

150
JAHRE
märklin



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

Dear Märklin Enthusiasts,

Collecting, playing, being amazed... Model railroading basically fascinates everyone, because the world of model railroading represents a perfect, therapeutic world, or because the fascination with the miniaturization and the love of detail continues to magically attract people young and old. Ever since Märklin presented H0 for the first time in 1935, generations of enthusiastic Märklin customers have gone with the most popular and most widely sold model railroad size in the scale of 1:87.

Buy they have also gone for the fascination of Märklin, which has existed for 150 years, a fascination often generated by children's shining eyes as they stand before a Christmas tree with that first "Märklin" running around the track. Märklin became a cult object and a synonym for model railroading.

Deciding to go with a "Märklin" also means more today than just buying a model train system: Märklin stands for more than world famous perfection, well-engineered technology, innovative, first rate performance, and a high level of durability. Märklin products win over people with the finest of detailing, prototypical design, and a great deal of sturdiness. They are an indestructible accompaniment for an entire model railroad adventure and a lot more. The latest electronic control systems with their extensive digital functions allow you to experience this small-large world as authentically as possible.

This year, we decided to devote a catalog of its own to H0 Gauge and thereby be responsive to your individual needs. We are also publishing separate catalogs for Märklin 1 Gauge and Märklin Z Gauge, and they are coming out at the same time as this H0 catalog. Replicas and special editions that are being issued exclusively for the anniversary are presented on the first few pages. You'll recognize these products by the logo "150 Jahre Märklin" / "150 Years of Märklin". Our Hobby assortment and Märklin Toys for the affordable entry into the hobby of model railroading are identified in the catalog as in the past with a blue area on the lower edge of the pages.

New tooling for the class 39 along with an appropriate, classic "Eilzug" / "Fast Passenger Train" car set is being presented in the Märklin anniversary year exclusively for all Märklin Insiders. Still in service in the Sixties, on your model railroad layout soon as a completely new model? Perhaps an inducement for you to join the Märklin Insider Club with its special possibilities for committed model railroaders and thereby enjoy the club models to come next.

Let us tempt you with the fantastic Märklin H0 models and extensive accessories from our international program. Discover in this compendium for the 150th anniversary year the special features for the large-small world of Märklin H0. Have fun discovering, dreaming, playing, running, and collecting!

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Replicas and Special Editions



16064 "Jolanda" Propeller-Driven Steam Ship.
Model: Reproduction of a Märklin propeller-driven steam ship from around 1910. The hull and the superstructure are constructed of metal. The ship comes with an anchor chain with an anchor. The anchor

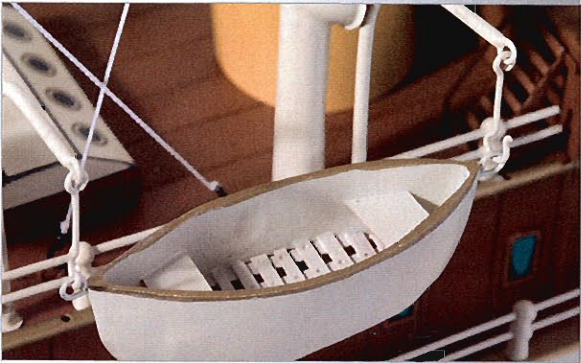
can be raised with a sprocket wheel. The ship has a movable ladder on the larboard and starboard sides. The superstructure parts, intake guides, rescue boats, masts with the rigging, etc. are finely represented. The ship has a built-in windup motor for driving the ship's

propeller. The rudder can be moved with the wheel on the deck. A wave base that can be rolled is included and the ship can placed on it for decoration and can be moved with it. Length of the ship approximately 82.0 cm / 32-1/4".



HIGHLIGHTS

- The ship will float.
- Windup mechanism included.



Replicas and Special Editions



One-time series for the 150th anniversary of Märklin.

N I-VI

72150 Building Kit for the Märklin Factory on the Stuttgarter Street.

Prototype: Factory building from 1910 based on the prototype of the firm Gebr. Märklin & Cie. GmbH in Göppingen, Germany.

Model: This is an absolutely scale, professional industrial architectural model with all of the building parts ready for assembly as a kit. The building parts and the façade

elements are made of a special architectural quality cardstock precision cut with a laser. All of the parts come in a realistic base color, but they can be weathered and painted further with no problem. The roof has a plain tile covering with self-adhesive, individual laser-cut roof tile rows. Also included is prototypical, historic "Air Advertising" that can be installed on the building or current Märklin lettering that can be installed

on the façade of the building. Polycarbonate sheeting is included for window material.

Dimensions of the finished model: length 116 cm / 45-5/8", width 15 cm / 5-7/8", height 29 cm / 11-3/8".

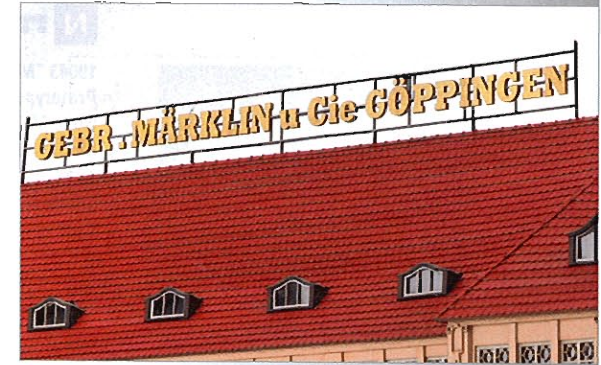
To be delivered starting in 2010.



HIGHLIGHTS

- Scale model of the Märklin plant in Göppingen, Germany.
- Wonderful Wilhelminian architecture protected as a national monument.
- Only a small amount of space required despite the impressive façade.
- Can be used from Era I to Era VI.

This model can also be used as a management building, a railroad management office, a school, a factory for all sorts of products, etc. It can fit on many layouts due to its small depth of 15 cm / 5-7/8" and it can serve as an impressive, architecturally challenging backdrop on a corner of the layout or along a railroad parade route.



Replicas and Special Editions



19043 "Märklin" Model Delivery Truck Replica.
Prototype: Delivery truck from the Thirties for the firm Gebr. Märklin & Cie. GmbH.

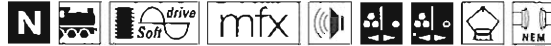
Model: This model is fully assembled in a scale of about 1:16. The frame and bodywork are made of metal. The model has a windup motor and a drive train with a cardan shaft to the rear axle. A key for the windup motor is included. The headlights light up (AA battery, not included). The steering works and can be locked in place. The driver's door and the rear

door can be opened. The model has interior details with a driver's seat, dashboard, and a steering wheel. The model also has a carrier on the roof with a "Märklin" advertising sign mounted on it. The paint scheme and the lettering are based on historic documents. The model comes with a certificate of authenticity. Also included is a wooden case with a gold colored miniature reproduction of the legendary "Storchenbeins" / "Stork's Leg".
Truck length 38 cm / 14-15/16".

HIGHLIGHTS

- Fully assembled model made of metal.
- Exclusive paint scheme for the anniversary "150 Years of Märklin".





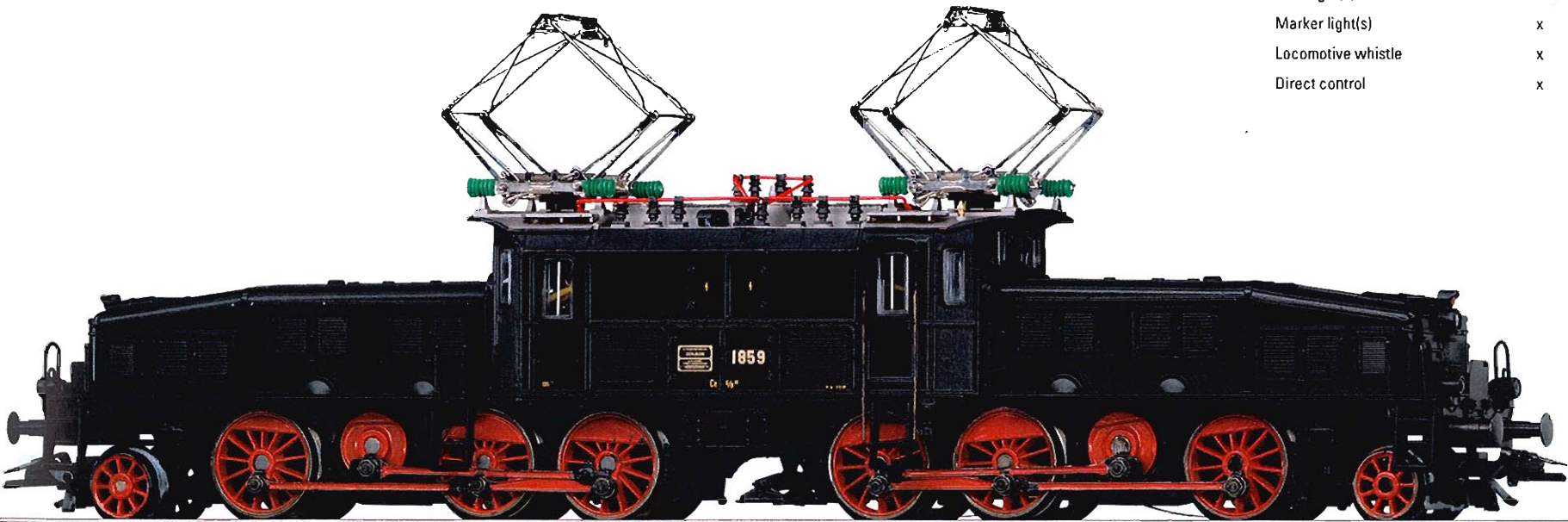
39564 "Crocodile" Electric Locomotive.
 Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Ce 6/8 III freight locomotive. Design with diagonal side rod drive.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has high-efficiency Softdrive Sine propulsion and a maintenance-free, compact-design motor. 3 axles and a jackshaft powered. Traction tires. The locomotive has articulated running gear to enable it to negotiate sharp curves. It has a 3-part metal body with end hoods that can swing out on curves. The locomotive has detailed roof equipment. The headlights and marker lights are maintenance-free warm white LEDs. The headlights with the Swiss headlight / marker light code will work in conventional operation and can be controlled digitally.

Length over the buffers 23.0 cm / 9-1/16".

The locomotive comes packed in a decorative wooden case.

One-time series.



HIGHLIGHTS

- A remarkable, fantasy paint scheme borrowed from a steam locomotive.
- Warm white LEDs for headlights / marker lights.
- Compact design Softdrive Sine propulsion.
- mfx decoder and sound generator built in.
- LED headlights / marker lights can be switched over: running "light" or with a train.

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
Direct control		x	x	x

Replicas and Special Editions



All of the Crocodile sets are consecutively numbered for a worldwide edition of 1859 units. A certificate that is also consecutively numbered is proof of the authenticity of this exclusive set for the 150th anniversary of the firm Märklin. The locomotives come in a prestigious collector case.



31859 "150 Years of Märklin" Crocodile Set.
Prototype: 3 different class Ce 6/8 III Swiss "Crocodile" freight locomotives. Design with Winterthur diagonal drive rod propulsion. 1 white version lettered for the New York Central Lines, based on a hand sample produced by Märklin as a unique item in the Thirties for the USA, 1 brown version lettered for the Swiss Federal Railways (SBB/CFF/FFS) as it originally looked around 1930, and 1 pine green version lettered for the Swiss Federal Railways (SBB/CFF/FFS) as it looked in early Era III before 1956.
Model: White Crocodile: The locomotive has an mfx digital decoder. It has controlled propulsion. The locomotive also has a large, centrally mounted motor. 6 axles and 2 jackshafts powered. Traction tires. The locomotive has articulated running gear for better negotiation of curves. It has a 3-part metal body with hoods that can swing out. The triple headlights

will work in conventional operation and can be controlled digitally. The locomotive has the Swiss headlight / marker light changeover. This locomotive is a heavy metal version based on the legendary Märklin model 3015. Length over the buffers 26.6 cm / 10-1/2".
 Green Crocodile: The locomotive has an mfx digital decoder. It has controlled propulsion. The locomotive also has a large, centrally mounted motor. 6 axles and 2 jackshafts powered. Traction tires. The locomotive has articulated running gear for better negotiation of curves. It has a 3-part metal body with hoods that can swing out. The triple headlights will work in conventional operation and can be controlled digitally. The locomotive has the Swiss headlight / marker light changeover. This locomotive is a heavy metal version based on the legendary Märklin model 3015. Length over the buffers 26.6 cm / 10-1/2".

Brown Crocodile: The locomotive has an mfx digital decoder and a sound generator. It has controlled Softdrive Sine high-efficiency propulsion, and a maintenance-free compact design motor. 3 axles and a jackshaft powered. Traction tires. The locomotive has articulated running gear for better negotiation of curves. It has a 3-part metal body with hoods that can swing out. The locomotive has detailed roof equipment. The headlights / marker light are maintenance-free LEDs. The triple headlights will work in conventional operation and can be controlled digitally. The locomotive has the Swiss headlight / marker light changeover. Length over the buffers 23.0 cm / 9-1/16".

One-time series.

HIGHLIGHTS

- Reproduction of a Märklin classic for the 150th anniversary of Märklin.
- Metal construction.
- mfx decoder.
- Prestigious collector case.
- Certificate of authenticity included.



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

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
Direct control		x	x	x



"Crocodiles".

The Swiss mountain locomotives that pulled heavy freight trains over the Gotthard grades were known as "Crocodiles". The design (articulated hoods, extended shape) and the color green was the source of the name. When traversing combinations of turnouts and "S" curves, these locomotives "snaked" through the curves like a reptile.

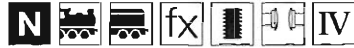
"Six-axle full gauge locomotive, only for large curves, true reproduction of the 'Crocodile locomotive'...", this was the way the reproduction of the latest Swiss locomotive was presented in the 1933/34 Märklin

catalog. The design and the pulling power of the original locomotive impressed people so much at that time that it became a synonym for progress and power. A mystique that henceforth lingered on in the history of Märklin. This legendary piece of motive power was in all of the scales offered by Märklin. First in 1 Gauge and 0 Gauge, then H0 and even in Z Gauge Mini Club. It was the top product offered everywhere in the assortment and thus became the unofficial "heraldic animal" of Märklin. The color green dominated over the longest period of its service life on the Gotthard grades and left the original color brown almost forgotten. Märklin did not bring out a "Crocodile" in brown on the market until 1984 in a limited quantity in 1 Gauge as an offering for the 125 anniversary of the company. There never was a white "Crocodile" in reality. Despite that, a large Märklin dealer in New York ordered single samples of large 0 Gauge locomotives in special paint schemes. He chose the color white, which is totally atypical in the prototype. It can't be denied that the locomotives in this fantasy paint scheme had a special effect on observers. Despite this, there was only the one order for some unknown reason. These locomotives were thereby one-off pieces seen by only a few people. Amazingly, they became very well known in collector circles. Perhaps, because who could imagine a "Crocodile", the Swiss mountain locomotive, which was typically green, in a white paint scheme?

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



Replicas and Special Editions



28590 „Le Capitole“ Express Train.

Prototype: French State Railways (SNCF) “Le Capitole” express train. The train consists of a class BB 9200 express locomotive and 4 express train passenger cars in the typical paint scheme of the “Le Capitole”. The train looks as it did at the start of the Seventies.
Model: This is a reproduction of classic Märklin models in metal and “tin-plate” construction. The train comes in the elegant ruby red paint scheme of the “Le Capitole” express train. The locomotive has a metal body and frame. It also has a digital decoder. 2 axles powered. Traction tires. The dual headlights change over with the direction of travel. There are coupler hooks with advance

uncoupler tabs at both ends of the locomotive. The express train passenger cars have “tin-plate” construction. They are 1st class cars, have interiors and different car numbers. They also have RELEX couplers. Total length of the train 119 cm / 46-7/8”.

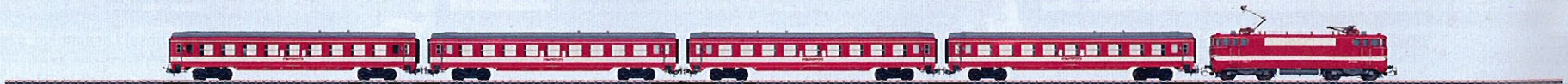
One-time series.

HIGHLIGHTS

- Reproduction of classic Märklin models constructed of metal.
- The locomotive is up-to-date with a digital decoder.



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



Replicas and Special Editions



The Special Series of Products for all Märklin Collectors in our Anniversary Year:

Seven-part Märklin H0 special edition for the anniversary "150 Years of Märklin", consisting of 7 exclusive collector models from the countries of Belgium, German, France, the

Netherlands, Austria, Sweden, and Switzerland. Additional product details for the individual locomotives can be found on the pages indicated.



39123 Electric Locomotive, page 13



37268 Electric Locomotive, page 18



The image of the display case is only a suggestion of what the final product may look like.



37356 Electric Locomotive, page 15



39404 Electric Locomotive, page 17



39682 Electric Locomotive, page 14



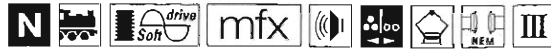
37671 Diesel Locomotive, page 16



37941 Heavy Diesel Locomotive, page 19



This model is part of the 7-piece Märklin H0 special edition for the "150th Anniversary of Märklin" and represents one of the main markets for our company history with its rich tradition.



39123 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 10.12. Express locomotive with aerodynamic ends, high-performance trucks, and end skirting. Version in the TEE paint scheme. The locomotive looks as it did in 1967.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has Softdrive Sine high-efficiency propulsion and a compact design, maintenance-free motor, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are

maintenance-free, warm white LEDs, and the marker lights are maintenance-free red LEDs. The locomotive has separately applied metal grab irons. The engineer's cabs have interior details including a separately applied speed control wheel. The locomotive has separately applied roof walks.

Length over the buffers 18.9 cm / 7-7/16". An appropriate collector's display case made of wood and glass, with a reproduction of a photograph of the prototype on the background is included.

One-time series.



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

- 7-part edition for "150 Years of Märklin".
- Appropriate collector's display case for each model in the edition included.

Replicas and Special Editions



This model is part of the 7-piece Märklin H0 special edition for the "150th Anniversary of Märklin" and represents one of the main markets for our company history with its rich tradition.



39682 Electric Locomotive.

Prototype: Austrian Federal Railways (ÖBB) class 1018.101 express locomotive. Rebuilt locomotive constructed between 1950 and 1952 from the former locomotives with road numbers E 18 046 and E 18 206 that were damaged in the war.

Model: The locomotive has an mfx digital decoder. It also has controlled Softdrive Sine high-efficiency propulsion and a compact design, maintenance-free motor. 2 axles powered. Traction tires. The engineer's cabs and the engine room have interior details. The metal grab irons and other details are

separately applied. The locomotive has finely detailed running gear with a prototypical reproduction of the quill-drive wheels. The triple headlight(s) will work in conventional operation and can be controlled digitally. Length over the buffers 19.5 cm / 7-11/16". An appropriate collector's display case made of wood and glass, with a reproduction of a photograph of the prototype on the background is included.

One-time series.



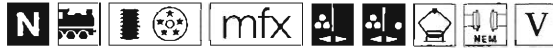
Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x

HIGHLIGHTS

- 7-part edition for "150 Years of Märklin".
- Appropriate collector's display case for each model in the edition included.



This model is part of the 7-piece Märklin H0 special edition for the "150th Anniversary of Märklin" and represents one of the main markets for our company history with its rich tradition.



37356 Electric Locomotive.

Prototype: Swiss Federal Railways (SBB) class Re 4/4 II. Rebuilt version in a red paint scheme. Road number 11239 with the coat-of-arms for the city of "Porrentruy". The only class Re 4/4 II locomotive with a coat-of-arms.

Model: The locomotive has an mfx digital decoder. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The headlights change over with the direction of travel, have the Swiss headlight / marker light code (triple headlights / 1 white marker light), will work in conventional operation, and can be controlled digitally. The lighting is

warm white LEDs. The locomotive has separately applied metal grab irons. The couplers can be replaced by detailed end skirting. Minimum radius for operation 360 mm / 14-3/16".

Total length over the buffers 17.1 cm / 6-3/4". An appropriate collector's display case made of wood and glass, with a reproduction of a photograph of the prototype on the background is included.

One-time series.



Digital Functions

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

HIGHLIGHTS

- 7-part edition for "150 Years of Märklin".
- Appropriate collector's display case for each model in the edition included.

Replicas and Special Editions



This model is part of the 7-piece Märklin H0 special edition for the "150th Anniversary of Märklin" and represents one of the main markets for our company history with its rich tradition.



37671 Diesel Locomotive.

Prototype: Belgian State Railways (SNCB/NMBS) class 204 general-purpose locomotive. Diesel electric Europe locomotive from the cooperation of the firms GM/NDHAB/AFB.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The dual headlights

change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Length over the buffers 20.5 cm / 8-1/16". An appropriate collector's display case made of wood and glass, with a reproduction of a photograph of the prototype on the background is included.

One-time series.



HIGHLIGHTS

- 7-part edition for "150 Years of Märklin".
- Appropriate collector's display case for each model in the edition included.

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





This model is part of the 7-piece Märklin H0 special edition for the "150th Anniversary of Märklin" and represents one of the main markets for our company history with its rich tradition.



39404 Electric Locomotive.

Prototype: French State Railways (SNCF) class CC 40100 express locomotive. Four-system locomotive for the Benelux, France, and Germany. The locomotive looks as it did around 1975. Version with the road number "40106" and the coat-of-arms for "COMPIÈGNE".

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled Softdrive Sine high-efficiency propulsion and a 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. It also has separately applied steps. The locomotive has detailed roof equipment and different pantographs. The engineer's cabs have interior details including a figure of a locomotive engineer at the front. Accessory parts are included for installation on the buffer beams. Length over the buffers 25.3 cm / 9-15/16". An appropriate collector's display case made of wood and glass, with a reproduction of a photograph of the prototype on the background is included.



HIGHLIGHTS

- 7-part edition for "150 Years of Märklin".
- Appropriate collector's display case for each model in the edition included.

One-time series.

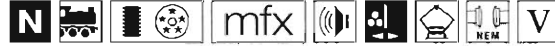


Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Marker light(s)		x	x	x
Electric locomotive op. sounds		x	x	x
Horn		x	x	x
Direct control		x	x	x

Replicas and Special Editions



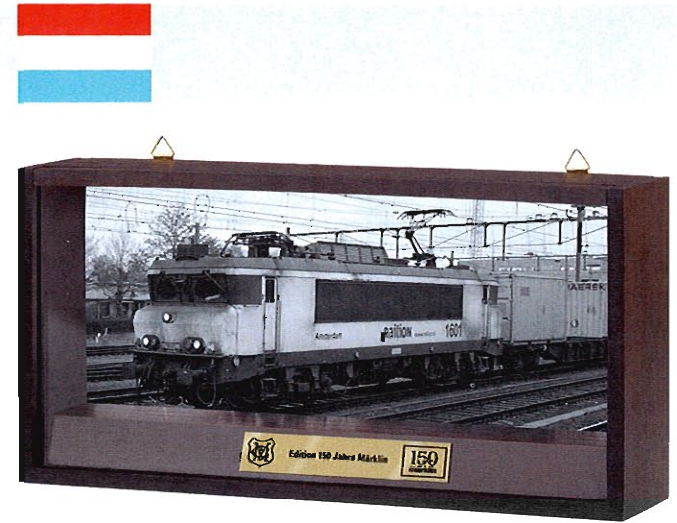
This model is part of the 7-piece Märklin HO special edition for the "150th Anniversary of Märklin" and represents one of the main markets for our company history with its rich tradition.



37268 Electric Locomotive.
Prototype: Dutch State Railways (NS), Railion Business Area, class 1600 general-purpose locomotive. Road number 1601 with the coat-of-arms for the city of "Amsterdam".

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The headlights will work in conventional operation and can be controlled digitally. Length over the buffers 22.5 cm / 8-1/4".

One-time series.



HIGHLIGHTS

- 7-part edition for "150 Years of Märklin".
- Appropriate collector's display case for each model in the edition included.



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



This model is part of the 7-piece Märklin H0 special edition for the "150th Anniversary of Märklin" and represents one of the main markets for our company history with its rich tradition.



37941 Heavy Diesel Locomotive.

Prototype: Swedish State Railways (SJ) class T44 heavy diesel locomotive. Version in a blue paint scheme.

Model: The locomotive has an mfx digital decoder. It also has controlled Softdrive Sine high-efficiency propulsion. The locomotive has a maintenance-free, compact design motor, centrally mounted, with a flywheel and 2 cardan shafts. 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". An appropriate collector's display case made of wood and glass, with a reproduction of a photograph of the prototype on the background is included.

One-time series.



HIGHLIGHTS

- 7-part edition for "150 Years of Märklin".
- Appropriate collector's display case for each model in the edition included.
- Correct headlights / marker lights for the Swedish prototype.

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



Replicas and Special Editions



Reproduction of a Märklin metal construction set exclusively for the "150th Anniversary of Märklin".

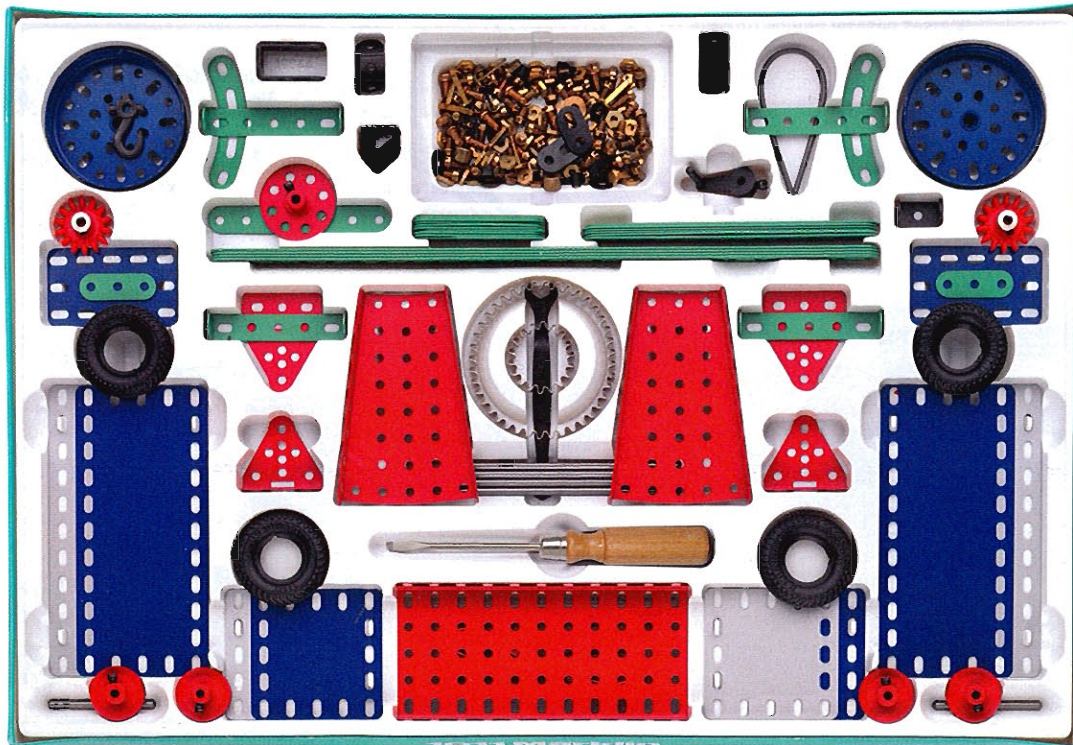
N

10110 Metal Construction Set.

Model: This is a Märklin basic metal construction set with 242 parts. It is a one-time special edition of a legendary metal construction set that was manufactured for a long time by Märklin as a regular item. It is being produced for the "150th Anniversary of Märklin". This construction set is being produced only once exclusively in the Märklin anniversary year as a special edition. Instructions for building different models are included.

HIGHLIGHTS

- Many different possible models that can be constructed.
- Specially designed anniversary packaging.
- Instructions for building models included.





N

18103 Set with 12 Reproduction Model Automobiles in a Display.

Prototype: Different automobiles of the Sixties and Seventies.

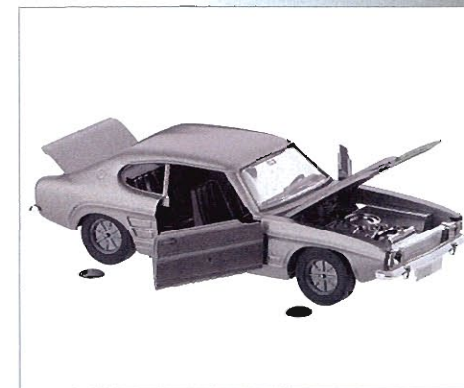
Model: The bodies and floors of these automobiles are made of die-cast metal. The interiors and the wheel rims are made of plastic. The cars have rubber tires. The bumpers and the headlights are set off in colors different from the rest of

the automobiles. Each type of automobile comes in 3 different colors. The automobiles come individually packaged and marked. Vehicle lengths are between approximately 100 mm / 3-15/16" and approximately 106 mm / 4-3/16".

HIGHLIGHTS

- Reproduction of classics.
- Reproductions produced with the original tooling of the former models.
- Packaging made of cardboard in an historic design.

One-time series.



Replicas and Special Editions



N

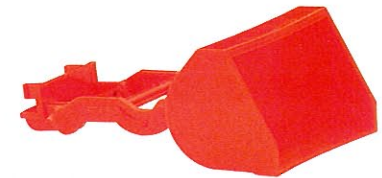
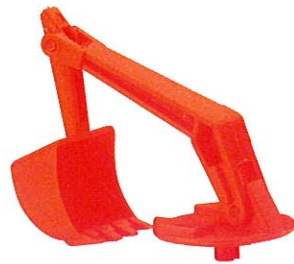
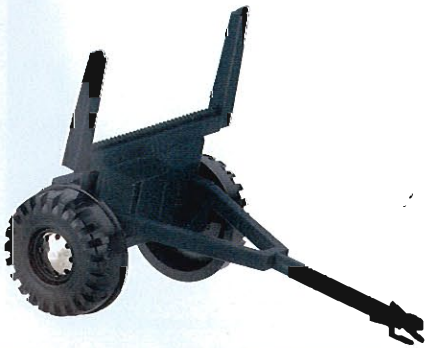
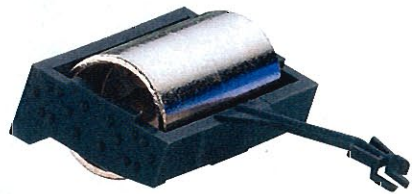
18310 "Unimog" General-Purpose Vehicle as a Reproduction from Original Tooling.
Prototype: "Unimog" general-purpose vehicle with these accessories: a trailer for logs, 1 dump body, 1 water tank, 1 frontend loader, 1 roller, and 1 power shovel.

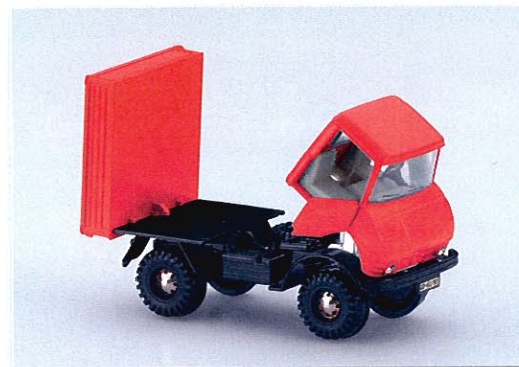
Model: The body and the flatbed for the tractor are made of die-cast metal, have metal floors, and plastic wheels. The bumpers and the "jeweled headlights" are set off in colors different from the rest of the vehicle. The vehicle length without accessories is approx. 9.5 cm / 3-3/4". The accessory parts are made of metal and partly of plastic.

One-time series.

HIGHLIGHTS

- Reproduction of a classic with a broad assortment of accessories.
- All of the parts are produced from the original tooling for the former model.
- Packaging made of cardboard in an historic design.





The Hobby and Beginner Program





The Hobby Assortment from Märklin

The Hobby and starter assortment is used by Märklin for model railroad fans, who want to be totally spontaneous when playing with their model railroad. Here, play and fun are at the center of things:

Play until you forget time and space, until the boundary between children and adults becomes blurred. For irretrievably beautiful times that will enrich your family's life. When the train including the cars is placed on the track, the engineer takes over the controls. Who will it be? Set the right tone so that everything can start!

The affordable models included in the Hobby assortment feature a representation of all the important details in a manner that is largely true to the prototype. Delicate components are purposefully left off so that children can feel free to pick up the models.

The sturdy models guarantee maximum play value and can be set up in no time at all thanks to Märklin's sophisticated technology. A Mobile Station and a locomotive with digital components are a fundamental part of digital starter sets in addition to a basic assortment of C Track.

For children 5 years of age and older Märklin offers exciting worlds of adventure with all sorts of play possibilities in the product group Märklin Toys. A starter set tailor-made for children with many affordable add-on sets will excite your little ones. Clear the ring, the Circus Mondolino is coming!

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

Circus Mondolino



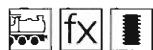
Hurrah, the Circus is Coming!

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.



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.

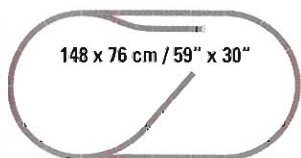


29411 "Circus Mondolino" Starter Set.
230 Volts.

Model: The set has a powerful steam locomotive with a metal frame and a digital decoder. 1 axle powered. Traction tires. The cars have Relax 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.



148 x 76 cm / 59" x 30"

29411



5x



3x



1x



12x



2x



1x



1x



1x



HIGHLIGHTS

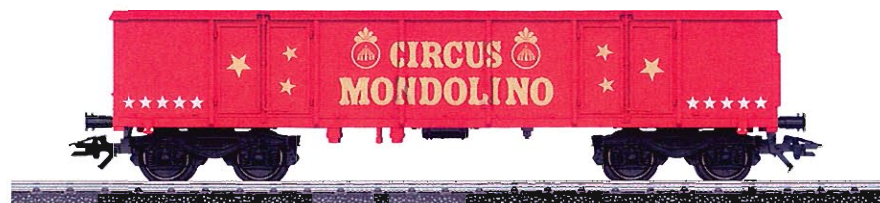
- Newly developed, wireless infrared controller with a base station.

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

Circus Mondolino



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".



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.



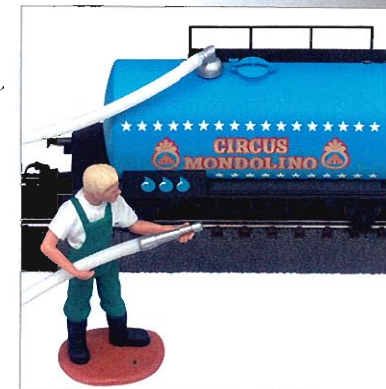
78090 "Animal Care" Expansion Set.

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".

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.



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



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.

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



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

Circus Mondolino



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 counter-weight 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 "springboard and a ring of fire".

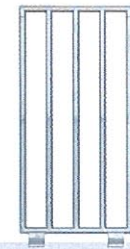
Expansion set to go with the "Circus Mondolino" starter set, item no. 29411.



2x



2x



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".

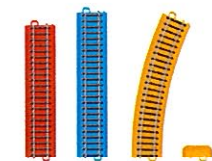
Expansion set to go with the "Circus Mondolino" starter set, item no. 29411.

78095 "Colorful Track" Expansion Set.

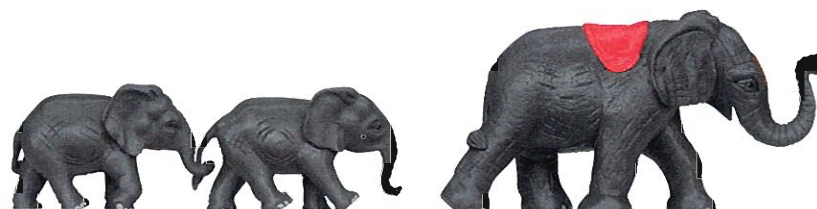
Model: Different colorful sections of track that will make children want to expand the layout for the train.

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".

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



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



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:

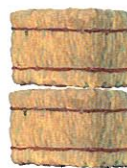
4 each 00790-01 "Elephant Family" set of figures
1 circus elephant and 2 baby elephants, which can be connected one behind the other.

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.

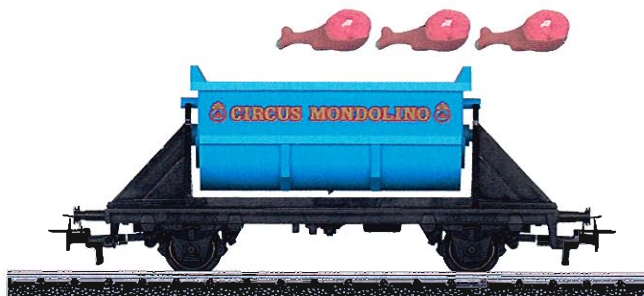
4 each 00790-03 provisions cars

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.

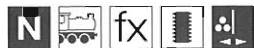


The 4 sets in this display package go well with the "Circus Mondolino" starter set, item no. 29411.

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. These heavy 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.



29161 "My Start with Märklin" Starter Set. 230 Volts.

Prototype: German Federal Railroad (DB) class 74 tank locomotive. German Federal Railroad (DB) type EI-u 061 gondola and type Kbs stake car, privately owned type Ichus-u 377 refrigerator car (used on the DB).

Model: The locomotive comes with a digital decoder. 3 axles powered. Traction tires.

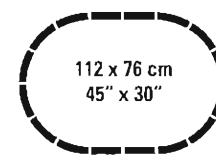
The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has NEM coupler pockets. 1 each gondola, stake car, and refrigerator car. All of the cars come with Relex couplers. Train length 47.2 cm / 18-1/2".

Contents: 12 no. 24130 curved track, 2 no. 24172 straight track, 1 no. 24188 straight track,

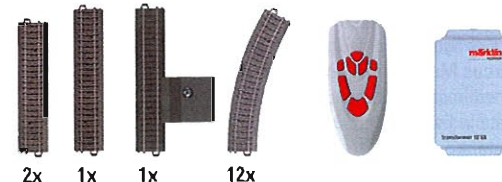
1 no. 24089 base station, 230 volt / 18 VA transformer and a wireless infrared controller. A "freight shed" cardstock cut-out sheet is also included. This set can be expanded with the C Track extension sets and the entire C Track program. C Track oval 112 x 76 cm / 45" x 30".



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



29161



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

HIGHLIGHTS

- Digital infrared controller for control of up to 4 trains.
- With the wireless infrared controller you have freedom to move around your layout.
- Easy-to-set-up C Track layout.



Starter Sets



29181 "Construction Site" Starter Set. 230 Volts.

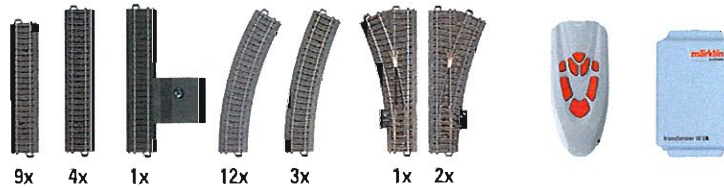
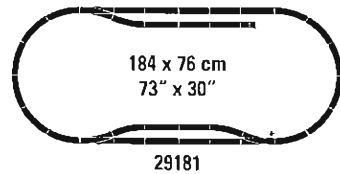
Prototype: Type DHG 700 industrial diesel locomotive. Krupp-Ardelt crane car with a crane tender car. Low side car for transporting a power shovel.

Model: The locomotive has a metal frame. It also has a digital decoder and a special motor. 3 axles powered. Traction tires. The triple 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, 9 no. 24172 straight track, 4 no. 24188 straight track, 1 no. 24089 base station, 3 no. 24224 curved track, 2 no. 24612 right turnout, and 1 no. 24611 left turnout. 230 volt / 18 VA transformer and a wireless infrared controller. A "Construction Site" cardstock cut-out sheet is included. 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 in the turnouts.

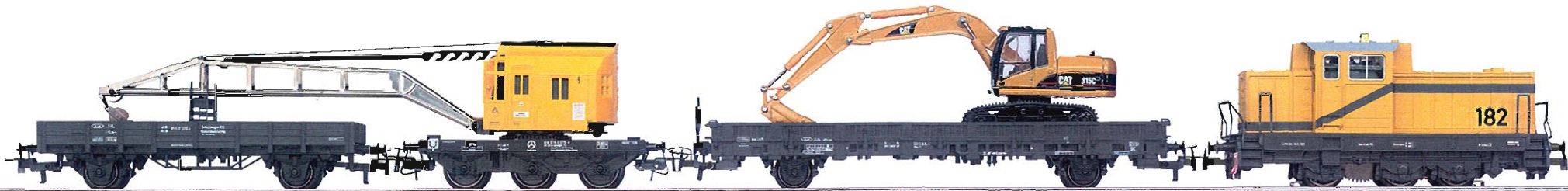
The 78080 theme extension set makes a prototypically realistic addition to this train.



HIGHLIGHTS

- Construction train with a locomotive, crane car, and a power shovel.
- Digital locomotive with a warning light and headlights.
- Digital infrared controller for control of up to 4 trains.
- With the wireless infrared controller you have freedom to move around your layout.

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



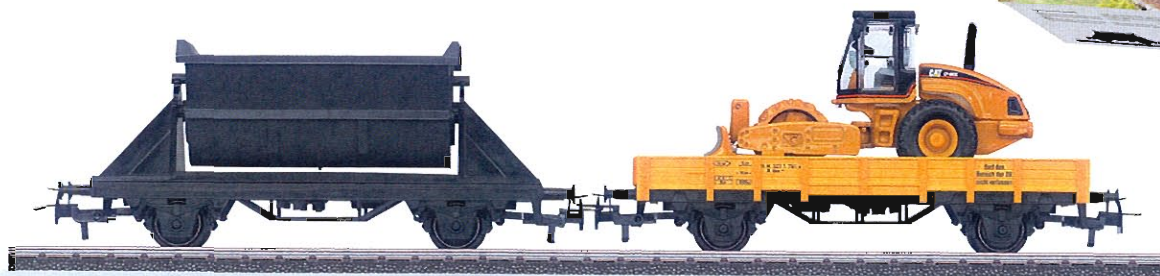
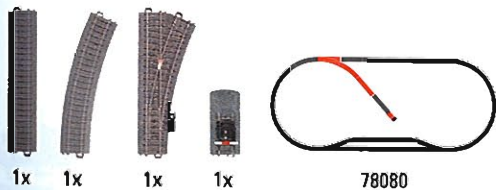


V

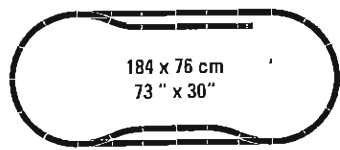
78080 "Construction Site" Track Extension Set with C Track, 2 Freight Cars and a Construction Vehicle.
Prototype: Low side car and a dump car painted and lettered for a construction train. Modern design steam roller.
Model: Both cars have Relex couplers. Total length over the buffers 23.4 cm / 9-3/16".
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.

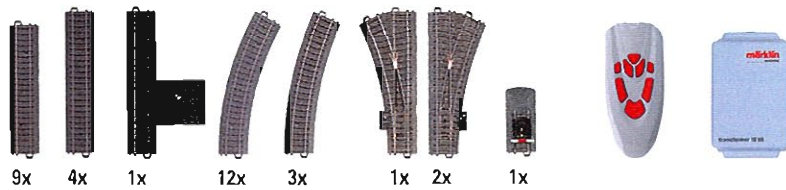


Starter Sets



184 x 76 cm
73 " x 30 "

29757



9x 4x 1x 12x 3x 1x 2x 1x

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



N V

**78051 "Special Use Train"
Theme Extension Set.**

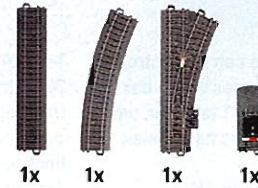
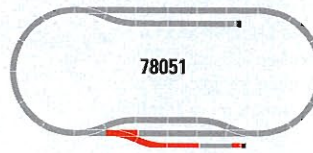
Prototype: A tank car and a low side car in an attractive fire department paint scheme.

Model: This set has railroad and road model vehicles as well as C Track for expanding a layout by using a fire department theme.

Contents: Track: 1 no. 24612 right turnout, 1 no. 24188 straight track, 1 no. 24224 curved track, 1 no. 24977 track bumper. Rolling stock: 1 two-axle tank car for fire extinguishing water, 1 low side car. 2 model fire department vehicles.

Length over the buffers of the freight car set 27.5 cm / 10-13/16".

This extension set goes well with the 29757 starter set.



HIGHLIGHTS

- Emergency train for fighting fires.
- A wide variety of ways to play.
- The fire department vehicles can be used as a load and to play with by themselves.
- Track for expanding a C Track layout.

N fx V

**29757 "Fire Department" Digital Starter Set.
230 Volts.**

Prototype: Class 212 diesel locomotive, an equipment car, a low side car, and a stake car in an attractive fire department paint scheme.

Model: 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 helicopters, 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, 4 no. 24188 straight track, 1 no. 24089 base station, 9 no. 24172 straight track, 2 no. 24612 right turnout, 1 no. 24611 left turnout, 3 no. 24224 curved track, and 1 no. 24977 track bumper. 230 volt / 18 VA transformer and a wireless infrared controller. The set comes with an illustrated instruction book with many tips and ideas. A "Fire Station" cardstock cut-out sheet is also

included. 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.

The 78051 theme extension set makes a realistic addition to this train set.

Sold out at the factory.

HIGHLIGHTS

- 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 infrared controller for control of up to 4 trains.
- With the wireless infrared controller you have freedom to move around your layout.

Starter Sets



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

Prototype: German Federal Railroad (DB) class 86 tank locomotive and 1 baggage car. The cars have Relex couplers.

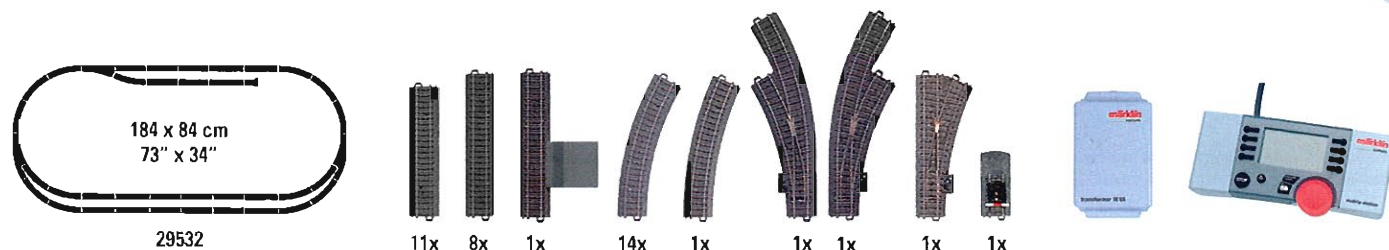
Model: The locomotive has a digital decoder, controlled high-efficiency propulsion, and Telex couplers for remote-controlled switching. The triple headlights change over with the direction of travel, will work in conven-

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

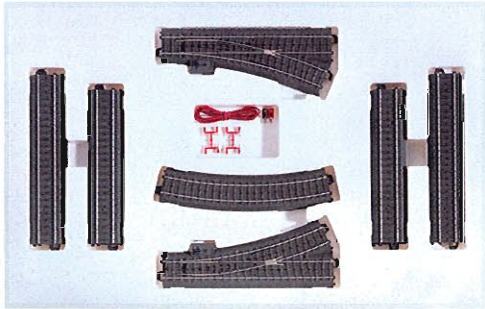


Expansion Sets

24902 C Track C₂ 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.

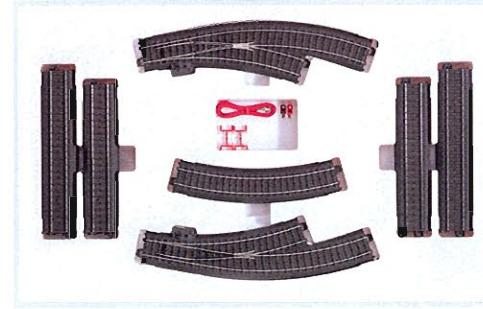
For expanding the small C Track starter set (C, contents) to include a passing siding.



24903 C Track C₃ 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.

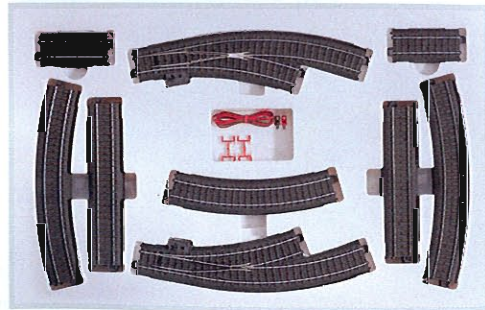
For expanding the C Track starter sets to include a passing siding with curved turnouts.



24904 C Track C₄ 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.

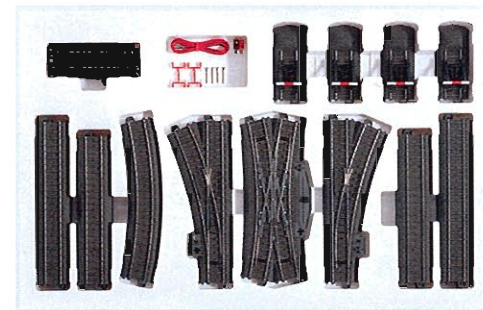
For expanding the C Track starter sets to include a passing siding with curved turnouts. A parallel route can be created when combined with the 24903 C₃ track extension set.



24905 C Track C₅ 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.





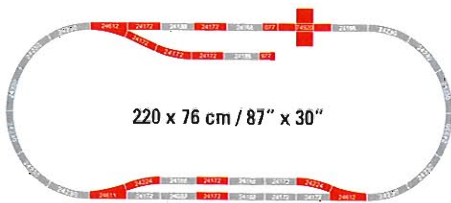
78070 "Railroad Grade Crossing" Track Extension Set.
Prototype: Modern railroad grade crossing and station track layout with a storage siding.

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.

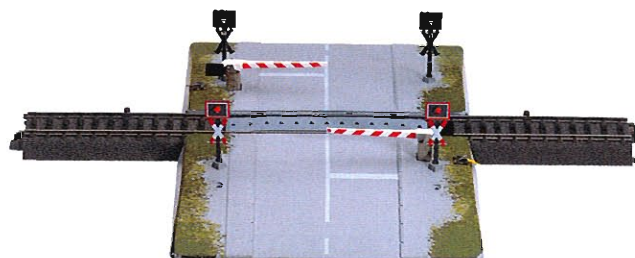
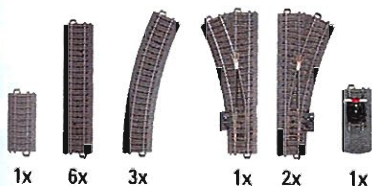
One-time series.

This track extension set is ideal to add to these starter sets: 29852, 29161, 29757, 29181 and 29532. It can also be added to any existing train setup.



220 x 76 cm / 87" x 30"

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



26552 "ALEX" Train Set.

Prototype: Bavarian "ALEX" (Arriva Provincial Railroad Express) commuter train. Operated by the Regental Railroad, Inc. Arriva Provincial Railroad Express "ALEX" class ER 20 diesel locomotive. Diesel electric design. 1 type Bm compartment car, 2nd class, 1 type Bn open seating car, 2nd class, and 1 type ARmh "ALEX Treff" dining car.

Model: The locomotive is constructed of metal with many cast-on details. The locomotive 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. The headlights are maintenance-free LEDs. The cars have interior details and are ready for installation of current-conducting couplers or couplings. Total length over the buffers 102.3 cm / 40-1/14".

The 42954 express train passenger car is the ideal add-on for this train.

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





42954 "ALEX" Express Train Passenger Car.

Prototype: Type Bm compartment car, 2nd class, painted and lettered for the "ALEX" Arriva Provincial Railroad Express.

Model: The car has interior details, and the 7319 current-conducting coupling can be installed in it. The car also has adjustable buffers.

Length over the buffers 27.1 cm / 10-5/8".

This express train passenger car is the ideal add-on for the 26552 train set.



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 motor. 2 axles powered. 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



Train Sets



26553 "Claas" Train Set.

Prototype: 1 class 185.2 electric locomotive and 2 flat cars loaded with farm machinery.

Model: The locomotive is constructed of metal with many cast-on details. It 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, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. The locomotive has 2 mechanically working pantographs (they are not wired to take power from catenary). The train has one flat car loaded with 2 Claas model tractors (Claas Axion 850) and a flat car loaded with 1 model of a Claas large hay bailer (Claas Quadrant 3400).

Total length over the buffers 53.4 cm / 21".

HIGHLIGHTS

- Locomotive constructed of metal.
- Sturdy farm machinery models constructed of metal.
- A wide variety of play options.

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



26566 "Police" Train Set.

Prototype: ER 20 "Hercules" and 3 freight cars in a police design.

Model: The diesel locomotive comes in a German "police paint scheme" with working blue warning lights

and the typical German police siren sound effect. The locomotive 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. The train has 1 crew car, 1 low side car loaded with a mobile emergency command center, and 1 low side car loaded with a police helicopter. All of the cars have Relex couplers. Length over the buffers approximately 55.7 cm / 21-15/16".

One-time series.





HIGHLIGHTS

- Locomotive constructed of metal.
- Blue warning lights and police siren sound can be controlled digitally.
- A world of play with action: police emergency train with a removable helicopter and an emergency command center.



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

Steam Locomotives



36741 Tank Locomotive.

Prototype: Royal Prussian State Railways (K.P.E.V.) class T 12.

Model: The locomotive has a digital decoder and a special motor with a flywheel. 3 axles powered. Traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has many separately applied details.

Length over the buffers 12.7 cm / 5".

This model can be found in a DC version in the Trix H0 assortment under item no. 22853.

HIGHLIGHTS

- Built-in digital decoder.
- Detailed, affordable beginner's model.

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



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. 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
Direct control		x	x	x



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 headlight 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".

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

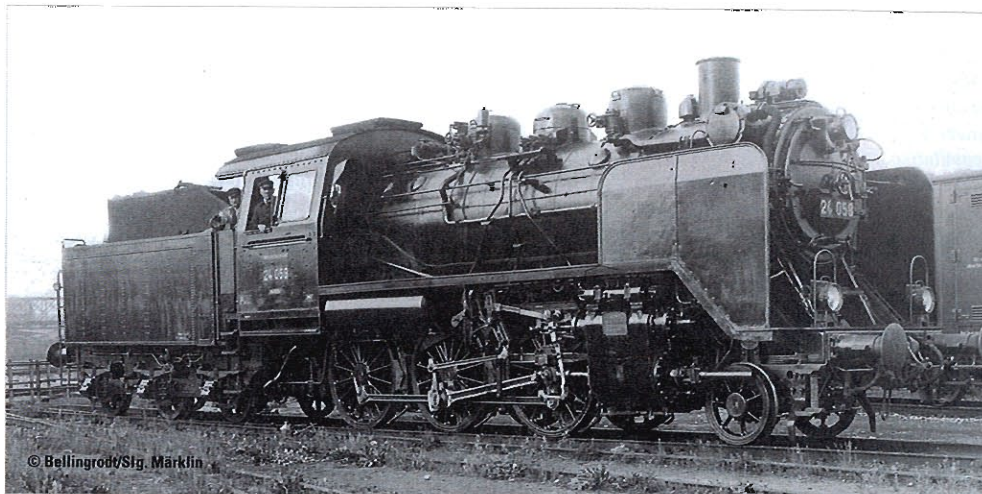
Class 24 – Prairie Pony in Prussia.

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).



© Bellingrodt/Stg. Märklin



HIGHLIGHTS

- 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

- 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



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
Headlight(s)	x	x	x	x
Direct control		x	x	x

HIGHLIGHTS

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



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
Light Function 1		x	x	x
Direct control		x	x	x

HIGHLIGHTS

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



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.

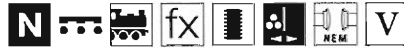


Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x

HIGHLIGHTS

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

Teal Turquoise Ludmilla – A Striking Dash of Color.



The reunification and the merger of the two German state railroads into the German Railroad, Inc. (DB AG) resulted in the ex DR locomotives and cars being repainted in the former DB's paint scheme. The "Ludmilla" locomotive with road number 234 304-4 represented something special since it was the only locomotive that was not painted in the usual Chinese red with a white "bib". Instead, it was given a teal turquoise paint scheme that still causes arguments among railroad fans. In the final analysis it remains a question of taste whether this paint scheme is beautiful or not; road number 234 304-4 in its teal turquoise paint scheme was certainly a striking dash of color in the monotony of red.

36423 Heavy Diesel Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 234 "Ludmilla". Version in a teal turquoise paint scheme.

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 LEDs are used for the headlights. Length over the buffers 23.9 cm / 9-7/16".

One-time series.

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





36216 Diesel Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 216 diesel locomotive. Version in a Chinese red paint scheme.

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 locomotive has close couplers.

Length over the buffers 18.2 cm / 7-3/16".



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

The Class 246 – Diesel TRAXX.

In 2006, the firm Bombardier presented the class 246 at the Innotrans show. This class is a diesel electric locomotive derived and developed directly from the electric locomotives in the TRAXX family. This locomotive has a maximum speed of 160 km/h / 100 mph, weighs 82 metric tons, has a nominal performance of 2,200 kilowatts / 2,991 horsepower, and is planned for passenger service. The state of Lower Saxony ordered 11 units that have again been leased to the Railroad Company. These locomotives have the attractive blue and yellow paint scheme of the Metronom trains and together with the modern bi-level cars they stand for modern, punctual, reliable service on regular schedules.



36650 Diesel Locomotive.

Prototype: Class 246 diesel electric road engine painted and lettered for the Metronom Railroad Company, Inc., Uelzen, Germany. Built by Bombardier as a regular production locomotive from the TRAXX program.

