warm white LEDs) and dual red marker lights (maintenance-free LEDs) change over with the direction of travel, will work in conven-

tional operation and can be controlled digitally. Electric locomotive operating sounds with the "fire cracker" sound, lights at the ends of the locomotive, and acceleration and braking delay can be controlled with the 6021 Control Unit and with Märklin Systems. The whistle sound and the sound of brakes squealing can be controlled with Märklin Systems. There is a figure of a locomotive engineer in Cab 1. The locomotive has detailed buffer beams. It also has NEM coupler pockets and a close coupler mechanism. The cab control car has triple white headlights (maintenance-free warm white LEDs) and dual red marker lights (maintenance-free LEDs) that change over with the direction of travel. It also has a lighted destination sign that can be controlled digitally with the headlights / marker lights.

Total length over the buffers 102.6 cm / 40-3/8".

One-time series.

This model can be found in a DC version in the Trix H0 assortment under item no. 21337.

## HIGHLIGHTS

- Real shuttle train function as a model with pickup shoe changeover.
- Prototypical changes to the locomotive body: no rain gutters, "Klatte" design vents.
- Mfx decoder with light and sound functions.
- Softdrive Sine high-efficiency propulsion.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Lights Cab 1 End		x	x	x
Lights Cab 2 End		x	x	x
Electric locomotive op. sounds		x	x	x
Direct control		x	x	x
Locomotive whistle			x	x
Sound of squealing brakes off			x	x



*asymmetrical paint scheme to go with the train. It made the train look like a complete unit. In the rough and ready everyday existence of S-Bahn trains the Karlsruhe train was not successful basically because the locomotive did not have enough acceleration. The cars were then put back into normal service*

*rather quickly and the German Federal Railroad used the experience with the Karlsruhe train to develop the type "x" cars, which still form the backbone of the commuter service in the Ruhr area. These cars run in trains of 3-5 cars, usually pulled by the class 111 or class 143.*





# Train Sets.



## 26545 "RTS" Pipe Transport Train.

**Prototype:** Privately owned small diesel locomotive painted and lettered for RTS Rohr-Transport-GmbH, Duisburg, Germany. Former Köf II / class 323 used on the German Federal Railroad (DB). Version with an enclosed engineer's cab. 2 German Federal Railroad (DB) type Snps 719 stake cars.

**Model:** The locomotive has a digital decoder. It has a controlled miniature can 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 locomotive has separately applied metal grab irons. The stake cars have fixed double stakes with tension levers. Both stake cars are loaded with black pipe with a slightly rusty coloring. The cars have different car numbers.

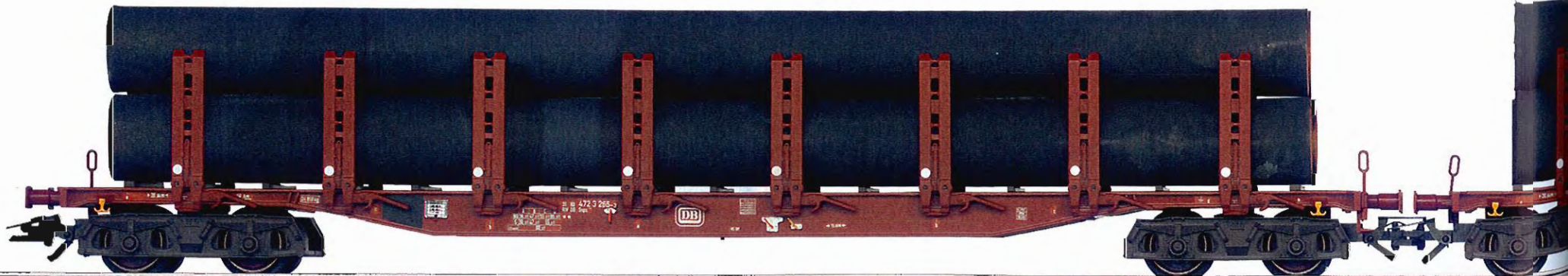
Total length over the buffers 57.2 cm / 22-1/2".

One-time series.

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

## HIGHLIGHTS

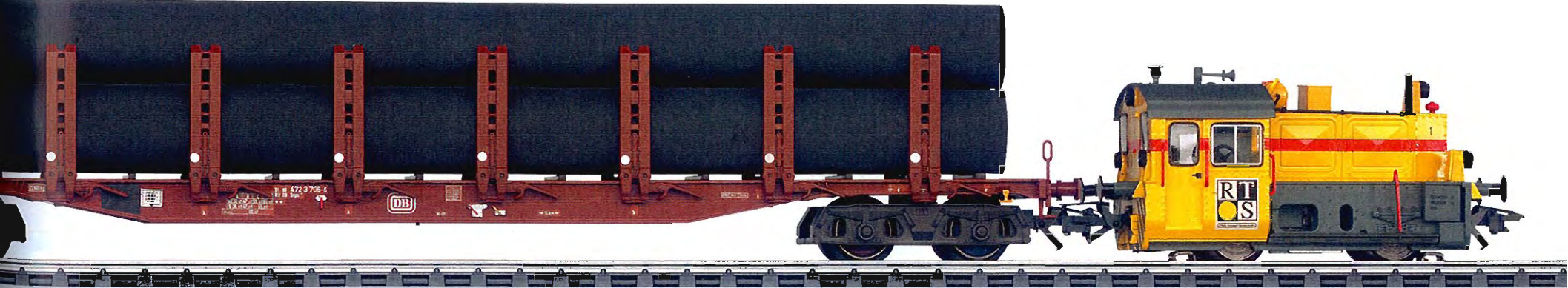
- Locomotive constructed of metal.
- Special magnets for greater pulling power on Märklin track.
- Maintenance-free LED's for red marker lights / white headlights.





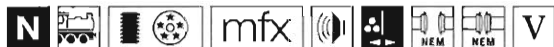


© Thomas Straub, www.deutsche-kleinloks.de





# Train Sets.



## 26546 "Tunnel Rescue Train" Train Set.

**Prototype:** German Railroad, Inc. (DB AG) class Rtz tunnel rescue train. Version as a single direction train with 2 locomotives and 5 different cars in the "traffic red" paint scheme of the DB Emergency Technology Network.

**Model:** Locomotive road no. 714 015-5 has an mfx digital decoder, controlled high-efficiency propulsion, a warning light and auxiliary headlights. 2 axles powered. 4 traction tires. The headlights, warning light and auxiliary headlights will work in conventional operation and can be controlled digitally. Transport Car 2 has out-

board mounted side sills and a reproduction of the entry area. It has side loading ramps that can be folded down. This car has built-in trackside lighting on the sides of the car, a warning light, and a Telex coupler at the end of the car in the direction of the first aid car for uncoupling the shuttle part of the train from the main part; all of these functions can be controlled digitally. The first aid car has outboard mounted side sills and a reproduction of the entry area. This car has built-in trackside lighting on the sides. The fire extinguishing car has platforms on both sides. It has built-in trackside lighting on the sides of the car. It also has removable roller pallets that

can be rolled on the track. The equipment car has offset side sills. It has detailed reproductions of the emergency equipment. It also has built-in trackside lighting on the sides of the car. Transport Car 1 has outboard mounted side sills and a reproduction of the entry area. It has built-in trackside lighting on the sides of the car. The side loading ramp on this car can be folded down. Locomotive road no. 714 009-8 is non-powered and has an mfx digital decoder, headlights, a warning light, and auxiliary headlights. The headlights, warning light and auxiliary headlights will work in conventional operation and can be controlled digitally. The trackside lighting on

the side of the first aid car, the fire extinguishing car, the equipment car, and transport car 1, can be controlled digitally.  
Train length 158.0 cm / 62-3/16".

**One-time series.**

**Models not available separately.**

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Light Function 1	x	x	x	x
Light Function 2		x	x	x
Telex coupler(s)		x	x	x
Direct control		x	x	x





The high-speed traffic with the newly constructed routes rich in tunnels makes a heavy demand on the railroad's safety concepts. The tunnel rescue trains are an essential part of these concepts. These trains are designed to cope with the extraordinary situation of a burning train inside a tunnel. These trains have other tasks in addition to the actual transport of the rescue crews to the accident site and in addition to fighting

the fire with the fire extinguishing equipment carried on the rescue train. The presence of smoke and the lack of oxygen in the tunnel mean that the airtight cars in the rescue train must have an independent source of power and air. Locomotive No. 1 is even equipped with a video camera and a thermal image camera. A passenger air lock with protection against smoke enables the evacuation of injured passengers. They are brought into

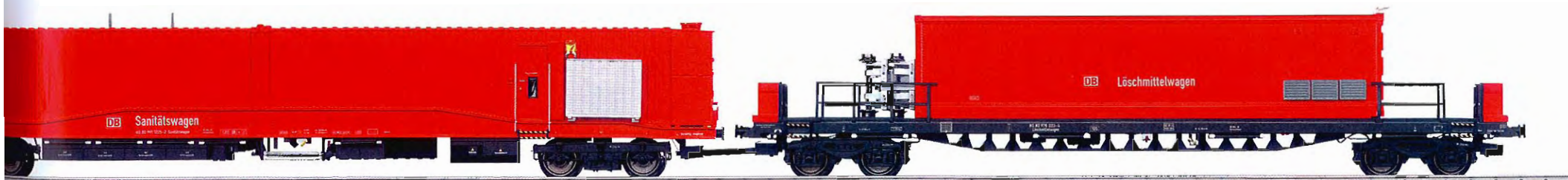
the transport car after they have been attended to medically in the first aid car. If this car is full, the shuttle part of the train, Locomotive 2 and Transport Car 2, uncouple from the rest of the train, the main part of the latter, and proceed to the tunnel portal. The shuttle part then goes back to the main part of the train and couples to it, so that the connections are airtight. Trains of this type are stationed in Kornwestheim, Mannheim, Würzburg,

Fulda, Kassel, and Hildesheim to ensure coverage of the newly constructed routes. Each rescue train is ready to go around the clock, as long as passenger trains are underway on the newly constructed routes. All of the equipment on these trains is kept at operating temperature for this purpose; working temperatures are maintained in the Transport and First Aid car, and the fire extinguishing materials are protected against frost.

## HIGHLIGHTS

- Trackside lighting on the cars.
- Flashing lights.
- Telex coupler on Transport Car 2.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Light Function 1	x	x	x	x
Light Function 2		x	x	x
Horn		x	x	x
Direct control		x	x	x





# Switzerland.



## 26544 Express Train Set.

**Prototype:** Class Re 484 electric locomotive, as a dual system locomotive with 4 pantographs, 1 open seating car, 1st class, 1 compartment car, 1st class, and an open seating car, 2nd class, painted and lettered for Cisalpino, Inc., used on the Swiss Federal Railways (SBB).

**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. Traction tires. The headlights are LEDs, and they will work in conventional operation and can be controlled digitally. The locomotive has 4 pantographs that can be raised and lowered manually (they are not wired to take power from the catenary). The cars have adjustable

buffers. They are ready for installation of the 7319 current-conducting couplings. Train length 101.9 cm / 40-1/8".

Another 2nd class car is the ideal addition to the "Cisalpino" EC and can be found under item no. 41897.

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



## 41897 Express Train Passenger Car.

**Prototype:** Cisalpino, Inc. compartment car, 2nd class, used on the Italian State Railways (FS).

**Model:** The car goes with the train set, item no. 26544. The car has adjustable buffers. The car is ready for installation of the 7319 current-conducting couplings or the 72020/72021 current-conducting close couplers.

Length over the buffers 26.4 cm / 10-3/8". DC wheel set 4 x 700580.

This car is the ideal addition to the EC "Cisalpino" train set available under item no. 26544.









# Passenger Cars.

Admittedly, the variety of our passenger cars makes us a little proud.

Märklin passenger cars are impressive by virtue of their 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 replace-

ment 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...

Get on board with our extensive, international HO passenger car program.







**43985 Passenger Car Set with Freight Cars.**

**Prototype:** 6 different Royal Bavarian State Railways (K.Bay.Sts.B.) 6 cars. Era I, around 1880 to 1895. 1 peat supply car for use as an auxiliary tender, 1 beer car, 1 car, 3rd class, 1 car, 2nd class, 1 car, 3rd class, with a mail compartment, and 1 baggage car.

**Model:** The passenger cars and the baggage car have factory-installed interior lighting, and the baggage car also has lighted marker lanterns in two colors. All of the cars are highly detailed and have spoked wheels. All of the cars have close couplers in standard pockets with guide mechanisms. 5 current-conducting couplings come with the train.

Total length over the buffers 57.0 cm / 22-7/16".  
DC wheel set 12 x 36669200.

**One-time series.**

The right locomotive to do with this train is the "Orlando di Lasso" and is available under item no. 37975.



43985

37975



# Passenger Cars.



## 41928 "Rheingold" Express Train Passenger Car Set.

**Prototype:** German State Railroad Company (DRG) "Rheingold" express train passenger cars in the original paint scheme around 1928. 1 each car, 1st class, without a galley (type SA4ü-28), 1 each car, 1st class, with a galley (type SA4ük-28), 1 each car, 2nd class, without a galley (type SB4ü-28), 1 each car, 2nd class, with a galley (type SB4ük-28), and a baggage car (type SPwü-28).

**Model:** The cars are highly detailed models with raised lettering, separately applied grab irons, and interior details in different colors. There are retracted diaphragms with crossover plates folded up for the end cars in the set. The table lamps and the marker lights work and can be controlled digitally by installing a function decoder in the baggage car. The 73400 interior lighting kit (2 per car) can be installed in the cars. The cars have a guide

mechanism with current-conducting close couplers. Total length over the buffers: 130.66 cm / 51-7/16".

This model goes very well with the class 18.3 express locomotive with a tender (item nos. 39020 and 39025). This model can be found in a DC version in the Trix H0 assortment under item no. 23430.

## HIGHLIGHTS

- Completely new tooling.
- Highly detailed plastic bodies.
- Lighted table lamps and marker lights.
- Ready for installation of a decoder.



41928

39020







# 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.

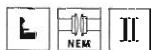


## 43313 Passenger Car.

**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.







**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.



# 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. The car has separately applied grab irons, walk-over plates, and battery box. The car is ready for installation of the 7319

current-conducting couplings or the 72020/72021 current-conducting couplers, the 73405 pickup shoe (1 each), and the 73400/73401 lighting kit (1 each). 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. The car has separately applied grab irons, walkover plates, and battery box. The car is ready for installation of the 7319 current-conducting couplings or the 72020/72021

current-conducting couplers, the 73405 pickup shoe (1 each), and the 73400/73401 lighting kit (1 each). 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. The car has separately applied grab irons, walk-over plates, and battery box. The car is ready for installation of the 7319 current-conducting couplings or the 72020/72021 current-conducting

couplers, the 73405 pickup shoe (1 each), and the 73400/73401 lighting kit (1 each). 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. The car has separately applied grab irons, walkover plates, and battery box. The car is ready for installation of the 7319 current-conducting

couplings or the 72020/72021 current-conducting couplers, the 73405 pickup shoe (1 each), and the 73400/73401 lighting kit (1 each). 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. The car has separately applied ladders, grab irons, and vestibule walk-over plates. The car is ready for installation of the 7319 current-conducting couplings or

the 72020/72021 current-conducting couplers, the 73405 pickup shoe (1 each), and the 73400/73401 lighting kit (1 each). Length over the buffers 14.0 cm / 5-1/2". DC wheel set 4 x 70 0580.





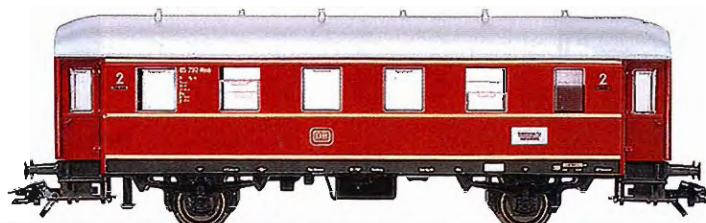
# Passenger Cars.



## 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 700580.



*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 700580.

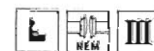




The prototypes for the two-axle cars for normal passenger trains originally had wood roofs and interior walls. Later they were built entirely of steel. The type 29 was built right

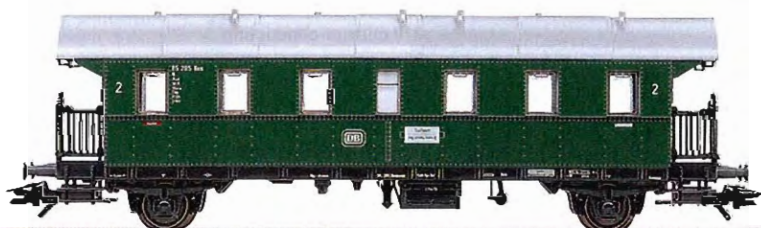
from the start entirely of steel. By today's standards these cars were very noisy and rumbled a great deal. Consequently, a popular nickname for them was "Donnerbüchsen" or

"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 700580.



**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 700580.

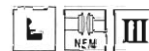


**4315 Baggage Car.**  
**Prototype:** German Federal Railroad (DB) type Pwi "Donnerbüchse" standard car.

**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 700580.



# Passenger Cars.



## 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 700580, 1 x 406240.



## 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 700580, 1 x 406240.



## 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 700580, 1 x 406240.





**00770 Set with 12 Pairs of Cars in the Display "Umbauwagen / Rebuild Cars".**

**Prototype:** 12 pairs of passenger cars consisting of German Federal Railroad (DB) "Umbauwagen / Rebuild Cars". Pair of Umbauwagen cars, type AB3yg-54, 1st/2nd class, and type B3yg-54, 2nd class; pair of Umbauwagen cars, type B3yg-54, 2nd class; and pair of Umbauwagen cars, type B3yg-54, 2nd class, and type B03yg-54, 2nd class with a baggage area. Era III, version from the mid-Sixties.

**Model:** The 12 pairs of cars come in an attractive display, 4 of each pair with different car numbers. The cars in each pair are permanently coupled together. Each pair of cars comes individually packaged in a marked box. Length over the buffers for each pair of cars 30.5 cm / 12".

DC wheel set for each pair of cars 4 x 700580 and 2 x 406240.

These pairs of cars go very well with the class 64, item nos. 39640 or 39645.

**HIGHLIGHTS**

- 12 pairs of cars from which to choose.
- All of the models with professional quality construction.
- Different car numbers.
- At your authorized dealer in a well arranged display.



00770

39640



# Passenger Cars.

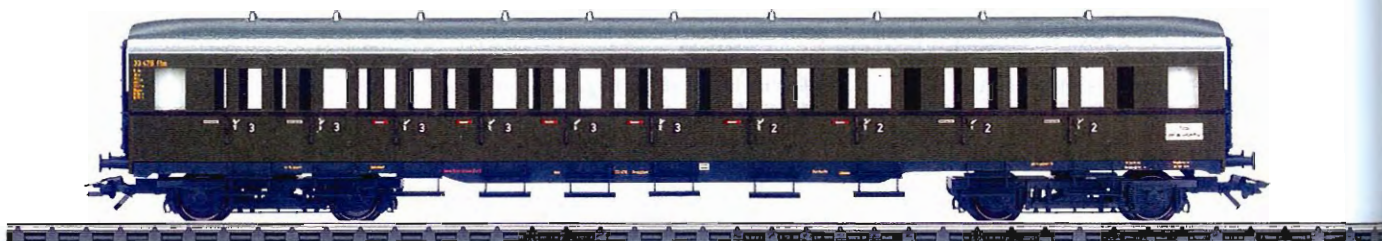


## 43100 Compartment Car.

**Prototype:** German Federal Railroad (DB) type BC4i, 2nd and 3rd class.

**Model:** The car is ready for installation of 7319 current-conducting coupling drawbars or 72020 current-conducting couplers that

can be uncoupled. The handrails are separately installed on the entry doors. The ladders are separately applied to the ends. Length over the buffers 25.5 cm / 10-1/16". DC wheel set 4 x 700580.

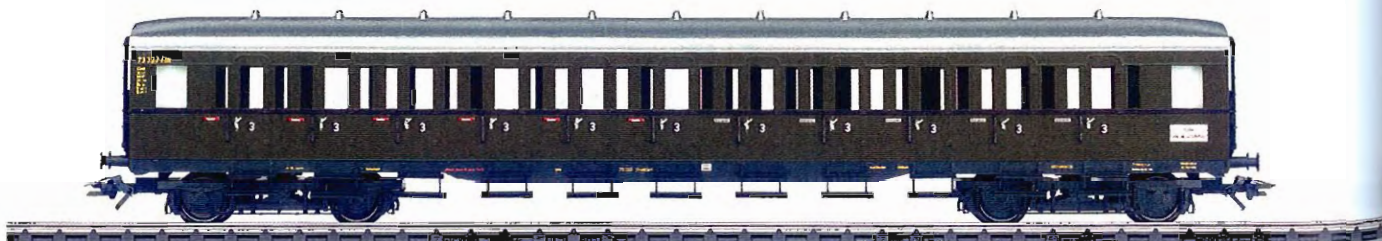


## 43110 Compartment Car.

**Prototype:** German Federal Railroad (DB) type C4i, 3rd class.

**Model:** The car is ready for installation of 7319 current-conducting coupling drawbars or 72020 current-conducting couplers that

can be uncoupled. The handrails are separately installed on the entry doors. The ladders are separately applied to the ends. Length over the buffers 25.5 cm / 10-1/16". DC wheel set 4 x 700580.



## 43119 Compartment Car.

**Prototype:** German Federal Railroad (DB) type C4i, 3rd class.

**Model:** The car has built-in marker lights with maintenance-free LED's. The car is ready for installation of 7319 current-conducting coupling drawbars or 72020 current-conduct-

ing couplers that can be uncoupled. The handrails are separately installed on the entry doors. The ladders are separately applied to the ends. Length over the buffers 25.5 cm / 10-1/16".







**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 700580.





# 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 700580.



**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 700580.



**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 700580.





*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

39191



# Passenger Cars.



## 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 73400/73401). Minimum radius for operation 360 mm / 14-3/16".

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

This car can be combined with the 43920, 43930, 43940, and 43950 car models to make up a typical Era III express train car consist.



## 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 73400/73401). Minimum radius for operation 360 mm / 14-3/16".

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

This car can be combined with the 43910, 43930, 43940, and 43950 car models to make up a typical Era III express train car consist.



## 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 uncoupled and it is ready for installation of interior lighting (2 x 73400/73401). Minimum radius for operation 360 mm / 14-3/16".

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

This car can be combined with the 43910, 43920, 43940, and 43950 car models to make up a typical Era III express train car consist.







**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 73400/73401) Minimum radius for operation 360 mm / 14-3/16".

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

This car can be combined with the 43910, 43920, 43930, and 43950 car models to make up a typical Era III express train car consist.



**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 73400/73401). Minimum radius for operation 360 mm / 14-3/16".

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

This car can be combined with the 43910, 43920, 43930, and 43940 car models to make up a typical Era III express train car consist.



*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.*



43950

43940

43930

43920

43910

39120



# 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 73400/73401 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 700580.

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 73400/73401 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 700580.

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.







**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 opera-

tion 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 73400/73401 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 700580.

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.



**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 under-

body 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 73400/73401 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 700580.

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.



43850

43860

43880

43870

43850

39121



# Passenger Cars.



## 43800 Commuter Car.

**Prototype:** German Federal Railroad (DB) commuter car, 2nd class (type B4nzb-64). "Silberling / Silver Coin" design. Car no. 43 058 Stg.

**Model:** The car has the new, longer length. The minimum radius for operation is 360 mm / 14-3/16". The underbody is specific to the type of car. The trucks come

with brake shoes. The car is ready for installation of the 7319 current conducting couplings or the 72020/72021 current conducting couplers, the 73406 pickup shoe, the 73400/73401 lighting kit (2 per car), and the 73409 marker light kit.

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

The typical Era III DB push/pull train consists of a 43810 car, several 43800 cars, and a 43820 cab control car. The "Silberlinge / Silver Coins" cars are available with different car numbers in the Trix H0 assortment under item nos. 23405, 23406, and 23407. The ideal push/pull locomotive is the class E 41 (item no. 39410 for Märklin).

## HIGHLIGHTS

- Completely new tooling.
- New, longer length: length over the buffers 28.2 cm / 11-1/8".
- Detailed construction correct for the era.







**43810 Commuter Car.**

**Prototype:** German Federal Railroad (DB) commuter car, 1st/2nd class (type AB4nb-59). "Silberling / Silver Coin" design. Car no. 31 229 Stg.

**Model:** The car has the new, longer length. The minimum radius for operation is 360 mm / 14-3/16". The underbody is specific to the type of car. The trucks come

with brake shoes. The car is ready for installation of the 7319 current conducting couplings or the 72020/72021 current conducting couplers, the 73406 pickup shoe, the 73400/73401 lighting kit (2 per car), and the 73409 marker light kit.

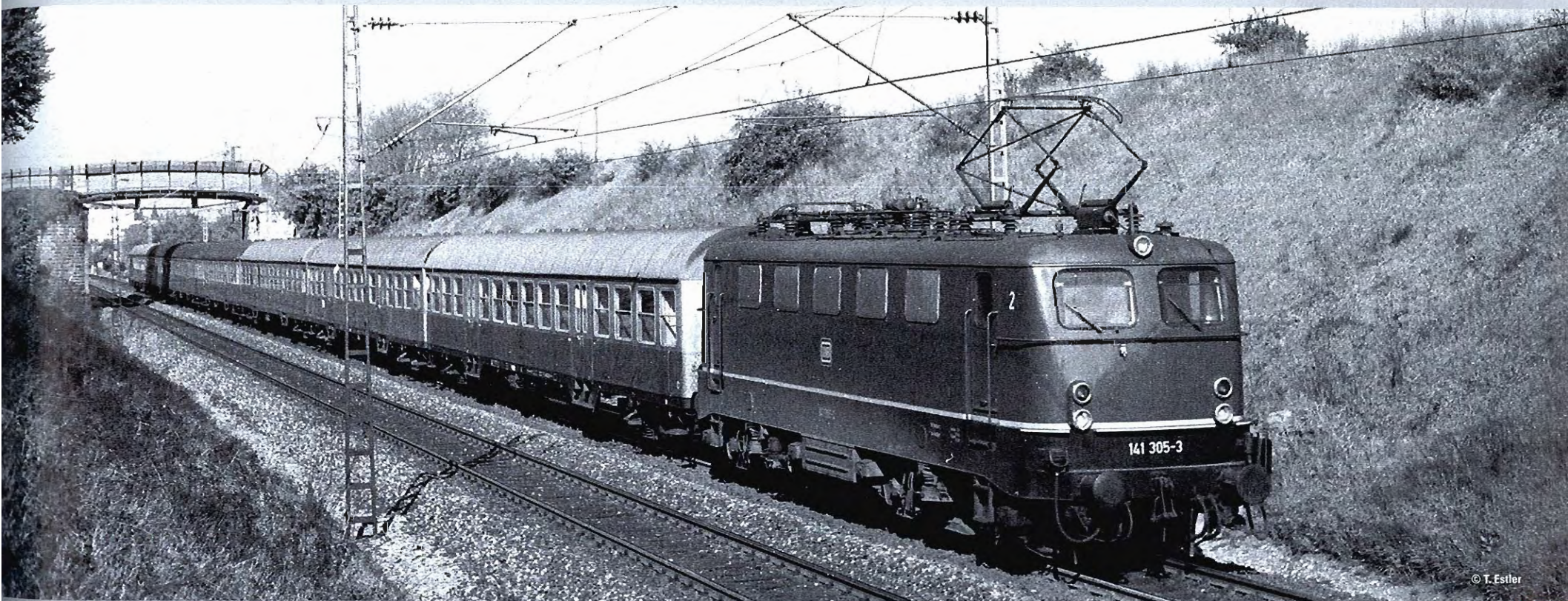
Length over the buffers 28.2 cm / 11-1/8".  
DC wheel set 4 x 700580.

The typical Era III DB push/pull train consists of a 43810 car, several 43800 cars, and a 43820 cab control car.

The "Silberlinge / Silver Coins" cars are available with different car numbers in the Trix H0 assortment under item nos. 23405, 23406, and 23407. The ideal push/pull locomotive is the class E 41 (item no. 39410 for Märklin).

**HIGHLIGHTS**

- Completely new tooling.
- New, longer length: length over the buffers 28.2 cm / 11-1/8".
- Detailed construction correct for the era.





# Passenger Cars.

*The "Silberlinge / Silver Coins" – A DB Success Story.*

The German Federal Railroad car designated as "Silberling / Silver Coin" is a car adhering to the UIC-X guidelines. It is 26.4 meters / 86 feet 7-3/8 inches long and has 2 entry areas with double doors. The name derives from the car bodies constructed of polished stainless steel. The car group "n", the official designation for the "Silberling", was purchased in a group of 5,000 units between 1961 and 1980 and in different designs. For a long time it was the most numerous car in commuter service on the DB. Depending on the design,

these cars tip the scales at 31-40 metric tons and are authorized for a maximum speed of 20-140 km/h / 75-88 mph.

The pure 2nd class car has seating for 96, in the mixed class car there is seating for 30 in 1st class and for 46 in 2nd class. The German Federal Railroad placed different cab control cars into service for push/pull operation, which was often done with the class E 41/141. The "Rabbit Hutch", a cab control car with extremely cramped space for the locomotive engineer was re-

placed by the later "Karlsruher Kopf" type cab control car. This cab control car also had a baggage area, but more importantly a modern, generously arranged engineer's cab. The name derives from the maintenance facility in Karlsruhe, where the cab control cars were rebuilt.

The "Silberling" was a universal car, from commuter service to express train, even used as reserve cars in Inter-Zone trains to Berlin. The "n" cars had steam, diesel, and electric locomotives for motive power, and,

like many other DB cars, were run in different paint schemes. However, although they have been ignored in mint green, "traffic red", or countless forms of Graffiti, they have remained the "Silberlinge" in popular usage. Presently, these cars are in used on the DB AG in the "traffic red" paint scheme, and similar classes based on the construction principles for the "Silberlinge" can be found in Luxembourg, the Netherlands, and Poland, for example.



## 43820 Cab Control Car.

**Prototype:** German Federal Railroad (DB) cab control car, 2nd class with a baggage area (type BD4nf-59). "Silberling / Silver Coin" design. "Rabbit Hutch" end with the baggage area and a rubber diaphragm. Car no. 96 426 Stg.

**Model:** The car has the new, longer length. The minimum radius for operation is 360 mm / 14-3/16". The underbody is specific to the type of car. The trucks come with brake shoes. The triple headlights / dual red marker lights change over with the direction of

travel in analog and digital operation. The headlights are maintenance-free, warm white LEDs; the marker lights are maintenance-free LEDs. The car has a trailing switch for changing the headlights / marker lights over. The car is ready for installation of the 7319 current conducting couplings or the 72020/72021 current conducting couplers, the 73406 pickup shoe, the 73400/73401 lighting kit (2 per car), and the 73409 marker light kit at the diaphragm end of the car.

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

The typical Era III DB push/pull train consists of a 43810 car, several 43800 cars, and a 43820 cab control car.

The "Silberlinge / Silver Coins" cars are available with different car numbers in the Trix H0 assortment under item nos. 23405, 23406, and 23407. The ideal push/pull locomotive is the class E 41 (item no. 39410 for Märklin).

## HIGHLIGHTS

- Completely new tooling.
- New, longer length: length over the buffers 28.2 cm / 11-1/8".
- Detailed construction correct for the era.
- Prototypical headlight / marker light changeover.
- Maintenance-free, warm white LEDs.







**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 700580.

*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.*



**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 700580.



**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 700580.



# 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.



**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 73400/73401 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 700580.



**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 73400/73401 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 700580.





**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 73400/73401 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 700580.



**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 73400/73401 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 700580.



**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 73400/73401 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 700580.



43951

43921

43941

43931

43911

39300



# Passenger Cars.







**43928 Express Train Passenger Car.**

**Prototype:** German Federal Railroad (DB) compartment car, type Büm 234. Standard UIC-x design. 2nd class. German Federal Railroad (DB) cobalt blue / light gray experimental paint scheme. The car looks as it did around 1972.

**Model:** The car has the new, longer length. The minimum radius for operation is 360 mm / 14-3/16". The underbody is specific to the type of car. The trucks come with brake shoes and separately applied generators. The car is ready for installation of the 7319 current conducting couplings or the 72020 current conducting couplers, the 73406 pickup shoe, the 73400/73401 lighting kit (2 per car), and the 73409 marker light kit.

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

One-time series.



An add-on for this car is available under item no. 43919, and the ideal locomotive, the class 230, for this set is available under item no. 39300.



**43919 "Pop Colors" Express Train Passenger Car Set.**

**Prototype:** German Federal Railroad (DB) express train passenger cars in experimental paint schemes. The cars look as they did around 1972. 1 car, 1st class (type Aüm 203) blood orange / light gray, 1 car, 1st/2nd class (type Abüm225) blood orange / light gray, 1 car, 2nd class (type Büm 234) cobalt blue / light gray, 1 half baggage car (type BDüms 273) cobalt blue / light gray, and 1 dining car (type WRüge 152) crimson / light gray.

**Model:** The coaches have the new, longer length. The minimum radius for operation is 360 mm / 14-3/16". The underbodies are specific to the type of car. The trucks come with brake shoes and separately applied generators. The cars are ready for installation of the 7319 current conducting couplings or the 72020/72021 current conducting couplers, the 73406 pickup shoe, the

73400/73401 lighting kit (2 per car), and the 73409 marker light kit. The dining car has the correct scale length. The underbody is specific to the type of car. The trucks are a Minden-Deutz heavy design. The car is ready for installation of the 7319 current conducting couplings or the 72020/72021 current conducting couplers. Total length over the buffers 139.8 cm / 55-1/16". DC wheel set 20 x 700580.

One-time series.

An add-on car for this set is available under item no. 43928, and the ideal locomotive, the class 230, for this set is available under item no. 39300.



43919

39300



# Passenger Cars.

## The "TEE Bavaria".

The international, long distance connection between Munich and Zürich, operated as a TEE train from 1969 to 1979, was christened with the name Bavaria. The new TEE pair of trains 57/56 ran in place of the express train Munich – Zürich – Geneva. The Swiss-Dutch class Rem TEE powered rail car train was used for this very busy line and was pulled from other services. In the evening hours of February 9, 1971, one of the most serious train accidents in TEE history took place. The TEE was running much too fast and derailed on an "S" curve, and a rail bus set collided with the ill-fated TEE. Twenty-eight dead and forty-two seriously injured was the devastating result of the accident. The high number of deaths and injured was also caused by the fact that the window glass on the TEE train were not made of safety glass, and the interior of the dining car was not permanently mounted on the floor.

Train service was halted for 7 days in order to remove all traces of the accident. The

operation of the TEE Bavaria was resumed after that, but now with a train of cars hauled by a locomotive instead of a powered rail car train. This train consisted of rolling stock from the German Federal Railroad, one each TEE compartment car, type Avmz 111, and an open seating car, type Apmz 121. A lounge car, type ARDmz 106, was used as a replacement dining car. A class 210 gas turbine locomotive was used as motive power on the route between Munich and Lindau in order to operate this route fast and efficiently. The Bavaria as a TEE train was canceled in 1977 and the connection Munich – Zürich was served by Express Train 277/76, with seating in both car classes. In 1987, the Bavaria became a Euro City, connecting Munich and Zürich daily with four EC pairs of trains. The melodious name Bavaria has been a chapter in railroad history since 2002 however.



### 43859 "TEE Bavaria" Express Train Passenger Car Set.

Prototype: 3 different design TEE express train passenger cars from the "TEE Bavaria", in use between Munich and Lindau. 1 TEE compartment car, type Avümz 111, 1 TEE open seating car, type Apümh 121, 1 TEE lounge car, type ARDümz 106. The cars look as they did in the spring of 1971.

Model: The cars have underbodies and skirting specific to the car types. The trucks are Minden-Deutz designs, with either brake shoes or disk brakes according to the prototype, 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, the 73406 pickup shoe, 73400/73401 lighting kit (2 per car), and the 73407 marker light kit.

Total length over the buffers 84.8 cm / 33-3/8". DC wheel set 12 x 700580.

The right motive power for this train is the class 210 gas turbine locomotive available under item no. 39189.

This model can be found in a DC version in the Trix H0 assortment under item no. 23427.

## HIGHLIGHTS

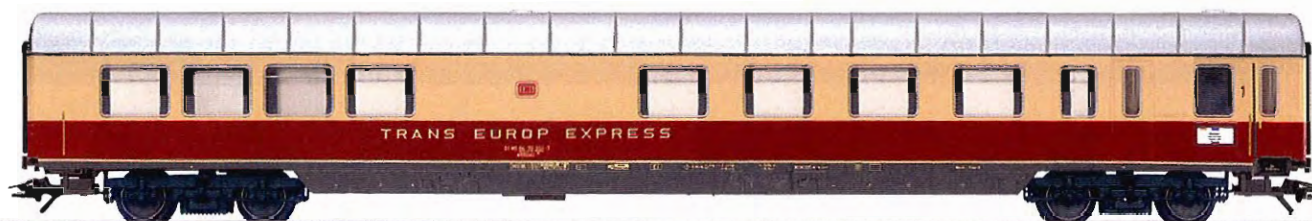
- Lounge car as new tooling.
- Express train passenger cars in the new, longer length.



43859

39189







# Passenger Cars.

*The „Silberlinge / Silver Coins“ – A DB Success Story.*

*The German Federal Railroad car designated as “Silberling / Silver Coin” is a car adhering to the UIC-X guidelines. It is 26.4 meters / 86 feet 7-3/8 inches long and has 2 entry areas with double doors. The name derives from the car bodies constructed of polished stainless steel. The car group “n”, the official designation for the „Silberling“, was purchased in a group of 5,000 units between 1961 and 1980 and in different designs. For a long time it was the most numerous car in commuter service on the DB. Depending on the design, these cars tip the scales at 31-40 metric tons and are authorized for a maximum speed of 120-140 km/h / 75-88 mph.*

*The pure 2nd class car has seating for 96, in the mixed class car there is seating for 30 in 1st class and for 46 in 2nd class. The German Federal Railroad placed different cab control cars into service for push/pull operation, which was often done with the class E 41/141. The “Rabbit Hutch”, a cab control car with extremely cramped space for the locomotive engineer was replaced by the later “Karlsruher Kopf” type cab control car. This cab control car also had a baggage area, but more importantly a modern, generously arranged engineer’s cab. The name derives from the maintenance facility in Karlsruhe, where the cab control cars were rebuilt.*

*The “Silberling” was a universal car, from commuter service to express train, even used as reserve cars in Inter-Zone trains to Berlin. The “n” cars had steam, diesel, and electric locomotives for motive power, and, like many other DB cars, were run in different paint schemes. However, although they have been ignored in mint green, “traffic red”, or countless forms of Graffiti, they have remained the “Silberlinge” in popular usage. Presently, these cars are in use on the DB AG in the “traffic red” paint scheme, and similar classes based on the construction principles for the “Silberlinge” can be found in Luxembourg, the Netherlands, and Poland, for example.*



43801 Commuter Car.

**Prototype:** German Railroad, Inc. (DB AG) commuter car, 2nd class (type Brnz 450.3). “Silberling / Silver Coin” design in the “traffic red” commuter paint scheme with a steep roof. Car no. 50 80 22-35 966-7.

**Model:** The car has the new, longer length. The minimum radius for operation is 360 mm / 14-3/16”. The underbody is specific to the type of car. The trucks come with disk brakes. The car is ready for installation of the 7319 current conducting couplings or the 72020/72021 current conducting couplers, the 73406 pickup shoe, the 73400/73401 lighting kit (2 per car), and the 73409 marker light kit. Length over the buffers 28.2 cm / 11-1/8”. DC wheel set 4 x 700580.

The typical Era V DB AG push/pull train consists of a 43811 car, several 43801 cars, and a 43830 cab control car.

The “Silberlinge / Silver Coins” cars in the Era V commuter service paint scheme are available with different car numbers in the Trix H0 assortment under item nos. 23431, 23432, and 23433. The ideal push/pull locomotive is the class 141 (item no. 39041 for Märklin).



## HIGHLIGHTS

- Completely new tooling.
- New, longer length: length over the buffers 28.2 cm / 11-1/8”.
- Detailed construction correct for the era.







## HIGHLIGHTS

- Completely new tooling.
- New, longer length: length over the buffers 28.2 cm / 11-1/8".
- Detailed construction correct for the era.



### 43811 Commuter Car.

**Prototype:** German Railroad, Inc. (DB AG) commuter car, 1st/2nd class (type ABn 417.1). "Silberling / Silver Coin" design in the "traffic red" commuter paint scheme with a rounded roof. Car no. 50 80 30-35 112-7.

**Model:** The car has the new, longer length. The minimum radius for operation is 360 mm / 14-3/16". The underbody is specific to the type of car. The trucks come with disk brakes. The car is ready for installation of the 7319 current conducting couplings or the 72020/72021 current conducting couplers, the 73406 pickup shoe, the 73400/73401 lighting kit (2 per car), and the 73409 marker light kit. Length over the buffers 28.2 cm / 11-1/8". DC wheel set 4 x 700580.

The typical Era V DB AG push/pull train consists of a 43811 car, several 43801 cars, and a 43830 cab control car.

The "Silberlinge / Silver Coins" cars in the Era V commuter service paint scheme are available with different car numbers in the Trix H0 assortment under item nos. 23431, 23432, and 23433. The ideal push/pull locomotive is the class 141 (item no. 39041 for Märklin).



# Passenger Cars.



## 43830 Cab Control Car.

**Prototype:** German Railroad, Inc. (DB AG) cab control car, 2nd class with a baggage area (type Bnrdfz 463). "Silberling / Silver Coin" design in the "traffic red" commuter paint scheme. Modernized "Karlsruhe" end without the baggage area but with a bicycle compartment. Car no. 50 80 82-34 042-5.

**Model:** The car has the new, longer length. The minimum radius for operation is 360 mm / 14-3/16". The underbody is specific to the type of car. The trucks come with disk shoes. The triple headlights / dual red marker lights change over with the direction of travel in analog and digital operation. The headlights are maintenance-free, warm white LEDs; the marker lights are maintenance-free LEDs. The car has a trailing switch. The car is ready for installation of the 7319 current conducting couplings or the 72020/72021 current conducting couplers, the 73406 pickup shoe, the 73400/73401 lighting kit (2 per car), and the 73409 marker light kit at the diaphragm end of the car.

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

DC wheel set 4 x 700580.

The typical Era V DB AG push/pull train consists of a 43811 car, several 43801 cars, and a 43830 cab control car.

The "Silberlinge / Silver Coins" cars in the Era V commuter service paint scheme are available with different car numbers in the Trix H0 assortment under item nos. 23431, 23432, and 23433. The ideal push/pull locomotive is the class 141 (item no. 39041 for Märklin).

## HIGHLIGHTS

- Completely new tooling.
- New, longer length: length over the buffers 28.2 cm / 11-1/8".
- Detailed construction correct for the era.
- Prototypical headlight / marker light changeover.
- Maintenance-free, warm white LEDs.



When operated control car first, triple headlights shine.



When operated control car last, a red marker light shines.







**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 72020/72021 current-conducting couplers.  
Length over the buffers 26.8 cm / 10-9/16".  
DC wheel set 4 x 700580.



**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 72020/72021 current-conducting couplers.  
Length over the buffers 26.8 cm / 10-9/16".  
DC wheel set 4 x 700580.



**43586 Bi-level Cab Control Car.**

**Prototype:** German Railroad, Inc. (DB AG) type DBbz 761, 2nd class.

**Model:** The car has a detailed buffer

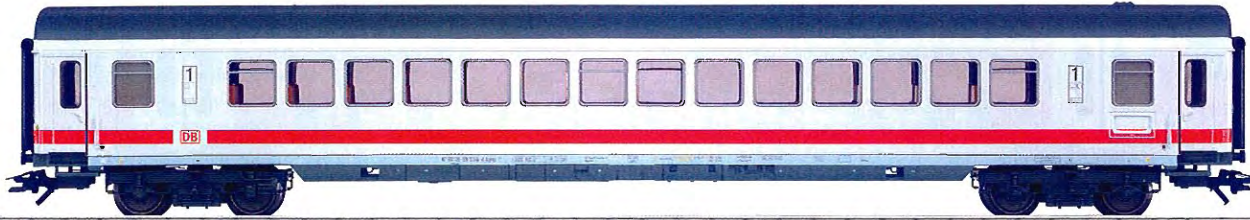
beam with separately applied front cowling. It has a lighted destination sign. The engineer's cab has interior details. The car is ready for

installation of 7319 current-conducting couplings or 72020/72021 current-conducting couplers.  
Length over the buffers 27.3 cm / 10-3/4".



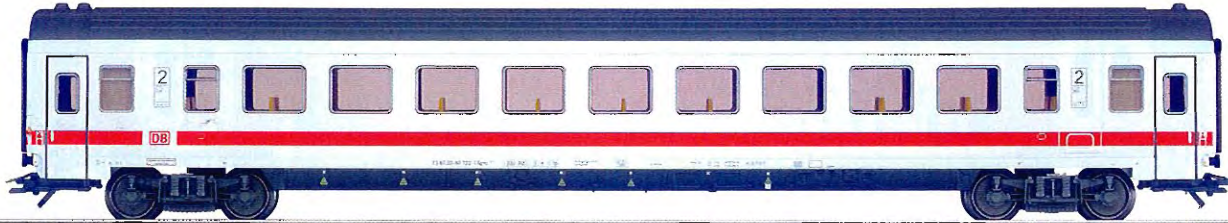


# Passenger Cars.



**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 instal-

lation 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 700580.



**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 instal-

lation of 7319 current-conducting couplings or 72020/72021 current-conducting couplers. Length over the buffers 26.4 cm / 10-3/8". DC wheel set 4 x 700580.



**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 72020/72021 current-conducting couplers. Length over the buffers 27.5 cm / 10-13/16".

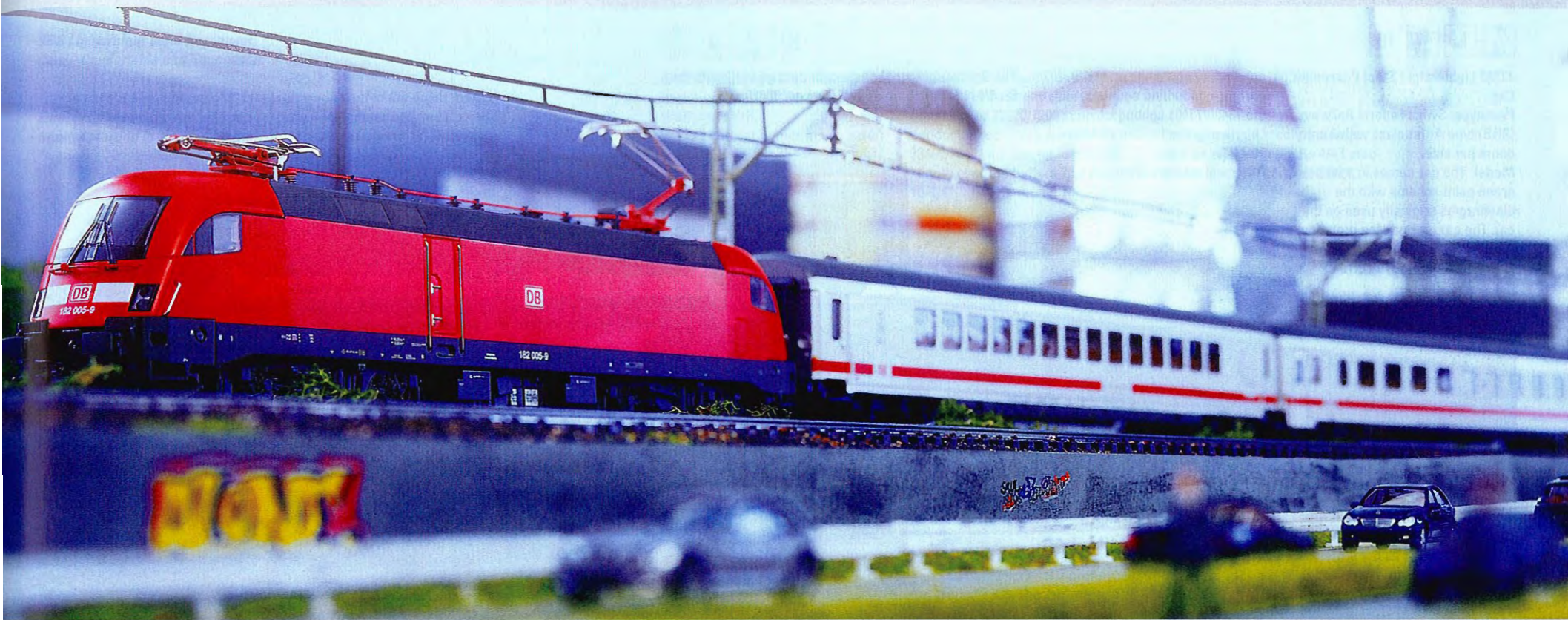


When operated control car first, triple headlights shine.



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





**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 700580.





# Switzerland.



## 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 73400/73401 lighting kit.

Length over the buffers 26.0 cm / 10-1/4".

DC wheel set 4 x 700580.

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



## 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 73400/73401 lighting kit.

Length over the buffers 26.0 cm / 10-1/4".

DC wheel set 4 x 700580.

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



## 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 73400/73401 lighting kit.

Length over the buffers 26.0 cm / 10-1/4".

DC wheel set 4 x 700580.

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.

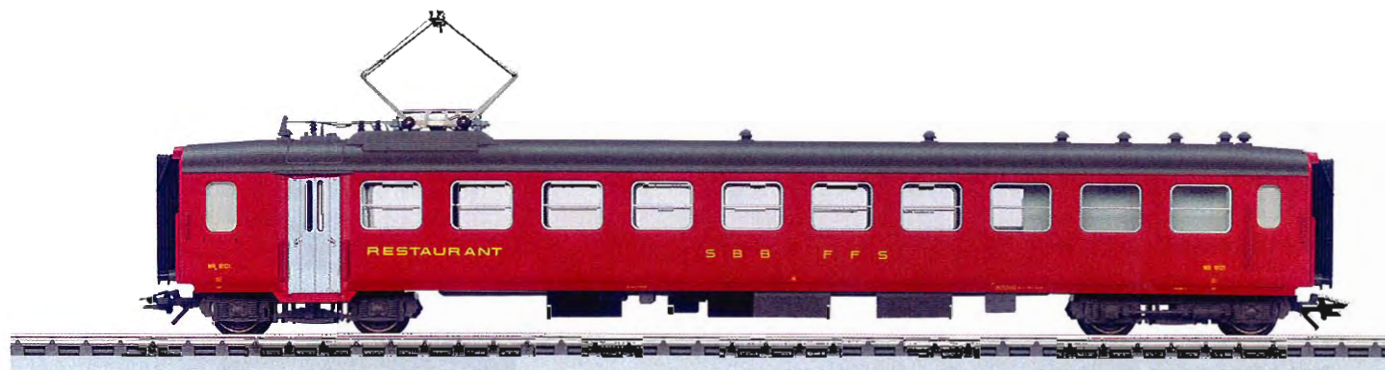


**43390 Lightweight Steel Dining Car.**  
**Prototype:** Swiss Federal Railways (SBB) type WR.  
**Model:** The car comes in a crimson paint scheme with the diaphragms originally used on the car. The car looks as the prototype did around

1965. The car is ready for installation of 7319 current-conducting couplings or 72020/72021 current-conducting couplers, and the 73400/73401 lighting kit. Length over the buffers 26.0 cm / 10-1/4”.

DC wheel set 4 x 700580.

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



**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 73400/73401 lighting kit. Length over the buffers 21.1 cm / 8-1/4”.

DC wheel set 4 x 700580.

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





# Switzerland.



## 43361 Lightweight Steel Passenger Car.

**Prototype:** Swiss Federal Railways (SBB/CFF/FFS) type A. 1st class with 2 entry doors per side.

**Model:** The car comes in a spruce green paint scheme with diaphragms originally used on the car. The car looks as it did in Era IV, end of the Eighties. The car is ready for

installation of the 7319 current-conducting coupling or the 72020/72021 current-conducting close couplers that can be uncoupled, the 73405 pickup shoe, and the 73400/73401 interior lighting kit (2 per car). Length over the buffers 26.0 cm / 10-1/4".

DC wheel set 4 x 700580.

This model is available with a different car number in a DC version in the Trix H0 assortment under item no. 23340.



## 43371 Lightweight Steel Passenger Car.

**Prototype:** Swiss Federal Railways (SBB/CFF/FFS) type B. 2nd class with 2 entry doors per side.

**Model:** The car comes in a spruce green paint scheme with diaphragms originally used on the car. The car looks as it did in Era IV, end of the Eighties. The car is ready for

installation of the 7319 current-conducting coupling or the 72020/72021 current-conducting close couplers that can be uncoupled, the 73405 pickup shoe, and the 73400/73401 interior lighting kit (2 per car). Length over the buffers 26.0 cm / 10-1/4".

DC wheel set 4 x 700580.

This model is available with a different car number in a DC version in the Trix H0 assortment under item no. 23341.



## 43381 Lightweight Steel Passenger Car.

**Prototype:** Swiss Federal Railways (SBB/CFF/FFS) type B. 2nd class with one entry door per side.

**Model:** The car comes in a spruce green paint scheme with diaphragms originally used on the car. The car looks as it did in Era IV, end of the Eighties. The car is ready for

installation of the 7319 current-conducting coupling or the 72020/72021 current-conducting close couplers that can be uncoupled, the 73405 pickup shoe, and the 73400/73401 interior lighting kit (2 per car). Length over the buffers 26.0 cm / 10-1/4".

DC wheel set 4 x 700580.

This model is available with a different car number in a DC version in the Trix H0 assortment under item no. 23342.







**43391 Lightweight Steel Dining Car.**

**Prototype:** Swiss Federal Railways (SBB/CFF/FFS) type WR.

**Model:** The car comes in a crimson paint scheme with diaphragms originally used on the car. The car looks as it did in Era IV, end of the Eighties. The car is ready for installation of the 7319 current-conducting coupling or the 72020/72021 current-conducting close couplers that can be uncoupled, the 73405 pickup shoe, and the 73400/73401 interior lighting kit (2 per car). Length over the buffers 26.0 cm / 10-1/4". DC wheel set 4 x 700580.

This model is available with a different car number in a DC version in the Trix H0 assortment under item no. 23343.



**43401 Lightweight Steel Baggage Car.**

**Prototype:** Swiss Federal Railways (SBB/CFF/FFS) type D.

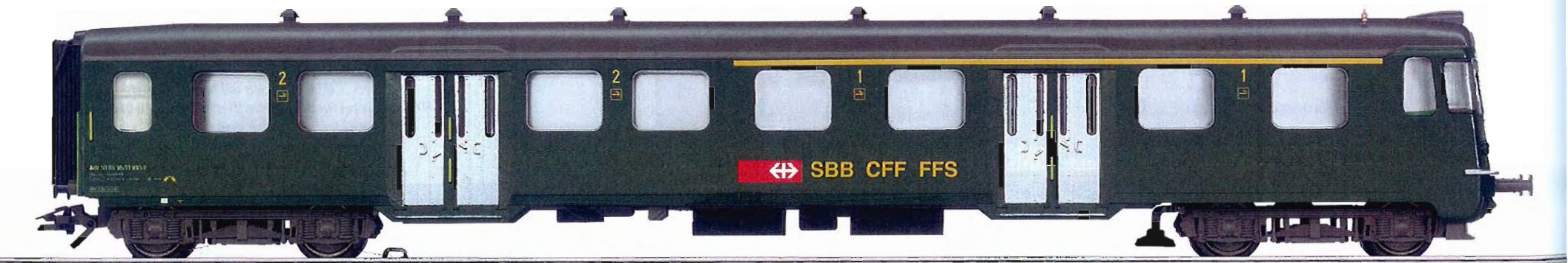
**Model:** The car comes in a spruce green paint scheme with diaphragms originally used on the car. The car looks as it did in Era IV, end of the Eighties. The car is ready for installation of the 7319 current-conducting couplings or the 72020/72021 current-conducting close couplers that can be uncoupled, the 73405 pickup shoe, and the 73400/73401 interior lighting kit (2 per car). Length over the buffers 21.1 cm / 8-1/4". DC wheel set 4 x 700580.

This model is available with a different car number in a DC version in the Trix H0 assortment under item no. 23344.





# Switzerland.







**43410 Lightweight Steel Cab Control Car.**

**Prototype:** Swiss Federal Railways (SBB/CFF/FFS) type ABt.

**Model:** The car comes in a spruce green paint scheme with diaphragms originally used on the car. The car looks as it did in Era IV, end of the Eighties. The car has headlights with maintenance-free, warm white LEDs that change over with the direction of travel. The car has a red marker light. The car is ready for installation of the 7319 current-conducting coupling or the 72020/72021 current-conduct-

ing close couplers that can be uncoupled, the 73405 pickup shoe, and the 73400/73401 interior lighting kit (2 per car). Length over the buffers 26.6 cm / 10-1/2".

**This model is available with a different car number in a DC version in the Trix H0 assortment under item no. 23345.**

## HIGHLIGHTS

- Completely new tooling.
- Scale construction.
- Ready for installation of current-conducting close couplers.
- Lighting with maintenance-free, warm white LEDs.
- Prototypical Swiss headlight / marker light changeover.



When operated control car first, triple headlights shine.



When operated control car last, a red marker light shines.





# 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 72020/72021 current-conducting couplers.

Length over the buffers 26.7 cm / 10-1/2".

DC wheel set 4 x 700580



## 4369 Express Train Passenger Car.

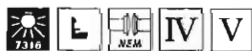
**Prototype:** Swiss Federal Railways (SBB) type Bpm

Euro City car. 2nd class.

**Model:** The car has adjustable buffers. The car is ready for installation of 7319 current-conducting couplings or 72020/72021 current-conducting couplers.

Length over the buffers 26.7 cm / 10-1/2".

DC wheel set 4 x 700580.



