märklin

New Items for 2013

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Dear Märklin Fans,

The New Year is already taking baby steps. Our new items for 2013 are already matured highlights however. We are pleased to be able to present our Märklin new items brochure for 2013. This year we have a big anniversary in our company: The Märklin Insider Club is celebrating its 20 years of existence and we would like to thank you for your trust and loyalty. We would like to express our thanks with more than just words; mostly in the way that we can do best: with high quality models in all of our gauges, exclusively for club members.

Standing still means going backwards. We are therefore excited to be able to show you our innovations for the New Year. You'll experience a totally new operating adventure with the mfx+ decoder. With this new technology operating is melded even more into reality. Become a locomotive engineer in your engineer's cab and operate your locomotive just like in real life. Does this get your curiosity? Look on pages 82-83. There you'll learn more about the new Märklin "World of Operation".

The success of Märklin my world keeps on going. For the second time in a row a product from Märklin my world has been chosen as a "Top 10 Toy" in Germany. The product line for Märklin my world has been expanded with excitement and much love of detail, so that you will see something totally new this year in Märklin my world! In addition to the well-known battery trains our new series will surprise you with a high level of play value for children ages 3 and above. These battery trains can be snapped together out of individual parts and thus create trains according to your individual taste. In nothing flat a steam locomotive can be turned into a diesel locomotive and of course you still have the famous Märklin my world features as usual.

This year Märklin H0 is presenting the theme of ore trains: The class Dm3 heavy three-part ore locomotive for the Swedish State Railways (SJ) has been developed for you at great cost by our designers. You can make up a prototypically long ore train with the appropriate car sets. Other remarkable new items can be found of course in Märklin 1 as well as in Märklin Mini-Club.

Enjoy the new items for 2013 and let yourself be inspired!

Your Märklin Team

One-Time Series for 2013

The Märklin-Dealer-Initiative (MHI) is an international association of medium size toy and model railroad specialty dealers (MHI INTERNATIONAL).

Since 1990, the MHI has produced one-time special series for its members, which have been available exclusively through dealers in the group.

MHI special production runs are innovative products with special differences in their paint schemes, imprinting, and technical features for the experienced model railroaders or also replicas from earlier Märklin periods.

These products are identified with the pictogram .

MHI products for the Märklin and Trix brands are produced in one-time series and are only available in limited quantities.

The dealers in our international association are distinguished by carrying the entire Märklin/Trix assortment as well as having special qualifications for giving advice and service.

MHI dealers in your area can be found on the Internet at www.mhi-portal.eu

Class 24 Passenger Steam Locomotive

36242 Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 24 passenger steam locomotive. Standard design locomotive with Wagner smoke deflectors. Locomotive road number 24047.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has a special can motor in the boiler. 3 axles powered. Traction tires. The boiler is constructed of metal. The locomotive has a factory-installed 72270 smoke generator. The triple headlights change over with the direction of travel. They and the built-in smoke generator will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with an NEM coupler pocket and guide mechanism on the rear of the tender. There is a close coupler with an NEM coupler pocket on the front of the locomotive. A figure of a locomotive engineer and fireman are included.
Length over the buffers 19.4 cm / 7-5/8".

- **First time for this locomotive with an mfx decoder and steam locomotive sounds.**
- **Detailed, affordable beginners model.**
- **Factory-installed smoke generator.**
- **Figure of a locomotive engineer and fireman included.**

One-time series.

A passenger car set to go with this locomotive can be found in the Märklin H0 assortment under item number 43194.

New: 5 Year Warranty**

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Bell		x	x	x
Whistle for switching maneuver		x	x	x
Letting off Steam		x	x	x
Air Pump			x	x
Sound of coal being shoveled			x	x
Grate Shaken			x	x
Injectors			x	x
Generator Sounds			x	x

43194 Passenger Car Set.
Prototype: Two German Federal Railroad (DB) 3-axle rebuild car pairs and a half baggage car. One type B3yg, 2nd class, and B3yg, 2nd class, rebuild car pair in green, one type AB3yg, 1st/2nd class, and B3yg, 2nd class, rebuild car pair, and a type BD4üm, 2nd class with baggage area, half baggage car in green.
Model: The rebuild car pairs and the half baggage car have factory-installed interior lighting with maintenance-free, warm white LEDs. The half baggage car also has a marker light and is equipped with a pickup shoe. The rebuild car pairs are permanently coupled together with current-conducting couplings. The car pairs and the half baggage cars have current-conducting close couplers and can be uncoupled from each other. Power is supplied via the half baggage car.
Total length over the buffers 89.2 cm / 35-1/8".
DC wheel set 12 x 700580 and 4 x 406240.