Model: The locomotive is constructed of metal with many cast-on details. The locomotive 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. The headlights are maintenance-free LEDs. Length over the buffers 21.7 cm / 8-1/2".

HIGHLIGHTS

- New tooling.
- Locomotive constructed of metal.
- 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



Electric Locomotives



36850 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 185.1 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

- Metal body.





36838 Electric Locomotive.

Prototype: "Veolia Transport" class 185.1 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 axles 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 HO 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

The Class 185.2 and Class 485.2.

The locomotive classes 185.2 for the DB AG and the 485.2 for the BLS originated in Bombardier's TRAXX (Transnational Railway Applications with eXtreme fleXibility) family. These locomotives are used for medium heavy passenger and freight domestic service as well as for cross-border operations.

New regulations forced Bombardier to make changes to the locomotives from 2005 on: these locomotives have been equipped with a locomotive body better able to sustain crashes, which makes them look brawnier and more powerful compared to the predecessor classes 185.1 and 485.1. Other changes involve the electric power converter system, which does not affect the looks of the locomotives. Other railroads are also making use of these innovative locomotives, since individual wishes and requirements are relatively easy to satisfy with innovative "package" solutions.



36600 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 185.2 general-purpose locomotive. Used for the freight railroad Railion Deutschland/DB Logistics. Dual system locomotive built by Bombardier as a regular production locomotive from the TRAXX program.

Model: The locomotive is constructed of metal with many cast-on details. The locomotive 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. The headlights are maintenance-free LEDs. 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

- New tooling.
- Locomotive constructed of metal.
- 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



Switzerland

The Class 185.2 and Class 485.2.

The locomotive classes 185.2 for the DB AG and the 485.2 for the BLS originated in Bombardier's TRAXX (Transnational Railway Applications with eXtreme fleXibility) family. These locomotives are used for medium heavy passenger and freight domestic service as well as for cross-border operations. New regulations forced Bombardier to make changes to the locomotives from 2005 on: these locomotives have been equipped with a locomotive body better able to sustain crashes, which makes them look brawnier and more powerful compared to the predecessor classes 185.1 and 485.1. Other changes involve the electric power converter system, which does not affect the looks of the locomotives. Other railroads are also making use of these innovative locomotives, since individual wishes and requirements are relatively easy to satisfy with innovative "package" solutions.



36601 Electric Locomotive.

Prototype: Class 185.5 general-purpose locomotive painted and lettered for the firm Angel Trains, used on the BLS Lötschberg Railroad, Inc. (Bern-Lötschberg-Simplon). Dual system locomotive with 4 pantographs, built by Bombardier as a regular production locomotive from the TRAXX program.

Model: The locomotive is constructed of metal with many cast-on details. The locomotive 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. The headlights are maintenance-free LEDs. 4 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

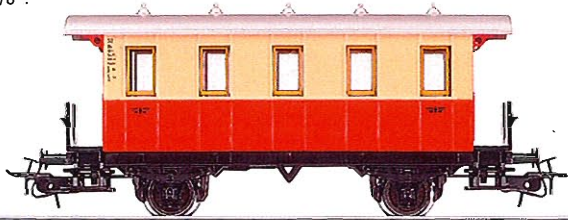
- New tooling.
- Locomotive constructed of metal.
- Detailed, affordable beginner's model.



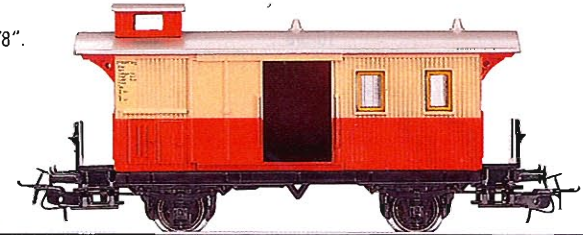
Passenger Cars



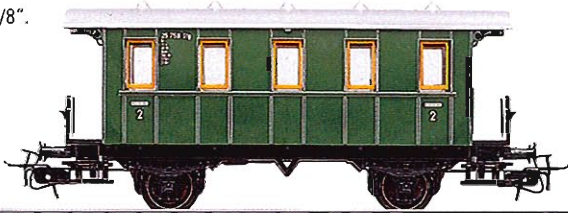
4107 Passenger Car.
Relex couplers.
Length over the buffers 11.0 cm / 4-3/8".
DC wheel set 2 x 700600.



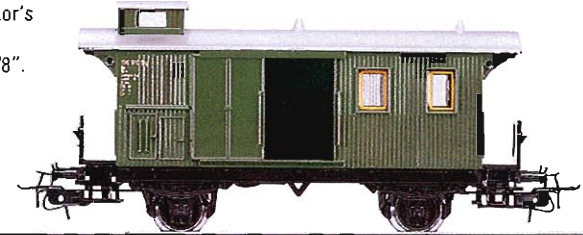
4108 Baggage Car.
The car has a cupola for the conductor's compartment. Relex couplers.
Length over the buffers 11.0 cm / 4-3/8".
DC wheel set 2 x 700600.



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

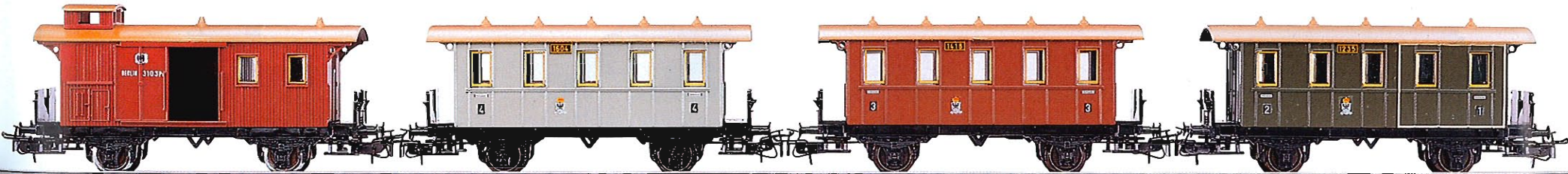


4035 Prussian Passenger Car Set.

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

These models are not available separately.



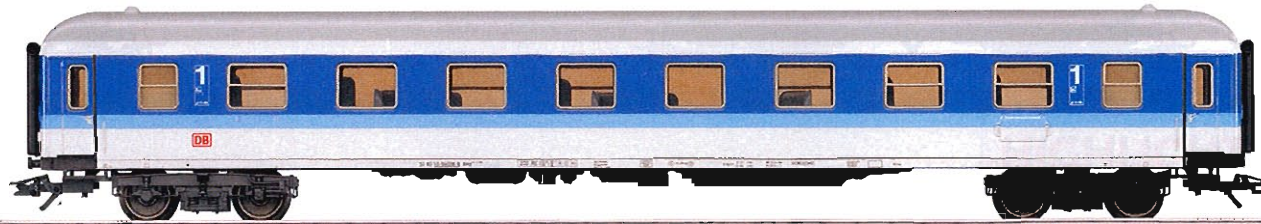
Passenger Cars



43500 Express Train Passenger Car.
 Prototype: German Railroad, Inc.
 (DB AG) type Aim 260 InterRegio car.
 1st class.

Model: The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler can be installed

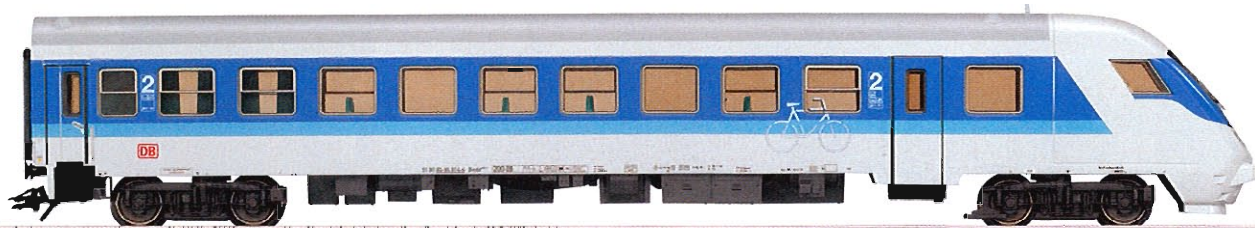
in the car. The car has adjustable buffers.
 Length over the buffers 27.0 cm / 10-5/8".
 DC wheel set 4 x 700580.



43550 Cab Control Car.
 Prototype: German Railroad, Inc.
 (DB AG) type Bimdzf 269.0 InterRegio
 cab control car. 2nd class with an
 engineer's cab for shuttle train
 operation.

Model: The engineer's cab has interior details. The car has a detailed buffer beam. It also has

separately applied end skirting. The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler can be installed in the car. Length over the buffers 27.5 cm / 10-13/16".



When operated cab control car first, white triple headlights shine on the cab control car.

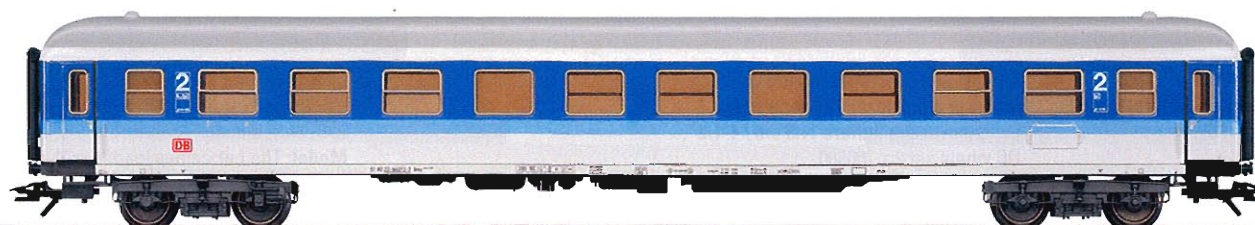


When operated cab control car last, dual red marker lights shine on the cab control car.



43501 Express Train Passenger Car.
Prototype: German Railroad, Inc.
 (DB AG) type Bim 263 InterRegio car.
 2nd class.
Model: The 7319 current-conducting
 coupling or the 72020/72021 current-
 conducting coupler can be installed

in the car. The car has adjustable
 buffers.
 Length over the buffers 27.0 cm /
 10-5/8".
 DC wheel set 4 x 700580.



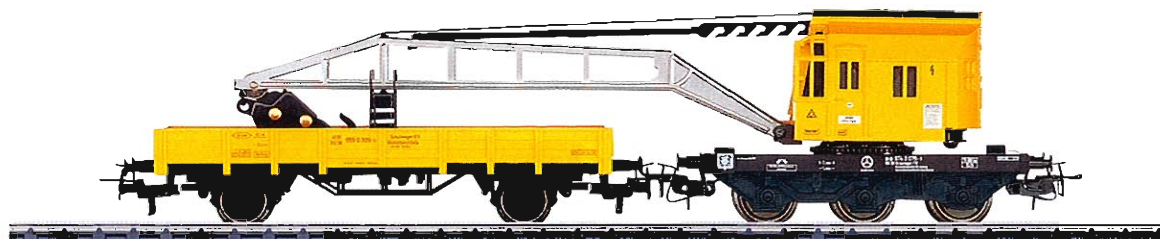
Freight Cars



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.



4671 Crane Car.
Prototype: Railroad maintenance car.
Model: The car has a rotating crane, adjust-
 able 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.



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

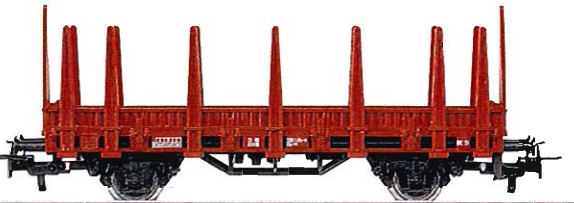
a bulldozer and a skip loader. Relex couplers.
 Length over the buffers 16.0 cm / 6-5/16".
 DC wheel set 4 x 700580.



** 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.



4410

4423

44732

4473

4474

4424

36880

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".



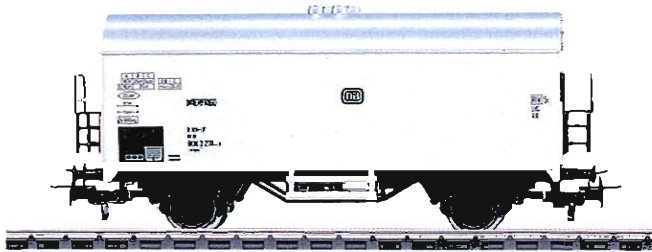
IV

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.



V

44188 Refrigerator Car.
Prototype: Type lhs 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.



N V

44198 Refrigerator Car.
Prototype: Privately owned car painted and lettered for Bionade GmbH, Ostheim/Rhön.
Model: The car has Relex couplers.
 Length over the buffers 11.5 cm / 4-1/2".
 DC wheel set 2 x 700580.



V

44196 Refrigerator Car.
Prototype: Privately owned car painted and lettered for the firm Alfred Ritter GmbH & Co. KG.
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.



Freight Cars

N **V**

44199 Beer Car.

Prototype: Privately owned car painted and lettered for Dinkelacker-Schwaben-Bräu GmbH & Co KG, Stuttgart, Germany.

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.



V

44197 Beer Car.

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

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

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.



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.



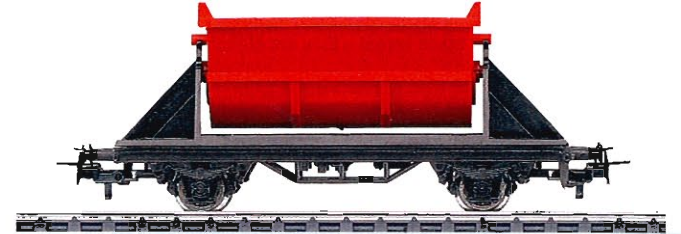
IV V

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

4413 Dump Car.
Prototype: 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 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

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 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

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.



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 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 erstwhile flair of the good old steam locomotive period as well as the sturdy diesel and electric locomotives that proved themselves daily in decades of hard practical tests.

They are all immortalized in the models from Göppingen.



Steam Locomotives



39642 Tank Locomotive.

Prototype: German State Railroad Company (DRG) class 64 steam locomotive. The locomotive looks as it did around 1932. Version with riveted water tanks.

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. A 72270 smoke generator can be installed in the

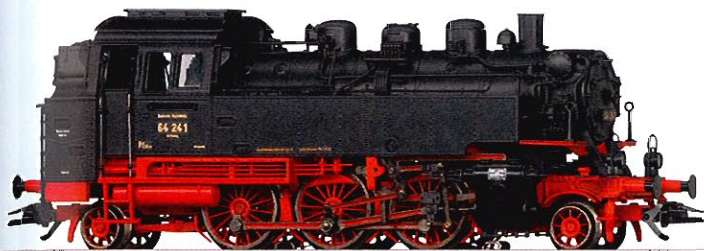
locomotive. The dual LED headlights change over with the direction of travel. They and the smoke generator contact will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. Brake hose details parts and piston rod protectors are included with the locomotive. Length over the buffers 14.3 cm / 5-5/8".

A passenger train to go with this locomotive can be made with the cars from the 43019 passenger car set.

One-time series.

HIGHLIGHTS

- mfx decoder.
- A variety of operating and sound functions can be controlled.
- Tooling changers for correct Era II version.



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



37193 Express Locomotive with a Tender.

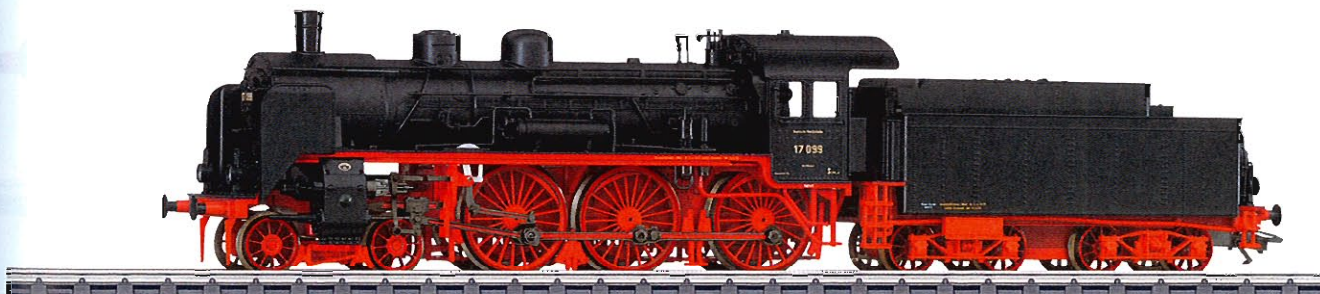
Prototype: German State Railroad Company (DRG) class 17.0. Former Prussian class S 10.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled propulsion. The locomotive has a powerful motor with a bell-shaped

armature and a flywheel, in the boiler. 3 axles powered. Traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The engineer's cab has interior details. There is a permanent coupling between the locomotive and tender. The locomotive has many separately applied details. Length over the buffers 24.0 cm / 9-7/16".

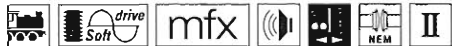
The "Hapag-Lloyd" passenger car set goes well with the DRG class 17.0 and can be found under item no. 42229 in the Märklin H0 assortment.

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
Air Pump			x	x
Sound of squealing brakes off			x	x
Letting off Steam			x	x
Grate Shaken			x	x
Sound of coal being shoveled				x

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

- 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.

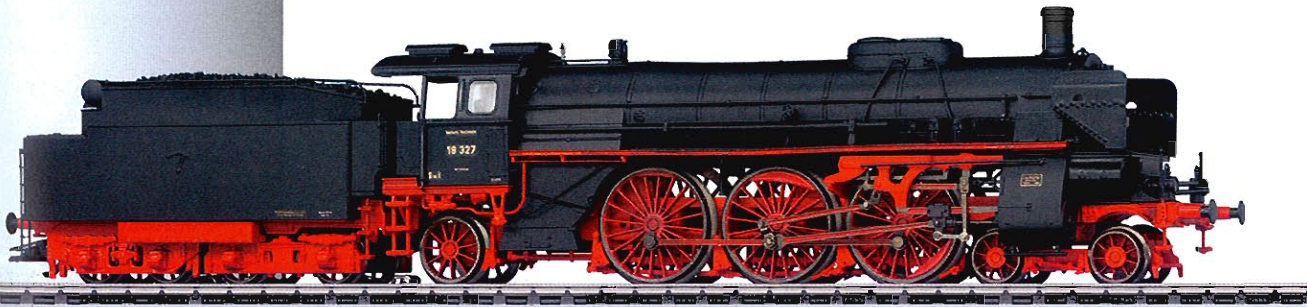
Model: The locomotive has controlled, compact design, Softdrive Sine high-efficiency propulsion with an mfx digital decoder without a sound generator. 3 axles powered. Traction tires. The tender is constructed of metal. There is a close coupling between the locomotive and tender that can be adjusted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

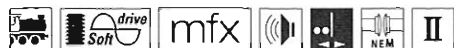
HIGHLIGHTS

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



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



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





37052 Streamlined Steam Locomotive with a Tender.

Prototype: German State Railroad Company (DRG) class 05 express locomotive. Version with full streamlining.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled

high-efficiency propulsion can motor with a flywheel and a bell-shaped armature, in the locomotive's boiler. 3 axles powered. Traction tires. The locomotive has closed side streamlining without added cutouts. Minimum radius for operation 360 mm / 14-3/16". The headlights and other lighting are maintenance-free, warm

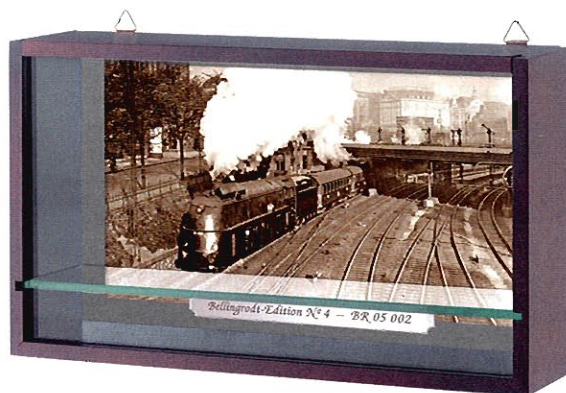
white LED's. The headlights will work in conventional operation and can be controlled digitally. A 7226 smoke generator can be installed in the locomotive. The tender is constructed of metal. There is a permanent close coupling between the locomotive and the tender. The decoder can be accessed by pushing

back the cover on the tender. Length over the buffers 30.7 cm / 12-1/16".

One-time edition in a limited series (model 4 of 5).

HIGHLIGHTS

- "Carl Bellingrodt Edition 4".
- Appropriate collector's case for each model in the edition.
- Metal locomotive boiler, streamlining, and metal tender body.
- Tender cover can be opened.
- Controlled high-efficiency propulsion with a motor with a bell-shaped armature.
- mfx decoder with sound functions.
- Road no. 05 002 as it looked in May of 1936 for the world record run.

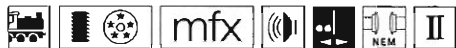


Digital Functions

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
Light(s) for Oncoming Train			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
Air Pump				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".



37023 Steam Locomotive with a Tub-Style Tender.

Prototype: Heavy freight locomotive based on a design by Borsig in 1943. Planned as the German State Railroad (DRG) class 53.0. The largest German steam locomotive design, never finished due to the war.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. Two of the 7226 smoke generator can be installed in the locomotive. The headlights change over with the direction of travel,

will work in conventional operation, and can be controlled digitally. Length over the buffers 31.4 cm / 12-3/8".

One-time series.

HIGHLIGHTS

- Rerun of a model on wish lists for years.
- Version with a tub-style tender.
- mfx decoder and a sound generator included.

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

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



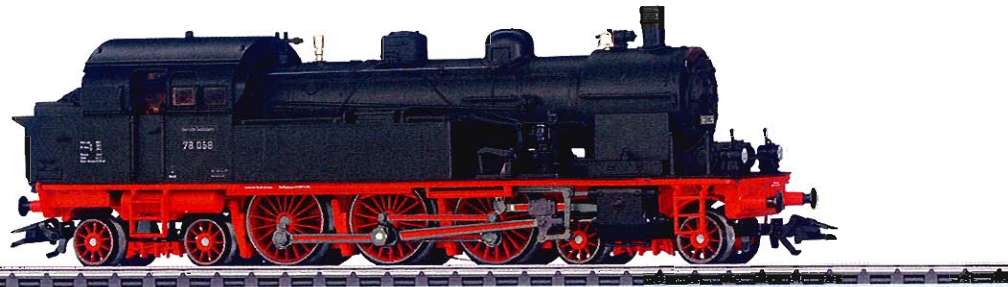


37074 Tank Locomotive.

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. 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.



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.

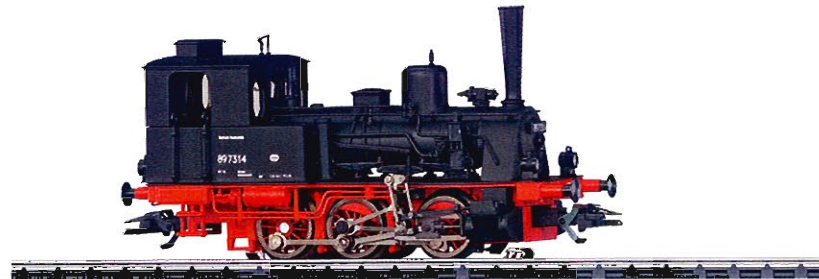
Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x



37140 Tank Locomotive.

Prototype: German Federal Railroad (DB) class 89⁷⁰⁻⁷⁵ 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

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.

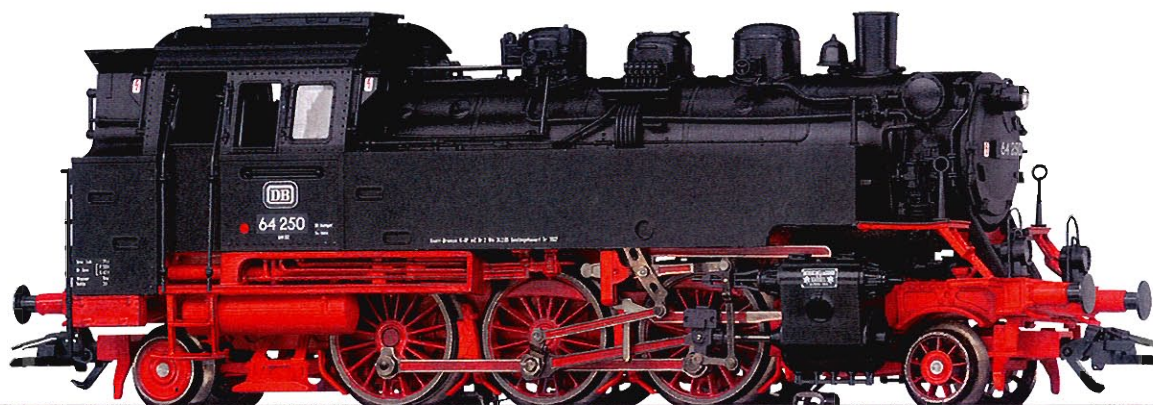
Model: The locomotive has an mfx digital decoder, controlled Softdrive Sine high-efficiency propulsion, and a sound effects generator. It also has a compact design, maintenance-free motor. 3 axles powered. Traction tires. A 72270 smoke generator can be installed in the locomotive. The triple LED headlights 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.
- 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
Gate Shaken				x



Steam Locomotives



39230 Passenger Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 23 passenger steam locomotive. 2-6-2 wheel arrangement, from the first production run. Built starting in 1950. The locomotive looks as it did around 1958. The boiler bands are the version with polished bare metal.
Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled Softdrive Sine high-efficiency propulsion, and a compact design, maintenance-free can motor. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. There is a close coupling with a guide mechanism between the locomotive and the tender. A 7226 smoke generator can be installed in the locomotive. The headlights are maintenance-free, warm white LEDs. The triple headlights change over

with the direction of travel. The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. The front of the locomotive and the back of the tender have a close coupler with a guide mechanism and an NEM coupler pocket. Minimum radius for operation is 360 mm / 14-3/16". Separate parts for brake hoses and piston rod protection sleeves are included.
 Length over the buffers 24.5 cm / 9-5/8".

This model can be found in a DC version in the Trix H0 assortment under item no. 22230.

HIGHLIGHTS

- Completely new tooling.
- Especially well detailed metal construction.
- Compact design Softdrive Sine high-efficiency propulsion.
- A wide variety of operation and sound functions that can be controlled digitally.
- mfx decoder.

Digital Functions

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 Class 23.

Right after World War II the new German Federal Railroad still had to rely on steam motive power. Henschel developed the class 23 to cover the demand for passenger and light-weight steam locomotives. The 105 units built from 1950 to 1959 had a 2-6-2 wheel arrangement and were equipped with a welded frame, boiler, and tender. The maximum speed was 110 km/h / 69 mph forward and 85 km/h / 53 mph in reverse, which was enough to equip several locomotives with shuttle train controls. These locomotives performed their task without a great deal of fanfare in the areas of service planned for them. On January 1, 1968, the class 23 was changed to the computer designation class 023 and the last units of this class remained in service on the German Federal Railroad network until 1976. During this period they were assigned to the Crailsheim District. Road number 23 105 also wrote German railroad history. It was the last German Federal Railroad steam locomotive put into service, which lent it museum status. However, it was a victim of the catastrophic fire on October 17, 2005 at the Transportation Museum in Nürnberg, where it was heavily damaged. There are several examples of the class 23 preserved as museum locomotives, some of them even operational, due to the good condition of all of these locomotives, when they were retired from regular service.



39235 Passenger Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 23 passenger steam locomotive. 2-6-2 wheel arrangement, from the first production run. Built starting in 1950. The locomotive looks as it did around 1959. The boiler bands are the version with black painted metal.
Model: The locomotive has an mfx digital decoder. It also has controlled Softdrive Sine high-efficiency propulsion, and a compact design, maintenance-free can motor. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. There is a close coupling with a guide mechanism between the locomotive and the tender. A 7226 smoke generator can be installed in the locomotive. The headlights are maintenance-free, warm white LEDs. The triple headlights change over with the direction of travel. The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. The front of the locomotive and the back of the tender have

a close coupler with a guide mechanism and an NEM coupler pocket. The locomotive has a different road number from that for item no. 39230. Minimum radius for operation is 360 mm / 14-3/16". Separate parts for brake hoses and piston rod protection sleeves are included. Length over the buffers 24.5 cm / 9-5/8".

One-time series.

This model can be found in a DC version in the Trix HO assortment under item no. 22231.

HIGHLIGHTS

- Completely new tooling.
- Especially well detailed metal construction.
- Compact design Softdrive Sine high-efficiency propulsion.
- mfx decoder.
- Different road number from that for 39230.

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



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 an mfx decoder and a sound generator. It has controlled Softdrive Sine high-efficiency propulsion and a compact-design maintenance-free motor. 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 different curves. The locomotive is ready for installation of the 7226 smoke generator. The locomotive has triple LED

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 constructed of metal.
- 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



Insider Model for 2009



39390 Passenger Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 39.0-2 passenger steam locomotive, 2-8-2 wheel arrangement. Built starting in 1922 as the class P 10 for the Prussian State Railways. The locomotive looks as it did around 1964. Use: Standard passenger trains and light express and fast passenger trains.
Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled Softdrive Sine high-efficiency propulsion, and a compact design, maintenance-free can motor. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. There is a close coupling with a guide mechanism between the locomotive and the tender and it can be adjusted for curves. A 7226 smoke generator can be installed in the locomotive. The

headlights are maintenance-free, warm white LEDs. The triple headlights change over with the direction of travel. The headlights and the smoke generator, which can be installed in the locomotive, will work in conventional operation and can be controlled digitally. The back of the tender has a close coupler with a guide mechanism and an NEM coupler pocket. Minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves are included. Length over the buffers 26.6 cm / 10-1/2".

The 39390 steam locomotive is being produced in 2009 in a one-time series only for Insider members.

HIGHLIGHTS

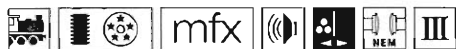
- Completely new tooling.
- Particularly fine metal construction.
- Compact design Softdrive Sine high-efficiency propulsion.
- mfx decoder.
- A wide variety of operation and sound functions that can be controlled digitally.

Digital Functions

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
Whistle for switching maneuver			x	x
Letting off Steam			x	x
Sound of squealing brakes off				x
Sound of coal being shoveled				x
Grate Shaken				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 mfx, 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".



37097 Steam Locomotive.

Prototype: German Federal Railroad (DB) class 85 heavy tank locomotive. Version with Witte smoke deflectors and spelled out ownership lettering "Deutsche Bundesbahn". The locomotive looks as it did around 1959/1960.

Model: the locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. 5 axles powered. Traction tires. The locomotive is ready for installation of the 7226 smoke

generator. The locomotive has numerous separately applied details. The ladders to the coal bunker are made of metal. The triple headlights change over with the direction of travel. The headlights as well as the 7226 smoke generator that can be installed on the locomotive are on continuously in conventional operation and can be controlled in digital operation. The acceleration and braking delay can be control in digital operation. Length over the buffers 18.6 cm / 7-15/16".

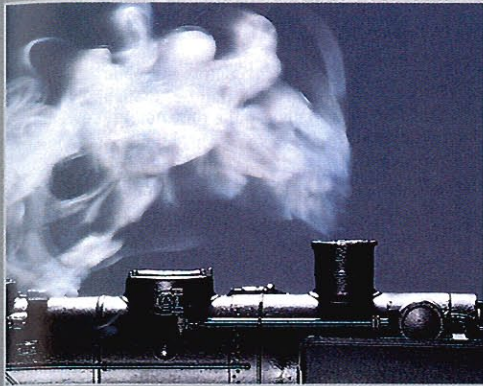


HIGHLIGHTS

- mfx digital decoder and a sound generator.
- Frame and most of the body are constructed of metal.
- Articulated frame for better running on curves.

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

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
Whistle for switching maneuver			x	x
Letting off Steam			x	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.



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.

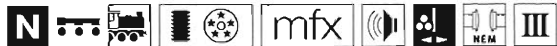
Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, a Telex coupler on the tender, and a sound effects generator. The motor is in the boiler. 5 axles powered. Traction tires. The locomotive's frame is articulated to enable the locomotive to negotiate sharp curves. 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



37843 Steam Locomotive with a Tender with a Brakeman's Cab.

Prototype: German Federal Railroad (DB) class 50 freight train steam locomotive. Version with a brakeman's cab on the tender and Witte smoke deflectors. Used to pull oil trains in the Allgäu region between Memmingen and Augsburg. The locomotive looks as it did around 1968.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. There is a Telex coupler on the tender. The motor is in the boiler. 5 axles powered. Traction tires.

The locomotive has an articulated frame to enable it to negotiate sharp curves. The triple headlights will work in conventional operation and can be controlled digitally. A 7226 smoke generator can be installed in the locomotive. The pilot truck has an NEM pocket with a close coupler. There is an adjustable close coupling between the locomotive and the tender. The locomotive has many separately applied details.

Length over the buffers 26.3 cm / 26.5 cm / 10-3/8" / 10-7/16".

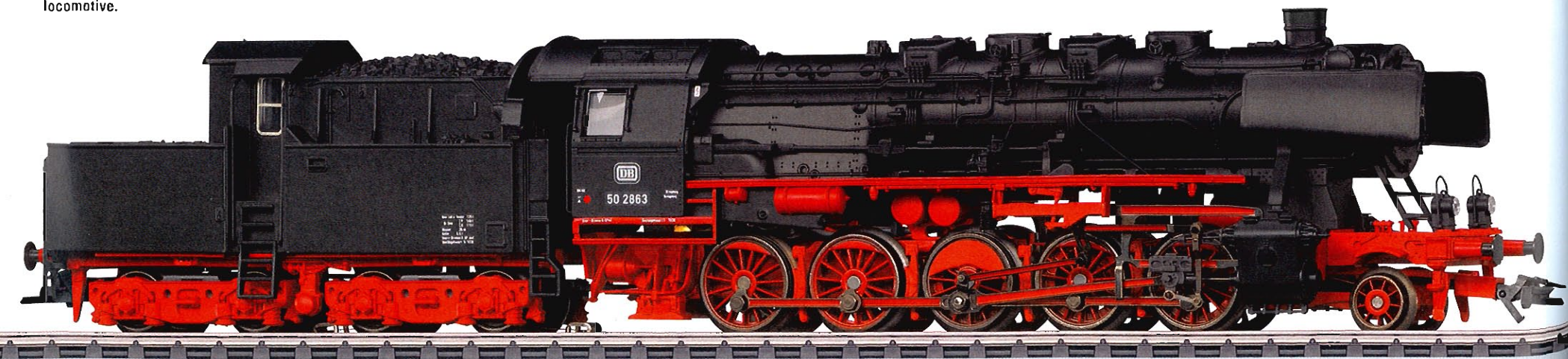
One-time series.

The tank cars from the 46529 car set go well with this locomotive.

HIGHLIGHTS

- Locomotive goes well with the 46529 tank car set.
- Motor and gear drive in the locomotive.
- mfx decoder and sound generator in the tender.
- Special running gear with an articulated frame.
- Telex coupler on the tender.

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
Sound of squealing brakes off			x	x
Sound of coal being shoveled			x	x
Bell			x	x
Direct control			x	x
Air Pump				x
Grate Shaken				x





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

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



39012 Express Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 001 steam locomotive. The locomotive looks as it did around 1969 with Witte smoke deflectors.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has a controlled Softdrive Sine high-efficiency propulsion system 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 curves. A 7226 smoke generator can be installed in the locomotive. The lighting is warm white LEDs. 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. 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".



Belgium

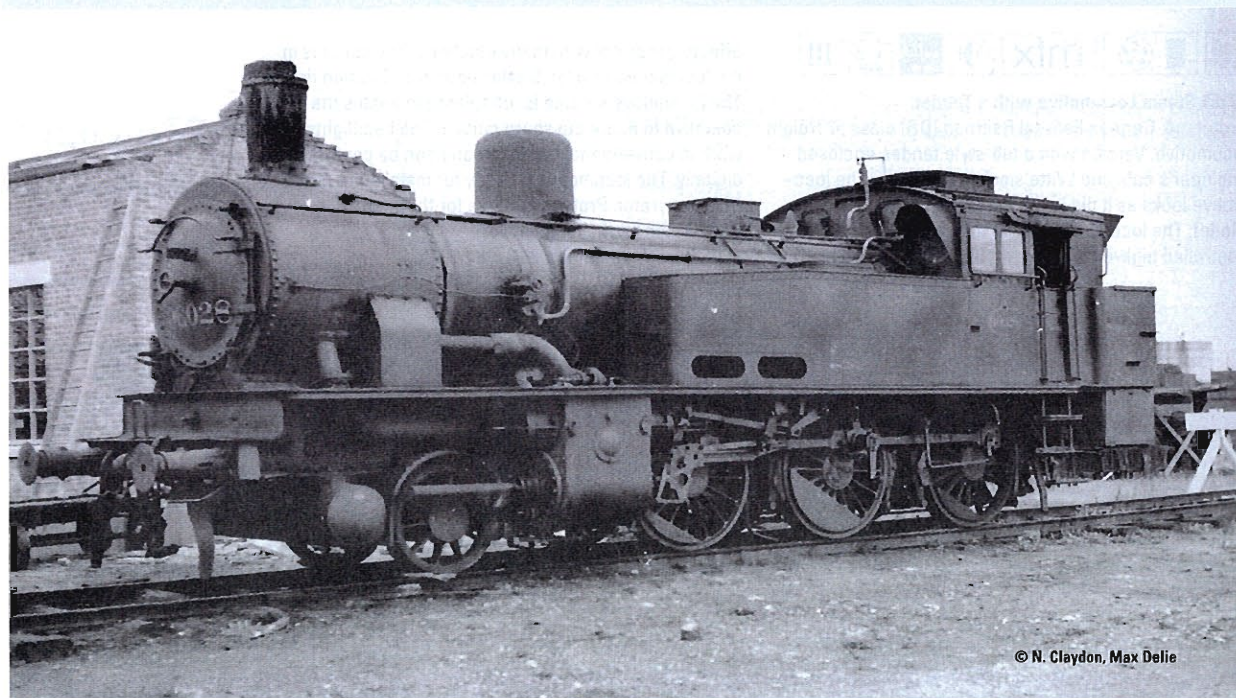


36743 Tank Locomotive.

Prototype: Belgian State Railways (SNCB/NMBS) class 96 tank locomotive. Former Royal Prussian State Railways (K.P.E.V.) class T 12.

Model: The locomotive has a digital decoder and a special motor with a flywheel. 3 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 locomotive has many separately applied details.

Length over the buffers 12.7 cm / 5".



© N. Claydon, Max Delie

HIGHLIGHTS

- Built-in digital decoder.
- 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

France



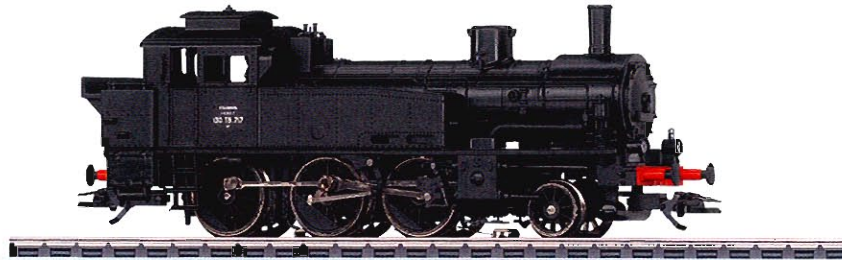
36742 Tank Locomotive.

Prototype: French State Railways (SNCF) class 130TB, former Royal Prussian State Railways (K.P.E.V.) class T 12.

Model: The locomotive has a digital decoder and a special motor with a flywheel. 3 axles powered. Traction tires. The dual 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 many separately applied details.

Length over the buffers 12.7 cm / 5".

This model can be found in a DC version in the Trix H0 assortment under item no. 22858.



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

HIGHLIGHTS

- Built-in digital decoder.
- Detailed, affordable beginner's model.



37556 Freight Locomotive with a Tender.

Prototype: French State Railways (SNCF) class 040D EST. Former Prussian class G 8.1.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion with a can motor with a bell-shaped armature and a flywheel, mounted in the boiler. 4 driving axles powered. Traction tires. The dual headlights change over with the direction of travel, and they and the smoke generator contact will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. A 72270 smoke generator can be installed in the locomotive.

The engineer's cab has interior details. There is a close coupling between the locomotive and the tender. The locomotive has many separately applied details.

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

One-time series.

HIGHLIGHTS

- Frame, boiler, and tender constructed of metal.
- Motor and gear drive built into the locomotive.
- Motor with a bell-shaped armature and a flywheel.
- mfx decoder and a sound generator included.



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
Whistle for switching maneuver			x	x
Letting off Steam			x	x
Sound of coal being shoveled				x
Grate Shaken				x

This model can be found in a DC version in the Trix H0 assortment under item no. 22369.



37993 Steam Locomotive with Tender.

Prototype: Union Pacific Railroad (UP) class 4000 "Big Boy" heavy freight locomotive. The locomotive looks as it did with road no. 4006.

Model: The locomotive comes with an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion, a powerful motor with a bell-shaped armature and a fly-wheel, mounted in the boiler. 8 axles powered. Traction tires. The locomotive has an articulated frame enabling it to negotiate sharp curves. It also has Boxpok driving wheels. The middle driving axles are spring-loaded. The headlights, backup light on the tender, and the number board lights are maintenance-free, warm white LEDs. 2 smoke generators (Seuthe no. 11) can be installed in the locomotive. The headlight, backup

light on the tender, the number board lights, and the engineer's cab lighting will work in conventional operation and can be controlled digitally. There is a powerful speaker in the tender and the volume can be adjusted.

Coupler hooks can be inserted in the pilot on the front of the locomotive. There is a close coupling between the locomotive and tender. Steam lines are mounted to swing out and back with the cylinders. The locomotive has separately applied metal grab irons. There are many separately applied details. Figures of a locomotive engineer and fireman for the engineer's cab are included.

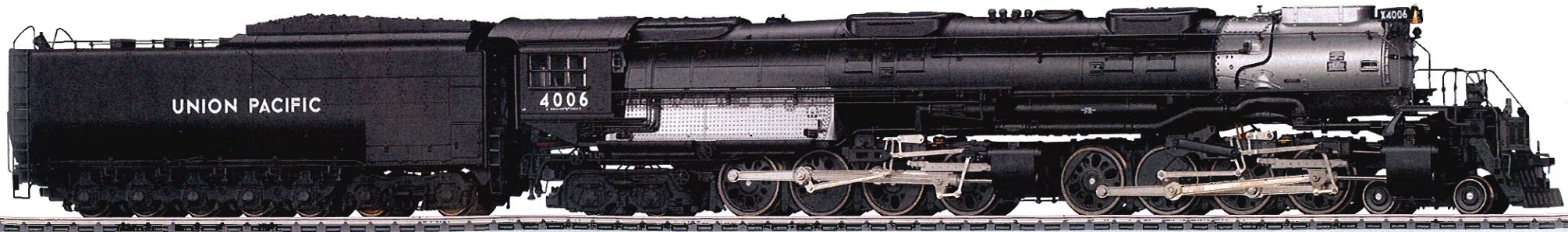
Length over the couplers 46.5 cm / 18-5/16". The locomotive comes in a wooden case.

One-time series.

Notes for operating the locomotive: The locomotive can be used on curved track with a radius of 360 mm / 14-3/16" or more, however we recommend larger radii. Signals, catenary masts, bridge railings, tunnel portals, etc. must have installed for sufficient clearance on curves. The track must be well mounted due to the heavy weight of the locomotive. The locomotive can only be run through a turntable or transfer table.

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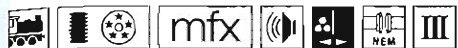
Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact		x	x	x
Steam locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Engineer's cab lighting			x	x
Bell			x	x
Warning Sound			x	x
Sound of squealing brakes off			x	x
Air Pump				x
Injectors				x
Auxiliary Blower				x
Sound of Couplers Engaging				x
Rail Joints				x
Operating Sounds 2				x
Cab Radio				x



45649

37993

Steam Locomotives



37847 Birthday Locomotive "A Real Fifty Year Old".
Prototype: German Federal Railroad (DB) class 50 steam locomotive with a tender. Road number 50 1959; the locomotive looks as it did around 1959.

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 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. 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: 1959.



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.

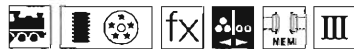
Length over the buffers 7.4 cm / 2-15/16".

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



Diesel Locomotives



37903 Diesel Locomotive.

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

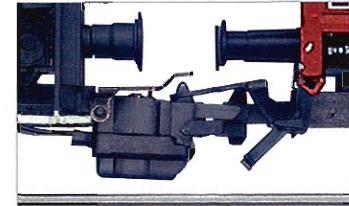
Model: The locomotive comes with an mfx digital decoder, Telex couplers, and controlled, high-efficiency Softdrive Sine propulsion. The locomotive has a compact-design, maintenance-free motor with a flywheel, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The headlights / marker 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.

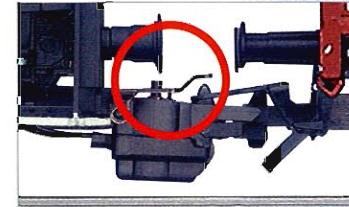
Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Telex coupler(s)		x	x	x
Direct control		x	x	x

HIGHLIGHTS

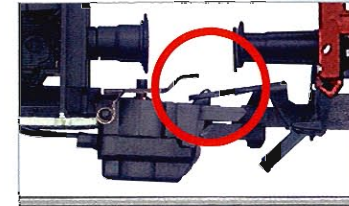
- Model constructed mostly of metal.
- Compact-design, high-efficiency Softdrive Sine propulsion.
- All axles powered.
- Telex couplers for remote controlled uncoupling of cars.



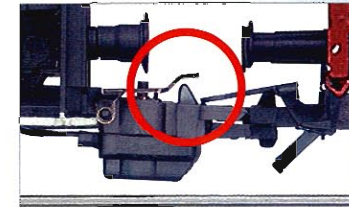
1. Car normally coupled.



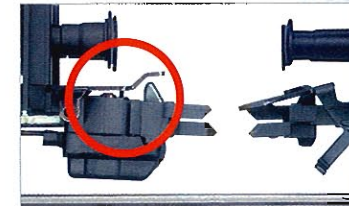
2. Train hook unlocked.



3. Start of the uncoupling process.



4. Car uncoupled.



5. Train hook locked, uncoupling process completed.



39302 Diesel Locomotive.

Prototype: Heavy, large diesel locomotive type ML 2200 'C' C. Experimental unit from Krauss-Maffei in the original blue paint scheme. The locomotive looks as did around 1957.

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 triple headlights and dual red marker lights 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. The couplers can be replaced with end skirting and imitation prototype couplers. Length over the buffers 23.3 cm / 9-3/16".

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

One-time series.



39182 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating. Version in a pure orange / light gray paint scheme as the "City-Bahn" locomotive on the route Cologne – Gummersbach.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled Softdrive Sine high-efficiency propulsion and a compact design maintenance-free motor. 4 axles powered by means of 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 can be found in a DC version in the Trix H0 assortment under item no. 22234. Appropriate "City-Bahn" cars can be found in the Märklin H0 assortment under the item numbers 43808 and 43818.



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
Diesel locomotive op. sounds		x	x	x
Direct control		x	x	x
Locomotive whistle			x	x
Sound of squealing brakes off			x	x

Diesel Locomotives

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.



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



43919

39300

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.



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 HO 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

HIGHLIGHTS

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



43859

39189

Diesel Locomotives



39803 Diesel Locomotive.

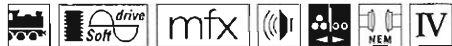
Prototype: German Federal Railroad (DB) class 220 heavy diesel hydraulic locomotive. V 200.0 general-purpose locomotive in the crimson paint scheme as the locomotive looked at the beginning of the Seventies.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has a controlled Softdrive Sine high-efficiency propulsion system and a compact design, maintenance-free motor. 2 axles powered. Traction tires. The headlights will work in conven-

tional operation and can be controlled digitally. The separately applied side and end grab irons are made of metal. The couplers can be replaced with close end skirting pieces. Length over the buffers 21.0 cm / 8-1/4".



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
Warning Sound		x	x	x
Direct control		x	x	x
Letting off Air			x	x
Sound of squealing brakes off			x	x



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

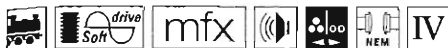
Sine high-efficiency propulsion, and a sound generator. The locomotive has a compact design motor, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The headlights are warm white LEDs and the marker lights are LEDs.

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



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.

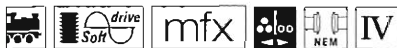
HIGHLIGHTS

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



Digital Functions

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



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.

HIGHLIGHTS

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



Digital Functions

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

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".

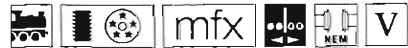
This model can be found in a DC version in the Trix H0 assortment under item no. 22139.

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



37723 Diesel Hydraulic General-Purpose Locomotive.
 Prototype: German Railroad, Inc. (DB AG), DB Cargo business area, class 212. Version in "traffic red" paint scheme. The locomotive looks as it did around 2002.

Model: The locomotive has an mfx digital decoder. It also has controlled high-efficiency propulsion. The locomotive has a metal frame. 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 locomotive has metal grab irons. It also has scale narrow hoods. 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



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 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".

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 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.



48056

47008

46460

37904

Netherlands



37626 Diesel Locomotive.

Prototype: Type MaK 1206 general-purpose locomotive. Privately owned locomotive painted and lettered for the firm ACTS with large format lettering "PORTFEEDERS", used on the Dutch State Railways (NS).

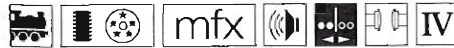
Model: The locomotive has an mfx digital decoder. It also has controlled high-efficiency propulsion. It also has a powerful can motor with a bell-shaped armature and a fly wheel. 4 axles powered. Traction tires. The headlights are maintenance-free, warm white LEDs and the marker lights are maintenance-free LEDs. The triple headlights and dual red marker lights will work in conventional operation, and can be controlled digitally. The platform railings are all 4 sides of the locomotive are constructed 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
Lights Cab 2 End			x	x
Lights Cab 1 End			x	x

Belgium



37274 Diesel Locomotive.

Prototype: Belgian State Railways (SNCB/NMBS) class 59. Later version of the original class 201 with double lamps. B-B wheel arrangement. Version in yellow-green paint scheme. The locomotive looks as it did the beginning / middle of the Eighties. Road number: 5933 "Merelbeke".

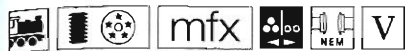
Model: The locomotive comes with an mfx decoder, controlled high-efficiency propulsion, and a sound generator. 2 axles powered. Traction tires. The headlights are maintenance-free, warm white LEDs. The headlights will work in conventional operation and can be controlled digitally. The overhang on the locomotive is different in length as on the prototype. The locomotive has separately applied handrails and air intake grills. Length over the buffers 18.6 cm / 7-5/16".

One-time series.



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
Lights Cab 2 End			x	x
Lights Cab 1 End			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".

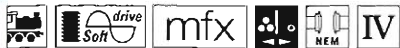
One-time series.

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

Sweden



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".

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

HIGHLIGHTS

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



Electric Locomotives



39110 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 10. Express locomotive in a steel blue basic paint scheme. With a continuous rain gutter, Schweiger vents with vertical fins and 3 headlights. The locomotive looks as it was delivered about 1958. **Model:** The locomotive has an mfx digital decoder and a sound generator. It also has Softdrive Sine high-efficiency propulsion and a compact design, maintenance-free motor, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The triple headlights (maintenance-free, warm white LEDs) and dual red marker lights (maintenance-free red LEDs) will work in conventional operation,

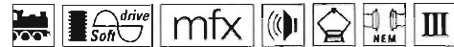
and can be controlled digitally. The locomotive has separately applied metal grab irons. The engineer's cabs have interior details including a separately applied speed control wheel. The locomotive has separately applied roof walks. Length over the buffers 18.9 cm / 7-7/16".

HIGHLIGHTS

- Completely new tooling for the class E 10 / E 40.
- Metal construction.
- High efficiency, compact design Softdrive Sine propulsion.
- mfx decoder and a sound generator included.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Blower motors		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Lights Cab 2 End			x	x
Lights Cab 1 End			x	x



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, controlled Softdrive Sine high-efficiency propulsion, and a sound generator. It also has a centrally mounted, compact-design, maintenance-free motor, 4 axles powered by cardan shafts.

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



43950

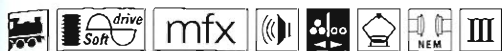
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39120



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".



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

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 HO assortment under item no. 22140.



37575 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 03 express locomotive. Preproduction version in crimson/beige TEE paint scheme, with a single row of side vents, striping, end skirting, and single-arm pantographs. Built in 1965.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The triple headlights and dual red marker lights will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. The engineer's cabs have interior details. The locomotive has 18 separately applied metal grab irons. It also has detailed roof equipment. The open end skirting and

couplers can be replaced by closed end skirting with brake hoses and a reproduction prototype coupler that can be installed on the locomotive. Length over the buffers 21.9 cm / 8-5/8".

One-time series.

The class E 03 is the ideal motive power for the "Blauer Enzian" TEE, which you can find in the display under item no. 00776 in the Märklin HO assortment.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Interior lights		x	x	x
Electric locomotive op. sounds		x	x	x
Warning Sound		x	x	x
Direct control		x	x	x
Main Relay			x	x
Lights Cab 2 End			x	x
Lights Cab 1 End			x	x



The "Blauer Enzian" / "Blue Gentian" TEE 55/56 from 00776

Electric Locomotives



39140 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 40. Freight locomotive in a chrome oxide green basic paint scheme. With a continuous rain gutter, Schweiger vents with vertical fins and 3 headlights. The locomotive looks as it did around 1965.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has Softdrive Sine high-efficiency propulsion and a compact design, maintenance-free motor, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The triple headlights (maintenance-free, warm white LEDs) and dual red marker lights (maintenance-free red LEDs) will work in conventional operation, and can be controlled digitally. The upper

headlight is the rebuilt design with a small lamp diameter. The locomotive has separately applied metal grab irons. The engineer's cabs have interior details including a separately applied speed control wheel. The locomotive has separately applied roof walks. Length over the buffers 18.9 cm / 7-7/16".

HIGHLIGHTS

- Completely new tooling for the class E 10 / E 40.
- Metal construction.
- High efficiency, compact design Softdrive Sine propulsion.
- mfx decoder and a sound generator included.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Blower motors		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Lights Cab 2 End			x	x
Lights Cab 1 End			x	x



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".



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

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



46528

46450

46450

46450

39500



37225 Electric Locomotive Double Set.

Prototype: 2 different versions of the legendary "German Crocodile". One as the class E 94 in the "bottle green" basic color scheme as it looked around 1950, and one in the "chrome oxide green" basic color scheme as the class 194 as it looked around 1981.

Model: Both locomotives have digital decoders. They also have controlled high-efficiency propulsion. 3 axes powered. Traction tires. Both locomotives have articulated frames for better negotiation of curves. They also have separately applied grab irons. The headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. Both locomotives come individually packaged and marked. There is also a master package. Length over the buffers for each locomotive 21.0 cm / 8-1/4".

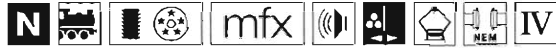
One-time series.

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



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

Electric Locomotives



37293 Electric Locomotive.

Prototype: German Federal Railroad (DB) class 191. Rebuilt version with small lamps and a chrome oxide green paint scheme. The locomotive looks as it did around 1970.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The engine

room has interior details. The locomotive has separately applied grab irons and roof walk boards. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally.

Length over the buffers 19.9 cm / 7-7/8".

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

HIGHLIGHTS

- Metal construction.
- mfx decoder included.
- Locomotive whistle module included.
- Many separately applied details.



37312 Electric Locomotive.

Prototype: German Federal Railroad (DB) class 184 four-system electric locomotive.

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 engineer's cabs have interior details. The locomotive has 4 different design pantographs.

Length over the buffers 19.5 cm / 7-11/16".

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.
- Engineer cab interior details reproduced.
- 4 different design pantographs.



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 headlamps 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".

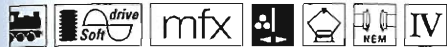
This model can be found in a DC version in the Trix H0 assortment under item no. 22151.



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 headlamps.
- 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 headlamps 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 headlamps

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 Railroad Inc. (DB AG) class 120.1 general-purpose locomotive. Regular production version.

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

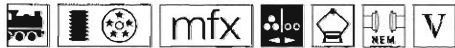
functions. 2 axles powered. Traction tires. The head-lights are maintenance-free, warm white LEDs. They will work in conventional operation and can be controlled digitally. The engineer's cabs have interior details. The locomotive has separately applied grab irons. Length over the buffers 22.1 cm / 8-11/16".

HIGHLIGHTS

- 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



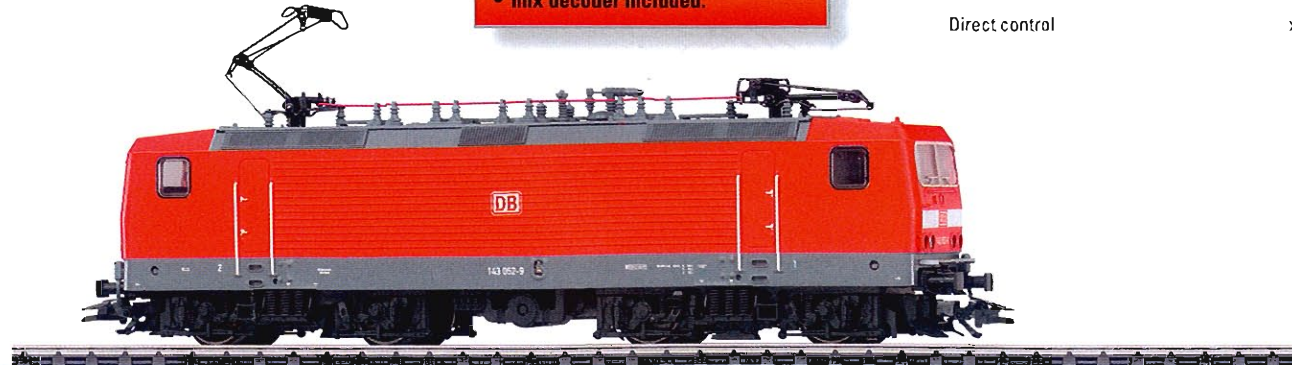
37433 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 143 general-purpose locomotive. B-B wheel arrangement.