## 4365 Express Train Passenger Car.

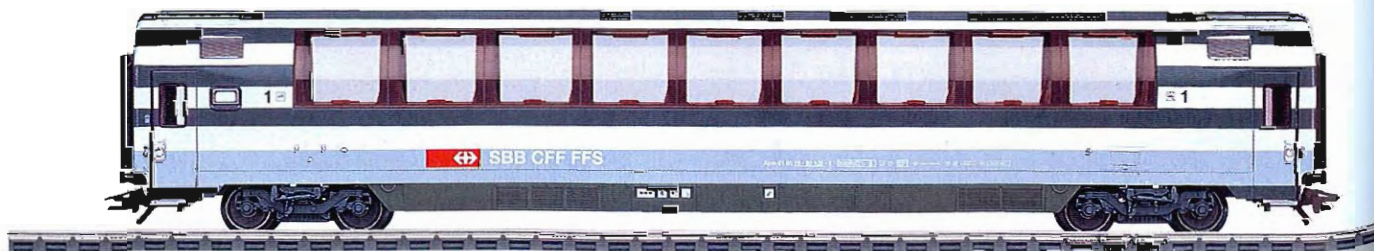
**Prototype:** Swiss Federal Railways (SBB) type Apm

Euro City panorama car. 1st class.

**Model:** The car has adjustable buffers. The car is ready for installation of 7319 current-conducting couplings or 72020/72021 current-conducting couplers.

Length over the buffers 26.7 cm / 10-1/2".

DC wheel set 4 x 700580.

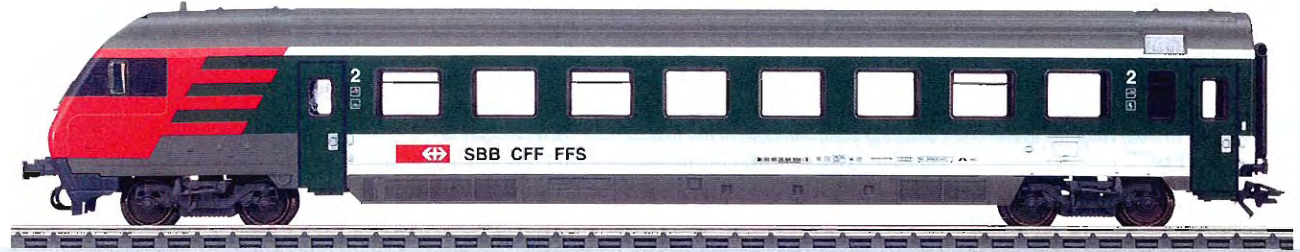






**42178 Express Train Passenger Car.**  
**Prototype:** Cab control car for push/pull trains. Swiss Federal Railways (SBB) type Mark IV Bt. 2nd class with engineer's cab similar to that for the class Re 460 locomotive.  
**Model:** The car has maintenance-free LEDs for headlights and marker light. The 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 72020/72021 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 72020/72021 current-conducting couplers. The car has adjustable buffers.

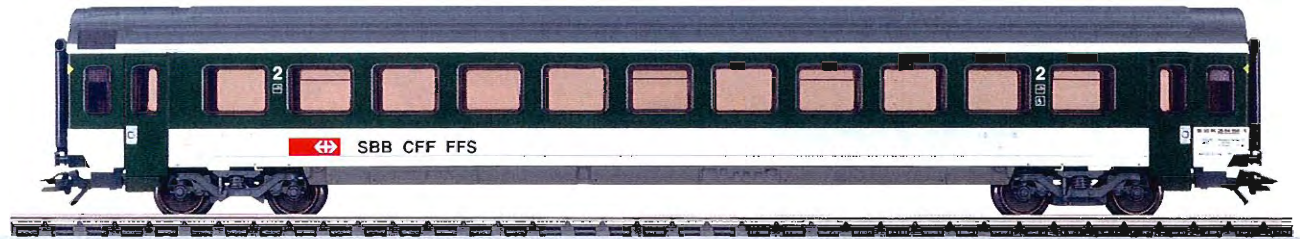
Length over the buffers 26.4 cm / 10-3/8".  
 DC wheel set 4 x 700580

*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 7005 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.*





# France.

*"Orient-Express™" –  
Orient and Occident Deluxe.*

The linking of the West with the Ottoman Empire by rail was an ambitious project of the countries and railroads participating in it. Probably the best known connection that still appears in train routings is the "Orient-Express™".

The history of this famous train began on June 5, 1883 at the Gare de l'Est in Paris. The "Compagnie Internationale des Wagon-Lits" (CIWL) or "International Sleeping Car Company" sent its luxurious overnight train east for the first time. The rail connection went initially as far as Rumania, and passengers had to go the rest of the way to Istanbul by ship. In 1888 it was then complete: Istanbul was connected by ties and rails to the West.

This fast connection between the Orient and the Occident was not only keenly embraced by business travel-

ers, the elegant clientele from the ranks of the high nobility and financial potentates also took great delight in the almost unlimited comfort, in the exquisite catering, as well as the exciting entertainment in the dining car during the long trip. The rolling stock consisted of first class baggage, sleeping, and dining cars that were at the highest technical standard for that time. The paintwork for the cars was in an elegant brown or beige/brown, and the golden coat-of-arms with the two CIWL lions had to be on every car. This train soon became a symbol of luxury and the guests on board considered it an honor to travel on this train. The participating state railroads also considered it an honor to have the train in their rails and provided motive power for the train that was the most beautiful, most powerful

locomotives they had under steam. In the German Empire this was primarily a Bavarian S 3/6 and the Baden IV h, both of them extremely elegant units and motive power worthy of the "Orient-Express™".

The First World War interrupted the connection between Paris and Istanbul for several years and after the end of the war the "Orient-Express™" was used as a purely military train. But, it was then made accessible to the public again. However, the train's run ended in Bucharest; hardly anything had changed however in the comfort of the prewar years. The CIWL was able to offer the "Orient-Express™" as a pure luxury train until 1940, when the events of World War II brought the train to an abrupt halt. The political separation of Europe into a West and an East

block and the lean reconstruction years caused great limitations in the service offered as well as in the train's routing. For a while the train ended in Vienna, Budapest, or Bucharest, and the "Orient-Express™" was run as a normal express train with all classes of cars. The name "Orient-Express™" can still be found today in international train connections; it even

runs on part of its traditional route. But, only the name remains of the former luxury of the overnight trains of the "Compagnie Internationale des Wagon-Lits" (CIWL), often envisioned in movies and books, and contributing to the preservation of the mystique of the „Orient Express™".







**42755 Express Train Passenger Car Set.**

**Prototype:** 5 different design privately owned cars painted and lettered for the "Compagnie Internationale des Wagons-Lits / International Sleeping Car Company" (CIWL). 2 each baggage cars in a brown paint scheme, 1 sleeping car in a brown paint scheme, 1 sleeping car in a beige/brown paint scheme, and 1 dining car in a beige/brown paint scheme. The cars look as they did in the spring of 1921.

**Model:** The models are finely constructed with many separately applied details. The cars have different color interiors. They also have different car numbers. Retracted diaphragms with raised walkover plates are included for the end cars. All of the cars have factory-installed interior lighting and all of the cars have factory installed current-conducting couplers. There is a

pickup shoe on one baggage car for picking up power. Total length over the buffers 117.5 cm / 46-1/4".

**One-time series.**

This is the ideal car set to go with the Baden IV h express locomotive with a tender, item no. 39021.

A prototypical reproduction of the famous "Orient-Express™" as it ran between Paris and Istanbul is possible with the two express train passenger car sets, item nos. 42755 and 42760.

This model can be found in a DC version in the Trix H0 assortment under item no. 23426.



© and TM: Wagons-Lits Diffusion/SNCF





# France.



## 42760 Add-On Car Set.

**Prototype:** 2 privately owned cars painted and lettered for the "Compagnie Internationale des Wagons-Lits / International Sleeping Car Company" (CIWL). 2 sleeping cars in a brown paint scheme. The cars look as they did in the spring of 1921.

**Model:** The models are finely constructed with many separately applied details. The cars have different color interiors. They also have different car numbers. The cars have extended diaphragms. Both cars have factory-installed interior lighting and factory installed current-conducting couplers.

Total length over the buffers 48.5 cm / 19-1/8".

One-time series.

This is the ideal car set to go with the Baden IV h express locomotive with a tender, item no. 39021.

A prototypical reproduction of the famous "Orient-Express™" as it ran between Paris and Istanbul is possible with the two express train passenger car sets, item nos. 42755 and 42760.

This model can be found in a DC version in the Trix H0 assortment under item no. 23436.



© and TM: Wagons-Lits Diffusion/SNCF





**42040 Set with 4 Compartment Cars.**

**Prototype:** French State Railways (SNCF) 3-axle compartment cars from different Prussian designs. The cars look as they did around 1952. One car, 1st and 2nd class, without a brakeman's cab (type A2B3t), one car, 2nd and 3rd class, with a brakeman's cab (type B2C4tf), one car, 3rd class, without a brakeman's cab (type C6t), one car, 3rd class, with a baggage area and without a brakeman's cab (type C3Dp).

**Model:** The compartment cars have a middle axle with side play for better operation on curves. Total length over the buffers 54.9 cm / 21-5/8". DC wheel set per car 3 x 700630.

One-time series.

A locomotive go with these cars is available under item no. 37075.





# Belgium.



**42045 Set with 4 Passenger Cars.**  
**Prototype:** Belgian State Railways (NMBS/SNCB) passenger cars, 3 compartment cars, 3rd class, Prussian design, and a baggage car, German State Railroad Company "Donnerbüchse/Thunderbox" design, constructed of steel. The cars look as they did around 1951.

**Model:** The compartment cars have brakeman's cabs. The ladders and grab irons are separately applied. The baggage car has 4 sliding doors that can be opened and running boards on the sides. Total length over the buffers 57.7 cm / 22-11/16".

DC wheel set for compartment cars  
9 x 700630 (spoked wheels),  
DC wheel set wheel set for baggage  
car 2 x 700580 (solid wheels).

**One-time series.**

**A locomotive to go with this set is available under item no. 37033.**



# Denmark.







**42761 Passenger Car Set.**

**Prototype:** 1 type litra Ca 1029 passenger car and 1 type litra Car 1049 with "Restaurant", painted and lettered for the Danish State Railways (DSB). Brownish red basic paint scheme. The cars look as they did around 1974.

**Model:** The cars are finely imprinted on their sides.

Total length over the buffers 49.6 cm / 19-1/2".

DC wheel set per car: 4 x 700580.

**One-time series.**



**42814 Passenger Car Set.**

**Prototype:** 1 type litra A passenger car, 1st class, and 1 type litra B passenger car, 2nd class, painted and lettered for the Danish State Railways (DSB). Red basic paint scheme. The cars look as they did around 1990.

**Model:** Both cars are ready for installation of the 7319 current-conducting coupling or the 72020 / 72021 current-conducting couplers.

Total length over the buffers 52.8 cm / 20-13/16".

DC wheel set per car: 4 x 700580.

**One-time series.**



42814

37670

42761

37670



# 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 LEDs 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.

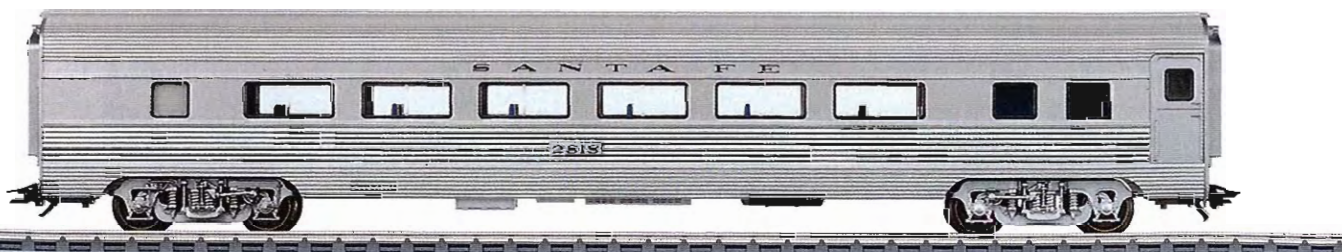
**Model:** Extruded aluminum car body. Separately applied vista dome. Length 26.0 cm / 10-1/4". DC wheel set 4 x 700580.



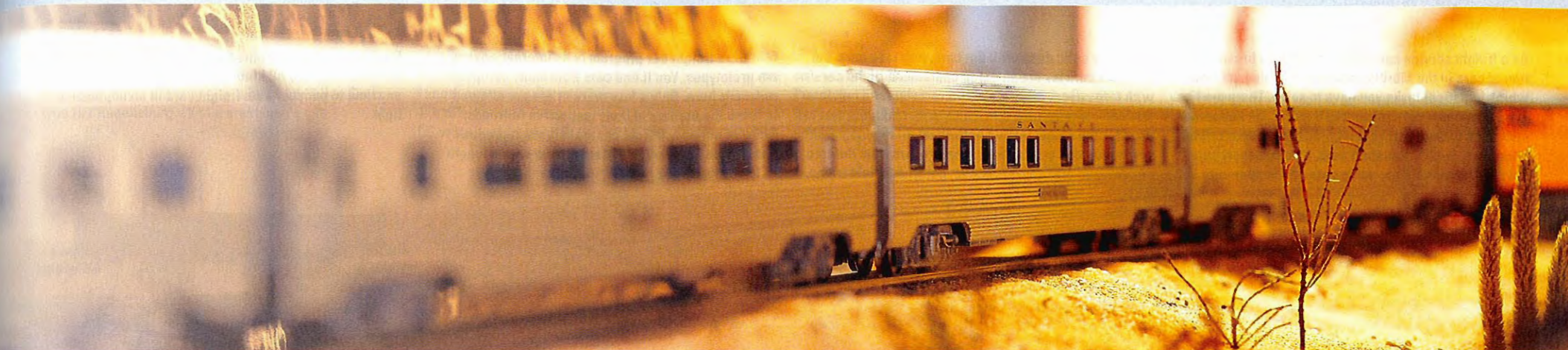
## 43601 Streamliner Coach.

**Prototype:** Atchison, Topeka & Santa Fe Railway (AT & SF) coach.

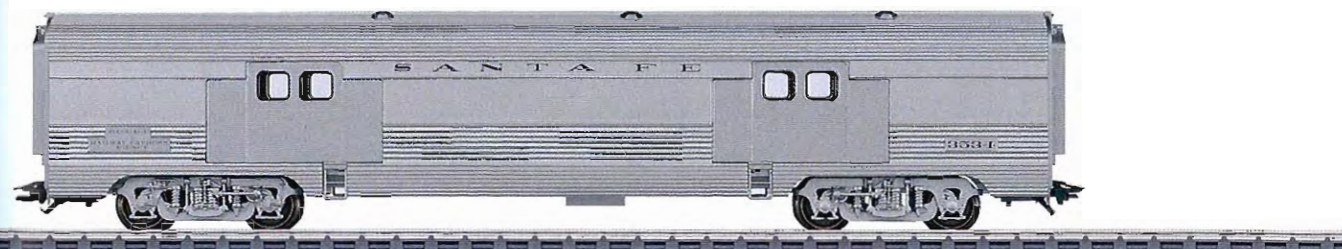
**Model:** Extruded aluminum body. Length 26.0 cm / 10-1/4". DC wheel set 4 x 700580.







**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 700580.



**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 700580.



# 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 live-stock 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 and hopper cars, silo

container cars, deep well flat cars, low side cars, flat cars, flat cars for ocean going containers, 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.

Märklin's freight car program is as international as the prototypes. You'll find cars from many European railroads here. 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.

By the way: Freight trains travel mostly at night. With Märklin there are all kinds of lights that can be used at any time to put your own freight yard in an impressive light.







**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 32301211.



**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 32301211.



**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 700580.



**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 700580.





# Freight Cars.



## 46091 Freight Car Set.

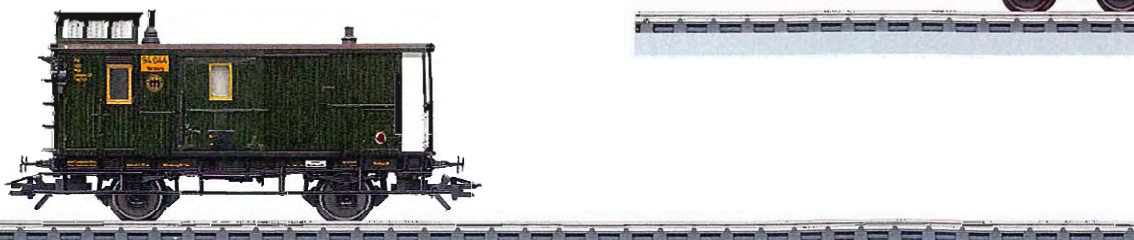
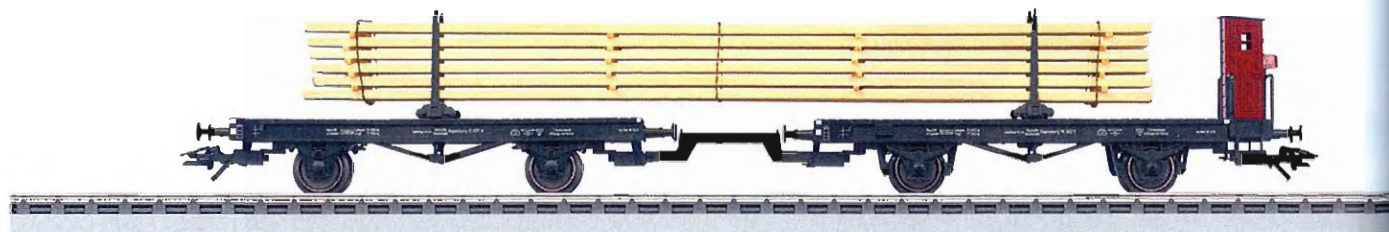
**Prototype:** 4 different German State Railroad Company (DRG) freight cars. 1 pair of load cradle cars (2 each type H10), 1 Bavarian design flat car (type SSml/SSw), 1 Bavarian design coal hopper car (type 00t), and 1 Bavarian design baggage car (type Pg).

**Model:** The pair of load cradle cars has a load of real wood and the cars are coupled together with a rigid coupling drawbar. The flat car is loaded with 2 stacks

of wood beams, the coal hopper car has a load insert of real coal, and the baggage car has factory-installed, two-color marker lights. A pickup shoe for cars can be installed on the baggage car and is included with the set.

Total length over the buffers 69.90 cm / 27-1/2".  
DC wheel set 12 x 700580, 2 x 32301211.

The model of the class 96 goes ideally with this set and is available under item no. 37966.







**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. DC wheel set per car 2 x 700580.

Length over the buffers 11.5 cm / 4-1/2".

00761-01 to 00761-06.

One-time series.

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.

## 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.





# Freight Cars.



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 Y 25 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 36667900,  
otherwise 2 x or 4 x 700580.

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.



## 48947 Container Transport Car Set.

**Prototype:** 2 German Federal Railroad (DB) type Bt 10 flat cars with brakeman's cabs, for transporting containers. Each car loaded with 3 type Efkr Pa containers for fine bulk materials and foodstuffs, lettered for "Birkel Eier-Nudeln". Magirus "Mercur" curved hood truck with a special flatbed.

**Model:** The cars have separately applied destination boards. They also have different car numbers. The containers are removable and have different registration numbers.

Length over the buffers 22.8 cm / 9".

The truck model has a metal body.

DC wheel set 4 x 700580.

One-time series.



## 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 700580.

## HIGHLIGHTS

- Newly developed containers based on the type Efkr.
- Containers with standard mounts, interchangeable with other types.



© DB/Bantalon, Sammlung Gottwaldt

© DB/Krieger, Sammlung Gottwaldt





# Heavy-Duty Flat Car.



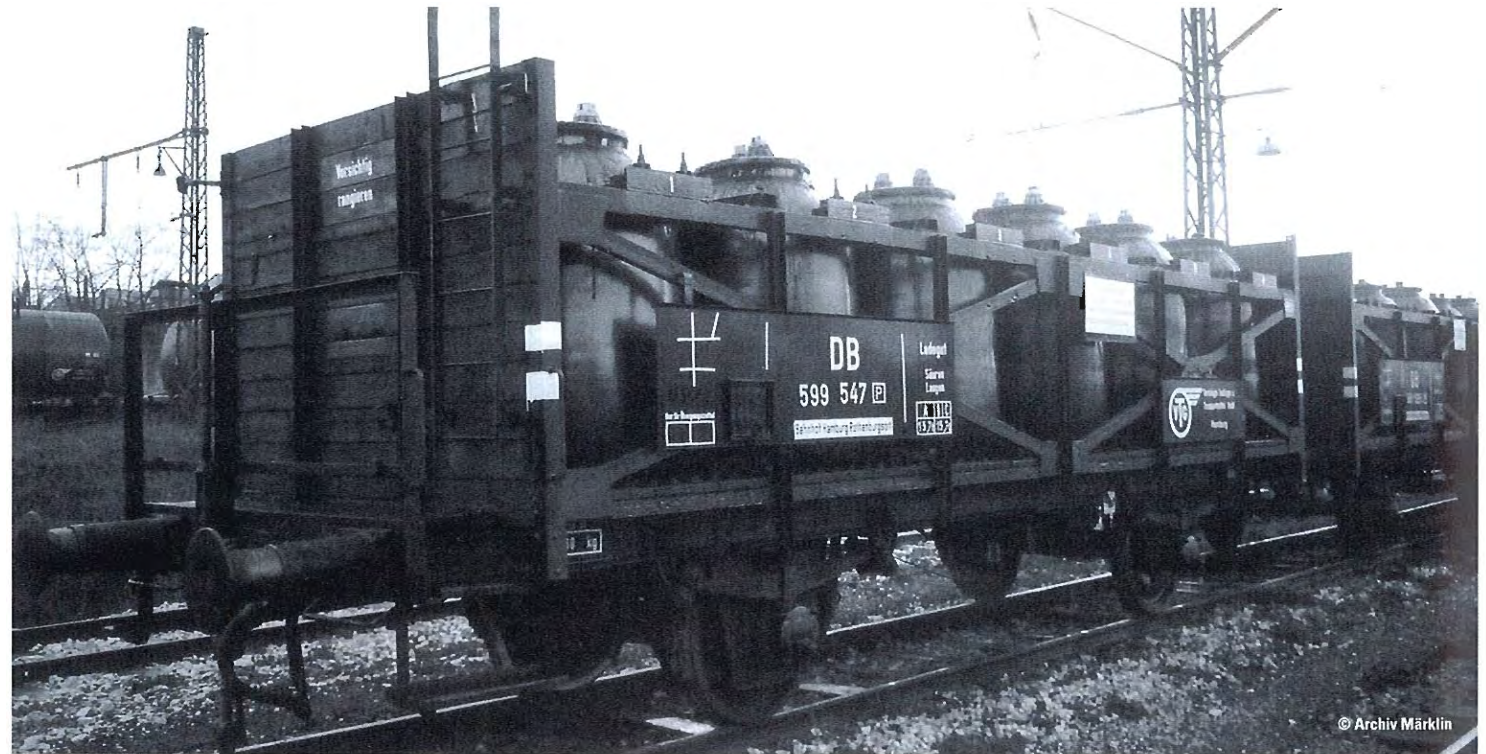
## 46390 Acid Transport Car Set.

**Prototype:** Acid transport cars with a brakeman's cab or with a brakeman's platform. Privately owned cars painted and lettered for the VTG, Vereinigte Tanklager und Transportmittel GmbH / United Tank Farm and Transportation, Inc., Hamburg, Germany, used on the German Federal Railroad (DB).

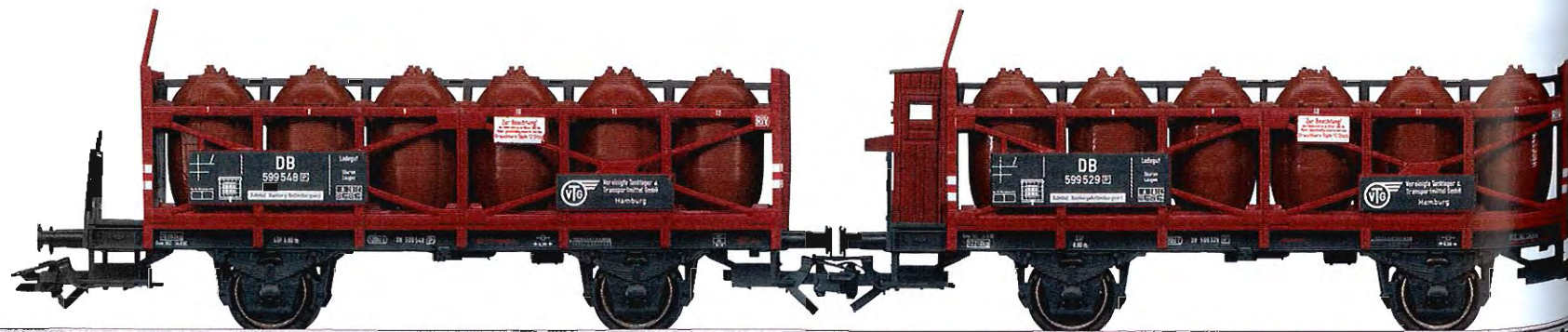
**Model:** The cars have detailed, finely constructed frameworks of braced timbers. The cars are loaded with acid containers. All of the cars have different car numbers and come individually packaged. Length over the buffers for each car 11.3 cm / 4-7/16".

DC wheel set for each car 2 x 700580.

A similar model is available in a DC version in the Trix H0 assortment under item no. 24358.

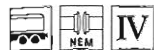


© Archiv Märklin





# Flat Cars.



**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 700580.

**Models not available separately.**



## HIGHLIGHTS

- Completely new tooling.
- Interesting car type.



*Cars with pot-like containers are used to transport acids and other corrosive liquids, and these pots are set up on the car's frame. The pots are protected against tipping over and sliding by a sturdy, type of framework mounting with appropriate components to hold the pots in place. The cars' floors have slopes from the middle of the cars to both sides to draw off any overflowing contents. The cars are equipped with a handbrake that is operated from a brakeman's platform; cars with a brakeman's cab are possible but not mandatory. The pots are made of earthenware, a material that withstands even the strongest acids. These pots standing on the cars – usually eight to twelve pots each with a volume of*

*800 to 1,200 liters / about 211 to 317 gallons – are loaded with air pressure. Each pot has two connections for this: one marked in blue for blowing in air, and one marked in red for drawing out the load. The acid cars must be specially handled by the railroads, since the earthenware pots are delicate; in the event of damage, the contents flowing out can cause accidents. Acid cars are not maintained by the railroads; they are the property of the users, such as chemical companies, or they belong to car leasing companies such as Eva or VTG.*



# Stake Cars.



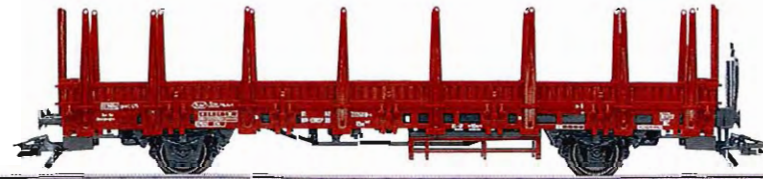
**46948 Flat Car.**  
**Prototype:** German Federal Railroad (DB) type Rlmms 58.  
**Model:** This car is a version with a wooden frame for the load.  
 Length over the buffers 15.7 cm / 6-3/16".  
 The car comes loaded with 2 models of the Lanz Bulldog. One tractor comes with a cutter bar, and the other 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".  
 DC wheel set 2 x 700580.

*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.*



**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 700580.







**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 700580.

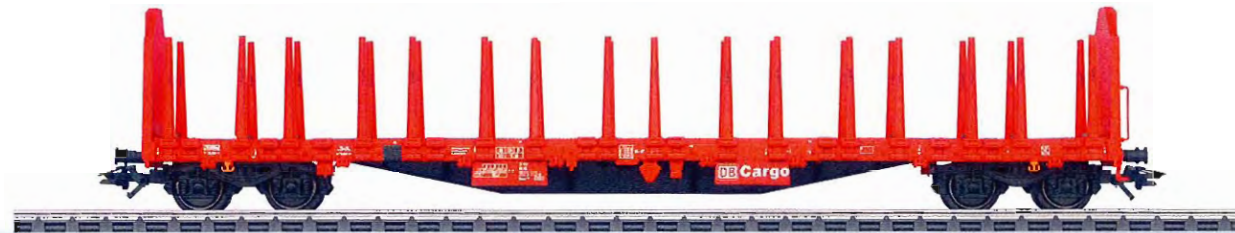


*With the increase in speeds for freight trains the need arose at the end of the 1970s for modern cars for the transport of pipe, logs and lumber. The type Snps 719 has 16 fixed stakes with tiedown equipment, each of which can be operated by hand. Its load weight is 39-63 metric tons, depending on the route class, and its maximum speed is 90-100 km/h or 56-83 mph (120 km/h or 75 mph unloaded).*



**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 Y 25 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 700580.



**47008 Wood Transport Car.**  
**Prototype:** German Railroad, Inc. (DB AG) 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 Y 25 trucks. It also has a metal insert for good running characteristics. The underbody is specific to this type of car. The car has many separately applied details and 6 stacks of real wood for a prototypical load. Length over the buffers 22.9 cm / 9". DC wheel set 4 x 700580.

**Model:** The car has type Y 25 trucks. It also has a metal insert for good





# Flat Cars.



## 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 700580.



## 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 Y 25 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 700580.





# Auto Transport Cars.

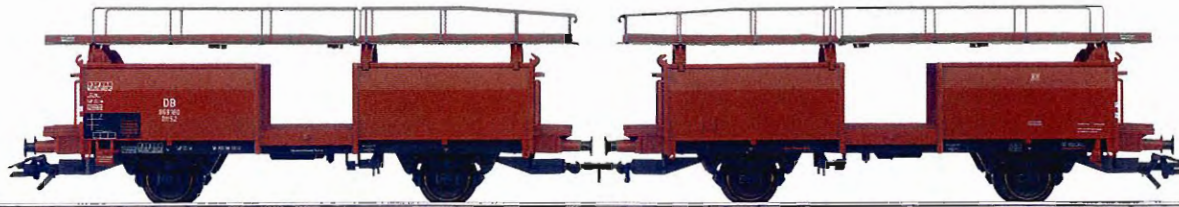


## 46121 Auto Transport Car.

**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 700580.

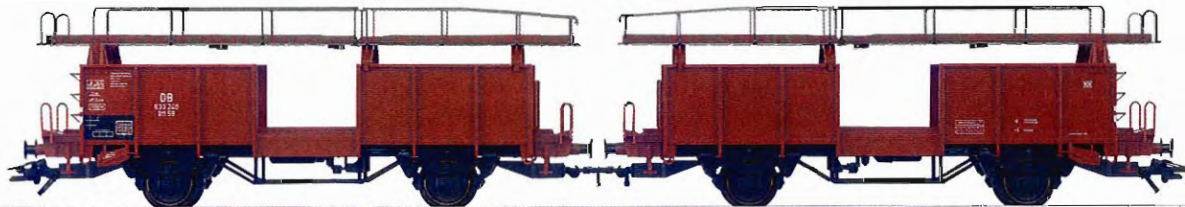


## 46131 Auto Transport Car.

**Prototype:** German Federal Railroad (DB) type Offs 59 (Laees 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 700580.



*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.*



## 4712 Double Auto Transport Car.

**Prototype:** German Federal Railroad (DB) type Laecks 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 700580.





# Hopper Cars.



00775 Set with 12 Freight Cars in the Display  
"Der Lange Heinrich"/"Long Henry".

Prototype: German Federal Railroad (DB) type Fads-50/  
OOtz high capacity hopper car. Used in unit trains to  
transport ore between Emden and Rheine. Late Era III.

Model: The saddle, frame, and end platforms for the  
cars are made of metal. The cars have different lettering  
and car numbers. The load inserts have a layer of real  
scale sized iron ore. The cars are weathered.  
Length over the buffers for each car 13.3 cm / 5-1/4",  
coupled together 159.60 cm / 62-13/16".

Each car comes individually packaged and marked.  
DC wheel set 700580, 4 x per car, 48 x per set.

One-time series.

Each loaded car from the display is available  
separately.





## HIGHLIGHTS

- The right add-on for the "Langen Heinrich" / "Long Henry", item no. 26536.
- Authentic looks with weathering and real ore.

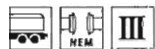


00775

37883



# 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 700600.



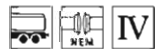
## 4626 Hopper Car with Hinged Roof Hatches.

**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 700280.



## 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 700580.





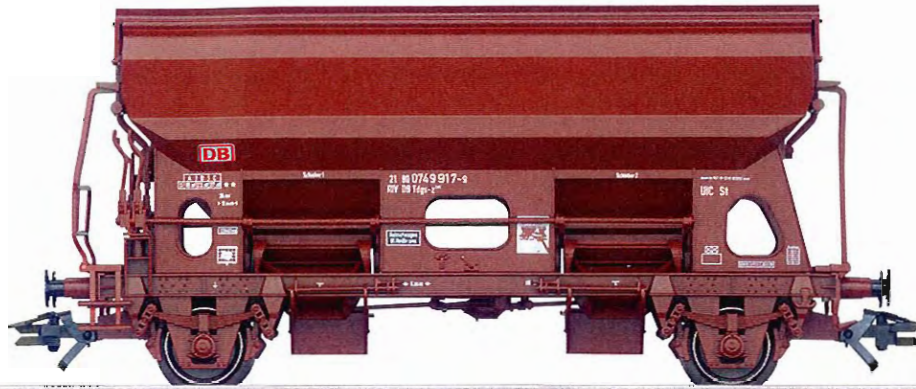


**46301 Hopper Car with Hinged Roof.**

**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 700580.



**HIGHLIGHTS**

- Hinged roof covers can be opened and closed.
- Car type ideal for unit trains.
- Very finely detailed construction.



**48102 Hopper Car.**

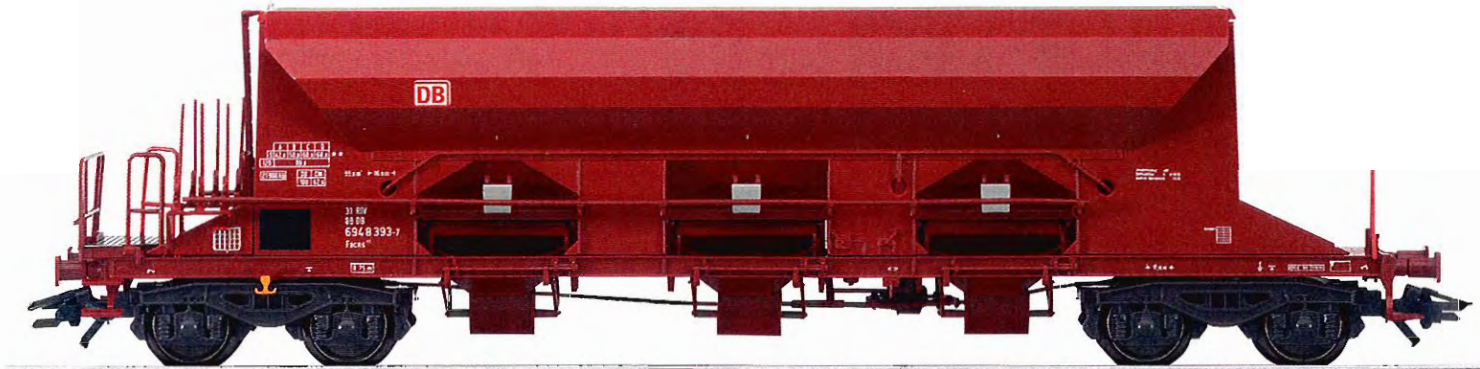
**Prototype:** German Railroad, Inc. (DB AG) type Facns 133.

**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 700580.





# Container Cars and High Side Gondolas.



## 47040 Flat Car Set.

**Prototype:** 2 German Federal Railroad (DB) type Sgs 693 four-axle flat cars for combination load service. Each car loaded with 2 convertible truck transport units. The cars and loads look as they did around 1992.

**Model:** The cars have Minden-Siegen type trucks. 1 flat car comes without brake wheels on the trucks, 1 flat car comes with brake wheels on one truck. The cars have metal, partially open frames. Each flat car is loaded with 2 convertible truck transport units. Stand supports

for the convertible truck transport units are included separately. Both cars have different car numbers. Total length over the buffers 45.8 cm / 18-1/8". DC wheel set 8 x 700580.

One-time series.

## HIGHLIGHTS

- New tooling for the type Sgs 693 for "Combination Load Service".
- Continuation of the car family with a length over the buffers of 19.90 meters / 65 feet 3-7/16 inches.



## 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 700580.



## 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 700580.







**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 700580.



© Daniel Hentschel



# 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.*



**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 700580.

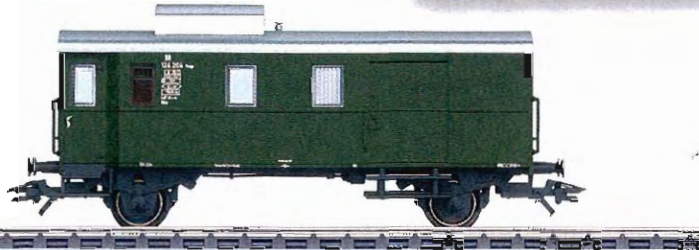


**46980 Freight Train Baggage Car.**  
**Prototype:** German Federal Railroad (DB) type Pwgs 41. Version with a cupola.

**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 700580.

## HIGHLIGHTS

- Important car for freight trains.
- New design: roof with cupola.



**45072 Repair Facility Car.**  
**Prototype:** German Federal Railroad (DB) maintenance car for use in a maintenance facility (Bw). Converted from an older mail car.

**Model:** Length over the buffers 11.0 cm / 4-5/16".  
 DC wheel set 2 x 700580.



## HIGHLIGHTS

- Suitable for all H0 track systems.
- Jörger System special felt pads for cleaning.
- Can be used continuously.



**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 700580.

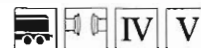




# The "Rollende Landstraße" / "Rolling Road".

*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.*



**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 432950.



**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 432950.





# The "Rollende Landstraße / Rolling Road".



**47415 Set with 8 Depressed Floor Flat Cars in the Display "Rollende Landstraße / Rolling Road".**

**Prototype:** Type Saadkms 690 special cars with 8 small wheel sets for transporting entire semi-truck rigs.

German Railroad, Inc. (DB AG) / Railion Germany cars. The cars look as they currently do in real life.

**Model:** The set has 2 end cars with hinged and removable buffer beams, and adapters for standard close couplers. Chock blocks for trucks and special coupling for depressed floor flat cars included. 2 special close couplers for coupling to locomotives and cars with standard close couplers.

Length over buffers for each car 23.2 cm / 9-1/8".

The set has 6 intermediate cars for driving the trucks through, and these cars have special snap-in depressed floor couplings.

Length per car 21.4 cm / 8-7/16".

Chock blocks for trucks are included with the cars.

All of the cars have different car numbers. 8 semi-truck rig models based on 4 different prototypes. All 16 units come individually packaged and marked.

Depressed floor flat cars: 47415-01 to 47415-08;

Semi-truck rigs: 47415-09 to 47415-12.

DC wheel set for one car 8 x 432950.

**One-time series.**

**All of the depressed floor cars and all of the truck models are available separately out of the display.**









# Sliding Tarp Cars and Sliding Wall Boxcars.

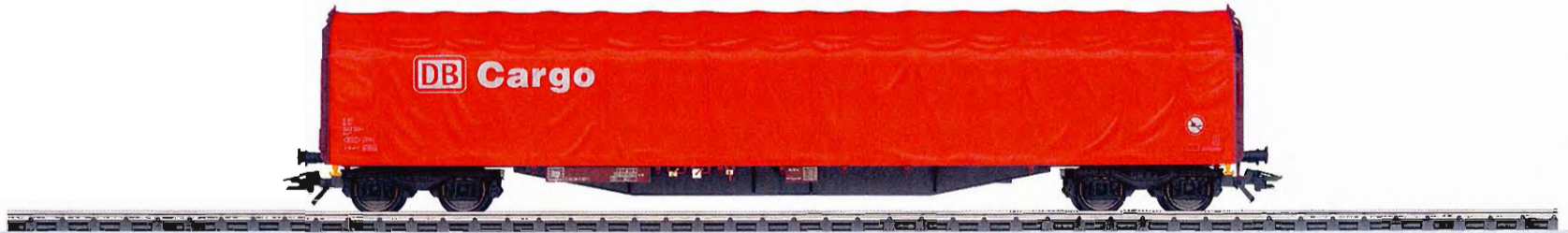


## 47002 Low Side Car with a Sliding Tarp Cover.

**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 Y 25 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 700580.



## 48056 High-Capacity Sliding Wall Boxcar.

**Prototype:** Type Habbins 15 high-capacity sliding wall boxcar. Privately owned car lettered for Transwaggon GmbH, Hamburg, Germany, used on the German Railroad, Inc. (DB AG). The car looks as it currently does in real life.

**Model:** The car has fixed sliding walls. It also has adjustable trucks and buffers. The car has type Y 25 welded trucks. Length over the buffers 26.7 cm / 10-1/2".  
DC wheel set 4 x 700580.

### HIGHLIGHTS

- New car body with a representation of ribbed sliding doors.





# Tank Cars.



**46528 Set with 6 Tank Cars.**  
**Prototype:** Standard design tank cars, used on the German Federal Railroad (DB). Older design with pressed-steel trucks, with a brakeman's cab or a brakeman's platform. 2 each privately owned cars painted and lettered for the petroleum oil firms DEA, Esso, and SHELL.

**Model:** The cars have special, smooth-running trucks. They also 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.

DC wheel set for each car  
4 x 32376004.

One-time series.

**HIGHLIGHTS**

- Different car numbers.
- Each car individually packaged.





# Tank Cars.



**46753 Tank Car Set and Truck.**  
**Prototype:** 2 privately owned tank cars lettered for VTG, Vereinigte Tanklager und Transportmittel GmbH / United Tank Farm and Transport, Inc., Hamburg, Germany. One car

with a brakeman's platform and brakeman's cab, and one with only a brakeman's platform. "Storck Karamellen" large format design on the cars. Used on the German Federal Railroad (DB), with user

markings DR Brit.-US-Zone. MB type L 6600 box truck with a box trailer. The cars and truck look as they did around 1950. **Model:** The platforms and ladders are separately applied. The cars

have different car numbers and lettering. Total length over the buffers 20.4 cm / 8-1/16". The truck model is painted and lettered for "Storck Karamellen". DC wheel set 4 x 700580.

One-time series.



**46470 Chemical Tank Car Set.**  
**Prototype:** 3 chemical tank cars with insulated tanks, used on the German Railroad, Inc. (DB AG), privately owned cars painted and lettered for the firm Eva, Eisenbahn-

Verkehrsmittel-AG, Düsseldorf, Germany. **Model:** The cars have detailed, partially open frames. The side sills on the cards have a flat profile. The trucks are based on the Minden-

Dorstfeld type. The cars have separately applied brakeman's platforms. They also have side ladders with a platform. The cars have different car numbers. Each car comes individually packaged and marked.

Total length over the buffers 43.8 cm / 17-1/4". DC wheel set 12 x 700580. One-time series.



## HIGHLIGHTS

- New tooling for tank car types with a length of 12.74 meters / 41 feet 9-9/16 inches.
- Newly developed insulated chemical tank.
- Can be run on industrial curves 295.4 mm / 11-5/8" or greater in radius.





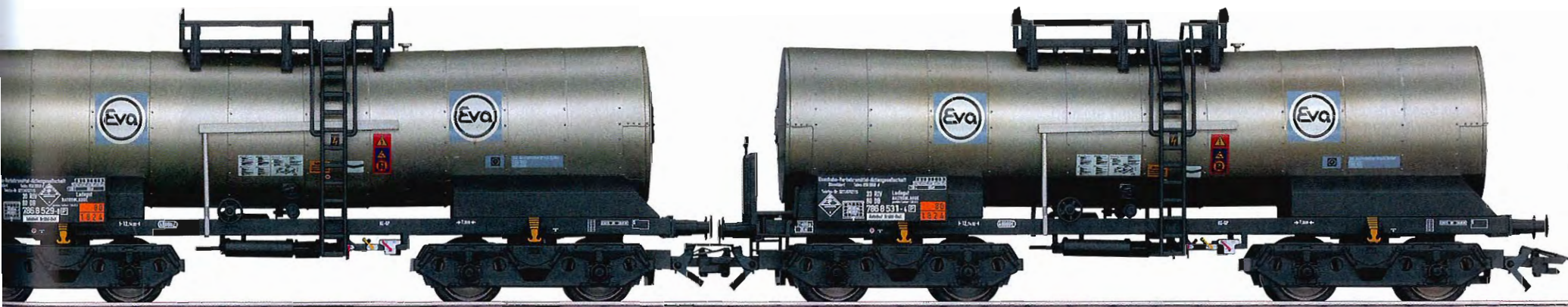
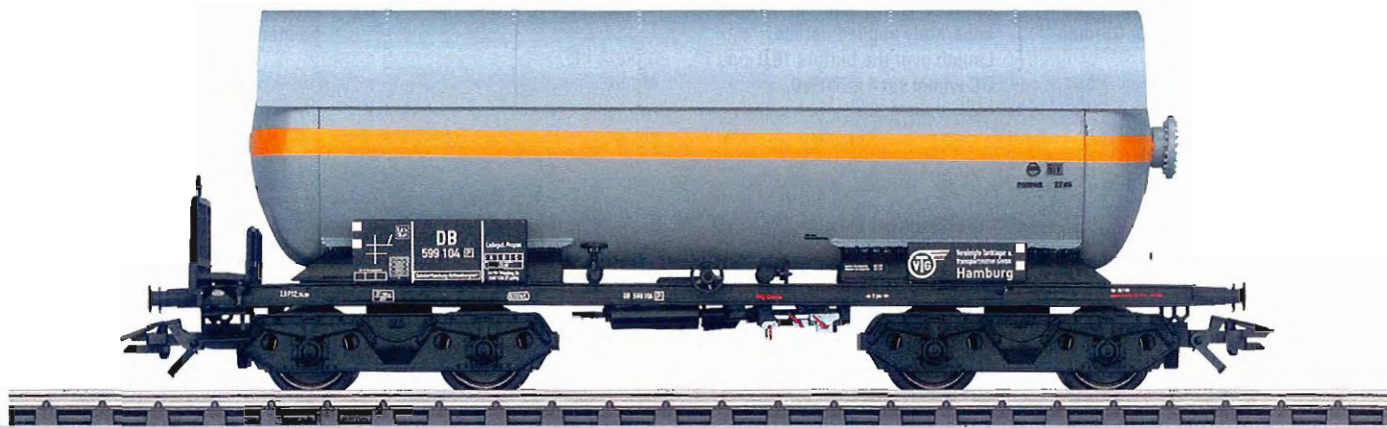
**46450 Tank Car.**

**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 700580.



46528

46450

46450

46450

39500



# Tank Cars.



## 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 700580.



## 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 700580.



## 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 700580.



## 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 700580.







**46460 Set with 3 Tank Cars.**

**Prototype:** Sulfuric acid tank cars, used on the German Railroad, Inc. (DB AG). Privately owned cars painted and lettered for the firm Aretz GmbH & Co., Krefeld, Germany. The cars look as they currently do in real life.

**Model:** The cars have detailed, partially open frames. The side sills are u-shaped sections with cable brackets. The trucks are a Minden-Dorstfeld design. The cars have separately applied work platforms. They also have separately applied brakeman's platforms. The cars

have different car numbers and come individually packaged. Total length over the buffers 43.8 cm / 17-1/4". DC wheel set for each car 12 x 700580.



**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 700580.



48056

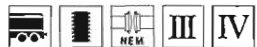
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# Torpedo Ladle Car.



## 48291 Torpedo Ladle Car.

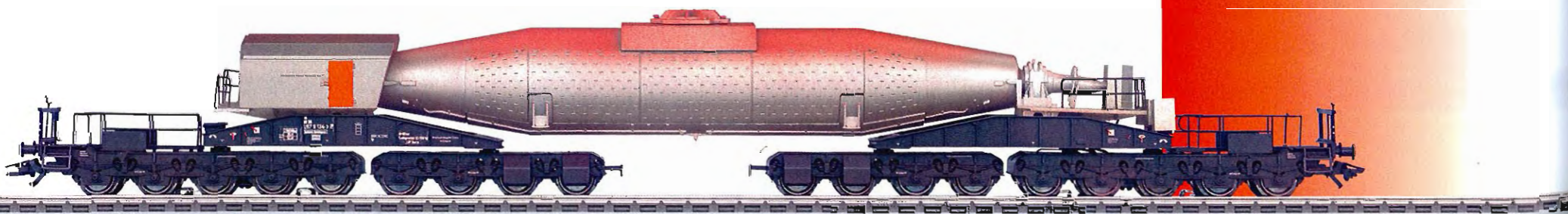
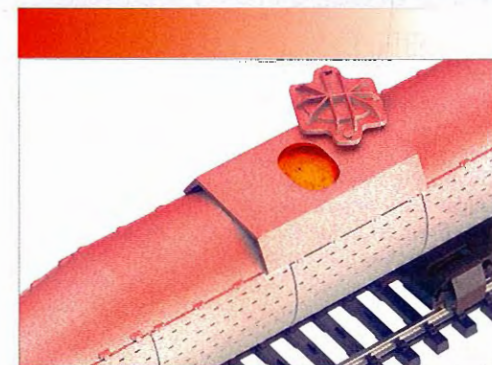
**Prototype:** Privately owned car, used on the German Federal Railroad (DB). Special car for transporting hot, molten crude iron.

**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.



## 48293 Torpedo Ladle Car.

**Prototype:** Privately owned car lettered for the firm Thyssen Krupp Stahl, used on the German Railroad, Inc. (DB AG). Special car for transporting hot, molten crude iron.

**Model:** The torpedo and the truck bridge assemblies are constructed of metal. The car has a built-in digital decoder, a mechanism for turning the torpedo, and a glowing light for the interior of the torpedo. The torpedo

can be controlled from a locomotive controller to turn to the right or the left. The adjustable delay or direct control can be controlled digitally. The glow of the crude iron comes from maintenance-free LED's that are conventionally operated and that can be controlled digitally. The cover for the upper opening on the torpedo can be removed from the car. The handrails are finely reproduced. Length over buffers 39.0 cm / 15-3/8".

One-time series.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Light Function1	x	x	x	x
Direct control		x	x	x

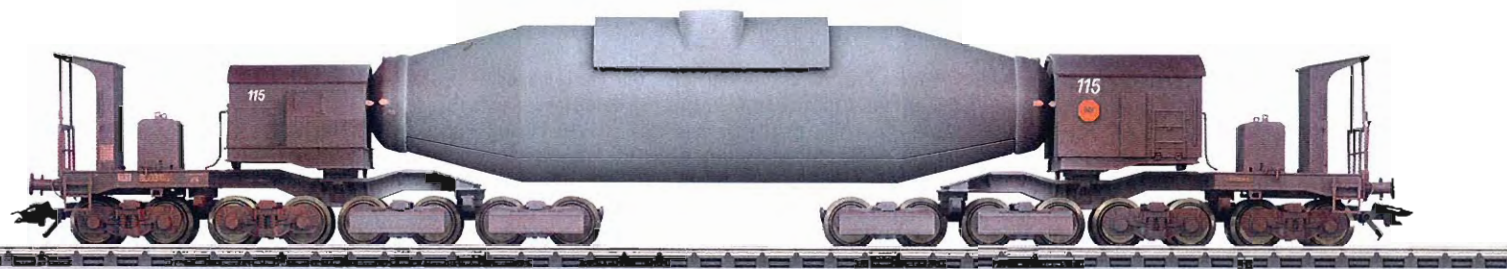
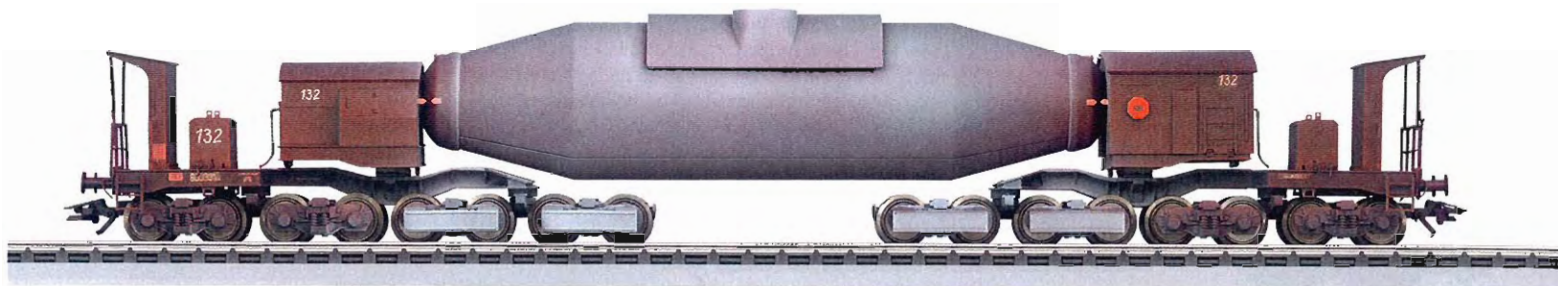




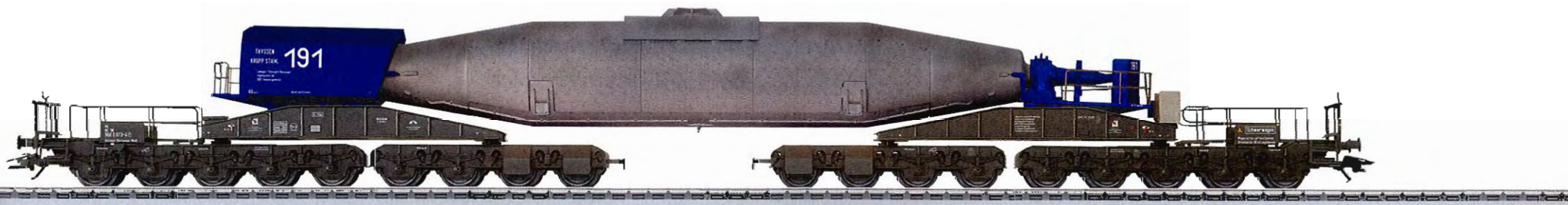
**48292 Set with 2 Torpedo Ladle Cars.**

**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 320552.



One-time series.





# Switzerland.



## 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 432950.



## 47456 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 HUPAC S.A. Loaded with convertible truck transport units and 20 foot containers.

**Model:** The cars' 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. One car is loaded with two 20 foot tank containers, one car is loaded with two convertible truck transport units, and one car is loaded with two 20 foot containers. The loads can be removed from the cars. The cars have different car numbers and the loads have different registration numbers.

The cars and the loads come individually packaged.

Total length over the buffers 56.9 cm / 22-3/8".

DC wheel set 12 x 320577.







**48055 High-Capacity Sliding Wall Boxcar.**  
**Prototype:** Swiss Federal Railways (SBB/CFF/FFS) type Habbiilns. Version painted and lettered for SBB Cargo AG, Basle, Switzerland.  
**Model:** The car has fixed sliding walls. It also has adjustable trucks and buffers. The car has an additional hand wheel of the frame for setting the brakes. The car has type Y 25 welded trucks.  
 Length over the buffers 26.7 cm / 10-1/2".  
 DC wheel set 4 x 700580.

## HIGHLIGHTS

- New car body with a representation of ribbed sliding doors.



### 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 320577.



# Austria.



## 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 700580.

Another model of the same type of car is available from Trix: Item no. T24512.



## HIGHLIGHTS

- Detailed containers with different registration numbers.



## 47009 Sliding Tarp Car.

**Prototype:** Type RiIns. Privately owned car lettered for the Austrian freight forwarder Spedition Delacher + Co Transport GmbH, used on the Austrian Federal Railways (ÖBB). 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 Y 25 trucks. It also has a metal insert for good running characteristics. The underbody is specific to this type of car. The car has many separately applied details and a representation of a close tarp.

Length over the buffers 22.9 cm / 9".

DC wheel set 4 x 700580.



# France.



## 46766 Wine Barrel Car.

**Prototype:** Barrel car lettered for the firm Paul Chabbert, Compagnie des Wagons Foudres Beziers, used on the French State Railways (SNCF). The car looks as it did around 1949.

**Model:** The car has permanently mounted barrels of real wood. The car has many separately applied details.

Length over the buffers 9.3 cm / 3-11/16".

DC wheel set 2 x 700580.

One-time series.



## 46092 Set with 6 Freight Cars.

**Prototype:** 6 different French State Railways (SNCF) high side gondolas for transporting coal. 2 type TTu cars, 1 type TTuf car, 1 type To car, and 2 type Tof cars. The cars look as they did at the end of the Forties.

**Model:** There are 6 cars, 2 each with a brakeman's cab, 2 each with only a brakeman's platform, and 2 each without a brakeman's cab or a







**46329 Set with 3 Hopper Cars.**  
**Prototype:** 2 high-capacity hopper cars with smooth side walls, and 1 high-capacity hopper car with rounded side walls for transporting grain (Cerealier), used on the French State Railways (SNCF) high side gondolas for transporting coal. Privately owned car types in the "Granit" light blue paint scheme.

**Model:** The cars have metal inserts for a low center of gravity and smooth running. The cars have many separately applied details. They also 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.



brakeman's platform. The cars have different car lettering. The car bodies are weathered. The cars have load inserts with a layer of real coal.

Total length over the buffers 49.6 cm / 19-1/2".  
 DC wheel set 12 x 700580. .

This car set goes well with the class 150 X locomotive set, item no. 37887.