One-time series.

The class 24 steam locomotive goes well with these cars and can be found in the Märklin H0 assortment under item number 36242.

New: 5 Year Warranty**

43194 36242

** Brand new:
5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

One-Time Series for 2013.

mfx III 15 +

30301 Electric Locomotive.
Prototype: Swedish State Railways (SJ) class Da. Brown basic paint scheme. The locomotive looks as it did at the end of the Fifties.
Model: This is a reproduction of a Märklin classic based on item number 3030. The locomotive has an mfx digital decoder. It also has controlled high-efficiency propulsion. 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 body and frame are constructed of metal. The locomotive body has raised lettering for "Märklin" and the item number. Both ends of the locomotive have Relex couplers.
Length over the buffers 14.7 cm / 5-3/4".

- **Reproduction of a Märklin classic from the Sixties.**
- **The right locomotive to go with the "Tin-Plate" passenger cars from item number 40301.**
- **Packaging with a color representation of the locomotive based on the historic packaging for the class Da.**

One-time series.

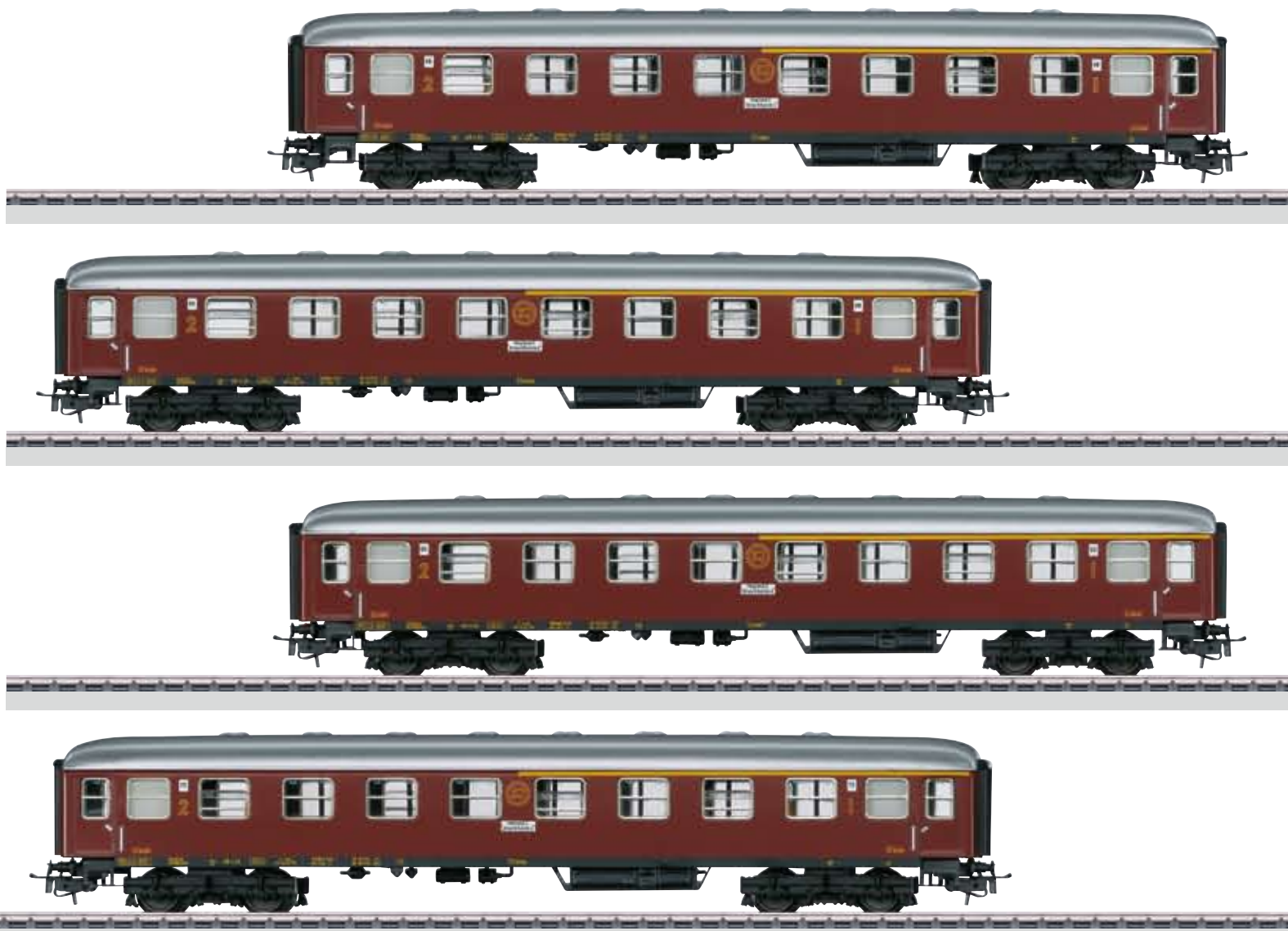
The "Tin-Plate" passenger cars to go with this locomotive can be found in the Märklin H0 assortment under item number 40301.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x