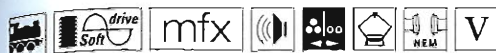
Model: The locomotive comes in the current traffic red basic paint scheme with squared off buffers and squared off roof edges. The locomotive has an mfx decoder and a controlled high-efficiency propulsion. 2 axles powered. Traction tires. The engineer's cabs have interior details. The triple headlights 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".

HIGHLIGHTS

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



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
Direct control		x	x	x



39411 Electric Locomotive.

Prototype: German Railroad Inc.(DB AG) 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 a sound generator. It also has controlled Softdrive Sine high-efficiency propulsion and a compact design, maintenance-free motor. 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".

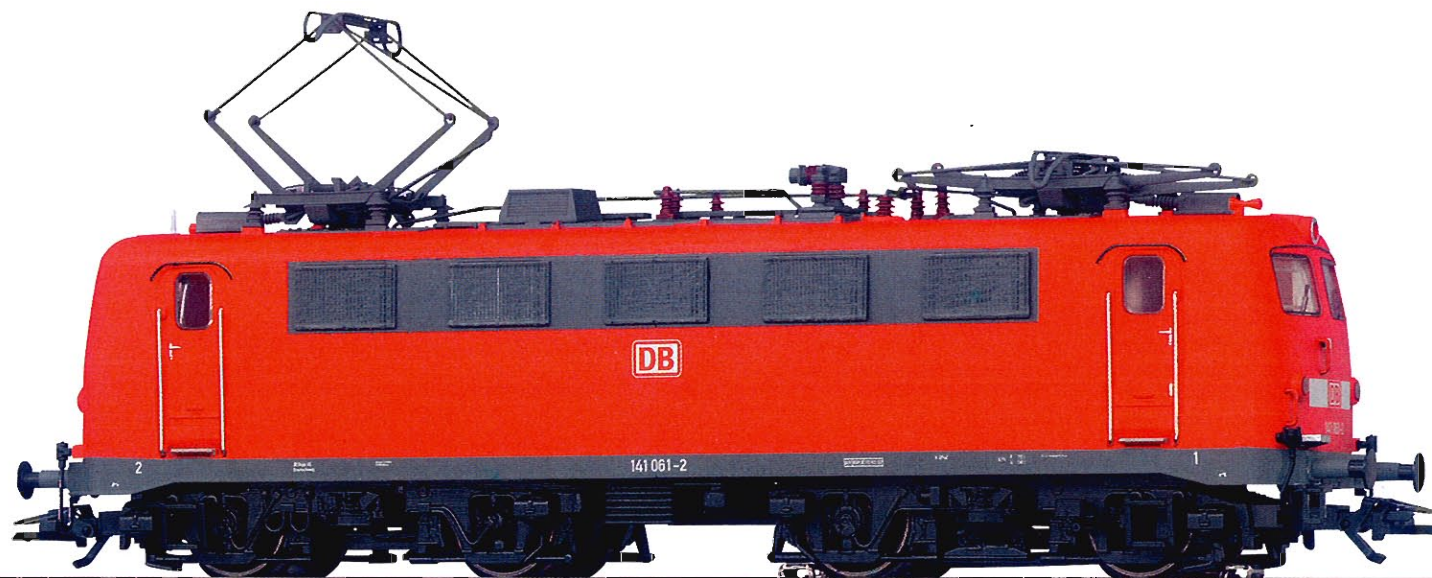
The class 141 is the perfect push/pull locomotive to go with the "Silberlinge / Silver Coins" commuter cars that are also coming out in 2008 as new tooling.

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

- 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



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.



HIGHLIGHTS

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

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



37530 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 120.1 fast, general-purpose locomotive in the special advertising paint scheme for the anniversary "150 Years of Märklin".

Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, sound, and light functions. 2 axles powered. Traction tires. The headlights are warm white LEDs. The headlights will work in conventional operation and can be controlled digitally. The locomotive has engineer's cabs with interior details. It also has separately applied grab irons. Length over the buffers 22.1 cm / 8-11/16".

The 37530 electric locomotive will be produced in 2009 in a one-time series only for Insider members.

HIGHLIGHTS

- Advertising locomotive for Märklin's great anniversary.
- Warm white LEDs for headlights.
- Digital sound: locomotive whistle and station announcements.

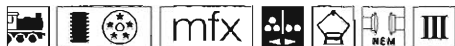


© Valentin Pitzten

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
Warning Sound		x	x	x
Direct control		x	x	x



Switzerland



36331 Electric Locomotive.

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

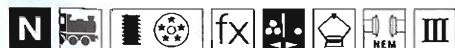
Model: The locomotive has an mfx digital decoder and a miniature can motor with a flywheel. 3 axles and a jack shaft powered. The headlights are LED's built into the end platforms. The headlights will work in conventional operation and can be controlled digitally. The roof equipment is separately applied.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

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



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



37524 Electric Locomotive.

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

Model: The locomotive comes with a digital decoder and controlled high-efficiency propulsion. 6 axles powered. Traction tires. The locomotive has an articulated frame to enable the unit to negotiate sharp curves. The headlights and 1 white marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has separately applied metal grab irons. Brake hoses and prototype couplings can be installed on the buffer beam. Length over the buffers 16.2 cm / 6-3/8".

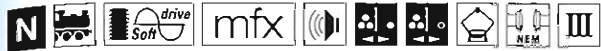
One-time series.

HIGHLIGHTS

- Locomotive constructed of metal.
- Prototypical Swiss headlight / marker light changeover.



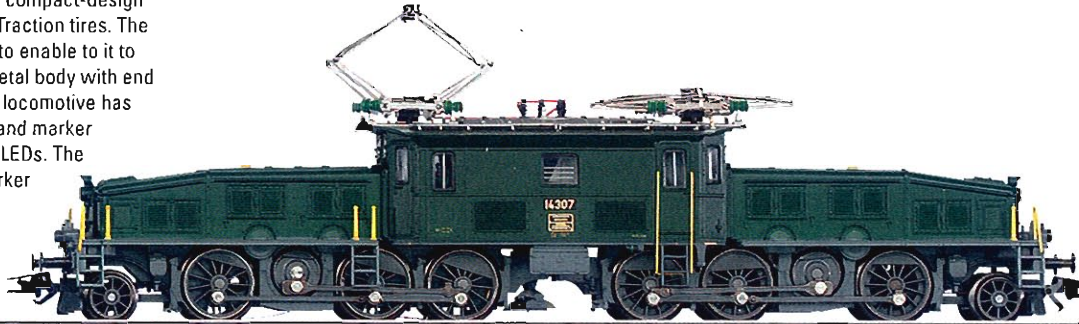
Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Marker light(s)		x	x	x
Direct control		x	x	x



39563 "Crocodile" Electric Locomotive.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Ce 6/8 III freight locomotive. Design with diagonal side rod drive.

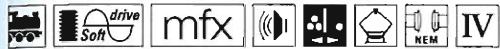
Model: The locomotive has an mfx digital decoder and a sound generator. It also has high-efficiency Softdrive Sine propulsion and a maintenance-free, compact-design motor. 3 axles and a jackshaft powered. Traction tires. The locomotive has articulated running gear to enable it to negotiate sharp curves. It has a 3-part metal body with end hoods that can swing out on curves. The locomotive has detailed roof equipment. The headlights and marker lights are maintenance-free warm white LEDs. The headlights with the Swiss headlight / marker light code will work in conventional operation and can be controlled digitally. Length over the buffers 23.0 cm / 9-1/16".



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
Direct control		x	x	x

HIGHLIGHTS

- Warm white LEDs for headlights / marker lights.
- Metal construction.
- Compact design Softdrive Sine propulsion.
- mfx decoder.
- LED headlights / marker lights can be switched over: running "light" or with a train.
- Locomotive whistle sound effect.



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".



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

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



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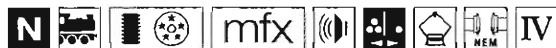
Switzerland

The Re 10/10 – Double Pack on the Gotthard.

Transporting freight over the Gotthard route has always represented one of the greatest challenges to the Swiss Federal Railways (SBB). One of the most remarkable solutions in recent years has been the introduction of the Re 10/10 double unit motive power consist. This is not an immense locomotive but the use of a Re 6/6 and a Re 4/4 II or

Re 4/4 III in pairs. Such a tandem motive power combination transports the maximum train load of 1,300 metric tons over the 2.6k% grades on the Gotthard route. An additional pusher locomotive must be used for trains up to 1,600 metric tons, since otherwise the coupling hooks on the train's cars would no longer stand the load. The two locomotives

are controlled from the engineer's cab at the front by means of multiple unit control systems. The main area of use for this power package is the Gotthard route, but it is also employed on other steeply graded routes in the Swiss Confederation.



37320 "Re 10/10" Electric Locomotive Double Motive Power Consist.

Prototype: Swiss Federal Railways (SBB) Re 10/10 double multiple unit locomotive consist, one each class Re 6/6 electric locomotive with the city coat-of-arms for "Bischofszell" and a class Re 4/4 II electric locomotive. Used mainly on the Gotthard route for long, heavy freight trains. The locomotives look as they did around 1980.

Model: Both locomotives have mfx digital decoders, and the Re 6/6 also has a sound generator. Both locomotives have controlled high-efficiency propulsion. 2 axles powered on each locomotive. Traction tires. The

headlights change over with the direction of travel, have the Swiss headlight / marker light code (triple headlight / 1 white marker light), will work in conventional operation, and can be controlled digitally. The lighting is maintenance-free, warm white LEDs. The locomotives have separately applied metal grab irons. The couplers can be replaced by detailed end skirting. Minimum radius for operation 360 mm / 14-3/16".

Total length over the buffers 39.4 cm / 15-1/2".

To be available starting in 2010.

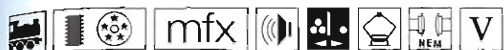
HIGHLIGHTS

- New tooling for the class Re 6/6.
- Metal frame and body.
- mfx decoder with sound functions, can be controlled digitally.
- Impressive, prototypical double unit consist.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Direct control		x	x	x
Lights Cab 2 End			x	x
Lights Cab 1 End			x	x

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Blower motors		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Lights Cab 2 End			x	x
Lights Cab 1 End			x	x





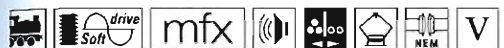
37460 Electric Locomotive.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 460 fast general-purpose locomotive. Named locomotive road no. 460 118-3 "Gotthard"/"Gottardo".

Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and a sound generator. 2 axles powered. 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



39893 Electric Locomotive.

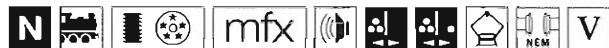
Prototype: Swiss Federal Railways (SBB/CFF/FFS) class 474 fast general-purpose locomotive. Multiple-system locomotive with 4 pantographs. Use: Cross-border fast freight service.

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

Switzerland



37321 Electric Locomotive.

Prototype: Swiss Federal Railways (SBB) class Re 620. Version in the fire red / ultramarine blue basic paint scheme for SBB Cargo, with the coat-of-arms for the city of "Auvergnier". Rebuilt version with rectangular headlights. The locomotive looks as it currently does in real life.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The headlights change over with the direction of travel, have the Swiss headlight / marker light code (triple headlights / 1 white marker light), will work in conventional operation, and can be controlled digitally. The lighting is maintenance-free, warm white LEDs. The

locomotive has separately applied metal grab irons. The couplers can be replaced by detailed end skirting. Minimum radius for operation 360 mm / 14-3/16".

Total length over the buffers 22.2 cm / 8-3/4".

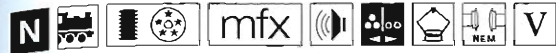
HIGHLIGHTS

- New tooling for the class Re 620.
- Metal frame and body.
- Sound functions can be controlled digitally.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Long distance headlights		x	x	x
Blower Drive		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Lights Cab 2 End			x	x
Lights Cab 1 End			x	x



Austria



37226 Heavy Electric Freight Locomotive.
Prototype: Austrian Federal Railways (ÖBB) class 1020 (former E 94). Last version in the "traffic red" paint scheme with light gray stripes ("Valousek" paint scheme) as it looked at the beginning of the Nineties.

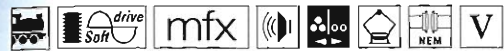
Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The locomotive has an articulated frame for better negotiation of curves. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free, warm white LEDs and

the marker lights are maintenance-free LEDs. The locomotive has separately applied grab irons. Length over the buffers 21.0 cm / 8-1/4".

One-time series.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Warning Sound		x	x	x
Direct control		x	x	x
Lights Cab 2 End			x	x
Lights Cab 1 End			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".

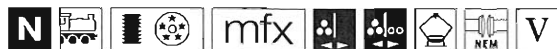
HIGHLIGHTS

- New tooling.
- Metal construction.



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

Austria



37308 High Performance Electric Locomotive.
Prototype: Austrian Federal Railways (ÖBB) class 1012 express locomotive. Built in 1997 by SGP, ELIN, and Siemens as a series of 3 prototypes. Road number 1012.002-0.

Model: The locomotive has an mfx digital decoder. It also has a 5-pole skewed can motor with a flywheel, centrally mounted. The frame is constructed of die-cast metal. 4 axles powered through cardan shafts. Traction tires. The headlights are maintenance-free warm white LEDs, and they will work in conventional operation. The locomotive has separately applied grab irons and many other details. It also has detailed roof equipment. The engineer's cabs have interior details; the front one has a figure of a locomotive engineer. The locomotive has NEM coupler pockets and a close coupler mechanism. The couplers can be replaced by closed end

skirting. Brake hoses can be installed on the locomotive.
 Length over the buffers 22.2 cm / 8-3/4".

One-time series.

This model is available with 2 road numbers:
 Item no. 37308 is 1012.002-0, item no. 37309 is 1012.003-8.

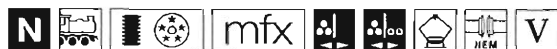
This model can be found in a DC version in the Trix H0 assortment under item no. 22600.



Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Long distance headlights		x	x	x
Direct control		x	x	x
Lights Cab 2 End			x	x
Lights Cab 1 End			x	x

HIGHLIGHTS

- mfx digital decoder included.
- 5-pole skewed can motor with a flywheel.
- Headlights are maintenance-free warm white LEDs.
- Figure of a locomotive engineer included.



37309 High Performance Electric Locomotive.
Prototype: Austrian Federal Railways (ÖBB) class 1012 express locomotive. Built in 1997 by SGP, ELIN, and Siemens as a series of 3 prototypes. Road number 1012.003-8.

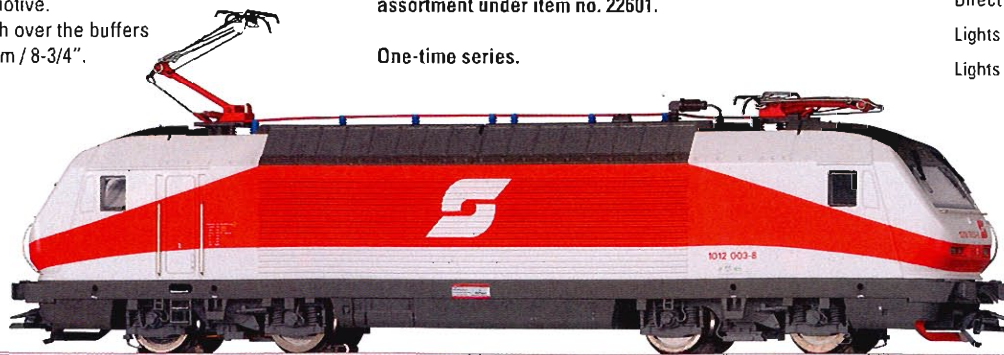
Model: The locomotive has an mfx digital decoder. It also has a 5-pole skewed can motor with a flywheel, centrally mounted. The frame is constructed of die-cast metal. 4 axles powered through cardan shafts. Traction tires. The headlights are maintenance-free warm white LEDs, and they will work in conventional operation. The locomotive has separately applied grab irons and many other details. It also has detailed roof equipment. The engineer's cabs have interior details; the front one has a figure of a locomotive

engineer. The locomotive has NEM coupler pockets and a close coupler mechanism. The couplers can be replaced by closed end skirting. Brake hoses can be installed on the locomotive.
 Length over the buffers 22.2 cm / 8-3/4".

This model is available with 2 road numbers: Item no. 37308 is 1012.002-0, item no. 37309 is 1012.003-8.

This model can be found in a DC version in the Trix H0 assortment under item no. 22601.

One-time series.

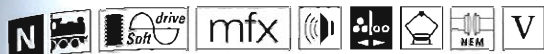


Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Long distance headlights		x	x	x
Direct control		x	x	x
Lights Cab 2 End			x	x
Lights Cab 1 End			x	x

HIGHLIGHTS

- mfx digital decoder included.
- 5-pole skewed can motor with a flywheel.
- Headlights are maintenance-free warm white LEDs.
- Figure of a locomotive engineer included.

Netherlands



39896 Electric Locomotive.
Prototype: German Railroad, Inc./Railion (DB AG) class 189 fast general-purpose locomotive. Multiple system locomotive with 4 pantographs. Version for service into the Netherlands with warning and contrast areas at the ends. Use: Fast cross-border freight trains.

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

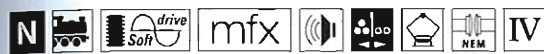
Length over the buffers 22.5 cm / 8-7/8".

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
Marker light(s)		x	x	x
Warning Sound		x	x	x
Direct control		x	x	x

Belgium



39403 Electric Locomotive.
Prototype: Belgian State Railways (SNCB/NMBS) class 18 express locomotive. Four-system locomotive for the Benelux, France, and Germany. The locomotive looks as it did around 1980. Version in yellow/blue "Chiquita" paint scheme.

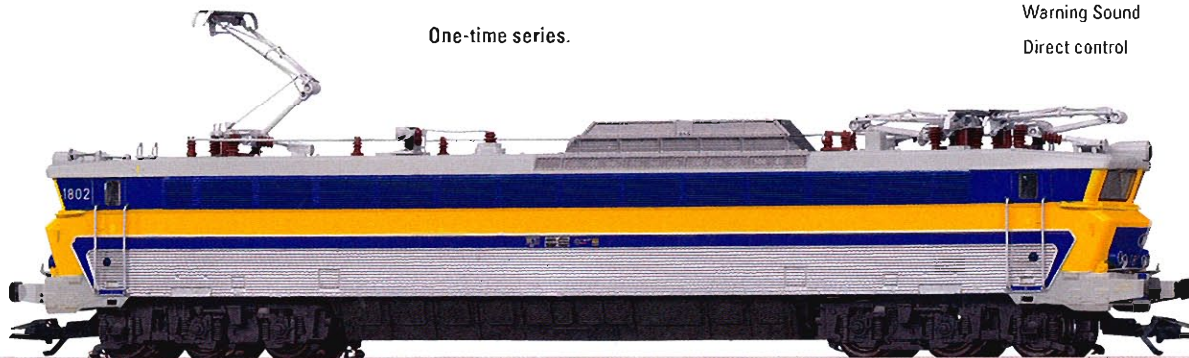
Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled Softdrive Sine high-efficiency propulsion and a compact design, maintenance-free motor, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The headlights are maintenance-free, warm white LEDs; they will work in conventional operation and can be controlled digitally. The locomotive has separately applied metal grab

irons. It also has separately applied steps. The locomotive has detailed roof equipment and different pantographs. The engineer's cabs have interior details including a figure of

a locomotive engineer at the front. Accessory parts are included for installation on the buffer beams.

Length over the buffers 25.3 cm / 9-15/16".

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
Electric locomotive op. sounds		x	x	x
Warning Sound		x	x	x
Direct control		x	x	x

Sweden



36602 Electric Locomotive.

Prototype: Class 241 general-purpose locomotive painted and lettered for the Swedish railroad Hectorrail. Dual system locomotive with 2 pantographs, built by Bombardier as a regular production locomotive from the TRAXX program.

Model: The locomotive is constructed of metal with many cast-on details. The locomotive 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. The headlights are maintenance-free LEDs. 2 pantographs that can be raised and lowered (they are not wired to take power from catenary). Length over the buffers 21.7 cm / 8-1/2".

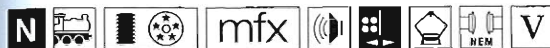
One-time series.

HIGHLIGHTS

- New tooling.
- Locomotive constructed of metal.
- 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

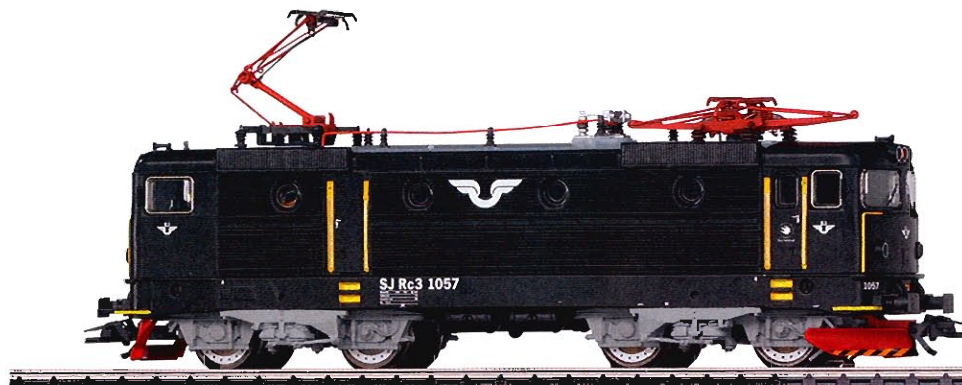


37416 Electric Locomotive.

Prototype: Swedish State Railways (SJ) class Rc 3. Version in a black basic paint scheme. The locomotive looks as it did around 2005.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The headlights will work in conventional operation, and can be controlled digitally. The locomotive has 2 different pilots and pantographs. Length over the buffers 18.0 cm / 7".

One-time series.



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

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 ...





37256 Steam Powered Rail Car.

Prototype: German State Railroad (DRB) class CidT "Kittel" design steam powered rail car with the road number "4 Karlsruhe". Built starting in 1915, originally for the Grand Ducal Baden State Railways. The rail car looks as it did in Era II in the typical red/cream paint scheme for powered rail cars. The car looks as it did at the end of the Thirties.

Model: The car has an mfx digital decoder. It also has a controlled miniature can motor. The frame is constructed of die-cast metal. 2 axes powered. The dual headlights change over with the direction of travel. The

headlights are maintenance-free, warm white LEDs. The car has NEM coupler pockets. It also has many separately applied details.

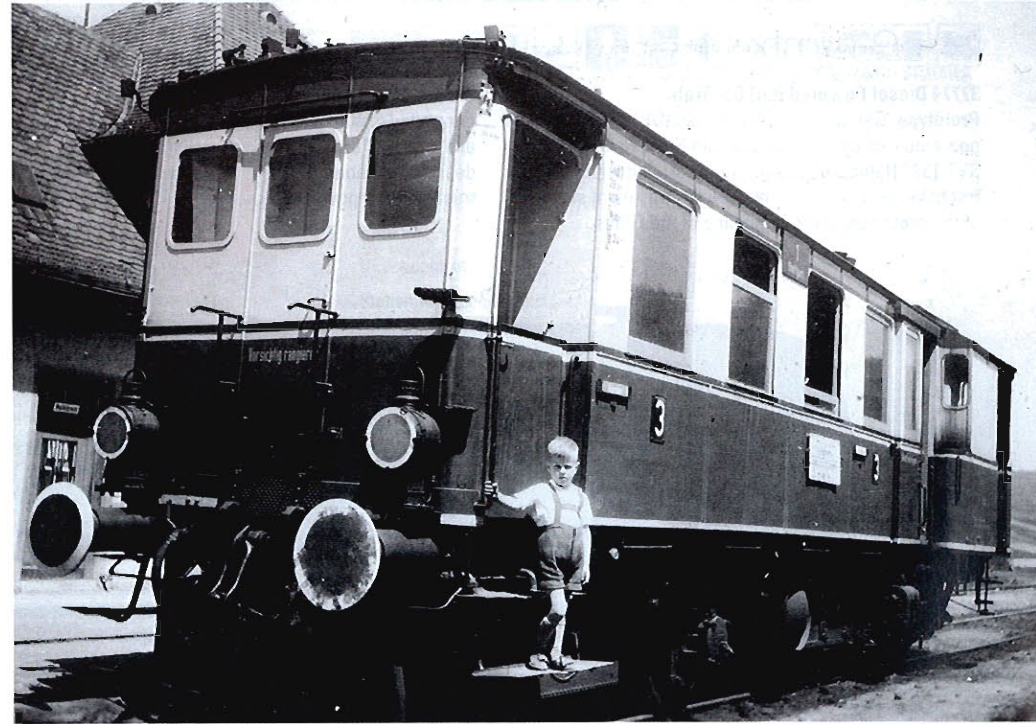
There is a clear view through the area of the engineer's cab, and the car has a reproduction of the boiler. The headlights will work in conventional operation and can be controlled digitally.

Length over the buffers 13.0 cm / 5-3/16".

This model can be found in a DC version in the Trix H0 assortment under item no. 22027.

HIGHLIGHTS

- Tooling change: version with gas lighting.

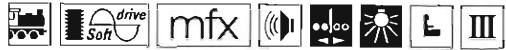


From the book "Kittel-Dampftriebwagen" published by EK-Verlag, photograph from Helmuth Bohner.



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

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".



39984 Rail Bus with Control Car.

Prototype: German Federal Railroad (DB) class VT 98 rail bus motor car and class VS 98 rail bus control car. The set looks as it originally did in Era III at the beginning of the Sixties.

Model: The rail bus comes with an mfx decoder and a sound generator. It also has a Softdrive-Sine controlled high-efficiency propulsion and a maintenance-free compact design motor. 2 axles powered. Traction tires. 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



HIGHLIGHTS

- **mfx decoder with sound and compact Softdrive Sine propulsion.**
- **Lighting with maintenance-free, warm white LEDs.**



HIGHLIGHTS

- **The bodies of the rail cars are primarily made of metal.**
- **mfx decoder with sound functions, in the motor car.**
- **Compact design Softdrive Sine propulsion.**
- **Warm white LEDs for the built-in interior lighting.**

has interior details. The engineer's areas in the cars have a clear view through the interiors. The headlights and marker lights as well as the interior lighting all have maintenance-free warm white 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".

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

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

Powered Rail Cars and Trains



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



39971 Powered Catenary Maintenance Rail Car with a Catenary Wire Parts Car.

Prototype: German Federal Railroad (DB) class TVT 621.9 Esn maintenance vehicle as an adjustment/monitoring powered rail car. Movable work platform and double arm pantograph included. A type X 05 low side cart with a brakeman's platform included as a catenary wire parts car. Loaded with cable drums, tool boxes, and ladders. Used for servicing and checking catenary.

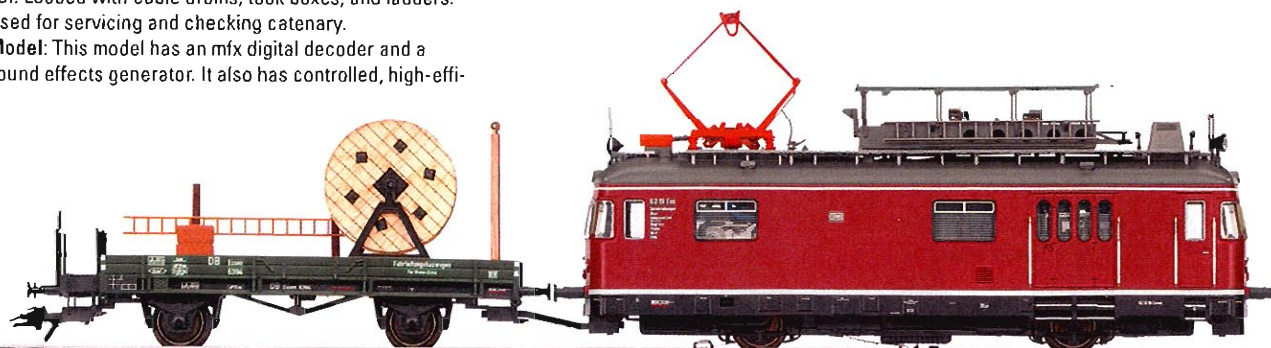
Model: This model has an mfx digital decoder and a sound effects generator. It also has controlled, high-effi-

ciency Softdrive Sine propulsion and a compact-design, maintenance-free motor. 2 axles powered. Traction tires. The headlights (warm white LEDs) and the red 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

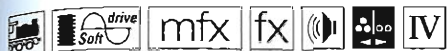
applied details are: skylight, antenna, horn, work lights, and ladders. The work platform can be raised, lowered, and turned mechanically. The double arm pantographs can be raised and lowered mechanically; they are not wired to take power from catenary. The catenary parts car comes loaded with reproductions of cable drums,

tool boxes, and ladders. There is a special coupling between the powered catenary maintenance car and the catenary parts car. Total length over the buffers 27.6 cm / 10-7/8".

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
Warning Sound		x	x	x
Direct control		x	x	x
Sound of squealing brakes off			x	x
Surrounding sounds			x	x



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".

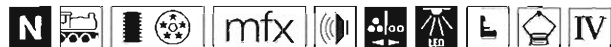
HIGHLIGHTS

- **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 and Trains



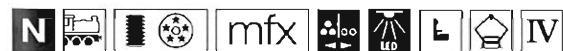
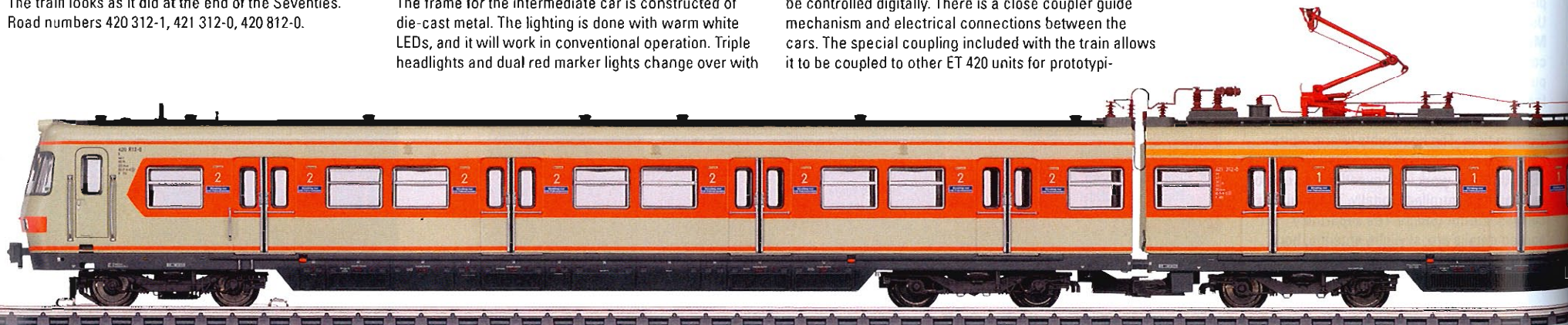
37501 S-Bahn Powered Rail Car Train.

Prototype: German Federal Railroad (DB) class 420 S-Bahn powered rail car train. Original version of the 4th production series for the Stuttgart S-Bahn network. The train looks as it did at the end of the Seventies. Road numbers 420 312-1, 421 312-0, 420 812-0.

Model: The train has an mfx digital decoder and a sound generator. It also has a 5-pole skewed armature motor with a flywheel, centrally mounted. Four axles on the intermediate car are powered through cardan shafts. The frame for the intermediate car is constructed of die-cast metal. The lighting is done with warm white LEDs, and it will work in conventional operation. Triple headlights and dual red marker lights change over with

the direction of travel. The end cars have a pickup shoe changeover feature so that the pickup shoe at the front of the train is the one picking up power. Lighted destination signs along with the headlights / marker lights can be controlled digitally. There is a close coupler guide mechanism and electrical connections between the cars. The special coupling included with the train allows it to be coupled to other ET 420 units for prototypi-

cal operation. The train has factory-installed interior lighting. The bodies for the train are made of highly detailed plastic with many separately applied details such as grab irons, electrical connections, windshield



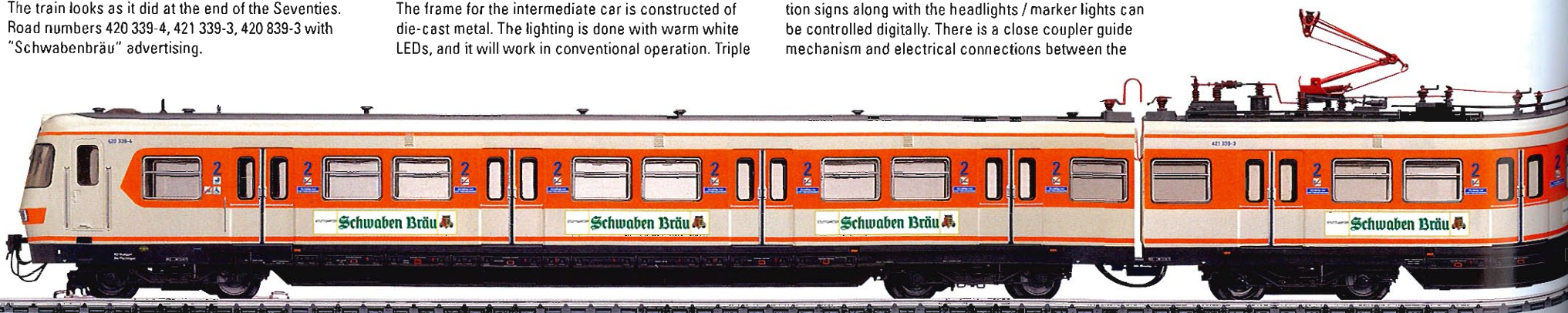
37502 S-Bahn Powered Rail Car Train.

Prototype: German Federal Railroad (DB) class 420 S-Bahn powered rail car train. Original version of the 5th production series for the Stuttgart S-Bahn network. The train looks as it did at the end of the Seventies. Road numbers 420 339-4, 421 339-3, 420 839-3 with "Schwabenbräu" advertising.

Model: The train has an mfx digital decoder and a sound generator. It also has a 5-pole skewed armature motor with a flywheel, centrally mounted. Four axles on the intermediate car are powered through cardan shafts. The frame for the intermediate car is constructed of die-cast metal. The lighting is done with warm white LEDs, and it will work in conventional operation. Triple

headlights and dual red marker lights change over with the direction of travel. The end cars have a pickup shoe changeover feature so that the pickup shoe at the front of the train is the one picking up power. Lighted destination signs along with the headlights / marker lights can be controlled digitally. There is a close coupler guide mechanism and electrical connections between the

cars. The special coupling included with the train allows it to be coupled to other ET 420 units for prototypical operation. The train has factory-installed interior



wipers, antennas, whistles, and horns. The train has a multi-color interior. The ends of the train have a detailed representation of the Scharfenberg coupler (a dummy coupler). Different authentic destination signage is included with the train.
Length over the couplers 77.5 cm / 30-1/2".

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
Operating sounds		x	x	x
Direct control		x	x	x

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Station Announcements			x	x
Doors Closing			x	x
Sound of squealing brakes off			x	x
Horn			x	x
Interior lights				x



lighting. The bodies for the train are made of highly detailed plastic with many separately applied details such as grab irons, electrical connections, windshield wipers, antennas, whistles, and horns. The train has a multi-color interior. The ends of the train have a detailed representation of the Scharfenberg coupler (a dummy

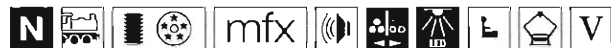
coupler). Different authentic destination signage is included with the train.
Length over the couplers 77.5 cm / 30-1/2".

One-time series.

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



Powered Rail Cars and Trains



37503 S-Bahn Powered Rail Car Train.

Prototype: German Railroad, Inc. (DB AG) class 420 S-Bahn powered rail car train. Rebuilt version with a pantograph for the Stuttgart S-Bahn network. The train looks as it currently does in the "traffic red" commuter service paint scheme. Road numbers 420 379-0, 421 379-9, 420 879-9.

Model: The train has an mfx digital decoder and a sound generator. It also has a 5-pole skewed armature motor with a flywheel, centrally mounted. Four axles on the intermediate car are powered through cardan shafts. The frame for the intermediate car is constructed of die-cast metal. The lighting is done with warm white LEDs, and it will work in conventional operation. Triple

headlights and dual red marker lights change over with the direction of travel. The end cars have a pickup shoe changeover feature so that the pickup shoe at the front of the train is the one picking up power. Lighted destination signs along with the headlights / marker lights can be controlled digitally. There is a close coupler guide mechanism and electrical connections between the

cars. The special coupling included with the train allows it to be coupled to other ET 420 units for prototypical operation. The train has factory-installed interior lighting. The bodies for the train are made of highly detailed plastic with many separately applied details such as grab irons, electrical connections, windshield wipers, antennas, whistles, and horns. The train has a



41730 Commuter Powered 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: This is an unpowered dummy unit with a permanently mounted 5-pin coupling on one side of the powered rail car, for extending the motorized diesel powered rail car, item no. 37730, to a 2-part or 3-part unit. An additional 5-poliges 5-pin coupling for plugging into the motorized unit is included. There are triple

headlights and red marker lights only at the non-coupled end of the dummy unit, and they change over with the direction of travel. The coupled end of the dummy unit does not have lighted headlights. The rail car has factory-installed interior lights. The headlights and the interior lighting are maintenance-free, warm white LEDs.



multi-color interior. The ends of the train have a detailed representation of the Scharfenberg coupler (a dummy coupler). Different authentic destination signage is included with the train.
Length over the couplers 77.5 cm / 30-1/2".



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
Operating sounds		x	x	x
Direct control		x	x	x
Station Announcements			x	x
Doors Closing			x	x
Sound of squealing brakes off			x	x
Horn			x	x
Interior lights				x

The destination signs are prototypically correct with yellow LEDs. The headlights, interior lights, destination signs, and dual red marker lights will work in conventional operation and can be controlled digitally from the motorized unit. The running gear and the body are well detailed and there is a clear view through the windows.

The 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.
Total length 48.1 cm / 18-15/16".

This non-powered dummy unit is the ideal addition to expand the motorized diesel powered rail car, item no. 37730, to prototypical double or multiple unit consist.



37730

41730

Powered Rail Cars and Trains

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 "Lightweight 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. Total length 48.1 cm / 18-15/16".

HIGHLIGHTS

- **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
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
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.

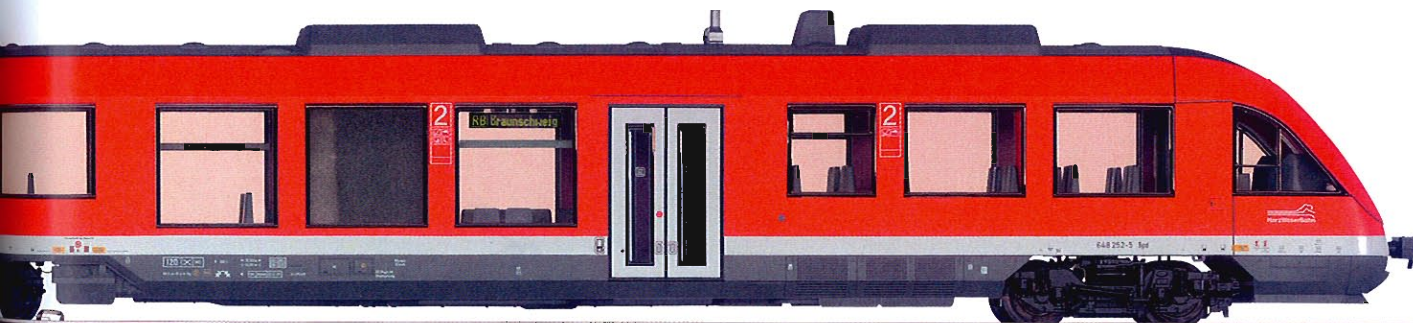
Model: The powered rail car has an mfx digital decoder and controlled high-efficiency propulsion. It also has a powerful can motor with a bell-shaped armature and a flywheel, mounted in a Jacobs truck. 2 axles powered. Traction tires. The powered rail car has factory-installed interior lighting. The 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.
 Total length 48.1 cm / 18-15/16".

HIGHLIGHTS

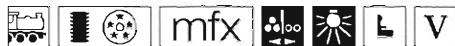
- Factory-installed interior lighting included.
- Lighted train destination signs.
- Road number different from 37730.

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



Powered Rail Cars and Trains

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.



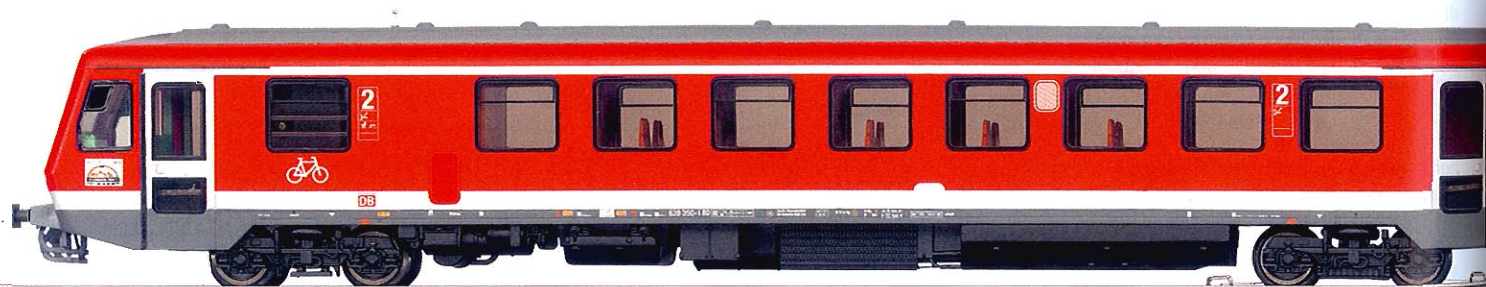
37763 Diesel Powered Rail Car Train.

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".

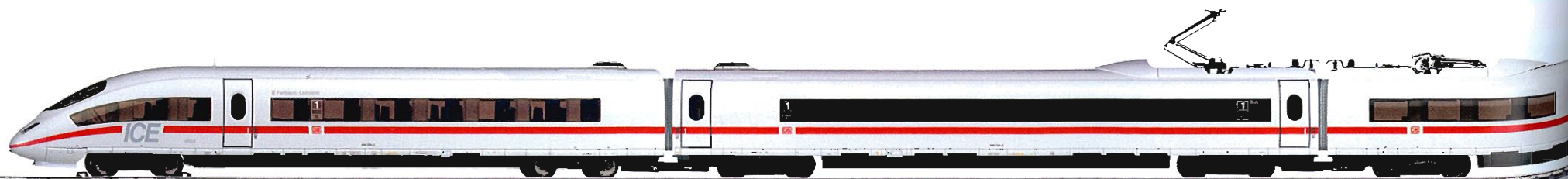


37786 Powered Rail Car Train.

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
Interior lights		x	x	x
Direct control		x	x	x



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

Powered Rail Cars and Trains

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 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.

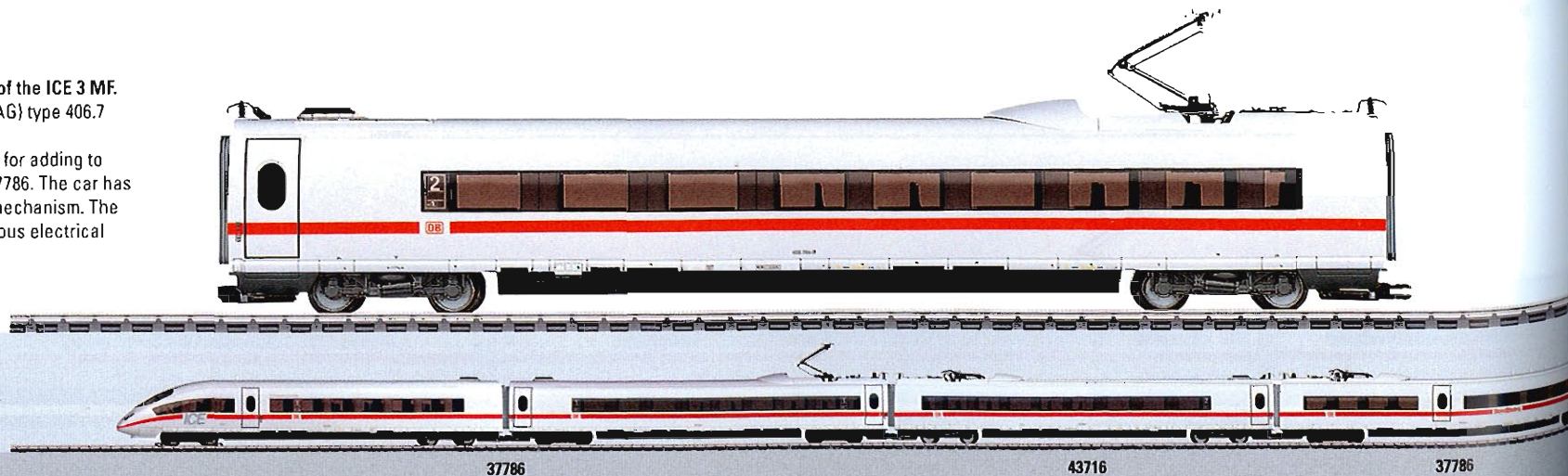


43736 Intermediate Car for the Model of the ICE 3 MF.

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.

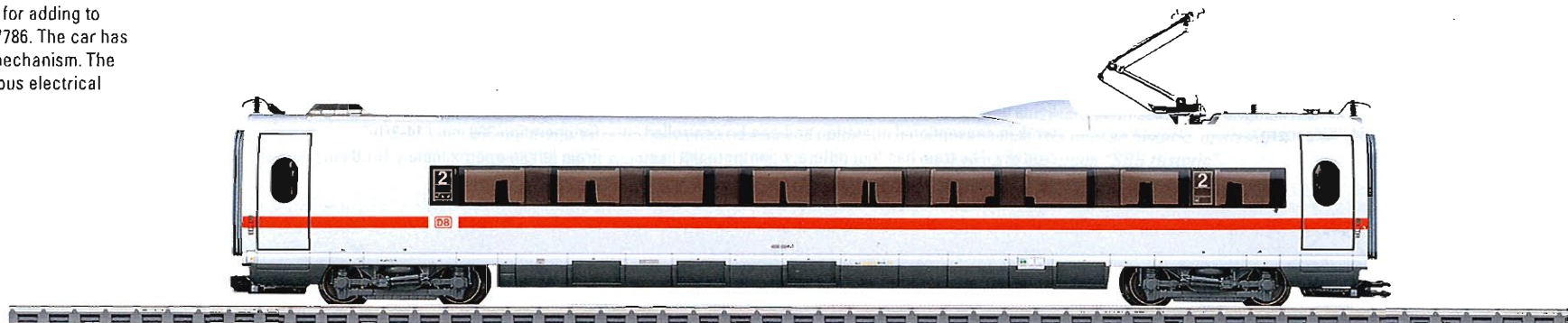
Length 27.9 cm / 11".





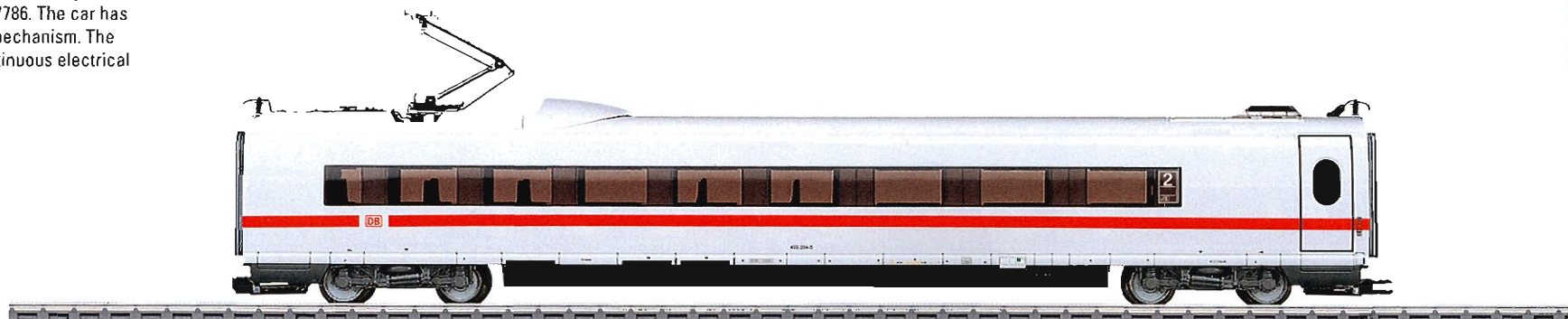
43746 Intermediate Car for the Model of the ICE 3 MF.
Prototype: German Railroad, Inc. (DB AG) type 406.8 intermediate car, 2nd class.

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

Switzerland



37546 "Gray Mouse" Powered Rail Car Train.

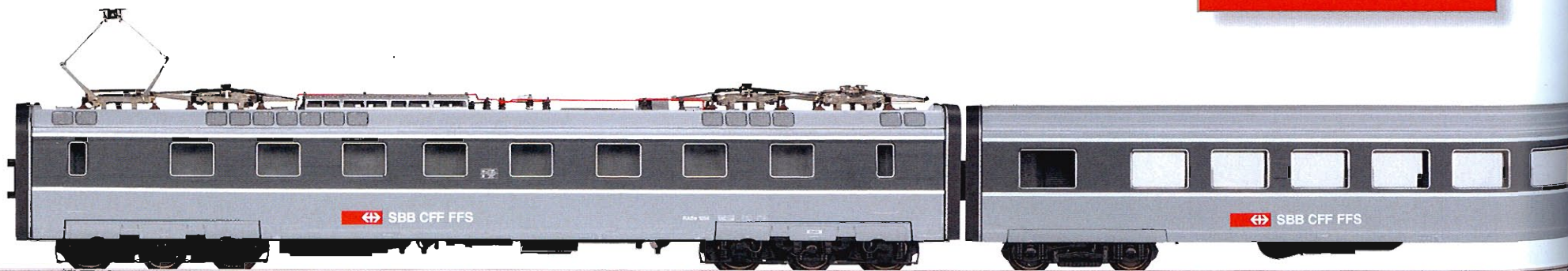
Prototype: Swiss Federal Railways (SBB/CFF/FFS) class RABe four system electric powered rail car train. 6-car unit with 1 cab control car, 1st class, 1 open seating car, 1st class, 1 motor car with galley, 1 bar car with a 2nd class open seating area, 1 open seating car, 2nd class, and 1 cab control car, 2nd class. Rebuilt version in the typical SBB light and dark gray EC paint scheme. The train looks as it did when delivered in 1993 as Euro City train 154 "Killesberg".

Model: The power car is behind the 1st class open seating car in the 6-car train. It has an mfx digital decoder and a sound effects generator. It also has a 5-pole skewed armature motor with a flywheel, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The headlights (they change over with the direction of travel) and interior lights are maintenance-free, warm white LEDs; the marker lights are maintenance-free red LEDs. The lights will work in conventional operation and can be controlled digitally. The train has four different pantographs in an

offset arrangement and detailed roof equipment. The train also has separately applied metal grab irons. The engineer's cabs and the passenger areas have interior details. There is a special close coupled mechanical and electrical connection between the cars. Both end cars have pickup shoes, and the power pickup switches automatically to the pickup shoe at the front of the train. The ends of the train have a representation of the Scharfenberg coupler (non-working). Minimum radius for operation 360 mm / 14-3/16". Train length approximately 161.0 cm / 63-3/8".

HIGHLIGHTS

- 6-car unit.
- Prototypical changes to the bodies and interiors.
- mfx decoder and sound generator.
- 5-pole skewed armature motor with a flywheel.



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

The EC RABe – A Gray Mouse in Cheese Land.

After the end of TEE service and the beginning of Eurocity connections in 1987, the 5 class RAe powered rail car trains now operating as 6-car trains were rebuilt. Second class seating was installed, and the class designation was therefore changed to RABe. These powered rail car trains were given a light gray / dark gray paint scheme in keeping with the EC look, but one that was rather monotone compared to the elegant TEE paint scheme. These trains were run on

the routes Zürich – Milan and Zürich – Stuttgart and were soon known as "Gray Mice". The trains' age however became increasingly noticeable, and when transformer damage and axle breaks mounted up, they were reduced to TGV feeder service between Bern and Frasne and were retired by 1999. One of the trains was overhauled and restored in 2003 to the original TEE paint scheme; it is now an historic, operational train belonging to the group "SBB Historic".



37546

Netherlands

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.



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 axles 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

- Factory-installed interior lighting.



Denmark



37732 Diesel Powered Commuter Rail Car.

Prototype: Vestsjællands Lokalbanel A/S class VT 2029/2129 (class 648.2) diesel powered commuter rail car der. Current version with low-platform entries.

Model: The powered rail car has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. The powered rail car has a powerful full motor with a bell-shaped armature and a flywheel, mounted in the Jacobs truck. 2 axles powered. Traction tires. The powered rail car has factory-installed interior lighting. The headlights and the interior lighting are maintenance-free, warm white LEDs. The train destination signs are yellow LEDs, which is prototypical. The headlights, train destination signs, and 2 red marker lights will work in conventional operation, and can be controlled digitally. The powered rail car has detailed running gear and bodies, an open view into the interior,

interior details, and a closed diaphragm and a guide mechanism on the Jacobs trucks between the two car halves. There is a representation of the center buffer couplers at the ends of the powered rail car. Total length 48.1 cm / 18-15/16".

One-time series.

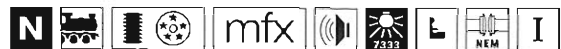
HIGHLIGHTS

- Factory-installed interior lighting included.
- mfx decoder with a sound generator.
- Lighted train destination signs.

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
Doors Closing			x	x
Station Announcements			x	x



Powered Rail Cars and Trains



26556 Württemberg Express Train.

Prototype: Royal Württemberg State Railways (K.W.St.E.) express train from around 1919. The train consists of:

1 class C express steam locomotive in a grayish blue paint scheme, 1 type BCCi open platform coach, 2nd/3rd class, 1 type Cci open platform coach, 3rd class, 1 type C4 open platform coach, 4th class, 1 type Gep baggage car, with a service area and a pet compartment, and 1 type P mail car.

Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion. It has a powerful can motor with a bell-shaped armature, mounted in the boiler. 3 axes powered through side rods. Traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. The tender is constructed of metal. There is a close coupling

between the locomotive and the tender. The passenger car floors have replaceable truss rods and separately applied details. The end platforms with railings and the roof supports are constructed of metal. The baggage car has sliding doors that can be opened and a cupola. Total length of the train over the buffers 129.8 cm / 51-1/8".

One-time series.



26543 Commuter Shuttle Train.

Prototype: German Federal Railroad (DB) commuter shuttle train consisting of a class 23 steam locomotive, type ABnb 703 "Silberling" / "Silver Coin" commuter car, 1st and 2nd class, type Bnb 720 "Silberling" / "Silver Coin" commuter car, 2nd class, and a type B Dnf 738 "Silberling mit Hasenkasten-Kopf" / "Silver Coin with Rabbit Hutch End" commuter cab control car, 2nd class with a baggage area.

Model: There is an electrical connection between the cars. The power pickup, the headlights and the marker

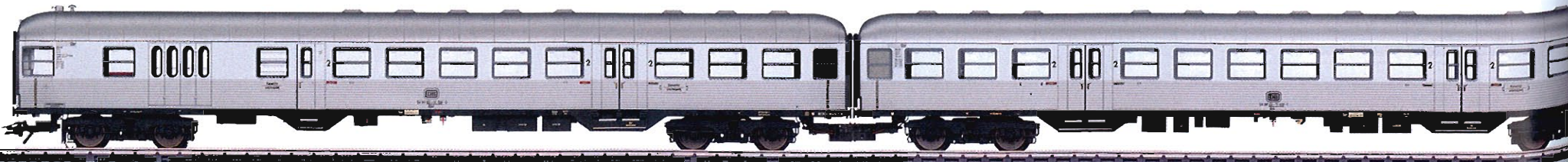
lights change over with the direction of travel between the locomotive and the cab control car. The headlights and marker lights for the train that change over with the direction of travel and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The locomotive has an mfx digital decoder and a sound generator. It also has controlled Softdrive Sine high-efficiency propulsion and a maintenance-free, compact design motor. 3 axes powered. Traction tires. The locomotive and the tender are constructed mostly of metal. There

is a close coupling with a guide mechanism between the locomotive and the tender. A 7226 smoke generator can be installed in the locomotive. The pickup shoe changeover can be deactivated in digital operation when the locomotive is running by itself and the normal headlight changeover can be activated. Only the pickup shoe changeover can be deactivated in conventional operation when the locomotive is running by itself. The headlights are warm white LEDs. The locomotive and tender have close couplers in NEM coupler pockets with guide mechanisms. Brake hoses and protection

sleeves for the piston rods are included as detail parts. The "Silberlinge" / "Silver Coins" commuter cars have lightweight Minden-Deutz design trucks with double brake shoes. The cab control car has 3 warm white LEDs for headlights and 2 red LEDs for marker lights that change over with the direction of travel. The 73400/73401 interior lighting kit (2 each per car) can be installed in all of the cars.

Total length over the buffers 109.4 cm / 43-1/16".

One-time series.