46092

37887



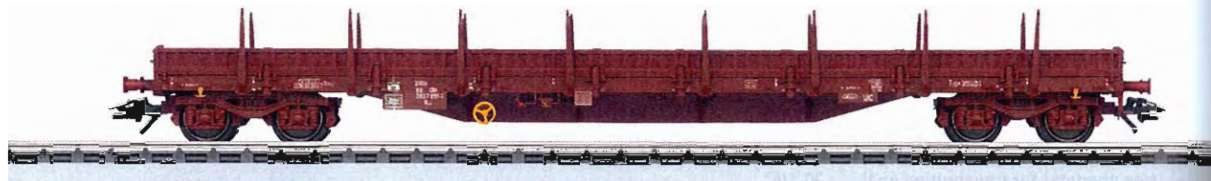
# Belgium.



47011 Set with 2 Low Side Cars.

**Prototype:** Belgian State Railways (NMBS/SNCB) type Res Type 3514 D1. 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. 1 car with a parking brake and the hand wheel for it and 1 car without a parking brake.

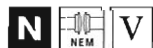
**Model:** Each of the cars has a different car number, and the cars come individually packaged. The cars have type Y 25 trucks. They also have a metal insert for good running characteristics. The underbodies are specific to this type of car. The cars have many separately applied details. Total length over the buffers 45.9 cm / 18-1/16". DC wheel set 8 x 700580.



One-time series.



# Luxembourg.



47010 Set with 2 Sliding Tarp Cars.

**Prototype:** Luxembourg State Railways (CFL) type Riis, leased to the Dutch State Railways (NS). European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches.

**Model:** The two cars have different car numbers and come individually packaged. The cars have type Y 25 trucks. They have metal inserts for good running characteristics. The underbodies have details specific to this type of car. The cars have many separately applied details.

Total length over the buffers 45.9 cm / 18-1/16".  
DC wheel set 8 x 700580.

One-time series.





# The Netherlands.



## 46254 High Capacity Hopper Car.

**Prototype:** Dutch State Railways (NS) type Fals high capacity hopper car. Version with type Y 25 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.



# Sweden.



## 47454 Set with 2 Loaded Deep Well Flat Cars.

**Prototype:** 2 Swedish State Railways (SJ) four-axle standard design deep well flat cars. Each car loaded with two 20 foot containers lettered for the firm Volvo.

**Model:** The cars' 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. Each car is loaded

with two 20 foot containers. The cars have different car numbers and the loads have different registration numbers. The containers can be removed from the cars. Length over the buffers 37.8 cm / 14-7/8".

One-time series.



47454

47454

47454

39894



# USA.



## 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 320552 (NEM),  
4 x 320389 (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 320552 (NEM)  
4 x 320389 (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.



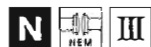
Products bearing (insert marks, e.g. Southern Pacific, Union Pacific, Chicago and North Western) are made under trademark license from the Union Pacific Railroad Company.



# Museumcar.

Preservative ...

*The firm Hengstenberg in Esslingen was founded in 1876 out of a factory for pickled canned food. The firm's concept has been and is high quality food without additives using preservative preparation: Hengstenberg was instrumental in the introduction of the purity law for vinegar made from wine.*



**48008 Museum Car Set for 2008 "Hengstenberg".**

**Prototype:** Privately owned barrel car painted and lettered for the firm Rich. Hengstenberg, Esslingen am Neckar, Germany, used on the German Federal Railroad (DB). The car has a brakeman's cab. Magirus "Mercur" curved hood truck with a flatbed and a tarp.  
**Model:** The barrels are made of real wood and are individually imprinted with historic themes from the firm Rich. Hengstenberg. The car has separately applied destination boards.

Car length over the buffers 10.1 cm / 4".

The truck model is constructed mostly of metal with separately applied plastic details, also painted and lettered for the firm Rich. Hengstenberg. DC wheel set 2 x 700630.

**One-time series. Only available at the Märklin World of Adventure in Göppingen.**



**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 700580.

**Special model for the Märklin Museum.**



# Special Cars.



**48508 Märklin Magazin Annual Car for 2008.**  
**Prototype:** German Federal Railroad (DB) type Bt 10 flat car with a brakeman's platform, for containers. Loaded with 3 type Efkr Pa containers for fine bulk material.

**Model:** The car is painted and lettered in a Märklin Magazin design. The car has separately applied destination boards. The containers are removable and have different registration numbers. Length over the buffers 11.4 cm / 4-1/2". DC wheel set 2 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.

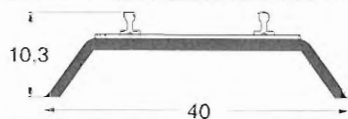
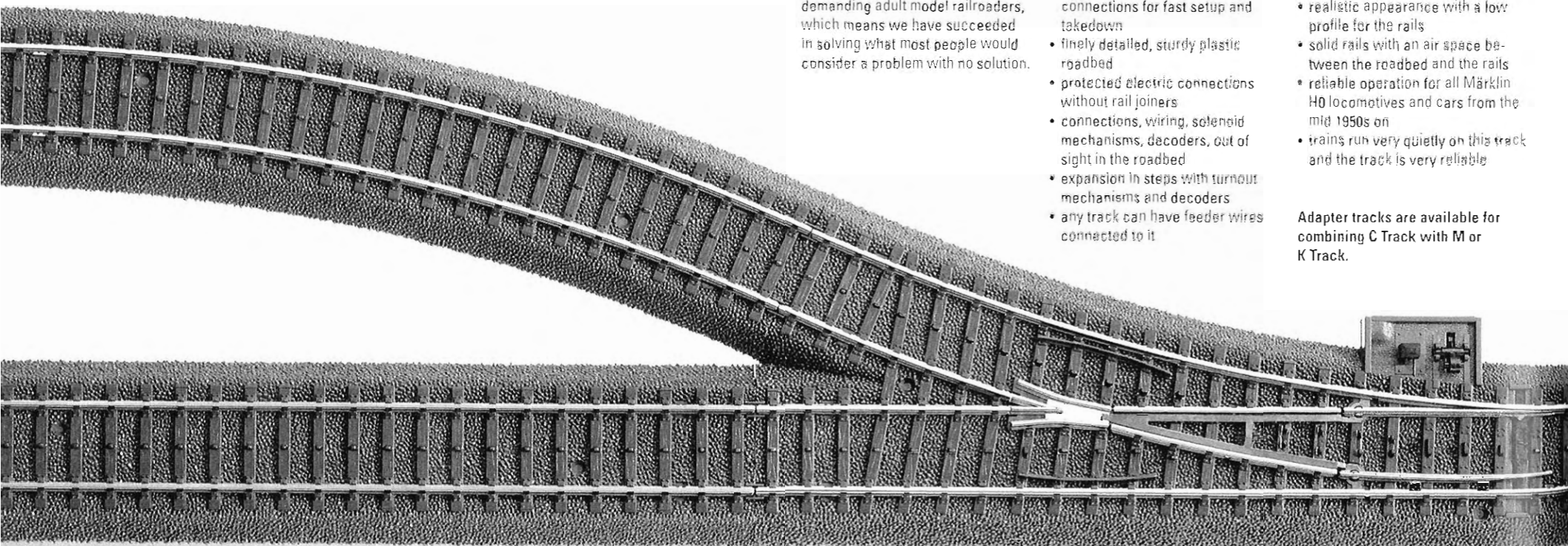
It will satisfy children as well as demanding adult model railroaders, which means we have succeeded in solving what most people would consider a problem with no solution.

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.

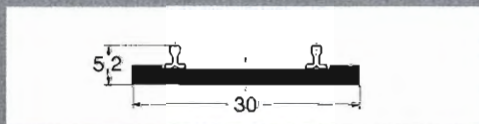
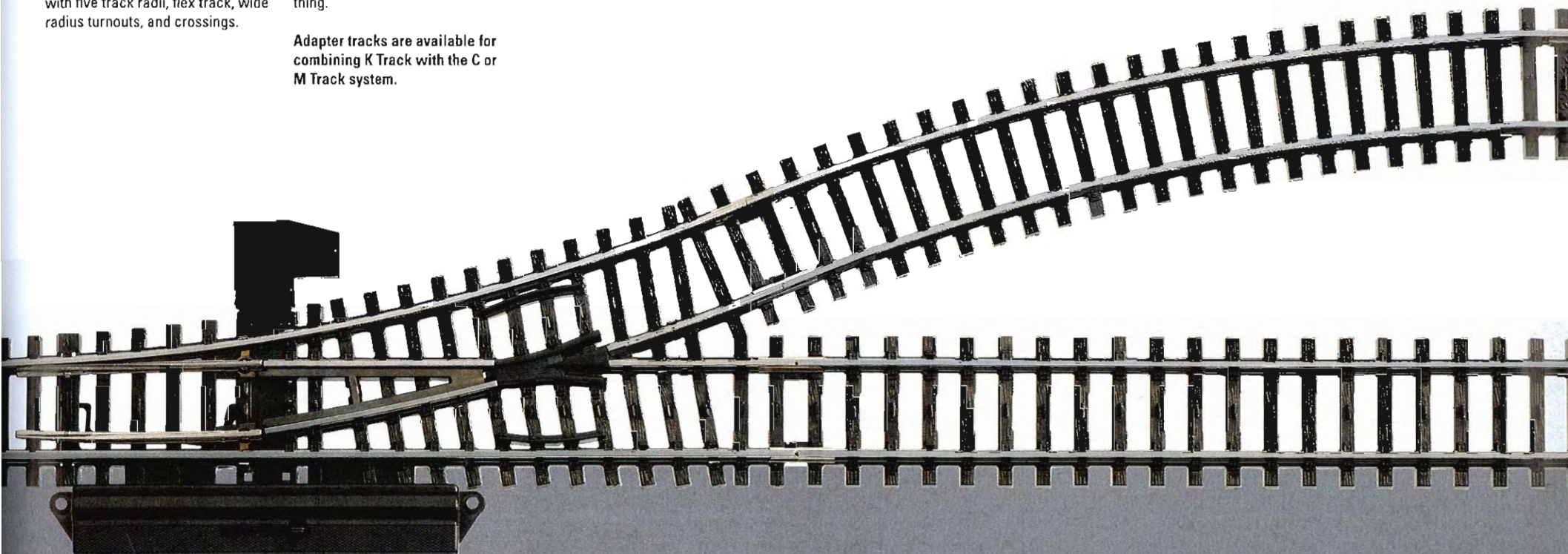


**K Track.**

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.

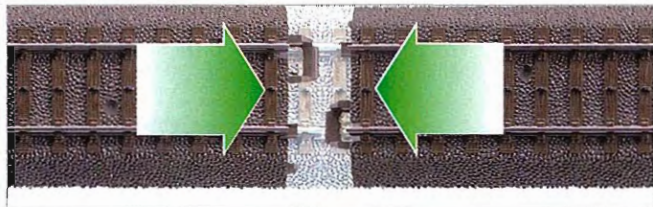
The 24922 adapter track enables you to combine K Track and C Track.

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 loads.

## The Track to Meet Most People's Demands.



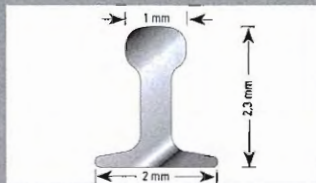
### The Roadbed.

The roadbed for the track has a striking ballast structure in the color of aged basalt ballast. The width of the roadbed (40 mm / 1-9/16") enables any and all track combinations without the necessity of cutting the slope of the roadbed.



### The Striking Profile.

The solid running rails are made of very sturdy, rust-free stainless steel.

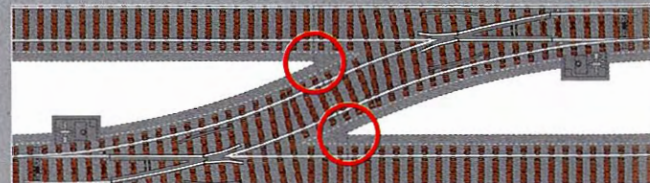


The cross section with a profile height of 2.3 mm / 3/32" (Code 90) closely corresponds to a scale rail size. The rails are prototypically mounted with an air space under the web of the rail.



### Track Roadbed with Ideal Dimensions.

The cross section for the track with its roadbed provides the proportions for a realistic track roadbed on a rail line. The full width remains preserved even at a turnout or a crossing. There is sufficient space between the tracks for catenary or signals.

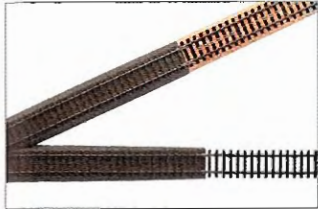


### The Finished Track Structure.

All C Track sections are ready to be used; they don't require any additional handling or processing. The track structure does not have to be cut and above all it does not have to be ballasted.



**The Track That Connects.**

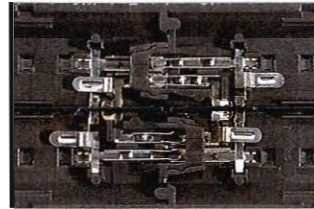


**The Märklin H0 System.**

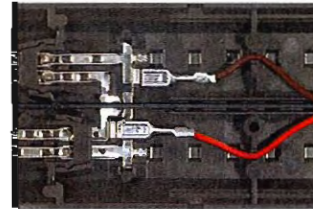
Compatibility of the Märklin track systems with each other (adapter tracks to M and K Track). Reliable center conductor operation. Common ground for the running rails and accessories. Control with conventional Märklin transformers, in Delta multi-train operation, or in the Märklin Digital System. Any 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.



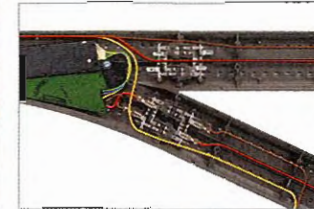
This keeps the track geometry for a layout in precise alignment without the need to fasten the track down.



**Integrated Feeder Connections.**

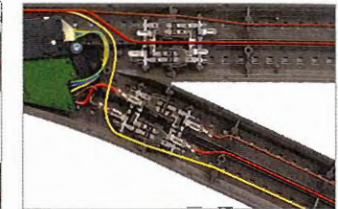
Instead of additional feeder tracks, with C Track every track section can be used for feeder wire connections to the layout. The feeder wire set with standard spade connectors can be plugged directly onto the contact fingers on the ends of each section of track.

**The Track with "Inner Values".**



**Space for All Sorts of Uses.**

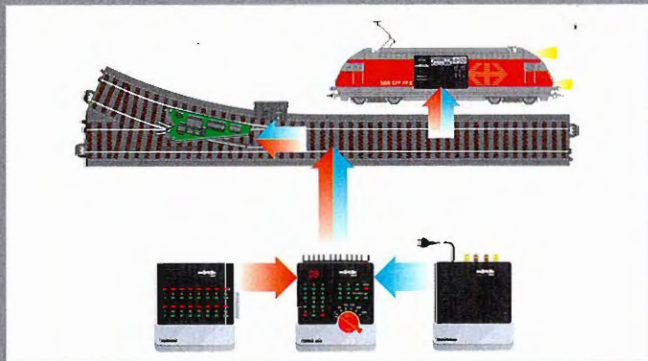
The roadbed for C Track offers all sorts of useful space which has been prepared for the installation of electrical and mechanical components as well as for incorporation of a layout's wiring.



**Digital Decoders on the Spot.**

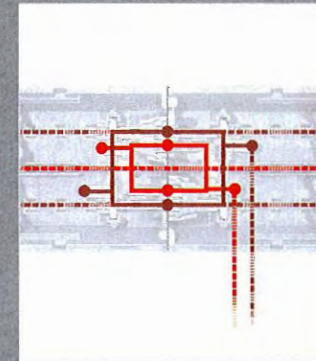
The small digital decoders for turnouts, signals, and other digitally controlled accessories can be installed under the roadbed.

**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 of digital layouts was taken into consideration right from the start in the design of C Track: continuous, reliable contact for transmission of rapid digital data.



# C Track – The Track with the Easy-to-Understand Geometry.

## The Different C Track Curves.

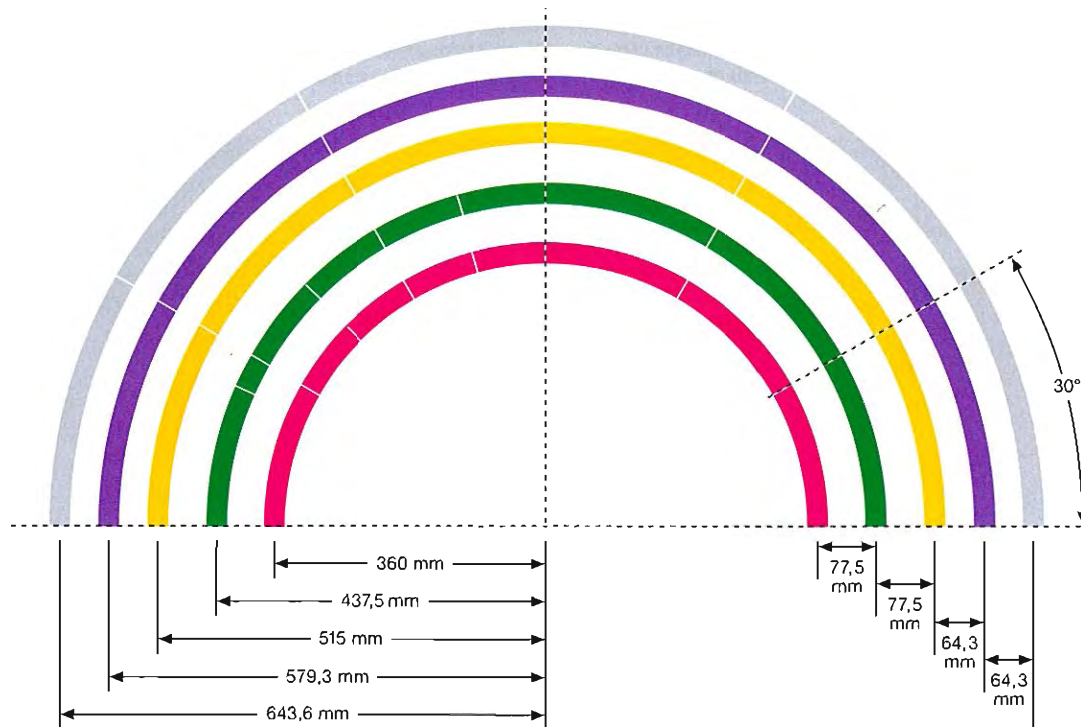
The standard C Track curve has the customary radius of H0 of 360 mm / 14-3/16" and an external diameter of 76 cm / 30".

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.

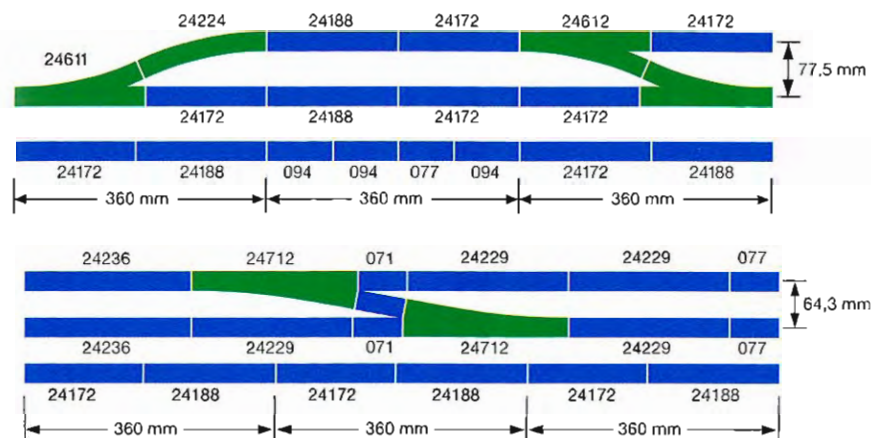
In addition, there are half and quarter sections for the first two sizes of curves (15° and 7.5°). The tracks (24.3° and 5.7°) required for turnout combinations come from the R2 parallel curve. The R4 and R5 curved track with the radii of 579.3 mm / 22-13/16 and 643.6 mm / 25-5/16" are made with a closer 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"**

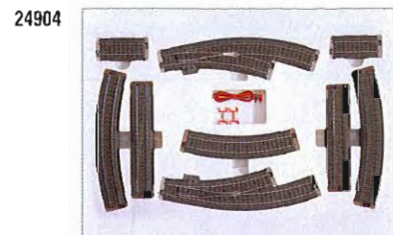
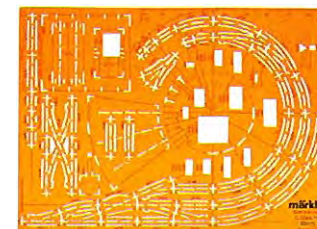
A generous and simultaneously space-saving basic track unit of 360 mm / 14-3/16" is used for building up track routes with C Track. This is the same in length as the length of a turnout combination and equals the length of the turnouts (188.3 mm / 7-13/32") and the length of the complementary curve (171.7 mm / 6-3/4"). Both lengths are available as straight track sections.

In addition, two partial lengths are provided: 94.2 mm / 3-11/16" (1/2 of 188.3 mm / 7-13/32") and 77.5 mm / 3-1/16" (extension of 94.2 mm / 3-11/16" to 171.7 mm / 6-3/4"). The function tracks (example: uncoupler track) are also 94.2 mm / 3-11/16" long. The second partial length is exactly the same as the parallel curve spacing (77.5 mm / 3-1/16"). The 236.1 mm / 9-5/16" long wide radius turnouts form combinations of 536.2 / 21-1/8" in length. There are other suitable lengths for this and for adding to the 360 mm / 14-3/16" basic track unit: 229.3 mm / 9", 70.8 mm / 2-13/16" and 64.3 mm / 2-9/16".

**02415 Track Planning Stencil for C-Track.**

For 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.



**C x C Extension Program.**

Extension sets for step-by-step expansion of a track layout from the basic set to an operating railroad.

**Planning Aids.**

**Track Planning on Your Computer.**  
60521 Märklin 2D/3D Track Planning Software.  
60523 3D 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.



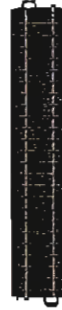
# Straight Track.



**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.**  
Length 188.3 mm / 7-13/32".



**24172 Straight Track.**  
Length 171.7 mm / 6-3/4".



**24094 Straight Track.**  
Length 94.2 mm / 3-11/16".



**24077 Straight Track.**  
Length 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.



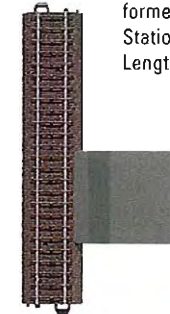
**24922 Adapter Track for K Track.**  
180 mm / 7-3/32".  
Enables transition from plastic track to C Track.



**24995 Contact Track Set.**  
Two straight track sections, each 94.2 mm / 3-11/16".  
Continuous 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°).







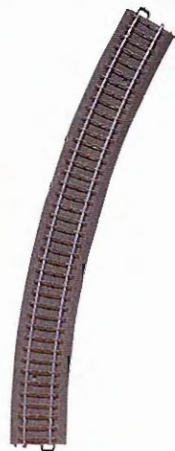
**24330 Curved Track.**  
R3 = 515 mm / 20-1/4" / 30°.



**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.



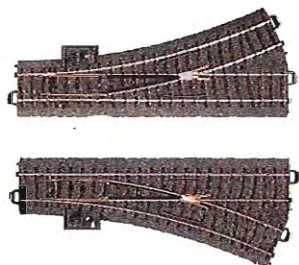


# Turnouts and Crossings.

## 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.

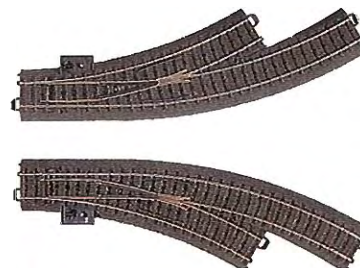
Length 188.3 mm / 7-13/32" / 2 x 24.3°. Connection dimensions on both sides are the same as 24611 / 24612 turnouts. Asymmetrical frog area with offset switch rails. Two hand levers included. Can be retrofitted with two 74490 electric mechanisms and two 74470 turnout lanterns. Digital operation is possible 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.

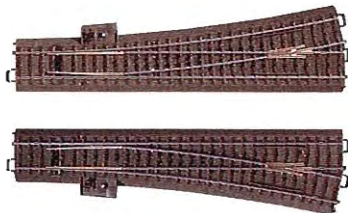


## 24711 Left Hand Wide Radius Turnout.

### 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.





Separately mounted, cast switch rails

Can be retrofitted with an LED turnout lantern

Prototypical built-up road-bed area at the location for the switch linkage

Intermediate rails made of shaped material

Continuous electrical contact from the switch rails to the frog

Inset metal frog 16°

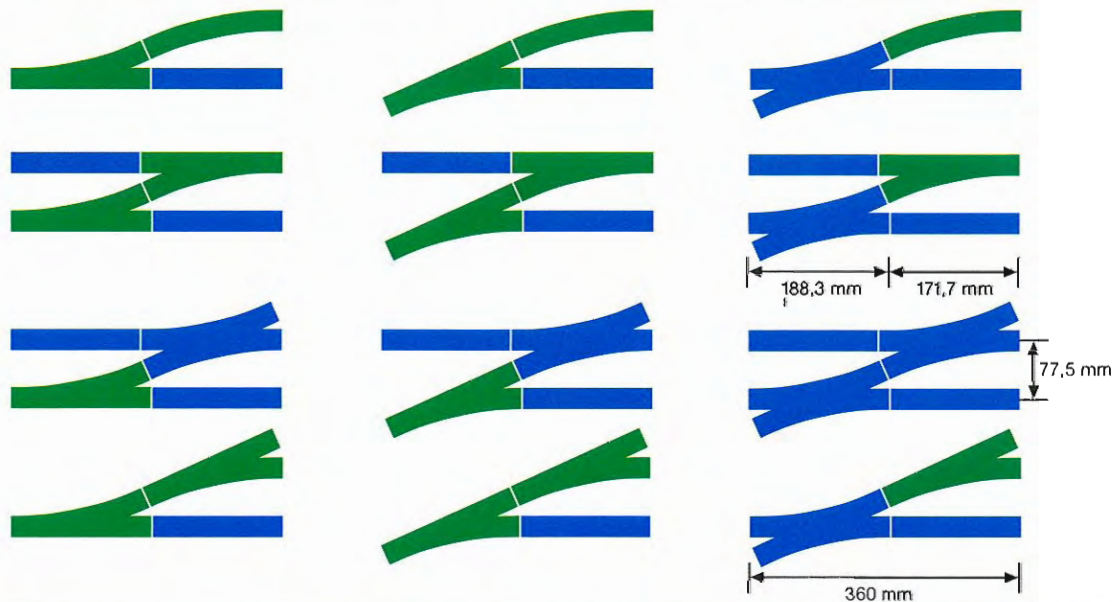
Turnout curve as a 24.3° section of a circle, radius 437.5 mm / 17-1/4"

### The Geometry for Turnouts and Crossings.

The turnouts and crossings in compact C Track program has the same length (188.3 mm / 7-13/32"), the same angle (24.3°), and the same connection dimensions with symmetrical legs. This allows you to install turnouts either straight or diagonal to a length of track or to replaced them with crossings or double slip switches without having to make changes to the rest of the track layout.

Right and left crossing are identical and do not require any additional extension sections on the diagonal side. This means a smaller number of track sections compared to M Track.

The length of the complementary curves is counter-balanced in all combinations with the same straight track (171.7 mm / 6-3/4"). Additional special adjustment sections are not needed.

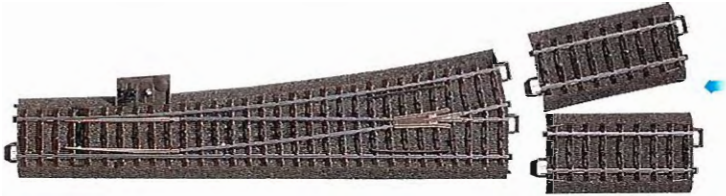








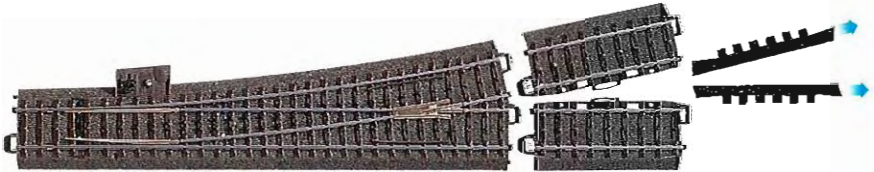
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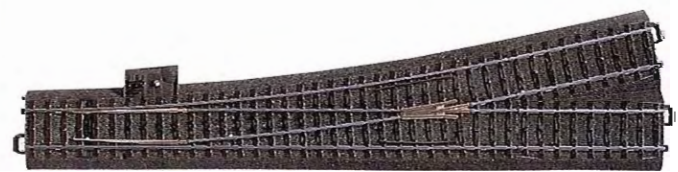
3.



2.



4.



**The Wide Radius Turnouts for C Track.**

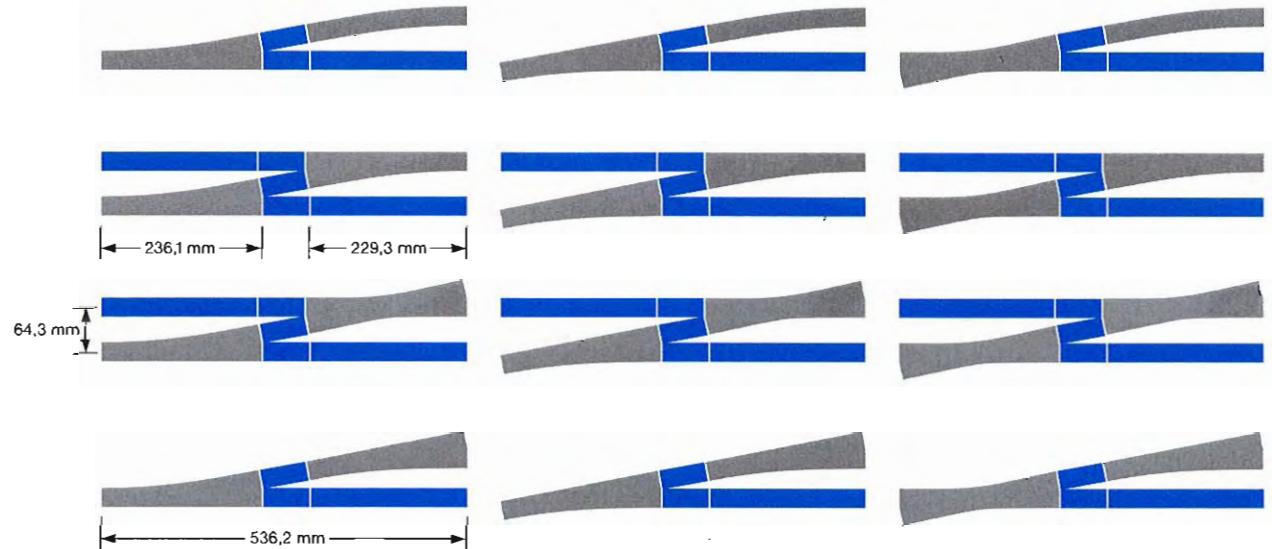
The purposeful further development of the C Track program is also giving the demanding model railroader generous track geometry for a prototypical appearance.

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.



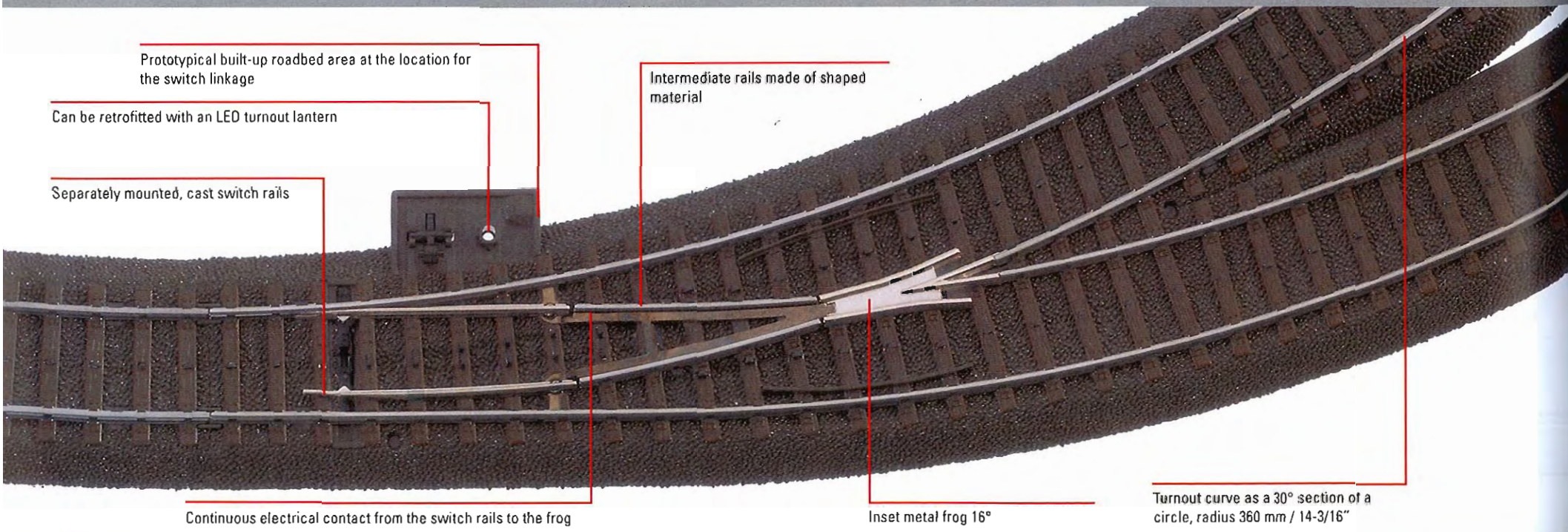
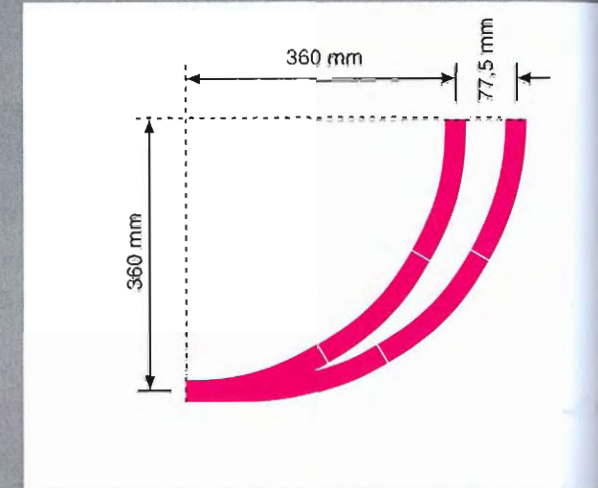
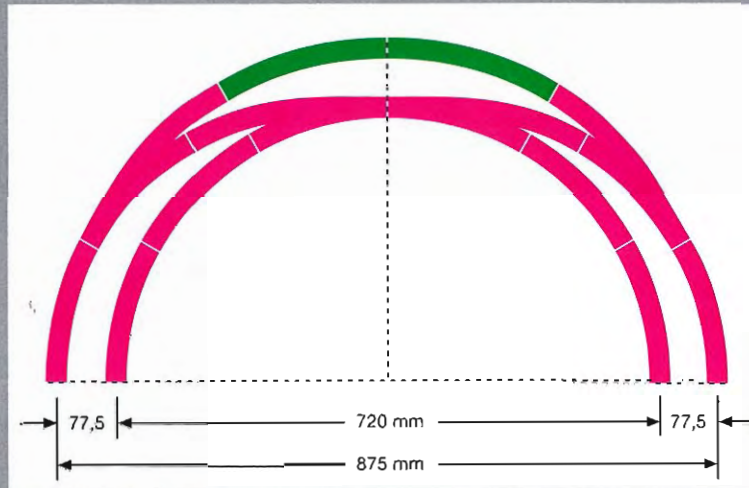


# Curved Turnouts.

## 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.



Prototypical built-up roadbed area at the location for the switch linkage

Can be retrofitted with an LED turnout lantern

Separately mounted, cast switch rails

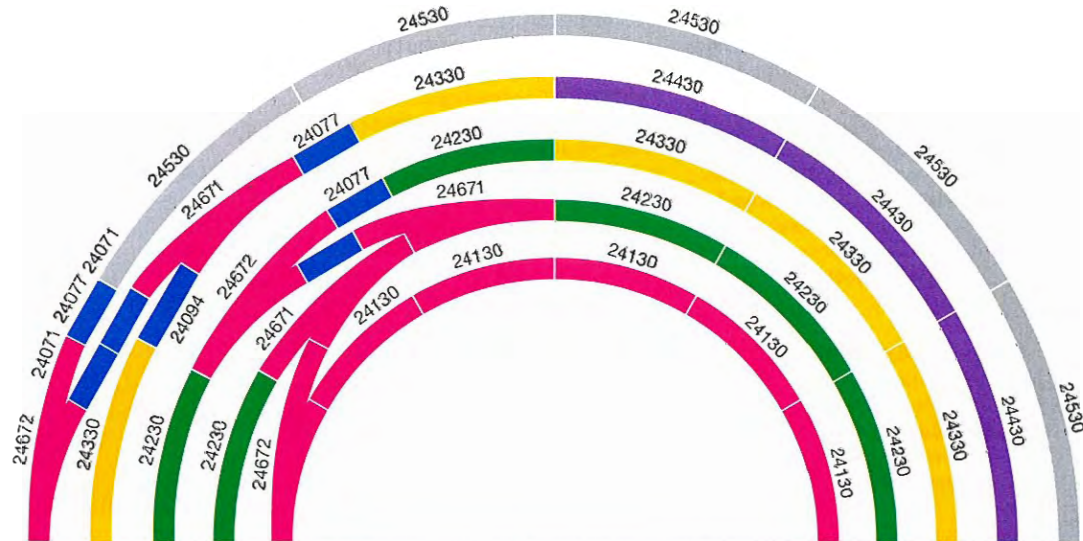
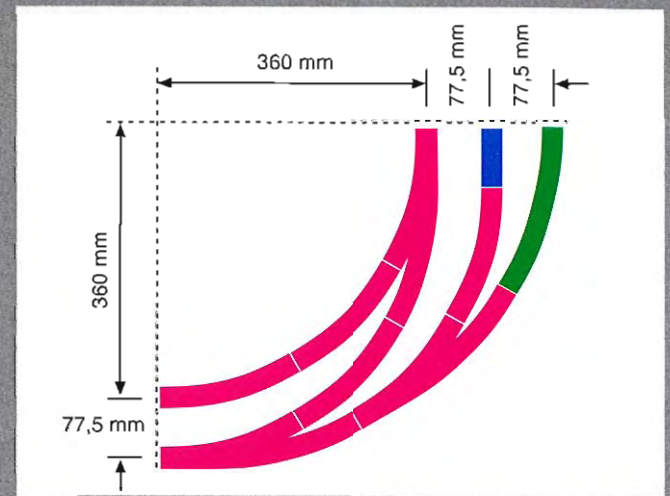
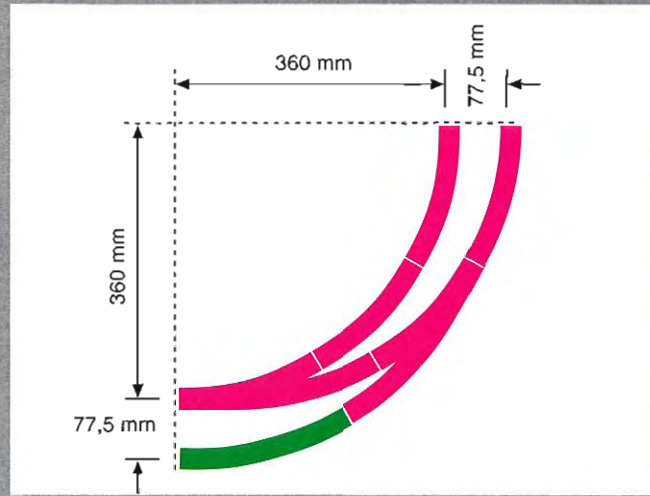
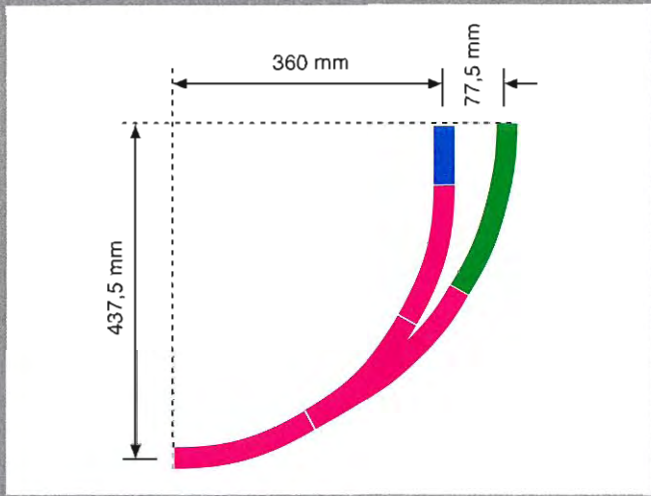
Intermediate rails made of shaped material

Continuous electrical contact from the switch rails to the frog

Inset metal frog 16°

Turnout curve as a 30° section of a circle, radius 360 mm / 14-3/16"





### Curved Turnouts on All Curves.

With the universal curved turnouts even two-track or three-track connections can be set up for the larger 24330 parallel curve. The roadbeds for the curved turnouts are cut out accordingly. Even the transition between the two large 24430 and 24530 curves is possible with practical and suitable connection dimensions. Since the elasticity of the roadbed is fully utilized with the inserted straight tracks, we recommend using these combinations on permanently mounted layouts.



# Turnouts and Electric 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.

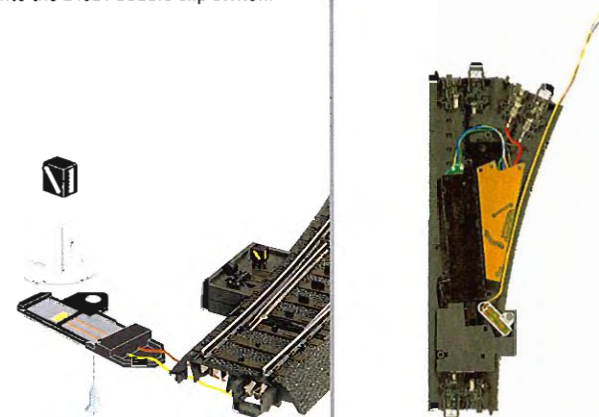
## 74470 Turnout Lantern Kit.

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 LEDs.

## Turnout lanterns with LED lights.

All of the C Track turnouts, with manual hand levers or electric turnout mechanisms, conventionally or digitally controlled, can be equipped with lighted turnout lanterns. The installation procedure is simple; the light insert also fits into the permanent lantern on the double slip switch. Maintenance-free miniature LED's make it possible to have a scale size for the lanterns.

**Note:** A permanent lantern with prototypical lighting is already built into the 24624 double slip switch.



## 74460 Digital Installation Decoder.

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 and 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-base-board 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.





**N**

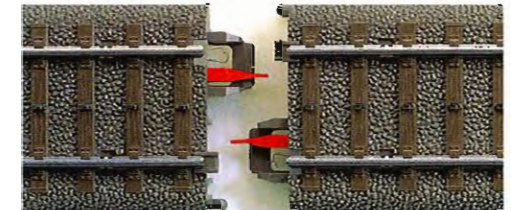
**74445 Digital Turnout Mechanism Set.**

Digital turnout mechanism set with a turnout lantern for installation in a left or right C Track turnout, item nos. 24611, 24612, 24711, 24712, 24671, or 24672. The set consists of a turnout mechanism, turnout decoder, turnout lantern, and installation instructions. This set is not designed for use with the 24630 three-way turnout.



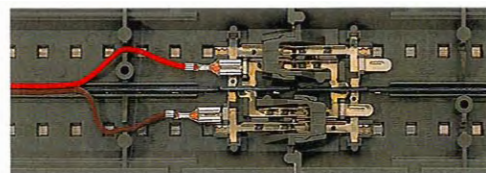
**74030 Center Rail Insulators.**

To separate power circuits or signal blocks. 8 pieces for 4 insulation points.



**74040 Feeder Wire Set.**

with spade connectors for C Track. Two-conductor. Red and brown wires. Length 1 meter / 39".



**74046 Feeder Wire Set**

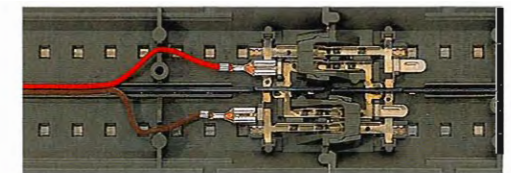
The feeder wire set comes with interference suppression and overload protection. It includes a circuit board with spade connectors for C Track and a red and a brown feeder wire. One feeder wire set is needed for each conventional track circuit. One 74046 feeder wire set should be installed in each track power circuit to protect against possible radio and television interference caused by locomo-



tives 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".

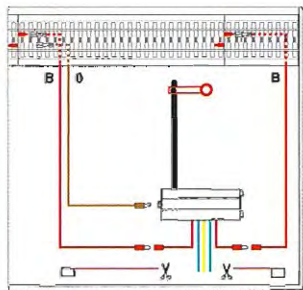




# Electric Accessories.

## 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.

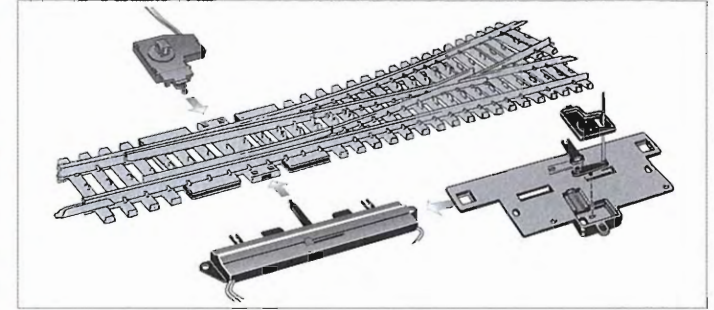
The compact turnout program offers a lot of action in a small area – the wide radius turnout program and flex track enable sweeping rail lines.



The flat track work is ideal for extended multi-track station layouts on the same level.

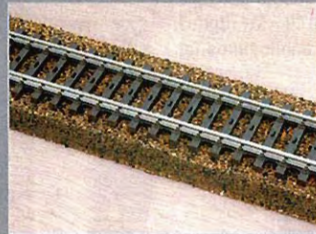
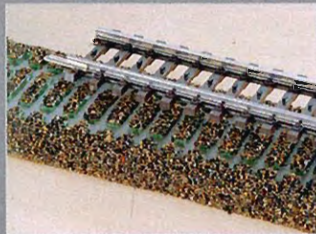


The mechanical hardware for the turnouts can be placed in a variety of ways: plug-in electric turnout mechanisms, below-the-baseboard installation, plug-in turnout lanterns.



## 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.

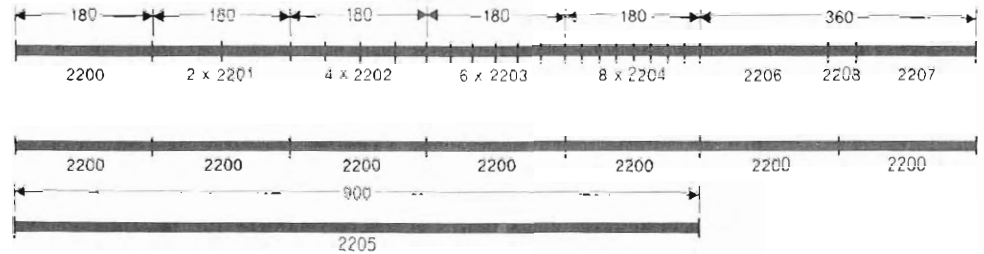


# Straight Track.

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 1/5 = 30 mm / 1-3/16".



**2204 Straight Track.**  
Length 1/9 = 22.5 mm / 7/8".

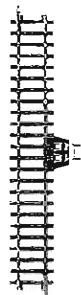




# Function Tracks.

## 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 7272/7272D 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'.

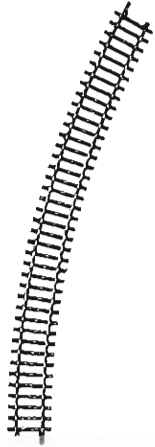


**2235 Curved Track.**  
Length 1/8 = 3° 45'.



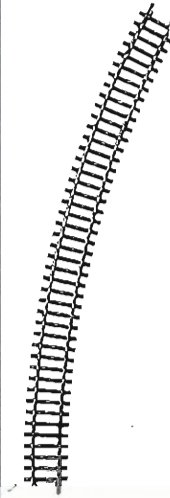


Large Curve I.  
Radius  
553.9 mm /  
21-13/16".



2241 Curved Track.  
Length 1/1 = 30°.

Large Curve II.  
Radius  
618.5 mm /  
24-3/8".



2251 Curved Track.  
Length 1/1 = 30°.

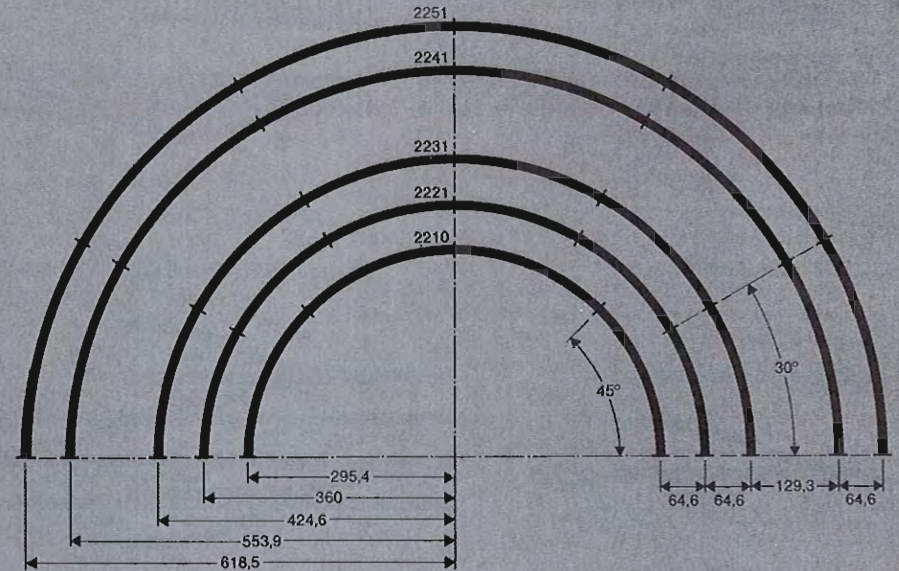
2274 Curved Track.  
Length 14° 26'.  
Complementary curve for  
2272/2273 turnout.



**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.

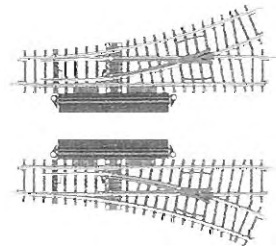
The electric turnouts, the double slip switch, the three-way turnout, and the curved turnouts have double solenoids for remote control. These turnouts can be operated with the 72710 or 72720 control boxes, the

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.

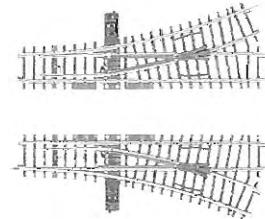
2262 Left Turnout (2261 L).

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".

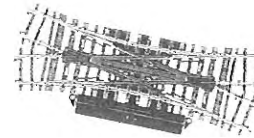


2265 Left Turnout (2264 L).

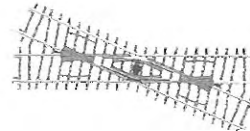
2266 Right Turnout (2264 R). Detachable hand lever included. Turnout branch 22° 30'. Branch same as 2232. Length of the straight side 168.9 mm / 6-5/8". A 7549 solenoid mechanism can be installed on these turnouts.



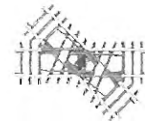
2260 Double Slip Switch. Detachable solenoid mechanism (7549) included. Crossing angle 22° 30'. Curve same as 2232. Length of the straight side 168.9 mm / 6-5/8".



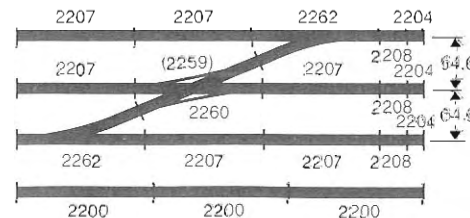
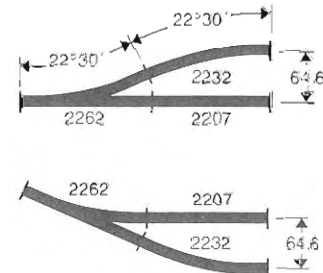
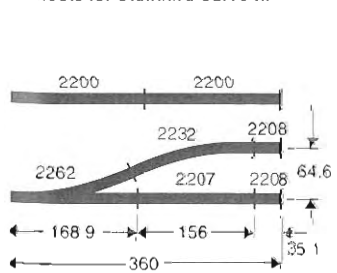
2259 Crossing. Crossing angle 22° 30'. Track length 168.9 mm / 6-5/8".



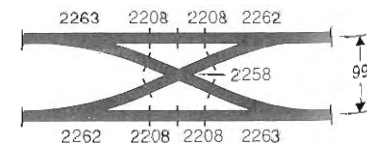
2258 Crossing. Crossing angle 45°. Track length 90 mm / 3-9/16".



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

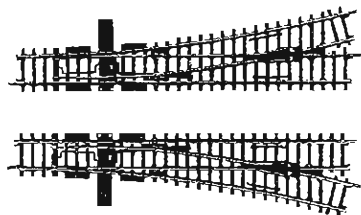
and on the double slip switch can be mounted on the right or the left and can easily be replaced by the 7549 electric turnout mechanism. The 22715, 22716 turnouts are set up with conventional guard rails.

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.**

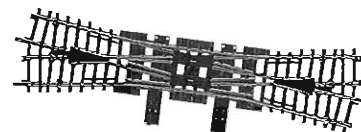
Detachable hand lever included. Fixed frog and guard rails. Length of the straight side 225 mm / 8-7/8". Turnout branch 14° 26'. Branch radius 902.4 mm / 35-1/2". A 7549 electric turnout mechanism can be installed on these turnouts.



**Wide Radius Turnouts and Crossings.**  
Radius 902.4 mm / 35-1/2".

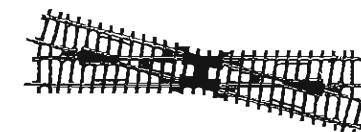
**2275 Double Slip Switch.**

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.

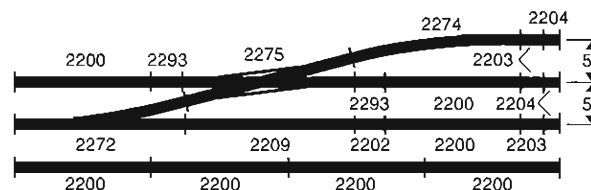


**2257 Crossing.**

Crossing angle 14° 26'. Track length 225 mm / 8-7/8".



**2275 Wide Radius Double Slip Switch or 2257 Crossing.**

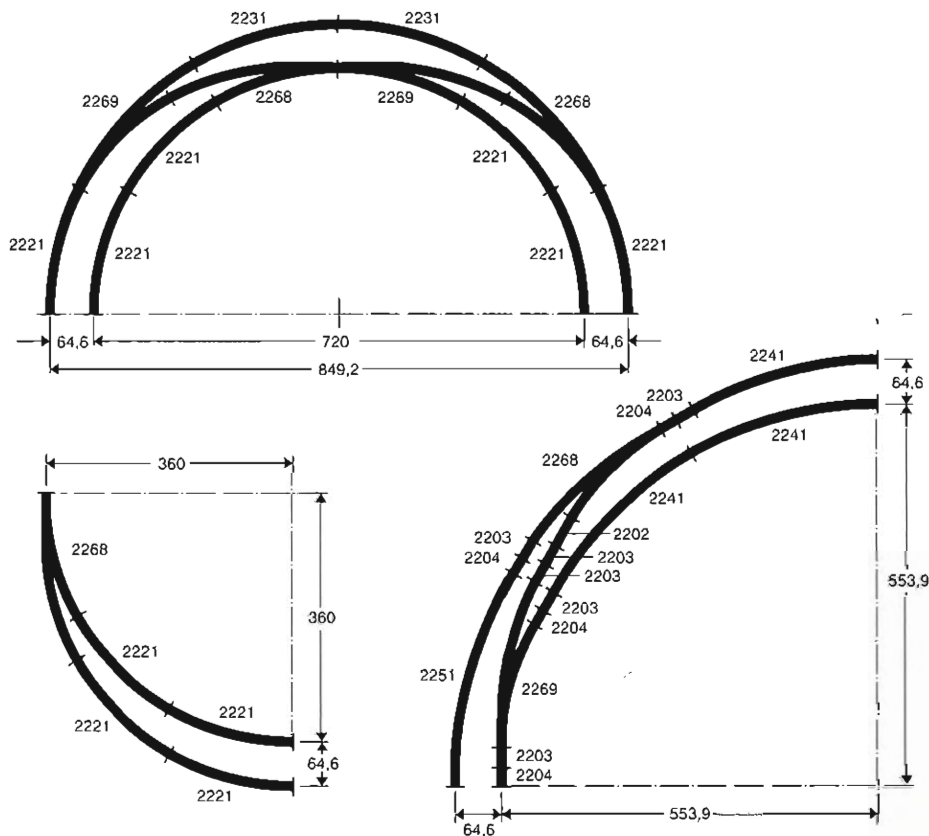




# Curved Turnouts and Three-Way Turnout.

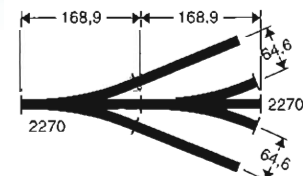
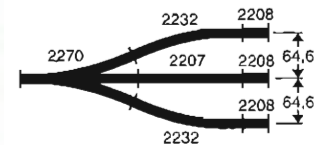
## Curved Turnouts.

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 turnout can also be used between the Large Curves I and II, when you add 2202, 2203 and 2204 adjustment sections.