40301 "Tin-Plate" Passenger Car Set.
Prototype: 4 Swedish State Railways (SJ) type Litt. ABo24 four-axle passenger cars, 1st/2nd class. Brown basic paint scheme. The cars look as they did at the end of the Fifties.
Model: All of the cars have Relex couplers and rubber tube diaphragms. The train destination signs are printed on the cars. The cars have different car numbers. Each car comes individually packaged and marked. The packaging is based on the historic packaging design of the time in the past. There is also an additional master package.
Length over the buffers for each car 24 cm / 9-7/16".

One-time series.

The class Da electric locomotive goes well with these cars and can be found in the Märklin H0 assortment under item number 30301.



40301 30301

** Brand new:
5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

One-Time Series for 2013.

Class 185.2 Electric Locomotive

36617 Electric Locomotive.
Prototype: DB Schenker Rail Deutschland AG class 185.2 general-purpose electric locomotive. "Traffic Red" basic paint scheme. Dual system locomotive built by Bombardier as a regular production locomotive from the TRAXX program. The locomotive looks as it currently does in 2012.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has a special can 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 at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends of the locomotive are turned off, then you have the double "A" light at both ends on as a function. The headlights are maintenance-free, warm white LEDs. The locomotive has 2 pantographs that can be raised and lowered (they are not wired to take power from catenary).
Length over the buffers 21.7 cm / 8-1/2".

- **Locomotive for the first time with a variety of light and sound functions.**
- **mfx decoder included.**
- **Lighting with warm white and red LEDs.**

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Operating Sounds 1	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
Whistle for switching maneuver		x	x	x
Headlight(s): Cab1 End		x	x	x
Sound of Couplers Engaging			x	x
Operating Sounds 2			x	x
Letting off steam / air			x	x
Blower motors			x	x
Conductor's Whistle			x	x
Rail Joints			x	x

New: 5 Year Warranty**

EXCLUSIV 1/2013

** Brand new:
5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

One-Time Series for 2013.

Class 216 Diesel Locomotive

88784 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 216 diesel locomotive in an "Ocean Blue" / beige paint scheme.

Model: Both trucks are powered. The headlights and red marker lights change over with the direction of travel. They are maintenance-free warm white and red LEDs. The locomotive has a reproduction of the inductive magnets.
Length over the buffers approximately 75 mm / 2-15/16".

The 88784 diesel locomotive is being produced in a one-time series exclusively for the Märklin Händler Initiative / Märklin Dealer Initiative (MHI).

The addition of the 87339 car set to the 88784 locomotive will give a prototypical train consist.

New: 5 Year Warranty**

Commuter Cars

IV 15 +

87339 Commuter Car Set.
Prototype: Typical commuter car set for Era IV, consisting of 2 each type Bnp 719 commuter cars, 2nd class, 1 each type AByl 411 commuter car, 1st/2nd class, 1 each type Byl 421 commuter car, 2nd class.

Model: This is a 4-part car set consisting of a car, 1st/2nd class, and three cars, 2nd class. All of the cars have an extensive finely executed paint scheme and lettering and are equipped with black nickel-plated metal wheels.
Total length over the buffers approximately 480 mm / 18-7/8".

One-time series for the Märklin Händler Initiative / Märklin Dealer Initiative (MHI).

All of the cars are in a special edition, not available separately.

The addition of the 88784 locomotive to the 87339 car set makes for a prototypical commuter train.

New: 5 Year Warranty**

87339

88784

** Brand new:
5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

One-Time Series for 2012.

EXCLUSIV 1/2013

One-Time Series for 2013.