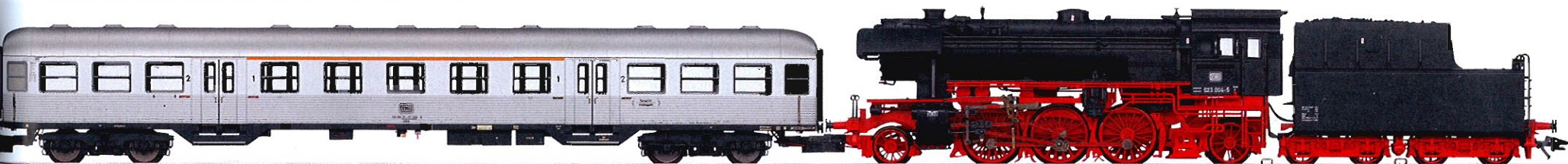
Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Headlight(s)	x	x	x	x
Steam locomotive op. sounds		x	x	x
Locomotive whistle		x	x	x
Direct control		x	x	x
Sound of coal being shoveled			x	x
Air Pump			x	x
Sound of squealing brakes off			x	x
Injectors			x	x
Letting off Steam		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

HIGHLIGHTS

- Real shuttle train function in the model with the pickup shoe changeover feature.
- Train route "Hanweiler – Saarbrücken".
- "Silberlinge" in the longer length with a length over the buffers of 28.2 cm 11-1/8".
- mfx decoder with light and sound functions.
- Compact design Softdrive Sine high-efficiency propulsion.
- Warm white LEDs for headlights.

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

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Light Function			x	x
Whistle for switching maneuver			x	x
Letting off Steam			x	x
Air Pump				x
Grate Shaken				x
Sound of coal being shoveled				x



Powered Rail Cars and Trains



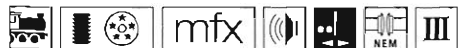
26555 Branch Line Passenger Train.

Prototype: Branch line passenger train as it looked in early Era III around 1955. The train consists of a German Federal Railroad (DB) class 89.70-75 tank locomotive (former Prussian T3), 1 type PwPost4i postal baggage car, 1 type BC4i passenger car, 2nd/3rd class, 1 type C4itr passenger car with a baggage area, 3rd class, and 1 type C4i passenger car, 3rd class.

Model: The locomotive has an mfx digital decoder. It also has controlled propulsion with a miniature can motor in the boiler. 3 axles powered. Traction tires. The locomotive has detailed running gear with a representation of the Allan valve gear. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There is a clear view through the engineer's cab. The loco-

motive has many separately applied details. The German Federal Railroad (DB) Langenschwalbach design passenger cars with trucks come in a "bottle green" paint scheme with closed and/or open vestibules. The trucks are specific to the types of cars. The steps, grab irons, and walkover plates are separately applied. The 73405 pickup shoe (1 for the train), and the 73400/73401 lighting kit (1 per car) can be installed in the cars.

Total length of the train over the buffers 70.2 cm / 27-5/8".
DC wheel set for each car 4 x 700580.



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

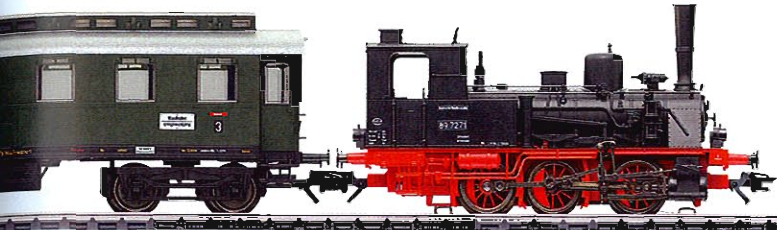
generator contact will work in conventional operation and can be controlled digitally. There is a close coupling between the locomotive and tender. The locomotive has a detailed engineer's cab. Brake hoses, prototypical couplers and protective cylinder rod sleeves can be installed on the locomotive. 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".



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



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

Powered Rail Cars and Trains



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 conventional 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. 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

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



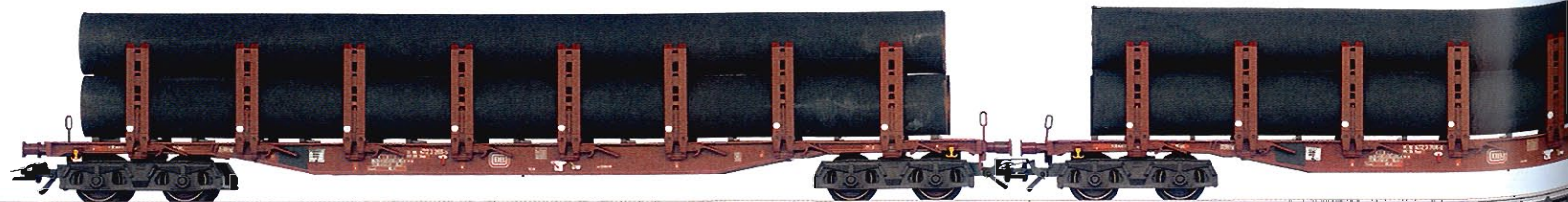
26545 "RTS" Pipe Transport Train.

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.



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



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



Powered Rail Cars and Trains



26551 "Lime Transport" Freight Train.

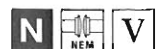
Prototype: German Railroad, Inc. (DB AG) class 232 "Ludmilla". 6 German Railroad, Inc. (DB AG) type Tds 930 side dump cars. Version with a hinged roof over the load area. Used to transport lime. The train looks as it did around 2005.

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

finely constructed with many separately applied details. The chute extensions on the cars are separately applied. The hinged roofs on the cars can be opened and closed. The cars have different car numbers. The cars are strongly weathered, which is authentic. Total length over the buffers 91.9 cm / 36-3/16".

An add-on set to go with this train can be found in the Märklin H0 assortment under item no. 46303.

One-time series.



46303 Lime Transport Car Set.

Prototype: 6 German Railroad, Inc. (DB AG) type Tds 930 side dump cars. Version with hinged roofs above the load area. Used to transport lime. The cars look as they did around 2005.

Model: The cars are finely constructed with many separately applied details. They have separately applied chute extensions. The hinged roofs can be swung open. The cars have different car numbers. They also have

authentic, extensive weathering. All of the cars come individually packaged. Total length over the buffers 68.0 cm / 26-3/4". DC wheel set 12 x 700580.

One-time series.



46303

26551

HIGHLIGHTS

- Locomotive constructed of metal.
- Powerful four-axle propulsion.
- Engineer's cab interiors reproduced.
- Hinged roofs on the cars can be opened/closed.
- Very fine construction.
- Authentic car weathering.

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



A freight train for this set of cars can be found in the Märklin H0 assortment under item no. 26551.

HIGHLIGHTS

- The hinged roofs can be opened.
- Ideal for use in unit trains.
- Very fine construction.
- Authentic weathering.



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.





43019 Passenger Car Set.

Prototype: German State Railroad Company (DRG), 3 branch line cars. Bavarian design. The cars look as they did around 1932. 1 type CI passenger car, 3rd class, with a single large open seating area. 1 type BCI passenger car, 2nd/3rd class, with 2 compartments. 1 type PwPostL baggage car with mail area.

Model: The cars have different car numbers. The train destination signs are lettered.

Total length over the buffers 39.8 cm / 15-11/16".

DC wheel set per car: 2 x 32301211.



One-time series.

The class 64 steam locomotive goes well as motive power with this passenger car set and can be found under item no. 39642.



43019

39642

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 32376004.

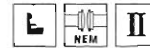
Typical cars for the German State Railroad P 8, item no. 37039.



43312 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 32376004.

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 32376004.

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





42229 "Hapag-Lloyd" Passenger Car Set.

Prototype: 4 different German State Railroad Company (DRG) express train passenger cars. 1 type A4ü "Hechtwagen" / "Pike Cars" compartment car, 1st class, 2 type B4ü "Hechtwagen" / "Pike Cars" compartment car, 2nd class, and 1 type Pw4ü "Hechtwagen" / "Pike Cars" baggage car. The baggage cars look as they did at the end of the Twenties.

Model: The car is constructed with many details and comes in the full length for the scale. The trucks for the baggage car are specific to that car and the "swan neck" trucks are specific to the passenger cars. The cars are reproduced to look as they did in Era II. The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler, the 73400/73401 (2 per car) lighting kit, and the 73405 pickup shoe can be installed in the cars. Minimum radius for operation 360 mm / 14-3/16".

Total length over the buffers 92.8 cm / 36-1/2".

DC wheel set 16 x 700580.

One-time series.

The class 17 locomotive goes well with this set of cars and can be found in the Märklin HO assortment under item no. 37193.

HIGHLIGHTS

- The "Hechtwagen" / "Pike Cars" family is totally new tooling.

Hapag-Lloyd Trains – Long-Distance Travel and Emigration.

After World War I maritime ship service and the overseas trips associated with it almost succumbed to the high inflation and the draconian reparations obligations. The great steam ships of the prewar period were handed over to the victors and the German shipping lines began pretty much at the "Zero Hour". The overseas ship cruise gradually became good business again due to the large number of people in Germany ready to emigrate. Among the companies for whom this became good business again was Hapag-Lloyd, which brought countless Germans to the New World from Bremerhaven and also from Cuxhaven; their baggage often consisted of nothing more than a little bit of hope for a better life. The German State Railroad Company (DRG) reacted quickly to the stream of "one-way" travelers and placed special trains in operation that ran from Bremen to Bremerhaven and from Hamburg to Cuxhaven. The upswing in the economy revived travel

and more and more people could once again afford a trip abroad. The German State Railroad Company (DRG) purchased on their own pure 1st and 2nd class "Hechtwagen" / "Pike Cars" in order to make the trip to the deluxe cabins on ships such as the legendary "Bremen" as pleasant as possible. These cars were arranged in trains with émigrés, who crowded into the 3rd class cars. Motive power was often a class 17, the former Royal Prussian State Railways (K.P.E.V.) class S 10. They were by design the motive power for the Imperial Court Train of Wilhelm II and were being increasingly replaced by more powerful standard design locomotive such as the class 01. The Hapag-Lloyd special trains were the beginning of a challenge for all travelers, the start of the unknown, for some because of a lark and a love of adventure, for the others due to the bitter necessity to begin a new life in the hope of finding good fortune in the new world.



37193

42229

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

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



41928

39020



Passenger Cars



43020 Passenger Car.

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

Model: Train destination signs with lettering printed on the car sides. Length over the buffers 14.1 cm / 5-9/16".
DC wheel set 2 x 32376004.



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 32376004.



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 32376004.



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 separately applied grab irons, walkover plates, and battery box.

The car is ready for installation of the 73400/73401 lighting kit (1 each) and the 73405 pickup shoe (1 each). Length over the buffers 16.5 cm / 6-1/2".
DC wheel set 4 x 700580.



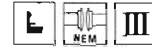


43060 Passenger Car.

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 installa-

tion of the 73400/73401 lighting kit (1 each) and the 73405 pickup shoe (1 each). Length over the buffers 14.9 cm / 5-3/4". DC wheel set 4 x 700580.



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 73400/73401

lighting kit (1 each) and the 73405 pickup shoe (1 each). Length over the buffers 14.0 cm / 5-1/2". DC wheel set 4 x 700580.



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 installa-

tion of the 73400/73401 lighting kit (1 each) and the 73405 pickup shoe (1 each). Length over the buffers 14.9 cm / 5-3/4". DC wheel set 4 x 700580.



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, walkover plates, and battery box.

The car is ready for installation of the 73400/73401 lighting kit (1 each) and the 73405 pickup shoe (1 each). Length over the buffers 14.9 cm / 5-3/4". DC wheel set 4 x 700580.



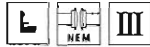
Passenger Cars



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.



43351 Passenger Car.

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

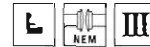
Model: Length over the buffers 14.9 cm / 5-7/8".
DC wheel set 2 x 700580.



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.



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.



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.



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.



Passenger Cars



42230 Express Train Passenger Car. Prototype: German Federal Railroad (DB) "Hechtwagen" / "Pike Cars" compartment car, 1st class. Type A4ü. The car looks as it did around 1959.

Model: The car is constructed with many details and comes in the full length for the scale. The underbody and the "swan neck" trucks are specific to this car. The car is made to look as it did in Era III with a "bottle green" paint scheme. The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler, the 73400/73401 (2 per car)

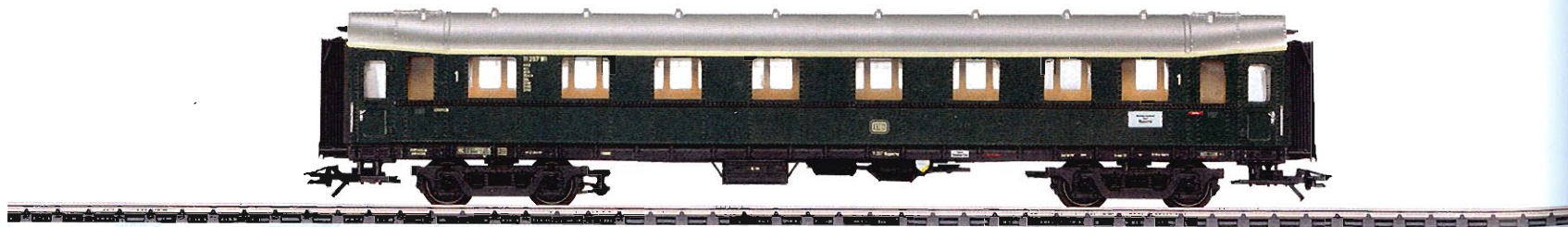
lighting kit, and the 73405 pickup shoe can be installed in the cars. Minimum radius for operation 360 mm / 14-3/16". Length over the buffers 23.7 cm / 9-5/16". DC wheel set 4 x 700580.

The class 23 and 39 are appropriate motive power for these cars and can be found in the Märklin H0 assortment under item nos. 39230 and 39390.

A similar model in a DC version can be found in the Trix H0 assortment with Era IIIa lettering under item no. 23383.

HIGHLIGHTS

- The "Hechtwagen" / "Pike Car" family is completely new tooling.



42250 Express Train Passenger Car. Prototype: German Federal Railroad (DB) "Hechtwagen" / "Pike Cars" compartment car, 2nd class. Type B4üwe. The car looks as it did around 1959.

Model: The car is constructed with many details and comes in the full length for the scale. The underbody and the "swan neck" trucks are specific to this car. The car is made to look as it did in Era III with a "bottle green" paint scheme. The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler, the 73400/73401 (2 per car)

lighting kit, and the 73405 pickup shoe can be installed in the cars. Minimum radius for operation 360 mm / 14-3/16". Length over the buffers 23.7 cm / 9-5/16". DC wheel set 4 x 700580.

The class 23 and 39 are appropriate motive power for these cars and can be found in the Märklin H0 assortment under item nos. 39230 and 39390.

A similar model in a DC version can be found in the Trix H0 assortment with Era IIIa lettering under item no. 23384.

HIGHLIGHTS

- The "Hechtwagen" / "Pike Car" family is completely new tooling.





42251 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) "Hechtwagen" / "Pike Cars" compartment car, 2nd class. Type B4üwe. The car looks as it did around 1959.

Model: The car is constructed with many details and comes in the full length for the scale. The underbody and the "swan neck" trucks are specific to this car. The car is made to look as it did in Era III with a "bottle green" paint scheme. The car has a different car number from item no. 42250. The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler, the 73400/73401 (2 per car) lighting kit and the 73405

pickup shoe can be installed in the cars. Minimum radius for operation 360 mm / 14-3/16". Length over the buffers 23.7 cm / 9-5/16". DC wheel set 4 x 700580.

The class 23 and 39 are appropriate motive power for these cars and can be found in the Märklin H0 assortment under item nos. 39230 and 39390.

A similar model in a DC version can be found in the Trix H0 assortment with Era IIIa lettering under item no. 23385.

HIGHLIGHTS

- The "Hechtwagen" / "Pike Car" family is completely new tooling.
- The car has a different car number from item no. 42250.



42260 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) "Hechtwagen" / "Pike Cars" baggage car. Type Pw4ü. The car looks as it did around 1959.

Model: The car is constructed with many details and comes in the full length for the scale. The underbody and the trucks are specific to this car. The car is made to look as it did in Era III with a "bottle green" paint scheme. The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler, the 73400/73401 (2 per car) lighting kit,

and the 73405 pickup shoe can be installed in the cars. Minimum radius for operation 360 mm / 14-3/16". Length over the buffers 21.7 cm / 8-1/2". DC wheel set 4 x 700580.

The class 23 and 39 are appropriate motive power for these cars and can be found in the Märklin H0 assortment under item nos. 39230 and 39390.

A similar model in a DC version can be found in the Trix H0 assortment with Era IIIa lettering under item no. 23387.

HIGHLIGHTS

- The "Hechtwagen" / "Pike Car" family is completely new tooling.



Passenger Cars



00774 Display with 16 "Umbauwagen" / "Rebuild" Cars.

Prototype: 16 different German Federal Railroad (DB) 4-axle passenger cars. Type AB4yge "Umbauwagen" / "Rebuild" car, 1st/2nd class, type B4yge "Umbauwagen" / "Rebuild" car, 2nd class, and type BD4yge "Umbauwagen" / "Rebuild" car, 2nd class with a baggage area. The cars look as they did in Era III in the mid-Sixties.

Model: The 16 cars come with different car numbers in an attractive display, 4 each of type AB4yge and 4 each of type BD4yge, and 8 each of type B4yge. The cars have a reproduction of the Minden-Deutz trucks. Each car comes individually packaged and marked.

Length over the buffers for each car 22.4 cm / 8-13/16".
DC wheel set for each car 4 x 700580.

One-time series.

The "Umbauwagen" / "Rebuild" cars go particularly well with the class 23, item no. 39230, and with the class 39, item no. 39390.



HIGHLIGHTS

- 16 cars to choose from.
- All of the models come highly detailed.
- Different car numbers.
- Available individually at your authorized dealer in a well-arranged display.



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.



1939

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.

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.

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



42269 "Eilzug" / "Fast Passenger Train" Car Set.

Prototype: E 554 "Eilzug" / "Fast Passenger Train" Münster – Lünen – Dortmund – Essen – Altenessen – Düsseldorf – Cologne – Gerolstein – Trier – Saarbrücken. This "Eilzug" / "Fast Passenger Train" consists of a type D4ü "Hechtwagen" / "Pike Cars" baggage car, a type A4üe "Hechtwagen" / "Pike Cars" passenger car, 1st class, a B4üwe "Schürzenwagen" / "Skirted Car" passenger car, 2nd class, and two type B4n "Silberlinge" / "Silver Coins" passenger cars, 2nd class. The cars look as they did in the winter of 1964/65.

Model: "Hechtwagen" / "Pike Cars": The cars are constructed with many details and come in the full length for the scale. The underbodies are specific to the cars. The cars are made to look as they did in Era III with a chrome oxide green paint scheme. The trucks on the baggage car are specific to that car and the "swan neck" trucks are specific to the passenger cars. The 7319 current-conducting coupler or the 72020/72021 current-conducting coupler, the 73400/73401 (2 per car) lighting kit and the 73405 pickup shoe can be installed in the cars.

"Schürzenwagen" / "Skirted Car": This

car comes in the full length for the scale. The car is made to look as it did in Era III with a chrome oxide green paint scheme. The 7319 current-conducting coupler or the 72020/72021 current-conducting coupler, and the 73150 lighting kit can be installed in the car.

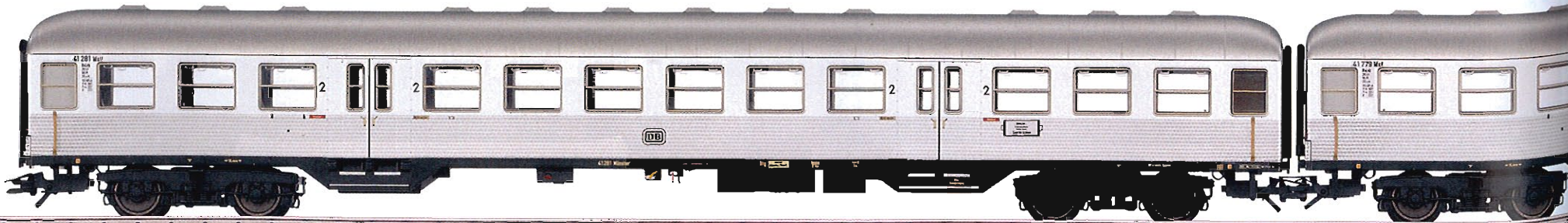
"Silberlinge" / "Silver Coins" cars: These cars have the new longer length. The underbodies are specific to the cars. The cars have a white aluminum/black paint scheme. The trucks have brake shoes. The 7319 current-conducting coupler or the 72020/72021 current-conducting coupler, the 73406 pickup

shoe, and the 73400/73401 (2 per car) lighting kit, and the 73409 marker light kit can be installed in the cars.

Total length over the buffers 126.1 cm / 49-5/8". DC wheel set per car 4 x 700580.

The 42269 car set is being produced in 2009 in a one-time series only for Insider members.

The German Federal Railroad class 39 is the right motive power for the E 554 "Eilzug" / "Fast Passenger Train" and can be found as an Insider model for 2009 in the Märklin H0 assortment under item no. 39390.



Great "Hechte" / "Pike" in the "Eilzug" / "Fast Passenger Train".

The "Eilzug" / "Fast Passenger Train" concept introduced in 1902 in Bavaria designated as a rule a fast train run over medium distances with few, short stops at the most important stations. Over the years it was customary to use older express train passenger cars in "Eilzug" trains, hence the use of the "Hechtwagen" / "Pike Cars" in the Fifties and Sixties that were formerly used in high quality express train service. The "Eilzug"

train was particularly interesting for commuters, who streamed daily in and out of the large metropolitan areas. Many "Eilzug" runs were therefore done in the large metropolitan areas themselves on short routes and also in the surrounding areas on less frequented branch lines routes; the latter were popularly known as "Heckeneilzüge" / "Hedge Fast Passenger Trains" and had for all intents and purposes a long-distance

service function. The modernization of the German railroad had no more use for the name "Eilzug" / "Fast Passenger Train". The "City Bahn" / "City Railroad", the "Interregio" or even more the Regional Express epitomizes best the task of the "Eilzug" / "Fast Passenger Train" of the past.



HIGHLIGHTS

- Reproduction of an authentic Era III "Eilzug".
- Appropriate motive power for an "Eilzug" is the class 39 passenger steam locomotive (Insider model for 2009).
- Completely new tooling for the "Hechtwagen" / "Pike Car" family.

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



43810 Commuter Car.

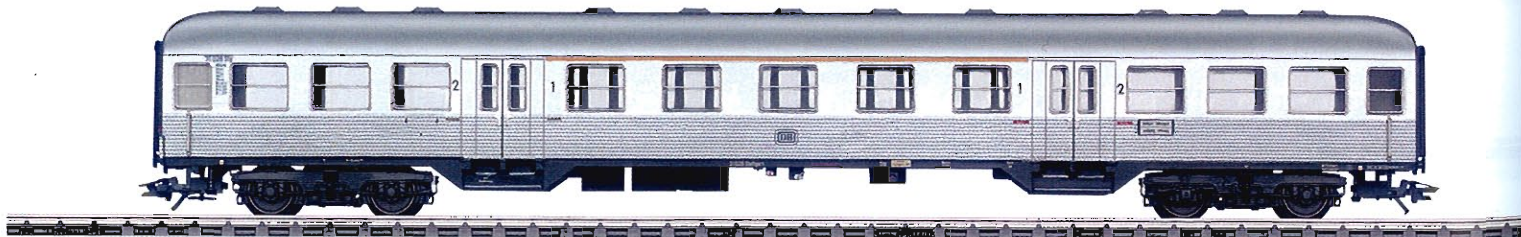
Prototype: German Federal Railroad (DB) commuter car, 1st/2nd class (type AB4nb-59). "Silberling / Silver Coin" design. Car no. 31 229 Stg.

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

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



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

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

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 de-

sign, 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 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 HO assortment under item nos. 23405, 23406, and 23407. The ideal push/pull locomotive is the class E 41 (item no. 39410 for Märklin).

HIGHLIGHTS

- 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.



Passenger Cars



00776 "Blauer Enzian" / "Blue Gentian" TEE 55/56 Car Display.

Prototype: 4 type Avümh 111 TEE compartment cars, 1st class, with roofs rounded on the ends, 4 type Apümh 121 TEE open seating cars, 1st class, with roofs rounded on the ends, 2 type TEE ARDümh 105 bar cars, 1st class, with roofs with vertical ends, and 2 type WRümh 132 TEE dining cars with roofs with vertical ends, all painted and lettered for the German Federal Railroad (DB). The cars look as they did in the fall of 1967.

Model: This set is 12 TEE cars with different lettering in an attractive display. The cars have the new, longer length. The underbodies and skirting are specific to the cars. The trucks are Minden-Deutz design and have regular brake shoes or disc brakes with separately applied generators according to the prototype and the type of car. The 7319 current-conducting couplings or the 72020 / 72021 current-conducting couplers that can be uncoupled as well as the 73400 / 73401 (2 per car) . lighting kit, the 73406 pickup shoe, and the 73407 marker light kit can be installed in the cars. Each of the cars comes individually packaged.

Length over the buffers for each car 28.2 cm / 11-1/8".

DC wheel set for each car 4 x 700580.

All of the cars from this display are available separately. Two complete, prototypical trains of the "Blauer Enzian" / "Blue Gentian" TEE can be reproduced with the cars, one from Hamburg to Munich and one from Munich to Hamburg.

One-time series.



HIGHLIGHTS

- Authentic reproduction of the "Blauer Enzian" / "Blue Gentian" TEE 55/56 from Hamburg Altona to Munich Main Station and from Munich Main Station to, each train with 6 cars.
- All of the cars available separately at your authorized dealer.



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



43818 "City-Bahn" Add-On Car.

Prototype: German Federal Railroad (DB) commuter car, 1st/2nd class (type ABnrzb 772.1). "Silberling" / "Silver Coins" design with a rounded roof painted and lettered for "City-Bahn", with a cafeteria area.

Model: The car has the new longer length. The minimum radius for operation is 360 mm / 14-3/16". The car has underbody details specific to this design. The trucks have disk brakes. The car is ready for installation of the 7319 current-conducting coupling or the 72020/72021 current-conducting couplers, 73406 pickup shoes, the 73400/73401 (2 per car) lighting kit, 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.

The class 218 "City-Bahn" locomotive and a "City-Bahn" car set to go with this car can be found in the Märklin H0 assortment under item nos. 39182 and 43808.

This model can be found in a DC version in the Trix H0 assortment under item no. 23435.



43808 "City-Bahn" Car Set.

Prototypes: German Federal Railroad (DB) "City-Bahn" type Bnrzb 778.1 commuter car, 2nd class, "City-Bahn" type ABnrzb 772.1 commuter car, 1st/2nd class, and "City-Bahn" type BDnrzf 784 commuter cab control car, 2nd class.

Models: The cars have the new, longer length. The minimum radius for operation is 360 mm / 14-3/16". The cars have underbody details specific to the different cars. The trucks have disk brakes. The cars are ready for installation of the 7319 current-conducting coupling or the 72020/72021 current-conducting couplers, 73406 pickup shoes, the 73400/73401 (2 per car) lighting kit, and the 73409 marker light kit. The cab control car has triple headlights that change over to dual red marker lights

by means of a friction switch; these lights will work in analog and digital operation. The cab control car has maintenance-free, warm white LEDs. All of the cars come individually packaged in a master package. Length over the buffers for each car 28.2 cm / 11-1/8". DC wheel set: 4 x 700580 for each car.

One-time series.

The class 218 "City-Bahn" locomotive and a "City-Bahn" car set to go with this car set can be found in the Märklin H0 assortment under item nos. 39182 and 43818.

This model can be found in a DC version in the Trix H0 assortment under item no. 23434.





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.



Passenger Cars



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



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 HO assortment under item no. 23427.

HIGHLIGHTS

- Express train passenger cars in the new, longer length.



43859

39189

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



43801 Commuter Car.

Prototype: German Railroad, Inc. (DB AG) commuter car, 2nd class (type Bnrz 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

- 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 31-35 112-7.

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).

HIGHLIGHTS

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



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 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.



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 HO assortment under item nos. 23431, 23432, and 23433. The ideal push/pull locomotive is the class 141 (item no. 39041 for Märklin).

HIGHLIGHTS

- 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.



Passenger Cars



00763 Set with 16 Bi-Level Cars in a Display.

Prototype: 3 different German Railroad, Inc. (DB AG) bi-level car types in a mint green / light gray paint scheme. Type DABz 756 bi-level car, 1st and 2nd class, type DBz 751 bi-level car, 2nd class, and type DBbzf 761 bi-level cab control car, 2nd class.

Model: The 3 car types come packed in an attractively designed display. The cars have tinted side windows. There are 2 marker lights on the cab control car. Length over the buffers for each bi-level car 26.8 cm / 10-9/16".

Length over the buffers for the cab control car 27.3 cm / 10-3/4".

Each car comes packaged in a marked box.

4 Type DABz 756 bi-level cars, 1st and 2nd class.

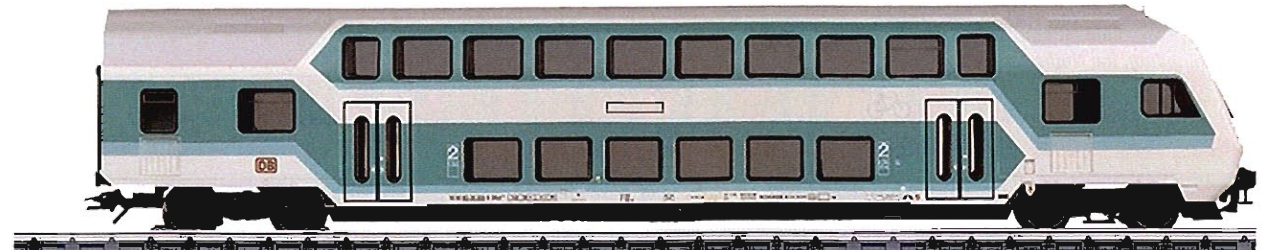
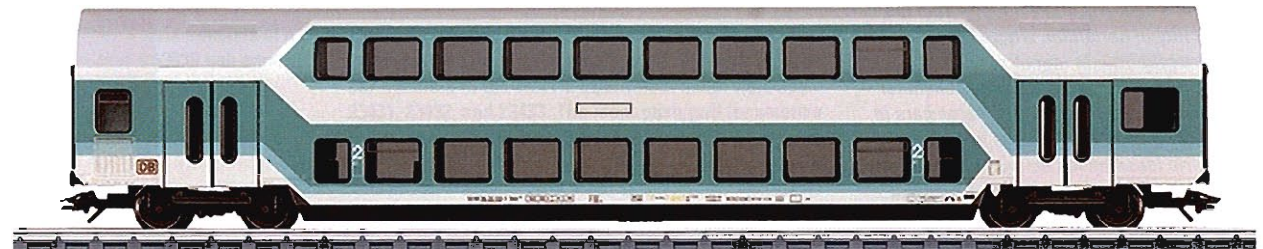
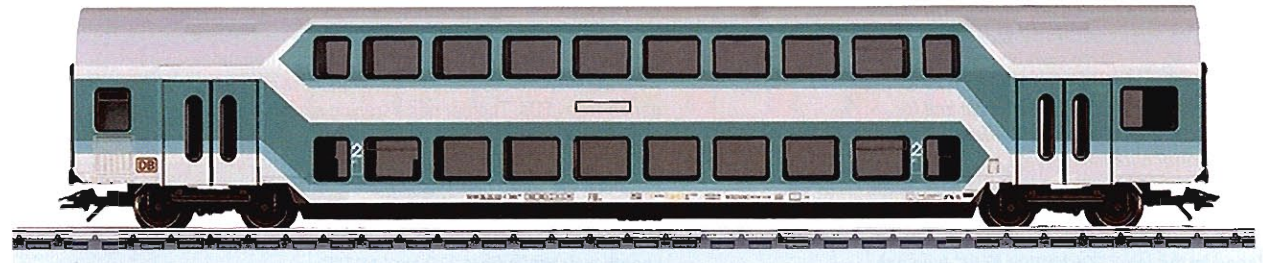
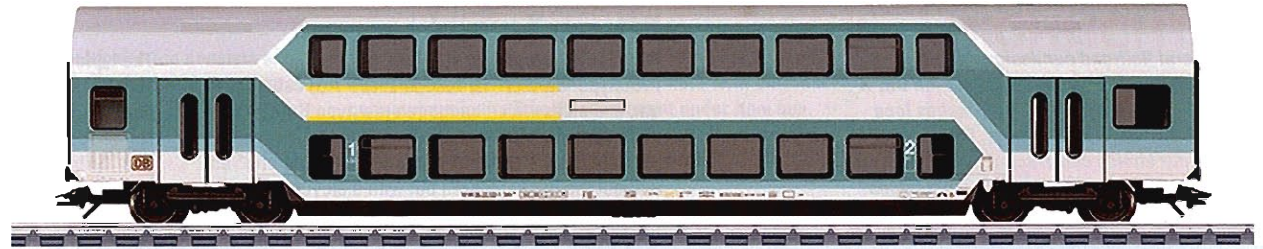
8 Type DBz 751 bi-level cars, 2nd class. Of the total of 8 cars, 4 have one car number and 4 have a second car number.

4 Type DBbzf 761 bi-level cab control cars, 2nd class.

One-time series.

HIGHLIGHTS

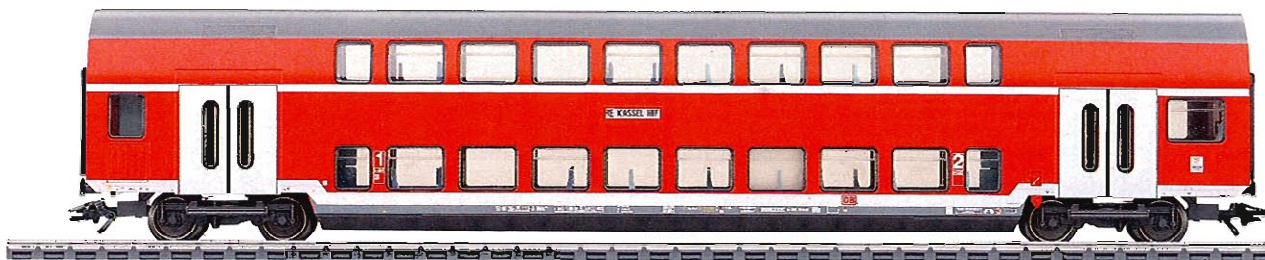
- 4 different models to choose from.
- All of the models come in a Hobby version.
- Displayed at your authorized dealer in a convenient display.





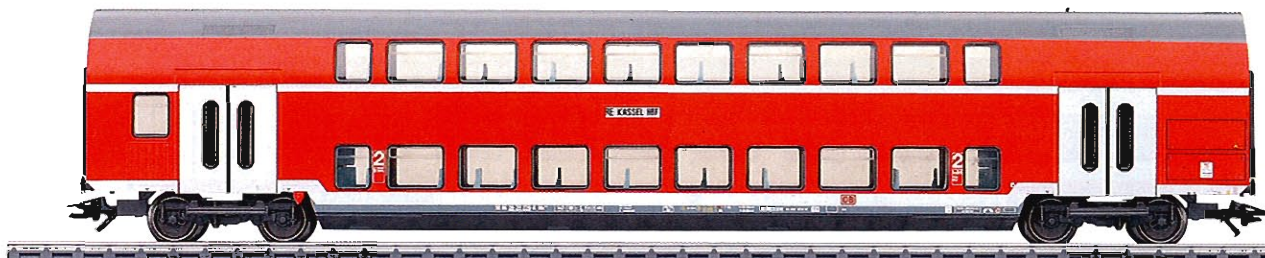
43584 Bi-level Car.
 Prototype: German Railroad, Inc. (DB AG) type DABz 756, 1st and 2nd class.
 Model: The car is ready for installation of 7319 current-conducting

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 DBbzf 761, 2nd class.
 Model: The car has a detailed buffer

beam with separately applied front cowling. It has a lighted destination sign. The engineer's cab has interior details. The car is ready for

installation of 7319 current-conducting couplings or 72020/72021 current-conducting couplers.
 Length over the buffers 27.3 cm / 10-3/4".



When operated control car first, triple headlights shine.



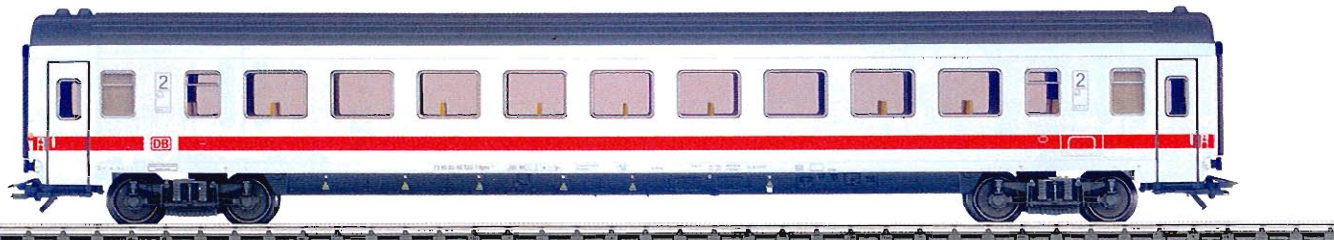
When operated control car last, dual red marker lights shine.

Passenger Cars



42862 Express Train Passenger Car.
Prototype: German Railroad, Inc. (DB AG) type Apmz 121.2 InterCity open seating car, 1st class.
Model: The car has adjustable buffers. The car is ready for installation of 7319 current-conducting

couplings or 72020/72021 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 installation of 7319 current-conducting

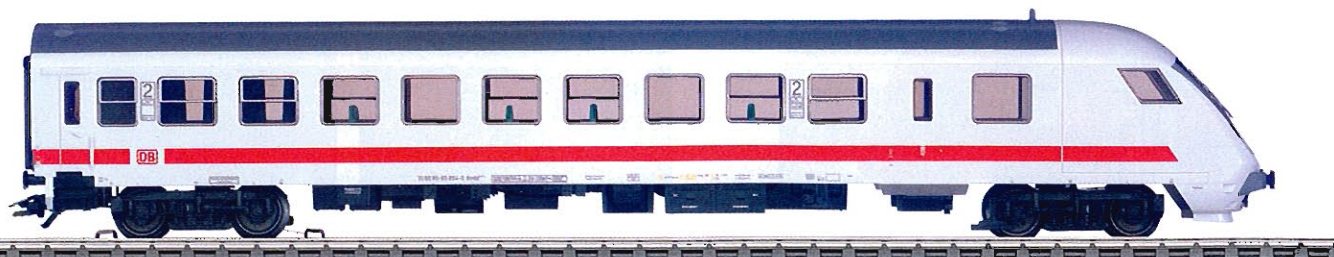
couplings or 72020/72021 current-conducting couplers.
 Length over the buffers 26.4 cm / 10-3/8".
 DC wheel set 4 x 700580.



43305 Cab Control Car.
Prototype: German Railroad, Inc. (DB AG) type Birmdzf 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.



Schweiz



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



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.



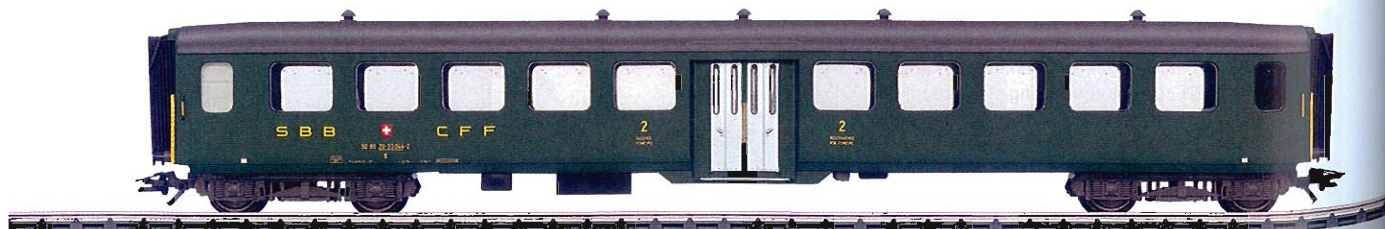
43381 Lightweight Steel Passenger Car.

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.





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-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 26.6 cm / 10-1/2".

This model is available with a different car number in a DC version in the Trix HO assortment under item no. 23345.

HIGHLIGHTS

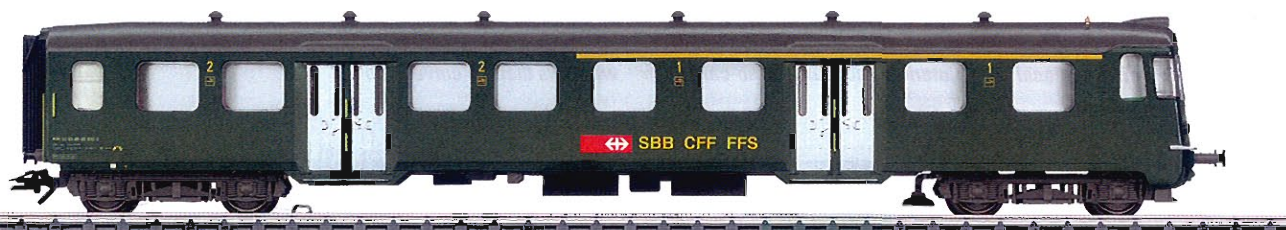
- Scale construction.
- Ready for installation of current-conducting close couplers.
- Lighting with maintenance-free, warm white LEDs.
- Prototypical Swiss headlight / marker light changeover.



When operated control car first, triple headlights shine.



When operated control car last, a red marker light shines.

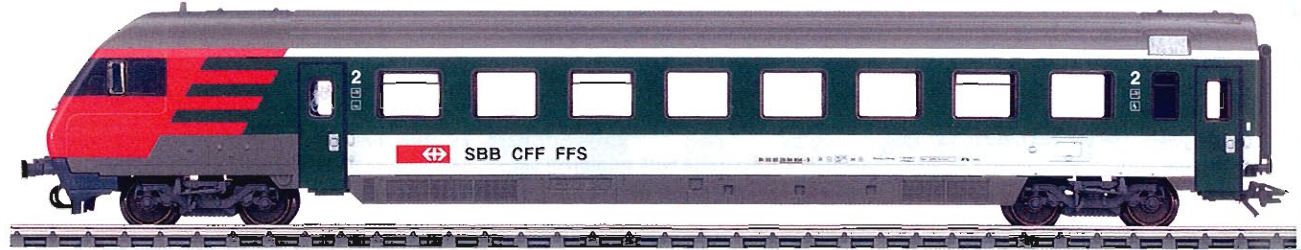


Switzerland



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.

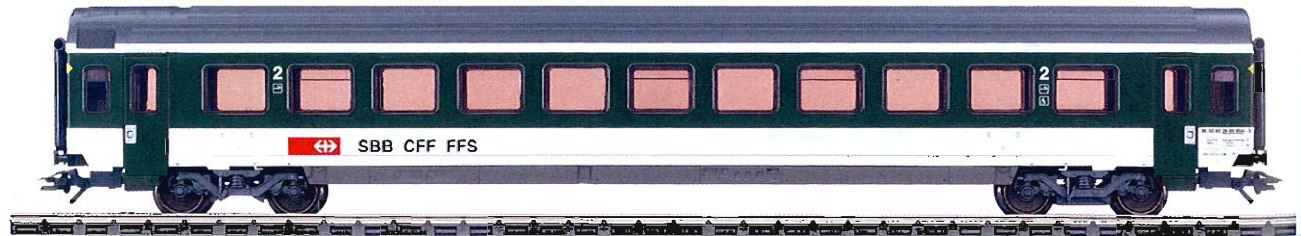
Length over the buffers 26.4 cm / 10-3/8".
 DC wheel set 4 x 700580.

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 700580.

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.



Luxembourg



43809 Commuter Car Set.

Prototype: 3 different "Silberling" / "Silver Coin" commuter cars painted in an ivory/green color scheme for the Luxembourg State Railways (CFL). 1 commuter car, 1st/2nd class, and 2 commuter cars, 2nd class.

Model: The cars have the new longer length. Minimum radius for operation 360 mm / 14-3/16". The underbodies and trucks are specific to the cars. The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler, the 73406 pickup shoe, and the 73400/73401 (2 per car) lighting kit, and the 73409 marker light kit can be installed in the cars.

Total Length over the buffers 84.6 cm / 33-5/16".

DC wheel sets 12 x 700580.

One-time series.

The class 3600 is the right motive power for these cars and can be found in the Märklin HO assortment under item no. 37334.



Austria



42726 EC Express Train Passenger Car Set.
Prototype: 5 different Austrian Federal Railways (ÖBB) EC express train passenger cars. 2 type Ampz 18-71.0 open seating cars, 1st class, 2 type Bmz 21-71.0 compartment cars, 2nd class, and 1 type Bmpz 29-91 open seating car, 2nd class. The cars are in the current Austrian Federal Railways Eurocity paint and lettering scheme. They look like the cars currently in use.
Model: The cars have adjustable buffers. The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler can be installed in the cars.

Total length over the buffers 132.0 cm / 52".
DC wheel set 20 x 700580.

One-time series.





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42726

39836

France

The L'Oiseau Bleu TEE – The Blue Bird.

The name of one of the most famous TEE trains goes back to the year 1929, when the "Compagnie Internationale des Waggons Lits" (CIWL) christened its new deluxe train from Paris via Brussels to Antwerp with the name "The Blue Bird", in the original "L'Oiseau

Bleu". With a short interruption during World War II, the train took up its original route again in 1947, but this time only between Paris and Brussels. In 1957, the age of the TEE was ushered in and the famous "L'Oiseau Bleu" train connection was a core TEE route right from the beginning. Like all TEE locomotives and cars, the newest motive power and rolling stock was used

here to offer passengers a swift, comfortable trip in 1st class only. For a long time the characteristic PBA design INOX cars were typical for the "L'Oiseau Bleu" and the motive power was usually either the French class CC 40100 or the Belgian class 18, which were essentially the same locomotives. With reorganization of the connection between Paris and Brussels TEE

service was stopped between these two metropolitan areas and with it the prestigious name "L'Oiseau Bleu" disappeared on June 3, 1984 after 55 years.



41874 "L'Oiseau Bleu" PBA TEE Express Train Passenger Car Set.

Prototype: INOX cars (constructed of stainless steel) for the Trans Europe Express between Paris, Brussels, and Amsterdam (TEE PBA). 2 type A8tu 41 and A8tu 42 open seating cars, painted and lettered for the Belgian State Railways (SNCB/NMBS). Type A5rtu 21 dining car with galley and type A2Dx 4 generator car with a service compartment, painted and lettered for the French State Railways (SNCF). All of the cars are 1st class. Built starting in 1964. Used for the "L'Oiseau Bleu" TEE train.

Model: The cars are reproduced to scale without compromise in all of the dimensions. Minimum radius for op-

eration is 360 mm / 14-3/16" (with sufficient clearance). The cars have underbodies specific to the various types of cars. The cars have type Y 24 trucks. The cars have a special paint finish to represent the INOX surface. The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler, the 73405 pickup shoe and the 73400/73401 (2 per car) lighting kit can be installed in the cars.

Total length over the buffers 113 cm / 44-1/2".

DC wheel set per car 4 x 700580.

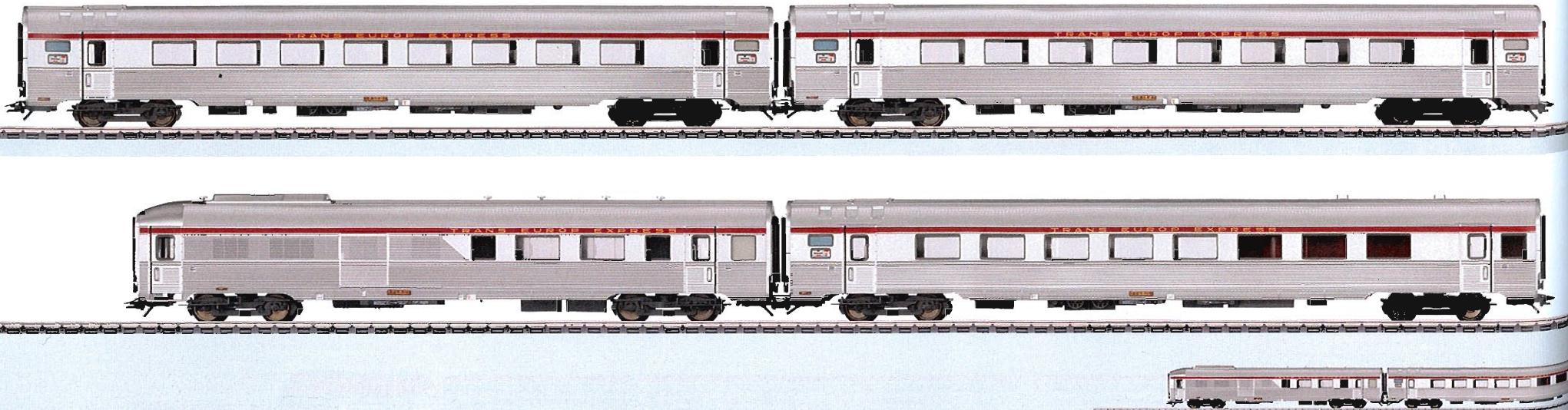
One-time series.

These TEE cars have been designed to scale without compromises for clearance. These models will run on curves with a minimum radius of 360 mm / 14-3/16" or more, but a suitable spacing must be maintained between the track and catenary masts, bridge railings, or signals.

The addition of the bar car and the compartment car in the 41875 set to the 41874 set brings the latter up to a prototypical train composition for the "L'Oiseau Bleu" TEE. The locomotives to go with this train are the 39401 (France) and 39402 and 39403 (Belgium) models. A similar TEE with PBA cars is offered by Trix for the DC system.

HIGHLIGHTS

- Full scale length.
- Precise detailing.
- Perfect INOX finish.
- Multiple color interior details.
- Complete series of cars available.





41875 "L'Oiseau Bleu" PBA TEE Express Train Passenger Car Set.

Prototype: INOX cars (constructed of stainless steel) for the Trans Europe Express between Paris, Brussels, and Amsterdam (TEE PBA). 2 type A8u 31 and A8u 33

compartment cars and 1 type A3rtu 15 bar car, painted and lettered for the French State Railways (SNCF). All of the cars are 1st class. Built starting in 1964. Used for the "L'Oiseau Bleu" TEE train.

Model: The cars are reproduced to scale without compromise in all of the dimensions. Minimum radius for operation is 360 mm / 14-3/16" (with sufficient clearance). The cars have underbodies specific to the various types of cars. The cars have type Y 24 trucks. The cars have a special paint finish to represent the INOX surface. The

7319 current-conducting coupling or the 72020/72021 current-conducting coupler, the 73405 pickup shoe and the 73400/73401 (2 per car) lighting kit can be installed in the cars.

Total length over the buffers 88.0 cm / 34-5/8".
DC wheel set per car 4 x 700580.

One-time series.

HIGHLIGHTS

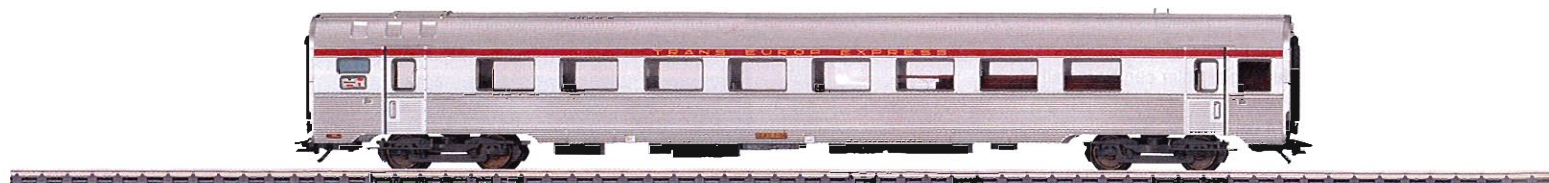
- Full scale length.
- Precise detailing.
- Perfect INOX finish.
- Multiple color interior details.
- Complete series of cars available.



These TEE cars have been designed to scale without compromises for clearance. These models will run on curves with a minimum radius of 360 mm / 14-3/16" or more, but a suitable spacing must be maintained between the track and catenary masts, bridge railings, or signals.

The addition of the 41875 set to the open seating cars and dining car in the in 41874 set brings the latter up to a prototypical train composition for the "L'Oiseau Bleu" TEE. The locomotives to go with this train are the 39401 (France) and 39402 and 39403 (Belgium) models.

A similar TEE with PBA cars is offered by Trix for the DC system.



41874

41875

39404

Netherlands



42652 Express Train Passenger Car.

Prototype: Dutch State Railways (NS). Inter-City car.
Type ICR-A10 open seating car, 1st class.

Model: The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler can be installed in the car.

Length over the buffers 26.4 cm / 10-3/8".

DC wheel set 4 x 700580.

One-time series.



42653 Express Train Passenger Car.

Prototype: Dutch State Railways (NS). Inter-City car.
Type ICR-B10 open seating car, 2nd class.

Model: The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler can be installed in the car.

Length over the buffers 26.4 cm / 10-3/8".

DC wheel set 4 x 700580.

One-time series.



42654 Express Train Passenger Car.

Prototype: Dutch State Railways (NS). Inter-City car.
Type ICR-BKD combination car, 2nd class with a galley and a baggage area.

Model: The 7319 current-conducting coupling or the 72020/72021 current-conducting coupler can be installed in the car.

Length over the buffers 26.4 cm / 10-3/8".

DC wheel set 4 x 700580.

One-time series.



Denmark



42815 Passenger Car Set.

Prototype: Danish State Railways (DSB), 1 type litra A passenger car, 1st class, and 1 type litra B passenger car, 2nd class. Red basic paint scheme.

Model: The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers can be installed on both cars.
Total length over the buffers 52.8 cm / 20-3/4".

DC wheel set per car: 4 x 700580.

One-time series.



Freight Cars

Märklin

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

container cars, deep well flat cars, low side cars, 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.





45250 Beer Car Set.

Prototype: 3 different privately owned beer cars painted and lettered for the breweries "Löwenbräu", "Franziskaner-Leistbräu", and "Eberlbräu" of Munich, used on the Royal Bavarian State Railways (K.Bay.Sts.B.). Version with a brakeman's cab.

Model: The cars have authentic paint and lettering for Era I. The car frames and bodies are well detailed. The cars have spoked wheels. The cars have NEM coupler pockets with a close coupler mechanism. Total length over the buffers 21.0 cm / 8-1/4". DC wheel set 6 x 36669200.



45260 Freight Car Set.

Prototype: Different, short Bavarian freight cars painted and lettered for the Royal Bavarian State Railways (K.Bay.Sts.B.). One boxcar with a brakeman's cab and one livestock car, version without brakes and a brakeman's cab. The cars look as they did around 1896.

Model: The car frames and bodies are well detailed. They also have spoked wheels. The cars have different car numbers. The cars come individually packaged and there is also a master package for the cars. The cars have NEM coupler pockets with a close coupler mechanism. Length over the buffers per car 8.1 cm / 3-3/16". DC wheel set per car 2 x 36669200.

HIGHLIGHTS

- First time for the car types in the Märklin HO assortment.
- Finely detailed construction.
- Authentic paint schemes.

Similar cars with other car numbers can be found in a DC version in the Trix HO assortment under item nos. 24101 and 2410Q.



46157 Low Side Gondola.

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) type Hrz Regensburg. With a brakeman's cab.

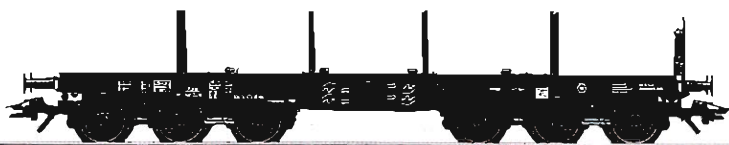
Model: The stakes can be removed. Length over the buffers 10.7 cm / 4-3/16". DC wheel set 2 x 32301211.



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.

Freight Cars



45097 "Airplane Transport" Car Set.

Prototype: 6 flat cars and 1 freight train baggage car painted and lettered for the German State Railroad Company (DRG). 3 Messerschmitt ME 109 airplanes, disassembled for transport by rail. The cars and airplanes look as they did in the Thirties.