## Three-Way Turnout.

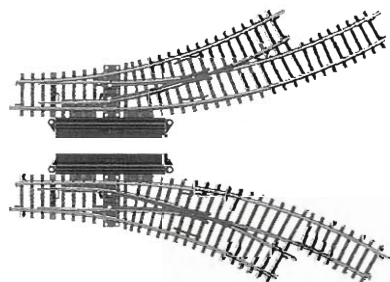
The three-way turnout combines a right and a left turnout in the space of a normal turnout. This saves space in yards and station areas. The three-way turnout has two double solenoid mechanisms for remote control. Both of the branch tracks have the same radius and length as the 2262 and 2263 turnouts. 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 hand 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.

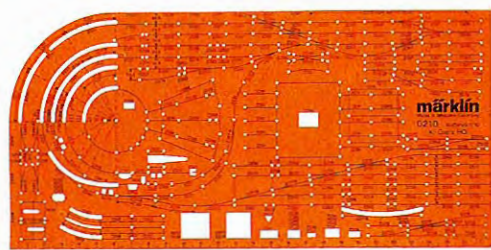


# K Track Accessories.

## 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.



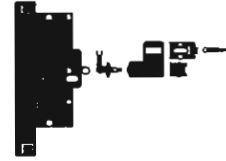
## 7547 Turnout Lantern Kit.

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 LEDs.



## 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.

**70012 Catenary Installation Jig.**  
This is 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.



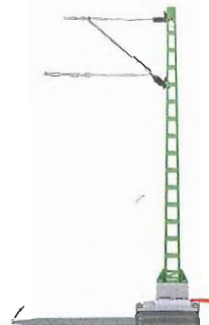
The masts for the H0 catenary are made of metal and have an integrated plastic base. The metal

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.

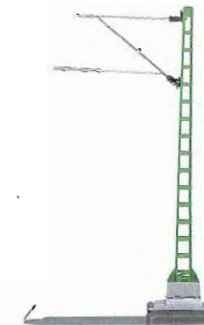
### 74121 Feeder Mast.

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.



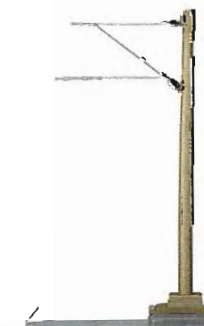
### 74104 Bridge Mast.

This is 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.

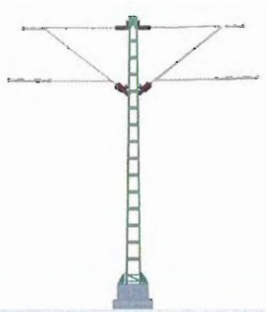
This is a metal round mast and has a metal hanger arm. A base with a mounting screw and a slide-on connection is included. An additional base as a clip for C Track is included. Feeder wire for C Track included.  
Height 100 mm / 3-15/16".  
5 pieces to a package.





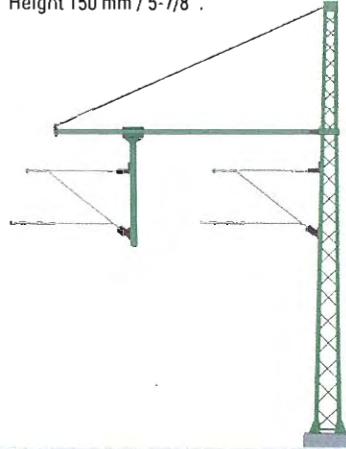
**74105 Center Mast.**

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.



**N**

**72070 Bracket for Hanger Arm.**

This is a bracket made of metal for mounting a 74151 single hanger arm on the 74142 tower mast. The bracket has 4 easily bent tabs for mounting the bracket on the mast. A package comes with 5 pieces.



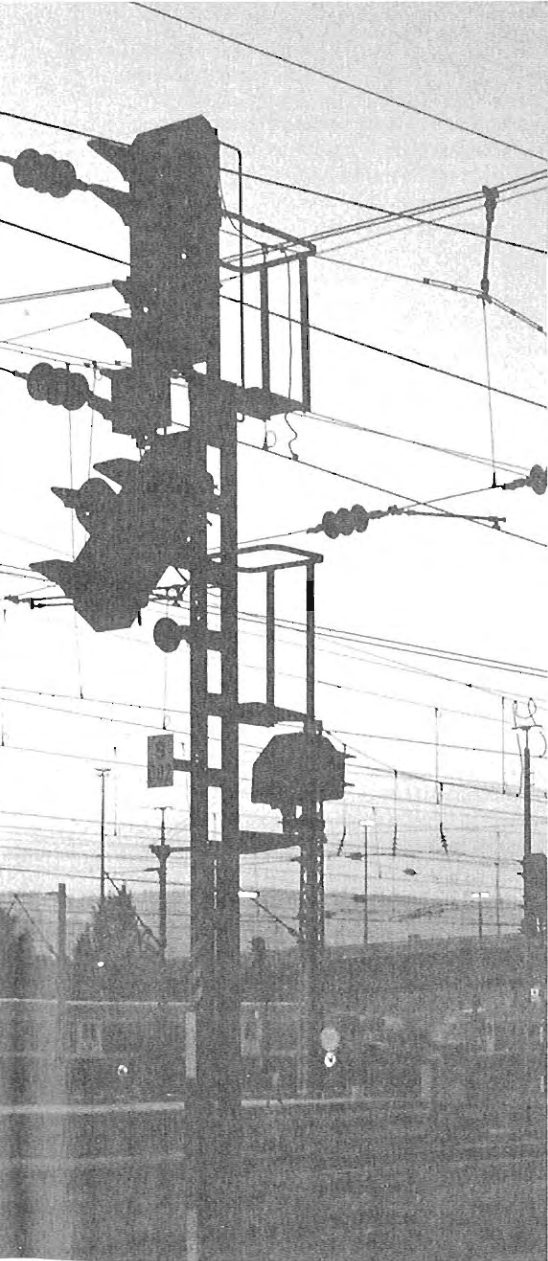
**74110 Mast Base.**

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.

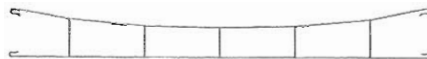
The catenary wire is made of welded steel wire. Length 172.5 mm / 6-13/16". Designed for curved track with a radius of 437.5 mm / 17-1/4" (C Track, M Track). 16 catenary wires are required for a circle, each one making up 22.5° of a curve. 5 pieces to a package.





**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.



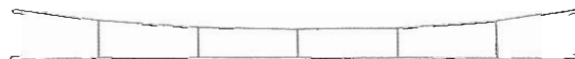
**70203 Catenary Wire.**

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.



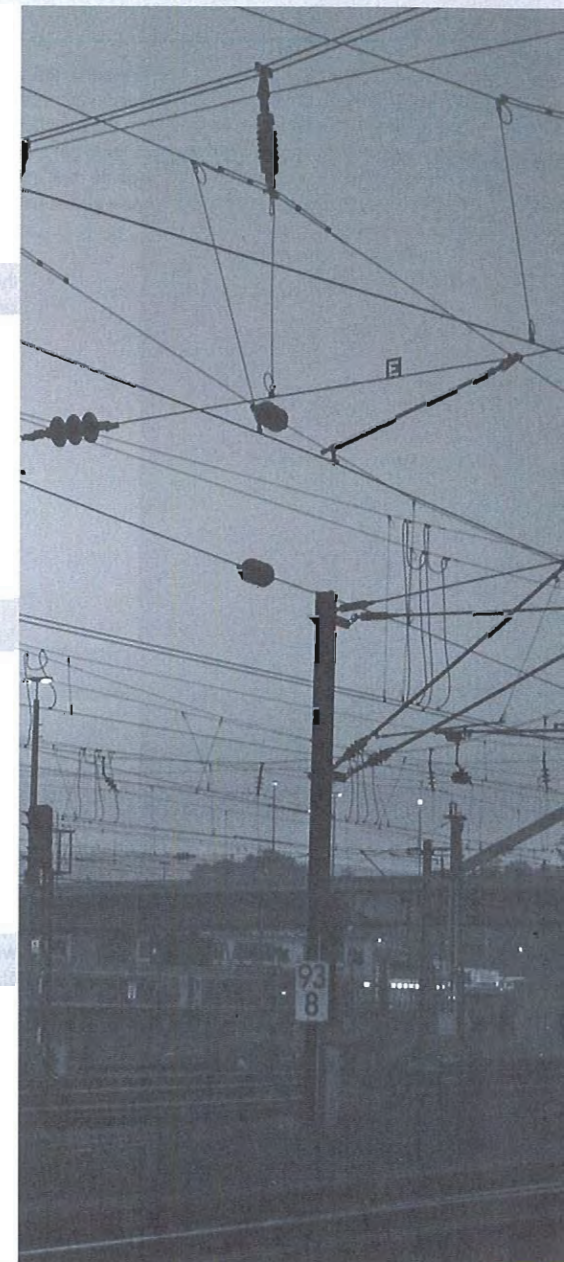
**70228 Catenary Wire.**

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.



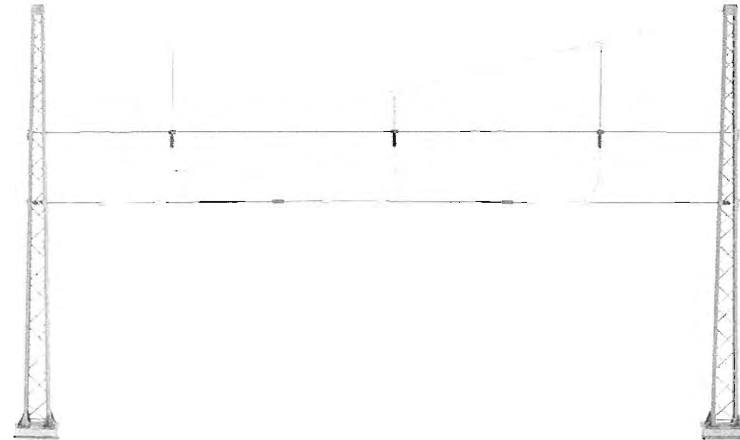


# Catenary.

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.

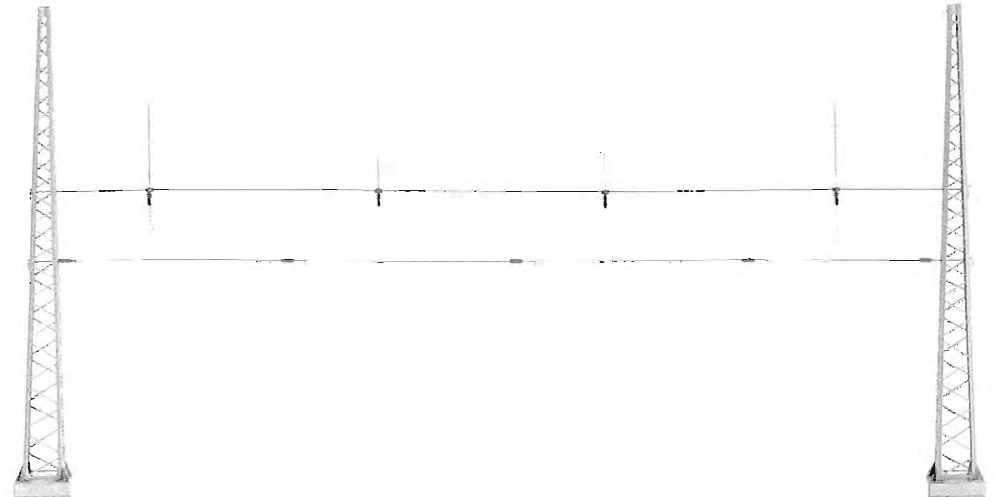
## 74131 Cross Span Assembly for 3 Tracks.

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".





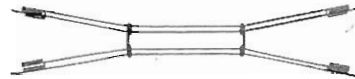
**70143 Catenary Transition Piece.**

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.



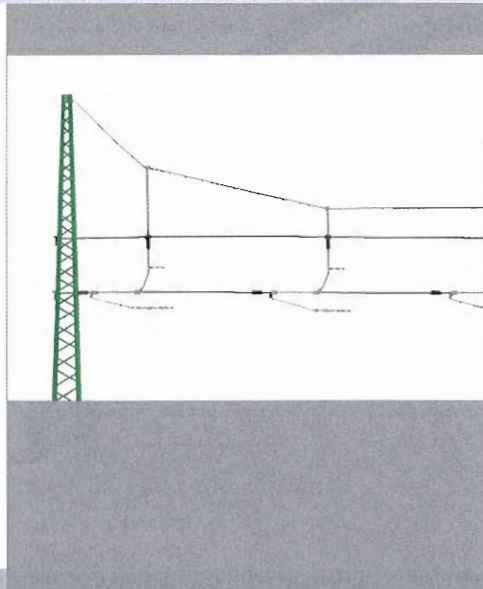
**70131 Catenary Wire for Crossings and Double Slip Switches.**

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.



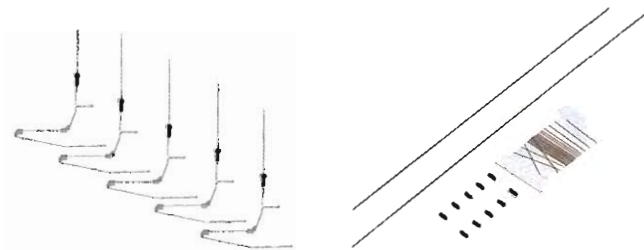
**70231 Catenary Wire Adjustment Section.**

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.



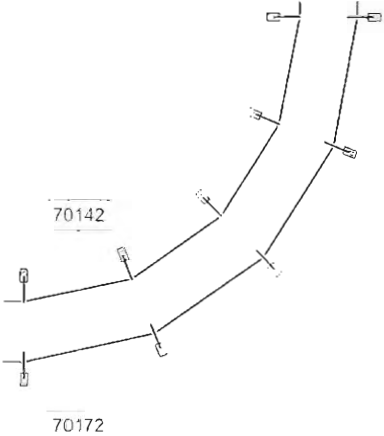


# Catenary Geometry.

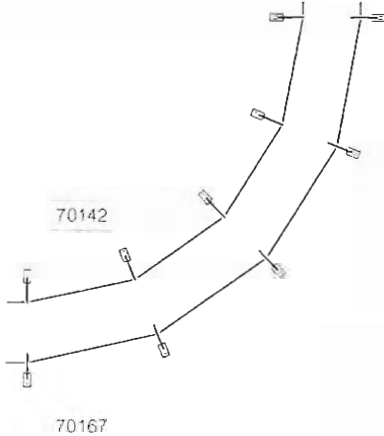
Straight Length of Track with Catenary.



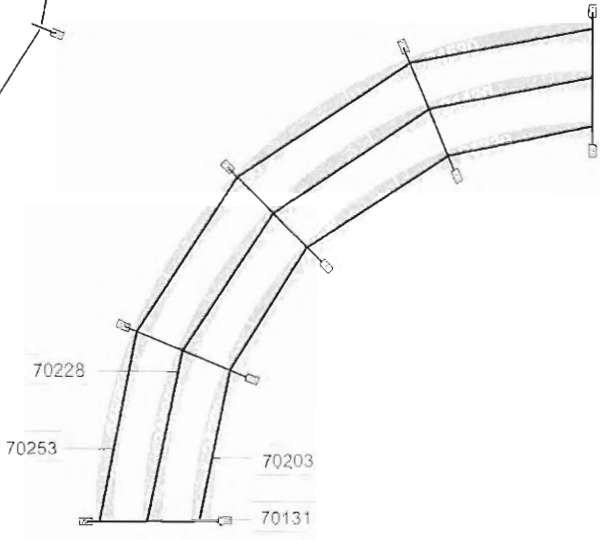
C Track Curves Radius 1 and 2.



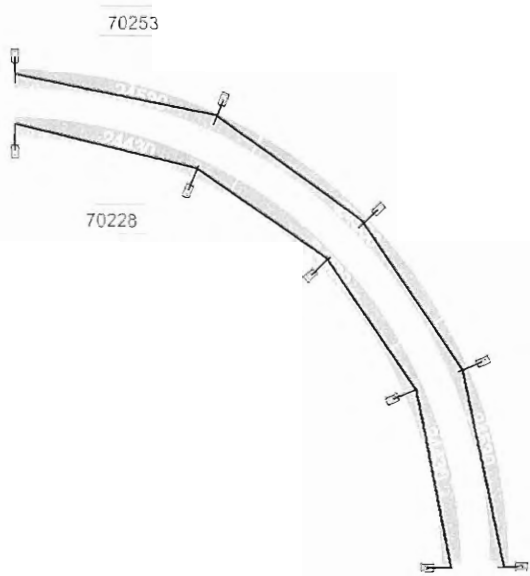
K Track Curves Standard Curve 1 and 2.



C Track Curves Radius 3, 4, and 5.

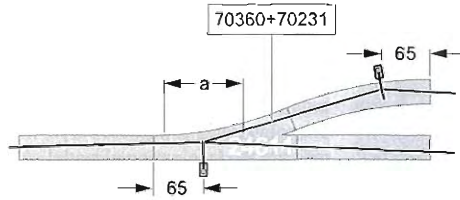


C Track Curves Radius 4 and 5.

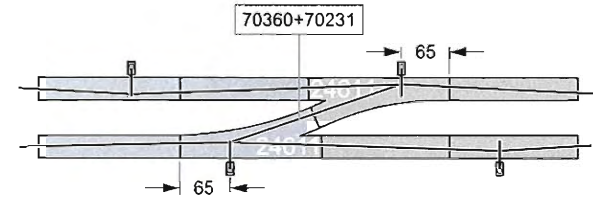




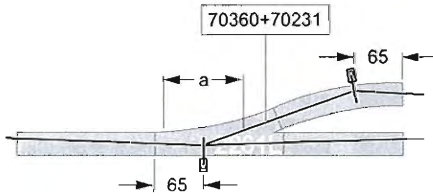
C Track Turnout with a Complementary Curve.



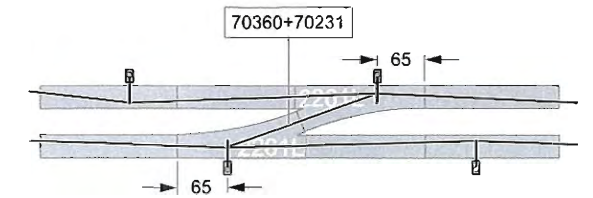
C Track Turnout Connection.



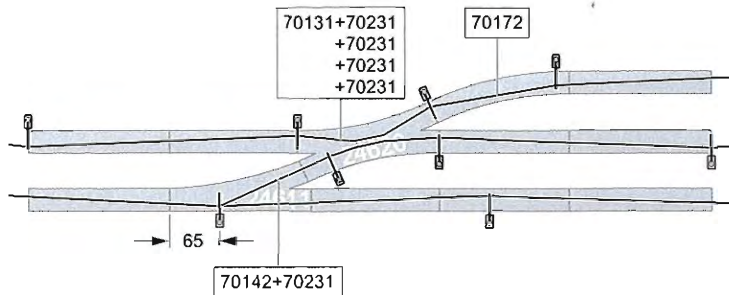
K Track Turnout with a Complementary Curve.



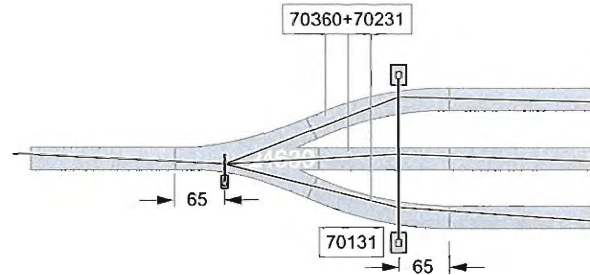
K Track Turnout Connection.



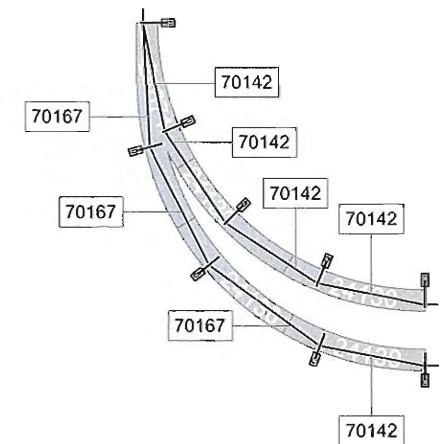
C Track Double Slip Switch.



C Track Three-Way Turnout.

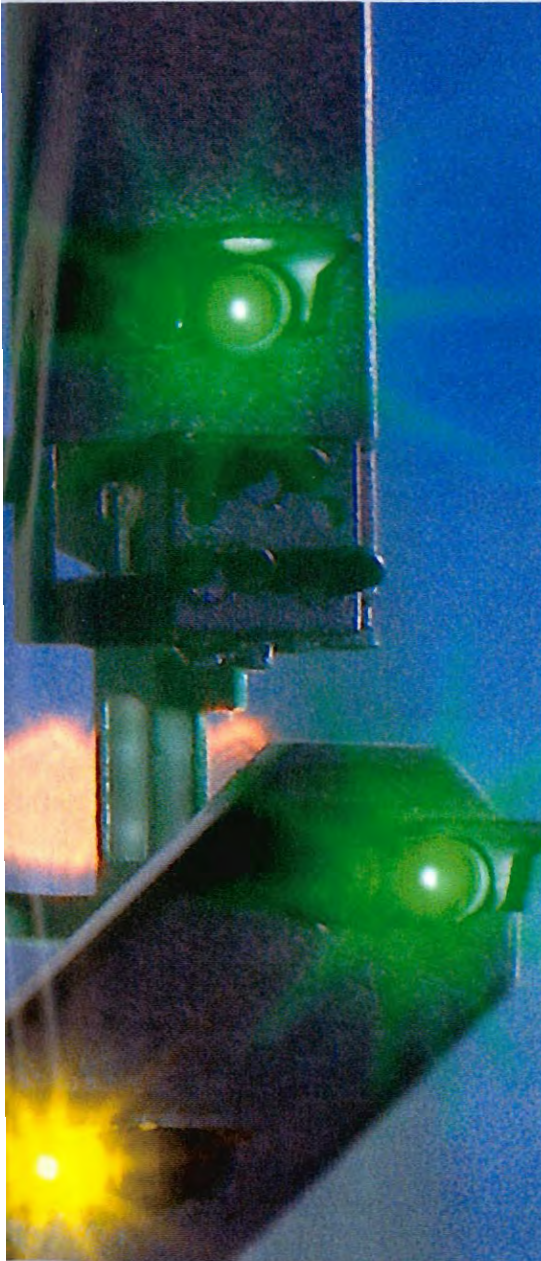


C Track Curved Turnout.





# 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 fine 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 of 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.

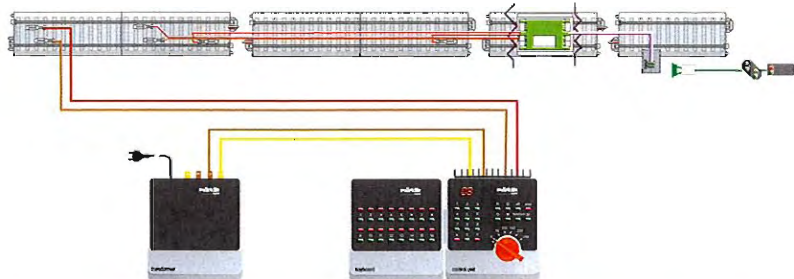
Rail line with digital current fed to it.

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 "Proceed" – 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.



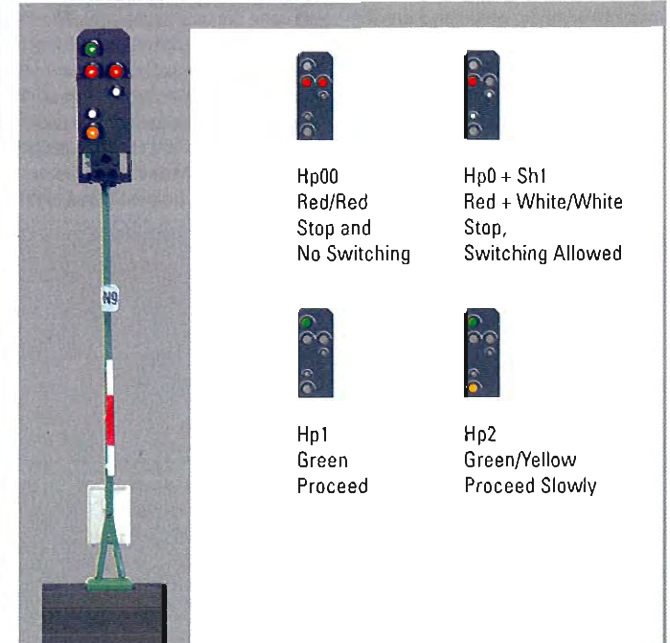
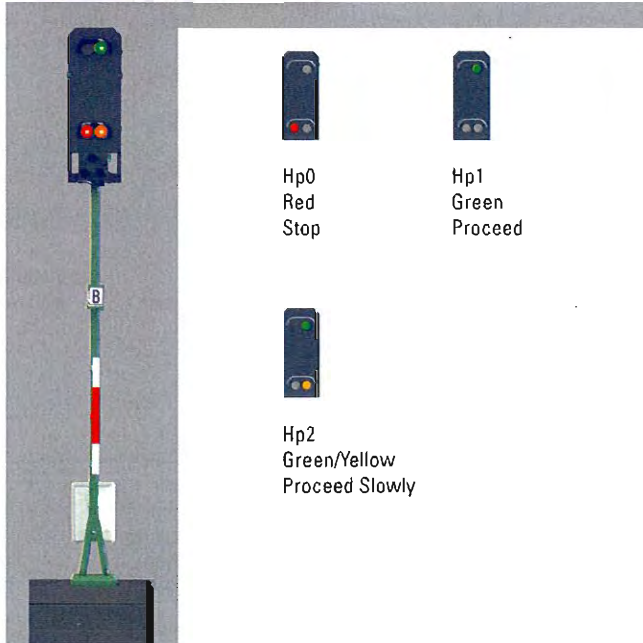
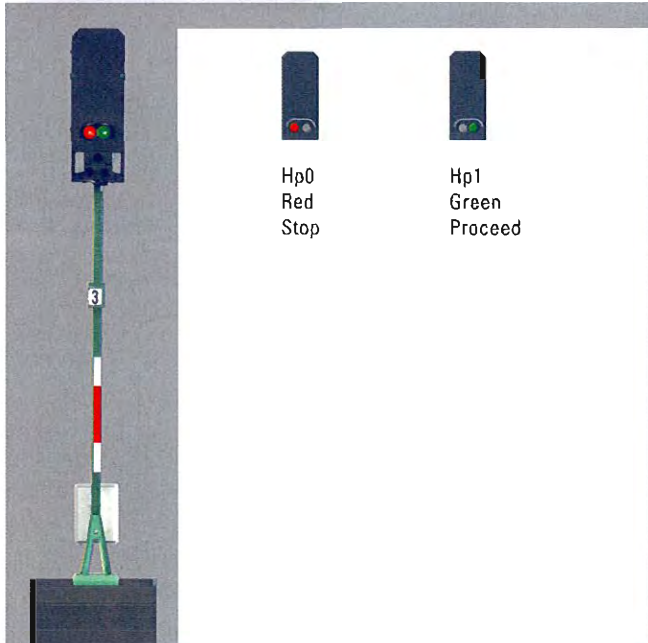
## 76394 Color Light Home Signal.

**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.

## 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.

**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".



**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.

## 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.

**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".



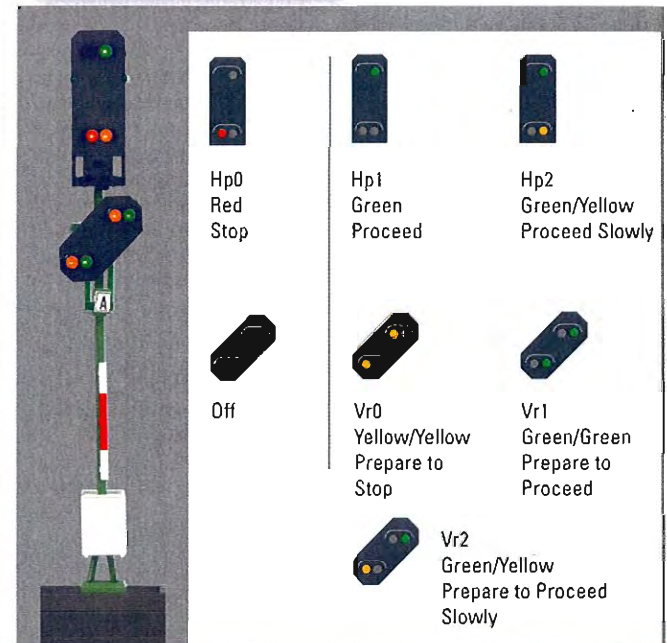
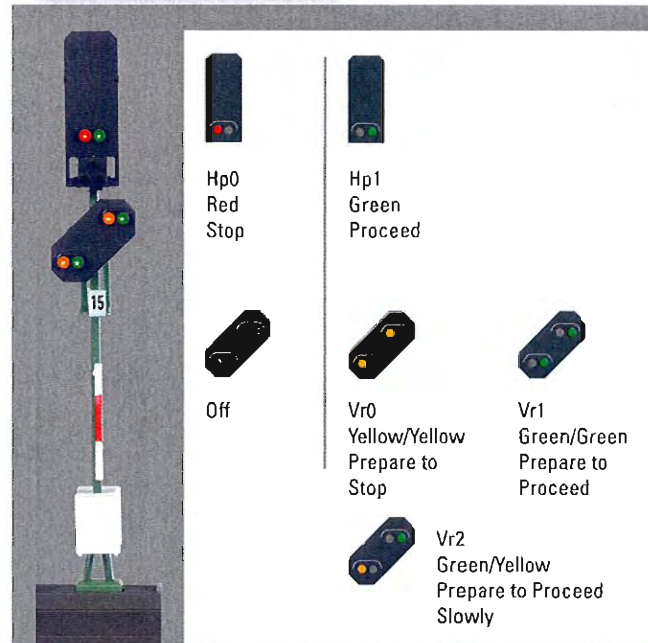
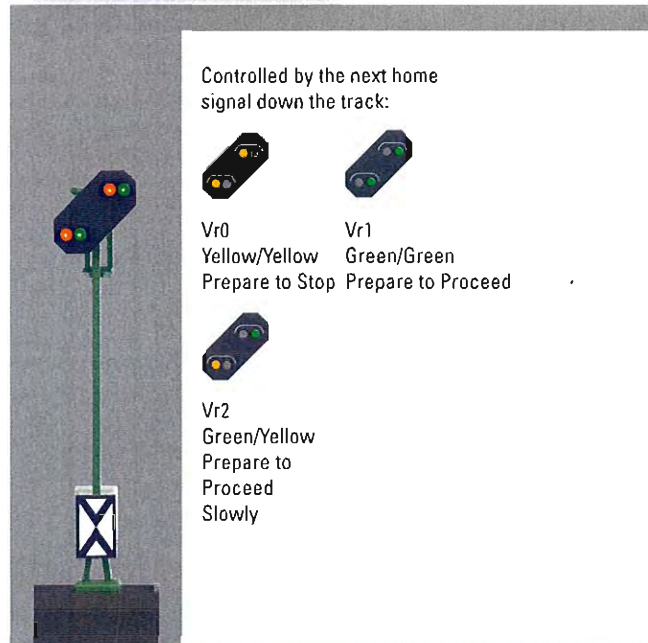
**76397 Color Light Home Signal with a Color Light Distant Signal.**  
 Prototype: German Federal Railway (DB) standard design entry signal with a distant signal on the same signal mast. Home signal with 3 settings like item no. 76393. Distant signal with 3 settings like item no. 76383.

## HIGHLIGHTS

- 2 signals on one mast without additional connections.
- Entry signal for use before stations.
- Distant signal for use before an exit signal.

**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".





# 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 LEDs.

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 LEDs.

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 LEDs.

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.

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- New generation of Hobby color light signals.
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- New generation of Hobby color light signals.
- Train control feature.



Sh0  
Red/Red  
Stop



Sh1  
Yellow/Yellow  
Switching  
Allowed



Vr0  
Yellow/Yellow  
Prepare to Stop



Vr1  
Green/ Green  
Prepare to Proceed



Hp0  
Red  
Stop



Hp1  
Green  
Proceed





**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".



**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".

**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.



**HIGHLIGHTS**

- Yard signal for use in switching areas.
- Signal housing on a prototypicaly narrow base.
- The Sh1 aspect is correct with 2 white lights.

**HIGHLIGHTS**

- Yard signal for use in switching areas.
- Prototypical thin pipe mast.
- The Sh1 aspect is correct with 2 white lights.



Sh0  
Red/Red  
Stop



Sh1  
White/White  
Switching  
Allowed



Sh0  
Red/Red  
Stop

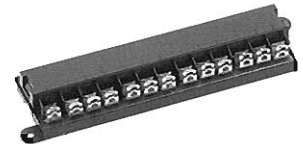


Sh1  
White/White  
Switching  
Allowed



**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.

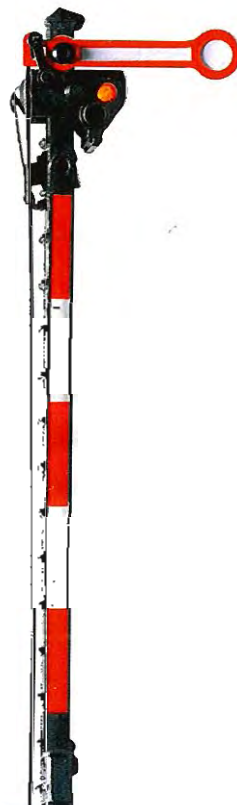
If you want to be even more realistic, you can set up distant signals at the proper intervals; these are connected in tandem with their home signals and show the same signal aspects. Color light and semaphore/target signals are controlled with the 7272/72720 control box and in the Digital system with 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".



**7041 Home Signal.**  
The signal has 2 independent semaphores. The signal changes from red to green or red to green/yellow. It has 3 solenoids. A base plate is included.  
Width 27 mm / 1-1/16".  
Length 97 mm / 2-9/16".  
Height 125 mm / 5".





**7042 Yard Signal.**  
The signal mast has a movable front and rear lens. It has a double solenoid. A base plate is included.  
Width 28 mm / 1-1/8".  
Length 70 mm / 2-3/4".  
Height 70 mm / 2-3/4".

Usually on main lines or at stations with no sidings.

Controls switching maneuvers in a station/yard.



**7036**  
Distant Signal:  
Prepare to Stop  
Vr0



**7039**  
Home Signal:  
Stop  
Hp0



**7036**  
Distant Signal:  
Prepare to Proceed  
Vr1



**7039**  
Home Signal:  
Proceed  
Hp1



**7042**  
Yard Signal:  
Stop!  
No Switching  
Sh0



**7042**  
Yard Signal:  
Proceed  
Sh1

Usually before or at stations with sidings.



**7038**  
Distant Signal:  
Prepare to Stop  
Vr0



**7040**  
Home Signal:  
Stop  
Hp0



**7038**  
Distant Signal:  
Prepare to Proceed Slowly  
Vr2



**7040**  
Home Signal:  
Proceed Slowly  
Hp2

Before or at stations with sidings or straight through operation.



**7038**  
Distant Signal:  
Prepare to Stop  
Vr0



**7041**  
Home Signal:  
Stop  
Hp0



**7038**  
Distant Signal:  
Prepare to Proceed Slowly  
Vr2



**7041**  
Home Signal:  
Proceed Slowly  
Hp2



**7038**  
Distant Signal:  
Prepare to Proceed  
Vr1



**7041**  
Home Signal:  
Proceed  
Hp1





# 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 Maintenance 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.







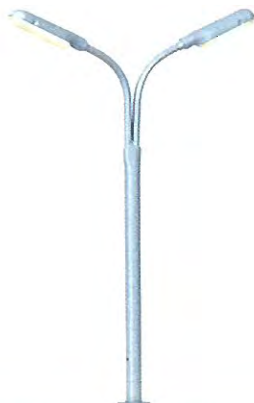
**72810 Double Station Platform Light.**  
Height 70 mm / 2-3/4".



**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".



**72804 Single Park Light.**  
Height 56 mm / 2-7/32".



**72805 Double Park Light.**  
Height 65 mm / 2-9/16".



**72815 Lighted Railroad Station Platform Clock.**  
Height 56 mm / 2-7/32".



**72814 Lattice Mast Light.**  
Height 140 mm / 5-1/2".
















Plug-in base for easy installation and removal.



# 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 Lamps	7051	60 0000		19 V 0,8 VA
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.



## 00783 Sales Package for H0 CASE Construction Machinery.

Prototype: 4 different types of construction machinery: 1 CASE 340 "Center Pivot Steered Dumper", 1 CASE 580 "Super M Dredger Loader", 1 CASE 721D "Wheel Loader" and 1 CASE CX330 "Power Shovel".

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

## HIGHLIGHTS

- Scale construction machinery models.
- Metal models with separately applied plastic parts.
- Presentation in an attractive display.





## HIGHLIGHTS

- Metal models with separately applied plastic parts.
- Presentation in an attractive display.

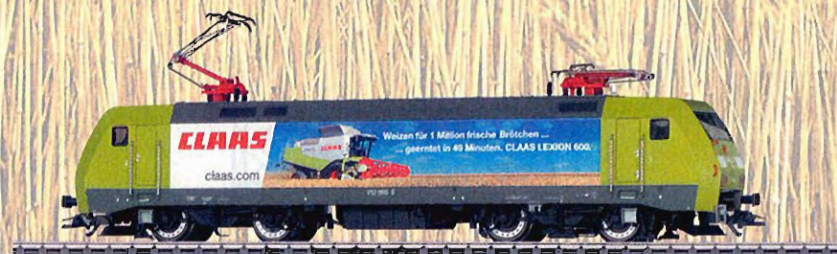


**00780 Farm Machinery Sales Package.**  
**Prototype:** Different farm machinery: 1 CLAAS "Lexion 580" harvester, 1 CLAAS "Jaguar 900" forage harvester, and 1 CLAAS "Ares" tractor.

**Model:** 3 of each model type come in the package. All of the vehicles come individually packaged with a plastic base and a clear plastic cover. Each model is available to consumers separately.



The right locomotive to go with the theme "Farm Machinery" can be found on page 113.





# 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.

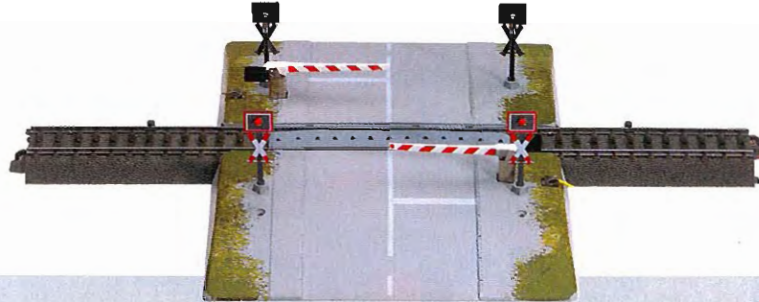
## 74920 Fully Automatic Railroad Grade Crossing.

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 crossbucks 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 261.

**24951**  
Adapter track for M Track  
See page 261.



## 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 crossbucks 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 261.

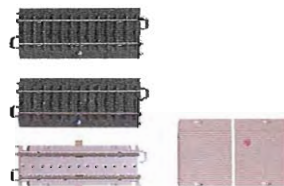
**2291**  
Adapter track for M Track  
See page 274.



## 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

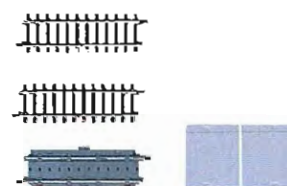
94.2 mm / 3-3/4". No other connections required. The road section can be adjusted for a spacing of 26 to 61 mm / 1" to 2-3/8" (track spacing of 66 to 101 mm / 2-5/8" to 4".



## 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".

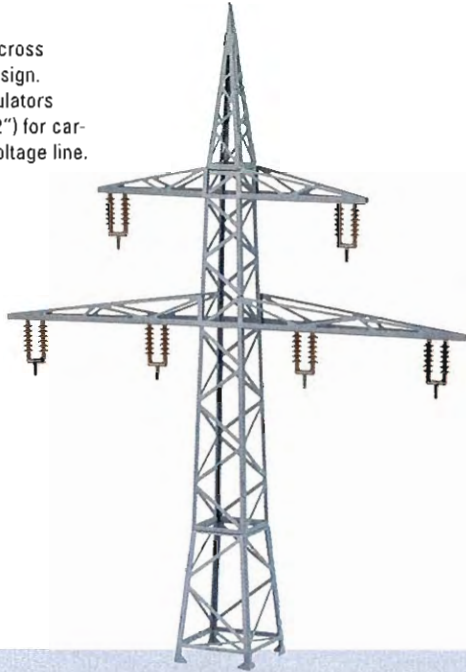




# Layout Accessories.

## 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".

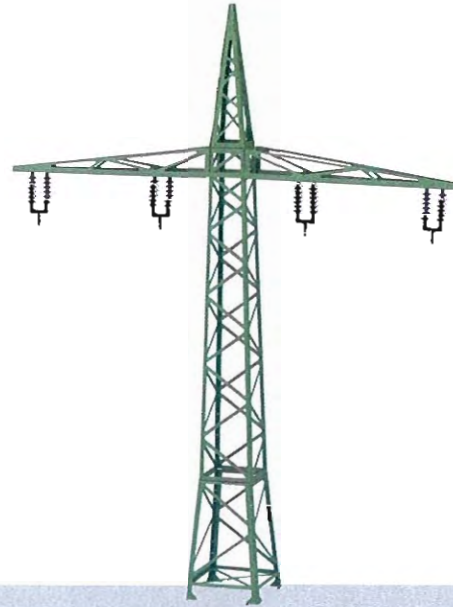


**N** **II** **III** **IV** **V**

## 74733 High Tension Mast.

**Prototype:** Steel construction lattice mast with a wide cross support and 4 double hanging insulators.

**Model:** The mast is a lattice design unit constructed of metal. The insulators are made of plastic with holes (0.8 mm / 1/16") for wire strands or nylon wire or thread as a power line. Height 266 mm / 10-1/2", width 206 mm / 8-1/8", base 35 x 35 mm / 1-3/8" x 1-3/8".



**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".



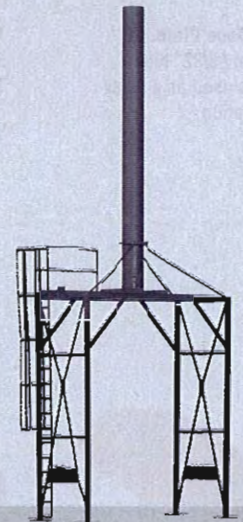
**I** **II** **III** **IV**

## 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 base plate.



**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 bridges 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.

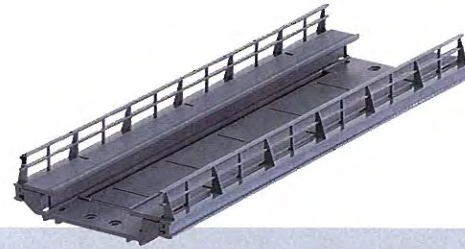


**74618 Straight Ramp.**

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.

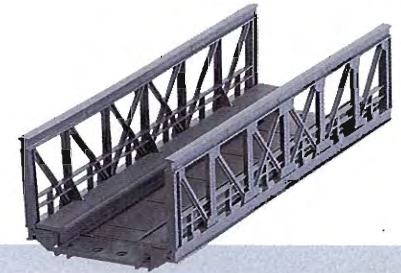


**74620 Truss Bridge.**

Length 180 mm / 7-3/32".

Width 64 mm / 1-5/16".

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.

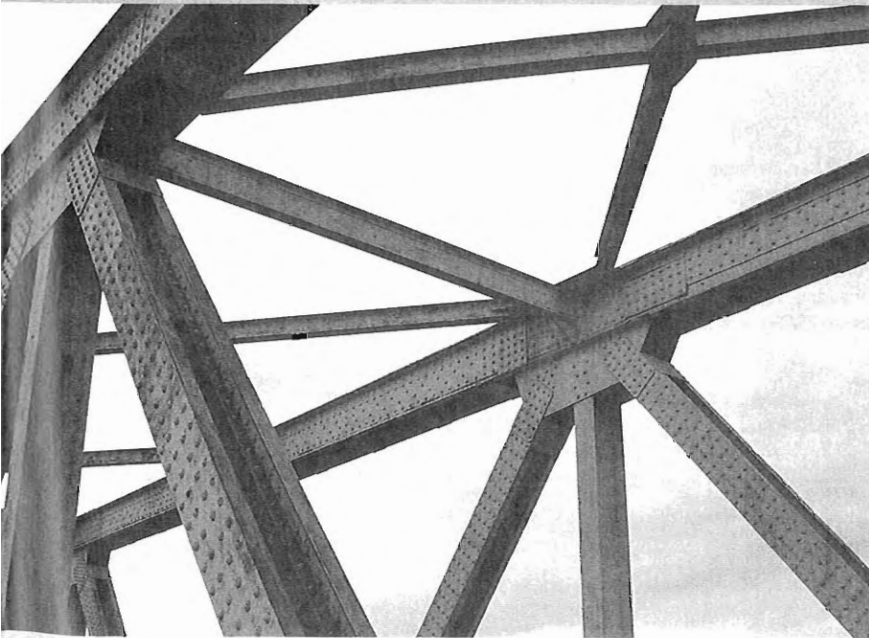




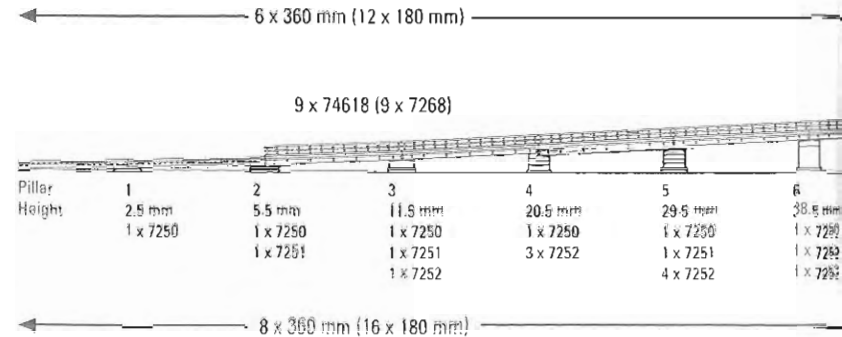
# Bridge Approaches.

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.

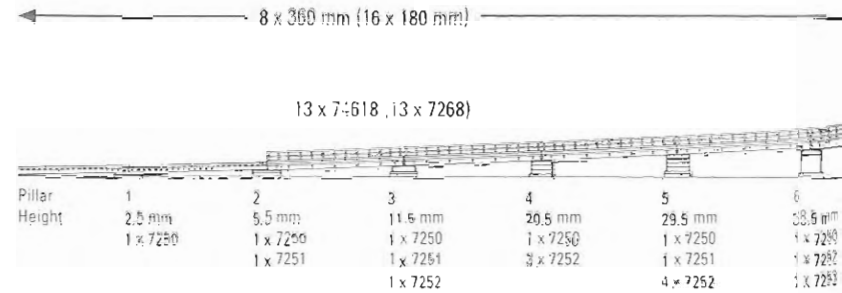
Bridges and approach ramps can be built in any desired combination and length. The 7252 and 7253 pillar sections go together like building blocks and allow you to construct pillars in 6 mm / approx. 1/4" increments, 3 mm / approx. 1/8" increments are possible by combining the 7251 base plates with the 7250 base plate. The 7599 wood screws can be used to fasten the pillar sections to the base board and to each other.



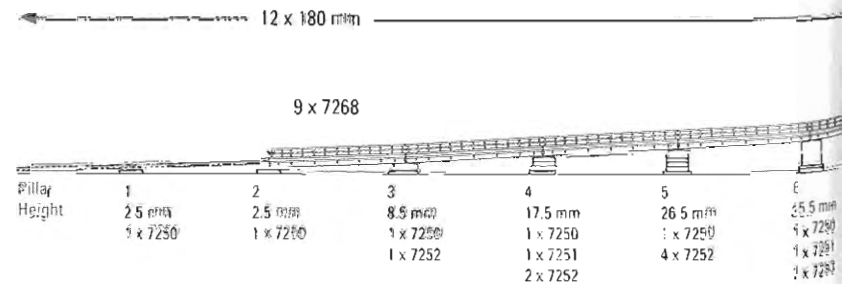
Ascending and descending grades with C Track for steam and diesel locomotives (M Track in parentheses)



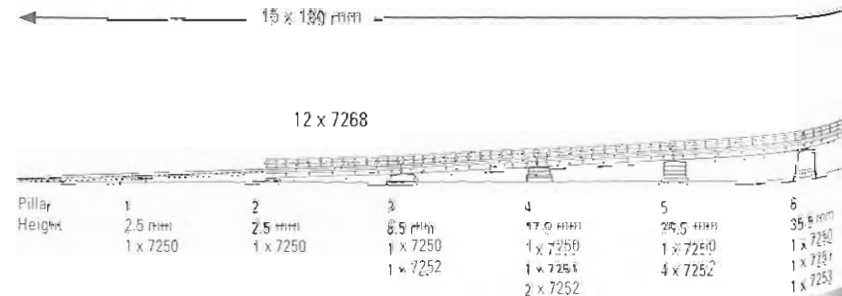
Ascending and descending grades with C Track for electric locomotives with catenary (M Track in parentheses)



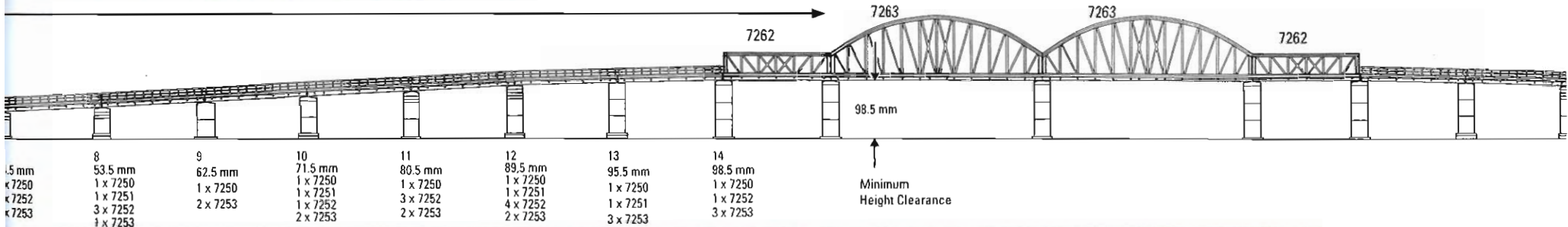
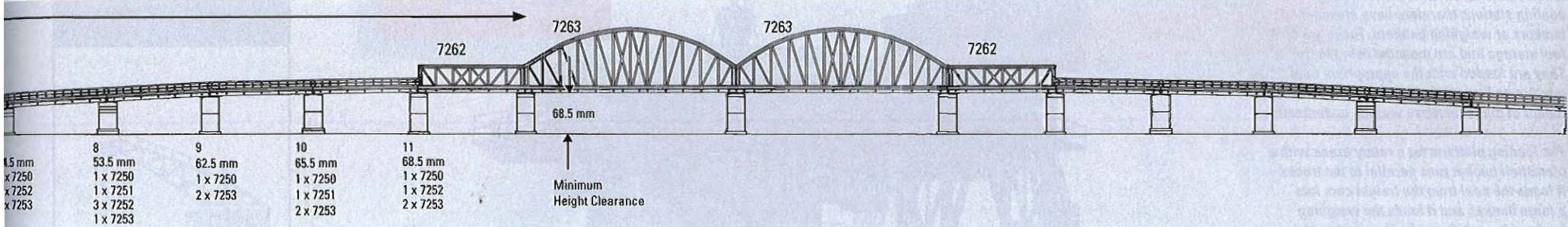
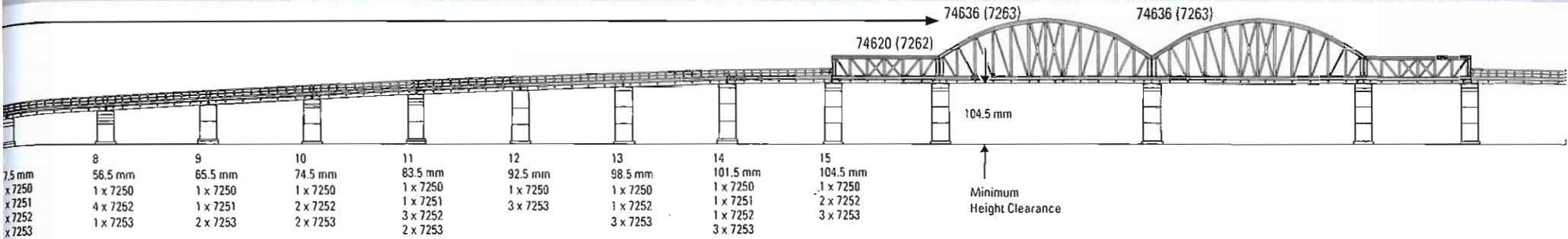
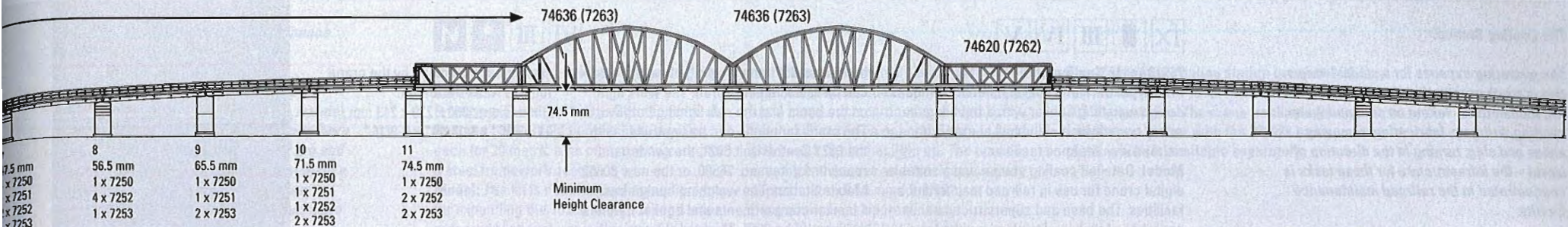
A Grade with K Track for Steam and Diesel Locomotives



A Grade with K Track for Electric Locomotives with Catenary









# Large Coaling Station.

## The Coaling Station.

*The operating expense for a steam locomotive is much greater than for diesel or electric locomotives. Taking on coal and water, sanding, firing up, lubricating, removing ashes and slag, turning in the direction of travel – the infrastructure for these tasks is concentrated in the railroad maintenance facility.*

*Coal is delivered to the coaling station, unloaded, stored, and loaded into the locomotive tender. Depending on the number and size of the locomotives to be serviced, standard designs define the type and features of the coaling station. An ingenious coal management 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.*



### 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".

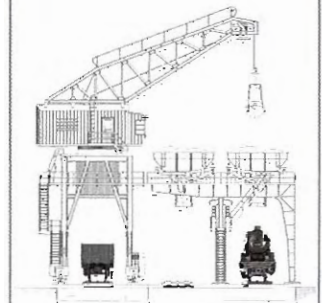
Freight car clearance by the crane follows NEM standards.

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.





# Cradle Bunkers for the Large Coaling Station.

*More Coal at the Locomotive Maintenance Facility.*

*At the height of the steam locomotive era there were large, central locomotive maintenance facilities, where the locomotives were handled as if on an assembly line. At the end of the steam locomotive era the maintenance activities were concentrated into a few locomotive maintenance facilities that were even expanded for the purpose.*

*Fast handling was achieved with several cradle bunkers arranged on parallel tracks one behind the other. Powerful clamshell cranes and appropriate switching of freight cars on the coaling track were a requirement for smooth operation.*

*One reservoir was enough for about two to three loads of coal for tenders on road engines. As an example, the two locomotives for "Long Henry" were ready in several minutes for a run.*



**76511 Cradle Bunkers for the Large Coaling Station.**

**Prototype:** Standard design German Federal Railroad (DB) cradle bunkers. 4 reservoirs, each for 20 metric tons of coal, integrated into a steel framework design.

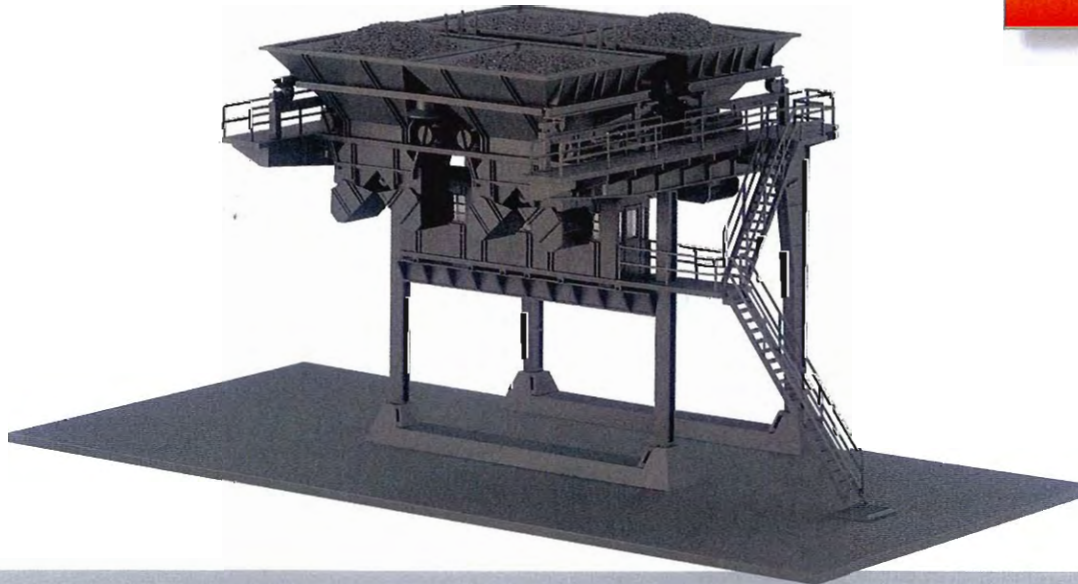
**Model:** The kit is detailed coaling equipment for expanding the 76510 large coaling station or for independent use with a suitable clamshell crane. The base plate and superstruc-

ture are made of sturdy plastic with many separately applied details. The cradle bunker has 4 bunker compartments and bunker hatches that can be opened. There is a cab and 2 work lights that light up. The bunker spacing is the same as a track spacing of approximately 64.5 mm / 2-9/16". Base dimensions approximately 300 x 130 mm / 11-13/16" x 5-1/8".