II III 15 +

18030 Lanz Eilbulldog Tractor.
Prototype: Lanz Eilbulldog Tractor.
Model: This is mostly new tooling for a Lanz-Eilbulldog tractor. The vehicle is constructed mostly of metal. This is a version with a driver and tail pipe. The metal wheels have rubber tires.
Vehicle length approximately 7.5 cm / 3".

- **Late realization of a vehicle planned earlier but not achieved until now.**
- **Superstructures constructed mostly of metal.**
- **The perfect add-on to the five-part series of replica vehicles (18023, 18032, 18031, 18034, and 18029) and the 18038 fire truck.**
- **Certificate of authenticity included.**
- **Historic design for the packaging.**

The 18030 Lanz Eilbulldog is being produced in Jahr 2013 in a one-time series only for Insider members.

New: 5 Year Warranty**

** Brand new:
5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

One-Time Series for 2013.

Fun Playing Right from the Start – with Märklin my world

With the battery segment from Märklin my world the smallest ones in your family can be playing right now with trains as easy as child's play. Battery trains, sturdy magnet couplers, and an infrared controller promise fun designed for children and above all safe. The sturdy C Track system compatible with all of our H0 models can be expanded any way you want to. In addition to the battery trains, the electric Märklin my world models promise fun for grade school children and people getting back into model trains. These starter sets are made for model railroad fans who want to play spontaneously with a train. The Märklin my world assortment has been expanded considerably this year too. For that reason we are delighted to be able to show you the highlights for 2013.

Maximum play value and compatibility comes with a new product line in the Märklin my world battery segment – perfectly timed. The items here can of course be snapped together individually. A steam locomotive thus becomes a diesel locomotive in a twist of the wrist. Naturally, the typical Märklin my world features such as sound, lights, and Märklin C Track are also here.
But, the other battery trains are not coming up short. Since the Mouse Train up till now has been reserved only for the Märklin pros, the little "Mouse fans" can now take delight in a colorful battery train designed for chil-

dren that will immediately awaken memories of the television show with the Mouse just like the real life train.

The Märklin my world assortment for grade school children and for people getting back into trains will completely surprise you this year with its emphasis on forestry. Load your train with freshly cut timber and transport it directly to the saw mill. This will make playing with your Märklin trains a totally new adventure.