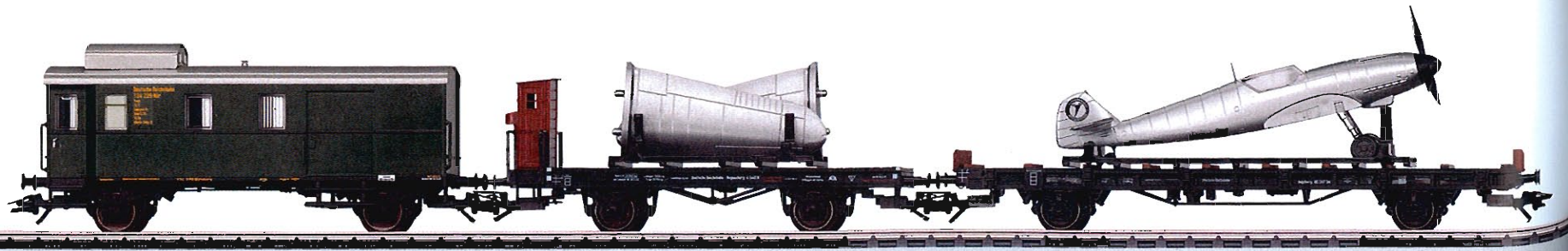
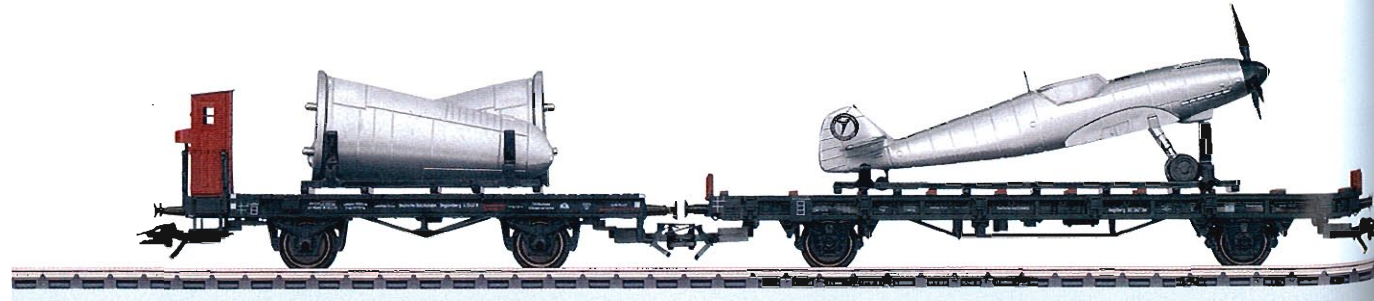
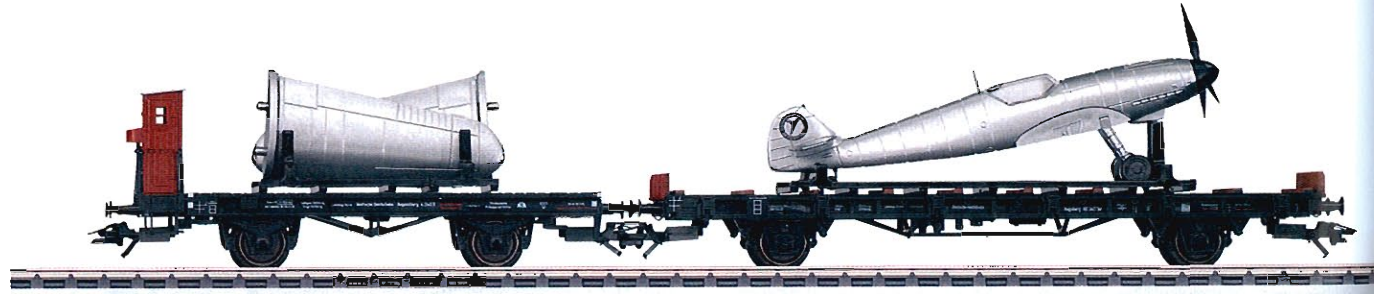
Model: The set has 3 long-wheelbase flatcars and load frames for transporting airplane fuselages, 3 short-wheelbase flatcars with brakeman's platforms or brakeman's cabs and load frames for transporting pairs of wings, and 1 freight train baggage car. 3 airplane models (Busch) are included. The fuselage and Tragflächen for each plane are preassembled and secured with load frames. The railroad cars and the airplanes are not available separately.

Total length over the buffers 94.7 cm / 37-1/4".

DC wheel set 14 x 700580.

One-time series.

The appropriate motive power for the car "Airplane Transport" car set is the class 53 steam freight locomotive, which can be found in the Märklin H0 assortment under item no. 37023.





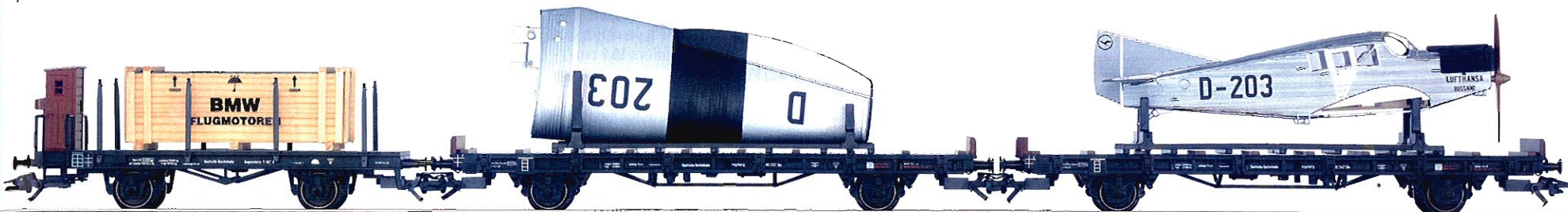
45093 "Airplane Transport" Car Set.

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.



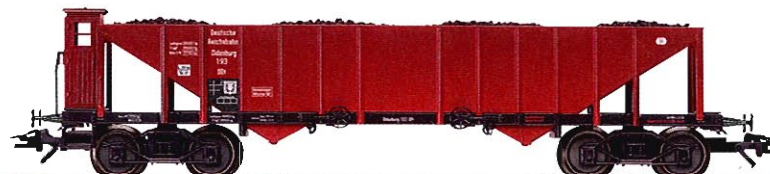
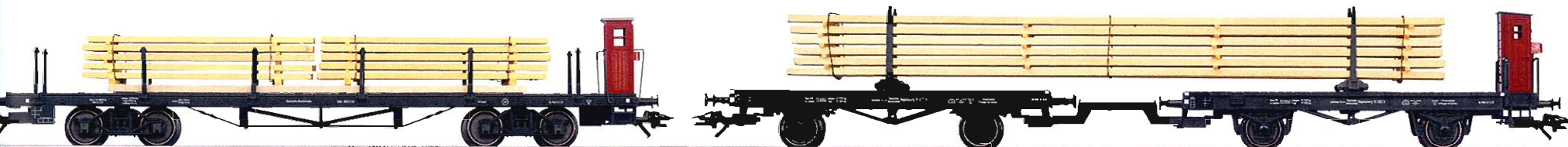
46091 Freight Car Set.

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.



Freight Cars



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.

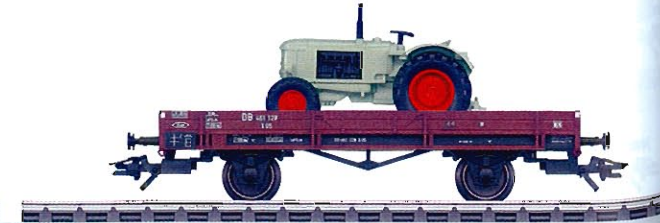
00761-13 to 00761-18.

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.



Fast Freight Cars.

The general efforts to make rail service more attractive and faster also influenced the German State Railroad Company's (DRG) purchasing policy regarding freight cars. Slow freight trains blocked the increasingly faster passenger trains in many places and the utilization of the routes thereby did not achieve the desired

mass. The decision was therefore made to develop new freight cars in the medium term that could run fast. A condition for increasing the speed was to improve the operational smoothness provided by the longer wheelbases. After several experiments at the beginning of the Thirties with freight cars from the "Dresden" family of cars with a wheelbase of 7.7 meters / 25 feet 3-1/8 inches, the green light was given for development

of a new car type that would not cause problems in everyday use. Most of the DRG's track scales could only handle a length of 7 meters / 22 feet 11-5/8 inches, so the engineers were required to design the ideal mean for a freight car on the basis of length, speed, load capacity, and suitability for operation. The result was a car built entirely using welding technology, with a wheelbase of 7 meters / 22 feet 11-5/8 inches, a load

surface of 24.2 square meters / 260.49 square feet, and a tare weight of 15 metric tons. The new car family name "Oppeln" was created for these new, fast boxcars, and 1,663 units were built between 1934 and 1937.



00773 Display with 20 "Oppeln" Freight Cars.

Prototype: Different type Ghs "Oppeln" interchange design freight cars built with welding technology, used on the German Federal Railroad (DB). Versions with a short frame without a brakeman's platform or brakeman's cab and versions with a long frame with a brakeman's platform or brakeman's cab. **Model:** The car designs are included in an attractive display with 10 each of the cars with short frames, 5 each of the cars with a long frame and a brakeman's platform, and 5 each of the cars with a long frame and a brakeman's cab. All of the cars have different car numbers. Each of the cars comes packaged individually and marked. Length over the buffers for each car 10.4 cm / 4-1/8" and 11.3 cm / 4-7/16". DC wheel set for each car 2 x 700580.

HIGHLIGHTS

- Completely new tooling for the "Oppeln" family of freight cars.
- Available individually at your authorized dealer in this well-arranged display.
- Road numbers for long trains.



One-time series.

Freight Cars

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.



46206 Refrigerator Car.
Prototype: Beer car used on the German Federal Railroad (DB). Privately owned car painted and lettered for Fürstlich Fürstenbergischen Brauerei, Donaueschingen,

Germany. Design with walls of horizontal boards. **Model:** Length over the buffers 13.9 cm / 5-1/2". DC wheel set 2 x 700580.



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.



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.





48719 Heavy-Duty Flat Car Set.

Prototype: 3 different German Federal Railroad (DB) type SSy 45 four-axle heavy-duty flat cars with brakeman's platforms. Loaded with steel slabs. The cars look as they did in Era III at the beginning of the Sixties.

Model: The car frames are constructed of metal. Stakes that can be installed on the cars are included. Steel slabs are included as a load. The cars have different car numbers.

Total length over the buffers 37.2 cm / 14-5/8".

DC wheel set 12 x 700780.

One-time series.



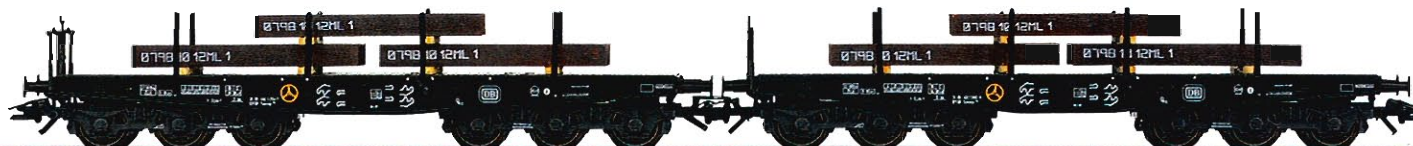
48664 "Steel Slabs" Heavy Duty Flat Car Set.

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.



Freight Cars



00778 Set with 12 Heavy-Duty Flat Cars in a Display.
Prototype: Different type Sahrms 709 and type Samms 709 6-axle heavy-duty flat cars, painted and lettered for the German Railroad, Inc. (DB AG)
Model: The cars come in an attractive display of 4 each of a car type with different lettering and different car numbers. Each car comes individually packaged and marked,

4 type Sahrms 709 heavy-duty flat cars with load equipment for transporting coils of steel.
Length over the buffers 18.7 cm / 7-3/16" per car.

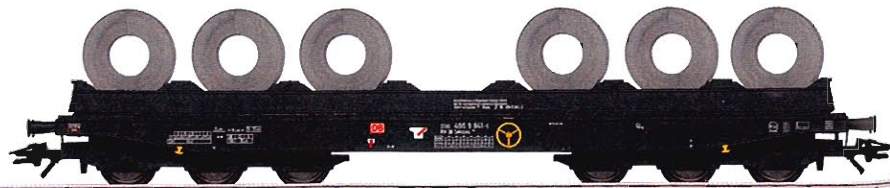
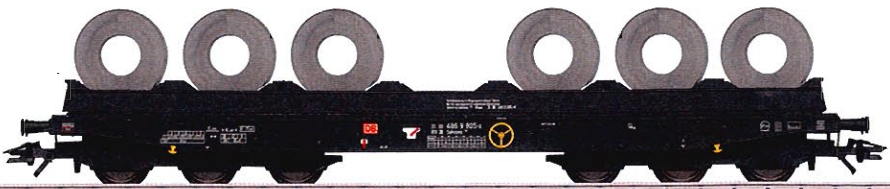
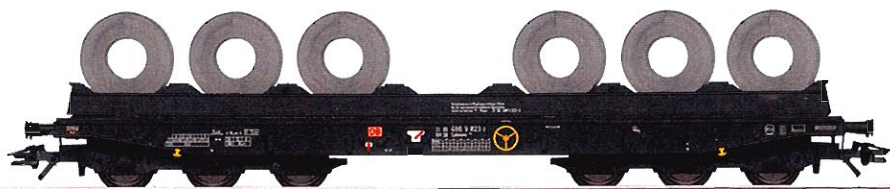
4 type Samms 709 heavy-duty flat cars loaded with reproductions of layers of steel plates.
Length over the buffers 18.7 cm / 7-3/16" per car.

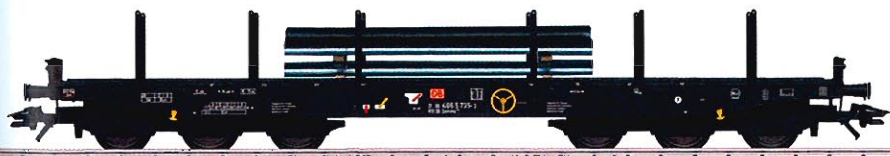
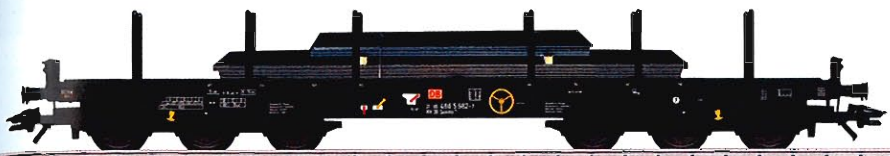
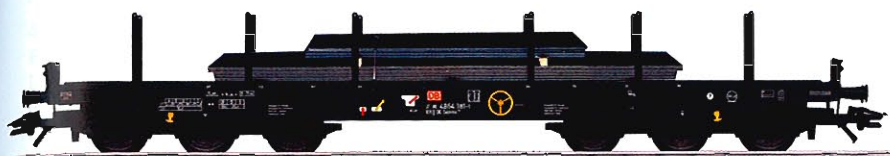
4 type Samms 709 heavy-duty flat cars loaded with reproductions of aluminum pipe.
Length over the buffers 18.7 cm / 7-3/16" per car.

DC wheel set for each car 6 x 700580.

HIGHLIGHTS

- A large selection in Era V.
- Well-arranged presentation in an attractive display.
- Different car numbers for long trains.





Cars from item no. 00778

Freight 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

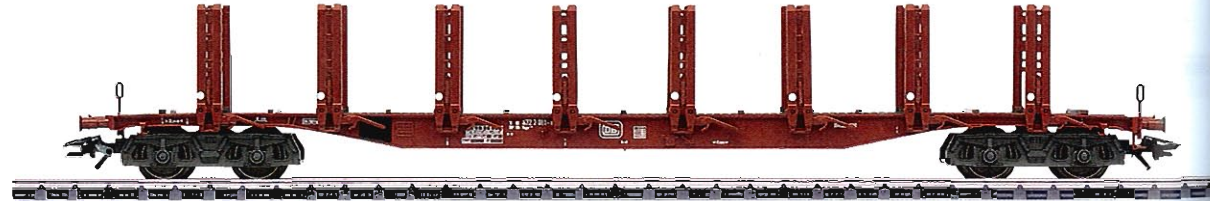
comes with a cutter bar, and the other comes with a canopy top. Both have a metal body and frame. Very finely detailed construction. Length of each vehicle 3.8 cm / 1-1/2". DC wheel set 2 x 700580.



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.

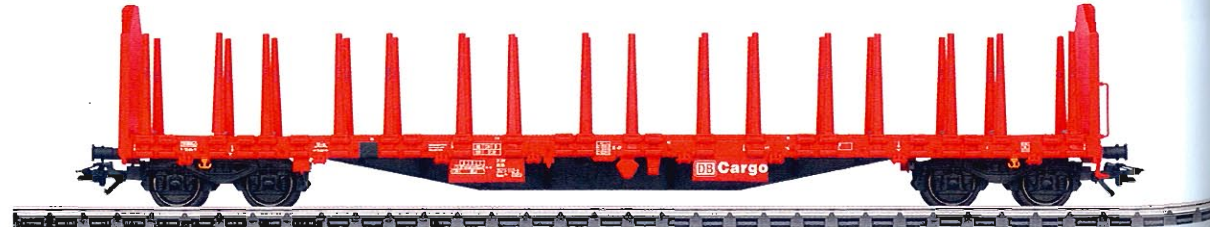
Length over the buffers 23.9 cm / 9-3/8". DC wheel set 4 x 700580.



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.

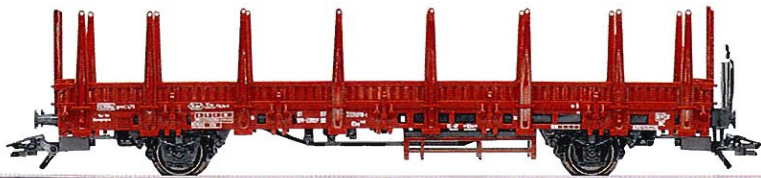
Version with fixed end walls and stakes.
Model: The car has type Y 25 trucks. It has a metal insert for good running characteristics. The underbody

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.



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.



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 under-

body 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.



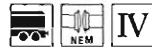


47001 Flat Car with Stakes.

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.



4712 Double Auto Transport Car.

Prototype: German Federal Railroad (DB) type Laekks 553.

Model: Both upper decks can be lowered at the car ends. There is access to both the upper and lower decks with two movable loading gates. Chock blocks for model

autos are included. Close-coupled, special connection with standard coupler pocket between the car halves. Length over the buffers 31.0 cm / 12-14".
DC wheel set 4 x 700580.

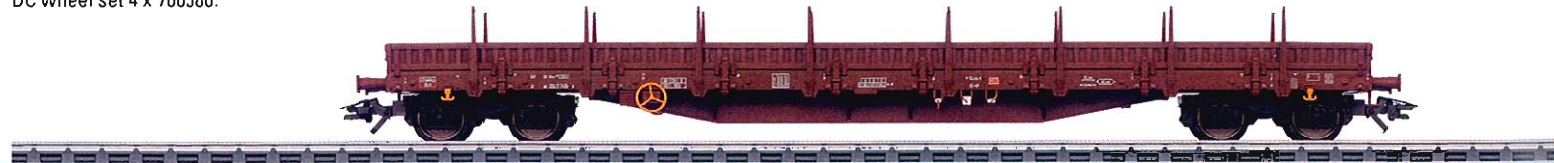


47003 Low Side Car.

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.



Freight Cars



47016 Flat Car with Stakes.

Prototype: German Railroad, Inc. (DB AG) type Rs 684. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with stakes, round buffers, and without a parking brake.

Model: The car has type Y 25 welded trucks. It also has a metal insert for good running characteristics. The stakes can be folded down. The underbody details are specific to this car. The car has many separately applied details. It also has a reproduction of concrete ties as a load.

Length over the buffers 22.9 cm / 9".
DC wheel set 4 x 700580.

One-time series.



48718 "THW" Flat Car Set.

Prototype: 2 German Railroad, Inc. (DB AG) type Rlmpms 651 heavy duty flat cars. Both flat cars come loaded with one each MAN type 7t gl truck. One of the trucks has a flatbed and a tarp and one has a flatbed without a tarp. The MAN trucks come in the THW (emergency aid) paint scheme.

Model: The frames for the heavy duty flat cars are constructed of metal. The cars have different car numbers. The MAN trucks have a 3-axle frame, driver's cab, and flatbed constructed of metal. Other subassemblies are made of detailed plastic parts. The trucks have separately applied details. The trucks have an authentic THW paint scheme. They are lettered with identification markings. Length approximately 9.9 cm / 3-7/8". Each flat car with its truck comes individually packaged and marked.

Total length over the buffers 24.8 cm / 9-3/4".
DC wheel set 8 x 700580.

One-time series.





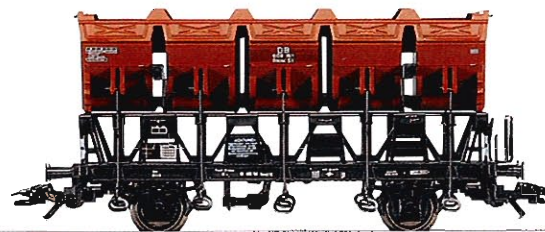
4635 Dump Car.

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.



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.



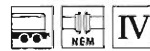
4626 Hopper Car with Hinged Roof Hatches.

Prototype: German Federal Railroad (DB) type Tad-u 96t.

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.



Freight Cars



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.



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.





47041 Flat Car.

Prototype: German Federal Railroad (DB) type Sgs 693 flat car for "Combined Load Service". European standard design with a length of 19.90 meters / 65 feet 3-71/8 inches. Version with round buffers without a flat area. The cars look as they did around 1992.

Model: The car has type Minden-Siegen trucks. The underbody is specific to the car. The partially open flat car floor is constructed of metal. The convertible truck

transport units can be removed. Stands are included for prototypical storage of the convertible truck transport units. Length over the buffers 22.9 cm / 9". DC wheel set 4 x 700580.



47072 Flat Car for Containers.

Prototype: German Railroad, Inc. (DB AG) type Sgns 691 four-axle flat car for containers. 3 "Eurotainer" 20 foot tank containers with continuous support and protective frames.

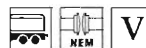
Model: The car has type Y 25 trucks. The car also has a prototypical partially open flat car floor constructed of metal with striking fish belly style side sills. The "Eurotainer" 20 foot tank containers can be removed and have different registration numbers.

Length over the buffers 22.9 cm / 9". DC wheel set 4 x 700580.



HIGHLIGHTS

- Completely new tooling the type Sgns flat car for containers.
- Interesting load.



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.



Freight Cars



47002 Low Side Car with a Sliding Tarp Cover.

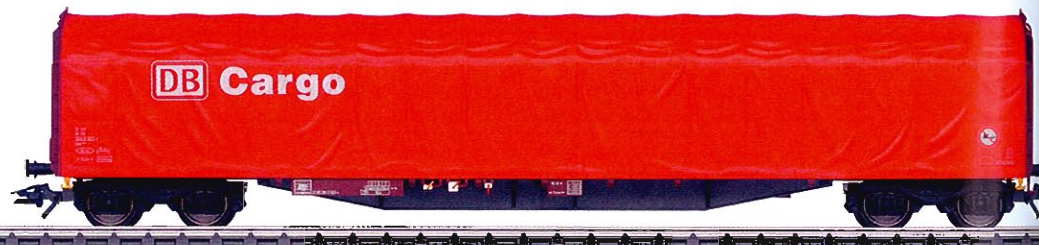
Prototype: German Railroad, Inc. (DB Cargo) type Rils 652. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with rectangular buffers.

Model: The car has type Y 25 trucks. It has a metal insert for good running characteristics. The underbody detail-

ing 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".



HIGHLIGHTS

- Completely new tooling for the type Sgns flat car for containers.
- Interesting load.

One-time series.



47071 "Winner" Container Car Set.

Prototype: 1 type Sdgkms 707 four-axle deep well flat car and 2 different type Sgns 691 flat cars for containers, painted and lettered for the German Railroad, Inc. (DB AG). Loaded with a semi-truck trailer and 4 convertible truck transport units painted and lettered for the moving firm Spedition Winner.

Model: Deep well flat car: The frame, floor, and load area are constructed of metal. The car has special design low riding trucks. It also has many separately applied details. The load restraints are adjustable. The car comes loaded with a model of a semi-truck trailer. Flat cars for containers: The cars have type Y 25 trucks. The

cars also have prototypical partially open flat car floors constructed of metal with striking fish belly style side sills. Each car comes loaded with 2 each convertible truck transport units. Stands are included for the con-

vertible truck transport units. The cars and loads have different car numbers / registration numbers and come individually packaged. There is also a master package. Total length over the buffers 64.3 cm / 25-5/16".



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.

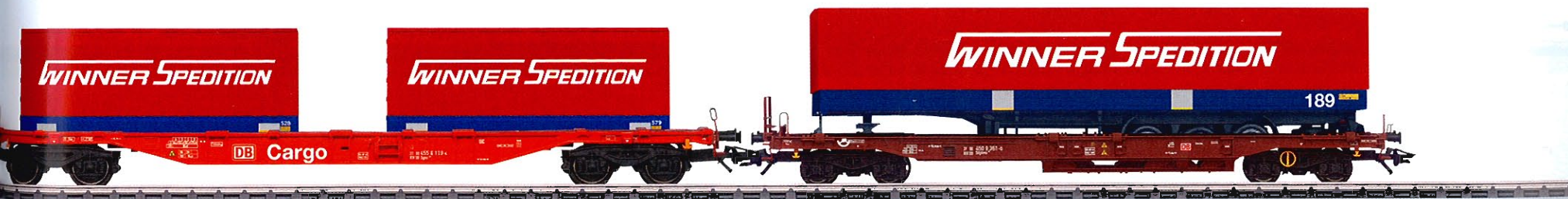


4741 Depressed Floor Flat Car for Truck Transport.

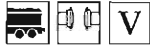
Prototype: German Federal Railroad (DB) type Saadkms 690 for the "Rollende Landstraße" Car Association.

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.



Freight Cars



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.





Freight Cars



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.



46529 Set with 6 Tank Cars.

Prototype: Standard design tank cars, used on the German Federal Railroad (DB). Older design with pressed sheet metal trucks and a brakeman's platform. Privately

owned cars painted and lettered for the firm VTG Vereinigte Tanklager und Transportmittel GmbH (United Tank Farm and Transport Service, Inc.), Hamburg, Germany, and the petroleum oil company Mobil Oil AG, Hamburg, Germany.

Model: The cars have special, smooth running trucks.

They also have separately applied ladders and catwalks. The cars have separately applied signs on the tanks. All of the cars have different car numbers, come individually packaged and marked.

Length over the buffers per car 14.2 cm / 5-5/8".

DC wheel set per car: 4 x 32376004.

This tank car set goes well with the class 50 freight train steam locomotive, which can be found under item no. 37843.

One-time series.

HIGHLIGHTS

- Different car numbers.
- Separately applied signs on the tanks.
- Each car individually packaged.





Freight Cars



4756 Petroleum Oil Tank Car.
Prototype: Privately owned car painted and lettered for German Shell, Inc.

Model: The cars has a finely detailed open frame. Numerous separately applied details. Length over the buffers 18.0 cm / 7-1/16".
 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 / 7-1/16".
 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 beackets. 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

47008

46460

37904

Freight Cars



47562 Petroleum Oil Tank Car.

Prototype: Privately owned car painted and lettered for German BP, Inc., Bochum, Germany. Funnel-flow tank car with a ladder at one end, used on the German Railroad, Inc. (DB AG).

Model: The tank car has a finely detailed, partially open frame. The platform and walkway are separately applied. The tank car has type Y 25 trucks. Length over the buffers 18.0 cm / 7". DC wheel set 4 x 700580.



46618 Powdered Freight Transport Car.

Prototype: German Railroad, Inc. (DB AG) type Ucs 908. Advertising for the firm akw Amberger Kaolinwerke GmbH, Hirschau, Germany. The car looks as it did around 2004.

Model: The car has metal ladders. Length over the buffers 10.0 cm / 3-15/16". DC wheel set 2 x 700580.



46541 Tank Car Set.

Prototype: 5 different petroleum oil tank cars, used on the German Railroad, Inc. (DB AG). Privately owned cars painted and lettered for the Swiss firm Wascosa AG, Zug, Switzerland. Non-insulated tank, "Zans" design. The cars look as they currently do in the prototype.

Model: The cars have detailed, partially open frames. They also have rectangular buffers. The cars have type Y 25 welded trucks. They also have separately applied details. All of the cars come individually packaged with a master package.

Length over the buffers per car 18.0 cm / 7-1/16". DC wheel set per car 4 x 700580.

One-time series.





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.

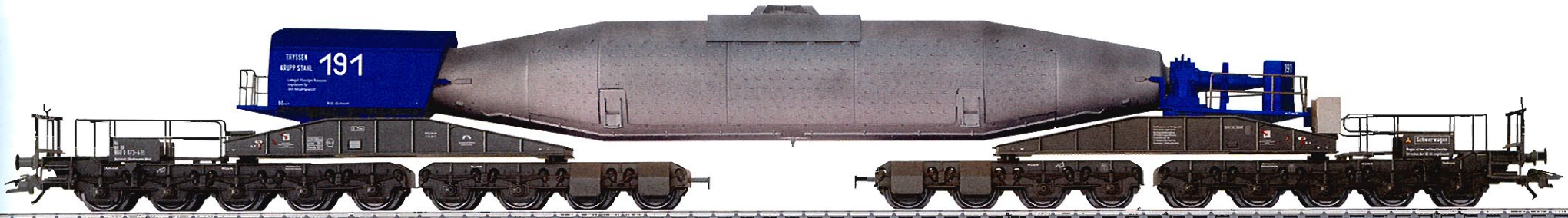
Model: The torpedo and the truck bridge assemblies are constructed of metal. The car has a built-in digital decoder, a mechanism for turning the torpedo, and a glowing light for the interior of the torpedo. The torpedo

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.

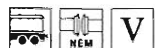
Length over buffers 39.0 cm / 15-3/8".

One-time series.

Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
Light Function 1	x	x	x	x
Direct control		x	x	x



Switzerland



47456 Set with 3 Loaded Deep Well Flat Cars.

Prototype: Type Sdgm 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.



47070 Container Car Set with Convertible Truck Transport Units.

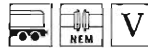
Prototype: 3 different Swiss Federal Railways (SBB/CFF/FFS), "SBB Cargo" business area, type Sgns four-axle flat cars for transporting containers. Each car loaded with 2 each convertible truck transport units painted and lettered for the firm Crossrail.

Model: The cars have type Y 25 trucks. They also have prototypical partially open flat car floors constructed of metal with striking fish belly style side sills. Each car comes loaded with 2 each convertible truck transport units. Stands are included for the convertible truck transport units. The cars and loads have different car

numbers / registration numbers and come individually packaged. There is also a master package.
Total length over the buffers 68.1 cm / 26-13/16".
DC wheel set 12 x 700580.

One-time series.





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.

HIGHLIGHTS

- Completely new tooling the type Sgns car.
- Interesting load.
- Ideal for unit trains.



Switzerland



48055 High-Capacity Sliding Wall Boxcar.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) type Habbiillns. 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.



46331 "Weiacher Kies" / "Weiacher Gravel"

Dump Car Set.

Prototype: 3 privately owned cars painted and lettered for the Swiss firm Weiacher Kies AG, Weiach, Switzerland. Type Falls. Used on the Swiss Federal Railways (SBB/CFF/FFS). The cars look as they did around 2000.

Model: The cars have a reddish brown basic paint scheme with separately applied details.

Total length over the buffers 40.8 cm / 16-1/16".

DC wheel set 12 x 700580.



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 Rilns. 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.



OCC: Independent and environmentally friendly. The Austrian freight forwarder Gebrüder Weiss has been using the "Orange Combi Cargo" since January 7, 2008 as an exclusive unit train daily (back and forth) between Vienna and Bludenz. This firm is making it possible to shift around 60 truck trips daily from the highway to the rails on this east-west main line. Gebrüder Weiss received the TRIGOS Award for 2008 for the introduction of the first private OCC freight train. The jury recognized Gebrüder Weiss' contribution associated with this enterprise to continued handling with natural resources.

One-time series.

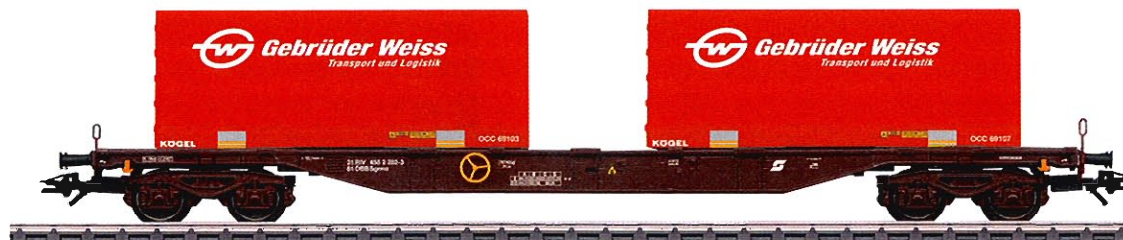


47073 Flat Car for Containers.

Prototype: Austrian Federal Railways (ÖBB) type Sgnss four-axle flat car for containers. Loaded with 2 convertible truck transport units lettered for the freight forwarder Gebrüder Weiss Transport and Logistics.

Model: The car has type Y 25 trucks. The car floor is constructed of metal and is partially open like the prototype. The car has striking fish belly side sills. The convertible truck transport units have different registration numbers and are removable. Stands for the convertible truck transport units are included.

Length over the buffers 22.7 cm / 8-15/16".
DC wheel set 4 x 700580.



HIGHLIGHTS

- Completely new tooling for the type Sgnss flat car for containers.
- Ideal car for unit trains.

Belgium



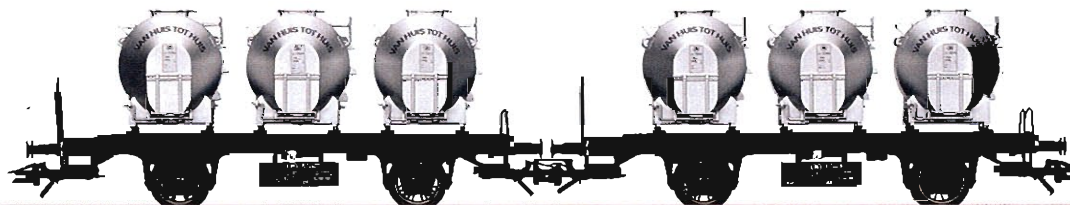
48948 Container Car Set.

Prototype: 2 Belgian State Railways (SNCB/NMBS) type Bt 10 container cars for medium size containers in the "Van Huis tot Huis" system. The cars look as they did around 1960.

Model: The 2 cars have different car numbers. They have separately applied destination boards. They each come loaded with 3 removable type Efkr "pa" fine bulk freight containers with different registration numbers. Both cars come individually packaged and marked.

Total length over the buffers 22.8 cm / 9".
DC wheel set 4 x 700630.

One-time series.



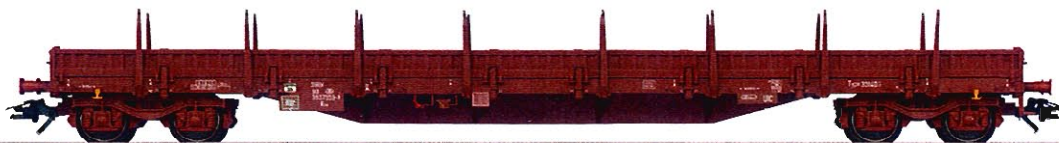
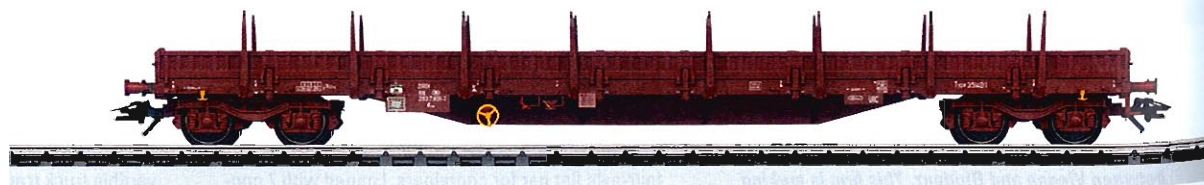
47011 Set with 2 Low Side Cars.

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.



France

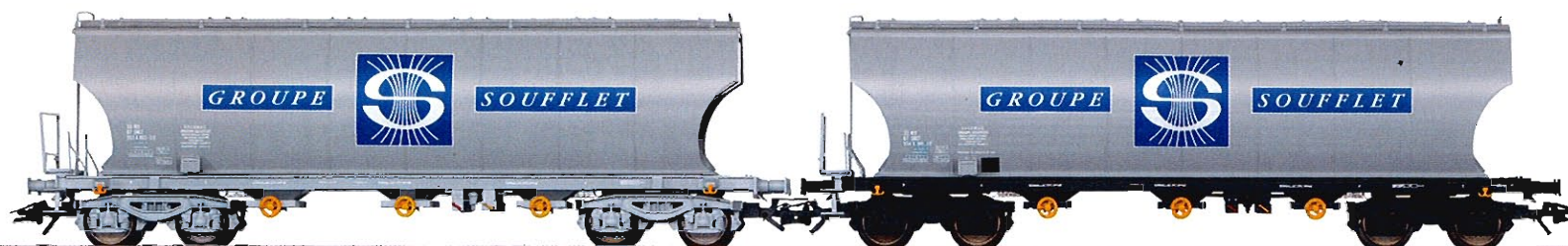


46341 Grain Hopper Car Set.

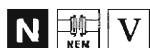
Prototype: 2 high-capacity hopper cars with rounded side walls and 1 high-capacity hopper car with smooth side walls for transporting grain (Cerealiere), used on the French State Railways (SNCF). Privately owned cars in a gray paint scheme for "GROUPE SOUFFLET".

Model: The cars have a metal insert for a low center of gravity and for smooth running. They also have many separately applied details. The cars have different car numbers and come individually packaged and marked. Total length over the buffers 51.5 cm / 20-1/4". DC wheel set 12 x 700580.

One-time series.



Luxembourg



47017 Set with 2 Sliding Tarp Cars.

Prototype: Luxembourg State Railways (CFL), "CFL Cargo" business area, type Rils. European standard design with a length of 19.90 meters / 65 feet 3-71/6 inches.

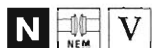
Model: The two cars have different car numbers. They also have type Y 25 trucks. The cars have metal inserts for good running characteristics. The underbodies are specific to the cars. The cars have many separately applied details.

Total length over the buffers 45.9 cm / 18-1/6".
DC wheel set 8 x 700580.

One-time series.



Luxembourg



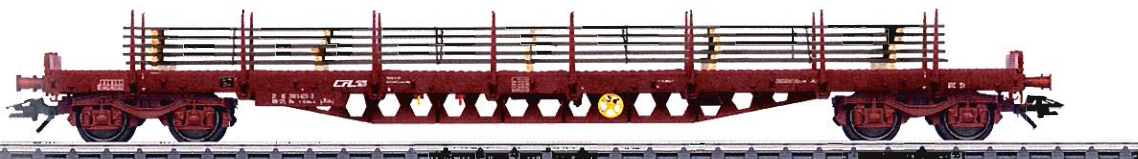
47012 Flat Car with Stakes.

Prototype: Luxembourg State Railways (CFL) type Rs. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with a stop brake, stakes, and rectangular buffers.

Model: The car has type Y 25 welded trucks. The car has a metal insert for good running characteristics. The stakes can be turned down. The underbody is specific to this type of car. The car has many separately applied details. The car has a reproduction of steel plates as a load.

Length over the buffers 22.9 cm / 9".
DC wheel set 4 x 700580.

One-time series.



Denmark



46455 Pressurized Gas Tank Car.

Prototype: Pressurized gas tank car, used on the Danish State Railways (DSB). Privately owned car painted and lettered for the firm Kosan Tankers a/s, Copenhagen, Denmark. The car looks as it did at the beginning of the Eighties.

Model: The car has a detailed, partially open frame. The side sills are "U" shapes with cable eyelets. The trucks are Minden-Dorstfeld designs. The car has a separately applied brakeman's platform. Length over the buffers 14.6 cm / 5-3/4".
DC wheel set 4 x 700580.



Sweden



48811 Freight Car Set.

Prototype: 3 different Swedish State Railways (SJ) freight cars. 1 spherical container car, 1 flat car with telescoping covers, and 1 high side gondola. The cars look as they did in Era IV.

Model: Spherical container car: This car has a partially open frame. The piping, platform, and other details are separately applied. Flat car with telescoping covers: This car has fixed end walls and 3 sliding telescoping covers. Inside are 5 load wells with movable load restraints. 3 coils are included as freight. Hide side

gondola: This car comes loaded with real wood. All of the cars come individually packaged and marked. There is also a master package.
Total length over the buffers 42.5 cm / 16-3/4".
DC wheel set 10 x 700580.

One-time series.





45649 American Car Display.

Prototype: 10 different freight cars from several American railroads. 1 caboose, 3 tank cars, 2 boxcars, 2 hopper cars, and 2 refrigerator cars.

Model: 45649-1 UP caboose, 45649-2 "Hooker Chemicals" tank car, 45649-3 "Baker's Chocolate" tank car, 45649-4 "Dupont Metallic Sodium" tank car, 45649-5 "Missouri Pacific Eagle" boxcar, 45649-6 "Southern Pacific Overnight" boxcar, 45649-7 "Burlington" hopper car, 45649-8 "Baltimore & Ohio" hopper car, 45649-9 "NYC – Merchant's Dispatch" reefer, and 45649-10 "Pacific Fruit Express" reefer. The frames and/or floors are constructed

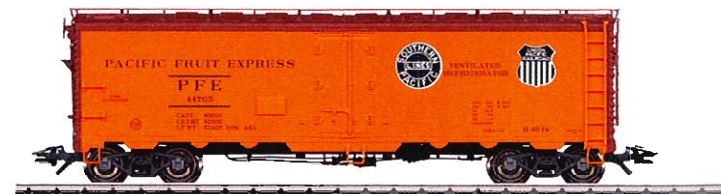
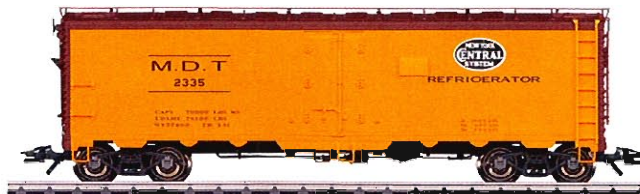
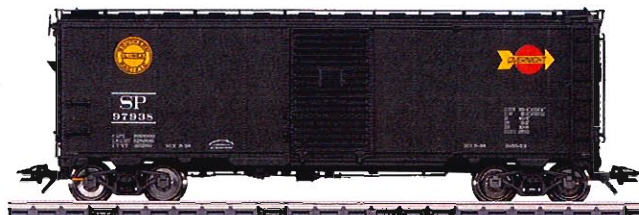
of metal. The cars have detailed trucks with special wheel sets. The ladders and other details are separately applied. The sliding doors can be opened. The couplers can be replaced with other types.

Length of the car set over the couplers 150.6 cm / 59-5/16".
DC wheel set 40 x 320552 (NEM),
40 x 320389 (RP25).

This display is ideal to go with the Union Pacific "Big Boy" that can be found in the Märklin H0 assortment under item no. 37993.



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.



45649

37993

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.



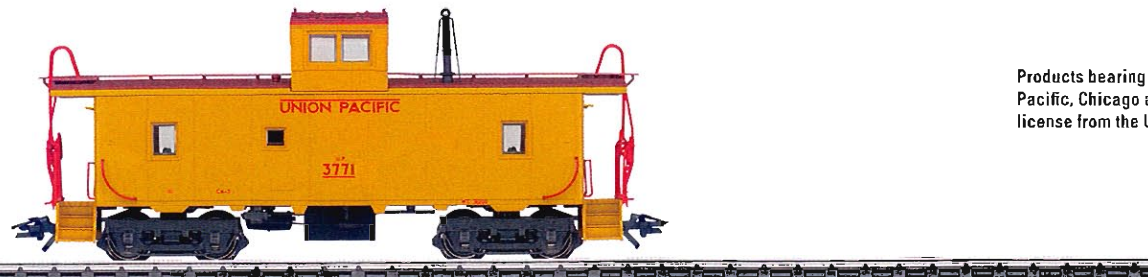
45702 Caboose.

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



48009 HO Museum Car Set for 2009.

Prototype: Type Gllmghs 37 "Leig-Einheit" pair of cars, privately owned cars lettered for the firm Märklin, used on the German Federal Railroad (DB). The cars look as they did in 1959 for the 100th anniversary of the firm Märklin, Göppingen, Germany. Magirus curved-hood "Merkur" truck with a flatbed and a tarp.

Model: Both cars are permanently coupled together and connected with a diaphragm. They have finely detail

construction with large format lettering "Gebr. Märklin & Cie. GmbH" on one side and "Fabrik Feiner Metallspielwaren" ("Manufacturer of Fine Metal Toys") on the other side.

Total length over the buffers 26.6 cm / 10-1/2".

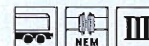
The model truck is largely constructed of metal with separately applied plastic detail parts, also painted and lettered for the firm Märklin, Göppingen, Germany.

DC wheel set 4 x 700580.

One-time series.

Only available at the Märklin World of Adventure in Göppingen.

The packaging design borrows from the historic Märklin packaging at that time.



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



48509 Märklin Magazin Annual HO Car for 2009.

Prototype: Acid transport car with a brakeman's platform as a privately owned car.

Model: The car comes painted and lettered for the Märklin Magazin. It has detailed, finely constructed frameworks of braced timbers. The car is loaded with 12 acid containers. The freight load is "developer fluid". There is a separately applied catwalk between the acid containers. The car also has a separately applied ladder.

Length over the buffers 11.3 cm / 4-7/16".

DC wheel set 2 x 700580.



48409 HO Gauge Christmas Car for 2009.

Prototype: Type Kklm 505 low side car. Fictitious design for the Christmas season.

Model: The low side car comes loaded with a Christmas scene

made of laser-cut wood in an attractive gift package. The car has close couplers with a guide mechanism.

Length over the buffers 11.5 cm / 4-1/2".

DC wheel set 2 x 700580.

One-time series.



HIGHLIGHTS

- Christmas scene made of laser-cut wood.
- Attractive addition to the Christmas car 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.

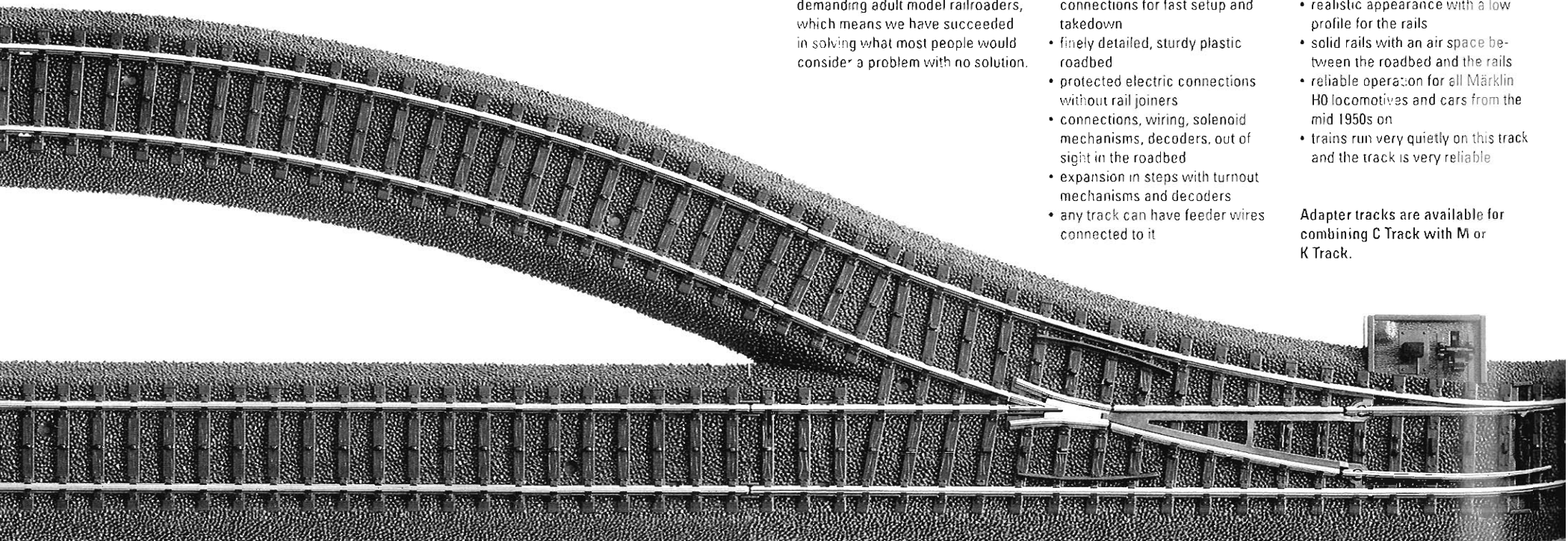
The Märklin catenary offers more than just "wires above the track". The fine contact wires reproduce the catenary of the prototype exactly. The masts can be mounted on C Track by means of a plug-in connection. In addition to the convincing appearance, the Märklin catenary also offers realistic electric 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.

Tracks and Turnouts



C Track.

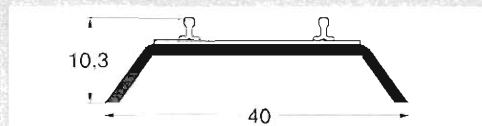
The new C Track is sturdy, electrically reliable and realistic in appearance. It will satisfy children as well as demanding adult model railroaders, which means we have succeeded in solving what most people would consider a problem with no solution.

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.

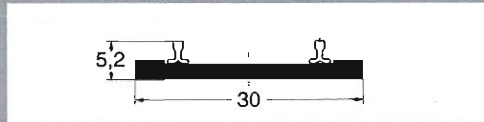
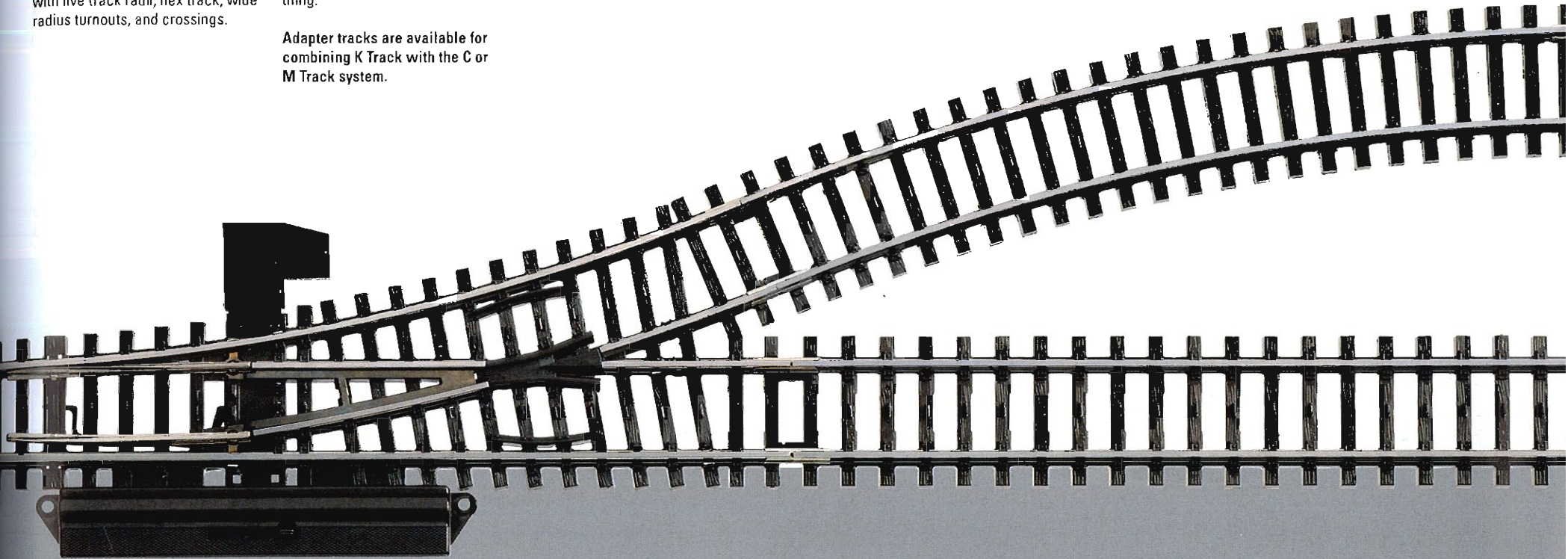
The 24951 adapter track enables you to combine C Track and M Track.

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.



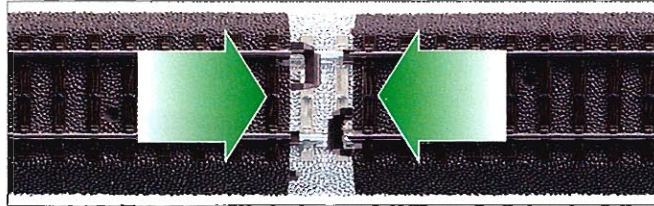
The track sections are 30 mm / 1-3/16" wide. 30 mm / 1-3/16" must therefore be subtracted in from the indicated center-to-center spacing to maintain proper track clearance.

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.

Tracks and Turnouts

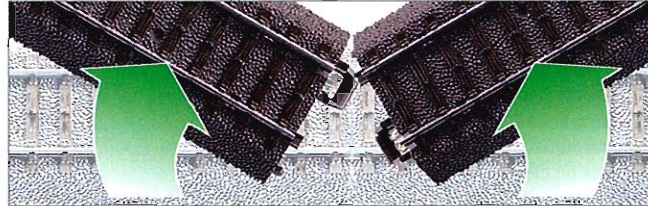
The Track for Building and Playing.



The Plug-In Connection with the "Click".

The unique plug-in connection is the key feature of C Track: Just a slight push with your hands and the mechanical and electrical connection is made and locked in place at the same time. The locking connection

with the "Click" holds the tracks on the layout together so that you have reliable operation and geometrically precise track joints. To separate the tracks, simply bend them against one another; the locking connection is undone. This unique plug-in connection is patented (DBP 40 33 440).



Setup in No Time at All.

Ever larger layouts can be set up in a few minutes with the ready-to-run track sections and the fast locking connection.

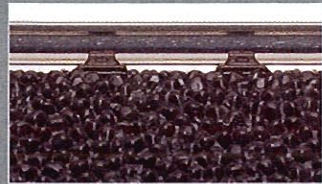


Sturdy and Long-Lasting.

The track and its roadbed are made of high quality materials designed to keep their shape and sustain heavy loads.

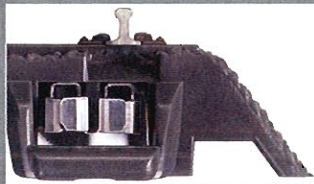
C Track is durable and almost indestructible even when it is put together and taken apart constantly or subjected to the hardest operation.

The Track to Meet Most People's Demands.



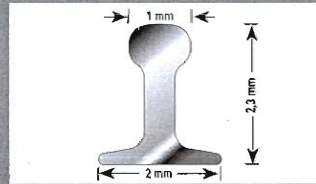
The Roadbed.

The roadbed for the track has a striking ballast structure in the color of aged basalt ballast. The width of the roadbed (40 mm / 1-9/16") enables any and all track combinations without the necessity of cutting the slope of the roadbed.

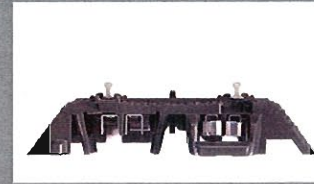


The Striking Profile.

The solid running rails are made of very sturdy, rust-free stainless steel.

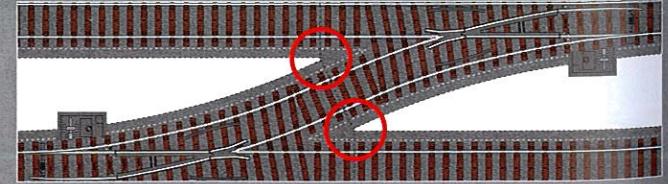


The cross section with a profile height of 2.3 mm / 3/32" (Code 90) closely corresponds to a scale rail size. The rails are prototypically mounted with an air space under the web of the rail.



Track Roadbed with Ideal Dimensions.

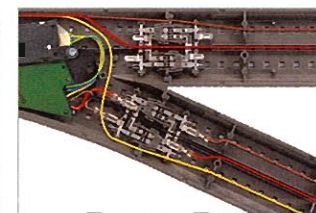
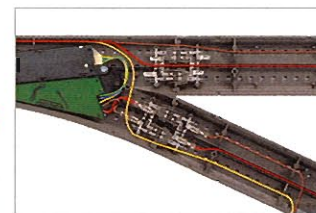
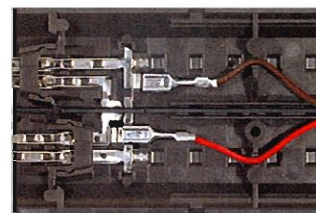
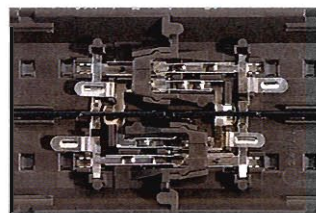
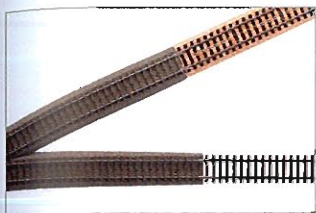
The cross section for the track with its roadbed provides the proportions for a realistic track roadbed on a rail line. The full width remains preserved even at a turnout or a crossing. There is sufficient space between the tracks for catenary or signals.



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 HO 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.

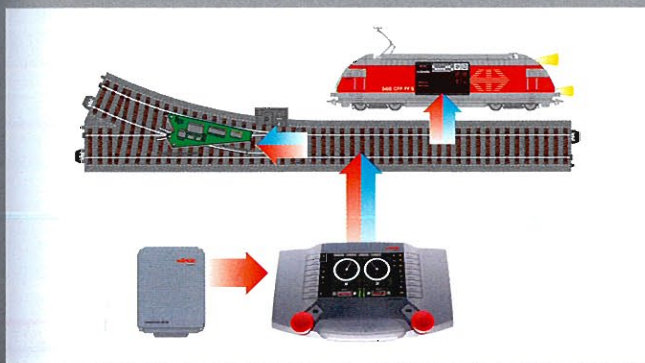
This keeps the track geometry for a layout in precise alignment without the need to fasten the track down.

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.

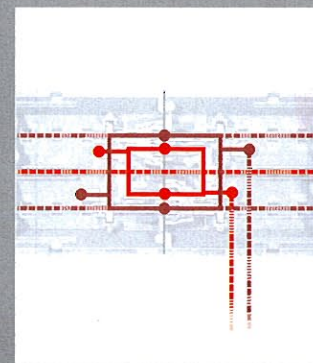
Space for All Sorts of Uses.
The roadbed for C Track offers all sorts of useful space which has been prepared for the installation of electrical and mechanical components as well as for incorporation of a layout's wiring.