The 76510 large coaling station is expanded to 8 cradle bunker reservoirs with the 76511 expansion. The crane track can be lengthened further with the 324072 base plate, which is available separately.

## HIGHLIGHTS

- Suitable addition for the 76510 large coaling station.
- Can also be used by itself with a separate clamshell crane.





# Large Coaling Station.

**N I II III**

**77500 "Hunt'sche" Large Coaling Station.**

**Prototype:** "Hunt'sche" large coaling station based on the prototype in Saarbrücken, Germany. Almost identical coaling stations of this type also existed in Munich and Vienna.

**Model:** Professional quality model of the "Hunt'sche" large coaling station Saarbrücken, Germany with all of the parts ready for assembly of the complete model. The parts for the steel framework, the handrails, grab irons, and the walkways are laser-cut precisely from special architectural quality, hard finish card stock. The steps

are made of plastic. The underside is cast in plastic and is to a large extent already assembled. The coaling station has working lamps that are already assembled. The center conductor walkways above the coal stacks are constructed of partially open etched metal parts, dark nickel-plated and connected electrically with the center conductor for C Track as a means of supplying power to locomotives. All of the parts are already finished in a realistic basic color, but they can easily be weathered and painted further.

Dimensions of the finished model approximately: length 553 mm / 22", width 300 mm / 12", height 223 mm / 9".

This model can be found as a kit in the Trix H0 assortment under item no. 66199.



## HIGHLIGHTS

- Can be used for modeling Era I and later.
- Detailed construction.
- An impressive attention-getter on any layout.
- C Track included.



# Remote Controlled Rotary Crane.



## 76515 Remote Controlled Rotary Crane.

**Prototype:** Stationary gantry crane. Mainly used at industrial, harbor and other freight loading/ unloading locations.

**Model:** The gantry crane comes with a digital decoder and remote-controlled working functions. It has a metal base with 2 M5 threaded holes for driving screws in from below. The crane's base and boom are detailed and extensive in their representation of the support structure. The crane cab has finely detailed modeling of built-up boards with inset windows and lighting. 2 miniature motors are used to turn the crane 360° and for the cable winch to raise and lower the metal hook. The boom is adjustable and has a lighted work light. There are connections for the working gripper included with the crane or for an electro-magnet that can be installed on the crane.

Base dimensions 100 x 100 mm / 3-15/16" x 3-15/16", height approximately 270 mm / 10-5/8".

The 76515 crane can be controlled with the wireless controller and receiver from the 76500 crane. The electro-magnet for use with this crane is available as a spare part under item no. 312387.

## HIGHLIGHTS

- Easy-to-use digital control.
- Miniature motors to power the mechanical functions.
- Work light and interior lighting can be controlled digitally.
- Working gripper included with the crane, connections for an electro-magnet (not included).

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Special Function		x	x	x
Light Function		x	x	x
Raiser/Lower Crane Hook		x	x	x
Special Function		x	x	x
Interior lights		x	x	x





# Turntable.

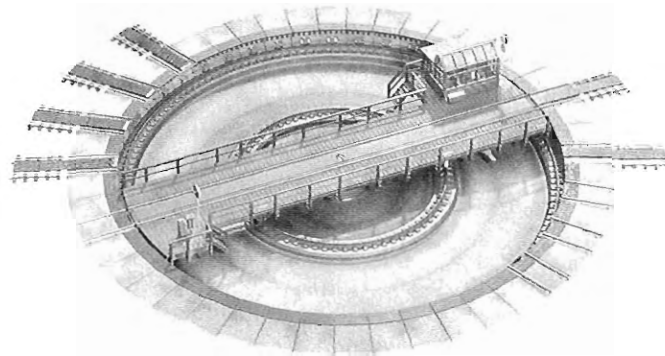
**7286 Remote Control Turntable.**  
Standard DB 27 meter / 88 feet 6 inch design. Suitable for conventional and digital train operation. Remote controlled deck with built-in motor. Conventional controller included.

**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

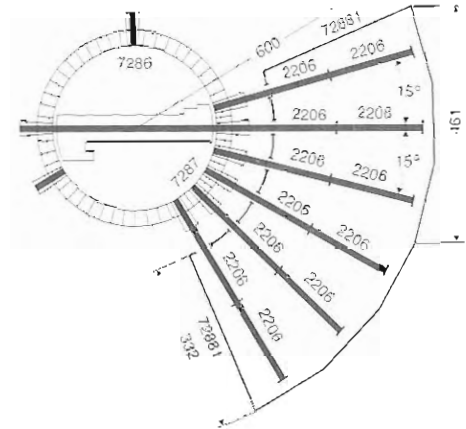
layout. 6 spoke tracks for K Track which can be installed at any spot on the perimeter of the turntable are included. The turntable can also be used with C Track and M Track in conjunction with adapter tracks. It

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 261.



**2291 Adapter track for M Track.**  
See page 274

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 instruc-

tions. 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.

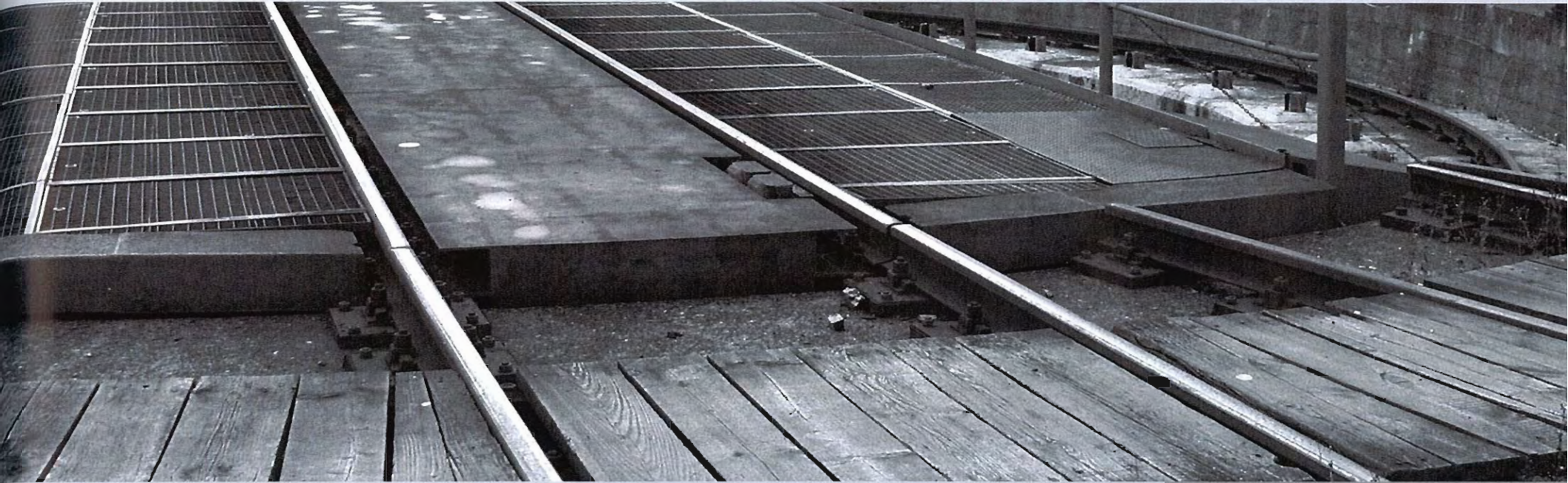
## 7287 Extension Set for the 7286 Turntable.

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.



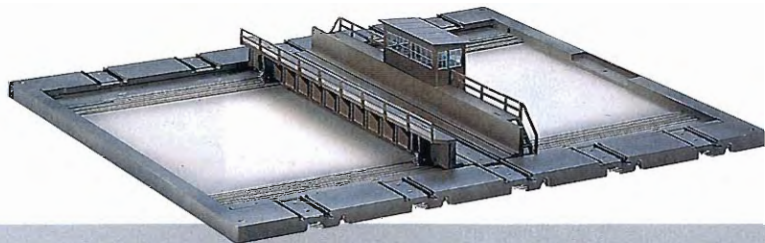


# Transfer Table.



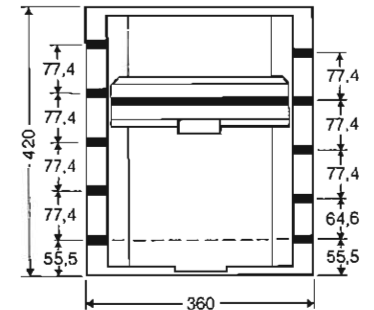
**7294 Remote Control Transfer Table.** The base plate has 2 approach tracks and 8 stall tracks. The track connections are for M Track. The transfer table can also be used with C Track and K Track in conjunction with adapter tracks. It can be used with the 7289 locomotive shed. The deck has a motor in 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 261.

**2291 Adapter track for K Track.**  
See page 274.



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 Q308 Digital book.



# Building Kits.



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.

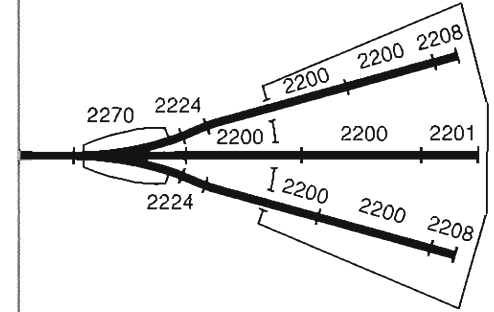
**Model:** Each stall is arranged at a 15° angle. This kit can be used with the 7286 Turntable. Suitable for C track and K track (track not included). 30 cm / 11-13/16" inside usable

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.

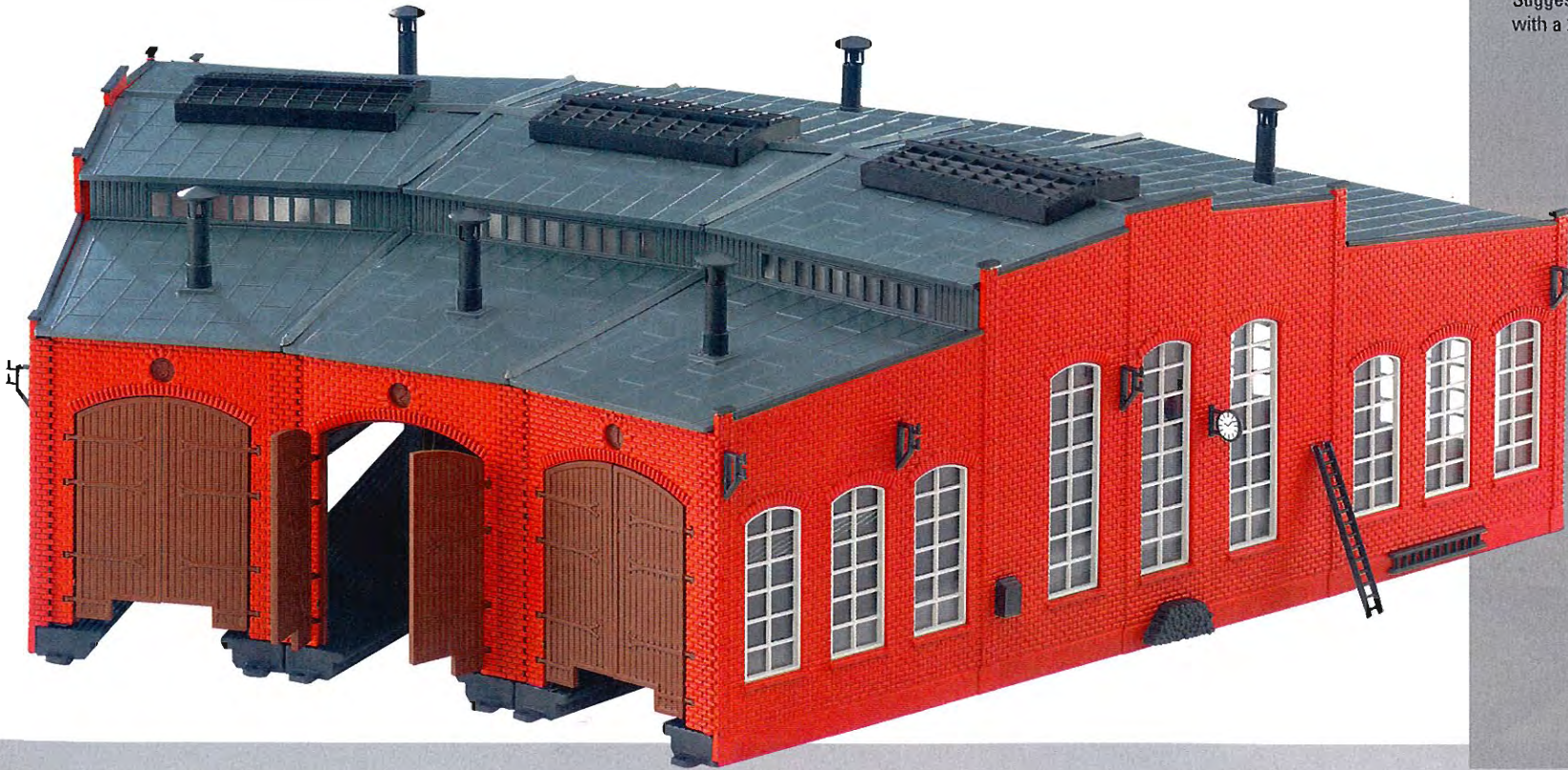
Size 350 x 461 mm / 13-3/4" x 18-1/8", height 128 mm / 5-1/16".

## HIGHLIGHTS

- New development.
- Can also be used with 2-rail track.
- Interior details with lighting.



Suggestion for combining the 72881 locomotive shed with a 2270 three-way turnout.





**N** **II** **III** **IV** **V**

**72896 Building Kit of a Locomotive Shed for Small Locomotives.**

**Prototype:** Single-stall locomotive shed for small locomotives up to about 8.50 meters / 28 feet in length. Corrugated sheet steel construction with a braced framework of steel shapes.

**Model:** The plastic parts for this kit come in several realistic colors. The locomotive shed as 2 doors that can be opened. Dimensions 116 x 78 x 80 mm / 4-9/16" x 3-1/16" x 3-1/8".

Polystyrene glue available at your dealer is required for assembly of this kit.

**HIGHLIGHTS**

- The right "garage" for the Köf II.
- For all eras in the diesel locomotive period.



**N** **I-V**

**72893 Building Kit of a Locomotive Shed.**

**Prototype:** Single-stall locomotive shed for locomotives up to about 26 meters / 86 feet in length. Half-timbered construction with bricked-up panels. Small attached side structure as a service area.

**Model:** The plastic parts for this kit come in several realistic colors. The doors have a mechanism for closing and opening them that is activated by a locomotive entering and leaving the locomotive shed. This locomotive shed can be used with all H0 track, track not included.

Dimensions 320 x 96 x 118 mm / 12-5/8" x 3-3/4" x 4-5/8".

Polystyrene glue available at your dealer is required for assembly of this kit.





## Building Kits and Accessories.



**N** I-V

### 72897 Building Kit of a Locomotive Shed.

**Prototype:** Single-stall locomotive shed for locomotives up to about 12 meters / 40 feet in length. Brick construction.

**Model:** The plastic parts for this kit come in several realistic colors. The doors can be opened. This locomotive shed can be used with all H0 track, track not included.

Dimensions 155 x 125 x 90 mm / 6-1/8" x 4-15/16" x 3-9/16".

Polystyrene glue available at your dealer is required for assembly of this kit.





**N I-V**

**72700 Building Kit of a Water Tower.**

**Prototype:** A water tower in a South German maintenance facility. Masonry base, water reservoir of steel framework construction. Built in 1877, today a protected national monument.

**Model:** The plastic parts for this kit come in several realistic colors. Dimensions 90 x 90 x 265 mm / 3-9/16" x 3-9/16" x 10-7/16".

Polystyrene glue available at your dealer is required for assembly of this kit.



**HIGHLIGHTS**

- Suitable for all eras.

**N I II III IV**

**74731 Set with 5 Telegraph Masts.**

**Prototype:** Wooden mast with 3 ceramic insulators in iron brackets. Used for telephone lines and remote or far-flung power lines.

**Model:** The masts are made of real wood. The insulator brackets are made of metal. Height 100 mm / 3-15/16".



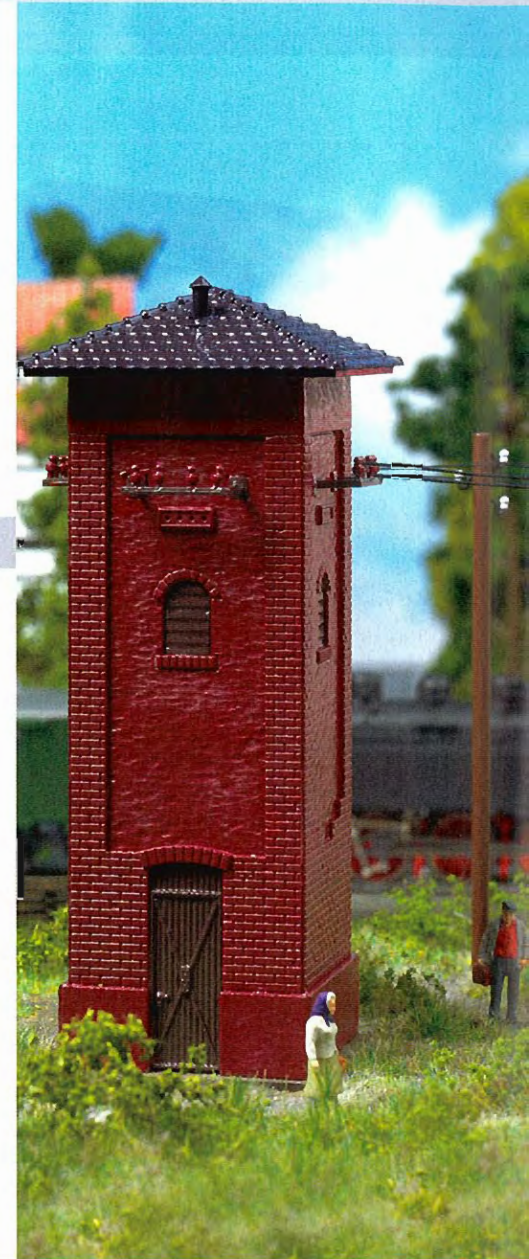
**N II III IV V**

**72900 Building Kit of a Transformer Station.**

**Prototype:** Transformation station for providing power to a household network from a high tension line. Masonry construction with a high-pitched roof.

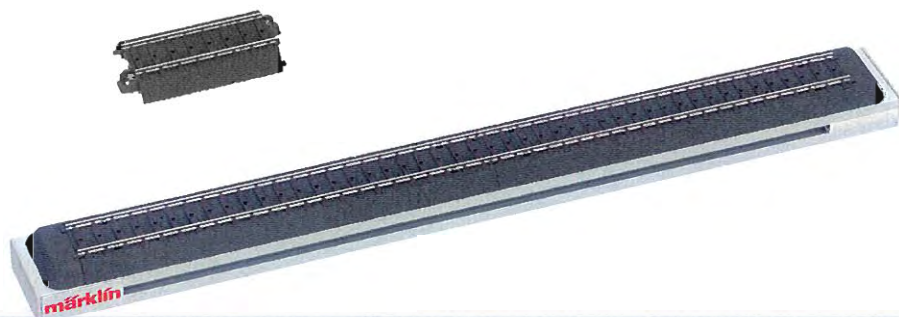
**Model:** The plastic parts for this kit come in several realistic colors. Dimensions 126 x 54 x 54 mm / 4-15/16" x 2-1/8" x 2-1/8".

Polystyrene glue available at your dealer is required for assembly of this kit.





# Accessories.



**N**

## 78103 Roller Test Stand with an Information Display Unit.

Set consisting of a roller test stand and an information display unit. This is a test stand for servicing and presenting locomotives with up to 8 coupled driving wheels. It is ideal for models such as the class 03, class 41, and the Mikado. The superstructure is made of anodized aluminum shapes. 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, the Digital 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 can be added to this roller test stand.  
Dimensions 400 x 42 x 30 mm / 15-3/14" x 1-5/8" x 1-3/16".

A measurement device is included for installation on the roller test stand. It enables you to measure the duration of operation for the locomotive / powered rail car, the route length, and the speed. A special pair of roller brackets is included with measurement generators and connections to the information display unit with an LCD display. The scale of the model, the units to be measured, and the measurement areas can be selected. 3 type AA / LR6 batteries (not included) are necessary to operate this unit.



**N**

## 78109 Extension for the Roller Test Stand.

This is for extending the Märklin roller test stands by 40 cm / 15-3/14". It can also be used by itself as a presentation base. It is ideal for models such as the class 03, class 41, and the Mikado. The superstructure is made of anodized aluminum shapes. C Track sections with removable end pieces, including an adapter piece of track for extending a roller test stand, come with this extension.  
Dimensions 400 x 42 x 30 mm / 15-3/14" x 1-5/8" x 1-3/16".



**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.

**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.





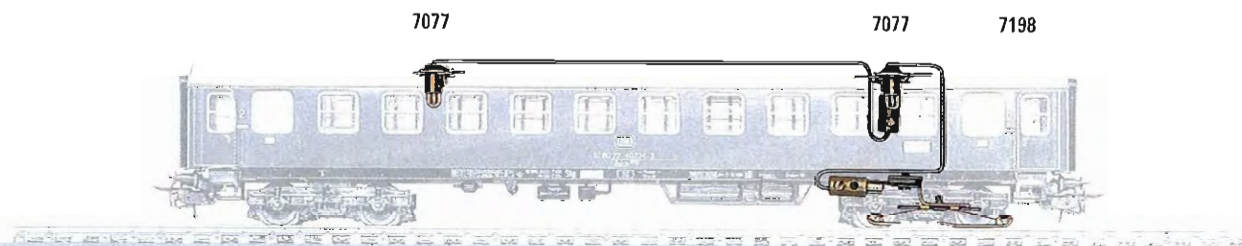
# Lighting Kits.

## 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.

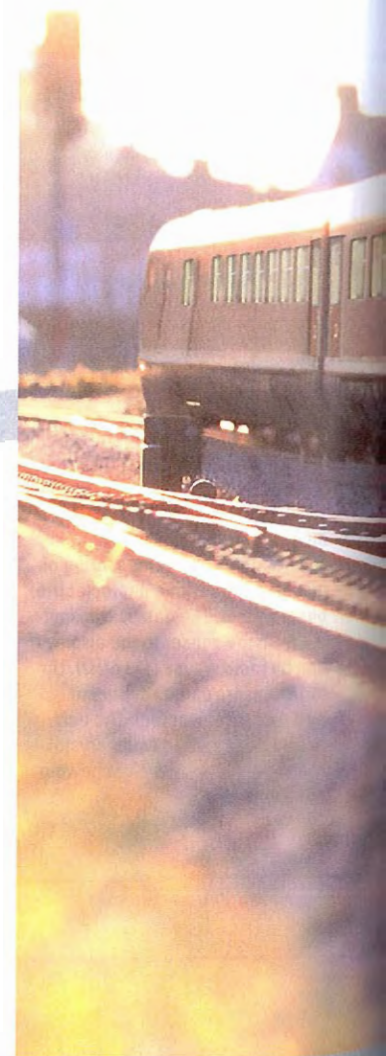
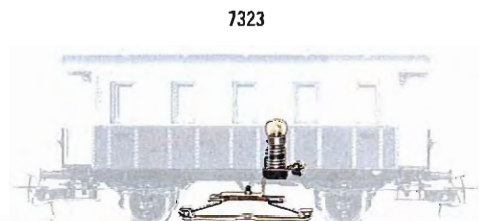
## 7198 Pickup Shoe.

For 7077 lighting kit.



## 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.





**7320 Lighting Kit.**

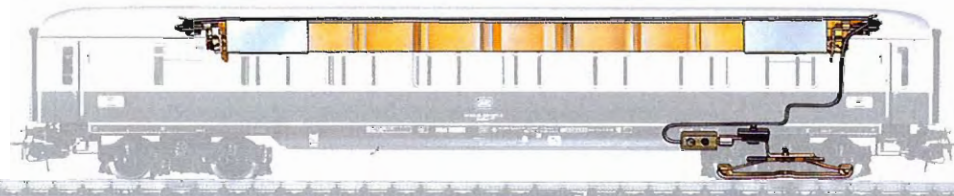
For cars 4085 and 4087. The kit consists of a pickup shoe, light diffuser, 2 light sockets, and 2 light bulbs.

**7322 Lighting Kit.**

Same as 7320, but without a light diffuser. This is for the 4090 vista dome car.



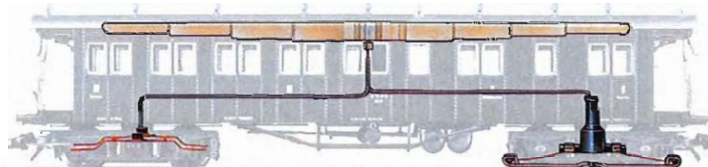
7320



**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.

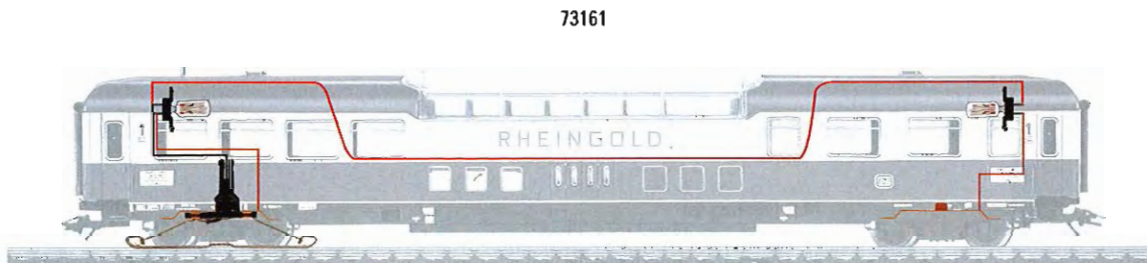
## 7329 Lighting Kit.

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.



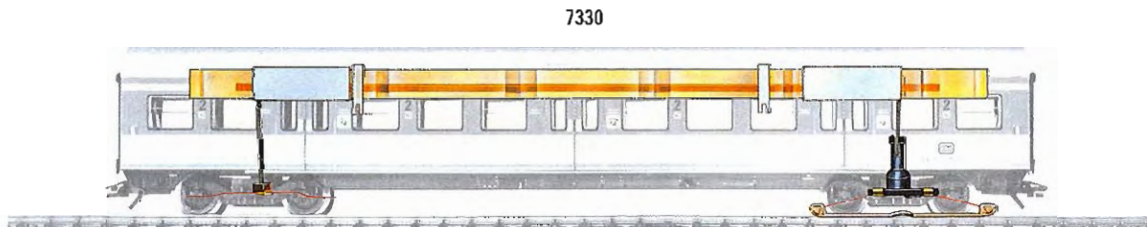
## 73161 Lighting Kit.

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.



## 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.



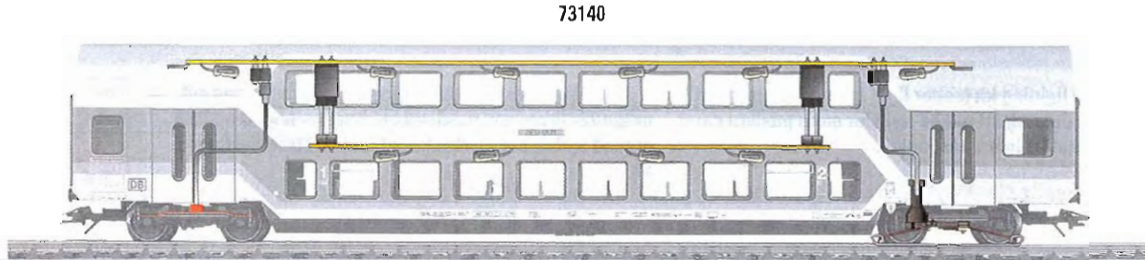
## 7335 Lighting Kit.

Same as 7330, but for shorter express train passenger cars. For cars 41351, 41361, 42383 and 42751.



**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.



**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.



**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 LEDs.**

Universal circuit board with several LEDs, which will fit in most of the passenger cars in the Märklin H0 program. One 73400 is required for a short car (example: Langenschwal-

bach 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

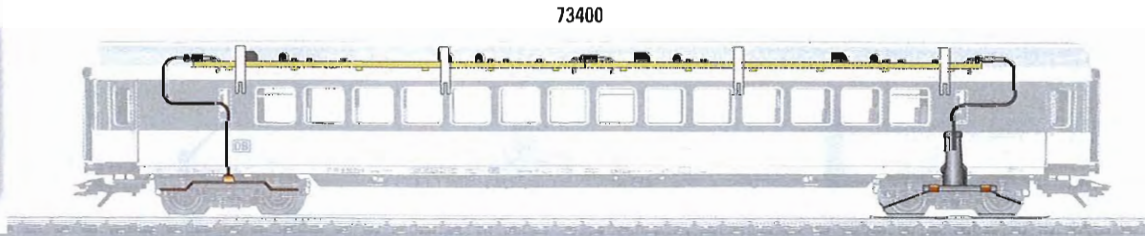
pickup shoe / ground spring power feed set, or the 72020 current-conducting coupler with the 72050 ground spring is required, depending on the car type.




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.

**HIGHLIGHTS**

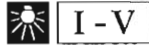
- Coziness in the car: soft light LEDs.



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.



## 73401 Lighting Kit with White LEDs.

Universal circuit board with several white LEDs 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 LEDs.



**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.

**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 73404 can replace the existing 7330 or 7335 lighting kit.

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".



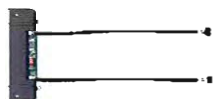
**72050 Ground Springs.**

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.



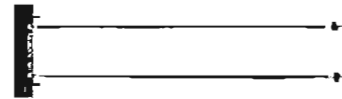
**73407 Marker Lights with LEDs.**  
This is a universal circuit board with two red LEDs for use with the new generation UIC-x and TEE cars in the Märklin H0 program (car length 28.2 cm / 11-1/8"). 2 permanently attached connecting wires.

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.



**73409 Marker Light Kit with LEDs.**  
This is a special circuit board with two red LEDs for the new generation of commuter cars in the Märklin H0 program (car length 28.2 cm / 11-1/8"). 2 permanently attached connecting wires.

A 73400 interior lighting kit, or a 73404, 73405, or 73406 pickup shoe, depending on the car type, is required for connecting up the 73409 marker light kit.



## HIGHLIGHTS

- LED marker light kit that can be installed in the new "Silberlinge / Silver Coins".



# 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.



**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 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. 701630 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 701560 and 704120) and



40 couplers for cars (for 701570 and 701580). 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 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.



# 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 120 x 140 x 80 cm / 4-3/4" x 5-1/2" x 3-1/8".  
VDE tested.

The 32 VA transformers (6647, 6646 and 6645) are only to be used indoors.



**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 tank locomotive) 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 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.



**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 that adhere to the new standard. All of the 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 by means of LEDs 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.

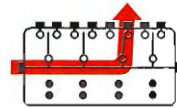
Dimensions 80 x 40 mm / 3-1/8" x 1-9/16".



## HIGHLIGHTS

- All of the connections on this control box have the new plugs and sockets.
- Plugs to work with this control box are included.
- This control box works in the same manner as the 7271 control box.

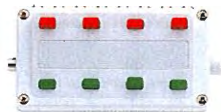
Schematic of 72710  
(Button 3 pressed)



## 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.

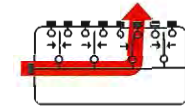
Dimensions 80 x 40 mm / 3-1/8" x 1-9/16".



## HIGHLIGHTS

- All of the connections on this control box have the new plugs and sockets.
- Plugs to work with this control box are included.
- This control box works in the same manner as the 7272 control box.

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.
- This control box works in the same manner as the 7273 control box.

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.

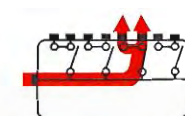
Dimensions 80 x 40 mm / 3-1/8" x 1-9/16".



## HIGHLIGHTS

- All of the connections on this control box have the new plugs and sockets.
- Plugs to work with this control box are included.
- This control box works in the same manner as the 7274 control box.

Schematic of 72740

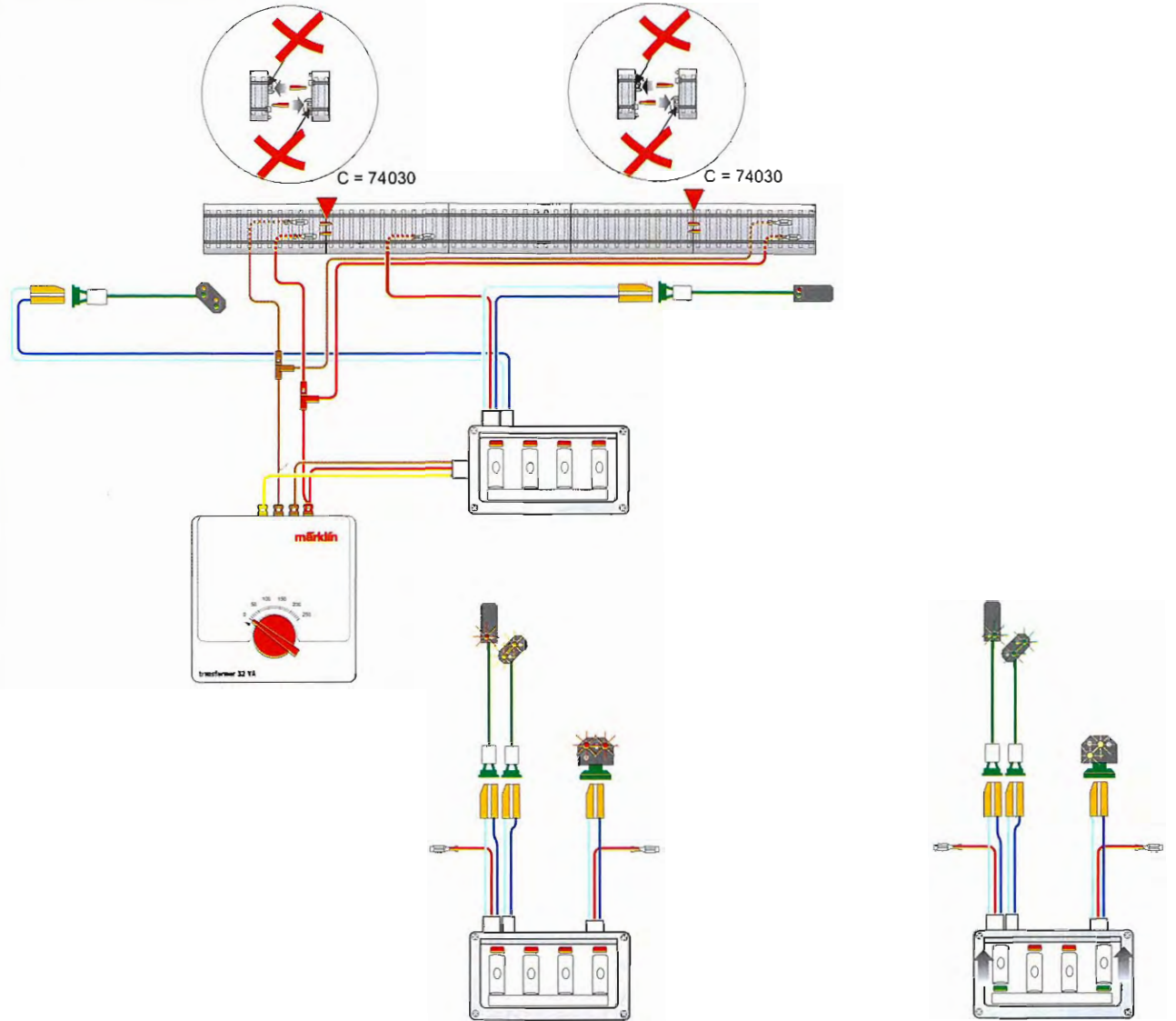




## HIGHLIGHTS

- Suitable for the 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.

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### 70935 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.



### 70930 Crimping Pliers.

For mounting 74995 spade connectors securely to wire. Sturdy metal construction with insulated handles. Illustrated instructions included.



### 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.



### 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.  
Dispersion 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.





# 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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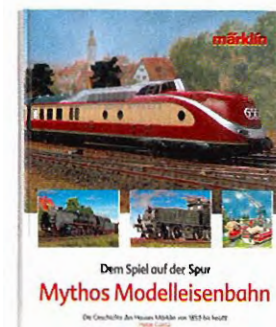
### 18140 "A Year with Märklin" Annual Chronicle.

This DVD shows the high points of the past year in Märklin model railroading. Playing time approximately 60 minutes. (DVD: item no. 18140) German version, (DVD: item no. 18141) 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.





# Good Advice, Not At All Expensive.

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"



**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".

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.

**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.



# Märklin Mobile Vision.

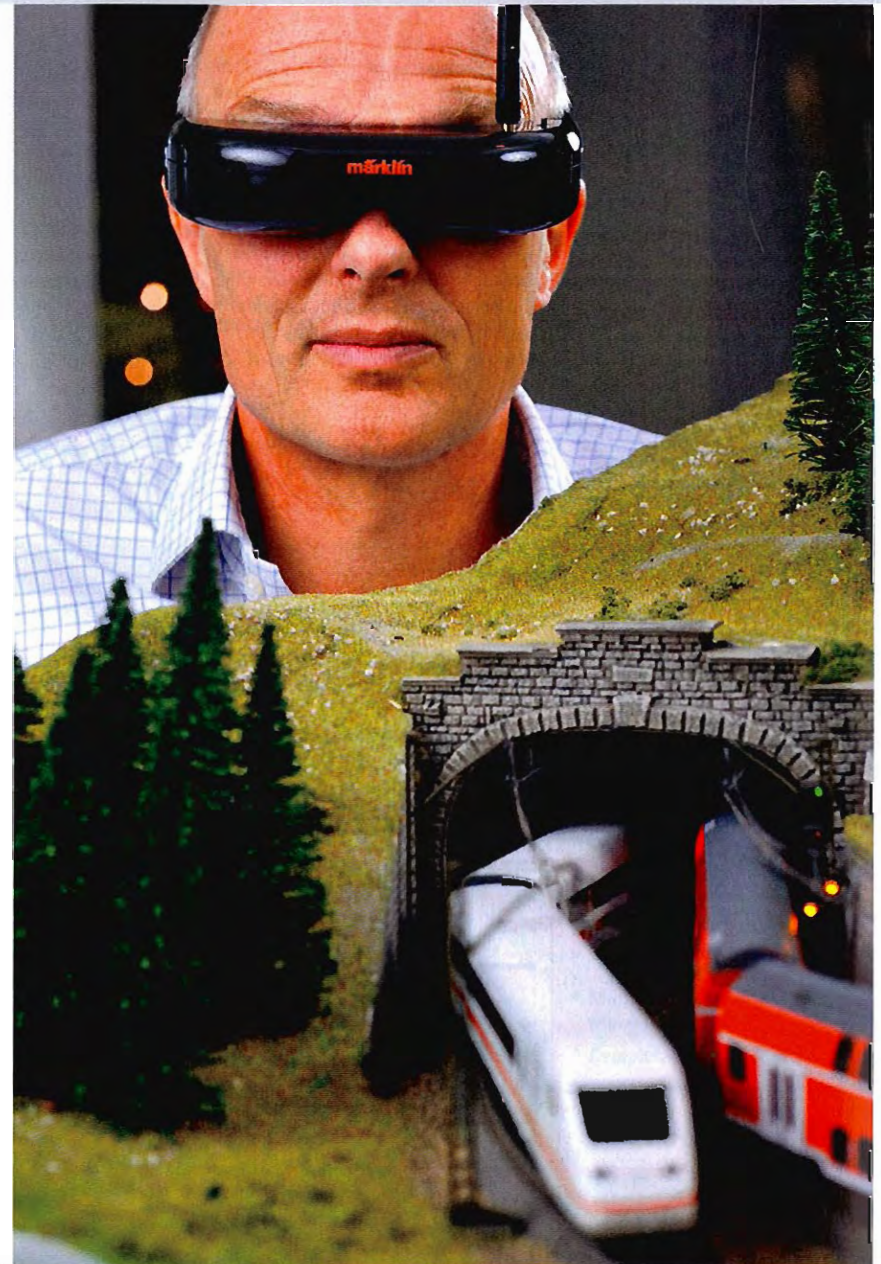
*New: Märklin Mobile Vision.  
The Adventure World of Model Railroading Right from  
the Engineer's Cab.*

*With the new Märklin Mobile Vision you can run on  
your model railroad layout right from the engineer's  
cab. It's real easy, place the train on the track, put on  
the goggles, and you're ready to go.*

*A high-resolution miniature video camera built into the  
cab of a Märklin ICE model films your layout directly  
from the vantage point of the locomotive engineer and  
sends the images simultaneously to a new design of  
video goggles by means of the latest video transmis-  
sion technology. After just a few moments you are  
immersed in the beauty of your layout, you see details  
from a totally new perspective, and you ride along as  
if you were personally in the engineer's cab of the  
locomotive.*

*The camera transmits very high resolution images at  
distances over 30 meters / 98 feet, even when the train  
is in a tunnel, with little low light level effects – be-  
cause in this situation the camera switches to a black  
and white mode just as the human eye would. This  
black and white mode generates images even in mini-  
mal light conditions that still have a sharp contrast.*

*Another element supporting the reality of the train in  
operation is the movement sensor built into the video  
goggles; this controls the camera at the head of the  
train. A simple movement of the wearer's head to the  
right or the left causes the camera to turn in that direc-  
tion also and allows you to see scenery and buildings  
along the route. The recorded images can be transmit-  
ted to more than just the video goggles. They can also  
be sent digitally to a personal computer by means of an  
AV cable included with Märklin Mobile Vision. At the  
computer the images can be cut, processed, and sound  
can be added. The image received can also be shown  
on a television with an AV input.*







**26001 Märklin Mobile Vision.**

**Video Goggles with an Elastic Headband.**

The video goggles are powered by a 4.5 volt battery pack (3 each of AAA/IEC LR03 batteries) and have a service life of over 45 minutes on a battery pack. The field of vision is totally sealed by a comfortable foam ring. The images received are projected by 2 LCD screens directly onto the eyes and thereby give the illusion of a movie screen.

A built-in gyro sensor controls the direction of the camera in the train by movements of the wearer's head. These goggles can also be connected directly to a DVD player for watching films. A headset included with the goggles gives stereo sound.

**Miniature Video Camera.**

This is a high-resolution color video camera with a sender frequency of 3.4 gigahertz. Power for it is picked up directly from the track (digital operation only). The low level light effect is extremely high and is caused by automatically switching to the black and white mode (similar to the human eye).

The camera can be adjusted to the desired focus area by means of tweezers available in most stores.

**ICE 2.**

**Prototype:** German Railroad, Inc. (DB AG) class 402 InterCity Express, three-unit train set.

**Model:** The powered end car has a digital decoder. There is one intermediate car and 1 cab control car. The pantographs can be raised and lowered but are not wired to take power from the catenary. Train length 76.5 cm / 30-1/8".

**AV Cable for DVD Connections.**

The AV cable enables you to transmit the images sent from the train to a personal computer or a television with an AV input. This cable also allows connections to a DVD player so that you can use the goggles to watch DVD films in a cinema format.



**Case for Transport and Storage.**

A high quality case with a foam core for transport and storage comes with Märklin Mobile Vision. The Märklin Mobile Vision system can be transported safely and stored in this case. This opens up the possibility of running on the layouts of your model railroad friends.

Furthermore, a web platform for Märklin Mobile Vision is planned to be opened starting in the spring of 2009. This platform will make it possible for you to use your Märklin Mobile Vision to run on layouts all over the world using this technology. All you will need is a normal DSL connection.



**HIGHLIGHTS**

- High-Resolution Video Camera with Low Light Level Effect Amplification.
- The camera has a transmission range of over 30 meters / 98 feet even when the train is in a tunnel.
- The goggles are a new design with a closed field of vision for a real "cinema experience" and a movement sensor to control the camera.
- The camera has an operating period of over 45 minutes.
- It is immediately operational.





# Märklin Digital.

Innovative digital worlds of train operation.  
Developed by Märklin.

Over 20 years ago, Märklin unleashed an avalanche with digital model railroading that has still not come to a stop. 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. The new Märklin Digital is up to this challenge with even more possibilities. Märklin has decided to gather all new items in the digital area again under the time-proven umbrella of "Märklin Digital". We are starting this new era in digital train control in 2008 with the completely new development of the

Central Station. Märklin Digital is thereby setting the standard for all committed model railroaders. The new Central Station is the absolute must for every Märklin fan. Compatibility with existing, classic configurations and to the previous Central Station/Mobile Station is guaranteed in spite of all the new improvements. All current models coming from the factory with an mfx decoder register themselves automatically

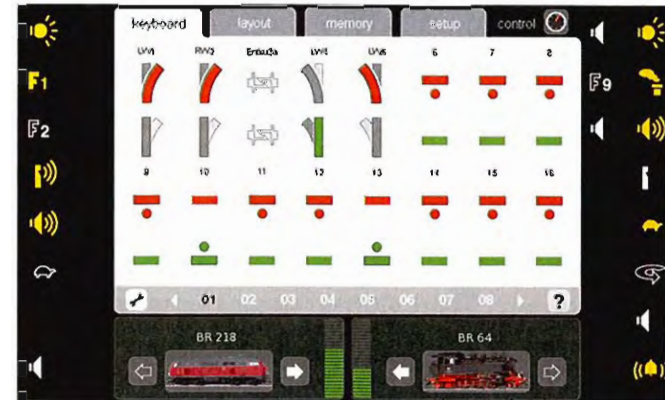
in the Central Station and are shown in color on the display. The large display has a touch-sensitive, color screen (touch screen). Enter the fantastic new world of Märklin Digital. You will be inspired.



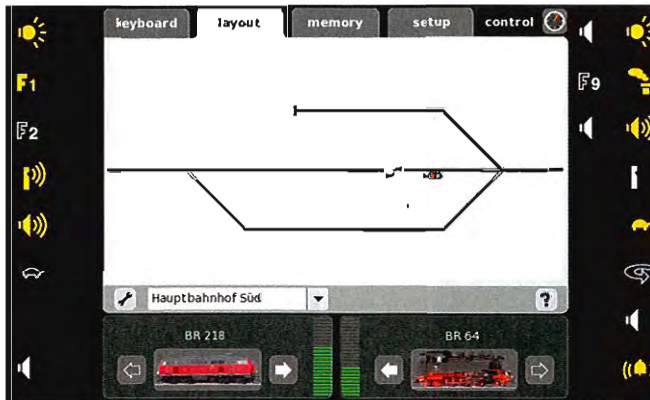




Representation of locomotives with color images, up to 16 controllable functions, graphic representation of the settings for these functions.



20 Keyboards for up to 320 solenoid accessories, representation of the solenoid accessories as a symbol or as a "Keyboard" button.



Track diagram control board with open editing of track diagram pages.



Route with control with built-in shuttle train control.



# Märklin Digital.

## HIGHLIGHTS

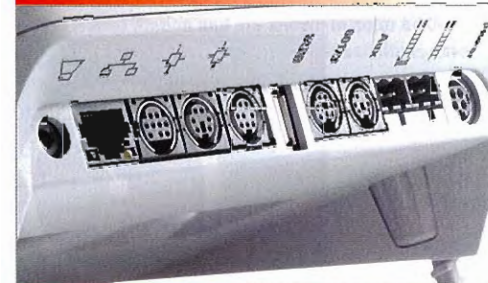
- Totally new development for a Märklin Digital controller.
- Large color touch screen.
- 2 built-in locomotive controllers.
- Built-in Märklin Digital locomotive database.
- New housing with a central stop button and built-in stylus.
- Up to 16 controllable locomotive functions.
- 2 built-in locomotive card readers.
- Powerful built-in booster.
- 20 Keyboards for up to 320 solenoid accessories.
- Built-in track diagram control board.
- Built-in route control (including shuttle train control).
- Built-in USB host for a mouse, keyboard, USB stick, etc.
- Can be used in multiples.
- Network connection.

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### 60213 Central Station.

The Central Station combines 2 locomotive controllers for easy, convenient control of locomotives, in addition to a large color touch screen. The representation of locomotives can be done with color images. Furthermore, the Central Station has a built-in Märklin Digital locomotive database as well as 2 built-in locomotive card readers (for saving locomotive data on a locomotive card or for quickly calling up a locomotive by inserting its card in the reader). There is also a powerful booster for providing power to the layout for train and accessory current, 20 Keyboards for controlling up to 320 solenoid accessories, a track diagram control board as well as a route

controller (including shuttle train control), all of this built into the Central Station. The Central Station can be used in multiples, i.e. with the optional cable (60123) several Central Stations (60213) can be operated together on a layout, whereby one Central Station acts as the master controller, and the others act as slave controllers. The Central Station has a built-in USB host (for a mouse, keyboard, or USB stick) as well as a network connection. Maximum load at the feeder track: 2.4 amps, maximum load at the programming track: 1.0 amps, total maximum load: 3.0 amps. Dimensions 320 x 190 x 80 mm / 12-5/8" x 7-1/2" x 3-1/8".



Connection strip for a network, s88, USB, bus system, Boosters, etc.



Stylus for operating the touch screen.



2 Märklin Mobile Stations can be connected directly to the Central Station, other units by means of 60125 Terminals connected to the Central Station.



**60052 60 VA Transformer, 230 Volts.**

Transformer for supplying power to the 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.



**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".



**60173 Booster.**

This is a power booster for large digitally controlled layouts (H0 and 1). It is mfx-capable in conjunction with the 60213 Central Station. It is connected directly to the 60213 Central Station by means of a 9-conductor data bus line. Several Boosters can be used in a system by means of 60125 Terminals. The Booster registers automatically with the 60213 Central Station. The status display for the Booster is shown with an LED on the Booster and graphically in the display for the 60213 Central Station. When a 60052/60055 transformer is used, the maximum power output of 48 VA and a maximum current of 3 amps is available. 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".



**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".





# Märklin Digital.

## 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 layouts (by means of a feeder track and a connector box), or to the 60212/60213 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".

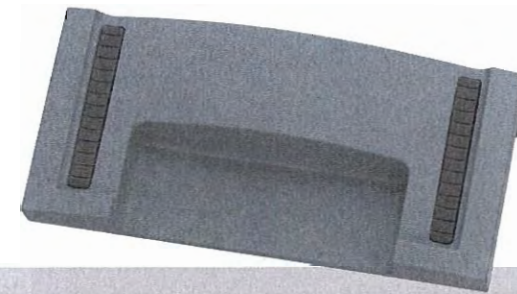


## HIGHLIGHTS

- 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.



## 60115 Connector Box for H0..

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".



## 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".



## 60124 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).





## 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".



### 60889 Adapter s 88.

Longer connecting cable for the s 88 decoder. Length 200 cm / 78-3/4".



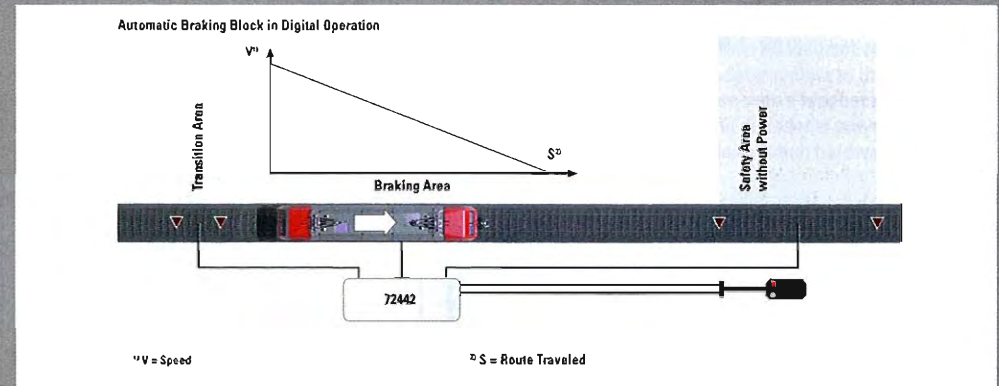
### 72442 Braking Module.

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.



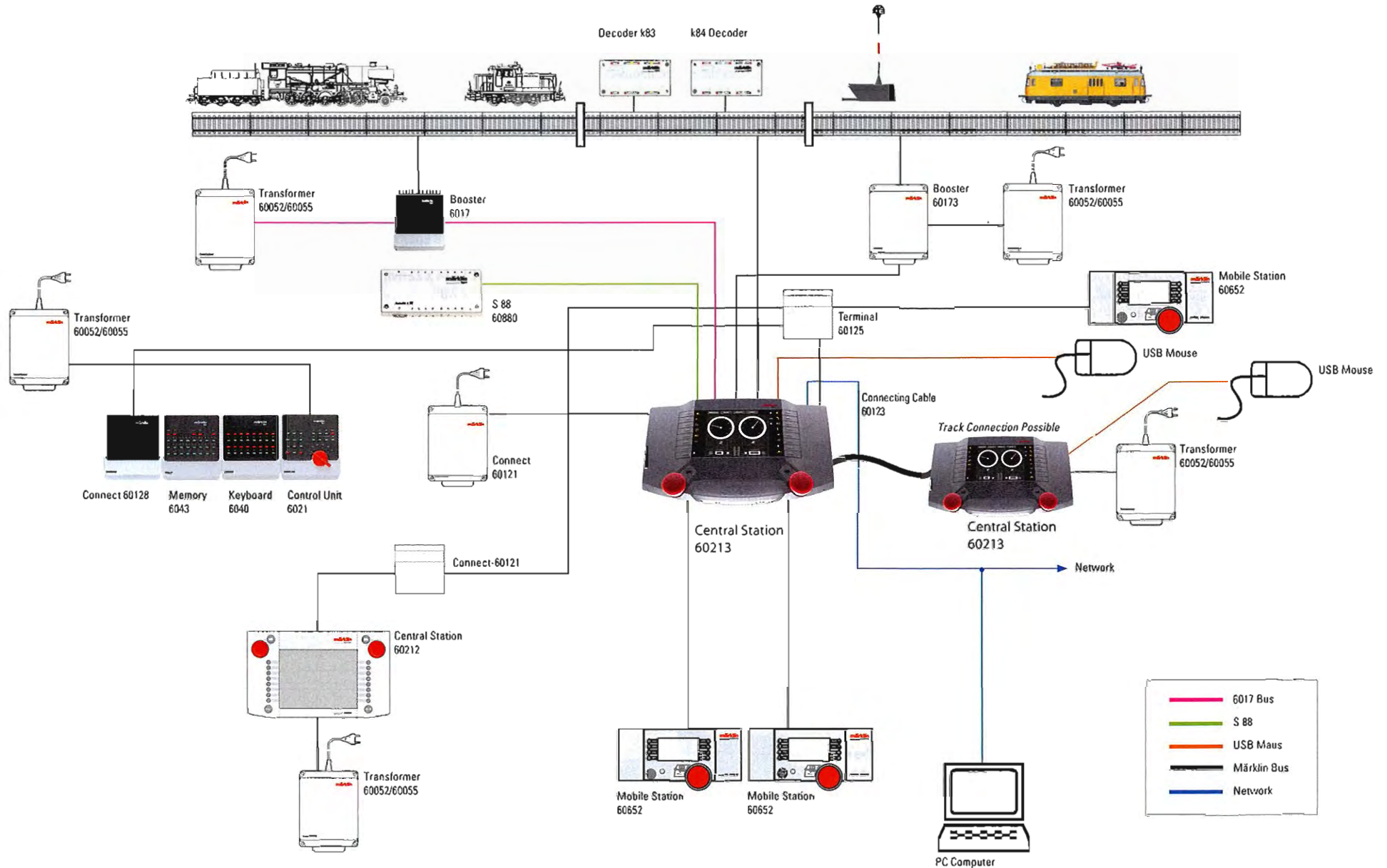
### A Gentle Stop in Front of Signals.

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.



# 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.



### 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.



### 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 activated according to the table. 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	Central Unit	Control Unit	Mobile Station	Central Station
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 op. sounds		x	x	x
Direct control		x	x	x
Locomotive whistle			x	x
Whistle for switching maneuver			x	x
Bell			x	x
Bell			x	x
Bell				x
Air pump / compressor				x
Sound of squealing brakes off				x
Letting off steam / air				x
Sound of coal being shoveled				x
Operating Sounds 1				x
Operating Sounds 2				x



### 60932 mfX High-Efficiency Electronic Circuit with 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 activated according to the table. 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	Central Unit	Control Unit	Mobile Station	Central Station
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 op. sounds		x	x	x
Direct control		x	x	x
Locomotive whistle			x	x
Whistle for switching maneuver			x	x
Horn blast 1			x	x
Horn blast 2			x	x
Operating sounds				x
Operating Sounds 1				x
Letting off steam / air				x
Sound of squealing brakes off				x
Surrounding Sounds 1				x
Operating Sounds 2				x
Operating Sounds 3				x



### 60933 mfX High-Efficiency Electronic Circuit with 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 activated according to the table. 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	Central Unit	Control Unit	Mobile Station	Central Station
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 op. 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

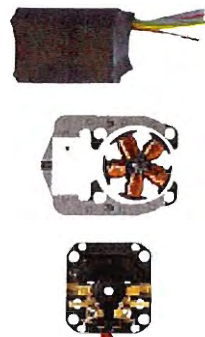




**60760 Digital High Efficiency Propulsion Set.**

This is a set for installation in a locomotive and comes with a controlled digital decoder and a powerful motor (conversion 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 Digital. 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.