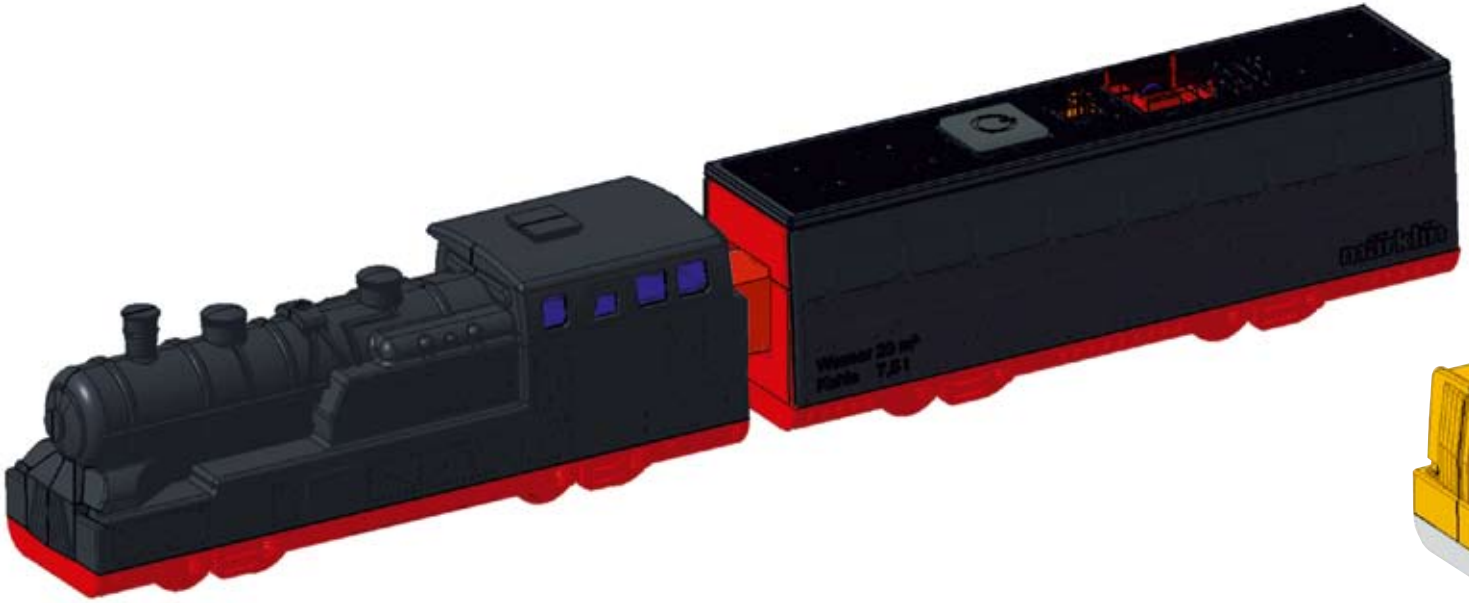
“Freight Train Kit” Starter Set

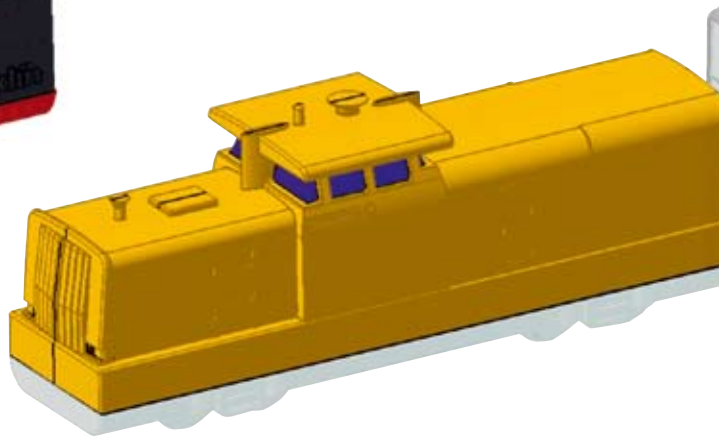
29270 “Freight Train Kit” Starter Set.
Four-part freight train consisting of different locomotive and car kits in colorful paint schemes.
Model: The train has a battery powered drive and magnet couplers between the individual cars. There is a permanently coupled unit consisting of a locomotive and a battery car frame. The body for the locomotive and the battery car can be changed as desired with a simply snap-together design. The train has 3 speed levels in both forward and reverse direction of travel, 3 sound functions, and triple headlights. The dump car and the flat car for containers are snap-together kits and come in the set as individual parts. These parts can also be used individually. Plastic balls are also included for a load in the dump car.
Train length 52.5 cm / 20-11/16“.

- **The locomotive and cars consist of snap-together kits that provide the maximum of play fun.**
- **Battery operated train with light and sound functions.**
- **A very suitable toy for children ages 3 and above.**
- **The containers can be removed individually.**
- **Sturdy C Track with the “Click System” for fast setup and takedown – even on the floor.**
- **Batteries included with the set.**

Contents: Permanently coupled unit consisting of a locomotive and a battery car frame, a steam locomotive body with a coal tender insert, a diesel locomotive body with a car body for a boxcar, a dump car kit, a flat car kit for containers, 12 no. 24130 curved track, 2 no. 24172 straight track, 2 no. 24188 straight track, and an easy-to-use, wireless infrared controller. 4 each AA and 2 each AAA batteries are included. The train can be operated with 2 different frequencies, thus allowing you to add a second battery train. This set can be expanded with the C Track extension set program and the entire C Track program.

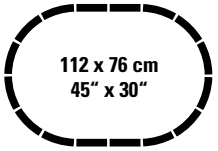
This starter set can be expanded with other kit items that are available under item numbers 36270, 44270, 44271, 44272, 44273, 44274, 44275, and 72205.





WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.

Functions	Battery train
Headlights	x
Conductor's Whistle	x
Horn	x
Brakes squealing	x