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.

Tracks and Turnouts

The Different C Track Curves.

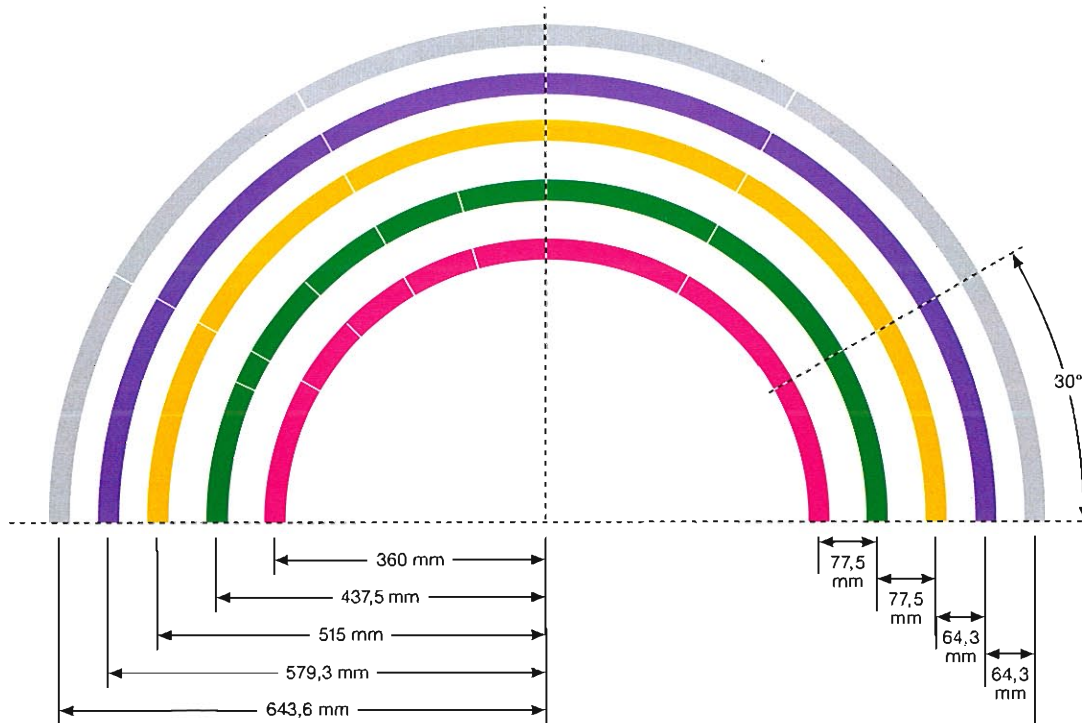
The standard C Track curve has the customary radius of H0 of 360 mm / 14-3/16" and an external diameter of 76 cm / 30".

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.

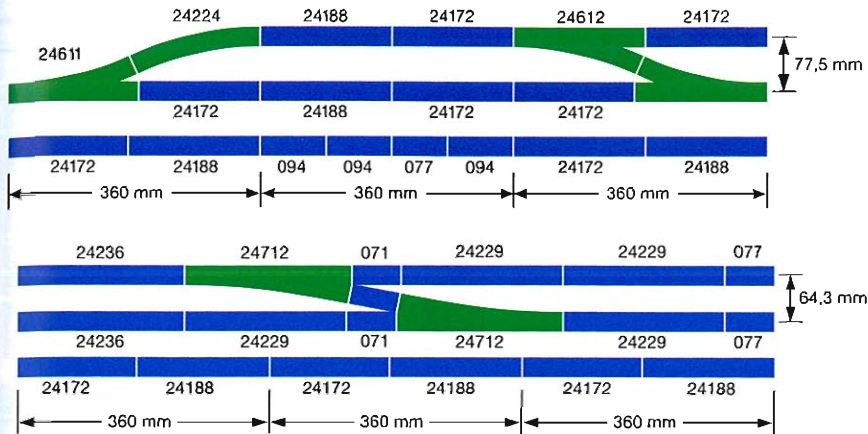
The second parallel curve with a radius of 515 mm / 20-1/4" has an external diameter of 107 cm / 42-1/8". The parallel spacing of 77.5 mm / 3-1/16 offers enough space for longer locomotives and cars to pass one another on these curves and enables you to set up signals or catenary masts. This curved track 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"

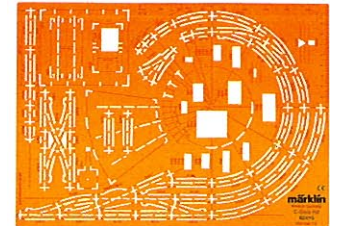
A generous and simultaneously space-saving basic track unit of 360 mm / 14-3/16" is used for building up track routes with C Track. This is the same in length as the length of a turnout combination and equals the length of the turnouts (188.3 mm / 7-13/32") and the length of the complementary curve (171.7 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".

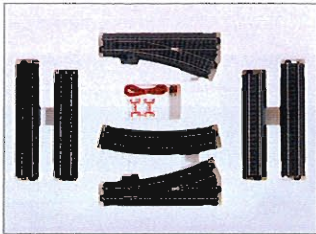
02415 Track Planning Stencil for C-Track.

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

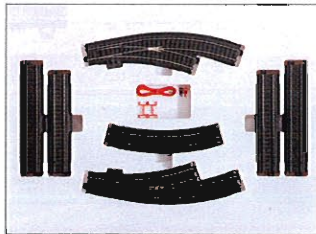
track elements can be transferred to paper with a sharp pencil (a fine pencil lead 0.5 mm / 1/32" is recommended) and linked together. A representation of the track center line and the space required by the different track sections is given. Detailed instructions are included.



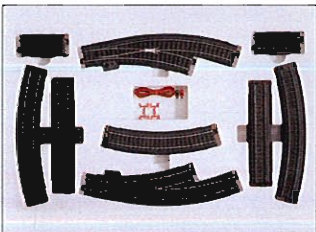
24902



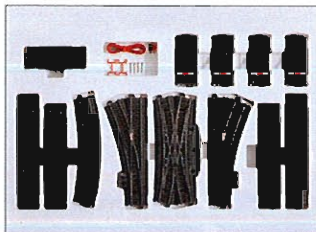
24903



24904



24905



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 30 Track Plans for Märklin HO on CD ROM.

Guides in Print.
07455 Track Plan Book for C Track.
07459 Track Plan Book for C Track.

Tracks and Turnouts



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.



24951 Adapter Track to M Track.
180 mm / 7-3/32".
Enables the transition from M Track to C Track.



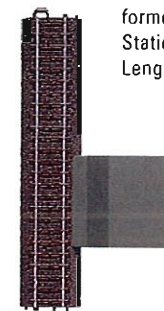
24922 Adapter Track for K Track.
180 mm / 7-3/32".
Enables transition from plastic track to C Track.



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.



Tracks and Turnouts



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°).

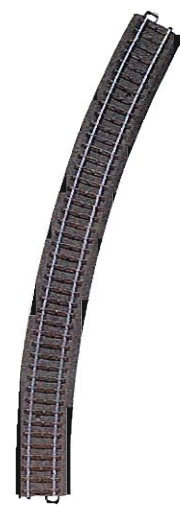




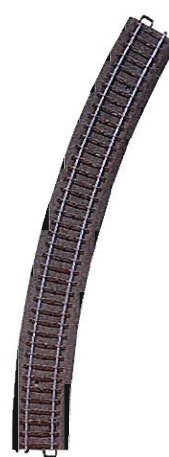
24330 Curved Track.
R3 = 515 mm / 20-1/4" / 30°.



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".



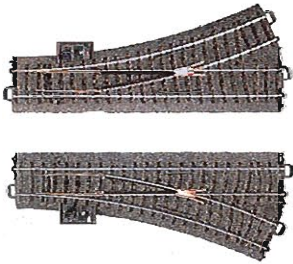
24912 Curved Track.
Radius 1,114.6 mm / 43-7/8". Curve 12.1°. Complementary curve for the wide radius turnouts and wide angle crossings. Also suitable for use in constructing sweeping main lines.



Tracks and Turnouts

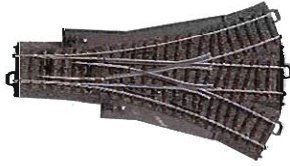
24611 Left Turnout.

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.



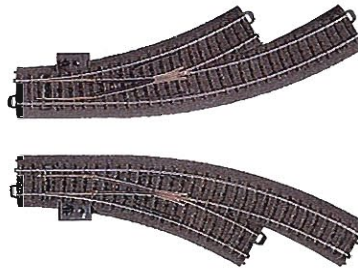
24630 Three-Way Turnout.

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°.



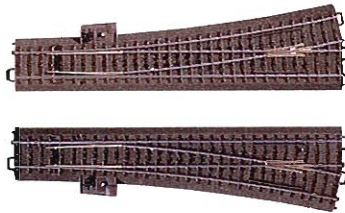
24624 Double Slip Switch.
188.3 mm / 7-13/32" / 24.3°. Comes with electric mechanism and lighted double slip switch lantern. Can be retrofitted with 74460 digital decoder.



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°

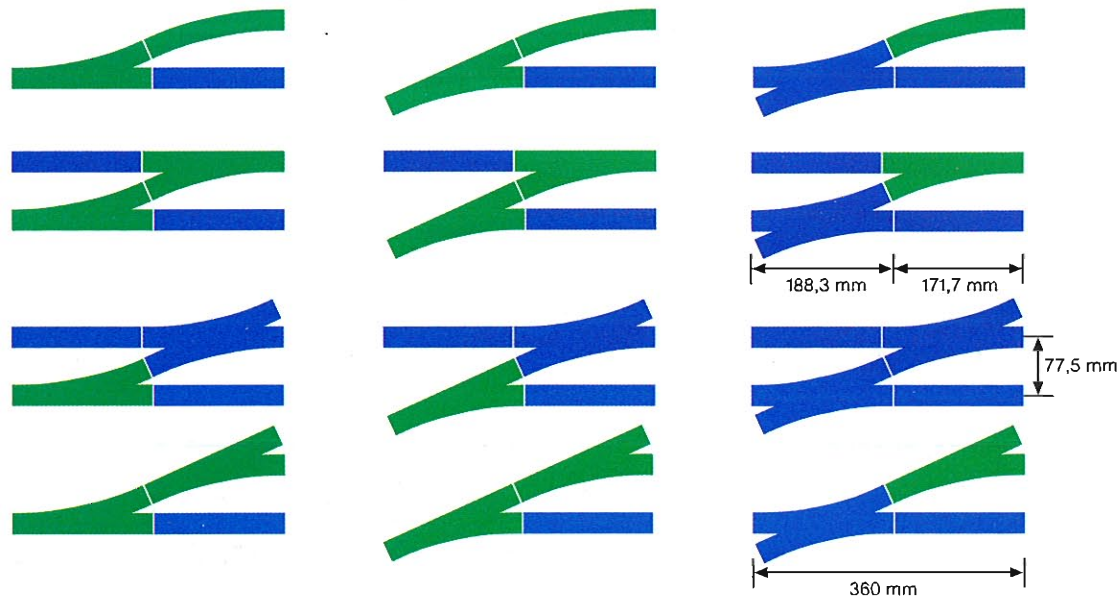
Turnout curve as a 24.3° section of a circle, radius 437.5 mm / 17-1/4"

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.



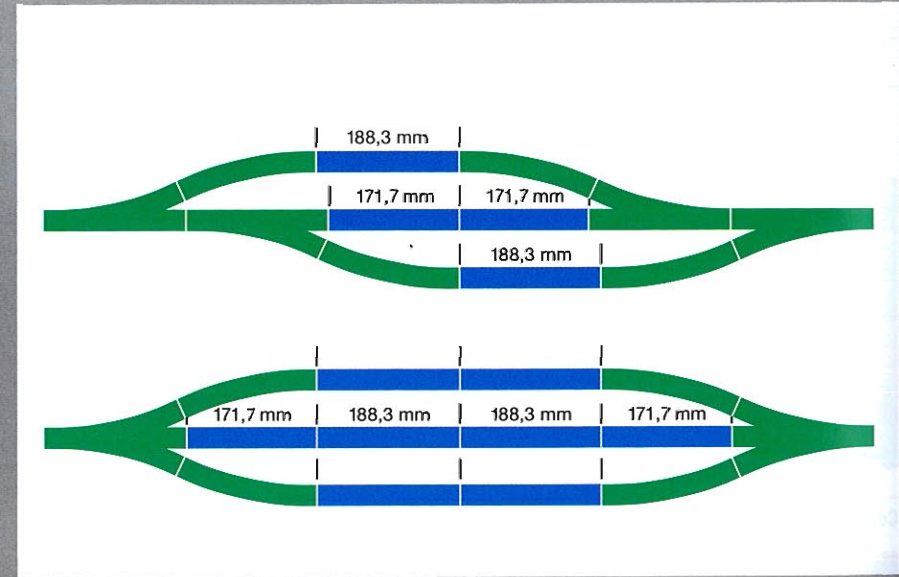
Tracks and Turnouts

Three Paths Save Space.

The three-way turnout combines a right and a left turnout in the space of a normal turnout. This saves space in yards and station areas.

The connection dimensions for the three-way turnout are the same on both sides as a normal turnout; the layout of the branch tracks is however prototypically asymmetrical. The offset frogs and switch rails prevent joints at the same point on both sides of the track and guarantee a high level of operating reliability in all directions.

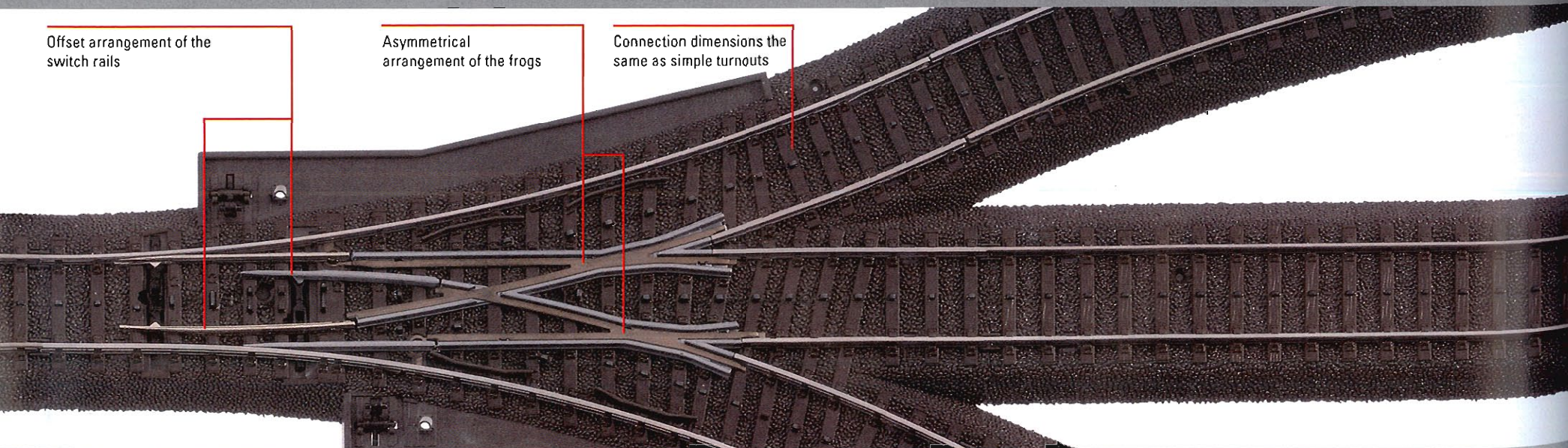
The three-way turnout has two independent manual hand levers, which corresponds to the design of the three-way turnout as a "double turnout". These manual hand levers can be augmented with two 74990 electric turnout mechanisms and a pair of 74470 lanterns.



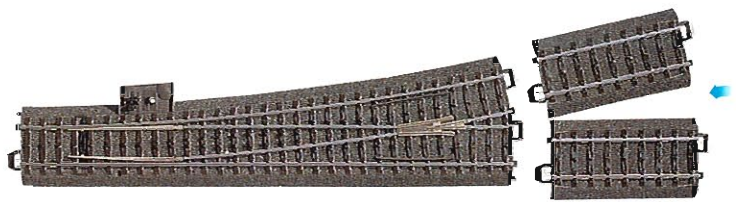
Offset arrangement of the switch rails

Asymmetrical arrangement of the frogs

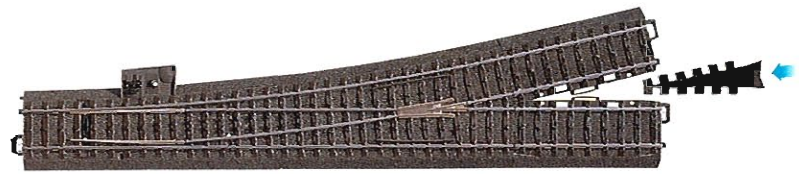
Connection dimensions the same as simple turnouts



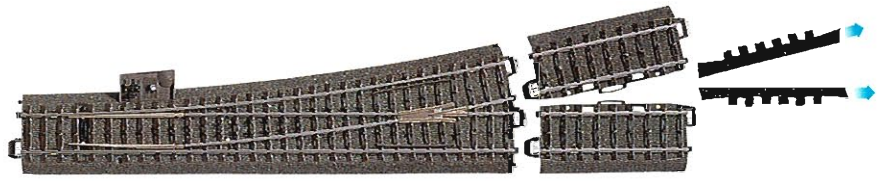
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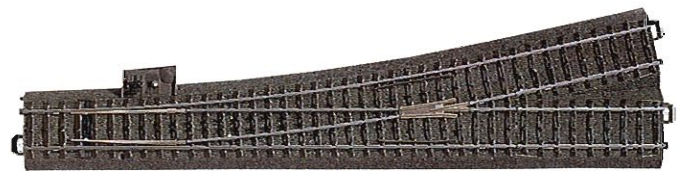
3.



2.



4.



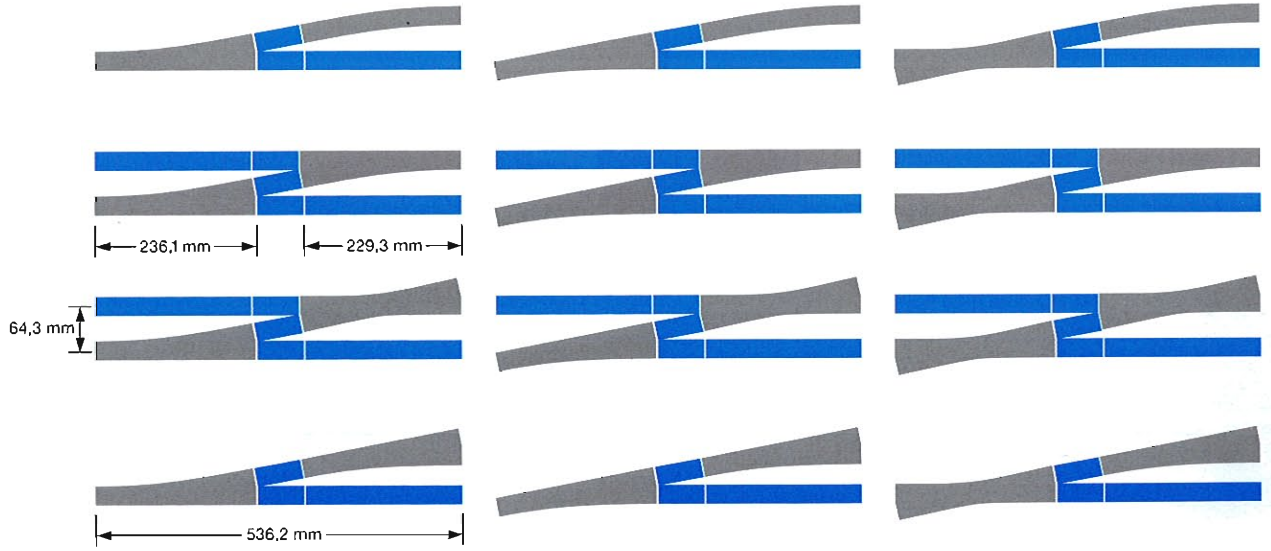
The Wide Radius Turnouts for C Track.

The purposeful further development of the C Track program is also giving the demanding model railroader generous track geometry for a prototypical appearance.

- 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.

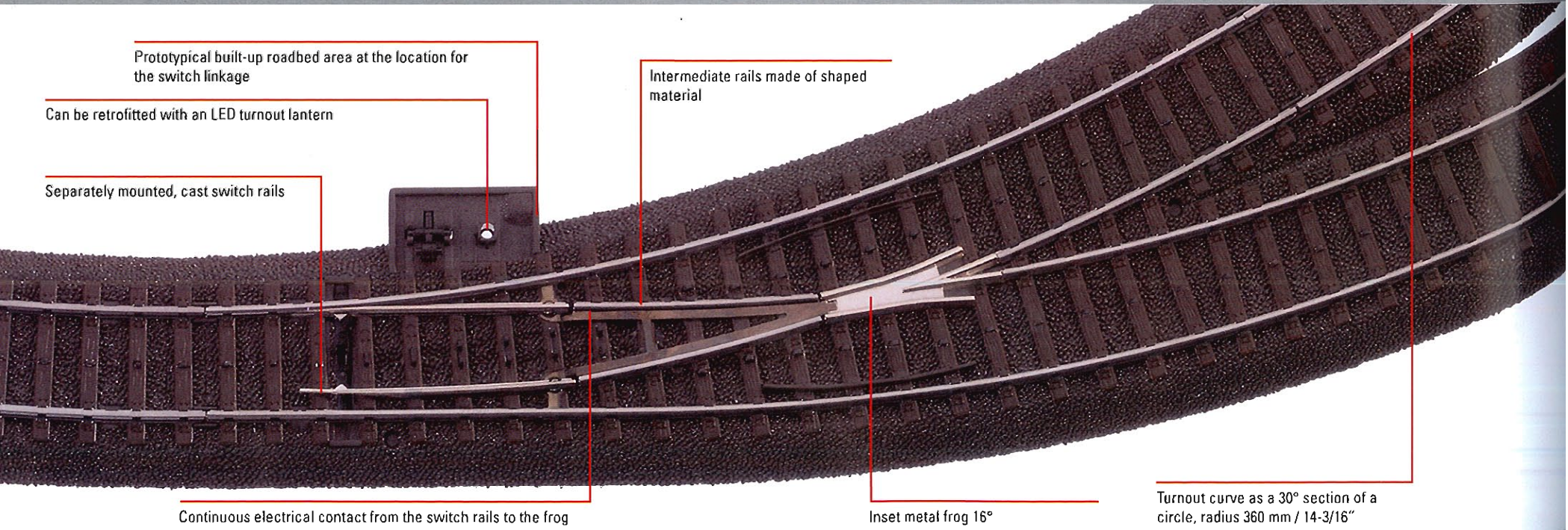
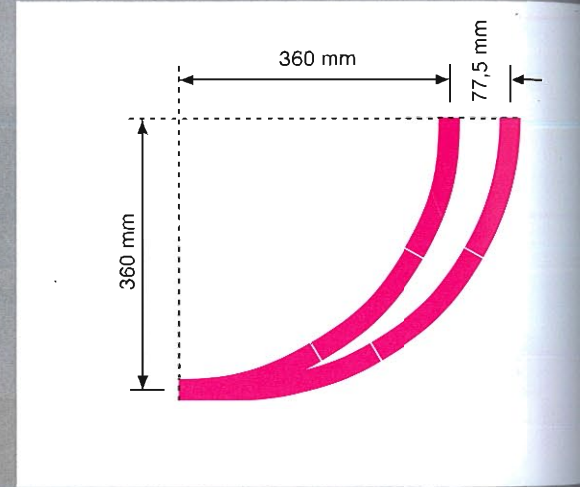
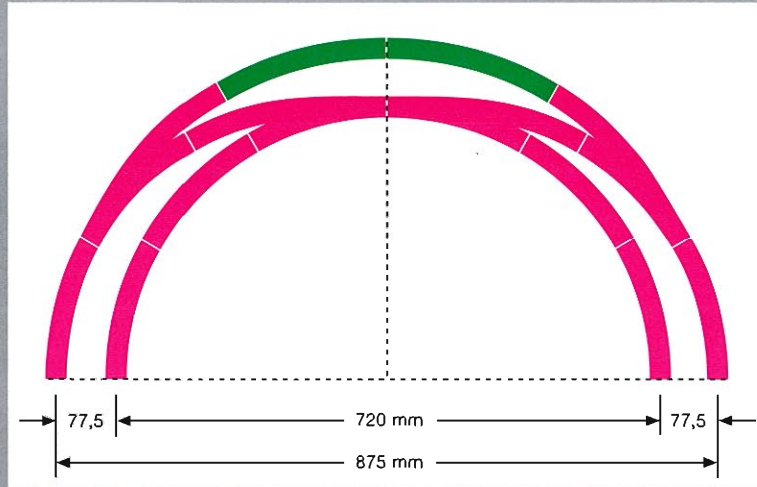


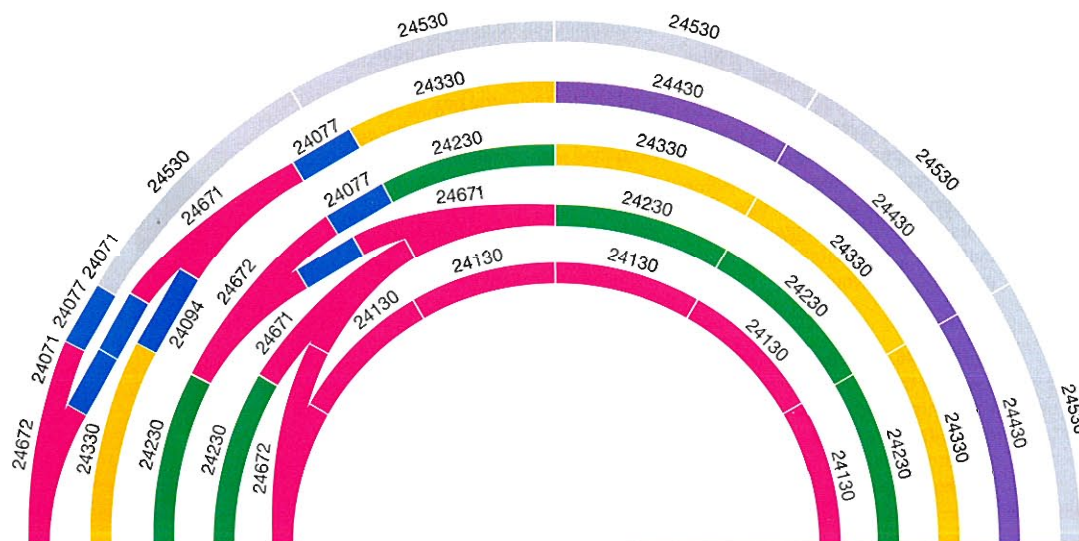
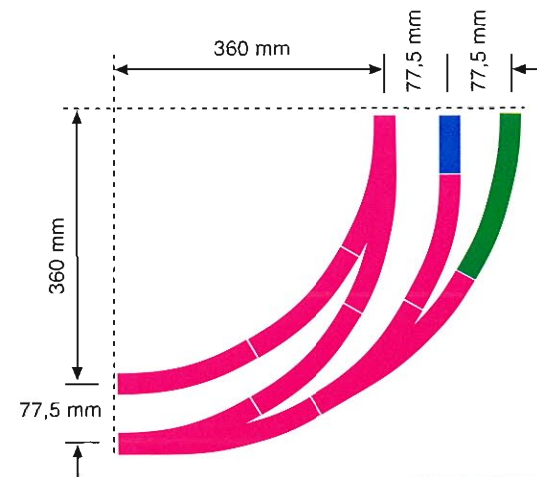
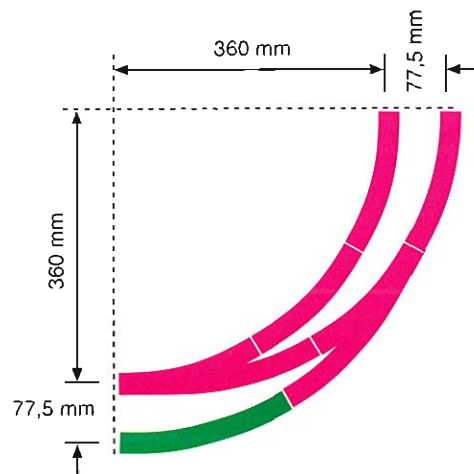
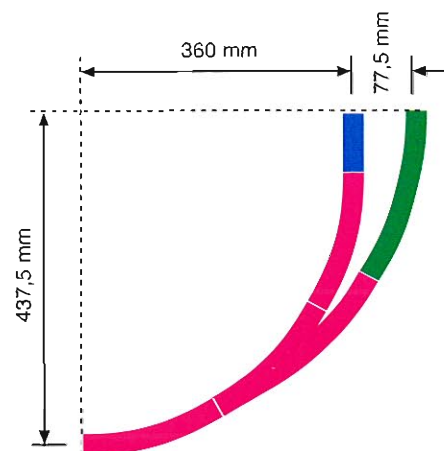
Tracks and Turnouts

Curved Turnouts with Round Geometry.

The curved turnouts consist of two offset 30° curved sections from Radius 1, and the main branch of the turnout is extended in length by 77.5 mm / 3-1/16". This means that the same turnout geometry can be used in the standard R1 curve as in the R2 parallel curve. Sidings with a parallel track spacing or crossovers between the R1 and R2 curves are possible as simple combinations at 60°, i.e. at 1/6 of a circle.

This saves space on curves and gains length in the straight areas of the layout.





Curved Turnouts on All Curves.

With the universal curved turnouts even two-track or three-track connections can be set up for the larger 24330 parallel curve. The roadbeds for the curved turnouts are cut out accordingly. Even the transition between the two large 24430 and 24530 curves is possible with practical and suitable connection dimensions. Since the elasticity of the roadbed is fully utilized with the inserted straight tracks, we recommend using these combinations on permanently mounted layouts.

Tracks and Turnouts



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.



74460 Digital Installation Decoder. This decoder can be retrofitted to all C Track turnouts with an electric mechanism. Electrical connections are made with plug contacts. An address of 1 to 256 can be set with coding switches.



A digital decoder can be installed along with the electric mechanism for turnouts or can be installed later. The decoder is easily connected to the turnout mechanism with plug contacts and can be given its own address (addresses 1 to 256). Tools are special knowledge are not required for this installation. The digital power supply can be taken directly from the power present in the turnout for operating trains. This gives you a finished digital turnout that is also immediately ready to use on temporary layouts.

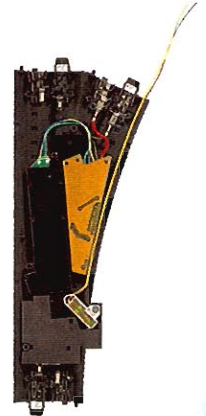
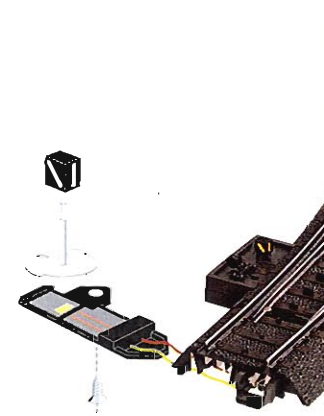
Tip: The 24630 three-way turnout uses 2 of the no. 74490 electric mechanism, and a 6083 / 60830 digital decoder installed outside of this turnout must be used to convert it to digital operation.

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.



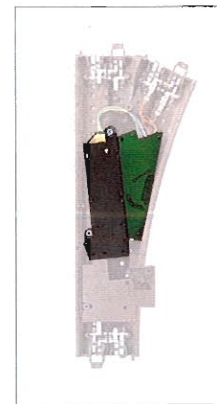
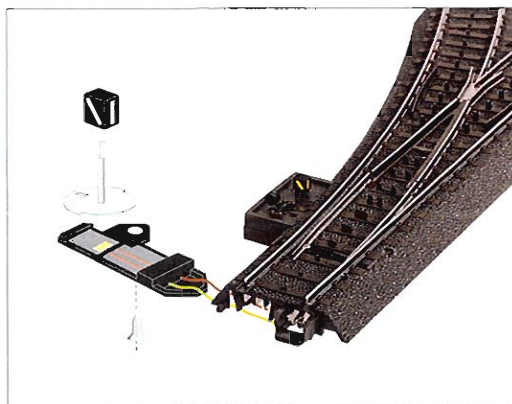
Tip: A special mechanism is already built into the 24624 double slip switch.

74490 Electric Turnout Mechanism. Retrofit kit for C Track turnouts, double solenoid mechanism with end shutoff contacts. 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.



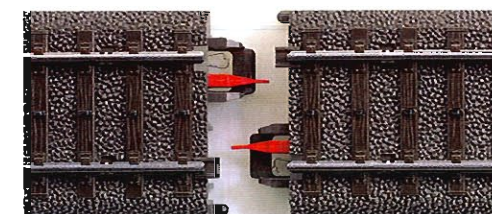
74445 Digital Turnout Mechanism Set.

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".

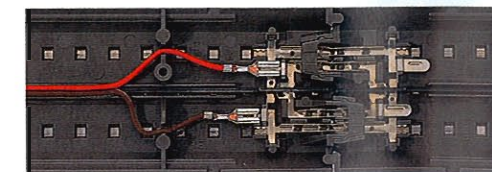
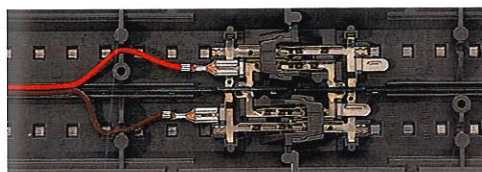
74046 Feeder Wire Set.

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 loco-

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.

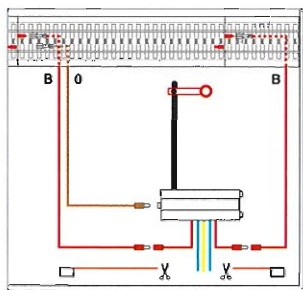
Red and brown feeder wires with spade connectors at both ends, for C Track. Length 2 meters / 78-3/4".



Tracks and Turnouts

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.



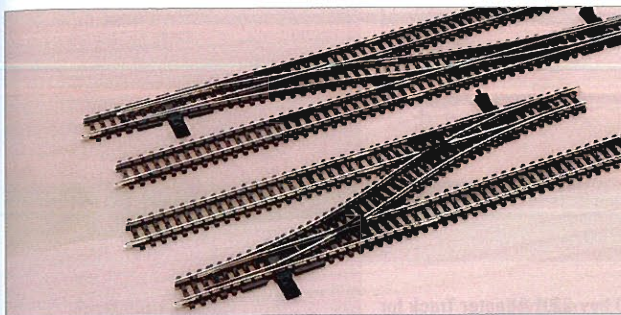
7555 Reed Switch.

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.

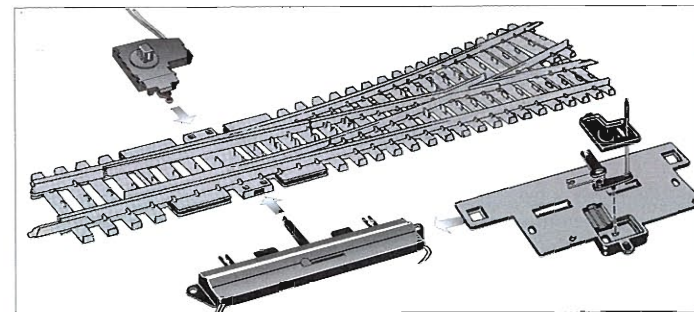
The compact turnout program offers a lot of action in a small area – the wide radius turnout program and flex track enable sweeping rail lines.



The flat track work is ideal for extended multi-track station layouts on the same level.

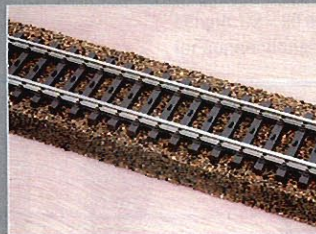
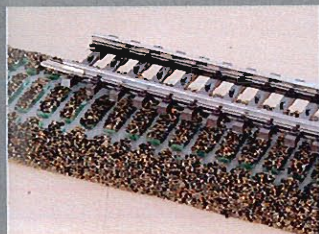


The mechanical hardware for the turnouts can be placed in a variety of ways: plug-in electric turnout mechanisms, below-the-baseboard installation, plug-in turnout lanterns.



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

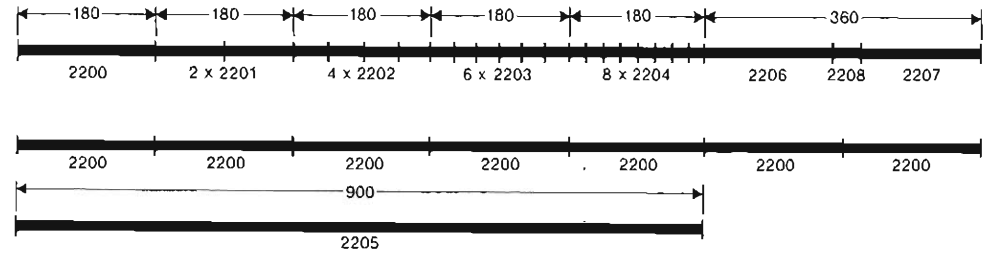
tracks, etc. must be kept free of glue and granulate particles.

Tracks and Turnouts

The K Track geometry starts with the basic unit of length of 180 mm / 7-3/32". The partial length track sections are used to set up track patterns of any length, but are chiefly used for filling odd lengths in combination with turnouts and crossings and to supplement the standard track length.

On straight track the length of the rails is measured. On curved track the radius out to the middle of the track bed and the angle of the curve are given.

Comparison of K Track Lengths.



2201 Straight Track.
Length 1/2 = 90 mm / 3-9/16".



2207 Straight Track.
Length 156 mm / 6-1/8".



2206 Straight Track.
Length 168.9 mm / 6-5/8".
Same in length as 2262, 2263, 2265 and 2266 turnouts.



2200 Straight Track.
Length 1/1 = 180 mm / 7-3/32"
(standard length).



2291 Adapter Track for M Track.
Length 1/1 = 180 mm / 7-3/32".
Facilitates transition from K to M track.



2209 Straight Track.
Length 217.9 mm / 8-9/16".



2202 Straight Track.
Length 1/4 = 45 mm / 1-3/4".



2293 Straight Track.
Length 41.3 mm / 1-5/8".



2208 Straight Track.
Length 35.1 mm / 1-3/8".



2203 Straight Track.
Length 1/6 = 30 mm / 1-3/16".



2204 Straight Track.
Length 1/8 = 22.5 mm / 7/8".



Feeder Tracks.

Feeder tracks conduct power to the center conductor and from the running rails. Feeder tracks or 7500 and 7504 feeder terminals should be installed about every 2 meters or approximately 6-7 feet on longer stretches of track to supply current to the track. To prevent interference with radio and television reception, a 2292 feeder track with an interference suppression capacitor should be used in each track power circuit (these feeder tracks are not used with Delta and Digital operation).

2292 Straight Feeder Track.

Length 1/1 = 180 mm / 7-3/32".
2 feeder wires. Built-in capacitor for radio/TV interference suppression.



2290 Straight Feeder Track.

Length 1/1 = 180 mm / 7-3/32".
2 feeder wires. Also usable with Delta and Digital.



2205 Flex Track.

Length 5 x 1/1 = 900 mm / 35-7/16".
Curves with different radii can be made with this track. It can be cut using a coping saw. The 7595 rail joiners and clips are installed at the cut ends.



Circuit Tracks.

The circuit tracks (2229, 2239, 2299) enable automatic control of turnouts and signals by a train in operation. Activated by the pickup shoe on a locomotive or car, they can activate different circuit switching functions independently in both directions of travel.

2229 Curved Circuit Track.

Length 1/2 = 15°.
Radius 360 mm / 14-3/16".
Momentary contact with locomotive/car pickup shoe.



2239 Curved Circuit Track.

Length 1/2 = 15°.
Radius 424.6 mm / 16-3/4".
Momentary contact with a locomotive/car pickup shoe.



2299 Straight Circuit Track.

Length 1/2 = 90 mm / 3-9/16".
Momentary contact with a locomotive/car pickup shoe.

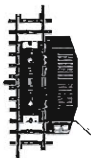


Uncoupler Track.

Locomotives and cars with standard couplers and close couplers can be uncoupled from the train by remote control with the uncoupler track. The solenoid mechanism in the uncoupler track can be operated from the 7272/72720 control box or with the manual hand lever on the side of the track.

2297 Straight Uncoupler Track.

Solenoid mechanism included.
Length 1/2 = 90 mm / 3-9/16". 2 wires for connections.



Contact Tracks.

An electrically isolated length of running rail receives contact by means of every locomotive/car that passes over it. The track occupation feedback signal made possible by this takes place through the wheel sets. The contact areas can be lengthened with straight and curved track sections.



2295 Contact Track Set.

Length 2 x 1/2 = 2 x 90 mm / 3-9/16".
Continuous contact through wheel sets on locomotives / cars. The two track sections have an insulated rail section for track occupation feedback signal when a train is passing over them. The contact area can be lengthened with regular straight and curved track sections.

Tracks and Turnouts

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'.



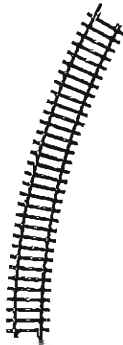
Industrial Curve.
Radius
295.4 mm /
11-5/8".

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°.



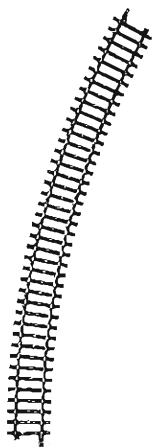
2234 Curved Track.
Length 1/4 = 7° 30'.



2235 Curved Track.
Length 1/8 = 3° 45'.

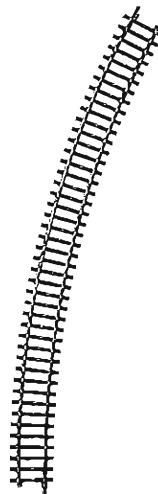


Large Curve I.
Radius
553.9 mm /
21-13/16".



2241 Curved Track.
Length 1/1 = 30°.

Large Curve II.
Radius
618.5 mm /
24-3/8".



2251 Curved Track.
Length 1/1 = 30°.

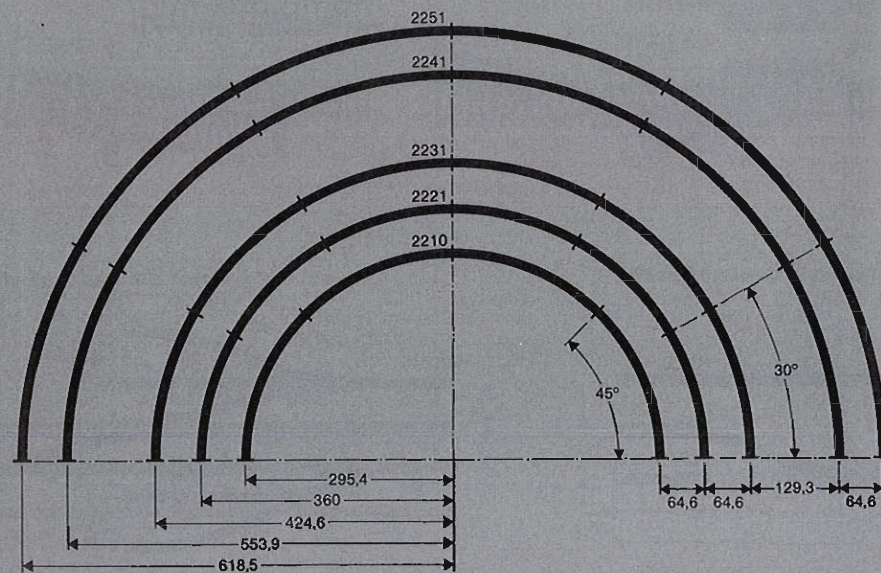
2274 Curved Track.
Length 14° 26'.
Complementary curve for
2272/2273 turnout.



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 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



Tracks and Turnouts

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.

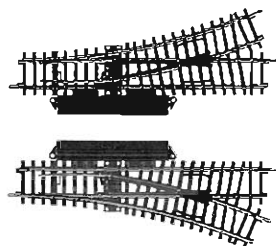
The electric turnouts, the double slip switch, the three-way turnout, and the curved turnouts have double solenoids for remote control. These turnouts can be operated with the 72710 or 72720 control boxes, the

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.

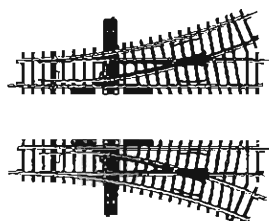
2262 Left Turnout (2261 L).

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.



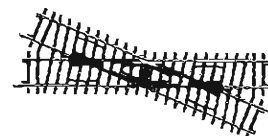
2260 Double Slip Switch.

Detachable solenoid mechanism (7549) included. Crossing angle 22° 30'. Curve same as 2232. Length of the straight side 168.9 mm / 6-5/8".



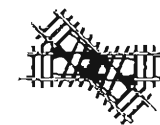
2259 Crossing.

Crossing angle 22° 30'. Track length 168.9 mm / 6-5/8".

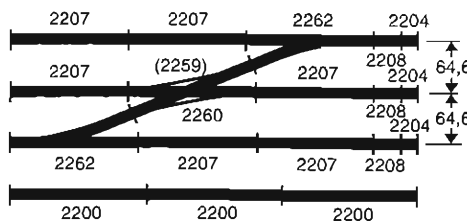
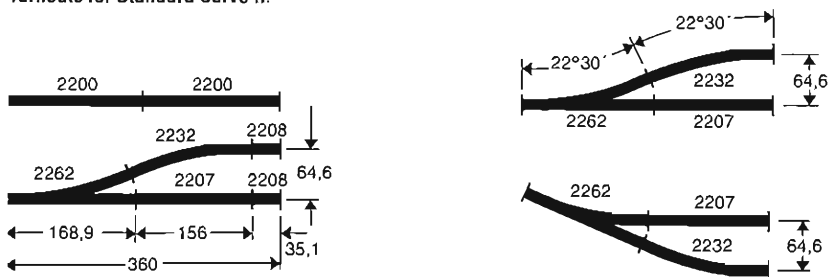


2258 Crossing.

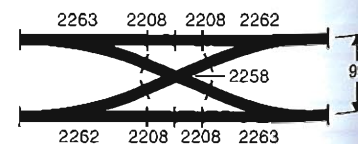
Crossing angle 45°. Track length 90 mm / 3-9/16".



Turnouts for Standard Curve II.



Crossings for Standard Curve II.



Wide Radius Turnouts and Crossings.

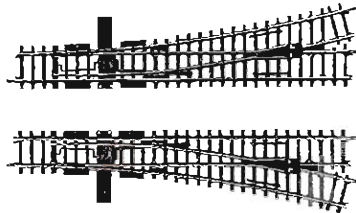
The wide radius turnouts and crossings with an angle of 14° 26' and a parallel track spacing of 57 mm / 2-1/4" enables the elegant, sweeping track routes desired by discerning model railroaders. The manual hand lever on the turnouts

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.

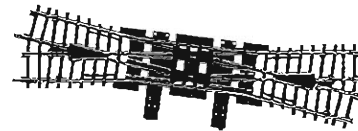
22715 Left Turnout.

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.



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.



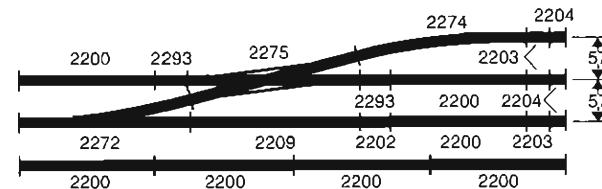
2257 Crossing.

Crossing angle 14° 26'. Track length 225 mm / 8-7/8".



Wide Radius Turnouts and Crossings.
Radius 902.4 mm / 35-1/2".

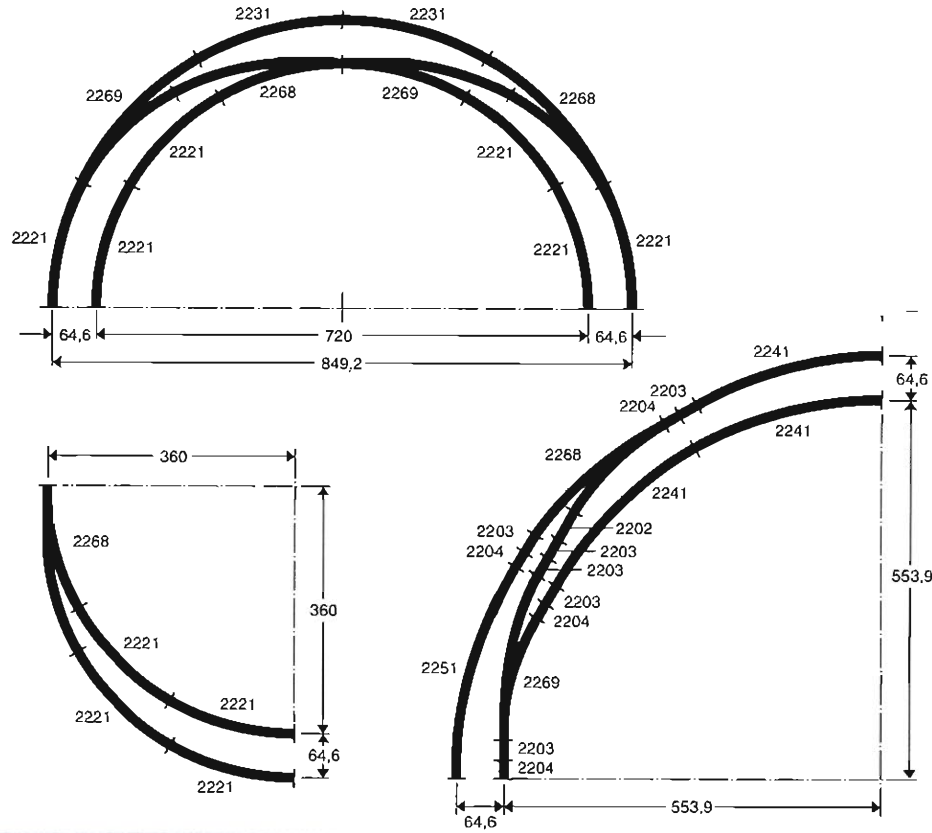
2275 Wide Radius Double Slip Switch or 2257 Crossing.



Tracks and Turnouts

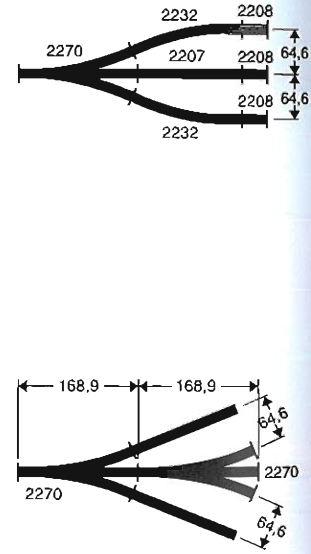
Curved Turnouts.

Using curved turnouts enables you to start sidings on a curve. This increases the usable length in the straight areas of the layout. The curved turnout enables a harmonious transition between the two standard curves (Radius 360 mm / 14-3/16" and 424.6 mm / 16-3/4"). The curved turnout can also be used between the Large Curves I and II, when you add 2202, 2203 and 2204 adjustment sections.



Three-Way Turnout.

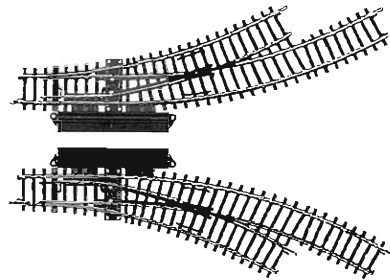
The three-way turnout combines a right and a left turnout in the space of a normal turnout. This saves space in yards and station areas. The three-way turnout has two double solenoid mechanisms for remote control. Both of the branch tracks have the same radius and length as the 2262 and 2263 turnouts. 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 curve spacing of 64.6 mm / 2-1/2". Length and radius of the inner curve are the same as 2221.



Standard Curve II.
Radius
424.6 mm /
16-3/4".



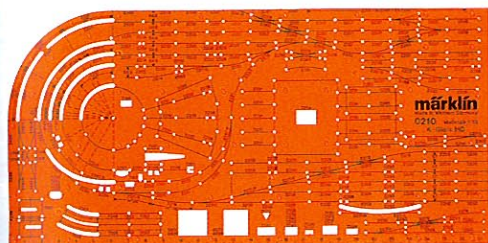
2270 Symmetrical Three-Way Turnout.
2 solenoid mechanisms included. Length of the straight side 168.9 mm / 6-5/8". Turnout branches 2 x 22° 30'. Branch radius 424.6 mm / 16-3/4". Curve same as 2232. 2 additional hand levers included. 6 wires for connections.

K Track Accessories

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.



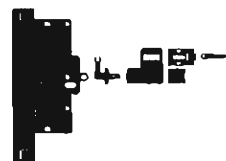
7547 Turnout Lantern Kit.

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 (HO) 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.

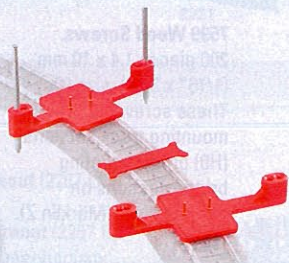


70011 Mast Positioning Jig Set.

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

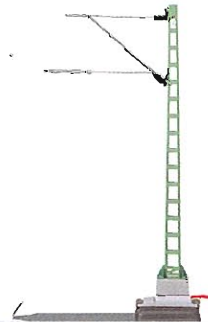
hanger arms are interchangeable and can be used as long or short arms. The mast base can be used

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.

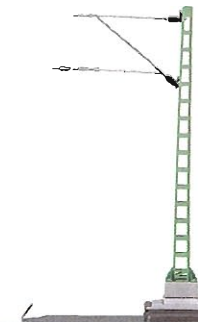
Height 100 mm / 3-15/16".
1 piece.



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.



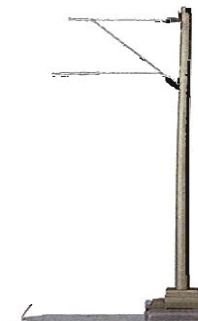
74104 Bridge Mast.

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.



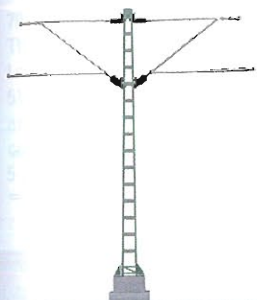
74103 Concrete Mast.

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.

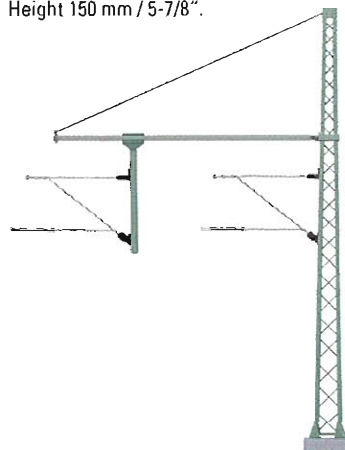
This is a metal lattice mast and has two metal hanger arms. Both arms are electrically insulated. A base with a mounting screw and a slide-on connection is included. An additional base as a clip for C Track is included. Height 100 mm / 3-15/16". One mast to a package.



Metal hanger arm for good electrical contact.

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.



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.



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.

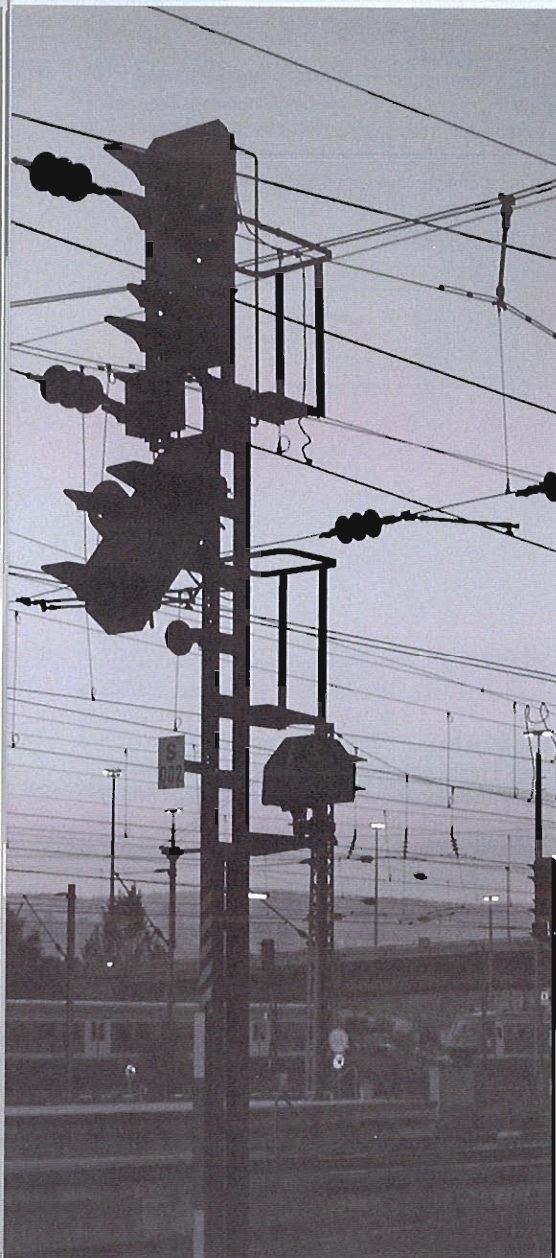


74110 Mast Base.

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.

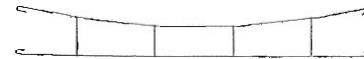
70360 Catenary Wire.

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.