**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.

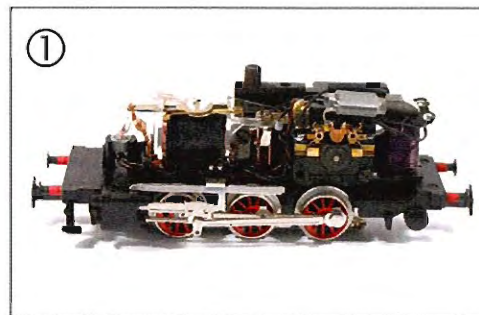
The manufacturer warranty is covered only when Delta modules are installed by an authorized Märklin dealer.



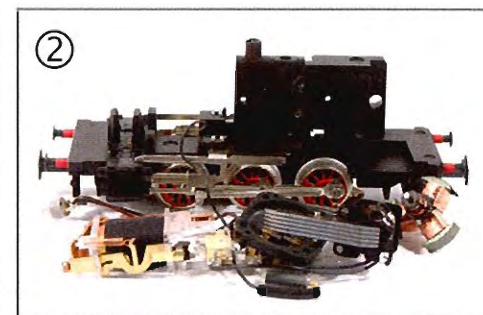
**Conversion by an Authorized Märklin Dealer.**

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

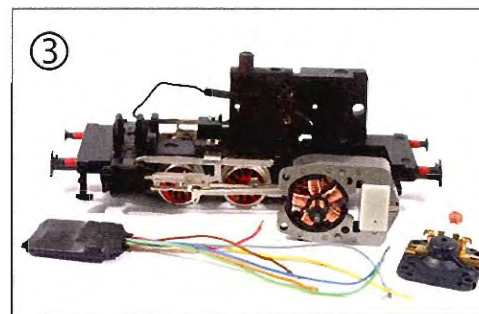
to make sure that all of the parts in the locomotive's mechanism work properly – a requirement for using the outstanding running characteristics of this conversion set. When done this way, the conversion is done quickly:



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.



The reverse unit and the old motor are easily removed.



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.



**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.



# Märklin Z – the Finest There Is.





Märklin Z is the scale for sensitive connoisseurs, who value the exclusive, and who 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, with Märklin Z they can all lay claim to something special as their own. Or, this group also includes the circle of clever and resourceful people, who are sometimes comical in their punctiliousness. They manage to play with their Märklin Z, where others would have given up long ago. Granted, the suitcase layout is nothing new,

but with the smallest radius of just barely 145 mm / 5-11/16" occasional wild creativity is not subject to any real boundaries. Thus, a birthday present can take its maiden voyage on the richly decorated cake of a master baker. Thanks to a scale of 1:220 the space on which the minimalist can unfold poses no barrier.

In this regard, the smallest mass-produced model train system in the world demonstrates its true stature: clean and essential detailing and well-proportioned, realistic, reproduction of the large prototype even has some surprises in store for the connoisseur.

Märklin Z locomotives are in many cases made of metal, how could it be otherwise? A high-quality plastic shell comes on a rock-solid frame for some locomotives and others are 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 as a group appreciate its quiet running and its respectable pulling power. Really good running characteristics. This is also necessary for realistic layout construction. Thanks to the sophisticated range of accessories, the

model railroader will find everything that he needs. And naturally, most of the locomotives have a working headlight or headlights, respond to commands from signals, and, if they are 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.

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



# Starter Sets.

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

running your train the first time in a scale of 1:220, everything designed to meet your first expectations of how this new hobby works and how much you can do with it.

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

Extension sets designed to go with these starter sets will turn them step-by-step into a model railroad with a track layout that never loses interest and even with catenary, if you want it. Additional trains and accessories provide increasingly realistic operations, and the table-top railroad develops into a railroad layout. You can combine and add all of the different pieces of track any way you desire for your own layouts, using

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







**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,

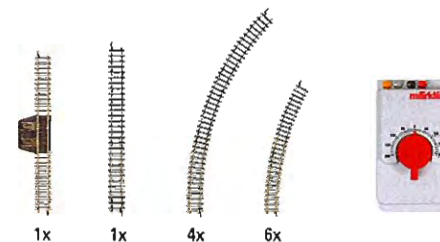
**Model:** The locomotive comes with a 5-pole motor. All of the driving axles powered. The locomotive is ready for installation of the 8953 light insert. The refrigerator car is painted and lettered for "Distelhäuser" Brewery. 2 sections of straight track, 10 sections of curved track, rerailer,

and 230 volt / 8 VA plug-in power pack with a suitable controller with smooth speed control. 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.



81560  
512 x 402 mm  
21" x 16"



**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.**

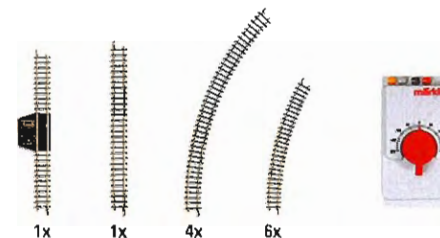
**Prototype:** 1 German Federal Railroad (DB) class 74 tank locomotive. 1 gondola. 1 refrigerator car.

**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.



81562  
512 x 402 mm  
21" x 16"





# Starter Sets.

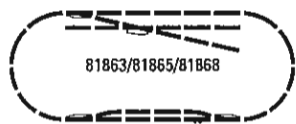


**81863 Starter Set. 230 Volts.**  
**Freight Train with a Large Track Layout, a Plug-In Transformer, and a Suitable Locomotive Controller with Smooth Speed Control.**  
**Prototype:** 1 German Federal Railroad (DB) class 50 freight locomotive. 1 refrigerator car with a brakeman's cab. 1 type Xlm low side car. 1 type Fals hopper car. 1 tank car with a brakeman's platform. 1 type lbs 407 refrigerator car.

**Model:** The locomotive comes with a 5-pole motor. All of the driving axles are powered. The low side car is loaded with 2 automobile models 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

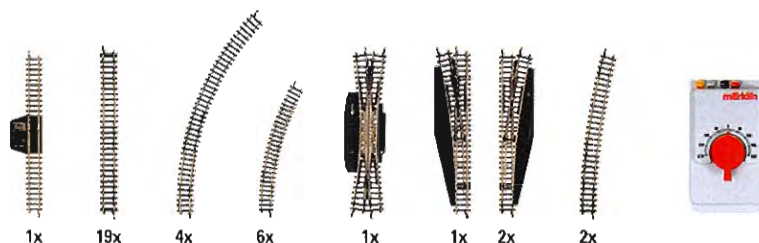
turnouts, 3 track bumpers, a rerailer, a control box, a distribution strip, wire, and a 230 volt / 8 VA plug-in power pack with a suitable controller with smooth speed control. Track plan brochure included.  
 Train length 365 mm / 14-3/8".  
 This set can be expanded with the SET track extension sets 8192 and 8193 or as desired.

**International versions:**  
**81865 120 Volts.**  
**81868 100 Volts.**



81863/81865/81868

1062 x 402 mm  
 42" x 16"







**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 a 230 volt / 8 VA plug-in transformer with a suitable controller with smooth speed control. Track plan brochure included. Train length 330 mm / 13".

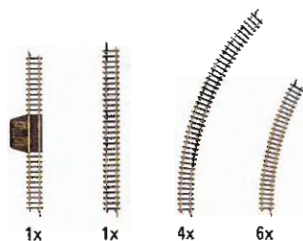
This set can be expanded with the SET track extension sets 8190 or 8191, 8192, 8193 and 8194 or as desired.

**International versions:**  
81535 120 Volts.



81530/81535

512 x 402 mm  
21" x 16"



1x

1x

4x

6x





# USA.



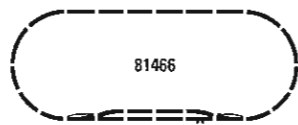
**81466 American Starter Set.**  
120 Volts.

**Freight Train Starter Set with a Track Layout and a Power Pack.**

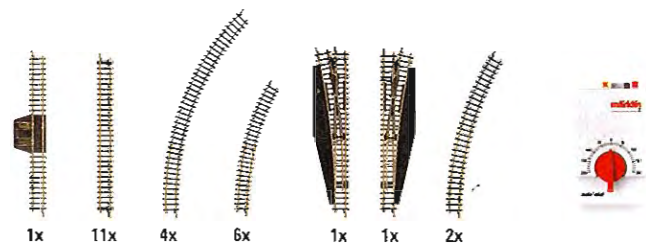
**Prototype:** 1 Chicago, Burlington & Quincy (The Burlington Route) "Mikado" steam locomotive with tender. 1 Great Northern boxcar. 1 Seaboard Air Line boxcar. 1 Chicago & North Western Railway gondola. 1 Chicago, Burlington & Quincy (The Burlington Route) caboose.

**Model:** The locomotive comes with a 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, railer, control box, distribution strip, wire, plugs, sockets and power pack. Track plan brochure included.  
Train length 390 mm / 15-3/8".

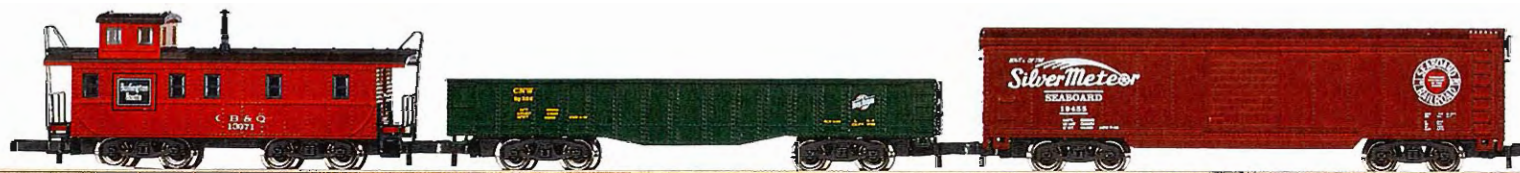
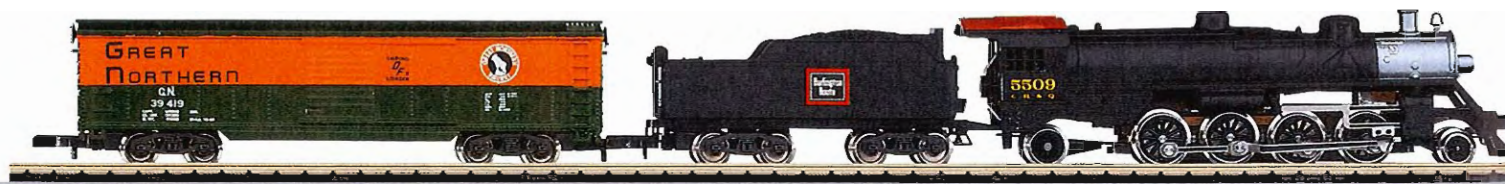
This set can be expanded with the 8192, 8193 and 8194 SET track extensions sets or as desired.



1062 x 402 mm  
42" x 16"

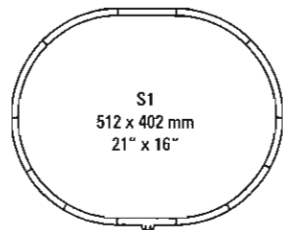


Products bearing (insert marks, e.g. Southern Pacific, Union Pacific, Chicago and North Western) are made under trademark license from the Union Pacific Railroad Company.





# 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.

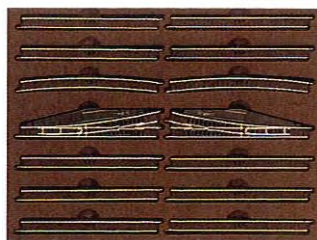
When you start off with the 81781/81785 starter sets, you already have the E 8191 track extension set integrated into the starter set, and you can then easily expand further with the T1 8192, T2 8193 and T3 8194 track extension sets.

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.

## I-V

**8190 E Extension Set with Manual Turnouts.**

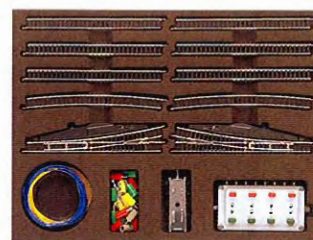
Contents: 10 straight tracks, 2 curved tracks, 2 turnouts and instructions.



## I-V

**8191 E Extension Set with Electric Turnouts.**

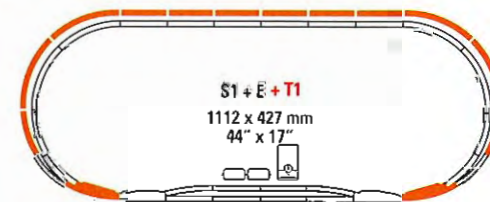
Contents: 10 straight tracks, 2 curved tracks, a control box, a distribution strip, wire, plugs and sockets, and instructions.



## I-V

**8192 Double Track Set.**

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



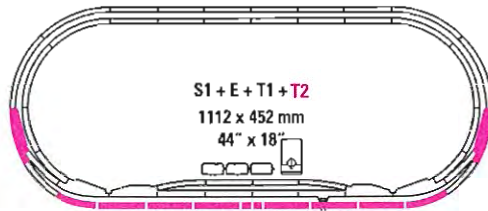
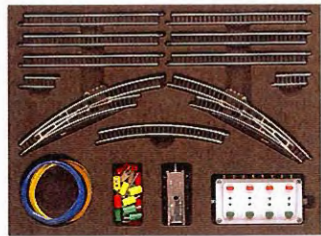


# SET Extension Program.

I - V

## 8193 Station Track Set.

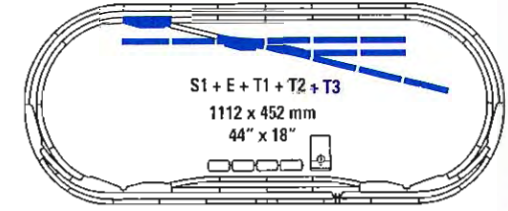
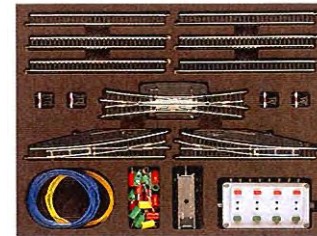
Contents: 8 straight tracks, 2 curved tracks, 2 electric curved turnouts, a control box, a distribution strip, wire, plugs and sockets, and instructions.



I - V

## 8194 Yard Track Set.

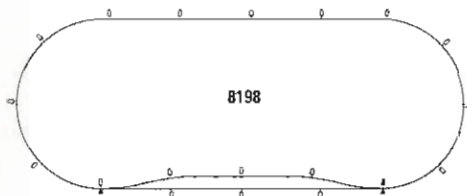
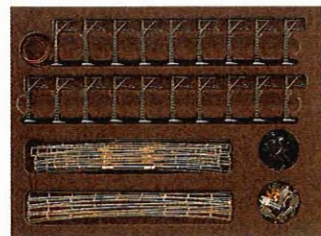
Contents: 10 straight tracks, 1 double slip switch, 2 electric turnouts, 4 track bumpers, a control box, a distribution strip, wire, plugs and sockets, and instructions.



I - V

**8198 Catenary Set for S+E.**  
This set contains all of the parts needed to set up catenary on an S+E layout.

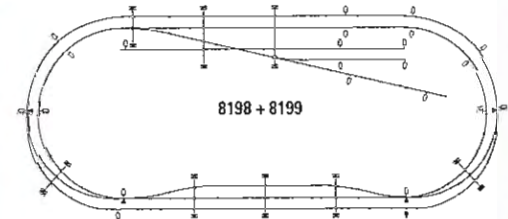
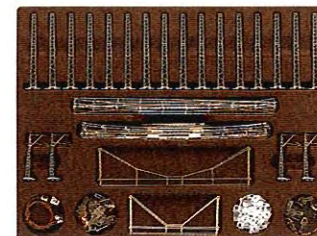
Contents: 19 catenary masts, 20 sections of catenary wire, 8 insulators, 6 connecting springs, and instructions.



I - V

**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.

### 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

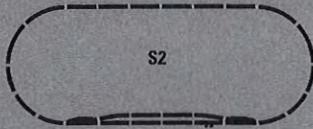
### 8194 T3 Extension Set.

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

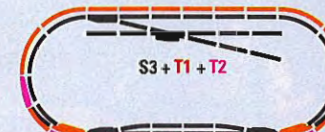
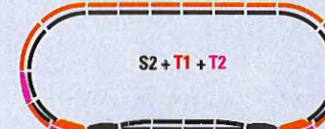
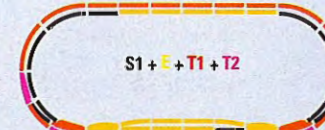
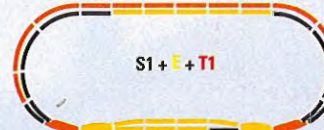
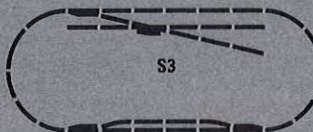
Oval of track from  
your 81530, 81535, or  
81562 starter set.



Oval of track from  
your 81781 or 81785  
starter set.



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



### 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

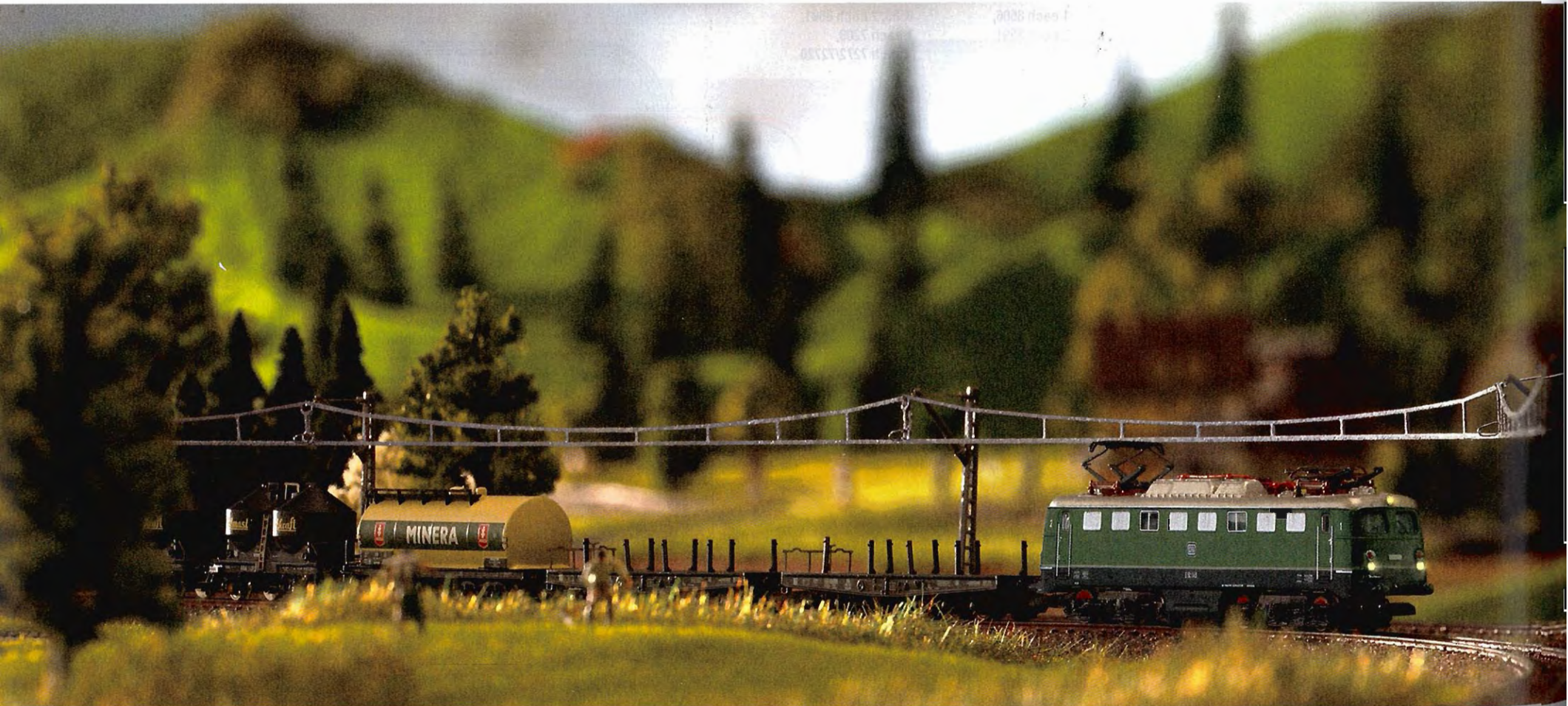


# Lokomotives.

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 their large dining room table. Particularly with steam locomotives, this perfect miniaturization at the limits of the possible evokes delighted amaze-

ment 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.

Examples of these small marvels are the class 44 heavy freight locomotive, a completely new piece of tooling with a metal body, or the class 94 steam locomotive as a heavy, general-purpose locomotive. As with all products from Märklin Z, you will experience here the perfect miniaturization of reality.





# Steam Locomotives.

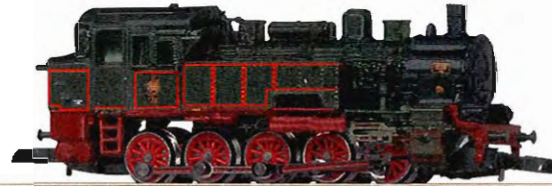


## 88941 Tank Locomotive.

**Prototype:** Royal Prussian State Railroad (KPEV) class T 16.1, later the German Federal Railroad (DB) class 94.5.

**Model:** The locomotive has a 5-pole motor. All of the coupled driving wheels are powered. The wheels and valve gear are dark nickel plated. Length over the buffers 62 mm / 2-7/16".

**One-time series.**



## 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.**



## 88292 Tank Locomotive.

**Prototype:** German State Railroad Company (DRG), Bavarian Group Administration, class Gt 2 x 4/4 heavy freight locomotive, former Bavarian class. Mallet design articulated locomotive with high and low pressure compound cylinder groups. 2nd production run starting in 1923.

**Model:** The locomotive has an articulated frame to enable the unit to negotiate sharp

curves. All 8 coupled axles on both groups of driving wheels are powered. The headlights are LEDs. Minimum radius for operation 145 mm / 5-11/16". Length over the buffers 81 mm / 3-3/16".

**One-time series.**





# Steam Locomotives.

## HIGHLIGHTS

- Completely new tooling.



**88943 Tank Locomotive.**

**Prototype:** German Federal Railroad (DB) class 94.5 heavy general-purpose locomotive. Former Prussian class T 16.1.

**Model:** The locomotive has a 5-pole motor. All of the driving axles are powered. The wheels and valve gear are dark nickel plated. Length over the buffers 62 mm / 2-7/16".

One-time series.



**88972 Steam Locomotive with a Tender.**

**Prototype:** German Federal Railroad (DB) class 44 heavy freight locomotive. Version with oil firing and Witte smoke deflectors. Used for long ore and coal trains.

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

One-time series.



## HIGHLIGHTS

- The ideal add-on for the "Langer Heinrich" / "Long Henry" unit train.
- Locomotive body constructed of metal.

## HIGHLIGHTS

- The "Jumbo" as new tooling.
- The locomotive for the "Langer Heinrich / Long Henry" unit train.
- Locomotive body constructed of metal.



**88971 Steam Locomotive with a Tender.**

**Prototype:** German Federal Railroad (DB) class 44 heavy freight locomotive. Former Version with coal firing and Witte smoke deflectors. Used for long ore and coal trains.

**Model:** All of the driving axles are powered. The wheels and valve gear are dark nickel plated.

Length over the buffers 112 mm / 4-7/16".

A realistic "Langer Heinrich / Long Henry" can be assembled with the "Jumbo", item no. 88971, and the cars from the display, item no. 86306.





## 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 / approxi-

mately 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.



### 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".





# Electric Locomotives.



## 88576 Electric Locomotive.

**Prototype:** German Federal Railroad (DB) class 150 heavy freight locomotive. Version in the two-color paint scheme of the Seventies and Eighties.

**Model:** Both trucks are powered. The wheels are dark nickel plated.  
Length over the buffers 88 mm / 3-7/16".

One-time series.



## 88191 Electric Locomotive.

**Prototype:** German Railroad, Inc. (DB AG) class 189 fast freight locomotive. Multiple system locomotive from the Eurosprinter family from Siemens.

**Model:** Both trucks are powered. The headlights and marker lights are LEDs. The wheels are dark nickel-plated. The 2 inner pantographs can pick up power from catenary.  
Length over the buffers 87 mm / 3-7/16".

One-time series.



## HIGHLIGHTS

- A new locomotive class in the program.
- Modern technology: All wheels powered and LED lighting.





**88483 Electric Locomotive.**

**Prototype:** Hoyer Railserv, Inc. class 185 CL fast general-purpose locomotive. Universal locomotive from the TRAXX family from Bombardier.

**Model:** Both trucks are powered. The headlights and marker lights are LEDs.

Length over the buffers 87 mm / 3-7/16".

One-time series.



## Switzerland.

*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.*



**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".



**88192 Electric Locomotive.**

**Prototype:** Swiss Federal Railways (SBB/CFF/FFS) class 474 fast freight locomotive. Multiple system locomotive from the Eurosprinter family from Siemens.

**Model:** Both trucks are powered. The headlights and marker lights are LEDs. The wheels are dark nickel-plated. The 2 inner pantographs can pick up power from catenary.

Length over the buffers 87 mm / 3-7/16".

One-time series.



**HIGHLIGHTS**

- A new locomotive class in the program.
- Modern technology: All wheels powered and LED lighting.



# Powered Rail Cars and Trains.

Powered rail car trains always look great in the prototype and as models, regardless of their direction of travel. It doesn't matter whether they are on a large layout filling up a room, a simple oval of track, or adorning a display case.

Outstanding for 2008 is our express powered rail car train, the "Senator" in Z, which is being produced in a one-time series exclusively for all of the members of the Märklin Insider Club. This completely new piece of tooling, consisting of 2 diesel powered end cars and 5 intermediate cars has a total length of 455 mm / 17-15/16" and reflects excellently the time from 1954 on,

when it's on the track. The Economic Miracle after the war was provided with a striking face in this train. This shining red and silver train with its lightweight metal construction attracted a great deal of attention at the German Transportation Exposition in 1953 in Munich. This special powered rail car train will perform outstandingly on your layout too.





# Powered Rail Cars.



## 88311 Rail Bus with a Trailer Car.

**Prototype:** Elmshorn-Barmstedt-Oldesloer Railroad (EBOE) class VT 98 motor car and class VS 98 control car. Painted and lettered with the advertising for spirits from the Sixties.

**Model:** Both axles on the motor car are powered. The wheels are dark nickel-plated. Included with the rail bus: 2 original Doornkaat glasses.

**One-time series.**



## 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".



# Insider Model for 2008.



**88100 "Senator" Express Powered Rail Car Train.**  
**Prototype:** German Federal Railroad (DB) class VT 10.5 "Senator" articulated train (daytime train). Lightweight construction with 2 diesel powered end cars and 5 intermediate cars, connected by single-axle trucks. Used in daily service between Frankfurt and Hamburg starting in 1954.

**Model:** One powered end car has its truck actually powered. The train has LED headlights and marker lights. There are close couplings with electrical connections between the cars. There are Scharfenberg couplers (non-working) at the ends of the train. Length over the couplers 455 mm / 17-15/16".

The 88100 powered rail car train is being produced in a one-time series only for Märklin Insider members.





VT 10.5 – “Senator” by Day, “Komet” by Night.

At the start of the Fifties, the German Federal Railroad (DB) developed two articulated powered rail car trains for long distance service. Franz Kruckenberg, who had already made a name for himself in the Thirties with fast vehicles, participated in the design. In the development of the two powered rail car trains, he was able to go back to valuable experience that had already been made with the Rail Zeppelin and the SVT 135 155: high speed resulting from largely all-aluminum lightweight construction. These two articulated powered rail car trains were presented for the first time at the German Transportation Exhibition (DVA) in Munich in 1953: The VT 10 501, built by Linke-Hofmann-Busch as a daytime train “Senator” for the DB, and the VT 10 551, built by Wegmann as the overnight train “Komet” for the German Sleeping Car and Dining Car Company (DSG). In addition to their use and paint scheme, these two trains also had design differences. While the cars for the “Senator” were equipped with single-axle running gear, the “Komet” had Jacobs trucks between the cars. The end cars on both trains each had a two-axle power truck. MAN diesel motors with originally a performance of 118 kilowatts / 158 horsepower, later with 154 kilowatts / 206 horsepower, were used in the motor cars. The maximum speed was 120 km/h / 75 mph; a planned increase to 160 km/h / 100 mph was not carried out. The power transmission was done hydraulically by means of a four-speed transmission. The “Senator” offered its passengers 135 seats in 1st class, 24 of them reclining seats.

The trains went into regular service with the beginning of the summer schedule in 1954. The daytime train, road no. VT 10 501 as Ft 41/42 “Senator” on the

route Frankfurt/Main – Hamburg, the overnight train as Ft 49/50 “Komet” between Hamburg and Basle (starting in the summer of 1955 to Zürich). The running characteristics of the overnight train received a positive evaluation. Those of the daytime train were the opposite according to DB documents: “All things considered, it is apparent that the freight car characteristics cannot be removed from this train.” The “Senator” was in use until June of 1956, was rebuilt several times and tested in experimental runs. In 1959, it was taken out of operation and in 1962 was scrapped. All of the cars from the two trains were scrapped except for the intermediate car VT 10 551i from the overnight train that is used by Nürnberg railroad enthusiasts as a home for their club. The experiences with the two Kruckenberg designs fed the development of the subsequent DB VT 11.5 TEE powered rail car train.



© Walter Hollnagel, Slg. Gerd Neumann



# Train Sets.



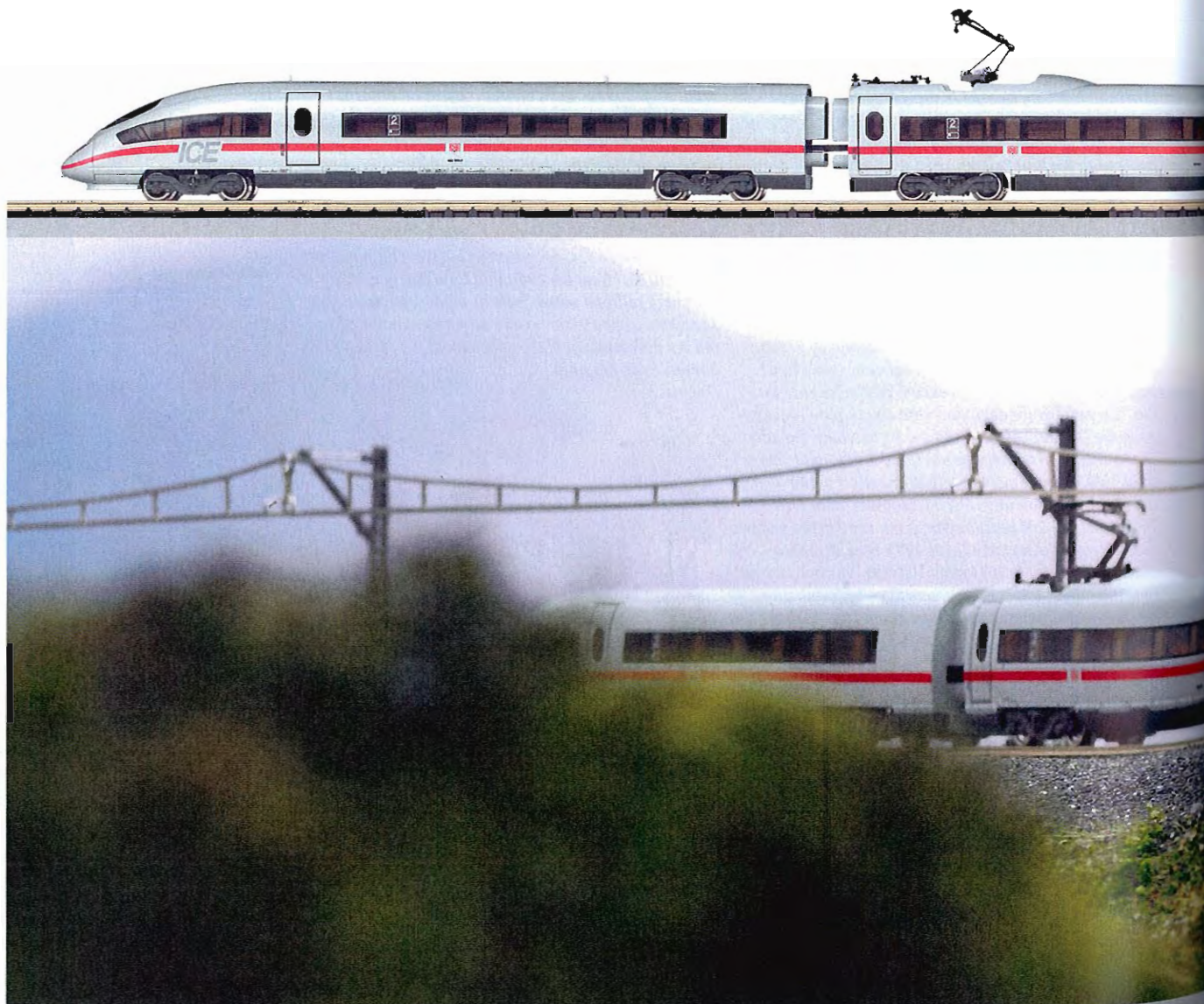
## 88714 High Speed Powered Rail Car Train.

**Prototype:** German Railroad, Inc. (DB AG) class 406 InterCityExpress (ICE 3). Multiple system version for cross-border service. 1 type 406.0 end car, 1st class. 1 type 406.3 dining car. 1 type 406.6 transformer car, 2nd class. 1 type 406.5 end car, 2nd class.

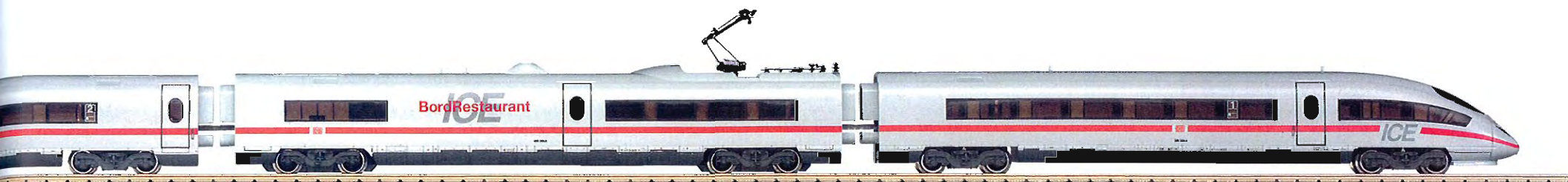
**Model:** The intermediate car serving as a dining car has a 5-pole motor powering all 4 axles. The two end cars and the 2nd class intermediate car have lighting with maintenance-free LEDs. The train has special couplings that work only with the model of the ICE 3 and that allow the cars in the train to be close coupled to each other. Train length 465 mm / 18-5/16".

## HIGHLIGHTS

- New road numbers with rank numbers that go together prototypically.
- Built-in interior lighting with LEDs.









# Train Sets.

Here comes "alex" ...

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 Inter-

Regio 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/>.



## France.



**81080 International Long-Distance Express Train.**

**Prototype:** French State Railroad (ETAT) class 231 express locomotive with a tender and a train composition of cars from the International Sleeping Car and Dining Car Company (CIWL). 2 sleeping cars, a dining car, a parlor car, and a baggage car.

**Model:** All of the driving wheels on the locomotive are powered. The wheel flanges and the valve gear are dark nickel plated. The cars are lettered in different languages.

Train length over the buffers 638 mm / 25-1/8".

One-time series.







81881 "Allgäu Express".

Prototype: Bavarian Provincial Railroad (Regental Railroad, Inc.) and EuroTHURBO, Inc. (subsidiary of the SBB/CFF/FFS) "alex" regional. Siemens Dispolok, Inc.

type ER 20 diesel locomotive and 3 updated passenger cars. Type Am compartment car, 1st class; type Bm compartment car, 2nd class, and type BRDpm bistro open seating car, 2nd class.

**Model:** Both trucks are powered on the locomotive. The headlights and marker lights on the locomotive are LEDs. Total train length over the buffers 455 mm / 17-15/16".

One-time series.

**HIGHLIGHTS**

- An attractive model: The "Hercules" in the service of "alex".
- Modern technology: The locomotive with all wheels powered and LED lighting.



© and TM: Wagons-Lits Diffusion/SNCF



# 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 to go 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 shuttle 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 the wee hours of the 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 create best with Märklin Z.





*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".



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

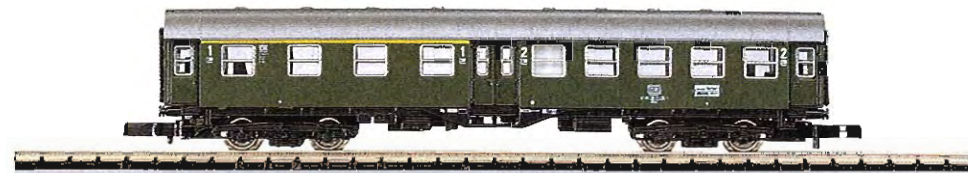
**8752 "Thunder Box" Standard Design Baggage Car.**  
**Prototype:** German Federal Railroad (DB) type D2ie.  
**Model:** Length over the buffers 63 mm / 2-1/2".



*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

**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".



IV

**8754 Four-Axle Rebuild Car.**  
**Prototype:** German Federal Railroad (DB) type Byg 515. 2nd class.

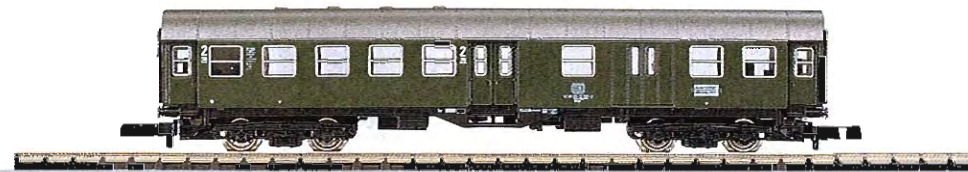
**Model:** Length over the buffers 89 mm / 3-1/2".



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".





# Passenger Cars.

IV

**8710 Express Train Passenger Car.**  
Prototype: German Federal Railroad  
(DB) type Am 203. 1st class.

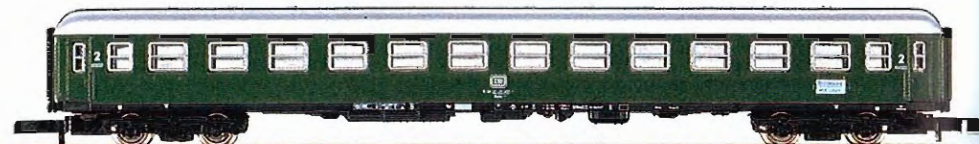
**Model:** Length over the buffers  
120 mm / 4-3/4".



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.

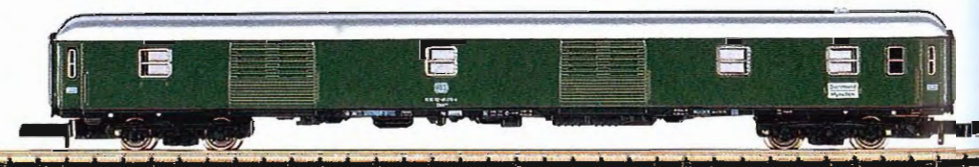
**Model:** Length over the buffers  
120 mm / 4-3/4".



IV

**8712 Express Train Baggage Car.**  
Prototype: German Federal Railroad  
(DB) type Dm 902.

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



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

**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".







**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".



**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".



**87293 Bi-Level Cab Control Car.**  
**Prototype:** German Railroad, Inc. (DB AG) type DBbz 761, 2nd class, in the current "traffic red" paint scheme.

**Model:** The headlights / marker lights are maintenance-free LEDs. 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.



# 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.

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 or

stake cars loaded with wood. Or, also colorful mixed freight trains that consist of all kinds of different cars, some without and some with loads. Any freight train becomes an attention getter with the right motive power on the front.





**N**  **I**

**86619 Freight Car Set.**

**Prototype:** 3 different Royal Prussian State Railroad (KPEV) freight cars.

**Model:** The set has 1 beer car with a brakeman's cab, lettered

for "Patzenhofer", 1 gondola with hinged roof hatches and a brakeman's cab, and 1 boxcar with a brakeman's cab. All of the cars have dark nickel plated wheels.

Total length over the buffers 119 mm / One-time series. 4-11/16".



 **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.

*"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 "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*

## N III

86306 Display with 20 "Lange Heinrich / Long Henry" Cars.

**Prototype:** German Federal Railroad (DB) type Fad-50 / 00tz high capacity hopper cars. Used in unit trains for transporting ore and coal.

**Model:** All of the cars are weathered and have different car numbers. The load inserts have a layer of real iron ore.

Each car comes individually packaged. Length over the buffers for each car 53 mm / 2-1/16", all together about 1,120 mm / 44-1/8".

One-time series.

The right locomotive to go with the "Lange Heinrich / Long Henry" unit train is the "Jumbo", item no. 88971.

## HIGHLIGHTS

- The „Lange Heinrich / Long Henry“ as a unit train.
- A possible train length of over 1 meter / 39 inches.
- 20 different cars to choose from.
- Presentation in an attractive display.





*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).*

**IV**

**8630 Hopper Car.**

**Prototype:** German Federal Railroad (DB) type Fals 176.

**Model:** Length over the buffers 53 mm / 2-1/8".





# Freight Cars.

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.



## HIGHLIGHTS

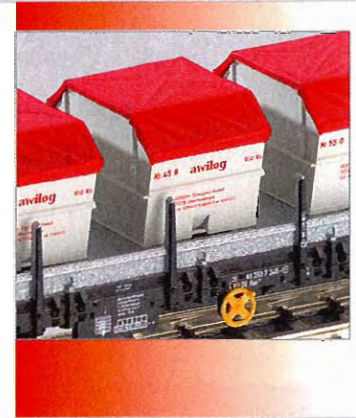
- Prototypical load with 7 deposit containers and tarp covers.
- Deposit containers are removable.
- Prototype: Transport of trash, sludge, construction rubble, etc.

 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".

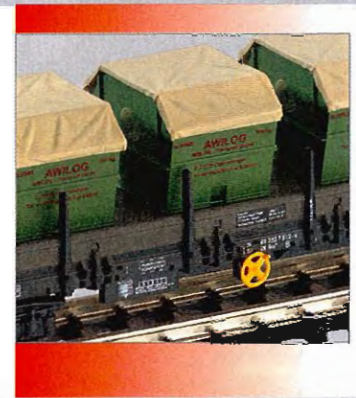


 V

## 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".





N V

**82285 Set with 2 Cars for Containers.**

**Prototype:** German Railroad, Inc. (DB AG) type Sdgkms 707 standard design deep well flat car and type Lgjs 598 flat car for containers. Each loaded with 2 tank containers painted and lettered for the firm Hoyer, Hamburg, Germany.

**Model:** The deep well flat car has a metal frame. The containers come in a fine frame design, are removable, and can be stacked. They have different registration numbers.  
Total length over the buffers 145 mm / 5-11/16".



N V

**82453 "Doornkaat" Glass Tank Car.**

**Prototype:** Privately owned car lettered for the firm Berentzen-Gruppe AG for "Doornkaat" with the classic slogan.

**Model:** The car has a finely detailed frame. It also has a separately

applied brakeman's cab. The tank is made of real glass and is sealed with a cork.  
Length over the buffers 40 mm / 1-9/16".

One-time series.



## Special Cars.

*Preservative ...*

*The firm Hengstenberg in Esslingen was founded in 1876 out of a factory for pickled canned food. The firm's concept has been and is high quality food without additives using preservative preparation: Hengstenberg was instrumental in the introduction of the purity law for vinegar made from wine.*



N III

**80019 Z Gauge Museum Car Set for 2008.**

**Prototype:** Older design wooden barrel car with a brakeman's cab, used on the German Federal Railroad (DB). Privately owned car painted and lettered for the firm Hengstenberg, Esslingen, Germany. Büssing truck with a flatbed and a tarp.

**Model:** The barrels are made of real wood and have a separately applied metal platform.  
Length over the buffers 40 mm / 1-9/16".  
The truck model is constructed of metal with historic lettering.

One-time series.

Only available at the Märklin World of Adventure in Göppingen.



N

**80818 Märklin Magazin Annual Car for 2008.**

**Prototype:** German Federal Railroad (DB) type Bt 10 flat car with a brakeman's platform, for containers. Loaded with 3 type Efkr Pa containers. Used for foodstuffs and raw materials.

**Model:** The car is painted and lettered in a design to go with the

Märklin Magazin series of annual cars. The containers are permanently mounted on the car. The containers have different registration numbers.  
Length over the buffers 40 mm / 1-9/16".

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.

Models of trucks and cars models go over the railroad crossing gates or live up parking lots. There are very finely designed, working lights to light up the scene.



# 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.





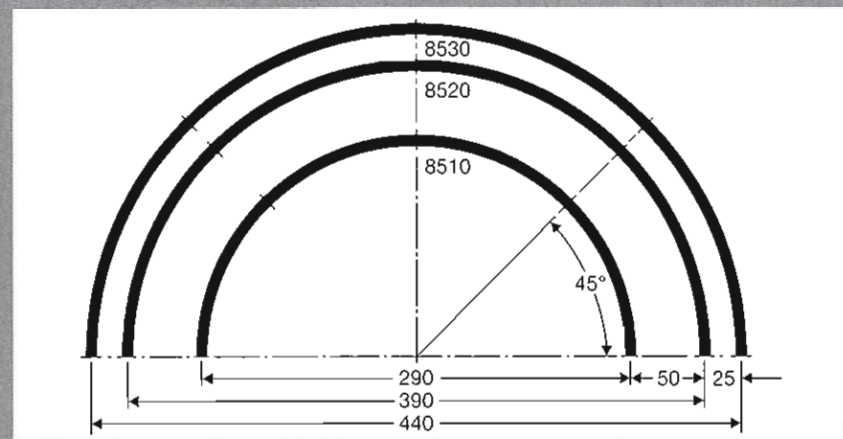
# Curved Track.

## 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°.



Radius 145 mm / 5-3/4"

## 8520 Curved Track.

Radius 195 mm / 7-11/16".  
45°.



Radius 195 mm / 7-11/16"

## 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.



## 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".

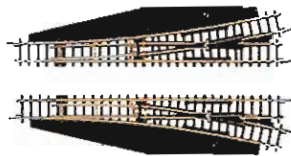
The 8568 left and the 8569 right curved turnouts as well as the 8560 double slip switch have double solenoid mechanisms and manual hand levers. They can be activated with the 7272/72720 control box or with circuit tracks.



## 8562 L Electric Left Turnout.

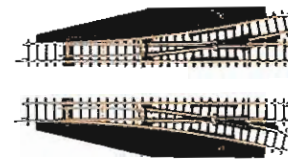
**8563 R Electric Right Turnout.**  
 Length 110 mm / 4-3/8". 13°.  
 Radius 490 mm / 19-1/4".

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



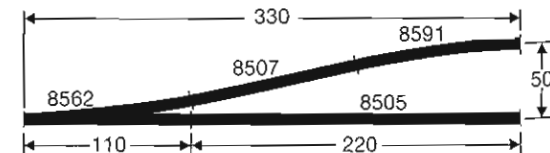
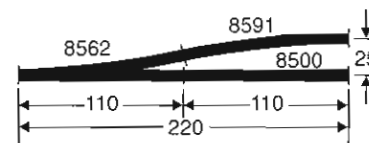
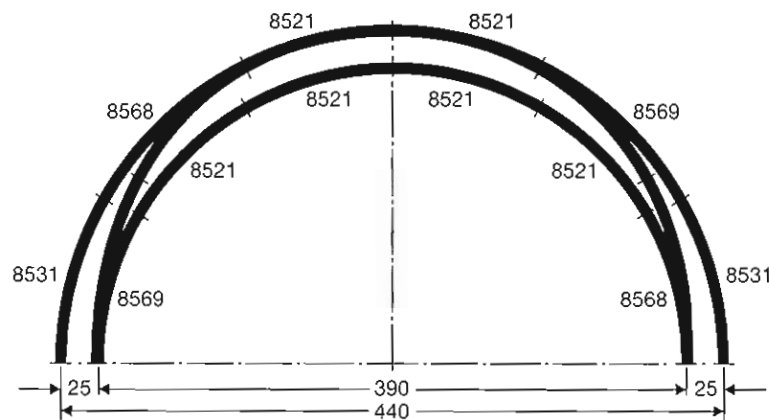
## 8565 L Manual Left Turnout.

**8566 R Manual Right Turnout.**  
 Length 110 mm / 4-3/8". 13°.  
 Radius 490 mm / 19-1/4".



## 8591 Curved Track.

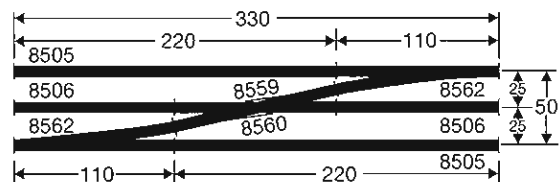
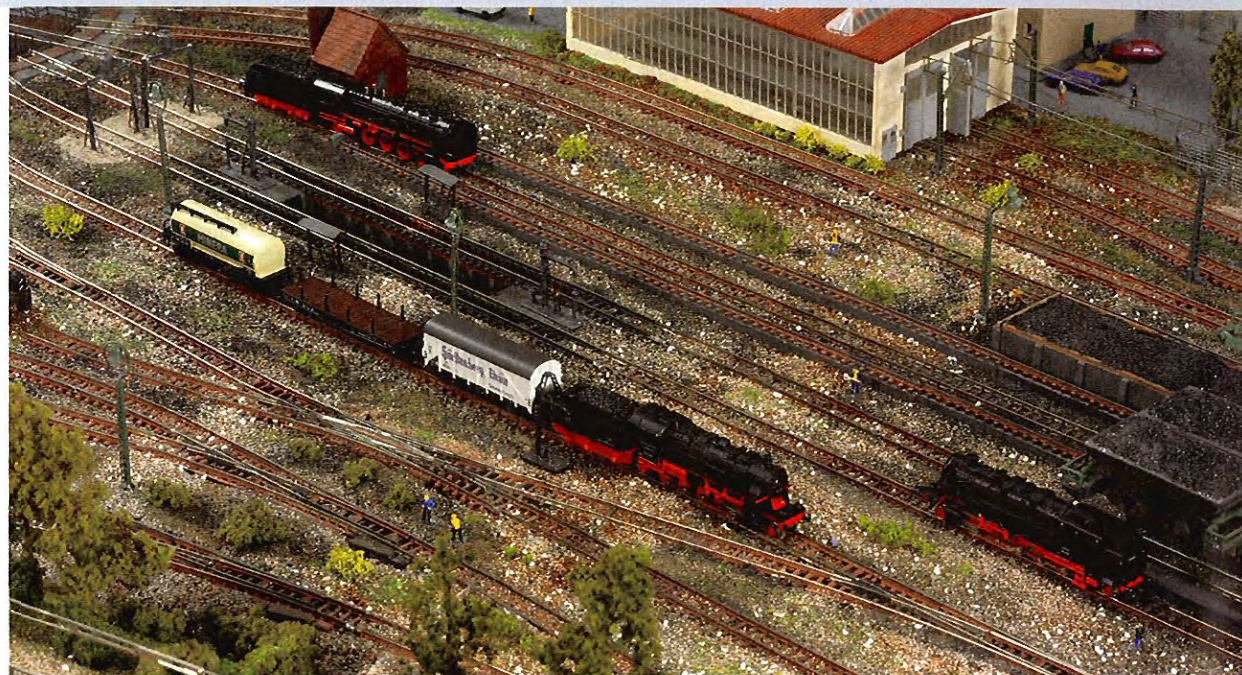
Complementary curve for turnouts. 13°.  
 Radius 490 mm / 19-1/4".  
 Same curve as the branch on the 8562 L, 8563 R, 8565 L and 8566 R turnouts.





**8559 Crossing.**  
Length 112.8 mm / 4-7/16". 13°.

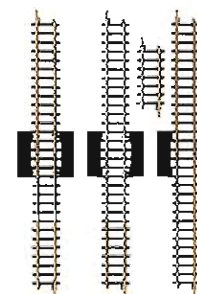
**8560 Double Slip Switch.**  
Length 112.8 mm / 4-7/16". 13°.  
Radius 323 mm / 12-3/4".



**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 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 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°.



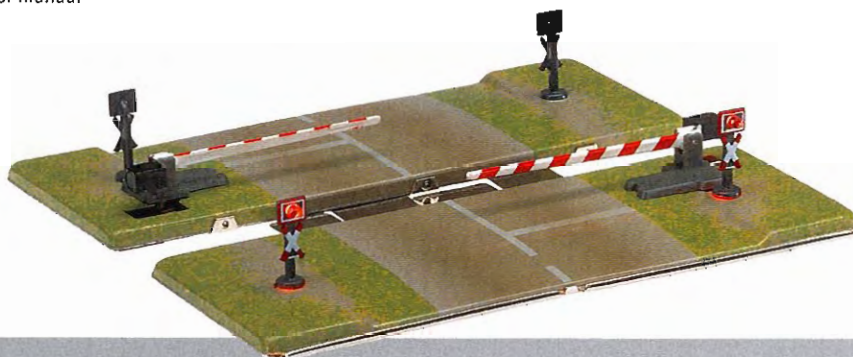
**8976 Straight Ramp.**  
Length 110 mm / 4-3/8".



**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".









# 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.

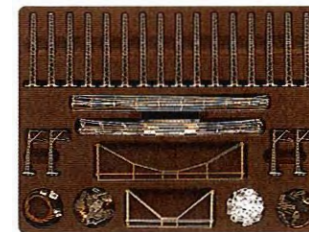
Contents: 19 catenary masts, 20 sections of catenary wire, 8 insulators, 6 connecting springs, and instructions.



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

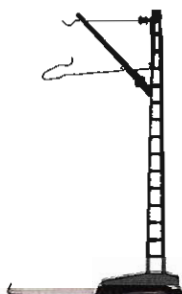
This set supplements the 8198 set for T1 to T3.

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.



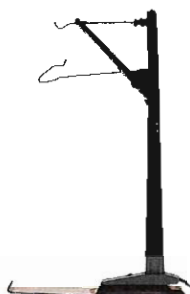
## 8911 Catenary Mast.

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".



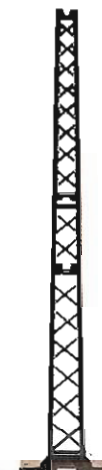
## 8913 Bridge Mast.

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 Separator Clips and 6 Connecting Springs.**  
These parts are used to create separation points in the catenary and are used at branches above turnouts.



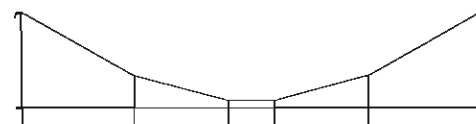
**8927 Package of Catenary Terminal Clips.**  
The package contains 2 set screw clips with and 3 without wires. They are for feeding power to catenary or for holding wire sections together over crossings, for example.



**8922 Wire Section.**  
For straight and curved track.  
Length 165 mm / 6-1/2".



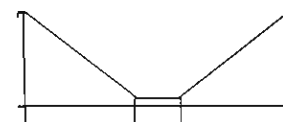
**8924 Cross Span.**  
For attaching to a tower mast.  
A cross span spans 5 tracks.  
Span width about 123 mm / 4-7/8".



**8923 Wire Section.**  
Adjustable in length from  
150 to 180 mm / 5-7/8" x 7-1/8".



**8925 Cross Span.**  
For attaching to a tower mast.  
The cross span spans 3 tracks.  
Span width about 72 mm / 2-7/8".



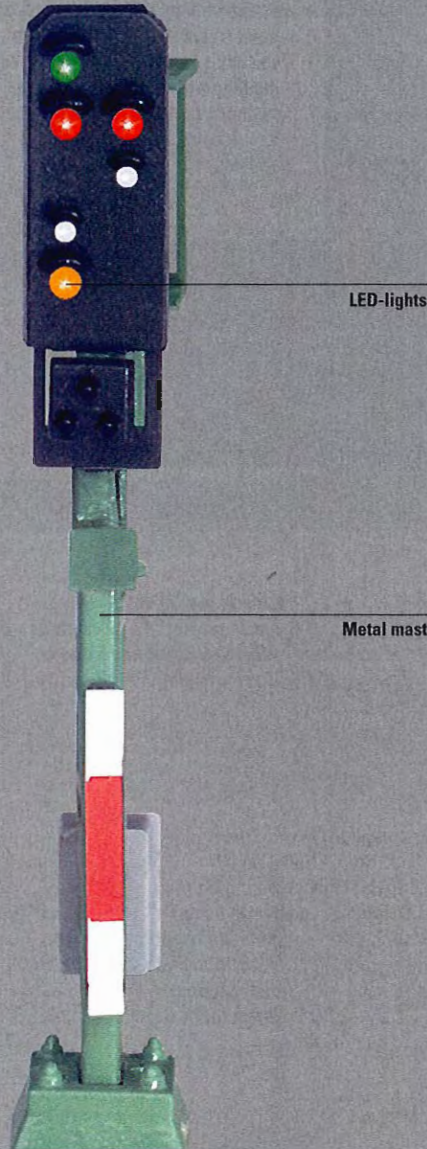
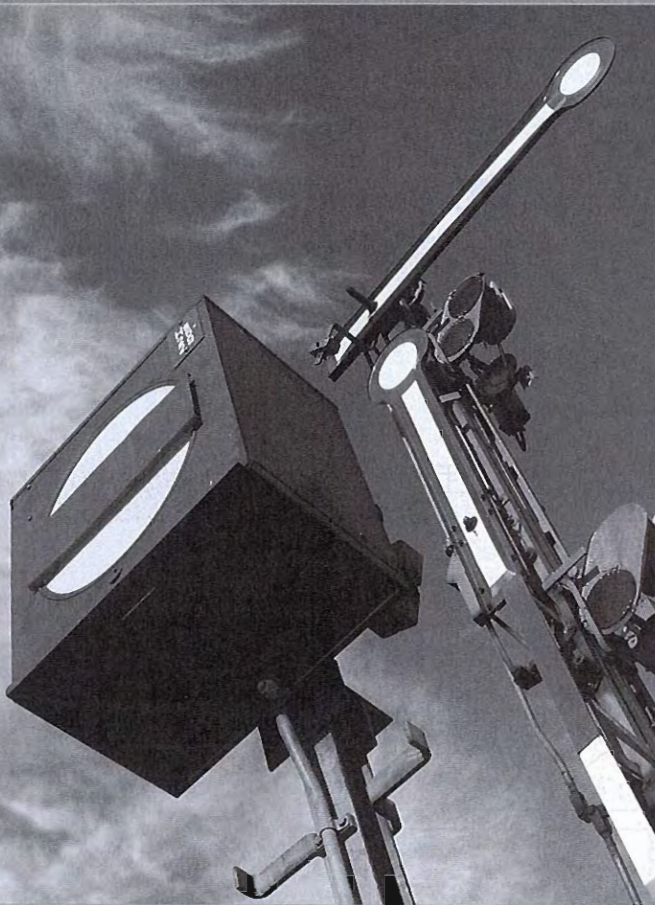


# Signals.

**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".



Vr0  
Prepare to Stop



Vr1  
Prepare to Proceed



Vr2  
Prepare to Proceed Slowly

## 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".



Sh0  
Stop,  
Movement Prohibited



Sh1  
Movement Prohibition Lifted

## 89395 High Mounted Color Light Yard / Track Block Signal.

2 aspects "Stop, Movement Prohibited" (Sh0), "Movement Prohibition Lifted" (Sh1). LED lighting. Height 7 mm / 1/4".