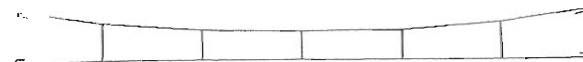
70203 Catenary Wire.

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.

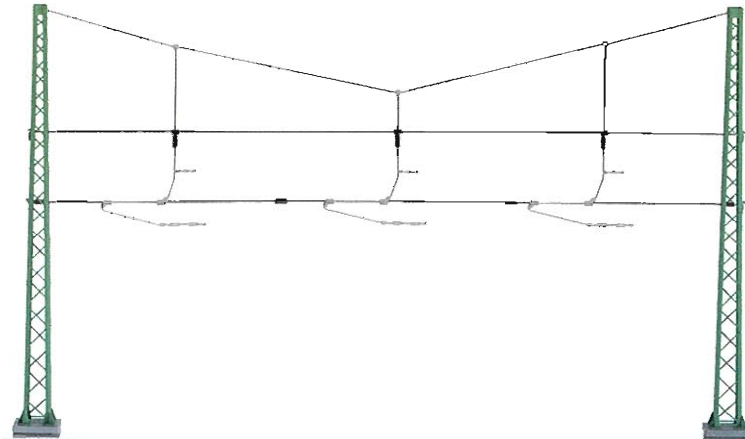


Catenary

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.

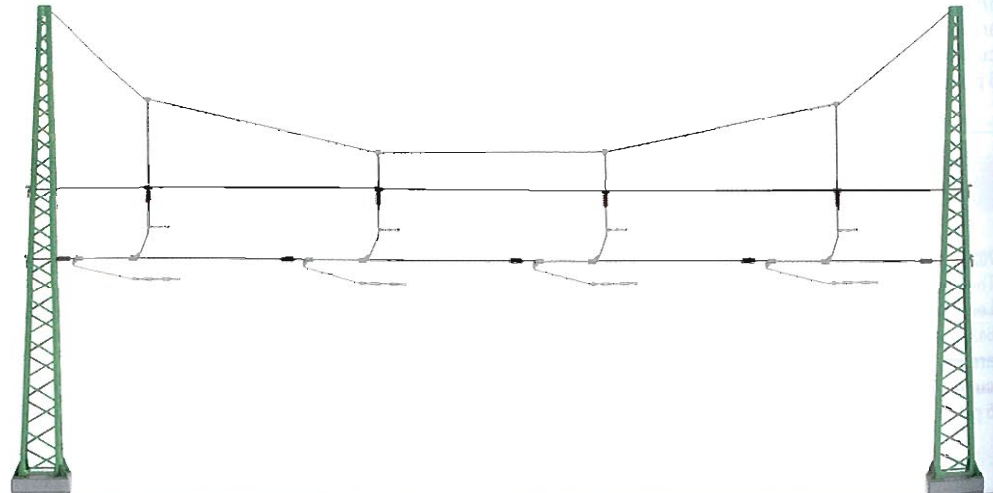
74131 Cross Span Assembly for 3 Tracks.

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".



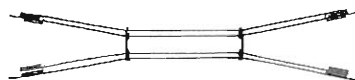
70143 Catenary Transition Piece.

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.



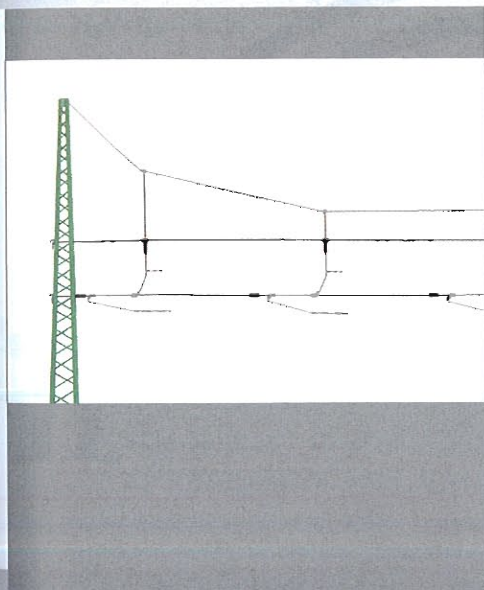
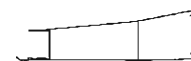
70131 Catenary Wire for Crossings and Double Slip Switches.

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.

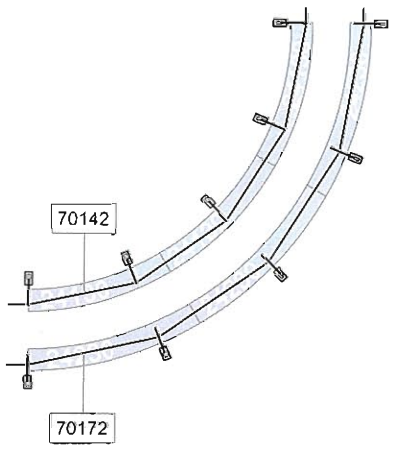


Catenary Geometry

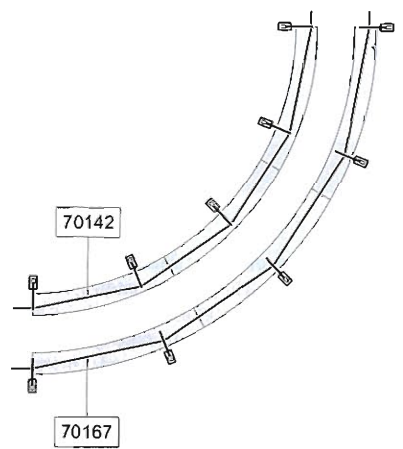
Straight Length of Track with Catenary.



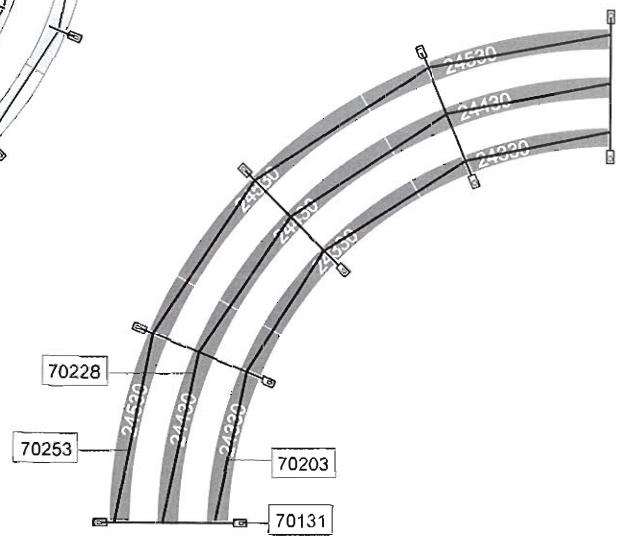
C Track Curves Radius 1 and 2.



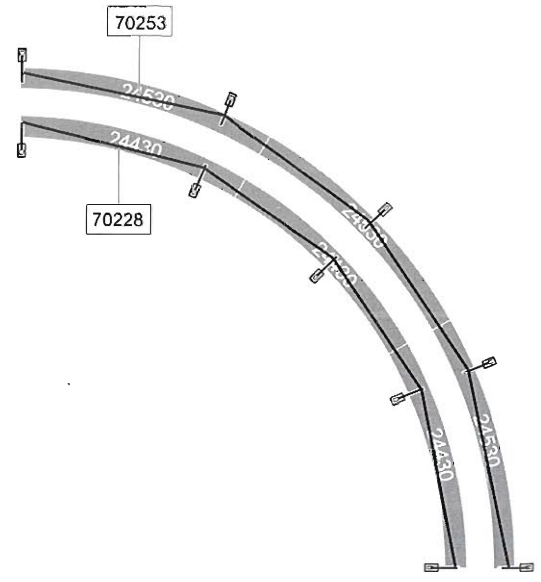
K Track Curves Standard Curve 1 and 2.



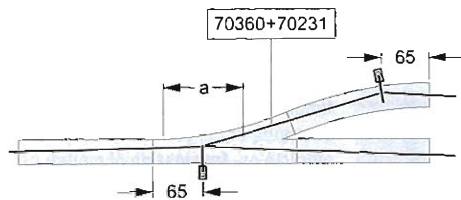
C Track Curves Radius 3, 4, and 5.



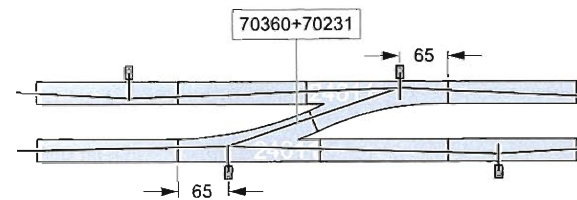
C Track Curves Radius 4 and 5.



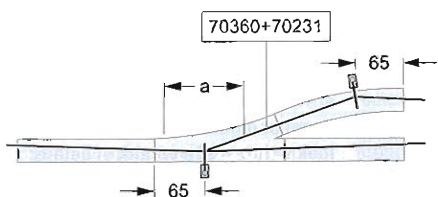
C Track Turnout with a Complementary Curve.



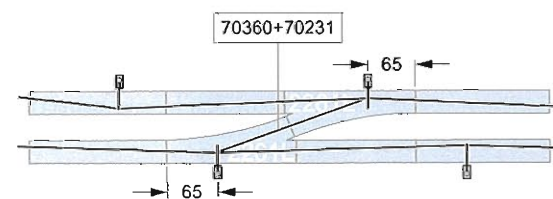
C Track Turnout Connection.



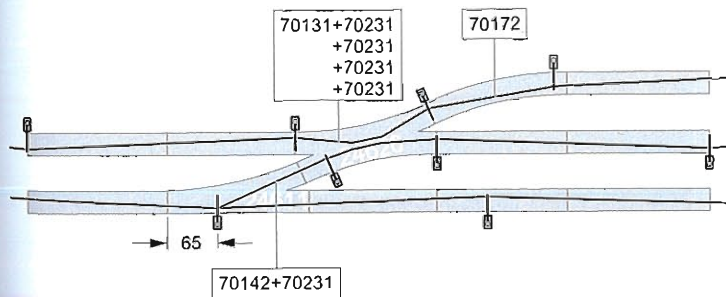
K Track Turnout with a Complementary Curve.



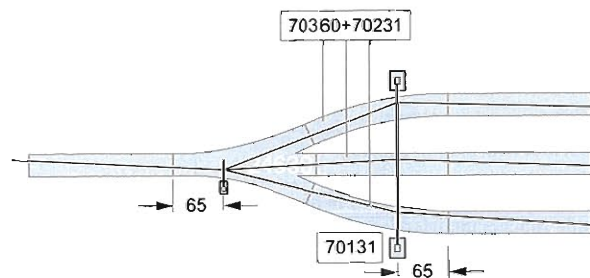
K Track Turnout Connection.



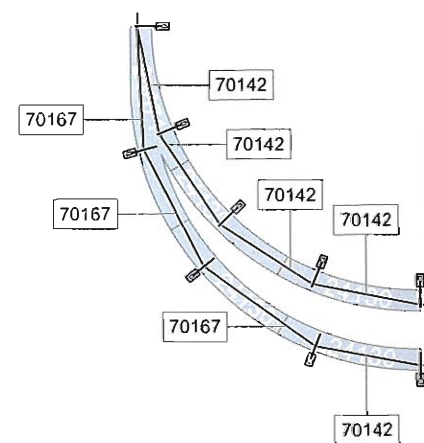
C Track Double Slip Switch.



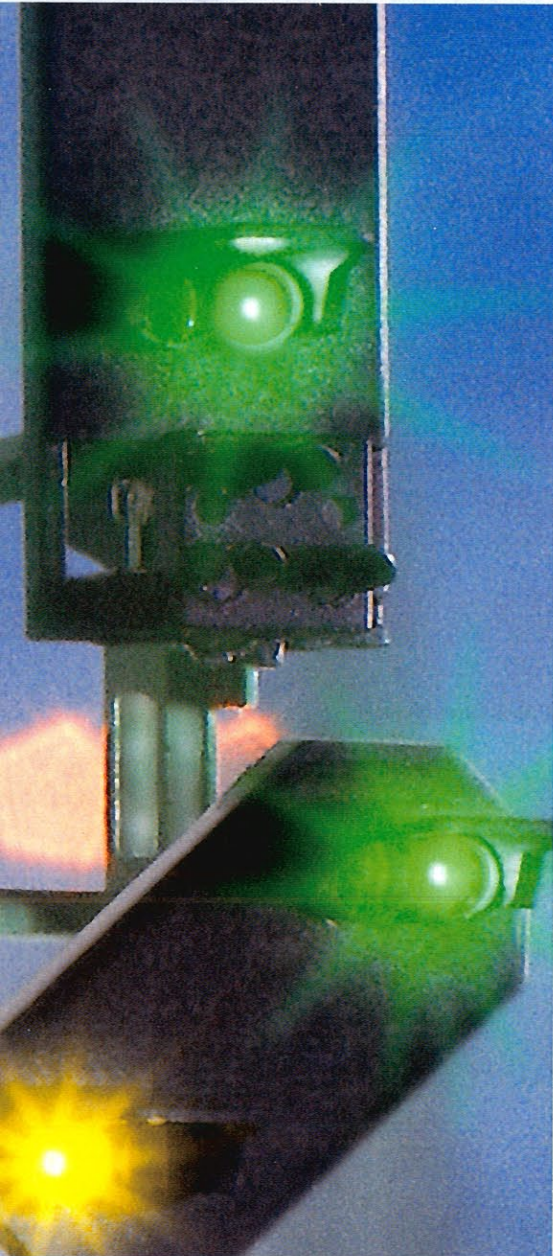
C Track Three-Way Turnout.



C Track Curved Turnout.



Signals and Lighting



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.

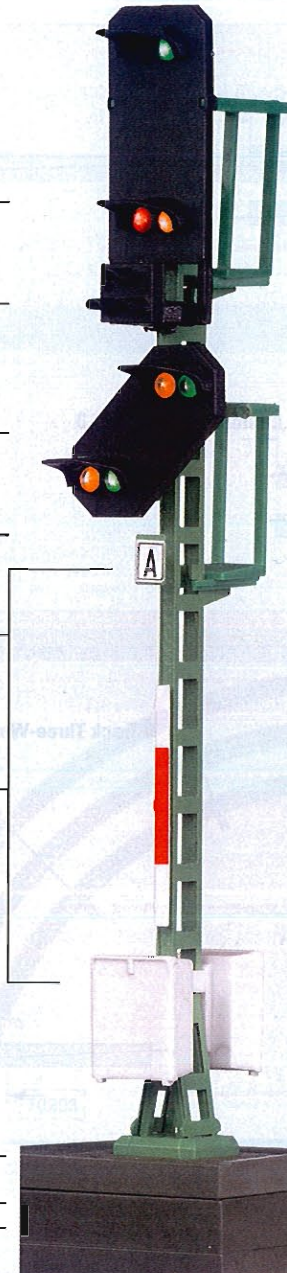
Detailed metal mast (lattice or pipe mast) with all details such as signal boards and electrical boxes.

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 separate, 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.

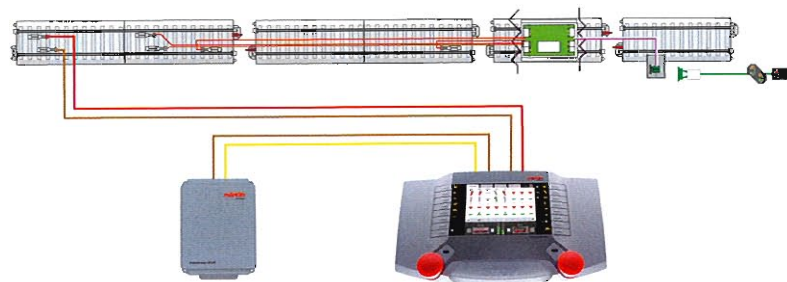
Rail line with digital current fed to it.

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.



Signals and Lighting

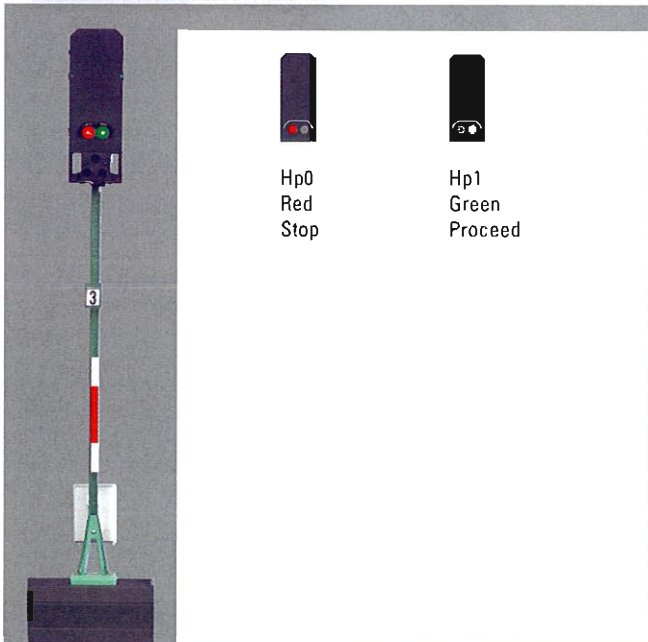


76391 Color Light Home Signal.
Prototype: German Federal Railroad (DB) standard design block signal.
 2 settings: "Stop" – red (Hp0) and "Proceed" – green (Hp1).

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.



Hp0
Red
Stop

Hp1
Green
Proceed

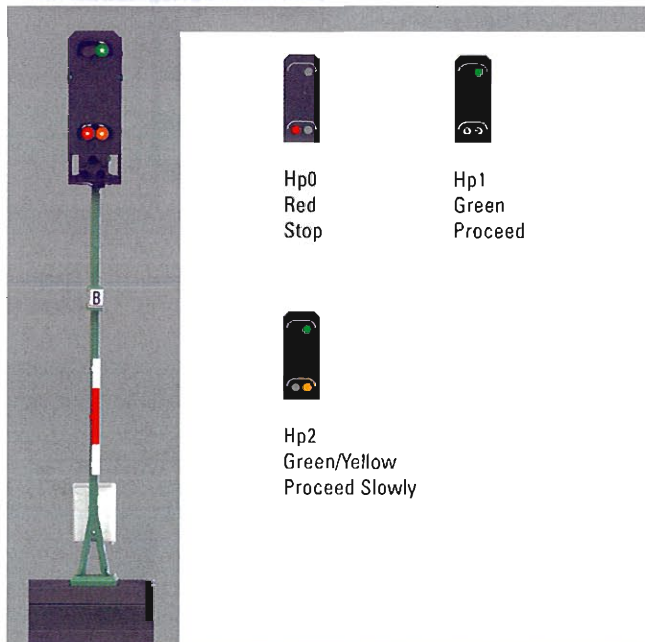


76393 Color Light Home Signal.
Prototype: German Federal Railroad (DB) standard design entry signal.
 3 settings: "Stop" – red (Hp0), "Proceed" – green (Hp1) and "Proceed Slowly" – green/yellow (Hp2).

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.



Hp0
Red
Stop

Hp1
Green
Proceed

Hp2
Green/Yellow
Proceed Slowly

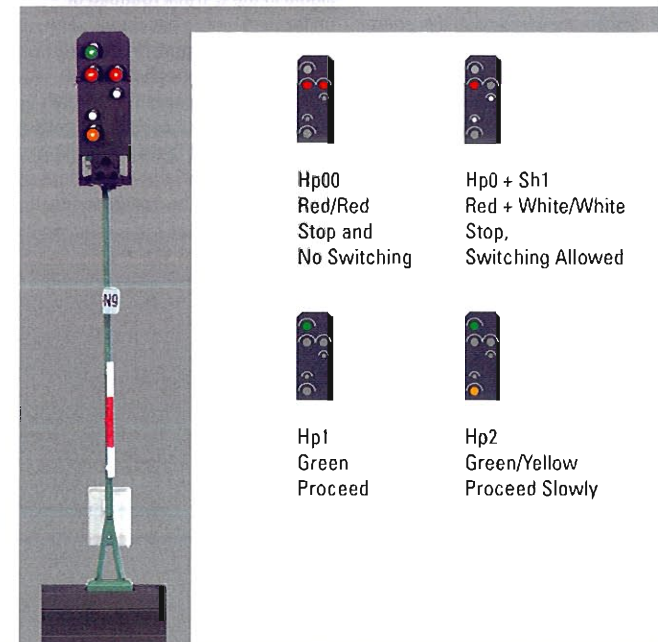


76394 Color Light Home Signal.
Prototype: German Federal Railroad (DB) standard design exit signal.
 4 settings: "Stop" – red/red (Hp00), "Proceed" – green (Hp1) and "Proceed Slowly" – green/yellow (Hp2),

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.



Hp00
Red/Red
Stop and
No Switching

Hp0 + Sh1
Red + White/White
Stop,
Switching Allowed

Hp1
Green
Proceed

Hp2
Green/Yellow
Proceed Slowly



76383 Color Light Distant Signal.

Prototype: German Federal Railroad (DB) standard design distant signal. Distant signal with 3 settings: "Prepare to Stop" – yellow/yellow (Vr0), "Prepare to Proceed" – green/green (Vr1), and "Prepare to Proceed Slowly" – green/yellow.

Model: The signal has an integrated electronic signal circuit. It can be connected to the separate signal decoder of the home signal to which it is assigned. It can be used for all home signals. All of its functions can be controlled from the signal decoder for the home signal. For digital operation the signal decoder for the home signal assigns the configuration and the address. Height without base 61.0 mm / 2-3/8".

HIGHLIGHTS

- This distant signal can be used with all home signals.
- Signal aspects for this signal are automatically assigned when it is connected to a signal decoder.



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".



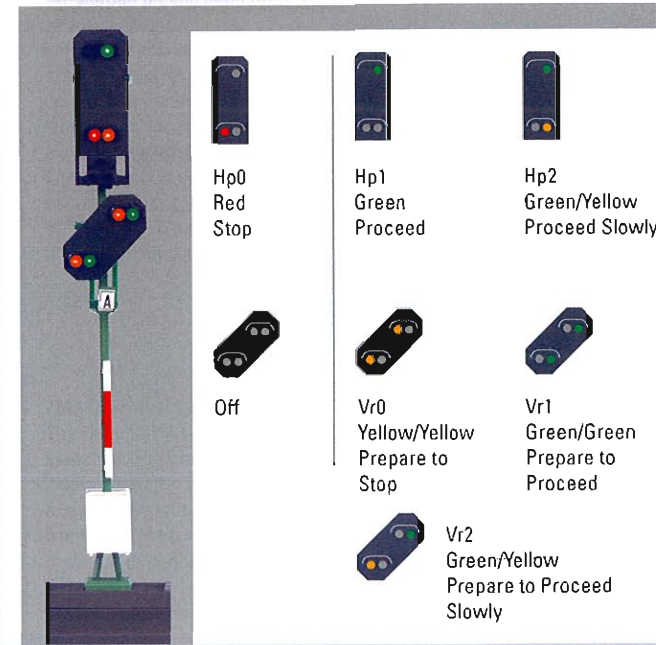
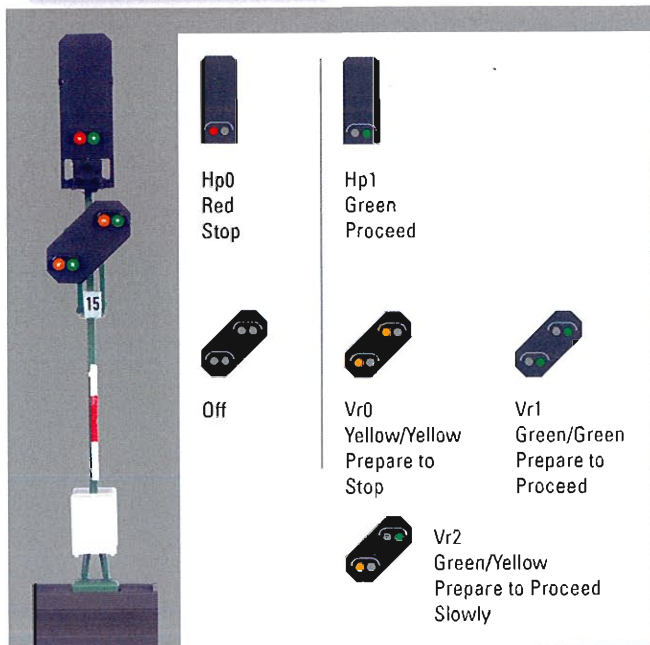
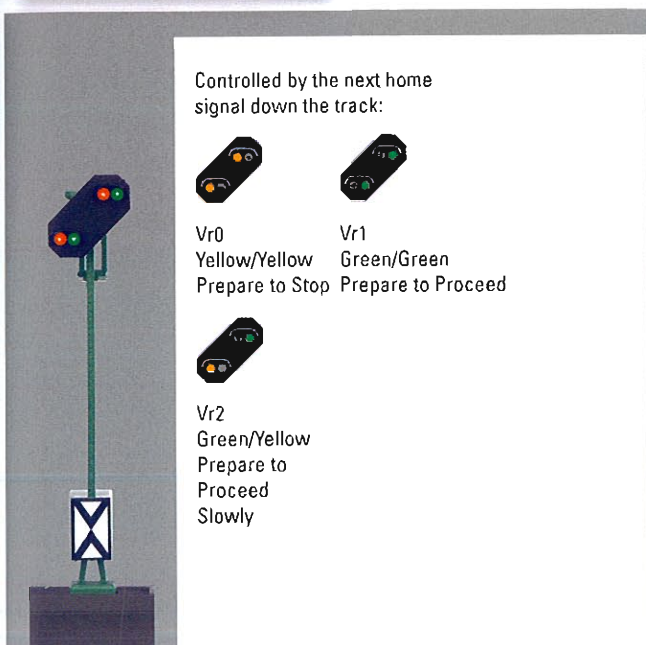
76397 Color Light Home Signal with a Color Light Distant Signal.

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".



Signals and Lighting

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.

HIGHLIGHTS

- New generation of Hobby color light signals.
- Train control feature.

HIGHLIGHTS

- 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



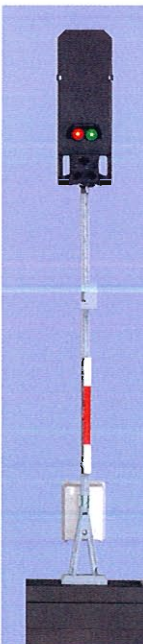
Vr1
Green/ Green
Prepare to Proceed



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).

HIGHLIGHTS

- Yard signal for use in switching areas.
- Signal housing on a prototypically narrow base.
- The Sh1 aspect is correct with 2 white lights.

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".



Sh0
Red/Red
Stop



Sh1
White/White
Switching
Allowed



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).

HIGHLIGHTS

- Yard signal for use in switching areas.
- Prototypical thin pipe mast.
- The Sh1 aspect is correct with 2 white lights.

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".



Sh0
Red/Red
Stop



Sh1
White/White
Switching
Allowed



72442 Braking Module.

Signal mechanism with integrated circuits for controlled stopping of digital locomotives with high-efficiency propulsion. This module has connections for a two-aspect color light signal, for the 3 necessary lengths of track for controlled stopping of a locomotive. The braking module is operated either with a k 83 decoder or with a 7272/72720 conventional control box. Dimensions 100 x 54 x 22 mm / 3-15/16" x 2-1/8" x 7/8".

The braking module requires 3 electrically isolated lengths of track in the signal area. The first part is a transition area, which corresponds to the length of a ski-shaped pickup shoe (approx. 70 - 90 mm / 3" - 4"). The second length of track is the actual braking area, in which the locomotive comes to a controlled stop. The length of the braking area is determined by the brake delay setting on the locomotive's decoder. This second length of track should be at least 40 - 50 cm / 16" - 20". The third length of track is a safety

section, in which the operating voltage is turned off as in standard signal blocks. This prevents the locomotive from "running through" the signal block unintentionally. The braking module can be used for color light and for semaphore signals. Locomotives with built-in digital or Delta electronic circuits without a control feature sometimes come to a stop in the braking section or even in the safety section. We cannot tell you exactly how each of these locomotives will behave. We therefore do not recommend using the 72442 braking module with locomotive decoders that do not have a control feature.

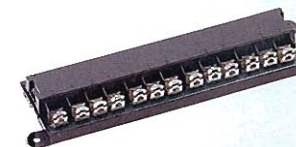
All of the connections use the new plugs.

This brake module works the same as the 72441 brake module.



7244 Universal Relay.

The relay has 4 single-pole switches. The contacts have a 2 amp capacity. The relay can be activated by a control box, circuit track, contact track, reed switch, or digital decoder.



Signals and Lighting

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.

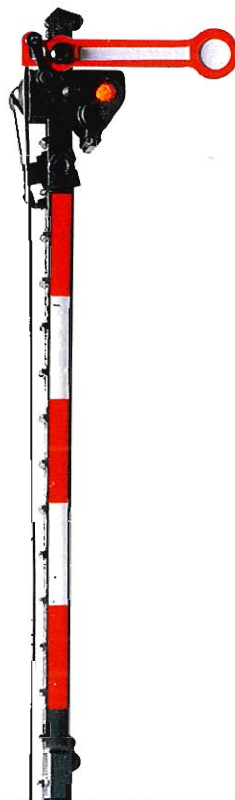
7036 Distant Signal.

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.



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

Controls switching maneuvers in a station/yard.

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



Signals and Lighting



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".

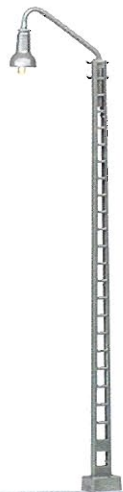


72811 Single Light for Maintenance Facilities.

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	7051	60 0000		19 V
Lamps	7280, 7281, 7282, 7283, 7284			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
Car lighting	7079			0,8 VA
Signals	7188, 7339	60 0020		19 V
Car lighting	73150*, 7330*, 7333*, 7335*, 73155*	60 0080		0,8 VA
Lamps	7046, 7047, 7048	60 0100		19 V
Lamps	5113, 74997			0,8 VA
Car lighting	7323			
Car lighting	7197, 7318, 7320, 7322, 7329	60 0150		19 V
Car lighting	7074	60 0200		1,0 VA
Signals	7242	60 2000		19 V
Crossing gates	7292, 74920, 7592	60 2010		0,8 VA
Signals	7239, 7240, 7241			19 V
Signals	7236, 7237, 7238, 7239, 7240, 7241	60 2020		0,5 VA
Signals	7236, 7237, 7238, 7240, 7241	60 2040		19 V
Car lighting	73140	60 2100		0,5 VA
Car lighting	7317	61 0080		10 V
				0,3 VA
				22 V
				0,7 VA

* The 61 0080 is recommended as a replacement for continuous operation in the Digital system.

Accessory

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.

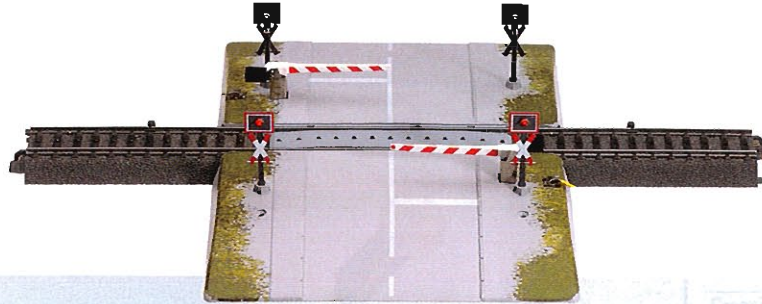


Railroad Grade Crossings

The gates for the fully automatic railroad grade crossings descend the minute an oncoming train reaches the contact area, and do not go back up until the last car has left the contact area. The contact area can be extended to any length desired. Any straight or curved track can be used with K Track. With C Track an existing electrical connection on the track sections must be separated. On the M Track that is no longer available only the 5115, 5116, and 5145 contact tracks can be used.

74920 Fully Automatic Railroad Grade Crossing.

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".



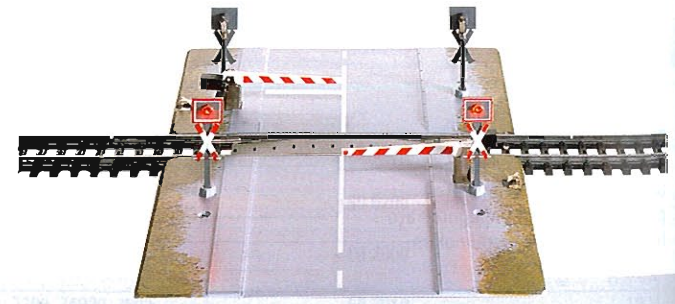
Dimensions for each base half
137 x 95 mm / 5-3/8" x 3-3/4".

24922
Adapter track for K Track
See page 237.

24951
Adapter track for M Track
See page 237.

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".



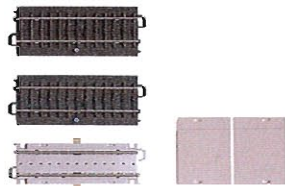
24922
Adapter track for C Track
See page 237.

2291
Adapter track for M Track
See page 250.

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

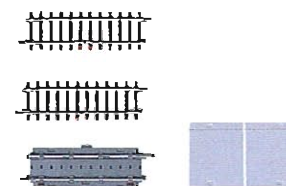
94.2 mm / 3-3/4". No other connections required. The road section can be adjusted for a spacing of 26 to 61 mm / 1" to 2-3/8" (track spacing of 66 to 101 mm / 2-5/8" to 4".



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

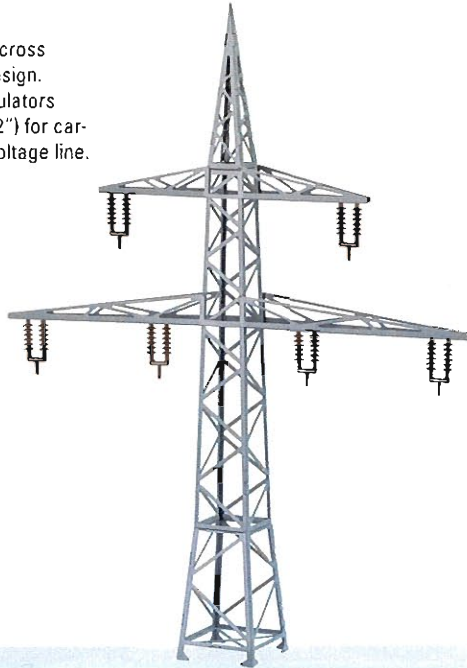
each 90 mm / 3-9/16". The road section can be adjusted for a spacing of 33 to 68 mm / 1-5/16" to 2-11/16" / track spacing of 64 to 99 mm / 2-1/2" to 3-7/8".



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".

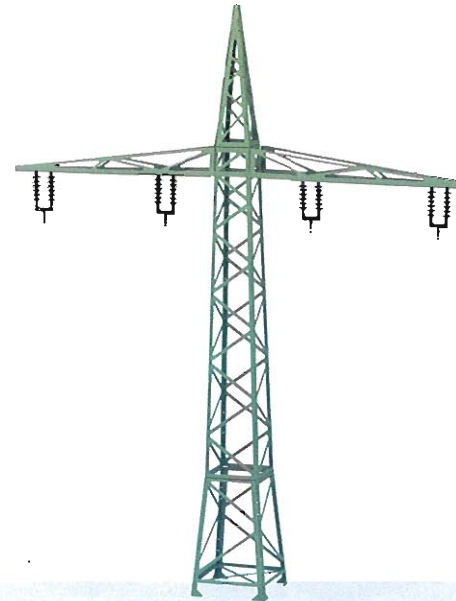


II III IV V

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".



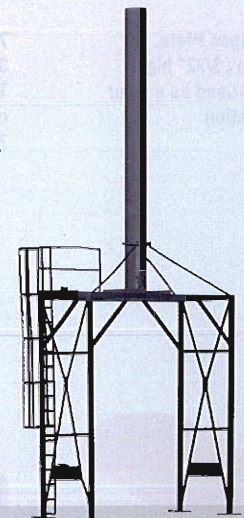
I II III IV

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".



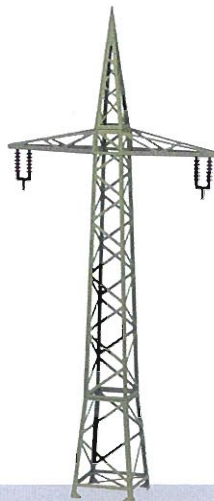
II III IV V

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".



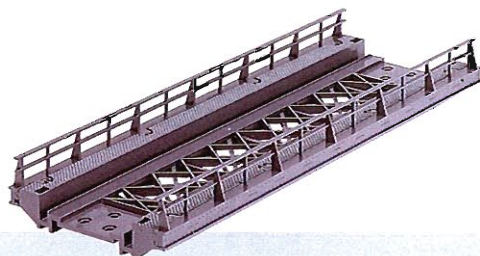
Bridges and Ramps

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".

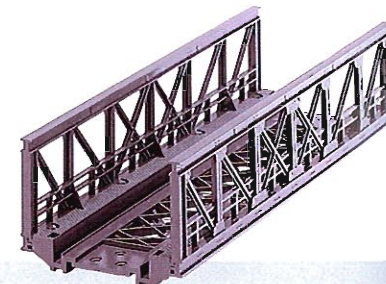


7262 Truss Bridge.

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.

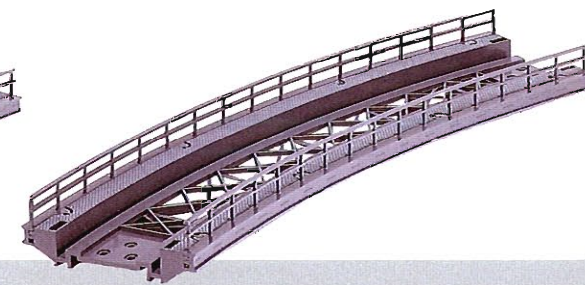
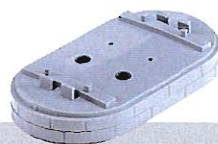
Radius 360 mm / 14-3/16".

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.

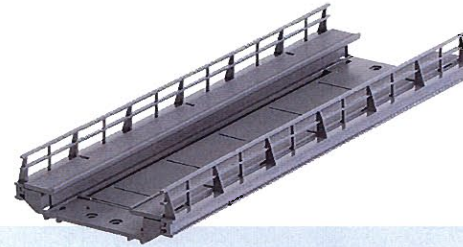


74618 Straight Ramp.

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.

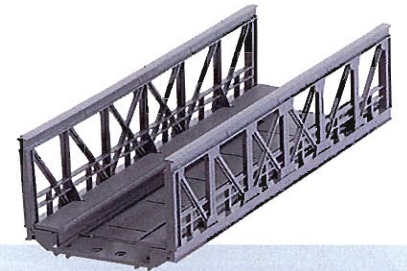


74620 Truss Bridge.

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.

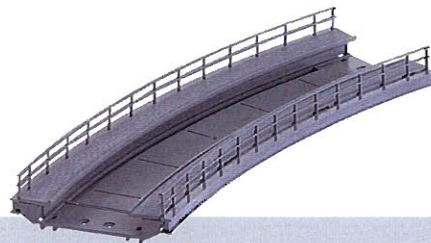
Radius 360 mm / 14-3/16".

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.

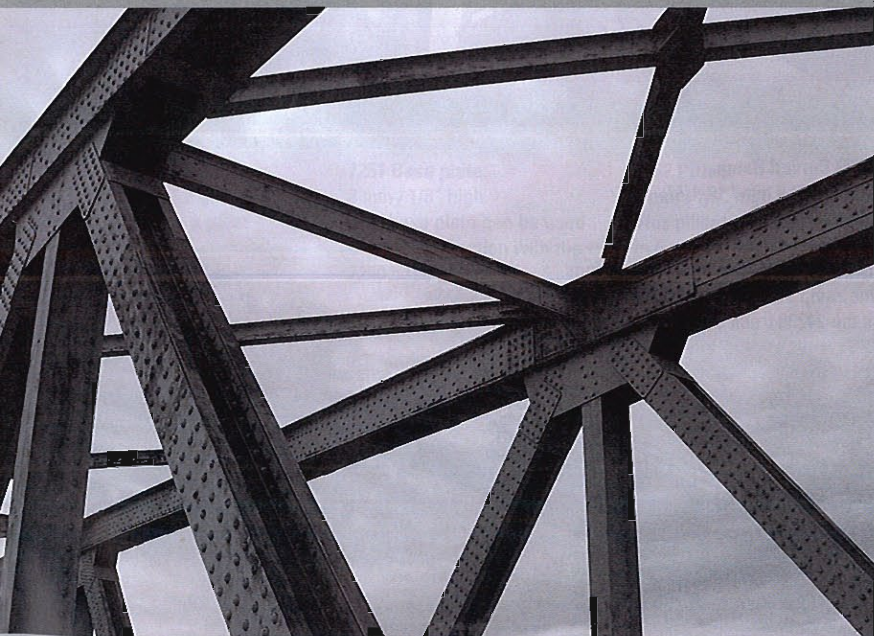
One ramp section is the same length as the 24230 track section.



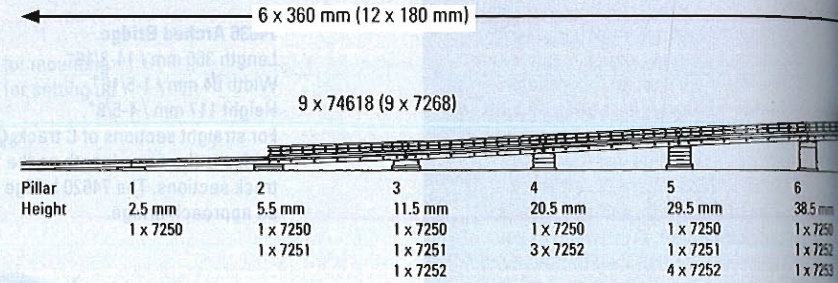
Bridges and Ramps

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.

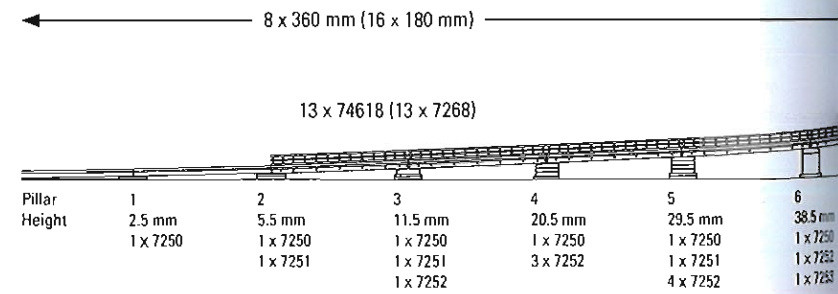
Bridges and approach ramps can be built in any desired combination and length. The 7252 and 7253 pillar sections go together like building blocks and allow you to construct pillars in 6 mm / approx. 1/4" increments, 3 mm / approx. 1/8" increments are possible by combining the 7251 base plates with the 7250 base plate. The 7599 wood screws can be used to fasten the pillar sections to the base board and to each other.



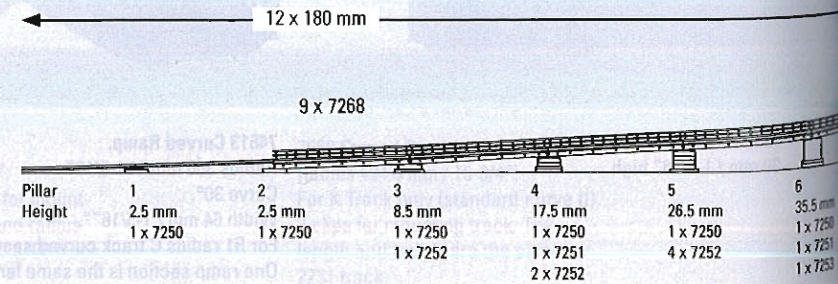
Ascending and descending grades with C Track for steam and diesel locomotives (M Track in parentheses)



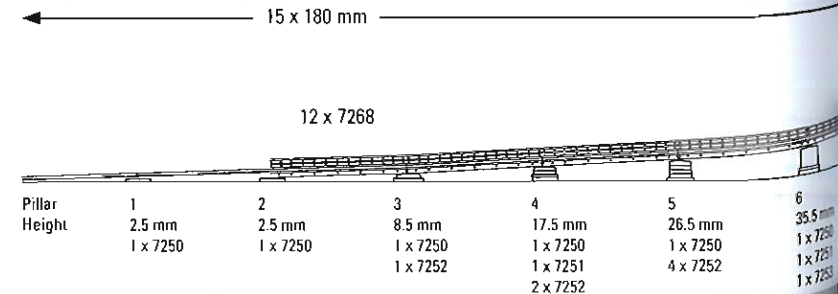
Ascending and descending grades with C Track for electric locomotives with catenary (M Track in parentheses)

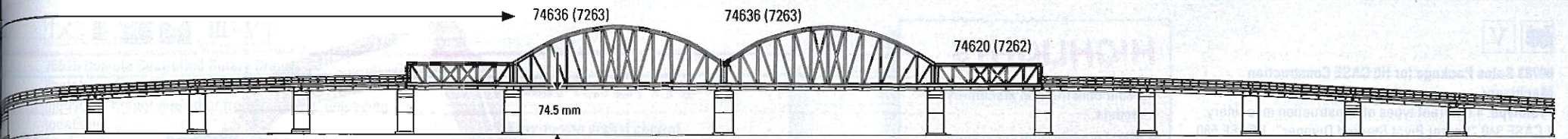


A Grade with K Track for Steam and Diesel Locomotives

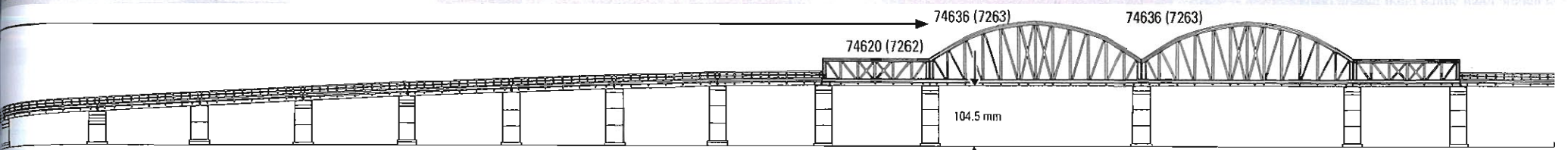


A Grade with K Track for Electric Locomotives with Catenary

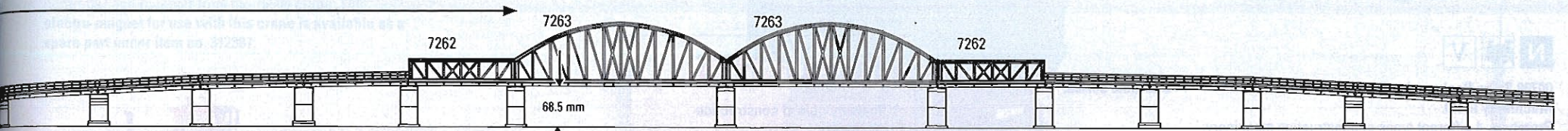




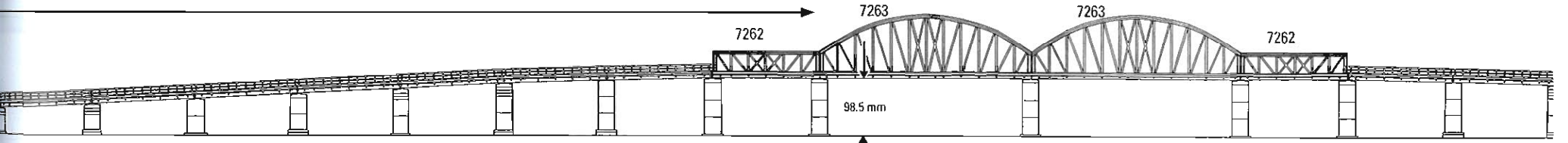
5 mm	8	9	10	11	
7250	56.5 mm	65.5 mm	71.5 mm	74.5 mm	
7251	1 x 7250	1 x 7250	1 x 7250	1 x 7250	
7252	4 x 7252	1 x 7251	1 x 7251	2 x 7252	
7253	1 x 7253	2 x 7253	2 x 7253	2 x 7253	



5 mm	8	9	10	11	12	13	14	15	
7250	56.5 mm	65.5 mm	74.5 mm	83.5 mm	92.5 mm	98.5 mm	101.5 mm	104.5 mm	
7251	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	
7252	4 x 7252	1 x 7251	2 x 7252	3 x 7252	3 x 7253	1 x 7252	1 x 7251	2 x 7252	
7253	1 x 7253	2 x 7253	2 x 7253	2 x 7253		3 x 7253	1 x 7252	3 x 7253	



5 mm	8	9	10	11	
7250	53.5 mm	62.5 mm	65.5 mm	68.5 mm	
7251	1 x 7250	1 x 7250	1 x 7250	1 x 7250	
7252	1 x 7251	2 x 7253	1 x 7251	1 x 7252	
7253	3 x 7252	1 x 7253	2 x 7253	2 x 7253	



5 mm	8	9	10	11	12	13	14	
7250	53.5 mm	62.5 mm	71.5 mm	80.5 mm	89.5 mm	95.5 mm	98.5 mm	
7251	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	1 x 7250	
7252	1 x 7251	2 x 7253	1 x 7251	3 x 7252	4 x 7252	1 x 7251	1 x 7252	
7253	3 x 7252	1 x 7253	2 x 7253	2 x 7253	2 x 7253	3 x 7253	3 x 7253	

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.



00788 Sales Package for "Volvo" Construction Machinery in H0.

Prototype: 4 different types of construction machinery: 1 Volvo A 40D "Articulated Hauler", 1 Volvo L150C "Loader", 1 Volvo L180C "High Lift", and 1 Volvo EC240B "Excavator".

Model: 3 of each model type come in the package. All of the vehicles come individually packaged, with a plastic base and clear plastic top cover.

One-time series.

HIGHLIGHTS

- Scale models of construction machinery.
- Finely detailed metal models with separately applied plastic parts.



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

Large Coaling Station

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.

To be delivered starting in 2010.



HIGHLIGHTS

- Can be used for modeling Era I and later.
- Detailed construction.
- An impressive attention-getter on any layout.
- C Track included.

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

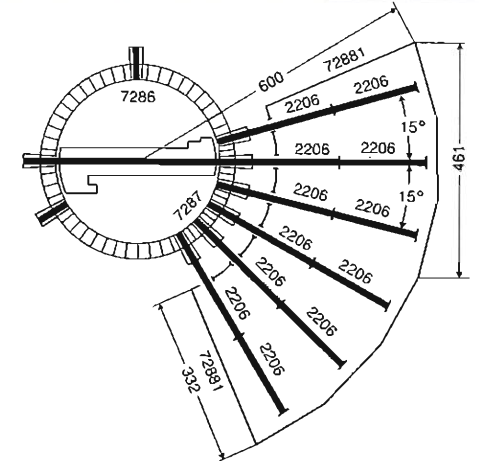
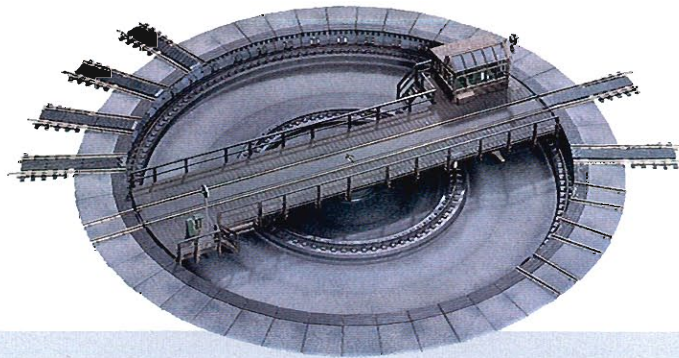
layout. 6 spoke tracks for K Track which can be installed at any spot on the perimeter of the turntable are included. The turntable can also be used with C Track and M Track in conjunction with adapter tracks. It

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 237.

2291 Adapter track for M Track. See page 250.



This diagram shows 2 of the 72881 locomotive shed used with the 7286 turntable.



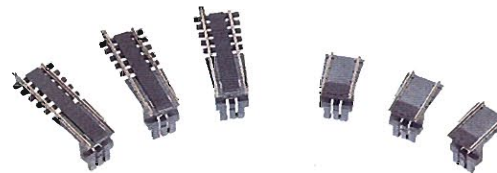
7687 Digital Retrofit Set for the 7286 Turntable.

This set enables easy control of the turntable with track indexing in the Digital system. The deck turns to the right/left in single steps and continuously. The set consists of an electronic control circuit with a digital decoder, all necessary hardware and complete instructions. In addi-

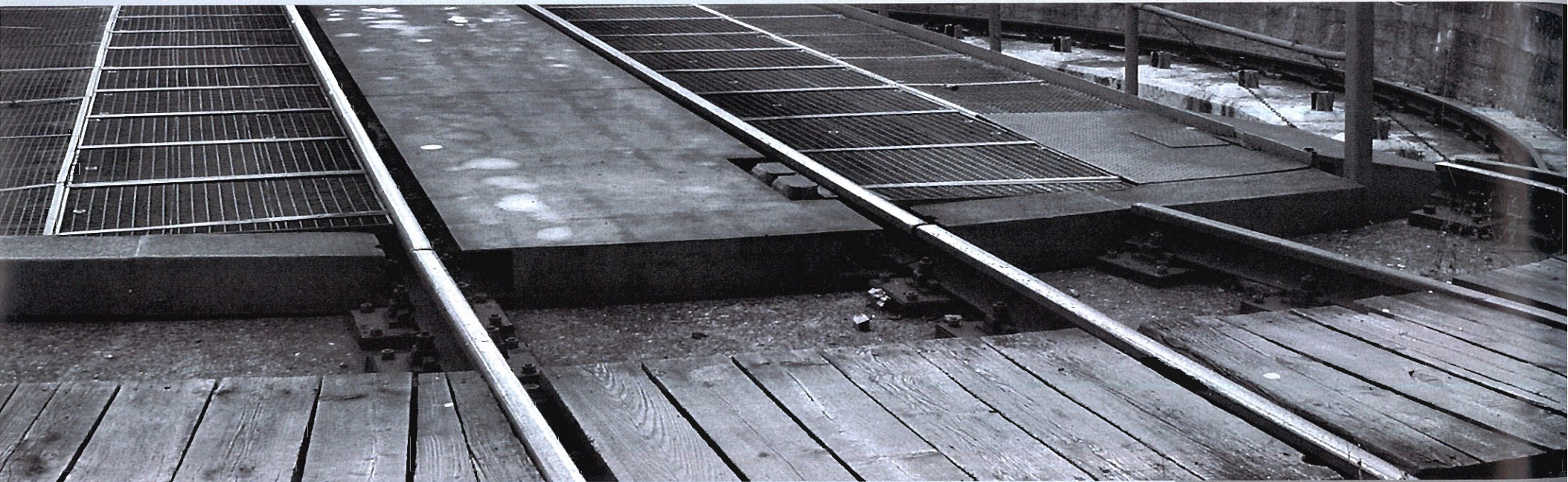
tion to a central unit (6021 Control Unit), a digital accessory controller (6040 Keyboard) is required to control the digital turntable (7286 with 7687). This digital control is independent of the conventional or digital control of the trains.

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.

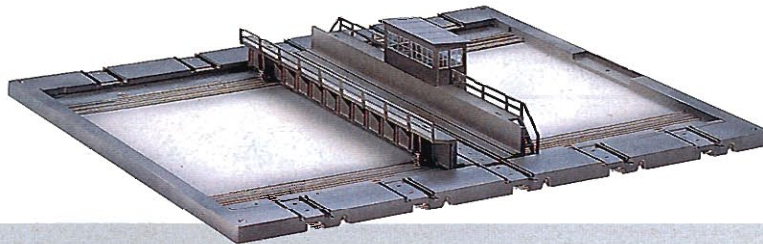


Transfer Table



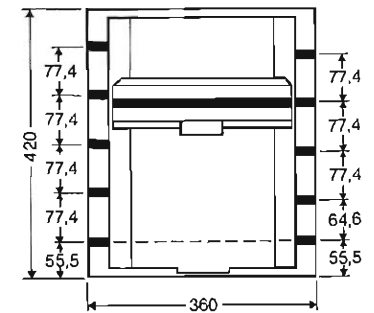
7294 Remote Control Transfer Table. The base plate has 2 approach tracks and 8 stall tracks. The track connections are for M Track. The transfer table can also be used with C Track and K Track in conjunction with adapter tracks. It can be used with the 7289 locomotive shed. The deck has a motor in the 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 237.

2291 Adapter track for K Track. See page 250.



The transfer table can also be controlled with Märklin Digital using a k 84 decoder. The connections for the transfer table are described in the instructions for the k 84 decoder and in the 0308 Digital book.

Building Kits

N I - V

72798 "Lachenheim" Train Station Kit.

Prototype: Small town train station constructed of bricks.

Eras I-V.

Model: All of the components are made of sturdy plastic in different realistic colors.

Dimensions 310 x 103 x 135 mm / 12-3/16" x 4-1/16" x 5-5/16".

HIGHLIGHTS

- Can be used for all eras.

Polystyrene glue available in hobby and train shops is required to assemble this kit. We recommend a glue that comes in a tube for parts with long mounting edges.



Building Kits

N  **I-V**

72883 Locomotive Shed Kit.

Prototype: Three-stall roundhouse locomotive shed constructed of brick. Architectural style in use at the beginning of the 20th century. Still in use for museum operations.

Model: The stalls are arranged at 15° intervals. This locomotive shed can be used with the 7286 turntable. It can be used with C Track and K Track (track not included). The usable track length inside the shed is 30 cm / 11-13/16". The doors close automatically when a locomotive enters a stall. A lighting set with 6 maintenance-free LEDs, wired and ready for installation, is included with the shed. A set of additional truss supports is included so that several locomotive sheds can be joined together without walls between them. Dimensions 350 x 461 mm / 13-3/4" x 18-1/8", height 128 mm / 5-1/16".

HIGHLIGHTS

- Attractive color variation.
- Realistic weathering.
- Authentic for all eras.
- Can also be used for two-rail DC systems.
- Interior details with lighting.



II III IV V

72896 Building Kit of a Locomotive Shed for Small Locomotives.

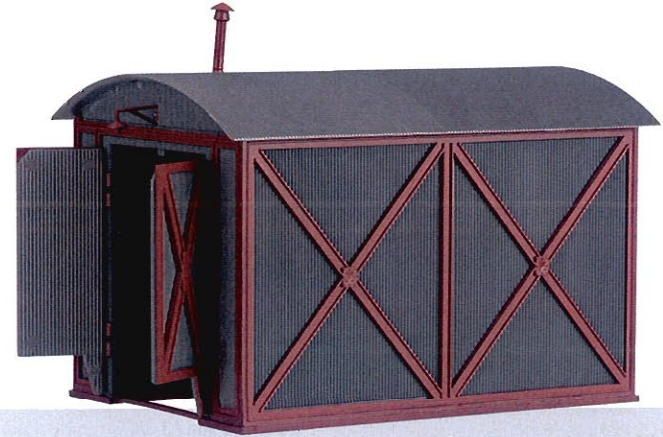
Prototype: Single-stall locomotive shed for small locomotives up to about 8.50 meters / 28 feet in length. Corrugated sheet steel construction with a braced framework of steel shapes.

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.



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

N I - V

72796 Signal Tower Kit.

Prototype: Signal tower with half-timbered construction. Eras I through V.

Model: All of the components are made of sturdy plastic in different realistic colors.

Dimensions 150 x 70 x 170 mm / 5-7/8" x 2-3/4" x 6-11/16".

Polystyrene glue available in hobby and train shops is required to assemble this kit. We recommend a glue that comes in a tube for parts with long mounting edges.

HIGHLIGHTS

- Can be used for all eras.

N I - V

72797 "Märklingen" Train Station Kit.

Prototype: Typical branch line station with sheds. Era I through V.

Model: All of the components are made of special architectural quality, precision, laser cut hard cardstock. The doors on the sheds can be opened. All of the parts come in a realistic basic color, and they can be weathered easily and painted further.

Dimensions of the finished model approximately: length 210 mm / 8-1/4", width 110 mm / 4-5/16", height 95 mm / 3-3/4".

A tube of "Bindan" glue is included for assembling the parts.

To be delivered starting in 2010.

HIGHLIGHTS

- Can be used for all eras.



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

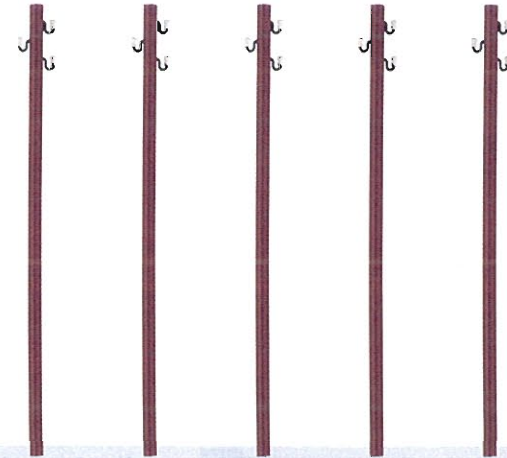
- Suitable for all eras.

I II III IV

74731 Set with 5 Telegraph Masts.

Prototype: Wooden mast with 4 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".



I-V

72897 Building Kit of a Locomotive Shed.

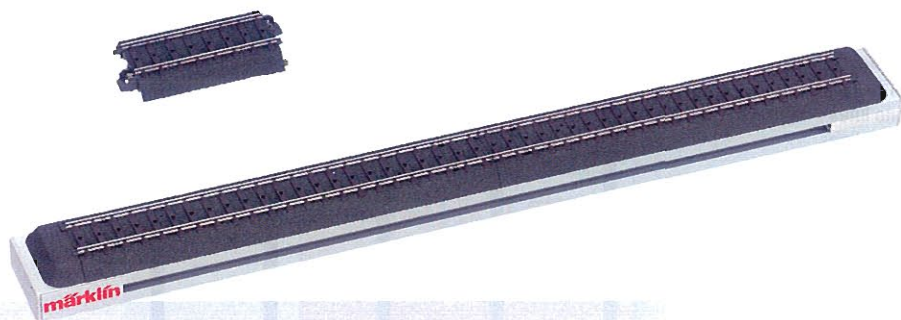
Prototype: Single-stall locomotive shed for locomotives up to about 12 meters / 40 feet in length. Brick construction.

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.



Roller Test Stands



78109 Extension for the Roller Test Stand.

This is for extending the Märklin roller test stands by 40 cm / 15-3/16". 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 / 15-3/16" x 1-5/8" x 1-3/16".

N

78150 Roller Test Stand.

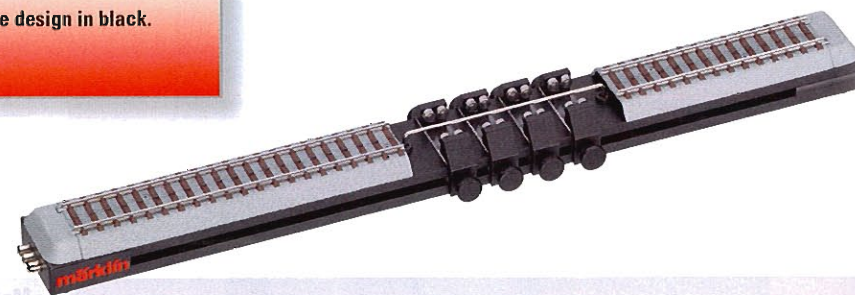
This is for servicing and presenting locomotives with up to 4 driving axles and coupled axles. It is ideal for models of the class 03, class 41, and the Mikado. It is made of black anodized aluminum sections. Four adjustable pairs of roller brackets with precision ball bearings are included. The aluminum parts of the roller brackets are black anodized. C Track is included for positioning non-powered axles. The test stand has train power connections for a conventional transformer, for the

Delta system, or for the Digital system. The roller test stand has a removable center conductor in the roller area. The running rails can be connected separately to a power pack, thus making this test stand suitable for two-rail locomotives. Up to two pairs of 78159 roller brackets can be installed on this test stand.

Dimensions 400 x 42 x 30 mm / 15-3/4" x 1-5/8" x 1-3/16".

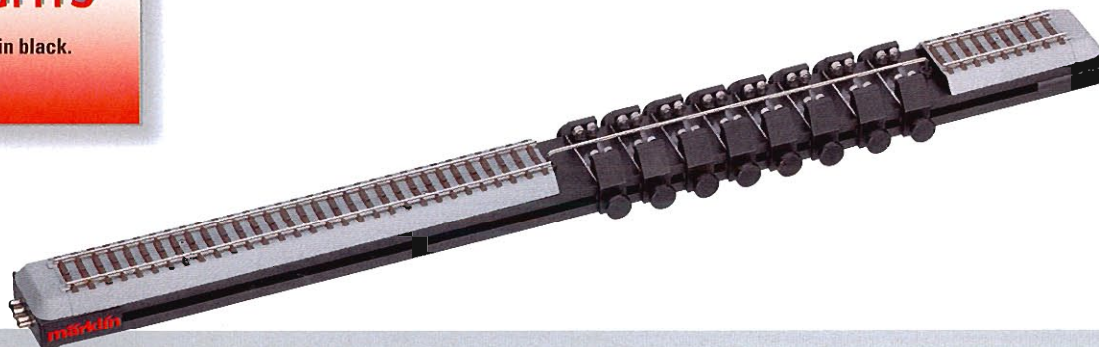
HIGHLIGHTS

- Attractive design in black.



HIGHLIGHTS

- Attractive design in black.



N

78151 Roller Test Stand.

This is for servicing and presenting locomotives with up to 8 driving axles and coupled axles. This roller test stand is suitable for the "Big Boy". Eight adjustable pairs of roller brackets with precision ball bearings are included. The aluminum parts of the roller brackets are black anodized. The construction and technical features are the same as the 78150 roller test stand. Dimensions 520 x 42 x 30 mm / 20-1/2" x 1-5/8" x 1-3/16".

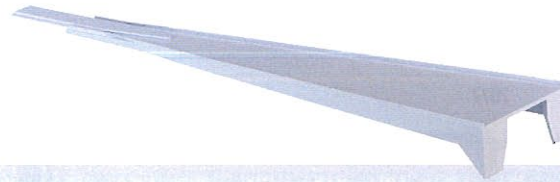
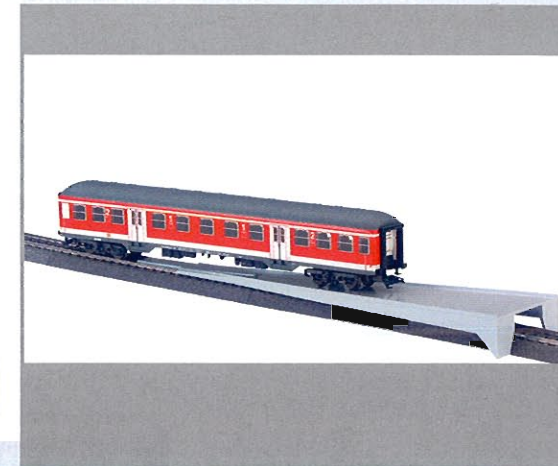
Small Parts and Tools

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".



N

78159 Pair of Roller Brackets.
This is for installing on the 78150 roller test stand in order to have a locomotive with one more coupled axle. These brackets have 4 precision ball bearing bushings. The aluminum parts of the roller brackets are black anodized. The roller brackets have guide slots and set screws.
Dimensions 60 x 27 x 13 mm / 2-3/8" x 1-1/16" x 1/2".

N

78158 Measurement Device with a Pair of Roller Brackets.
This is for installation in the 78100 and 78101 roller test stands. It allows you to measure duration of operation, route distance, and speed. A special pair of roller brackets with a measurement transducer and connections to the measurement device with an LCD display is included. The aluminum parts of the roller brackets are black anodized. The model scale, units, and the measurement range can be selected as desired. The unit is operated with 3 type AA/LR6 batteries (not included).
Dimensions 80 x 70 x 120 mm / 3-1/8" x 2-3/4" x 4-3/4".

HIGHLIGHTS

- Attractive design in black.

To be delivered starting in 2010.



N

60128 Connect-6021.
The Connect-6021 is for bidirectional connections between the former Märklin Digital System and the 60213/60214 Central Station. This allows you to control 80 locomotives (Motorola format as well as mfx) with the 6021 Control Unit, control locomotive auxiliary functions (function, F1 – F4), control solenoid accessories with synchronized display of their settings. This connection also allows you to use the 6043 memory as well as the memory functionality of the 60213/60214 Central Station. Connections on the back side: M-Bus cable (for connections to the 60213/60214). Side connections: Multi-pin strip connector for connections to the "6021 world".
Dimensions 135 x 120 x 80 mm / 5-5/16" x 4-3/4" x 3-1/8".



HIGHLIGHTS

- Attractive design in black.



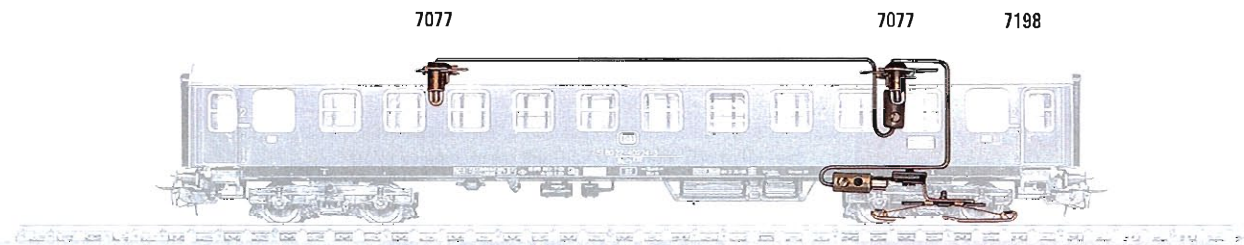
Interior Lighting and Accessories

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.

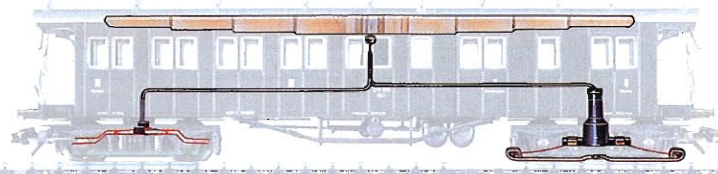
7320



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.

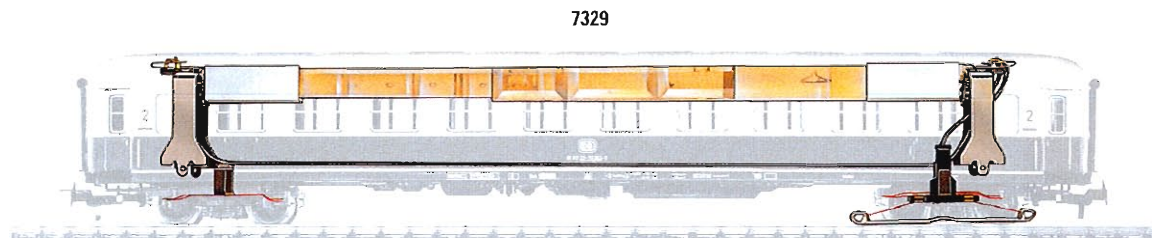
7333



Interior Lighting and Accessories

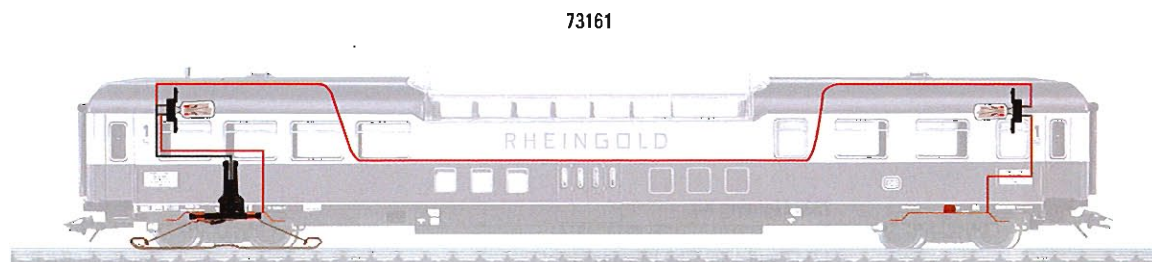
7329 Lighting Kit.

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.



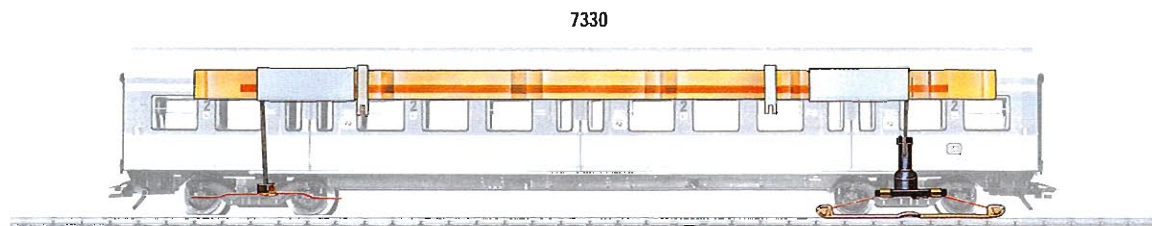
73161 Lighting Kit.

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.



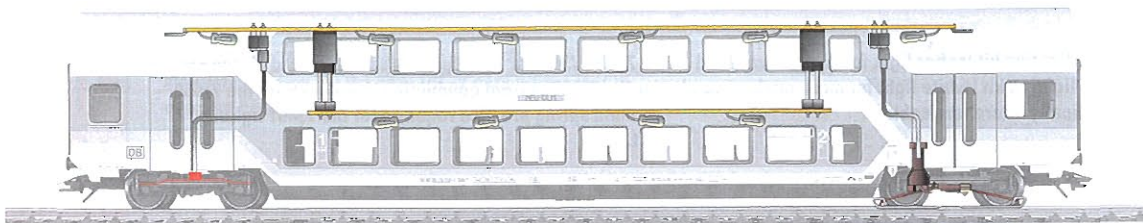
7335 Lighting Kit.

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.

73140



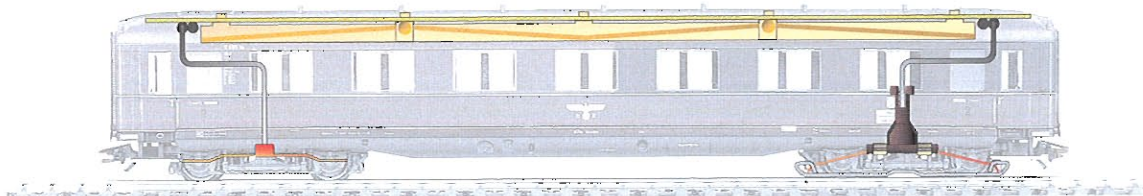
7316 Lighting Kit.

For the 4365 car and the panorama cars from the 4367 car set. The kit consists of a pickup shoe and ground spring, a light diffuser with light sockets and 2 light bulbs. This kit can be used with the 7319 current-conducting close coupler.

73150 Lighting Kit.

For cars 43200, 43201, 43206, 43210, 43211, 43221, 43226, 43231, 43240, 43300, 43301, 43601 and 43602. The kit consists of a pickup shoe and a ground spring, a light diffuser with light sockets, 2 light bulbs, and a current-conducting close coupler.

73150



73155 Lighting Kit.

For cars 43241, 43250, 43251, 43260 and 43261. The kit consists of a pickup shoe and a ground spring, a light diffuser with light sockets, 2 light bulbs, and a current-conducting close coupler.

73400 Standard Interior Lighting Kit with 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.




73400



HIGHLIGHTS

- Coziness in the car: soft light LEDs.

Sample Applications

	73400	73405	73406
	2x	1x	
	1x	1x	
	2x		1x

Interior Lighting and Accessories



I - V

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".

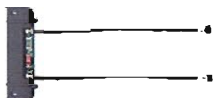


72050 Ground Springs.
These springs are for the 73400 or 73401 lighting kits in conjunction with the 72020 current-conducting couplers. This is a set with 5 ground springs for installation in the car trucks.



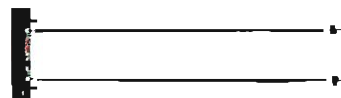
73407 Marker Lights with LEDs.
This is a universal circuit board with two red LEDs for use with the new generation UIC-x and TEE cars in the Märklin HO program (car length 28.2 cm / 11-1/8"). 2 permanently attached connecting wires.

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 HO 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 Individual 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 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.

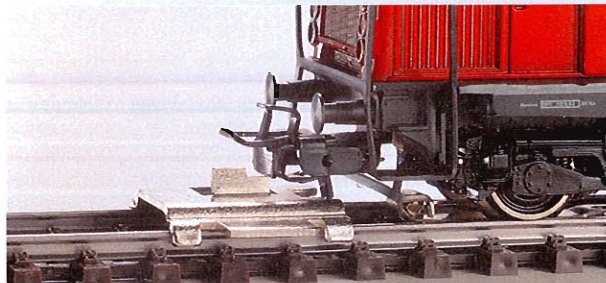
7319 Current-Conducting Close Coupler Drawbars.
Contents: 10 special rigid drawbars, which can be inserted into standard coupler pockets. 20 contact elements for connections to the 7330 lighting kit. A coupling jig for installing the drawbars included. Complete installation instructions are included. 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.

Accessories and Individual Parts

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 and 6646) are only to be used indoors.



International Version:
6646 120 volts.

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'.

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.

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".



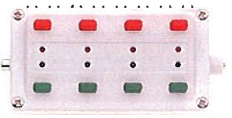
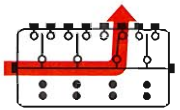
Control Boxes

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)

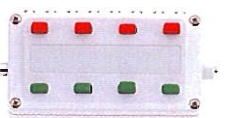
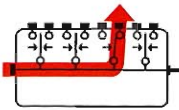


72720 Control Box.
 This control box is for operating 4 double solenoid accessories such as turnouts and signals or up to 8 uncoupler tracks. The position of the buttons shows the settings for accessories connected to the sockets for those buttons. The control box comes with 8 sockets on the back and 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)

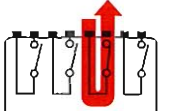


72730 Control Box.
 This control box is for turning 4 different track or accessory circuits on and off. For example, power can be controlled in 4 storage sidings in 4 different track circuits. Unit comes with 8 sockets on the back. All of the connections are for the new plugs from the 71400 sets. 8 appropriate 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)

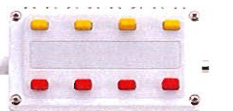
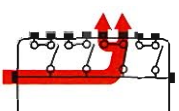


72740 Control Box.
 This control box is for dividing a track or accessory circuit into 4 different circuits, each with two connections. For example, 4 storage sidings in the same track circuit or 4 users in the same accessory circuit can be turned on and off. The control box comes with 8 sockets on the 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

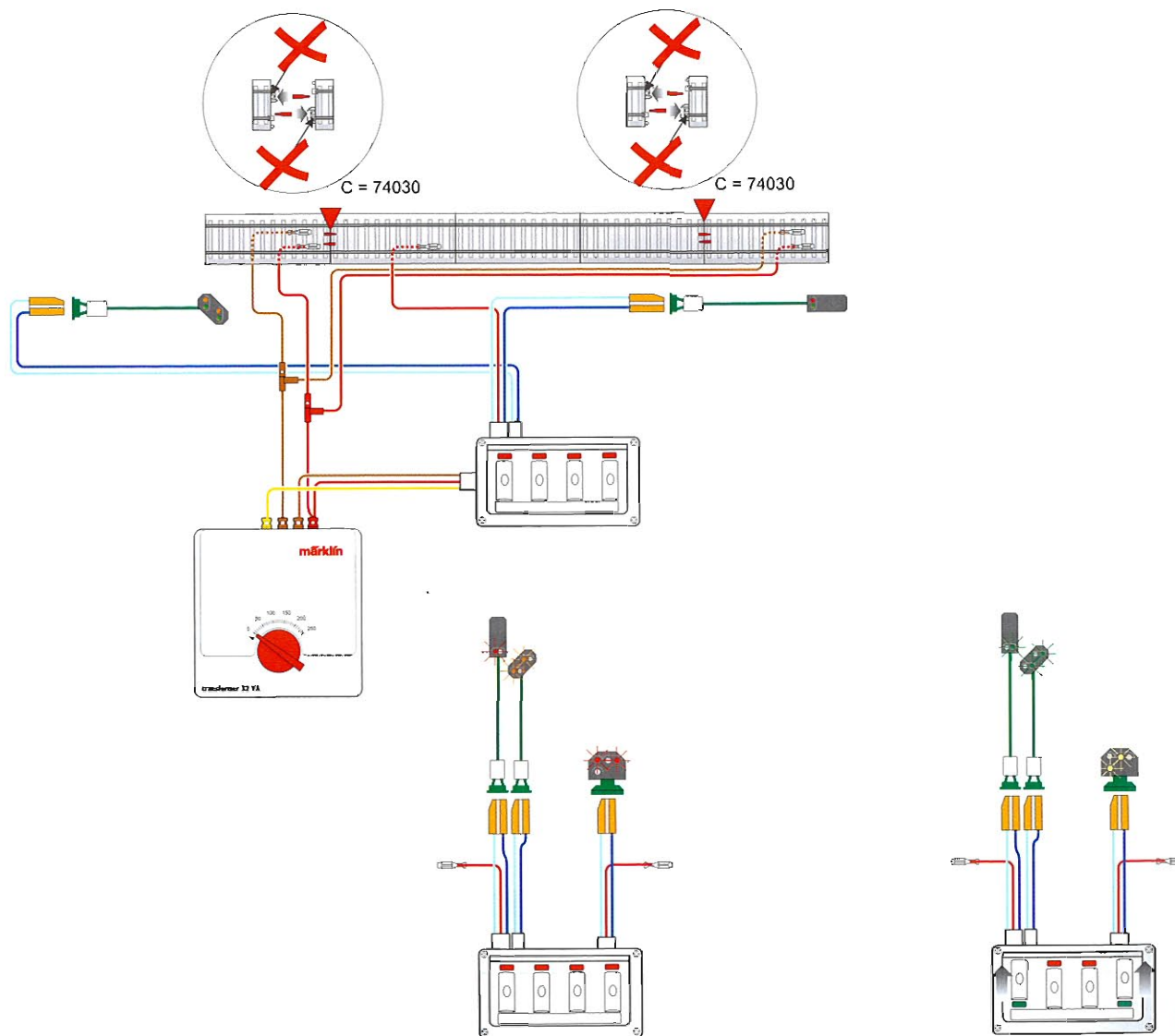
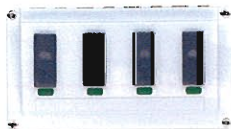


HIGHLIGHTS

- 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".



Tools

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.



7149 Oiler with Narrow Applicator Opening.

Contains 10 ml special oil for lubricating locomotives and cars.



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.



74999 Screwdriver.

This screwdriver has a cross point size 00 (Ph). For 74990 (C) and 7599 (K) track screws.



Books and Software

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.

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.

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.

07455 Track Plan Book for C Track. 80 different HO 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.



N
18145 "Ein Jahr mit Märklin" / "A Year with Märklin" Annual Chronicle. (DE)
 This DVD shows the high points of the previous year for Märklin model railroading. Running time approximately 90 minutes. (DVD: item no. 18145) German version, (DVD: item no. 18146) international version (English, French, Dutch).

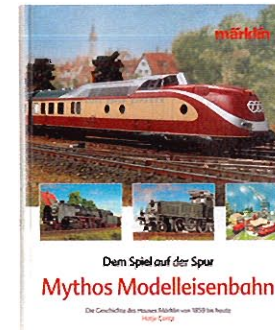


07459 German Edition.
07451 English Edition.
07452 Dutch Edition.
07453 French Edition.



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.



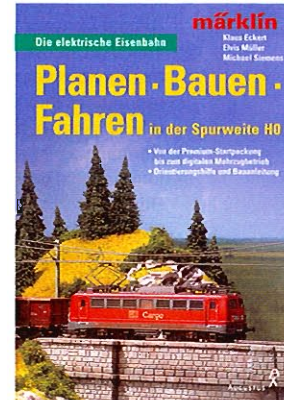
Track Planning Book – C Track. Large track layouts, over 3 m / 9.8 ft in length, are introduced and described with track plans, part lists and color illustrations or drawings. Scale 1:10. In addition to detailed representation with C track, track plans and part lists are also given for K track versions of the layouts. 154 pages. Format 29.7 x 21.0 cm / 11-11/16" x 8-1/4". Bound.

Books and Software

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 / 1-11/16" 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.

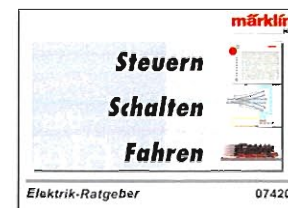
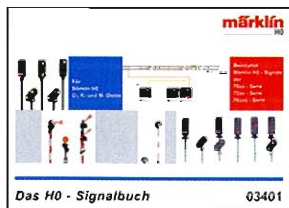
03401 German Edition.
03402 English Edition.
03403 French Edition.
03404 Dutch Edition.

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.

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

- New Version 4.0.
- 2-D/3-D track planning.
- Märklin H0/1/Z and Minitrix.
- Includes 25 selected 3-D 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.

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 transmission 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 up to 20 meters / 66 feet, even when the train is in a tunnel, with little low light level effects – because 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 minimal 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 direction also and allows you to see scenery and buildings along the route.

The recorded images can be transmitted 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 2.4 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's focus is programmed in the range of 20-50 cm / approximately 8"-20".

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.



HIGHLIGHTS

- High-Resolution Video Camera with Low Light Level Effect Amplification.
- The camera has a transmission range of up to 20 meters / 66 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. We are started 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.

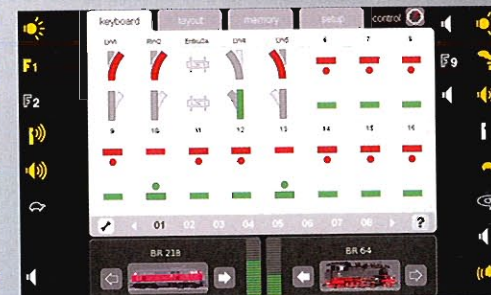
The new Central Station is the absolute must for every Märklin fan. Compatibility with existing, classic configurations and to the previous Central Station/Mobile Station is guaranteed in spite of all the new improvements. All current models coming from the factory with an mfx decoder register themselves automatically in the Central Station and are shown in color on the

display. The large display has a touch-sensitive, color screen (touch screen).

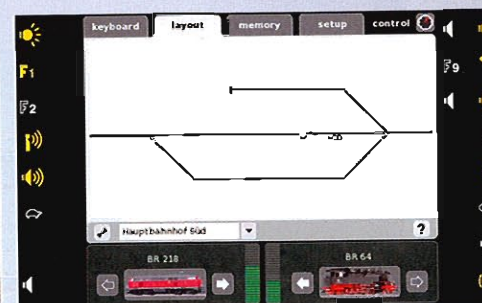
Enter the fantastic new world of Märklin Digital. You will be inspired.



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

N

60214 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 and/or 60214) 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".

Now with complete DCC functionality too.

HIGHLIGHTS

- Märklin Digital multiple protocol controller.
- Large color touch screen.
- 2 built-in locomotive controllers.
- Built-in Märklin Digital locomotive database.
- 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.



60173 Booster.

This is a power booster for large digitally controlled layouts (H0 and 1). It is mfx-capable in conjunction with the 60213/60214 Central Station. It is connected directly to the 60213/60214 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 60213/60214 Central Station. The status display for the Booster is shown with an LED on the Booster and graphically in the display for the 60213/60214 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".



60052 60 VA Transformer, 230 Volts.

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 version:
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".



60123 Connecting Cable.

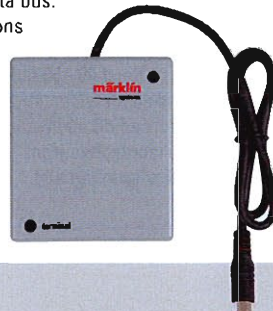
Connecting cable for connecting several 60213/60214 Central Stations. Length approximately 2 meters / 79 inches.



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".



60135 Locomotive Card Set.

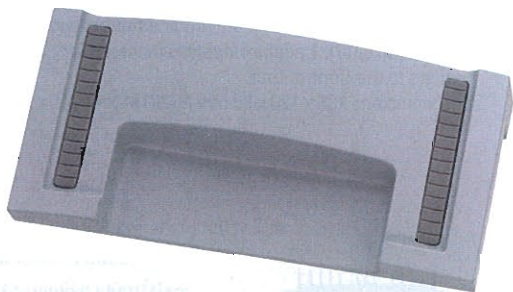
This set consists of 5 chip cards with memory space for all functions and settings for a locomotive and for quickly loading and calling up a locomotive on the 60213/60214 Central Station. Data can be written to these cards more than once.



Märklin Digital

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".



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".



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.





60840 k 84 Decoder.

Receiver for turning continuous current on and off for lighting, motors, and other electrical accessories. This decoder can be activated by the Keyboard, Memory, or Interface. The decoder has switches for setting the digital address. 4 different potential-free switching outputs. All connections are designed for the new plugs from the 71400 set. 8 appropriate plugs included. Dimensions 100 x 54 x 22 mm / 3-15/16" x 2-1/8" x 7/8".



60880 s 88 Decoder.

Feedback module for contact generators on digitally controlled layouts. This decoder comes with a connecting cable that can be plugged into the Memory or Interface. The decoder has connecting sockets for 2 additional s 88 decoders. 16 inputs for contact generators. All connections are designed for the new plugs from the 71400 set. 8 appropriate plugs included. Dimensions 124 x 54 x 22 mm / 4-7/8" x 2-1/8" x 7/8".

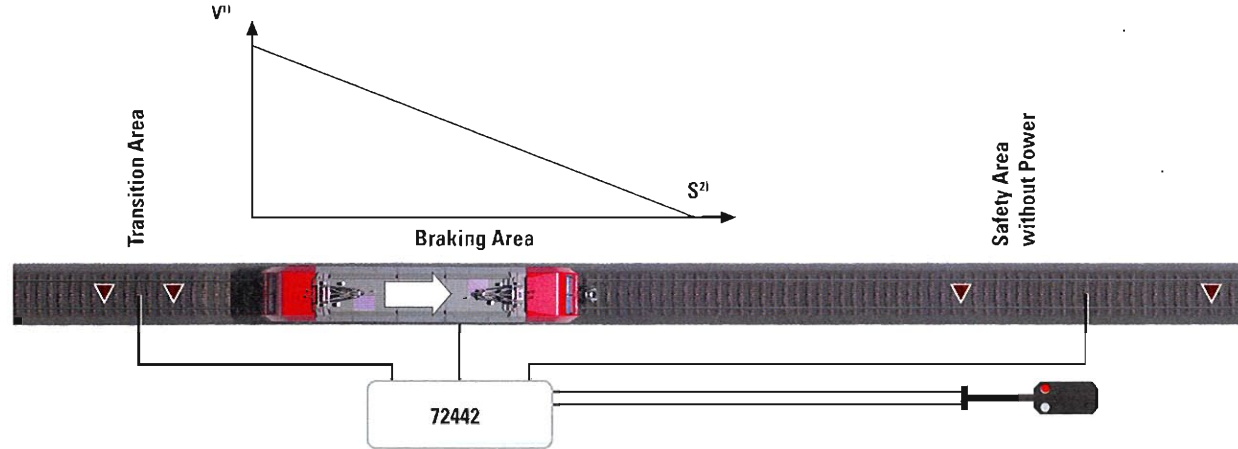


6089 Adapter s 88.

Longer connecting cable for the s 88 decoder. Length 200 cm / 78-3/4".



Automatic Braking Block in Digital Operation



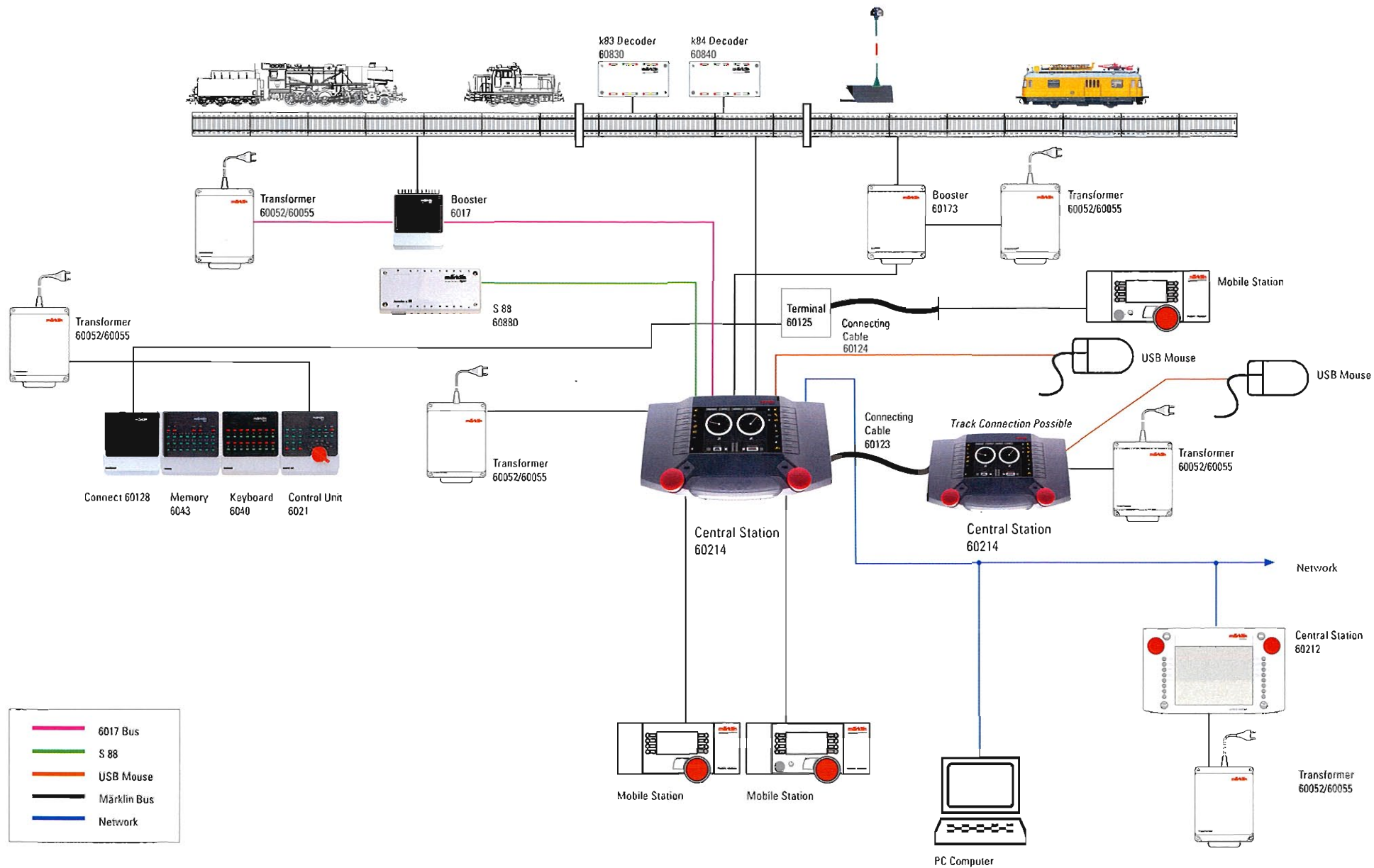
¹ V = Speed

² S = Route Traveled

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

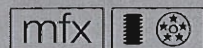


Retrofitting and Converting

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.



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.



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.



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.



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.

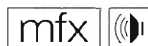


Retrofitting and Converting

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
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



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".

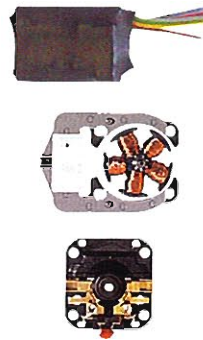
Digital Functions	Central Unit	Control Unit	Mobile Station	Central Station
On/off function F/R	x	x	x	x
On/off function F1		x	x	x
On/off function F2		x	x	x
Electric locomotive op. sounds		x	x	x
Direct control		x	x	x
Locomotive whistle			x	x
Whistle for switching maneuver			x	x
Horn			x	x
Operating Sounds 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

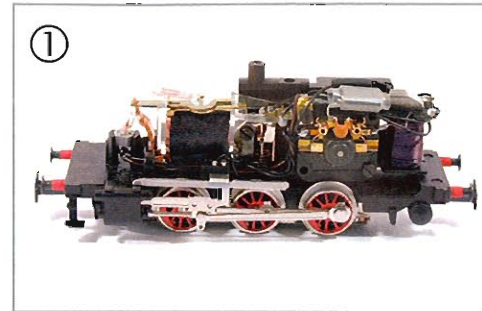
of operation. 80 different addresses can be set on this decoder. It has electronic direction reversing. An auxiliary function (example: Telex couplers) can be turned on and off when the direction is changed twice. The locomotive's headlights are turned on when it is in motion and can be wired to this 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.

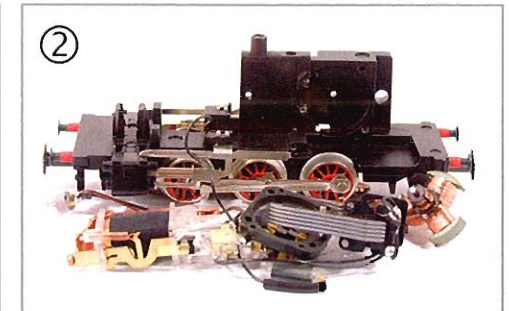


Conversion by an Authorized Märklin Dealer. The easiest way to the new high efficiency propulsion is with your authorized Märklin digital dealer. He will gladly install all decoders and new motors, and he will check

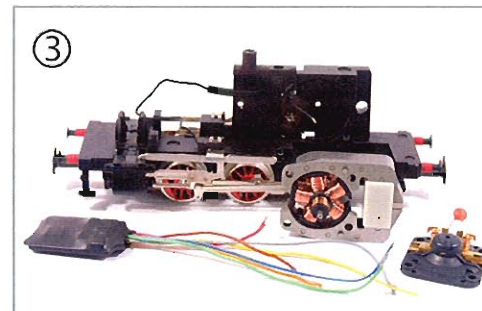
to make sure that all of the parts in the locomotive's mechanism work properly – a requirement for using the outstanding running characteristics of this conversion set. When done this way, the conversion is done quickly:



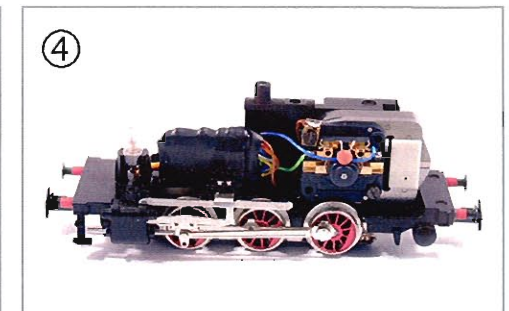
Open the locomotive and check to make sure that it has a motor with the drum-style commutator, because the 60760 set can only be used with this type of motor.



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.

Insider Model for 2009



18031 Magirus Crane Truck Reproduction.

Prototype: Magirus Curved Hood Truck with a Double Cab and a Crane.

Model: The body for the crane truck is made of die-cast metal, and the floor is made of sheet steel. The metal wheels are turned parts with rubber tires. The crane cab roof, the bumpers, and the headlights are set off in colors different from the rest of the truck. The crane has many working features such a crane cab that can be rotated, an adjustable boom, and a crane hook that can be raised and lowered.

Length approximately 18.0 cm / 7-1/16"

The 18031 Magirus crane truck is being produced in 2009 in a one-time series only for Insider members.

This vehicle and its packaging are permanently marked as reproductions.



HIGHLIGHTS

- Reproduction of a classic: the Magirus crane truck in golden yellow from the Sixties.
- This reproduction is produced with the original tooling of the former model, item no. 8031.
- Packaging made of cardboard in an historic design.
- The crane truck is delivered with a certificate of authenticity.

Märklin Insider Club

Get on board and get in on the action faster as a **Märklin Insider**. Benefit from the many advantages and extras we give our club members. All of the club services included in the annual membership dues for the Märklin Insider Club are described on this page. In addition, Märklin brings out exclusive models

that are reserved for club members only.

Becoming an Insider is quite easy: Just download the registration form from our home page www.maerklin.com, fill it out, and send it to us.

The Club services at a glance:

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. You'll receive savings on tickets to enter many museums, shows, and musicals (in Germany and certain other parts of Europe) among other things.

All 6 issues of the Märklin Magazine

The leading magazine for model railroaders! More about this on page 330. 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

Exclusive Insider tips and information about all topics related to the hobby of model railroading as well as with current information about the club and club activities.



Exclusive Club Models

Your membership in the Insider Club entitles you to purchase exclusive models specially developed and produced for you. The lasting value of these Club models is underscored with a certificate.

Annual Club Car

The attractive annual car, either in H0 Gauge or Z Gauge, is only available for you as a Club member. You can look forward to different models every year.

The Annual Chronicle

The high points of the previous Märklin year in model railroading are captured on film and preserved on a DVD so that you can experience them again.

The Catalog

Club members receive free the main catalog that comes out every year. It can be picked up at your authorized dealer by giving him a coupon sent to you.

The services listed here are for 2009. We reserve the right to make changes.

Märklin Insider
P.O. Box 9 60
D-73009 Göppingen
Germany

The Insider Club package for 2009 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 catalog, the Club News, etc.

With the membership card (it has a new design every year) you'll identify yourself as an Insider.



80319 "Ford" Kit
Z Gauge Insider Annual Car for 2009.
Prototype: 1 boxcar. Privately owned car painted and lettered for the firm Ford Works, Inc., used on the German Federal Railroad (DB).
Model: This car is a kit in honor of the former 4937 kit. All of the

individual parts for the car come unassembled in the packaging. Complete instructions for building the kit are included. Length over the buffers 54 mm / 2-1/8".

The 80319 car is being produced in 2009 in a one-time series only for Insider members.



48159 H0 Insider Annual Car for 2009.
Prototype: Boxcar used on the German Federal Railroad (DB). Privately owned car painted and lettered for the firm Ford Works, Inc. in Cologne, Germany. The car looks as it did in the Seventies.

Model: H0 car kit as a reproduction of the former Märklin item no. 4937. This freight car was in the Märklin assortment from 1970 to 1977 as a car kit. Exact instructions included. Length over the buffers for the built-up car 13.5 cm / 5-5/16".

The 48159 car being produced in 2009 in a one-time series only for Insider members.



HIGHLIGHTS

- Reproduction of the "Ford" car kit from the Seventies.
- Marked as a reproduction.
- New car number.

18145 "Ein Jahr mit Märklin" / "A Year with Märklin" Annual Chronicle.
German Version for 2008. This DVD shows the high points of the previous year for Märklin model railroading. Running time approximately 90 minutes. (DVD: item no. 18145) German version, (DVD: item no. 18146) international version (English, French, Dutch).



Märklin Insider Club

For our members celebrating anniversaries.

After five, ten, and fifteen years of completed membership this anniversary is of course quite special to us. So, you can look forward to the models shown here. These exclusive and carefully researched products are being offered until further notice only to our members celebrating anniversaries, a car for each anniversary in the gauge of the annual car selected. If that is not reason enough ...

5 Years of Membership

86191 Level Measurement Car (Z).



46582 Level Measurement Car (H0).



10 Years of Membership

46010 Track Cleaning Car "10 Years Insider" (H0).



86002 Birthday Car (Z).

37082 Express Steam Locomotive (H0).



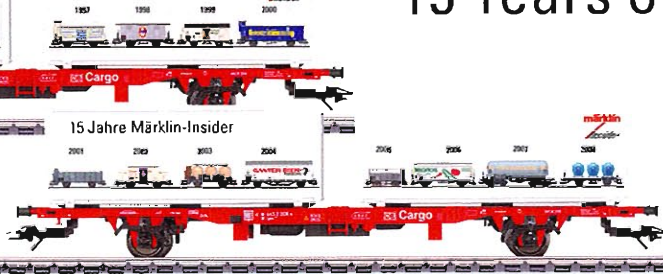
15 Years of Membership

15 Jahre Märklin-Insider



94339 Flat Car for Containers (H0).

15 Jahre Märklin-Insider



98089 Flat Car for Containers (Z).





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.

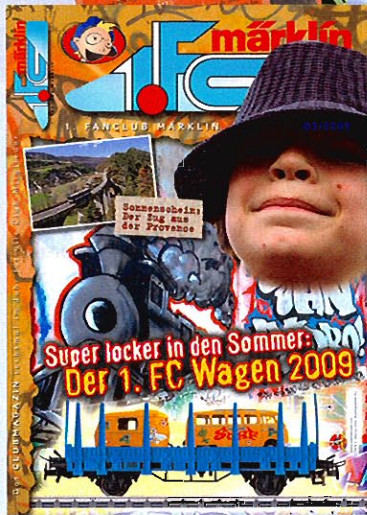
Information and registration forms for the club are available at: www.fcmaerklin.com under the header, "Infocenter/Anmeldung". Membership dues: Euro 10.00, CHF 15.00 per year. Registration forms can also be requested from the address below:

The following services are included in the club membership:

- The club magazine (appears 6 times a year) with exciting information about real railroading and model railroading, contests with prizes, tips for layout construction, and much more.
- The club card (discounted entry in many museums, events, and consumer shows).
- The right to order the 1. FC annual car.
- The online world of adventure (www.fcmaerklin.com).

1. FC Märklin
Postfach 960
73009 Göppingen
Germany

Telefon +49 (0) 7161/608-213
Fax +49 (0) 7161/608-308
E-Mail 1.fc@maerklin.com



48709 1. FC Märklin Annual Car for 2009.
Prototype: Type Kbs stake car, use to transport vehicles. VW T1 Bus and a camping trailer are included.
Model: The railroad car comes in a special blue paint scheme. The VW T1 Bus and the camping trailer are constructed of metal and come decorated with themes from the world of "Looney Tunes". The railroad car has 18 permanent stakes. It also has Relex couplers. Length over the buffers 11.5 cm / 4-1/2". DC wheel set 2 x 70 0580.

Due to licensing restrictions this model is only available in these countries: Germany, Austria, Switzerland, Netherlands, Belgium, and Luxembourg.




MHI Märklin World of Adventure



MHI: Märklin-Händler-Initiative / "Exklusiv" Program.

The Märklin "Exklusiv" Program is an association of mid-sized toy and model railroad dealers in Germany (MHI).

Since 1990, the MHI / Märklin "Exklusiv" Program has supported its members with one-time special series that can only be purchased from dealers in this association.

"Exklusiv" special productions are innovative products with special paint schemes, imprinting, and technical features for experienced model railroaders or also replicas from Märklin's past. These products are identified in the presentation book with .

The dealers in our association are distinguished in particular by carrying the Märklin full line program and by special qualifications in help and service. "Exklusiv" dealers in your area can be found on the Internet at:
www.maerklin-partner.de or
www.marklin.com (for North America).

The Märklin World of Adventure documents the 150 year old history of the firm under one roof with a display of more than 1,000 square meters / 10,764 square feet including a flagship store, a Museum shop, and a service area.

In the flagship store Märklin enthusiasts will find a complete assortment of all gauges for the brands Märklin, Trix, and LGB as well as accessories.

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Germany

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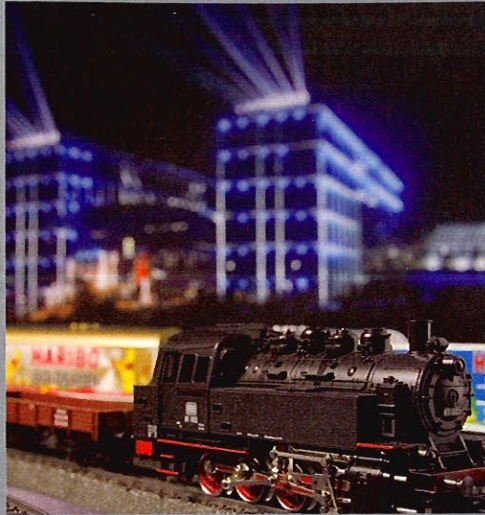
E-mail museum@maerklin.de

Entry is free.

Please go to www.maerklin.de for information about our hours of operation.



Promotion Service



A Märklin model with a unique imprint is an ideal solution for your advertising. Regardless of whether it's in a display case, on a manager's desk, or being run on a beautifully built layout – the model will have appeal, is of high quality, and is effective for a correspondingly long period.

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www.maerklin.com

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/training. Other seminar dates and topics are included in each Insider mailing.

Registration and information at:

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Training
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Märklin on the Internet

märklin



www.maerklin.com is our international home page with links to all of the Märklin companies in the world. 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 the day you are looking at them.

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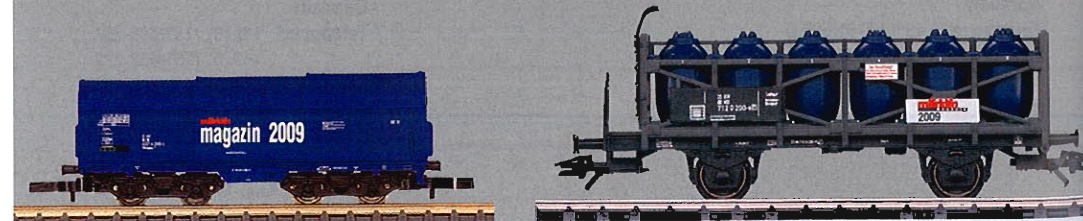
80819 Märklin Magazin Annual Z Car for 2009.
Prototype: German Federal Railroad (DB) type Shimmns 708.
Model: The car comes painted and lettered to fit in the series of Märklin Magazin annual cars. Length over the buffers 55 mm / 2-3/16".

One-time series.



48509 Märklin Magazin Annual H0 Car for 2009.
Prototype: Acid transport car with a brakeman's platform as a privately owned car.
Model: The car comes painted and lettered for the Märklin Magazin. It has detailed, finely constructed frameworks of braced timbers. The car is loaded with 12 acid containers. The freight load is "developer fluid". There is a separately applied catwalk between the acid containers. The car also has a separately applied ladder. Length over the buffers 11.3 cm / 4-7/16". DC wheel set 2 x 700580.

One-time series.



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.

The liberalization of the railroad all over Europe continues.

Era I
1835 to 1925

Era II
1925 to 1945

Era III
1945 to 1970

Era IV
1970 to 1990

Era V
1990 to 2006

Era VI
2006 to the present

I

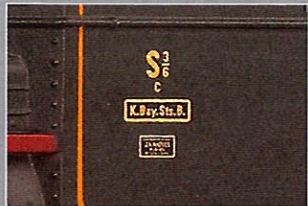
II

III

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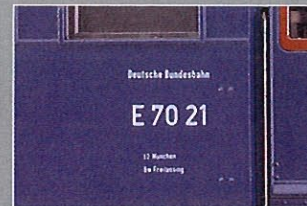
VI



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.



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.



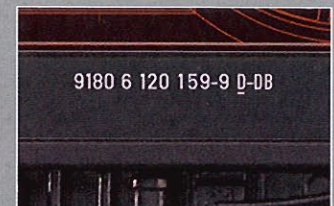
The German Federal Railroad (DB) in the west and the German State Railroad (DR) in East Germany developed parallel to one another. Era III is one of the most interesting phases with steam, diesel, and electric motive power.



Computer UIC lettering was introduced throughout Europe. The cars could now be used across Europe. New paint schemes made railroading more colorful.



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.



The UIC introduces new guidelines for lettering, and locomotives and cars are now given a 12-digit UIC number with an identification code for the country. The increasing number of private railroads causes the disappearance of standardized paint schemes and standardized identification addresses.

Railroads

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

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

Gebr. Märklin & Cie. GmbH

Reparatur-Service

Stuttgarter Straße 55-57

D-73033 Göppingen

Germany

Telephone: +49 (0) 7161/608-222

E-mail: service@maerklin.de

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 Notes



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 when doing this.

In addition to these general notes, please pay attention to the operating instructions enclosed with the various Märklin products so that you can enjoy them safely.

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: +49 (0) 7161/608-222

Fax: +49 (0) 7161/608-225

E-mail: service@maerklin.de

France

Technical Hotline

Thursdays from 2:00 PM – 5:30 PM

Contact Person: Mr. Metreau

Telephone: +33 (0) 1 48 17 78 74

E-mail: sav@marklin.fr

Netherlands

Current information about the hotline can be found at www.marklin.nl/support

Switzerland

Repair Service / Warranty

Märklin-Vertriebs AG

Mönchmattweg 3

CH-5035 Unterentfelden

Telephone: +41 (0) 62 723 51 21

Fax: +41 (0) 62 723 89 82

E-mail: info@maerklin.ch

Hours of operation

Mondays through Fridays 7:30 AM – 12:00 Noon and 1:00 PM – 5:00 PM

Technical Hotline

Tuesdays and Thursdays from 2:00 PM – 6:00 PM

Saturdays from 10:00 AM – 1:00 PM

Contact Person: Alexander Stelzer

Telephone: +41 (0) 56/667 3663

Fax: +41 (0) 56/667 4664

E-mail: alex.stelzer@gmx.ch

Belgium

Technical Hotline

Mondays from 8:00 PM to 10:00 PM

Sundays from 10:00 AM to 12:00 PM

Contact Person: Hans Van Den Berge

Telephone: +32 (0) 9 245 47 56

E-mail: customerservice@marklin.be

USA

Technical Hotline

Contact Person: Dr. Tom Catherall

Telephone: 801-367-1042

E-mail: tom@marklin.com

Repair Service / Warranty

Contact Person: Ken Brzenk

WK Walthers, Inc.

5601 W. Florist Ave.

Milwaukee, WI 53218, USA

Telephone: 414-918-7304

Fax: 414-527-4423

E-mail: Ken8@walthers.com

Hours of operation

Mondays through Fridays 7:30 AM – 12:00 Noon and 1:00 PM – 4:00 PM

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Explanation of Symbols

New item for 2009.	Power supply can be switched to operate from catenary.	Locomotive with 5-pole motor.	Triple headlamps 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 headlamps 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 headlamps 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 headlamps 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 6021 Control Unit . The functions present depend on how the locomotive is equipped. Standard function (function) active during conventional operation.	Dual headlamps 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 60652 Mobile Station . Up to 5 functions when operated with the 6021 Control Unit . Up to 16 functions when operated with the 60212/60213/60214 Central Station . The functions depend on how the locomotive is equipped.	Dual headlamps front and rear.	Built-in LED interior lighting.
Metal car frame and body.	Märklin close couplers with pivot point.	Dual headlamps 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 headlamps 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.	mfx	Triple headlamps front and rear.	I Era I (1835 to 1925)
Lokomotive/car has sprung buffers.	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 headlamps that change over with the direction of the travel.	II Era II (1925 to 1945)
Automatic claw couplers can be replaced with reproduction prototype couplers.	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 white headlamps in front, dual lights at the rear, each change with the direction of travel.	III Era III (1945 to 1970)
Plug-in base for easy installation and removal.	Softdrive	Four-light headlamps that change over with the direction of travel.	IV Era IV (1970 to 1990)
Built-in interior details.		One red marker light.	V Era V (1990-2006)
		Dual red marker lights.	VI Era VI (2006 to the present)
		Dual headlamps and dual red marker lights that change over with the direction of travel.	

märklin

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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 of this Märklin catalog cancels all previous Märklin catalogs.

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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