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".



Hp0  
Stop



Hp1  
Proceed

**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.



Sh0  
Stop,  
Movement  
Prohibited



Sh1  
Movement  
Prohibition  
Lifted

**89392 Color Light Entry Signal.**  
3 aspects "Stop" (Hp0), "Proceed" (Hp1), and "Proceed Slowly" (Hp2). LED lighting. Height 34 mm / 1-5/16".



Hp0  
Stop



Hp2  
Proceed  
Slowly

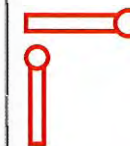


Hp1  
Pro-  
ceed

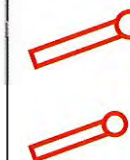
**89402 Semaphore Home Signal.**  
2 aspects "Stop" (Hp0) and "Proceed Slowly" (Hp2). 2 coupled semaphore arms, with LED lighting, and below-baseboard mechanism permanently attached to the signal. Height 48 mm / 1-7/8". Installation depth 65 mm / 2-9/16", diameter of mounting hole 13 mm / 1/2".

### HIGHLIGHTS

- Below-Baseboard Mechanism.
- Slow Motion Semaphore Movement.



Hp0  
Stop



Hp2  
Proceed  
Slowly

**89393 Color Light Exit Signal.**  
4 aspects "Stop" (Hp0), "Proceed" (Hp1), "Proceed Slowly" (Hp2), and "Train Halt, Switching Allowed" (Hp00/Sh1). LED lighting. Height 34 mm / 1-5/16".



Hp00  
Stop



Hp2  
Proceed  
Slowly



Hp1  
Pro-  
ceed

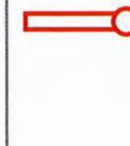


Hp00/Sh1  
Switching  
Allowed

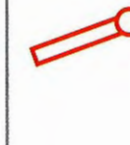
**89401 Semaphore Home Signal.**  
2 aspects "Stop" (Hp0) and "Proceed" (Hp1). Single semaphore arm, with LED lighting, and below-baseboard mechanism permanently attached to the signal. Height 48 mm / 1-7/8". Installation depth 65 mm / 2-9/16", diameter of mounting hole 13 mm / 1/2".

### HIGHLIGHTS

- Below-Baseboard Mechanism.
- Slow Motion Semaphore Movement.



Hp0  
Stop



Hp1  
Proceed



# Layout Accessories.

## 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.



## 89022 Automobile Set.

The set consists of 10 vehicles based on prototypes from the Economic Miracle Period. 2 Citroen 2 CV, 1 BMW 501, 1 Mercedes 170, 1 Mercedes 220, 2 VW busses, 1 DKW small truck, and 2 VW Beetles. Single-piece, fine metal construction.



## 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.





N I II III

**89205 "Hunt'sche" Large Coaling Station.**

**Prototype:** "Hunt'sche" large coaling station based on the prototype in Saarbrücken, Germany. Almost identical coaling stations of this type also existed in Munich and Vienna.

**Model:** Professional quality model of the "Hunt'sche" large coaling station in Saarbrücken, Germany with all of the parts as a finished model. The parts for the steel framework, the handrails, grab irons, and the walkways are laser-cut precisely from special architectural quality, hard finish card stock. The steps are made of ABS plastic. The underside is cast in plastic. The coaling station has working lamps that are already assembled. All of the parts are already finished in a realistic basic color, but they can easily be weathered and painted further.

Dimensions of the finished model approximately: length 218 mm / 9", width 118 mm / 5", height 86.9 mm / 4".

**HIGHLIGHTS**

- Can be used for modeling Era I and later.
- Detailed construction.
- An impressive attention-getter on any layout.
- Z track included.





# Layout Accessories.

## N III-V

### 89704 Building Kit of an Apartment House and a Multiple Use Building.

**Prototype:** Two typical building from the middle of the 20th century. An apartment house with 2 full floors and an attic with a dormer, also with a garage. Single level multiple use building with 3 gables, can be used as a workshop, a store, a restaurant, kindergarten, etc.

**Model:** This is a plastic building kit with exactly fitting parts in different colors.

Dimensions for the apartment house 91 x 71 x 45 mm / 3-9/16" x 2-13/16" x 1-3/4", for the multiple use building 70 x 50 x 30 mm / 2-3/4" x 1-15/16" x 1-3/16".

Extensive instructions are included for building this kit.

Polystyrene glue available at your dealer is required for assembly of this kit.



## N II III IV V

### 89702 Building Kit of the "Neuwintersdorf" Station and Freight Shed.

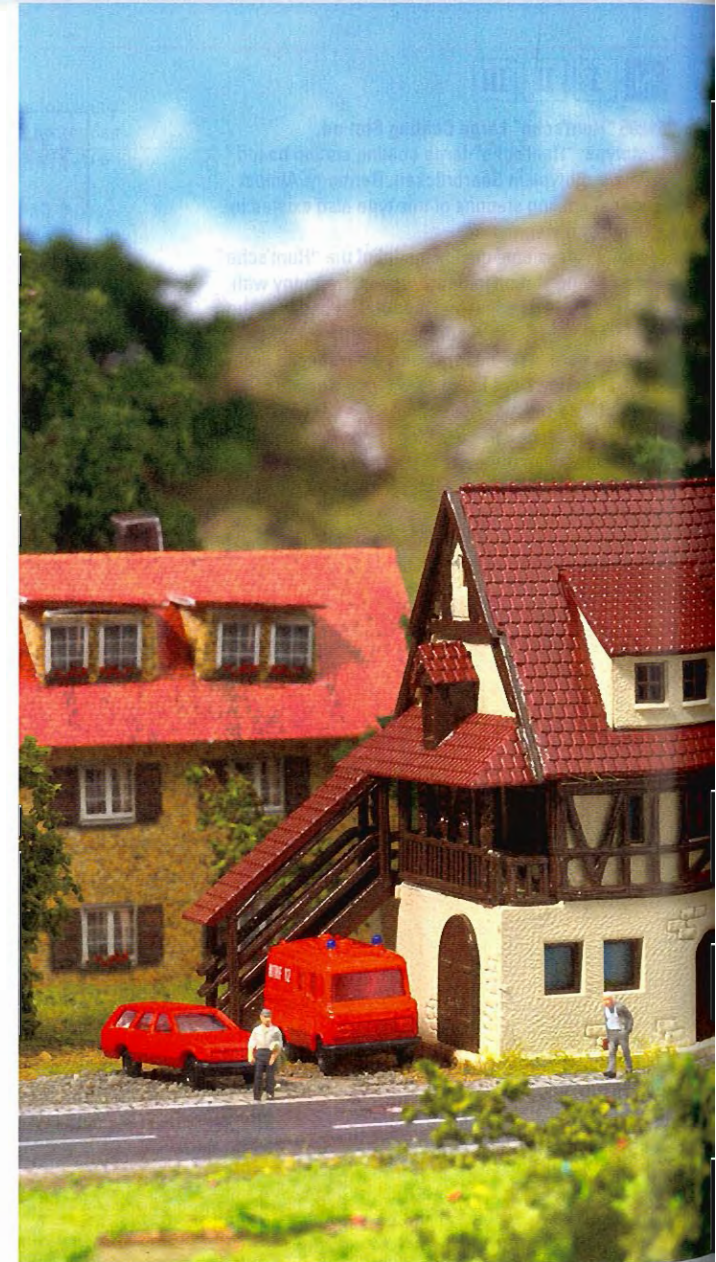
**Prototype:** A small town station with a freight shed from the early 20th century. Station with main and side building and a roofed entry. Freight processing with a warehouse, loading ramp, and equipment sheds.

**Model:** This is a plastic building kit with exactly fitting parts in different colors. The rain gutters and roof supports are finely constructed, separate details.

Dimensions for the station 72 x 112 x 54 mm / 2-13/16" x 4-7/16" x 2-1/8", for the freight shed 53 x 138 x 38 mm / 2-1/16" x 5-7/16" x 1-1/2".

Extensive instructions are included for building this kit.

Polystyrene glue available at your dealer is required for assembly of this kit.







**N III-V**

**89800 Building Kit of a Fire Station with Fire Department Vehicles.**

**Prototype:** A small town fire station in half-timbered architecture with a ground level of stone walls and a wood fire hose tower. Fire department vehicles: truck with rotary ladder, small equipment transporter, and fire chief's car.

**Model:** This is a plastic building kit with exactly fitting parts in different colors. The kit has a fine reproduction of stonework and half-timbered construction.

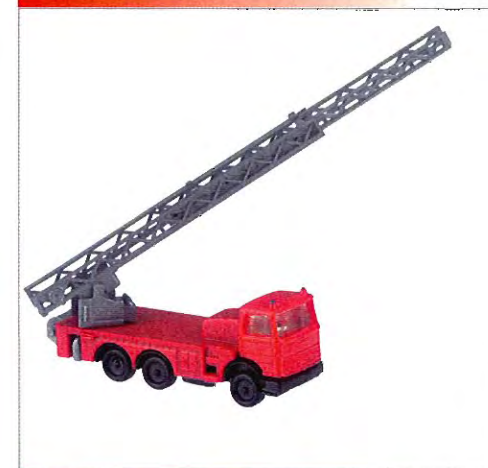
Dimensions 75 x 48 x 77 mm / 2-15/16" x 1-7/8" x 3-1/16".

Extensive instructions are included for building this kit.

The vehicles are multi-part plastic models with glazed windows.

The ladder on the fire truck can be turned and extended.

Polystyrene glue available at your dealer is required for assembly of this kit.





# 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".

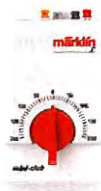




# Power Packs, Control Boxes.

**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 versions:  
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.
- This control box works in the same manner as the 7272 control box.

## 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.
- This control box works in the same manner as the 7273 control box.

## 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".

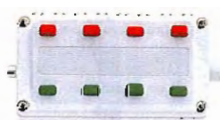
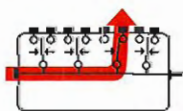
## HIGHLIGHTS

- All of the connections on this control box have the new plugs and sockets.
- Plugs to work with this control box are included.
- This control box works in the same manner as the 7274 control box.

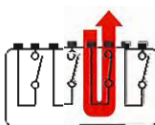
## 72740 Control Box.

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".

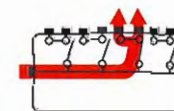
Schematic of 72720  
(Button 3 pressed)



Schematic of 72730  
(Switch 3 closed)



Schematic of 72740





# Accessories and single parts.

## 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.



**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.



**N**

**70930 Crimping Pliers.**

For mounting 74995 spade connectors securely to wire. Sturdy metal construction with insulated handles. Illustrated instructions included.



**8950 Light Socket for Buildings.**

**602100 Light Bulb.**

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

**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).

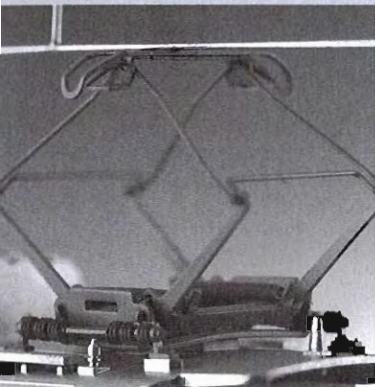
**71060 Wire.**

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.





# Accessories and single parts.



**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.

**89891 Pair of Brushes.**  
For locomotives 81281, 88040, 88062,  
88063, 88080, 88081, 88082, 89090,  
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.

**89881 Pair of Brushes.**  
For locomotives 88021 and 8831.



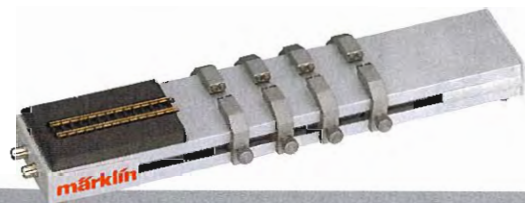
**N**  
**89931 Roller Test Stand for Z Gauge,  
with 4 Pairs of Roller Brackets.**  
This is for servicing and presenting  
locomotives with up to 4 driving ax-  
les and coupled axles. It is ideal for  
models of the class 218, class 185,  
class 189, class 24, and many other  
units. It is made of anodized alumi-

num sections. Four adjustable pairs  
of roller brackets with precision ball  
bearings are included. Track is in-  
cluded for positioning non-powered  
axles. The useful length for the roller  
brackets is about 120 mm / 4-3/4".  
The 89933 expansion set of a pair  
roller brackets is available for using

locomotives with more than 4 driving  
axles and coupled axles. The test  
stand has train power connections  
for a conventional power pack.  
Approximate dimensions 209 x 59 x  
27 mm / 8-1/4" x 2-5/16" x 1-1/16".

## HIGHLIGHTS

- High quality anodized aluminum sections.
- Precision ball bearings.
- Z Gauge track included.





**N**

**89932 Roller Test Stand for Z Gauge, with 8 Pairs of Roller Brackets.**

This is for servicing and presenting locomotives with up to 8 driving axles and coupled axles. It is ideal for models of the class 218, class 185, class 189, class 24, and many other units. It is made of anodized aluminum sections. Four adjustable pairs of roller brackets with precision ball bearings are included. Track is included for positioning non-powered axles. The useful length of roller brackets is about 120 mm / 4-3/4". The 89933 expansion set of a pair roller brackets is available for using locomotives with more than 8 driving

**HIGHLIGHTS**

- High quality anodized aluminum sections.
- Precision ball bearings.
- Z Gauge track included.

axles and coupled axles. The test stand has train power connections for a conventional power pack. Approximate dimensions 269 x 59 x 27 mm / 10-19/32" x 2-5/16" x 1-1/16".



**N**

**89933 Roller Bracket for Z Gauge.**

This is an individual, adjustable pair of roller brackets with precision ball bearings. It is for adding to the 89931 and 89932 roller test stands to allow locomotives with one more coupled axle. Guide slots and set screws are included.

**HIGHLIGHTS**

- High quality anodized aluminum sections.
- Precision ball bearings.



**N**

**18140 "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. 18140) German version, (DVD: item no. 18141) international version (English, French, Dutch).



**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.



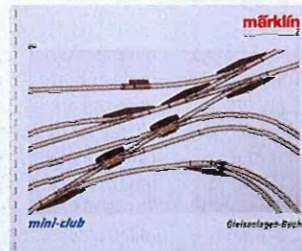
**0296 Track Layout Book.**

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".

**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 1 – The Real Size.





The 1 Gauge locomotives and 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.

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. 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.

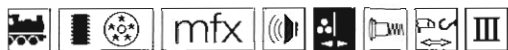
Purists will fancy what is probably the oldest form of propulsion for toy locomotives: real steam! Model railroaders wanting to run locomotives of this type such as the wonderful class 44 should indulge in this hobby only outdoors of course. The cumbersome control by hand from the past has given way to a splendid form of remote control: wireless and with the guarantee of a really unique experience running a locomotive.

Märklin 1 also offers working catenary 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.

Model Size 1  
 Gauge 45 mm / 1-3/4"  
 Scale 1:32



# 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 LEDs 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.

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".

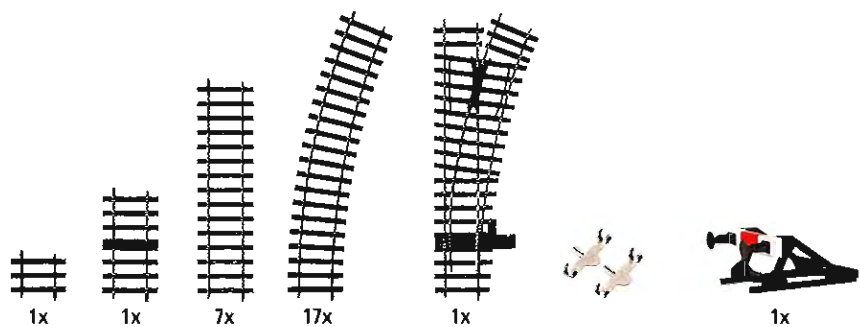
## HIGHLIGHTS

- Complete basic set: train, track, and modern controls.
- Locomotive with high-efficiency propulsion, remote controlled coupler, and real steam locomotive sounds.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Smoke generator		x	x	x
Steam locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
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







55036





# Locomotives.

This year, Märklin is presenting a real beauty in the Royal Class: the class 01 in 1:32 scale. This locomotive is being produced in a one-time series, measures 75,0 cm / 29-1/2" over the buffers, and has extensive light, sound, and switching functions in addition to digital motor control and high-efficiency propulsion. The connoisseur recognizes at a glance the careful

construction of the driving wheels that measure an impressive 2 meters / 78-3/4" on the prototype. The finely cast wheels have exact counterweights. As with the prototype, all three axles are powered, and the electrical pickup is done with at least three wheel sets. It is a model that enchants from every angle with its extremely high level of detailing, and it guarantees the maximum in value – a must for every collector!

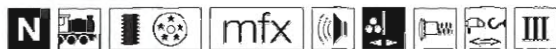
Märklin is presenting another steam locomotive highlight with the completely new tooling for the class 24 in the version with large Wagner smoke deflectors. This locomotive was designed for the flat, long, branch lines in East and West Prussia and was known as the "Step-

penferd" or "Prairie Pony". It was soon used as a general-purpose locomotive. Our model has a digitally controlled high-efficiency propulsion system as well as extensive light and operating functions. A model that is making history!





# Steam Locomotive.



## 55245 Steam Locomotive with a Tender.

**Prototype:** German Federal Railroad (DB) class 24 "Prairie Pony". Version with large Wagner smoke deflectors.

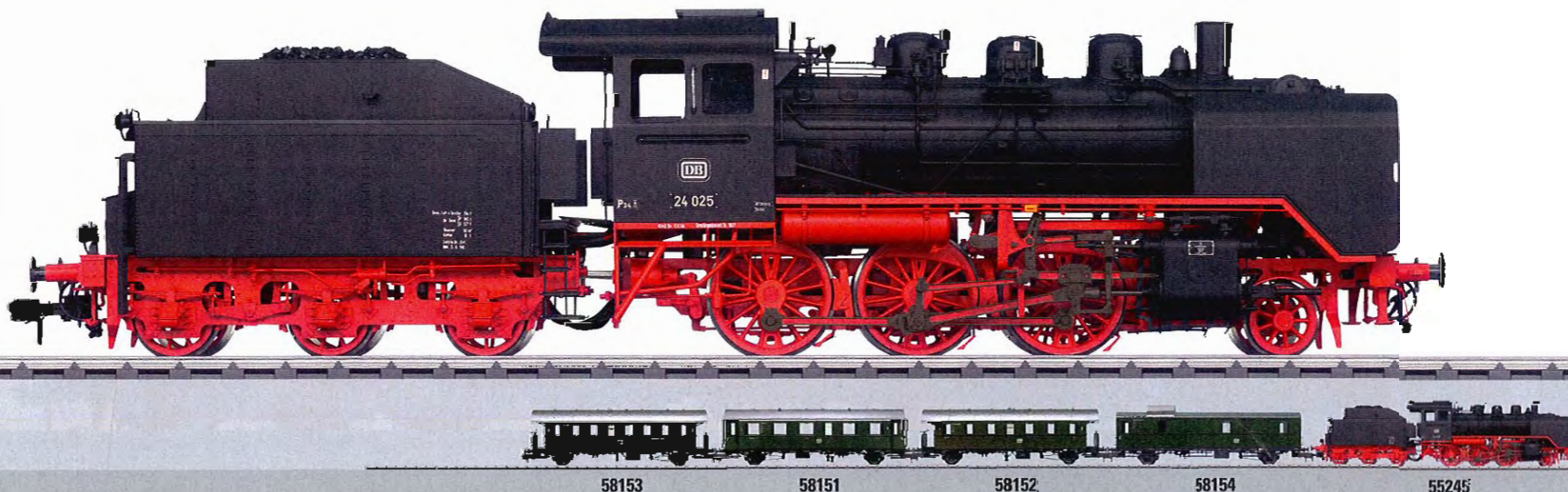
**Model:** The main frame, running boards, and the boiler with the cab floor are constructed of metal. The remaining parts are made of high quality plastic. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator with several functions. The locomotive can be run with DC power, AC power, Märklin Delta,

Märklin Digital, and Märklin Systems. 3 axles powered. The locomotive has a built-in smoke generator. The triple headlights change over with the direction of travel. The headlights and the smoke generator will work in conventional operation and can be controlled digitally. The engineer's cab has interior details. The locomotive has many separately applied details.

Minimum radius for operation 1,020 mm / 40-3/16"

Length over the buffers 53.0 cm / 20-7/8"

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



58153

58151

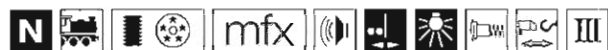
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# Steam Locomotive.



## 55901 Steam Locomotive with a Tender.

**Prototype:** German Federal Railroad (DB) class 01 express locomotive. Version with the old style boiler, front fairing, large Wagner smoke deflectors, and 2 headlights.

**Model:** The locomotive frame, boiler, and tender are constructed chiefly of metal; the engineer's cab and separately applied parts are made of plastic. The locomotive has an mfx digital decoder with motor control. It can be run with DC power, AC power, Märklin Digital, and Märklin Systems. The locomotive has a powerful RE-max motor with a bell-shaped armature, made by the firm maxon motor ag. All of the driving axles are powered. The headlights are LEDs, they will work in conventional operation and can be controlled digitally. The engineer's cab lighting and the running gear lights, many other operating sounds, and the acceleration and

braking delay can be controlled with Märklin Systems. The engineer's cab has separately applied details and walkover plates to the tender that can be changed (for operation or for display). There is a prototype coupler on the front of the locomotive, a Märklin Telex coupler on the tender, and replacement couplers come with the locomotive. Other parts that can be installed on the locomotive are included: headlight guard bars, coupler grab irons, 1 each locomotive engineer and fireman, as well as the brake rigging for the trailing truck (for display).

Minimum radius for operation 1,020 mm / 40-3/16".  
Length over the buffers 75.0 cm / 29-1/2".

**One-time series.**

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Steam locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Telex coupler on the rear		x	x	x
Engineer's cab lighting			x	x
Running gear lights			x	x
Air Pump			x	x
Whistle for switching maneuver			x	x
Direct control			x	x
Sound of squealing brakes off				x
Letting off Steam				x
Sound of coal being shoveled				x
Grate Shaken				x
Generator Sounds				x
Injectors				x
Water Pump				x





# 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.





# Steam Locomotive.



## 55942 Tank Locomotive.

**Prototype:** German Federal Railroad (DB) class 094. 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 constructed chiefly of metal. The locomotive has 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. 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 locomotive has many separately applied details. The smoke box door has been changed to be accurate for the era. The locomotive has Telex couplers at both ends.

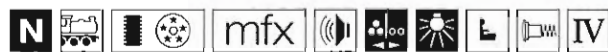
Minimum radius for operation 1,020 mm / 40-3/16".  
Length over the buffers 39.5 cm / 15-9/16".

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Smoke generator		x	x	x
Steam locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Telex coupler(s)		x	x	x
Sound of squealing brakes off			x	x
Cab Radio			x	x
Bell			x	x
Direct control			x	x
Injectors				x
Letting off Steam				x
Grate Shaken				x
Sound of coal being shoveled				x
Generator Sounds				x
Air Pump				x
Sound of Couplers Engaging				x





# Diesel Locomotive.



## 55803 Diesel Locomotive.

**Prototype:** German Federal Railroad (DB) class 220 heavy general-purpose locomotive. Built as the V 200 with 2 motors and hydraulic propulsion. Typical paint scheme for the Seventies.

**Model:** The locomotive has a metal frame for a low center of gravity. The locomotive has an mfx digital decoder with motor control. It can be run with DC power, AC power, Märklin Digital, and Märklin Systems. The locomotive has a powerful motor, centrally mounted. All of the axles in both trucks are powered through cardan shafts and the locomotive has traction tires. The white headlights and red marker lights change over with the

direction of travel, will work in conventional operation and can controlled digitally. The engineer's cabs have interior details and a figure of a locomotive engineer is in the front cab. The engine room has details in relief. The locomotive has metal grab irons and other separately applied details: handrails, antenna, roof vents. The buffer beams have sprung buffers, and brake lines and prototype couplers are included and can be installed on the locomotive. The Märklin couplers can be removed from the locomotive. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 57.7 cm / 22-11/16".

One-time series.

Express train passenger cars for the 220 in the same look are available under item nos. 58022, 58031, 58042, and 58052.

## HIGHLIGHTS

- **Very powerful:** a model with a lot of pulling power.
- **Custom-tailored look** without the "V": the style of the Seventies.
- **Listen up:** great sounds from this locomotive – and the conductor's whistle.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Diesel locomotive op. sounds		x	x	x
Warning Sound		x	x	x
Direct control		x	x	x
Engineer's cab lighting			x	x
Rear Headlights off			x	x
Front Headlights off			x	x
Conductor's Whistle			x	x
Sound of squealing brakes off				x
Letting off Air				x
Prelubrication				x





# Insider Model for 2008.



## 55103 Electric Locomotive.

**Prototype:** German Federal Railroad (DB) class 103.1 express locomotive. Regular production version with double-arm pantographs and a double row of side vents.

**Model:** The locomotive's frame and the side frames on the trucks are constructed of metal. The body is prototypically divided into parts and is constructed chiefly of metal. The locomotive has an mfx digital decoder with motor control which can be operated with AC power, DC power, Märklin Digital, and Märklin Systems. The locomotive has a powerful motor, centrally mounted. All of the axles in both trucks are powered through cardan shafts. The white headlights and red marker lights are LED's, they will work in conventional operation and can be controlled

digitally. White LED's to light up the engineer's cab at the front of the locomotive (depending on the direction of travel) and the engine room. The engineer's cab doors can be opened, the locomotive has interior details, and there is a figure of an engineer in cab 1. The grab irons are metal and there are many other separately applied details: DB signs, windshield wipers, antenna, whistle, headlight bezels, and much more. The roof equipment is reproduced in detail with newly designed double-arm pantographs. The buffer beams have sprung buffers and separately applied brake lines. The Märklin couplers can be replaced by closed end skirting and prototype couplers. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 60.9 cm / 24".

The 55103 electric locomotive is being produced in 2008 in a one-time series only for Insider members.

## HIGHLIGHTS

- The typical TEE and IC locomotive as new tooling.
- The entire locomotive is constructed mostly of metal.
- Scale, profession quality model with super detailing.
- Powerful all-wheel propulsion by means of a centrally mounted motor and cardan shafts.
- White LED's for headlights and interior lighting.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Engineer's cab lighting		x	x	x
Electric locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Compressor			x	x
Letting off Air			x	x
Station Announcements			x	x
Conductor's Whistle			x	x
Sound of squealing brakes off				x
Rear Headlights off				x
Front Headlights off				x

The contemporary car types for the TEE "Rheingold" in the sets, item nos. 58038 and 58039, are the right express train passenger cars to go with the 103.1.



58039

58039

58038





58038

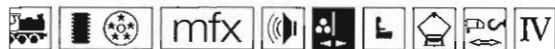
58039

58038

55103



# 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 head-lights will work in conventional operation and can be controlled digitally. The locomotive has older design pantographs. The engineer's cabs have interior details and doors that can be opened. 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".

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Electric locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Telex coupler(s)		x	x	x
Letting off Air			x	x
Main Relay			x	x
Sound of Relays Clicking			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).



# Rail Bus with a Control Car.



## 55098 Rail Bus with a Control Car.

**Prototype:** German Federal Railroad (DB) class VT 98 and VS 98 (motor car and control car).

**Model:** The VT 98 motor car has 2 motors and a representation of cardan shaft drive. The rail bus has an mfx digital decoder, controlled high-efficiency propulsion, and a sound effects generator with several functions. The rail bus can be run with DC power, AC power, Märklin Delta, Märklin Digital, and Märklin

Systems. The triple headlights / marker lights change over with the direction of travel. The headlights / marker lights and the interior lighting will work in conventional operation and can be controlled digitally. The rail bus has a detailed interior. The VS 98 control car has headlights and marker lights at one end that change with the direction of travel. The rail bus has many separately applied details.

Minimum radius for operation 1,020 mm / 40-3/16".  
Length over the buffers 89.0 cm / 35-1/16".



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



# Rail Bus with a Trailer Car.



© Klaus Eckert



## 58098 Rail Bus Trailer Car.

**Prototype:** German Federal Railroad (DB) class VB 98 (trailer car with a baggage compartment).

**Model:** The model has interior lighting that will work in conventional operation and can be controlled digitally. The trailer car has a detailed interior. The VB 98 has red marker lights that can be turned off when the car is run between a motor car and a control car. The trailer car has many separately applied details.

Minimum radius for operation 1,020 mm / 40-3/16".  
Length over the buffers 43.5 cm / 17-1/8".





# Passenger and Freight 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.

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.







**58151 Passenger Car.**

**Prototype:** German Federal Railroad (DB) type Ai "Donnerbüchse / Thunder Box" standard design car. 1st class with enclosed crossover platforms.

**Model:** The car has a finely detailed frame with many separately applied parts. The car

body has separate interior walls running lengthwise, complete interior details, separately applied roof vents, etc. The car has digital lighting installed.

Minimum radius for operation 1,020 mm / 40-3/16".

Length over the buffers 43.5 cm / 17-1/8".



**58153 Passenger Car.**

**Prototype:** German Federal Railroad (DB) type Bi "Donnerbüchse / Thunder Box" standard design car. 2nd class.

**Model:** The car has a finely detailed frame with many separately applied parts. The car body has separate interior walls running

lengthwise, complete interior details, separately applied roof vents, etc. The car has digital lighting installed.

Minimum radius for operation 1,020 mm / 40-3/16".

Length over the buffers 43.5 cm / 17-1/8".



**58152 Passenger Car.**

**Prototype:** German Federal Railroad (DB) type Bi "Donnerbüchse / Thunder Box" standard design car. 2nd class.

**Model:** The car has a finely detailed frame with many separately applied parts. The car body has separate interior walls running

lengthwise, complete interior details, separately applied roof vents, etc. The car has digital lighting installed.

Minimum radius for operation 1,020 mm / 40-3/16".

Length over the buffers 43.5 cm / 17-1/8".



**58154 Baggage Car.**

**Prototype:** German Federal Railroad (DB) type Pwi "Donnerbüchse / Thunder Box" standard design car.

**Model:** The car has a finely detailed frame with many separately applied parts.

The car 4 doors that can be opened. The car has digital lighting installed.

Minimum radius for operation 1,020 mm / 40-3/16".

Length over the buffers 43.5 cm / 17-1/8".





# 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. The car has 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.*





**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".

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.



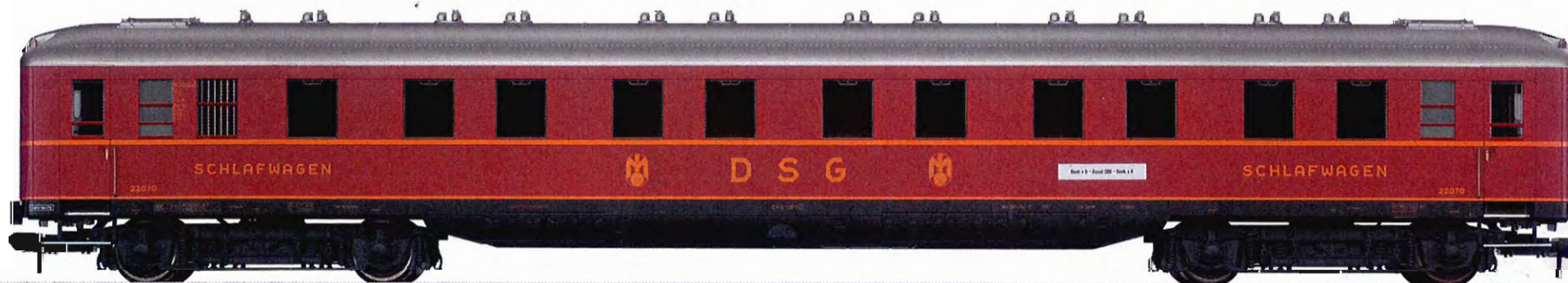
**58134 Express Train Passenger Car.**

**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".

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.





# Passenger Cars.

## *The TEE Rheingold.*

*After the Rheingold long distance express was upgraded to the Trans Europe Express, the comfortable, 26.4 meter / 86 foot 7-3/8 inch long cars developed by the DB on the basis of the UIC-X cars starting in 1962 were repainted in the TEE colors. They continued in use on the classic Rheingold route. This deluxe train still consisted exclusively of cars with 1st class seating. The additional cars delivered from 1965 on also had air*

*conditioning and could be identified externally by their steep roofs. The generous seating offered passengers almost unlimited comfort. In addition to the exquisite culinary delights offered in the dining car, the vista dome car was of course also very popular with passengers. This car with the higher position of its seats offered a panorama view of the scenic beauty on the middle Rhine Valley and made the long travel time seem shorter.*

*The train attracted attention in many places and was pulled by class 112 (E 10.12) locomotives. Starting in 1972, the German Federal Railroad made use of its flagship as motive power for the TEE Rheingold: the class 103. On the SBB lines in Switzerland, where the train's routing went to Geneva for a time, an Re 4/4 I in TEE colors pulled this deluxe train. A lounge car and a*

*club car purchased for the side train running between Munich and Mannheim starting in 1983 added to the repertoire of TEE cars. However, the demand for a purely 1st class train sank increasingly. In 1987, the TEE Rheingold finally bowed out from the German Federal Railroad for good with the introduction of the EuroCity trains.*



### **58038 "Rheingold" 1 Express Train Passenger Car Set.**

**Prototype:** German Federal Railroad (DB) express train passenger cars painted and lettered for the TEE.

1 type ADümh 101 car (vista dome car with 8 roof windows)

1 type Avümh 111 car (compartment car with a steep roof and a roof vent)

1 type Avüzm 111 car (compartment car with a steep roof and a roof vent)

**Model:** These TEE "Rheingold" cars are completely new tooling. The cars look as they did around 1970. The roof shapes, side walls, underbodies, and skirting are specific to the type of car. The trucks are Minden-Deutz designs with brake shoes or disk brakes, magnetic rail brakes, and separately applied generators. The vista dome car (type ADümh) has 8 roof windows. The car roofs can be removed from the cars. These four-axle express train passenger cars are not available separately.

All of the cars have detailed interiors and built-in interior lighting. A 60960 on/off decoder can be installed in the cars. The cars have guide mechanisms for the couplers in order to provide close-coupled car spacing. The cars are ready for installation of reproduction prototype couplers.

Minimum radius for operation 1,020 mm / 40-3/16".  
Total length over the buffers 225.0 cm / 88-9/16".

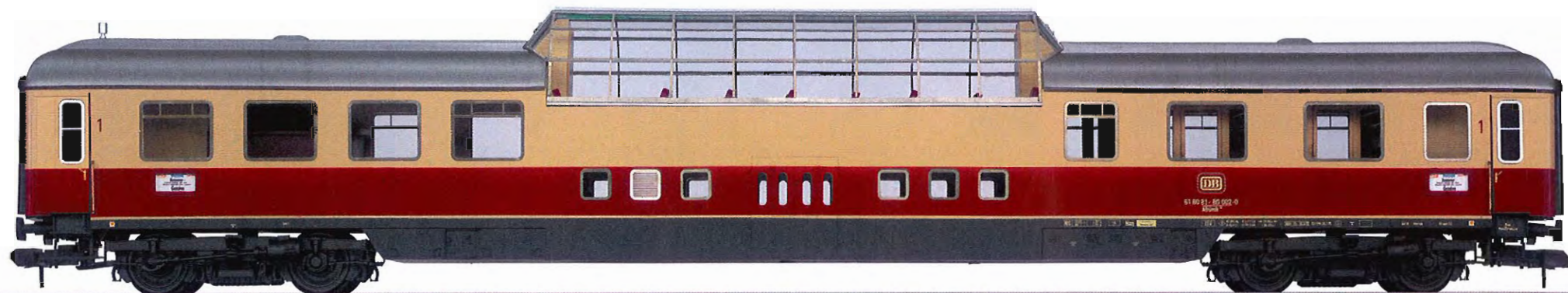
## HIGHLIGHTS

- Completely new tooling.
- Highly detailed construction.
- Prototypical train composition.
- Class 103 locomotive goes well with these cars.
- Other cars available to add to these cars.





The class 103 electric locomotive, item no. 55103, is an excellent complement to the Rheingold cars. Three additional Rheingold cars are available under item no. 58039.





# Passenger Cars.



## 58039 "Rheingold" 2 Express Train Passenger Car Set.

**Prototype:** German Federal Railroad (DB) express train passenger cars painted and lettered for the TEE.

1 type Apümh 121 car (open seating car with a steep roof and a roof vent)

1 type Avümh 111 car (compartment car with a rounded roof without vents)

1 type WRümh 131 car (hump-backed dining car)

**Model:** These TEE "Rheingold" cars are completely new tooling. The cars look as they did around 1970. The roof shapes, side walls, underbodies, and skirting are specific to the type of car. The trucks are Minden-Deutz designs with brake shoes or disk brakes, magnetic rail brakes, and separately applied generators. The vista dome car (type ADümh) has 8 roof windows. The car roofs can be removed from the cars. The hump-backed dining car also has working table lamps. These four-

axle express train passenger cars are not available separately. All of the cars have detailed interiors and built-in interior lighting. A 60960 on/off decoder can be installed in the cars. The cars have guide mechanisms for the couplers in order to provide close-coupled car spacing. The cars are ready for installation of reproduction prototype couplers.

Minimum radius for operation 1,020 mm / 40-3/16".  
Total length over the buffers 225.0 cm / 88-9/16".

## HIGHLIGHTS

- Completely new tooling.
- Highly detailed construction.
- Prototypical train composition.
- Class 103 locomotive goes well with these cars.
- Other cars available to add to these cars.





The class 103 electric locomotive, item no. 55103, is an excellent complement to the Rheingold cars. Three additional Rheingold cars are available under item no. 58038.





# Freight Cars.



## 58552 Flat Car for Containers.

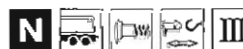
**Prototype:** German Federal Railroad (DB) type BTms 55 flat car for containers loaded with 4 type Efkr Pa containers for bulk freight and foodstuffs.

**Model:** The car frame is die-cast metal. This car has many separately applied details made of high quality plastic. The car is loaded

with 4 removable containers painted and lettered for "Südzucker". The containers have separately applied details and different registration numbers.

Minimum radius for operation 1,020 mm / 40-3/16".

Length over the buffers 36.0 cm / 14-3/16".



## 58553 Container Transport Car.

**Prototype:** German Federal Railroad (DB) type BTms 55 container transport car loaded with 4 type Efkr pa containers for fine bulk materials and food stuffs.

**Model:** The 2-axle container transport car has a catwalk and no hand brake. The car's frame is made of die-cast zinc. The car has many

separately applied parts made of high quality plastic. It comes loaded with 4 removable containers lettered for "Roßberg". The containers have separately applied details and different registration numbers.

The minimum radius for operation is 1,020 mm / 40-3/16".

Length over the buffers 34.4 cm / 13-9/16".







**58723 Acid Transport Car.**

**Prototype:** Acid transport car with a brakeman's cab. Privately owned car painted and lettered for VTG, Vereinigte Tanklager und Transportmittel GmbH / United Tank Farm and Transportation, Inc., Hamburg, Germany, used on the German Federal Railroad (DB).

**Model:** The car frame is constructed of metal. The separately applied frame parts and the entire car body with many assembled separately applied parts are made of high quality plastic. The car has detailed, finely constructed frameworks of braced timbers. The car is loaded with acid containers. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 30.6 cm / 12-1/16".



**58512 Dump Car.**

**Prototype:** German Federal Railroad (DB) type Ommi 51 dump car.

**Model:** The main frame and the upper side sills with supports are made of metal. The rest of the parts are made of high quality plastic.

The car has a realistic reproduction of the grating.

The minimum radius for operation is 1,020 mm / 40-3/16".

Length over the buffers 28.5 cm / 11-1/4".



**58513 Dump Car.**

**Prototype:** German Federal Railroad (DB) type Ommi 51 dump car with a brakeman's platform.

**Model:** The main frame and the upper side sills with supports are made of metal. The rest

of the parts are made of high quality plastic. The car has a realistic reproduction of the grating.

The minimum radius for operation is 1,020 mm / 40-3/16".

Length over the buffers 28.5 cm / 11-1/4".





# Freight Cars.



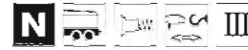
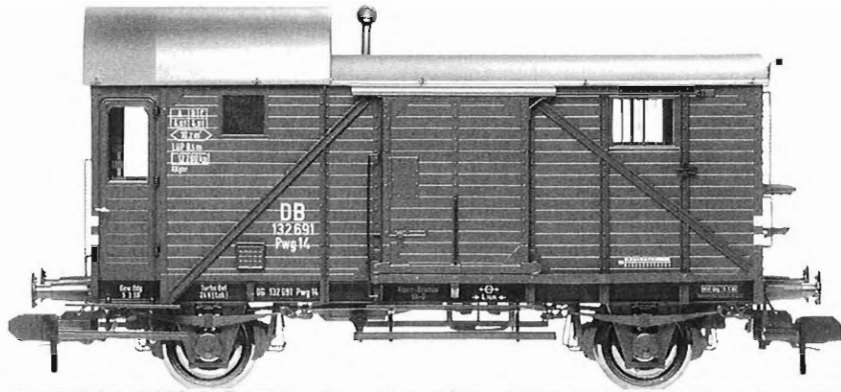
## 58118 Freight Train Baggage Car.

**Prototype:** German Federal Railroad (DB) type Pwg Pr 14 freight train baggage car.

**Model:** The frame and car body are made of high quality plastic with many separately applied parts. The car has

a highly detailed interior. It also has built-in digital lighting. The doors can be opened.

The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 26.5 cm / 10-7/16".

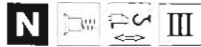
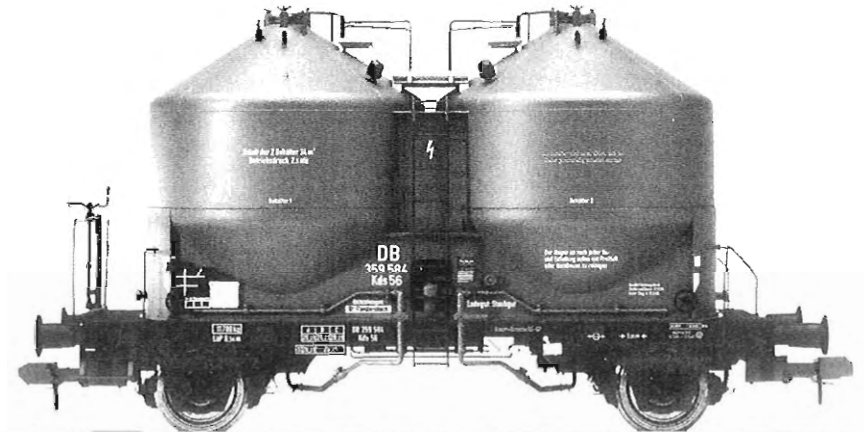


## 58612 Powdered Freight Silo Container Car.

**Prototype:** German Federal Railroad (DB) type Kds 56 powdered freight silo container car with a brakeman's platform

**Model:** The car's main frame is made of metal. The buffer boxes, grab irons, and hand rails are made of brass.

The car superstructures and numerous separately applied details are made of high quality plastic. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 26.5 cm / 10-7/16".



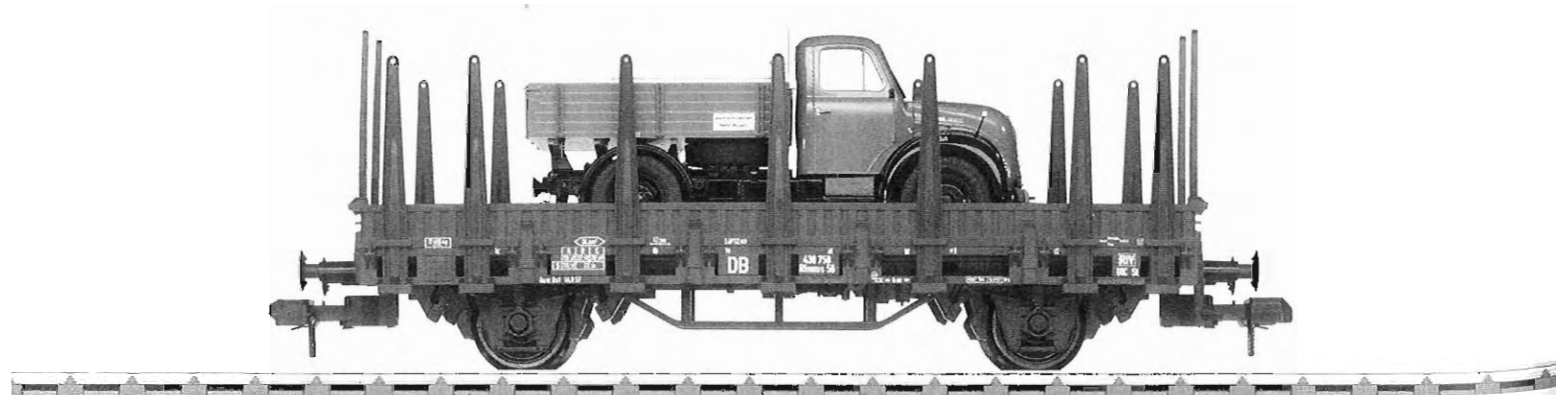
## 58239 Stake Car with a Load.

**Prototype:** German Federal Railroad (DB) type Rlms 56.

**Model:** The body comes on a standard frame with truss rods. The wheels have dark nickel plated treads. The stakes can be removed. The car comes loaded with a Magirus Mercur 120 S model of a truck. The truck model is made mostly of metal and painted in authentic colors. Truck model length: 16.7 cm / 6-1/2".

Minimum radius for operation 600 mm / 23-5/8"

Length over the buffers 31.5 cm / 12-1/2".





# Museum Car.

Preservative ...

*The firm Hengstenberg in Esslingen was founded in 1876 out of a factory for pickled canned food. The firm's concept has been and is high quality food without additives using preservative preparation: Hengstenberg was instrumental in the introduction of the purity law for vinegar made from wine.*



58542 Museum Car for 2008.

Prototype: Wine barrel car.

**Model:** This car is a wine barrel car with a brakeman's cab. It is a privately owned car painted and lettered for the firm Rich. Hengstenberg, Esslingen am Neckar, Germany, used on the German Federal Railroad (DB). The barrels are made of real wood. Minimum radius for operation 600 mm / 23-5/8". Length over the buffers 26.0 cm / 10-1/4".

One-time series. Only available at the Märklin World of Adventure in Göppingen.



# Track Cleaning Car.



*The track cleaning car is very useful to run in a train. Two flexible cleaning elements are mounted between the axles, and they wipe dust and dirt from the rails. Always have the track cleaning car in a train so that your track stays clean and so that the locomotives on your layout have good electrical contact with the track.*



54841 Track Cleaning Car.

Prototype: German Federal Railroad (DB) 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".



# 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. With this 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.



# Straight Tracks and Turnouts.

On the following pages, Märklin is presenting a track program that has been expanded considerably since the summer of 2008. Through the acquisition of the former track program of the firm Hübner Märklin 1 Gauge now offers you a clearly larger array of expansion options for your layout. The former Hübner item numbers are given at the end of each product description to give you a better understanding of the track program. page 441 is a color representation to show the differences in the track geometry.

**N**

59051 Straight Track.  
Length 59.5 mm / 2-5/16". (H1026)



**N**

59052 Straight Track.  
Length 79 mm / 3-1/8". (H1102)



**N**

59053 Straight Track.  
Length 100 mm / 3-15/16". (H1106)



**N**

59059 Straight Track.  
Length 600 mm / 23-5/8". (H1006)



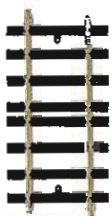
**N**

59054 Straight Track.  
Length 116 mm / 4-9/16". (H1103)



**N**

59055 Straight Track.  
Length 150 mm / 5-7/8". (H1002)



**N**

59056 Straight Track.  
2 Diagonal Sections.  
Length per section 152.2 mm / 6".  
(H1003)



**N**

59057 Straight Track.  
Length 200 mm / 7-7/8". (H1004)



**N**

59058 Straight Track.  
Length 300 mm / 11-13/16". (H1005)





**N**

**59061 Straight Track.**  
Length 900 mm / 35-7/16".  
(H1021)



**N**

**59091 Three-Way Turnout.**  
Radius 1,394 mm / 54-7/8". The frog and switch rails are made of metal. This is a complete set consisting of a turnout with a left and a right turnout switch stand and limit signs. (H1105)



**N**

**59093 Double Slip Switch – Center Part.**  
Radius 1,394 mm / 54-7/8". Turnout angle 15°. The switch rails are made of metal. This piece can be combined with item nos. 59087-59088 or 59092. (H1101)



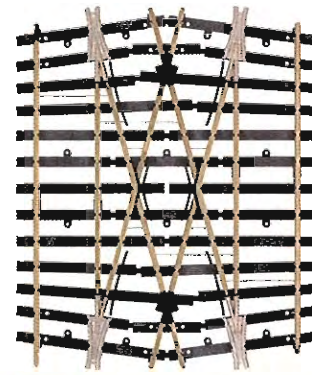
**N**

**59092 Turnout End Piece.**  
Frog Area 15°. (H1104)



**N**

**59094 Double Crossover – Center Part**  
The frogs are made of metal. This piece can be combined with item nos. 59087-59088- 59093+59092. (H1096)





# Curved Track and Track Accessories.

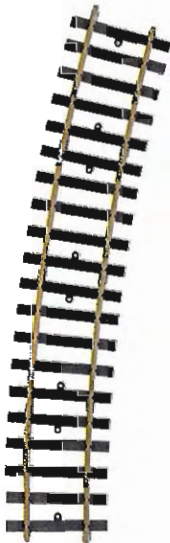
**N**

**59075 Curved Track.**  
Radius 1,394 mm / 54-7/8". 15°.  
(H1099)



**N**

**59074 Curved Track.**  
Radius 1,550 mm / 61". 15°.  
(H1100)



**N**

**59078 Curved Track.**  
Radius 2,321 mm / 91-3/8". 10°.  
(H1008)



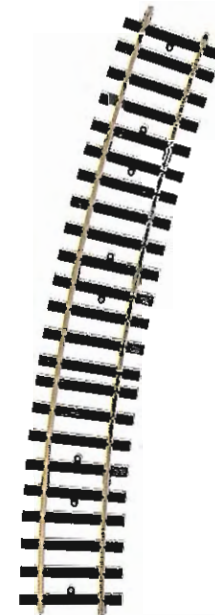
**N**

**59071 Curved Track.**  
Radius 2,461 mm / 96-7/8". 10°.  
(H1079)



**N**

**59072 Curved Track.**  
Radius 1,176 mm / 46-5/16". 22.5°.  
(H1040-2)



**N**

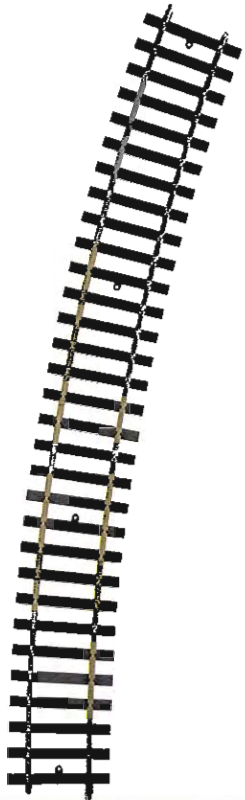
**59073 Curved Track.**  
Radius 1,394 mm / 54-7/8". 22.5°.  
(H1041-2)





**N**

**59076 Curved Track.**  
Radius 1,550 mm / 61". 22.5°. (H1071)



**N**

**59077 Curved Track.**  
Radius 1,715 mm / 67-1/2". 22.5°. (H1077)



**N**

**59099 Old-Timer Track Bumper.**  
Reproduction of an old-timer track bumper with a warning disk, decal for the latter included. (H1036)



**N**

**59096 Feeder Clip Set.**  
8 pieces per package. For connecting wire with a maximum cross section of 1 mm<sup>2</sup> from a transformer to the track. (H1107)



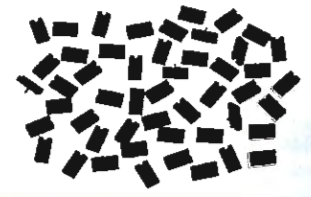
**N**

**59095 Rail Joiners.**  
50 pieces per package. As the sample shows, protected metal rail joiners for reliable mechanical and electrical connections. (H1015)



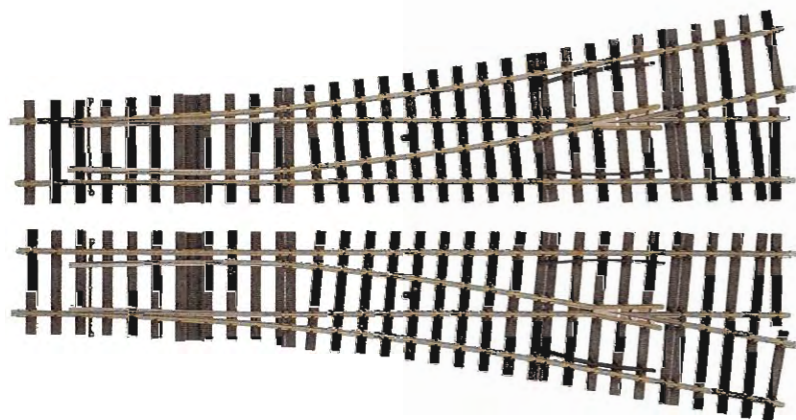
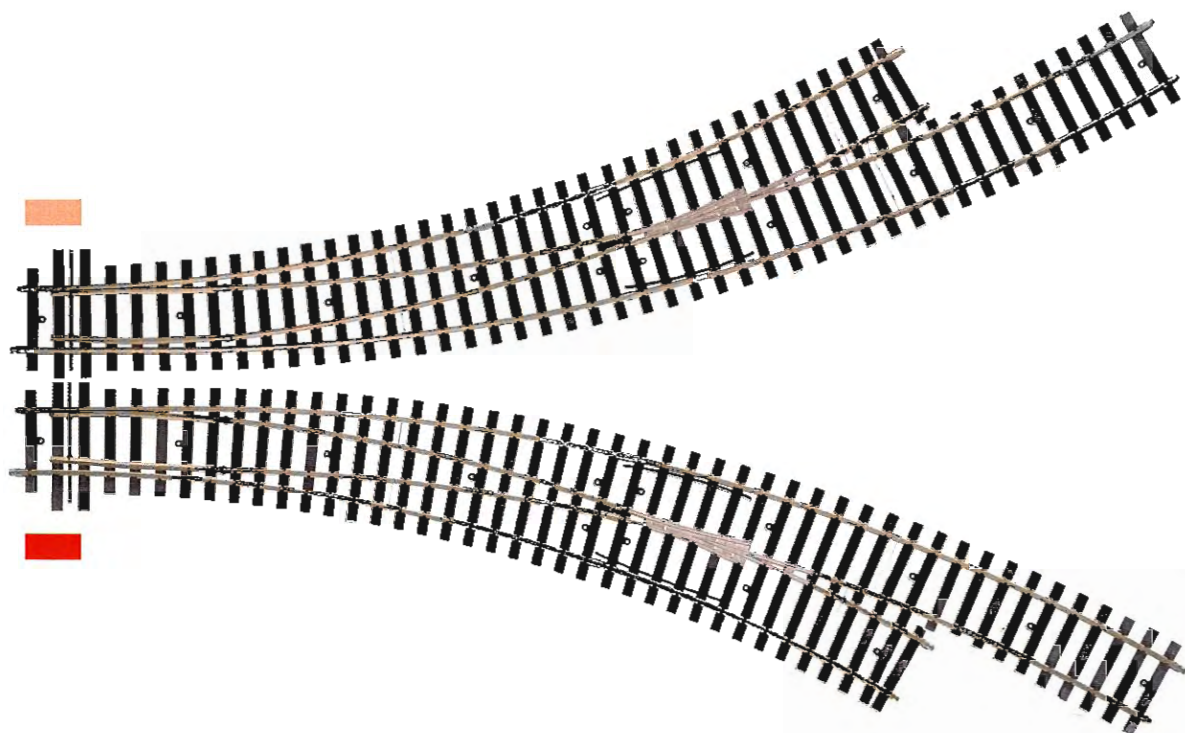
**N**

**59090 Insulated Rail Joiners.**  
Insulated rail joiners made of plastic, for electrical separation of track areas, 50 pieces per package. (H1016)





# Turnouts.



**N**

**59085 Left Curved Turnout.** (H1097)

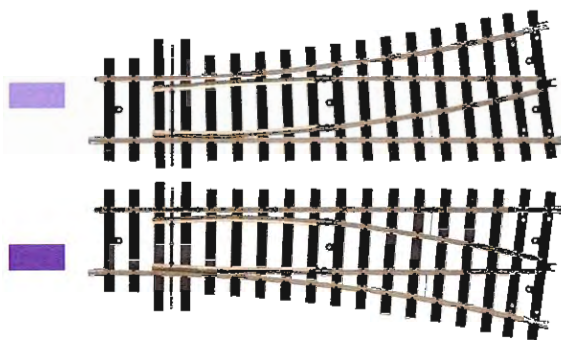
**59086 Right Curved Turnout.** (H1098)  
Radius 1,394 mm/1,550 mm / 54-7/8"/61".  
The frog and the switch rails are made of metal. The curved turnout is made in two pieces. The switch stand with a lantern and the limit signs are included under this item number.

**N**

**59084 Left Turnout Set.** (H1001-1S)

**59083 Right Turnout Set.** (H1000-1S)  
Radius 2,321 mm / 91-3/8". Turnout angle 10°, length 600 mm / 23-5/8". The frog and the switch rails are made of metal. The frog and the switch rails can be polarized with the turnout bracket or the turnout switch stand.  
Set contents: right turnout, turnout mechanism, turnout decoder, turnout switch stand with a lantern, and 1 limit sign.





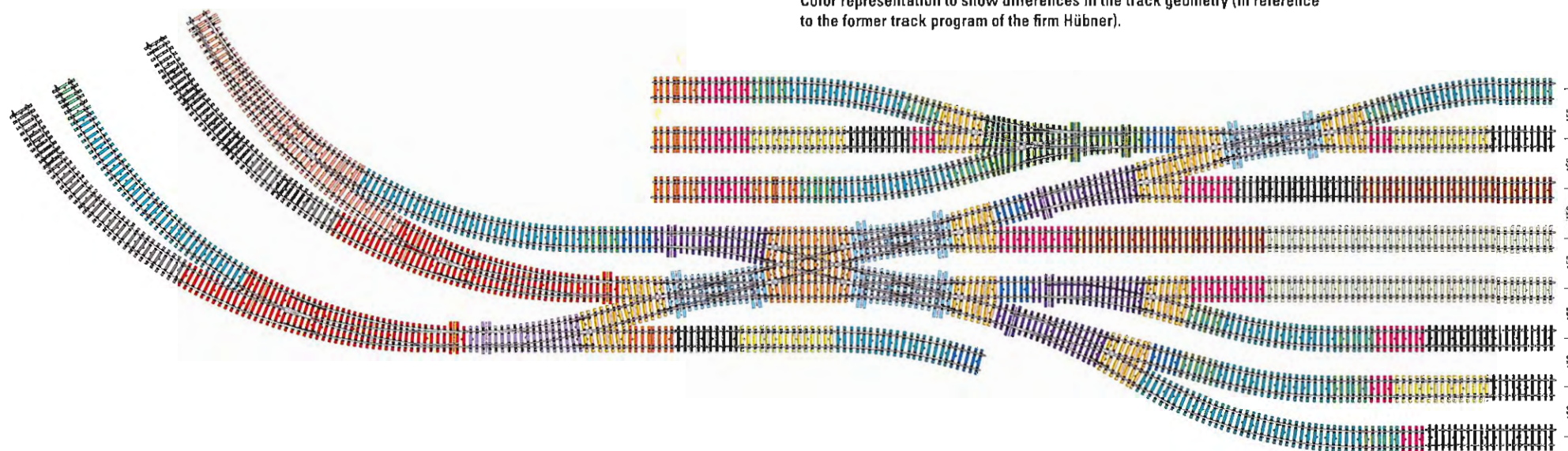
**N**

59088 Left Turnout. (H1094)

59087 Right Turnout. (H1093)  
 Radius 1,394 mm / 54-7/8". Turnout  
 angle 10°. The switch rails are  
 made of metal. This turnout can be  
 combined with item no. 59092.  
 A turnout switch stand comes with  
 this turnout.

# Track Geometry.

Color representation to show differences in the track geometry (in reference  
 to the former track program of the firm Hübner).





# Straight 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 siding track.

**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".



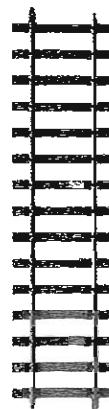
**5917 Straight Track.**

Length 150 mm / 5-7/8".



**5903 Straight Track.**

Length 300 mm / 11-13/16".





# Curved Track.

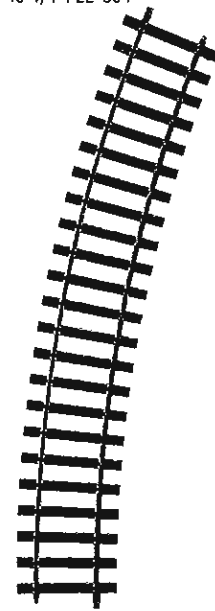
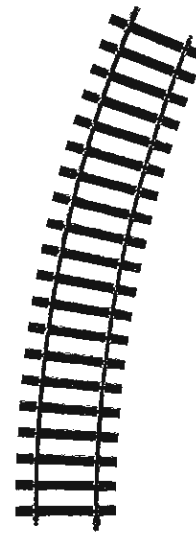
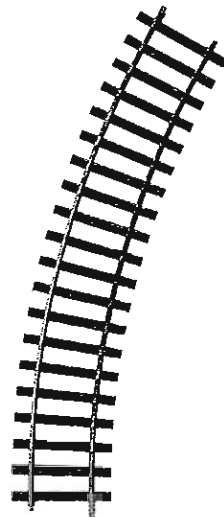
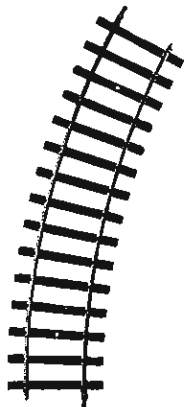


**5922 Curved Track.**  
Radius 600 mm / 23-5/8" . 30°.

**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'.



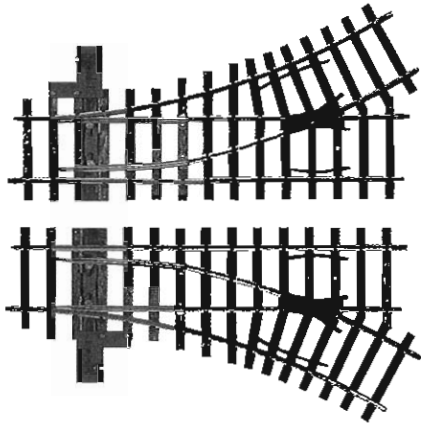


# Turnouts and Track Accessories.

## 5965 Left Turnout.

### 5966 Right Turnout.

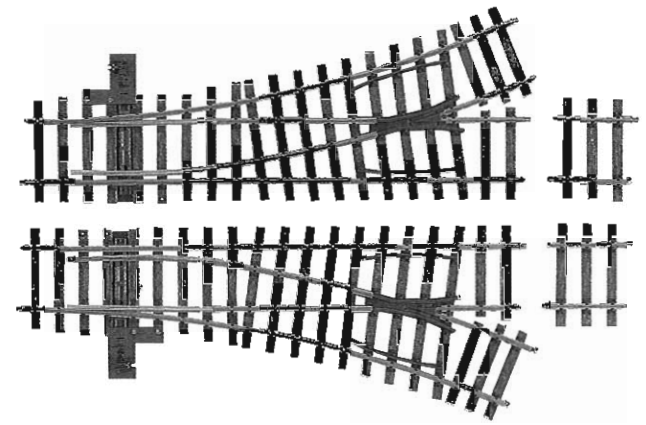
Manual hand lever included. Spring-loaded switch rails. Turnout angle 30°. Branch radius 600 mm / 23-5/8". Length of the straight side 300 mm / 11-13/16". The manual hand lever for 5965, 5966, 5976 and 5977 can be mounted on the right or left side or can be replaced by the 5625 electric turnout mechanism.



## 5976 Left Turnout.

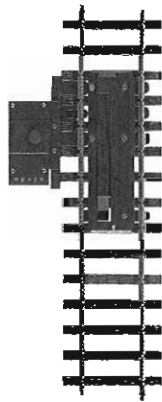
### 5977 Right Turnout.

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.

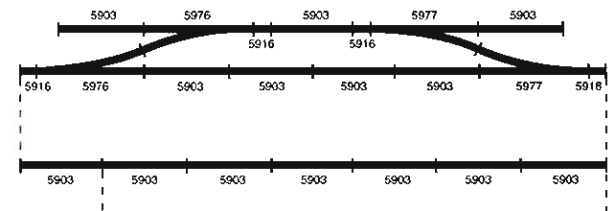
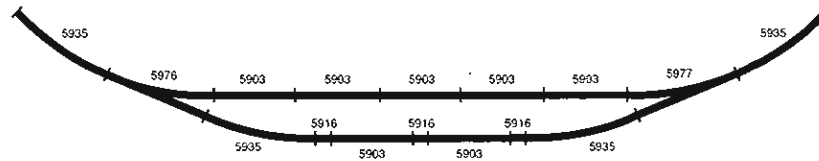
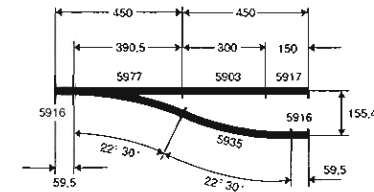
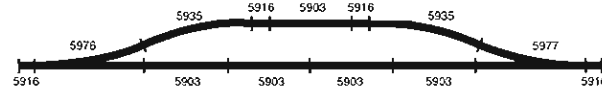
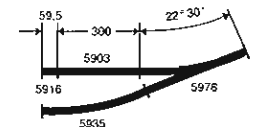
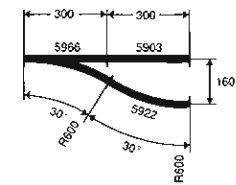
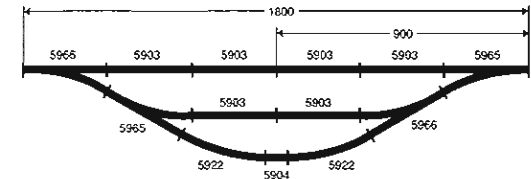
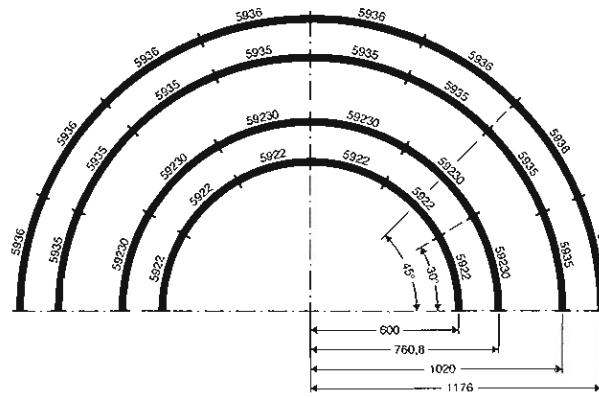
Reproduction of a bolted steel design. The track bumper can be slid over the rails. Length 98 mm / 3-7/8".





## The 4 track radii

- 5936 circle = 16 sections
- 5935 circle = 16 sections
- 59230 circle = 12 sections
- 5922 circle = 12 sections



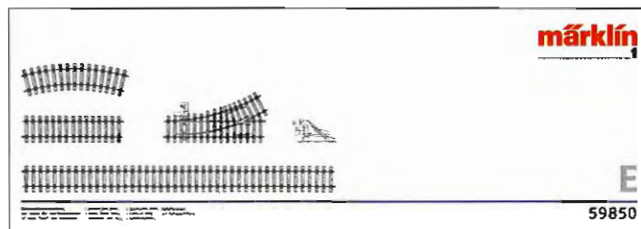


# It's Easier in a Set.

For further expansion with parallel tracks, large radii, and wide radius turnouts, the entire 1 Gauge track assortment is available to you.

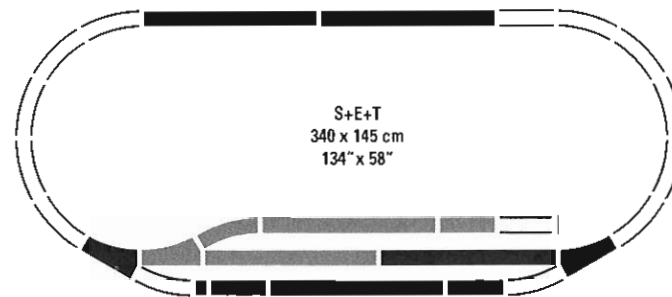
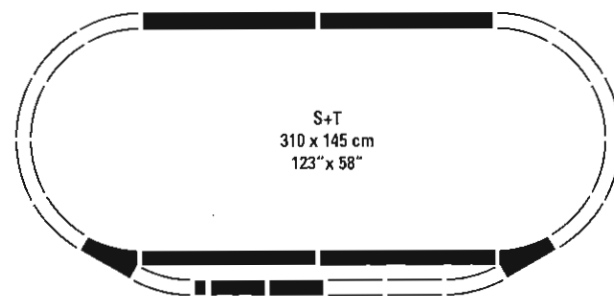
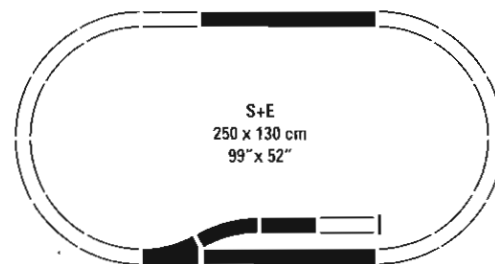
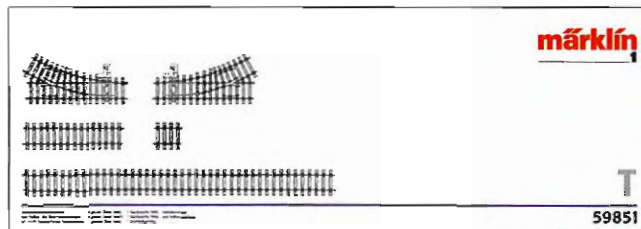
## 59850 Track Extension Set E.

**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.

**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.





## 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.

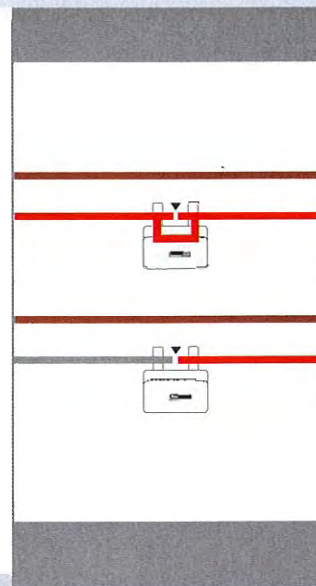
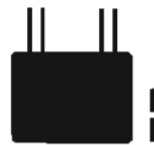
Double solenoid mechanism with feedback contacts, end position shutoff, and a locking feature. The turnout mechanism can be mounted on the 5965, 5966, 5976 and 5977 turnouts. It can be operated by remote control using the 7272/72720 or 7271/72710 control boxes (conventional operation) or the 6083/60830 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".



## 56081 Track Circuit Switch.

**Features:** Manual switch for interrupting the current in 1 Gauge track. This switch can be attached to 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.



## 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.

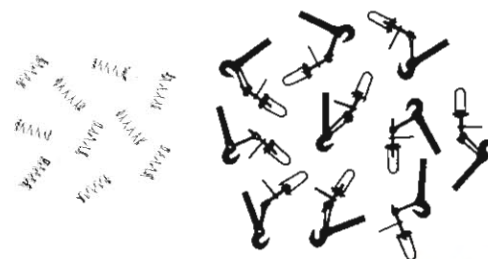


## 56101 Retrofit Set of Reproduction Prototype Couplers.

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.

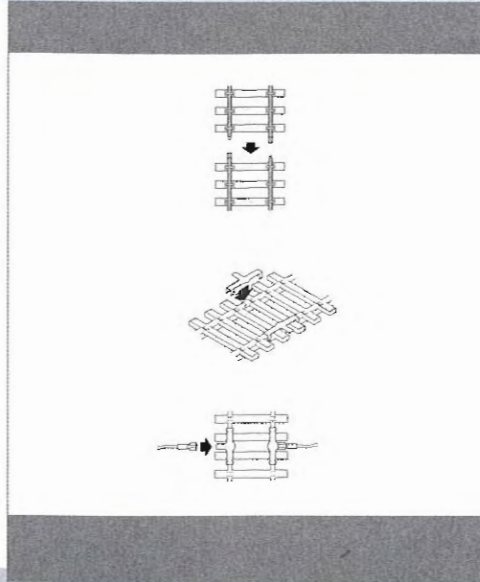
Running a train with this coupler usually requires a very wide minimum radius of 3.0 to 3.5 meters or 118" to 138", depending on the models. Current standard 1 Gauge models that can be retrofitted with this coupler can be identified by the symbol shown below.





**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.



**N**

**70935 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.



**70930 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".

**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".

**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.



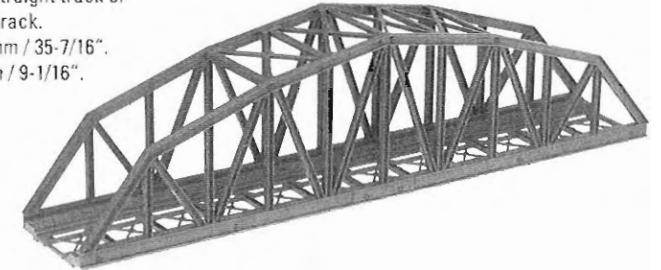
# Bridges and Accessoires.

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".

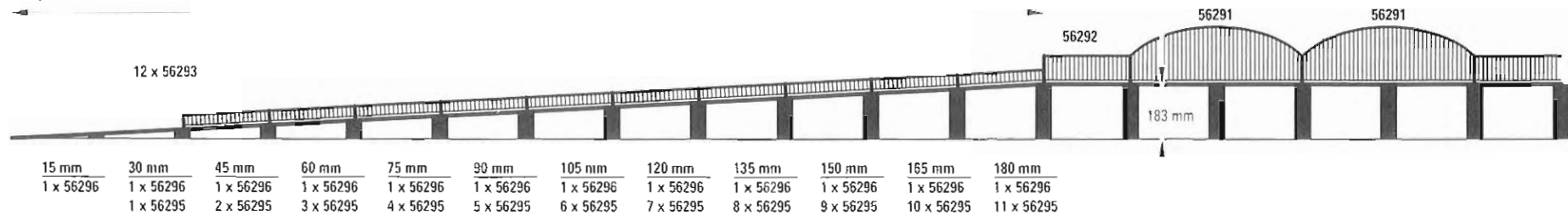


**56291 Arched Bridge.**  
Design with straight deck girder-work reproducing crisscross metal construction. The bridge has a separately applied reproduction of metal construction in an arched form on the left and right bridge wall, with diagonal upper connecting girders at the crown of the arch. The 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".



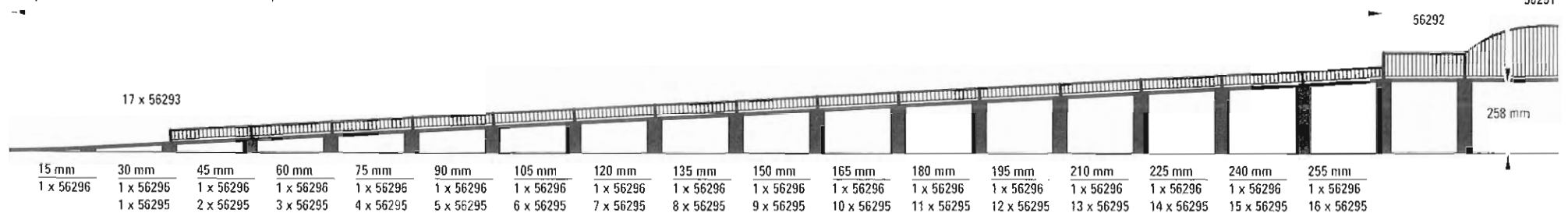
Ramps for steam and diesel locomotives.

12 x 300 mm

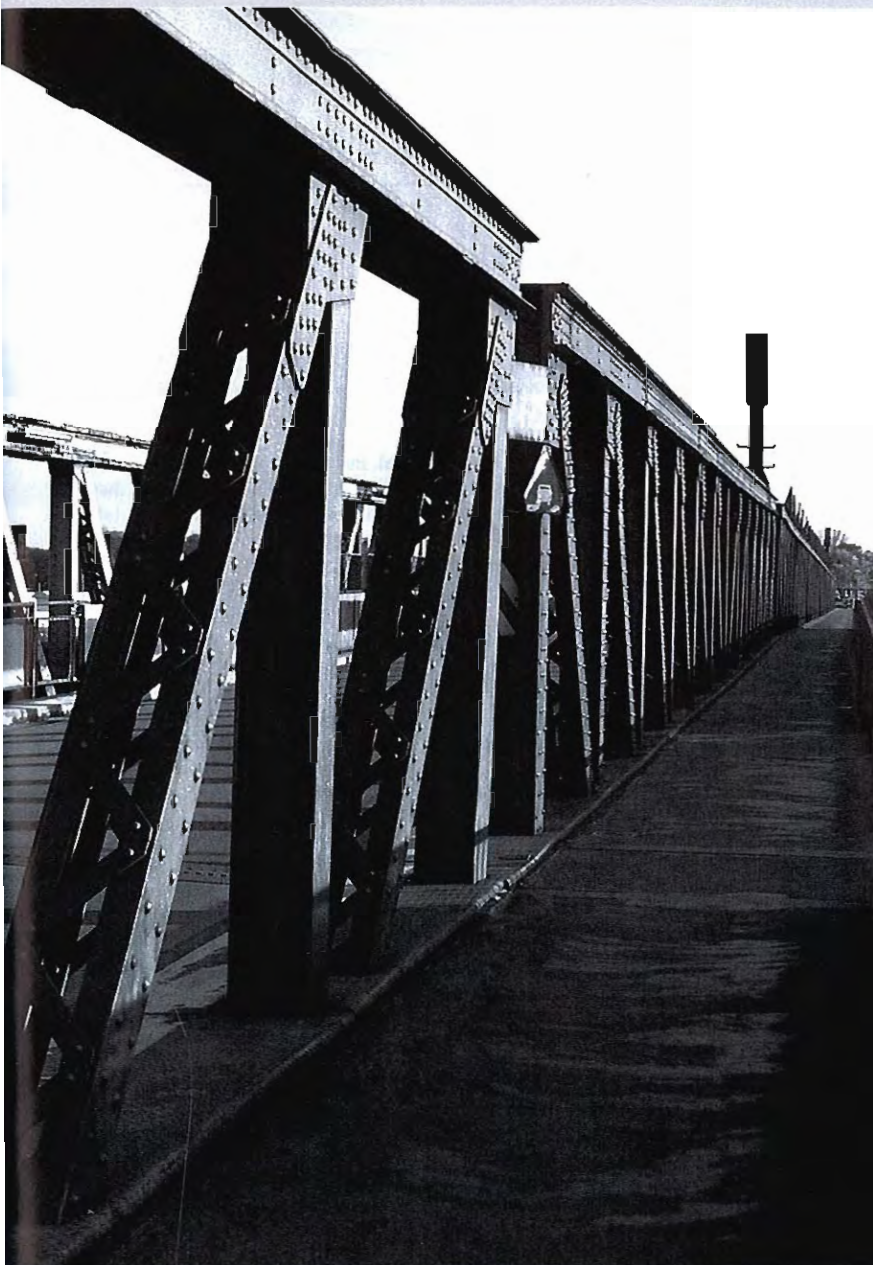


Ramps for electric locomotives with catenary.

17 x 300 mm







**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.

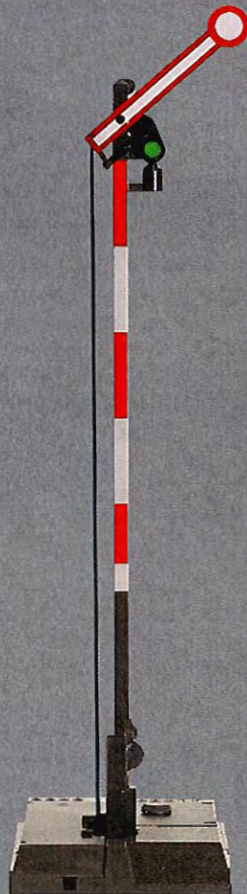


**5636 Catenary Wire.**  
Length 45.0 cm / 17-11/16".



## **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".



## **56135 Color Light Home Signal.**

The signal changes from red (Hp0) to green (Hp1). It has LEDs for lights. 16 volts operating voltage. The signal comes without a mechanism. The universal relay (7244 or 72441) or the k 84 decoder (60840) can be used as a mechanism.



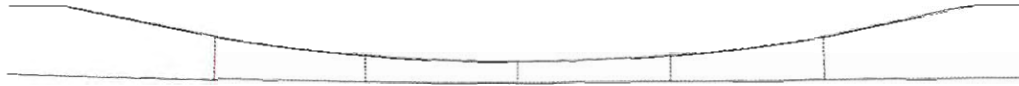
## **5614 Distant Signal.**

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".





**5635 Catenary Wire.**  
Length 67.0 cm / 26-3/8".

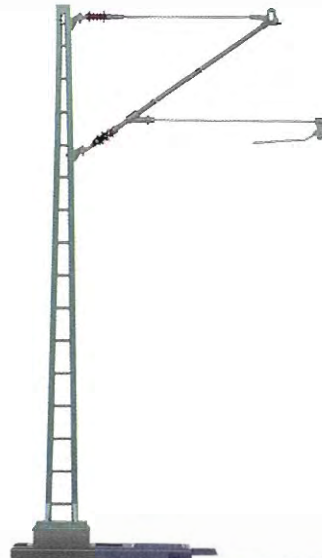


**56136 Color Light Home and Distant Signal.**

**Model:** Set consisting of a home signal with one each green, red, and yellow LEDs to indicate the signal conditions of stop (Hp0), proceed (Hp1), and proceed slowly (Hp2), and a separate distant signal to go with the home signal. Both signals do not have a mechanism. An H0 mechanism or a Märklin Digital decoder can be used, depending on how the signals are to be used. This color light home signal and distant signal are not available separately.



**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".





# Building Kits.

## 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".



## III IV V

## 56211 Building Kit for a Diesel Fueling Station.

Model of a diesel locomotive fueling station with fuel pumps for diesel and heating oil, storage tanks, and 2 working lights. Made of weather-resistant plastic. 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  I - V

**56160 Building Kit of a Gantry Signal Tower.**

**Prototype:** Classic signal tower located over the tracks. Generously sized control room mounted on a masonry main base and a lattice-work support.

**Model:** All of the parts are made of sturdy plastic in different, realistic colors. The control room is fully glassed in with fine window mullions. The signal tower has interior details with the lever equipment and a large control panel. The signal tower has interior lighting with 3 light sockets and wire for connections.

Dimensions 41 cm x 24 cm / 16-1/8" x 9-7/16".

Clearance for trains to run under the tower 20 cm / 7-7/8".

Polystyrene glue available at your dealer is required for assembly of this kit.



## HIGHLIGHTS

- New color concept with a realistic look.
- Interior lighting included in the kit.
- Can be used for all eras.



# Building Kits.

N  I-V

## 56170 Building Kit of a Locomotive Shed.

**Prototype:** Two-stall locomotive shed for locomotives up to about 19 meters / 63 feet in length. Bricked-in wooden post construction with a saw tooth roof. Small attached structure as a workshop and service area. Built in the beginnings of railroading, many such buildings are still use today: Era I to V.

**Model:** All of the parts are made of sturdy plastic in different, realistic colors. The locomotive shed has 4 doors that can be opened individually. The windows have clear window material. The locomotive shed has many separately applied parts such as smoke stacks, ventilation pipes, etc. Interior lighting with hardware for connections is included with this kit. Track is not included with this kit.

Base dimensions 62 cm x 48 cm / 24-7/16" x 18-7/8".

## HIGHLIGHTS

- New color concept with a realistic look.
- Interior lighting included in the kit.
- Can be used for all eras.

Polystyrene glue available at your dealer is required for assembly of this kit. We recommend glue in a tube for long assembly edges.





**N I I-V**

**56180 Building Kit of a Coaling Station.**

**Prototype:** Small coaling station with a coal bunker, sand bunker, rotary crane, and a coal cart that can be lifted with the crane. The base for the crane is an engine house constructed of stone, the guide rails are constructed of railroad rails and boards. Many coaling stations from the provincial railroad and German State Railroad period are still use on museum railroads.

**Model:** All of the parts are made of sturdy plastic in different, realistic colors. The crane can be turned on its base, and the crane cable can be raised and lowered with the hand crank. The coal carts have metal load hooks and appropriate loops. There is a lighted work

light on the crane boom and hardware for connections is included. The boards for the coal bunker are plugged in together and can be combined as desired. Real coal and sand for filling the bunkers are included. Base dimensions 40 x 18 cm / 15-3/4" x 7-1/8".

Polystyrene glue available at your dealer is required for assembly of this kit.

**HIGHLIGHTS**

- New color concept with a realistic look.
- Work light included in the kit.
- Can be used for all eras.





# Accessories.

There are many small details that give a layout the final finishing touch. For example, our figures that bring life to the station, cars and the surrounding landscape. It's worth taking a closer look at these figures: The types, their faces, posture, hairstyles, clothing and accessories are lovingly crafted and carefully painted by hand. The 1:32 scale standing and

seated figures formerly offered in the 5640 and 56401 selling assortments are now being offered individually under their six digit spare parts numbers. You can populate your 1 Gauge layout with these figures to improve its appearance and to provide more operating enjoyment.

672040  
Figure.



672090  
Figure.



672100  
Figure.



672020  
Figure.



672010  
Figure.

672060  
Figure.

672080  
Figure.



672030  
Figure.



672050  
Figure.



672070  
Figure.



672100  
Figure.



672100  
Figure.



672100  
Figure.



672100  
Figure.



672100  
Figure.



## 18205 Power Shovel.

Prototype: Fuchs 301 general-purpose power shovel. Version with a lattice-work boom and a coal shovel bucket.

**Model:** The two-axle frame and the body are constructed of metal. The interior details and the representation of the motor are made of plastic. The power shovel body can be turned 360°. The front axle can be steered. The hood for the motor can be opened. Length approximately 30 cm / 11-13/16".



## HIGHLIGHTS

- Detailed metal construction.
- Many working parts for play value.
- 1:32 scale.
- New equipment with a coal shove bucket.



**N**

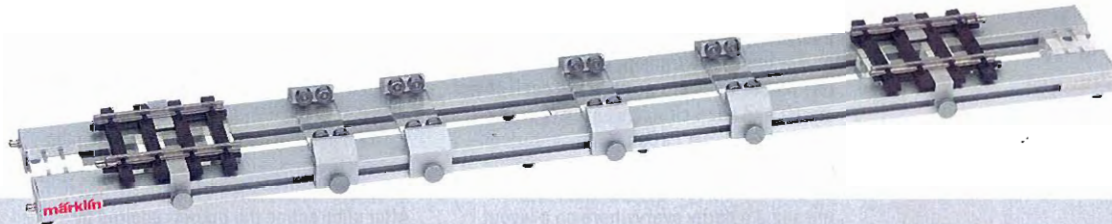
**59935 Roller Test Stand for 1 Gauge with 4 Pairs of Roller Brackets.**

This is a test stand for presenting and servicing 1 Gauge locomotives with up to 4 powered axles. The test stand is constructed of anodized aluminum shapes. The roller brackets have ball bearings. 1 Gauge track is included. Locomotives on the test stand can

be operated with a 6646/6647 transformer or a 6021 Control Unit. Total length 650 mm / 25-9/16". Usable length about 590 mm / 23-1/4". Roller brackets can be purchased individually in the 59932 expansion set. Additional roller brackets are necessary when using locomotives with more than 4 powered axles.

**HIGHLIGHTS**

- High quality, anodized aluminum shapes.
- Precision ball bearings.
- Includes 1 Gauge track.



**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. 59934, 59935). They are necessary for expansion when using locomotives with more than 6 powered axles.



**59934 1 Gauge Roller Test Stand with 8 Pairs of Roller Brackets.**

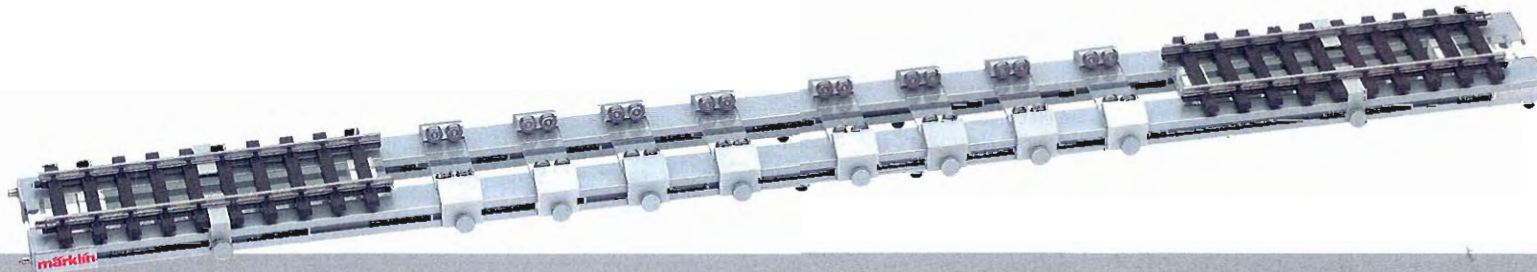
This test stand is for presenting and servicing 1 Gauge locomotives with up to 8 powered axles. The stand is constructed of anodized aluminum sections. Pairs of roller brackets with precision ball bearings are included. 1 Gauge track is included. Locomotives can

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.

The large test stand for the large locomotives: class 01, class 44, and class 96.

**HIGHLIGHTS**

- High quality anodized aluminum sections.
- Precision ball bearings.
- 1 Gauge track included.





# Conventional Locomotive Operation.

**N**

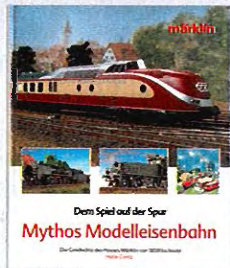
## 18140 "A Year with Märklin" Annual Chronicle.

This DVD shows the high points of the past year in Märklin model railroading. Playing time approximately 60 minutes. (DVD: item no. 18140) German version, (DVD: item no. 18141) 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.



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 120 x 140 x 80 cm / 4-3/4" x 5-1/2" x 3-1/8". VDE tested.

The 32 VA transformers (6647, 6646 and 6645) are only to be used indoors.



### International Versions:

6646 120 volts.  
6645 100 volts.

### 72090 Distribution Strip.

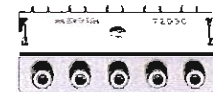
This distribution strip can accept 11 plugs that adhere to the new standard. All of the connections are electrically connected. A wire with the earlier version plug can also be plugged into this distribution strip. Size 47 x 26 mm / 1-7/8" x 1".

### 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 tank locomotive) 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 by means of LEDs 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.
- This control box works in the same manner as the 7271 control box.

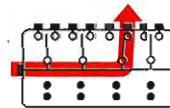
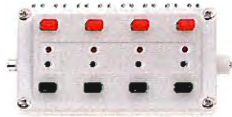
**72730 Control Box.**

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.

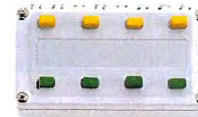
Dimensions 80 x 40 mm / 3-1/8" x 1-9/16".

**HIGHLIGHTS**

- All of the connections on this control box have the new plugs and sockets.
- Plugs to work with this control box are included.
- This control box works in the same manner as the 7273 control box.



Schematic of 72710  
(Button 3 pressed)



Schematic of 72730  
(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.
- This control box works in the same manner as the 7272 control box.

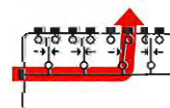
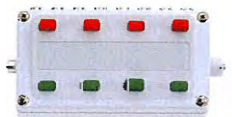
**72740 Control Box.**

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.

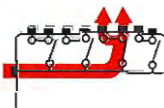
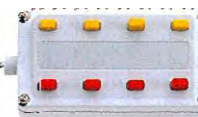
Dimensions 80 x 40 mm / 3-1/8" x 1-9/16".

**HIGHLIGHTS**

- All of the connections on this control box have the new plugs and sockets.
- Plugs to work with this control box are included.
- This control box works in the same manner as the 7274 control box.



Schematic of 72720  
(Button 3 pressed)



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.







**19042 Model Tank Truck Replica.**

**Prototype:** Tank truck from the Thirties.

**Model:** This model is fully assembled in a scale of about 1:16. The frame and bodywork are made of metal. The model has a windup motor and a drive train with a cardan shaft to the rear axle. The steering works and can be locked in place. The headlights light up (AA battery, not included). The driver's door can be opened. The model has interior details, a driver's seat, dashboard, and a

steering wheel. The model has an exclusive paint scheme with advertising lettering in a contemporary style. The bumpers are bright nickel plated. The tank container is not suitable for filling with liquid. The model comes with a certificate of authenticity. Length 42.7 cm / 16-13/16".

**One-time series.**

## HIGHLIGHTS

- Replica in an authentic design.
- Fully assembled model made of metal.
- Exclusive paint scheme.





# Insider Model for 2008.



18032 "ARAL" Tank Truck Reproduction.

Prototype: Mercedes Benz tractor truck with a tank trailer, painted and lettered for the firm ARAL.

Model: The body for the tractor truck and the trailer are made of die-cast metal, and the floor is made of sheet steel. The king pin on the trailer can be snapped into place on the tractor truck. The metal wheels are turned parts with rubber tires. The truck cab roof, the bumpers and the headlights are set off in color. Length approximately 18 cm / 7-1/16".

The 18032 "ARAL" tank truck is being produced in a one-time series in 2008 only for Insider members.

## HIGHLIGHTS

- Reproduction of a classic: The tank truck in blue and white from the Sixties.
- Reproduction manufactured from the original tooling for the earlier model, item no. 8032.
- Packaging in an historic design.



This vehicle and the packaging are permanently marked as reproductions.



# Become a Märklin Insider.

**märklin**

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.

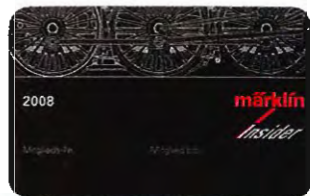
The Insider Club package for 2008 costs Euro 75.90, CHF 124.00, US \$89.00, including the annual car, an annual chronicle, a year's subscription to the Märklin Magazine, the annual presentation book, the Club News, etc.

Becoming an Insider is quite easy: Just fill out the registration form on the next page, cut it out (or photocopy it) and send it to us.

**Märklin Insider**  
P.O. Box 9 60  
D-73009 Göppingen, Germany

- Telephone +49 (0) 7161/608-213
- Fax +49 (0) 7161/608-308
- E-Mail [insider-club@maerklin.com](mailto:insider-club@maerklin.com)
- Internet [www.maerklin.com](http://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, shows, and musicals (in Germany and certain other parts of Europe) among other things.



**N** Insider Z Gauge Annual Car for 2008.



**N** Insider H0 Gauge Annual Car for 2008.



# Our Thank-You for Your Insider Membership.

## 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)





# Märklin Magazin: The Model Railroad Specialty Magazine.

**märklin**

The Märklin Magazin – always provides current information about:

- New models, new technology
- The best tips for building a layout
- All the important information for collecting
- All event dates

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**N**

80818 Märklin Magazin Z Annual Car for 2008.

A detailed product description can be found on page 383.



**N**

48508 Märklin Magazin H0 Annual Car for 2008.

A detailed product description can be found on page 251.







# 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 and 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](http://www.fcmaerklin.com) with a member area that is password protected: worthwhile information & fun, reports & games, interaction, communication among members.



A ruler with the theme "Roadrunner" in lenticular technology is included with this car.



## N

**48708 1. FC Märklin Annual Car for 2008.**

The car comes in a special "Looney Tunes" design. 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 700580.

One-time series only for Märklin Insiders or members of the 1. FC Märklin.

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

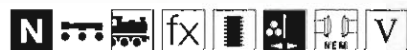
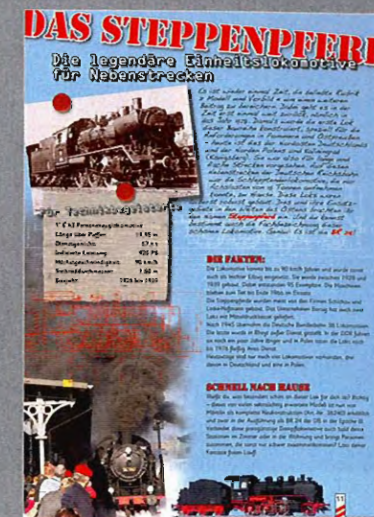
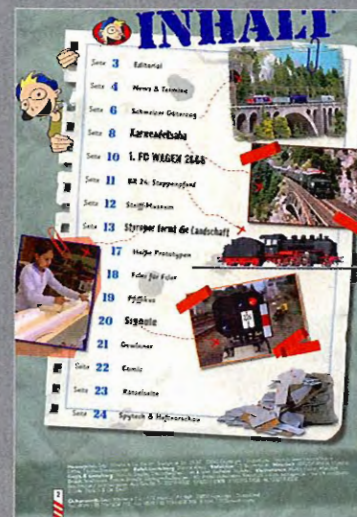




You can register in 1. FC Märklin at any time. Information and registration forms for the club are available at [www.fcmaerklin.com](http://www.fcmaerklin.com) under the heading "Infocenter/Registration" Membership dues: Euro 10.00 or 15.00 Swiss Franks per year. Registration forms can also be requested at the address below:

1. FC Märklin  
Postfach 960  
73009 Göppingen, Germany

- Telephone: +49 (0) 7161/608-213
- Fax: +49 (0) 7161/608-308
- E-mail: [1.fc@maerklin.com](mailto:1.fc@maerklin.com)



36793 "Police" Diesel Locomotive. Prototype: Class ER 20 "Hercules". Imaginary paint and lettering scheme as a police locomotive. Model: This diesel locomotive comes in a "police paint scheme" with working blue warning lights and typical German police warning horn sound. 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. It also has a sound effects generator. 4 axles powered through cardan shafts. 2 traction

tires. The headlights are LEDs, they will work in conventional operation and can be controlled digitally. The blue warning lights, the warning horn sound, and the acceleration and braking delay can be controlled digitally. Length over the buffers 21.7 cm / 8-9/16".

### HIGHLIGHTS

- Blue warning lights and warning horn sound can be controlled digitally.
- Sturdy metal construction.



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

One-time series only for Märklin Insiders or members of the 1. FC Märklin.



# MHI.




## MHI: Märklin-Händler-Initiative / "Exclusiv" Program.

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.

"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 with .

The dealers in our association are distinguished in particular by carrying the Märklin full line program and by special qualifications in help and service. "Exclusiv" dealers in your area can be found on the Internet at [www.maerklin-partner.de](http://www.maerklin-partner.de) [www.marklin.com](http://www.marklin.com) (for North America).

# Märklin World of Adventure.



The Märklin World of Adventure 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. An essential part of the 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.

**Märklin World of Adventure**  
Reutlinger Street 2  
73037 Göppingen, Germany

- Telephone: +49 (0) 7161/608-289
- Fax: +49 (0) 7161/608-151
- E-mail: [museum@maerklin.de](mailto:museum@maerklin.de)

Please note: The Märklin World of Adventure is closed on several Sundays in the year. For information in advance, see [www.maerklin.com](http://www.maerklin.com). We are closed in general on holidays.

Entry is free.  
There is plenty of parking in front of the museum.





# Promotion Service.



A Märklin model looks as good on a manager's desk as in a display case. And, don't forget its second use as rolling advertising on a model railroad layout.

## Impact with a long effect.

A Märklin model with a unique imprint is an ideal solution for many communication tasks, because it has appeal and quality as well as a corresponding long period of effect.

**Gebr. Märklin & Cie. GmbH**  
Promotion Service  
Stuttgarter Straße 55 - 57  
73033 Göppingen,  
Germany

- Telephone: +49 (0) 7161/608-0
- Fax: +49 (0) 7161/608-173

[www.maerklin.com/produkte/promotion/index.php](http://www.maerklin.com/produkte/promotion/index.php)

# Seminars for Model Railroaders.



Seminars for model railroaders and anyone wanting to become a model railroader. The seminar program can be found at [www.maerklin.com](http://www.maerklin.com). Other seminar dates and topics are included in each Insider mailing.

## 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](mailto:training@maerklin.de)



# Märklin on the Internet.

**märklin**



[www.maerklin.com](http://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](http://www.maerklin.de)

The Internet also gives you access to current Märklin information. You'll find over 2,500 items in our product database and hundreds of spare parts drawings and lists, each of them with the current availability in the Märklin warehouse for that day.



# Eras.

Whether you are nostalgic or an historian, whether you are homesick or have wanderlust, or whether you simply have an eye for the right time and the right place – the Märklin assortment varies by historical eras, countries, and nations. All characteristic features, paint schemes, details, and lettering of the models correspond to their prototypes.

In Era II a standardization office had to decrease the multiplicity of designs from numerous builders by implementing development guidelines; this problem has since been resolved by the concentration of the railroad industry.

More and more locomotives and cars are being built on the same development platforms, and they are being used in different European countries. Examples of this are the electric locomotives in the Sprinter family (Taurus, Dispo (Lease) and multi-system locomotives), the class MaK G diesel locomotives, as well as different car designs.

You will find many models for other European railroads in the Märklin assortment based on these prototypes. This allows you to assemble European long-distance passenger trains and freight trains, just like the prototype.

The Export Program also offers additional models and one-time series that are produced for the respective countries, and which are also available from your authorized dealer.

Era I

1835 to 1925

I



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

Era II

1925 to 1945

II



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

Era III

1945 to 1970

III



The German Federal Railroad (DB) in the west and the German State Railroad (DR) in East Germany developed parallel to one another. Era III is one of the most interesting phases with steam, diesel, and electric motive power.

Era IV

1970 to 1990

IV



Computer UIC lettering was introduced throughout Europe. The cars could now be used across Europe. New paint schemes made railroading more colorful.

Era V

1990 to the present

V



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



# Railroads.

For those interested in more detail there is an overview on these pages of the eras and emblems of historic and current European railroad companies.

The pictograms described here can also be found next to the models in this catalog, so that you can assemble prototypical trains from a particular era.

The division of the eras follows the NEM standards, but in the earlier eras the cutoffs are not always very clear. In the prototype the features of different eras often overlap.

Country	Abbreviation	Original Name	Railroad
Belgium	SNCB	Société Nationale des Chemins de fer Belges	Belgian State Railways (Wallonian)
	NMBS	Nationale Maatschappij van de Belgische Spoorwegen	Belgian State Railways (Flemish)
Germany	KPEV	Königlich Preußische Eisenbahn-Verwaltung	Prussia, Hesse, North and West Germany (1878 - 1918)
	K.Bay.Sts.B.	Königlich Bayerische Staatseisenbahn	Bavaria and Palatinat, 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)
Denmark	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
Hungary	AAE	Ahaus-Alstetter Eisenbahn GmbH	Freight car leasing
	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. After the model has been examined, you will 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 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: 0049 (0) 7161/608-222  
E-mail: [service@maerklin.de](mailto:service@maerklin.de)

Hours of operation at the Service Point 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. Please note that this manufacturer's warranty is only honored for those products purchased from an authorized Märklin dealer.

# 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.**

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Printed in Germany.

# Important Service Information.

## Germany

**Service Center**  
Spare parts information, questions about technology and products, questions about repair orders (Mondays through Fridays 10:00 AM - 6:30 PM)  
Telephone: 0049 (0) 7161/608-222  
Fax: 0049 (0) 7161/608-225  
E-mail: [service@maerklin.de](mailto:service@maerklin.de)

## France

**Technical Hotline**  
Thursdays from 2:30 - 5:30 PM  
Contact Person: Mr. Metreau  
Telephone: 0031 (0) 1 48 17 78 74  
E-mail: [sav@marklin.fr](mailto:sav@marklin.fr)

## Netherlands

**Technical Hotline**  
Mondays through Thursdays:  
9:00 AM - 1:00 PM and  
1:30 PM - 5:00 PM  
Fridays: 9:00 AM - 1:00 PM and  
1:30 PM - 4:00 PM and  
6:00 PM - 8:00 PM  
Contact Person: G. Keuterman  
Telephone: 0031 (0) 74 - 2664044  
E-mail: [techniek@marklin.nl](mailto:techniek@marklin.nl)

**Hotline for Märklin Software**  
Contact Person: F. van Waes  
Telephone: 0031 (0) 162 - 480854  
Mondays from 9:00 - 8:00 PM

## Switzerland

**Repair Service / Warranty**  
Märklin-Vertriebs AG  
Mönchmattweg 3  
CH-5035 Unterentfelden  
Telephone: 0041 (0) 62 723 51 21  
Fax: 0041 (0) 62 723 89 82  
E-mail: [info@maerklin.ch](mailto:info@maerklin.ch)  
Hours of operation  
Mondays through Fridays 7:30 AM -  
12:00 Noon and 1:00 PM - 5:00 PM  
**Technical Hotline**  
Contact Person: Alexander Stelzer  
Telephone: 0041 (0) 56 667 36 63  
Fax: 0041 (0) 56 667 46 64  
E-mail: [alex.stelzer@gmx.ch](mailto:alex.stelzer@gmx.ch)

## USA

**Repair Service / Warranty**  
Contact Person: Ken Brzenk  
WK Walthers, Inc.  
5601 W. Florist Ave.  
Milwaukee, WI 53218  
Telephone: 414-918-7304  
Fax: 414-527-4423  
E-mail: [KenB@walthers.com](mailto:KenB@walthers.com)  
Hours of operation  
Mondays through Fridays 7:30 AM -  
12:00 Noon and 1:00 PM - 4:00 PM  
**Technical Hotline**  
Contact Person: Dr. Tom Cathera  
Telephone: 801-367-1042  
E-mail: [tom@marklin.com](mailto:tom@marklin.com)



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
















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43870	181	44732	48	46980	232	48708	470	5654	449	59074	438	60055	343	6646	330	7041	296
43880	181	4474	48	47001	224	48947	219	58038	426	59075	438	60111	344	6647	330	7042	297
43910	178	45072	232	47002	236	54293	418	58039	428	59076	439	60115	344	67011	401	7077	322
43911	186	45093	215	47003	224	54841	433	58098	421	59077	439	601223	400	672010	458	70900	334
43919	189	45702	250	47004	223	55004	413	58118	432	59078	438	601224	400	672020	458	70910	334
43920	178	45705	250	47008	223	55036	408	58131	424	59083	440	601225	400	672030	458	70930	334
43921	186	46042	232	47009	246	55098	420	58132	424	59084	440	601226	400	672040	458	70935	334
43928	189	46078	215	47010	248	55103	416	58133	425	59085	440	601227	400	672050	458	7100	330
43930	178	46097	216	47011	248	55245	411	58134	425	59086	440	601228	400	672060	458	7101	330
43931	187	46092	246	47040	230	55803	415	58151	423	59087	441	601229	400	672070	458	7102	330
43940	179	4610	51	4712	225	55901	412	58152	423	59088	441	601231	400	672080	458	7103	330
43941	187	46121	225	47190	230	55942	414	58153	423	59090	439	60124	344	672090	458	7105	330
43950	179	46131	225	4740	233	5602	444	58154	423	59091	437	60125	343	672100	458	71060	330
43951	187	46157	215	47404	244	56031	449	58239	432	59092	437	60126	343	67271	401	71400	331
43985	163	46211	246	4741	233	56081	448	58512	431	59093	437	6017	343	687210	458	71411	331
4410	49	4624	228	47415	234	56091	448	58513	431	59094	437	60173	343	687230	458	71412	331
4411	49	46254	249	47453	245	56101	448	58542	433	59095	439	602100	403	687250	458	71413	331
4413	51	4626	228	47454	249	5613	452	58552	430	59096	439	60213	342	687260	458	71414	331
4415	49	46274	232	47456	244	56135	452	58553	430	59099	439	60521	337	687350	458	71415	331
4417	50	46301	229	4754	240	56136	453	58612	432	5916	442	60523	337	7001	329	71416	331
44188	49	46329	247	4756	240	5614	452	58723	431	5917	442	60652	344	70011	282	71421	331
44192	49	4635	228	47561	240	5615	454	5903	442	5922	443	60659	344	70012	282	71422	331
44193	50	46390	220	47705	231	56160	455	59033	442	59230	443	60760	349	70131	287	71423	331
44195	50	46450	239	4771	223	56170	456	5904	442	5935	443	60830	345	70142	284	71424	331
44196	49	46451	241	48008	251	56180	457	59051	436	5936	443	60849	345	70143	287	71425	331
44197	50	46460	241	48055	245	56211	454	59052	436	5965	444	60880	345	70167	285	71426	331
4423	48	46470	238	48056	236	5625	448	59053	436	5966	444	6089	345	70172	284	7149	334
4424	48	46528	237	48102	229	56291	450	59054	436	5976	444	60921	347	70203	285	7194	329
4430	51	4671	46	48291	242	56292	450	59055	436	5977	444	60922	347	70221	287	7195	329
4431	51	46715	47	48292	243	56293	451	59056	436	59850	446	60923	347	70228	285	7198	322
4440	51	46716	47	48293	242	56294	451	59057	436	59851	446	60924	347	70231	287	72020	328
44402	50	46717	46	48484	240	56295	451	59058	436	59932	459	60931	348	70253	285	72021	328
4441	50	46753	238	48508	251	56296	451	59059	436	59934	459	60932	348	7036	296	7203	328



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7226	321	72897	318	74131	286	7556	329	81535	355	8566	388	88311	367	8952	396
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72700	319	7333	323	74613	307	76395	293	82285	383	8710	376	8913	392		
72710	332	7335	324	74618	307	76397	293	82453	383	8711	376	8914	392		
72720	332	73400	325	74620	307	76510	310	82570	379	8712	376	89205	397		
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72801	299	73407	327	74732	305	78056	29	8504	386	87292	377	8925	393		
72802	299	73409	327	74733	305	78070	33	8505	386	87293	377	8926	393		
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72809	299	74040	271	74994	272	78092	10	8520	387	8753	375	89391	395		
72810	299	74042	271	74995	331	78093	13	8521	387	8754	375	89392	395		
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# Explanation of Symbols.

 New item for 2008.	 Power supply can be switched to operate from catenary.	 Locomotive with 5-pole motor.	 Triple headlights and two red marker lights that change over with the direction of travel.
 Metal locomotive frame.	 Universal locomotive with a Delta electronic circuit. Operation can be done with a Märklin transformer, with the Märklin Delta System, with the Märklin Digital System (Motorola format), and with Märklin Systems.	 Built-in sound effects circuit..	 Triple headlights and a red marker light that change over with the direction of travel.
 Metal frame and mostly metal locomotive body.	 Digital locomotives or digital device for the Märklin Digital System (Motorola format).	 Single headlight at the front.	 Triple headlights and a white marker light that change over with the direction of travel.
 Locomotive body chiefly made of metal.	 Digital locomotive with high-efficiency propulsion. Adjustable maximum speed and acceleration/braking delay. Special motor with electronically supported load compensation or compact can motor with a bell-shaped armature. Operation can be done with a Märklin transformer, with the Märklin Delta System, with the Märklin Digital System (Motorola format), and with Märklin Systems. 1 controllable auxiliary function (function) in digital operation.	 Single headlights that change over with the direction of travel.	 Built-in interior lighting.
 Metal frame and locomotive body.	 Digital decoder with additional, digitally controlled functions (f1, f2, f3 or f4) when operated with the <b>6021 Control Unit</b> . The functions present depend on how the locomotive is equipped. Standard function (function) active during conventional operation.	 Dual headlights at the front.	 Interior lighting can be installed (example: with 7330).
 Metal car frame.	 Digital decoder with up to 9 digitally controlled functions when operated with the <b>60652 Mobile Station</b> . Up to 5 functions when operated with the <b>6021 Control Unit</b> . Up to 16 functions when operated with the <b>60212/60213 Central Station</b> . The functions depend on how the locomotive is equipped.	 Dual headlights front and rear.	 Built-in LED interior lighting.
 Metal car frame and body.	 Märklin close couplers with pivot point.	 Dual headlights that change over with the direction of travel.	 LED interior lighting can be installed.
 Car body chiefly made of metal.	 Märklin close couplers in standard pocket with pivot point.	 Triple headlights at the front.	 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).
 Märklin close couplers in standard pocket with guide mechanism.	 Locomotive with controlled, adjustable C Sine propulsion. Operation can be done with a Märklin transformer, with the Märklin Delta System, with the Märklin Digital System (Motorola format), and with Märklin Systems.	 Triple headlights front and rear.	
 Lokomotive/car has sprung buffers.	 Locomotive with controlled, adjustable Softdrive Sine propulsion. Operation can be done with a Märklin transformer, with the Märklin Delta System, with the Märklin Digital System (Motorola format), and with Märklin Systems.	 Triple headlights that change over with the direction of travel.	
 Automatic claw couplers can be replaced with reproduction prototype couplers.		 Triple white headlights in front, dual lights at the rear, each change with the direction of travel.	
 Plug-in base for easy installation and removal.		 Four-light headlights that change over with the direction of travel.	 Era I
 Built-in interior details.		 One red marker light.	 Era II
		 Dual red marker lights.	 Era III
		 Dual headlights and dual red marker lights that change over with the direction of travel.	 Era IV
			 Era V



# märklin

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18962 - 08 2008

Nominal Price € 4,00