29270

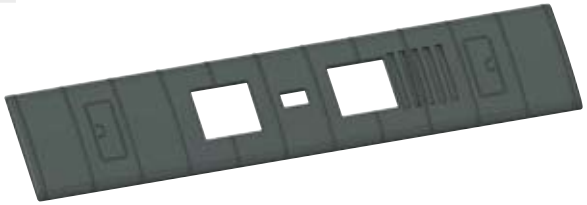

12x

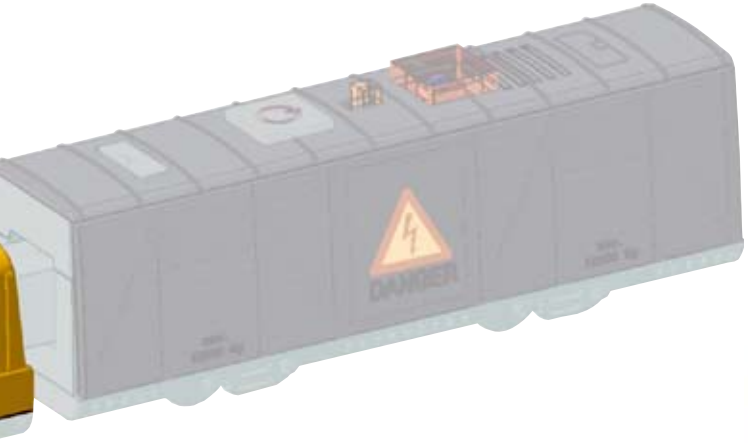

2x

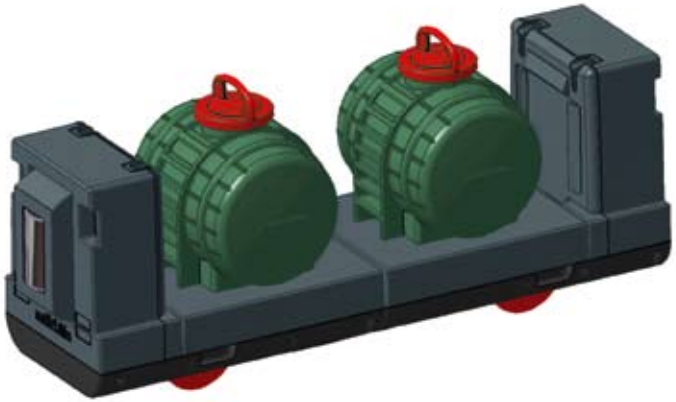

2x

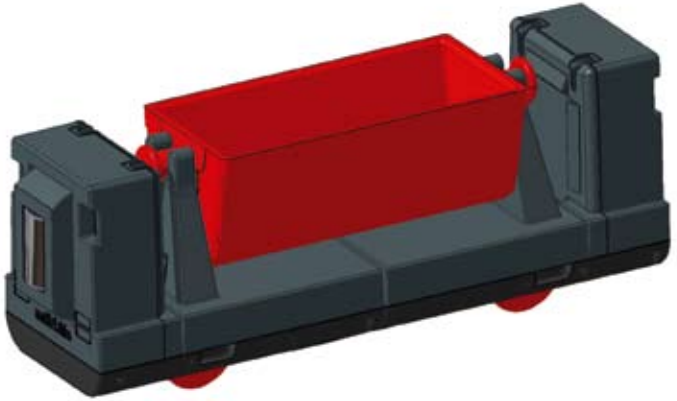

4x


2x







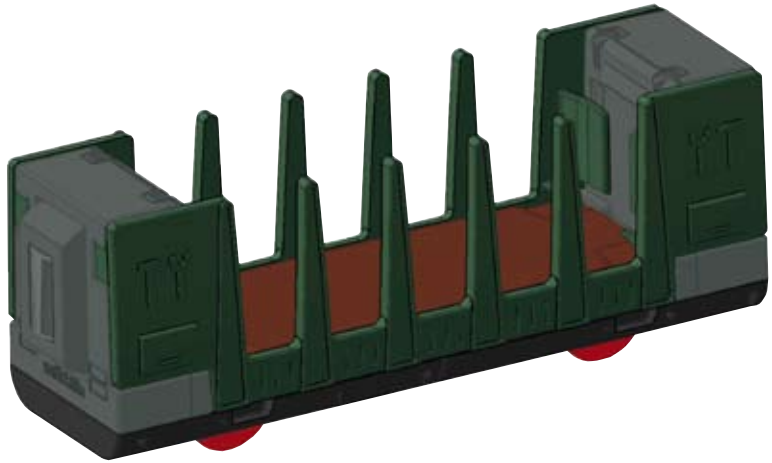


Building Kits

44271 Stake Car (Kit).
Stake car kit in a design for children.
Model: This is a car kit that can be put together with a few parts. The car has magnet couplers. The car is delivered in parts. The parts for this car can also be used with other kit cars.
Car length 12 cm / 4-3/4".

- **Maximum play fun with snap-together kits just right for children.**
- **Coupling cars easy as child's play with the use of magnet couplers.**

This stake car goes well with the 29270 "Freight Train Kit" starter set. Other kit items are available under item numbers 36270, 44270, 44272, 44273, 44274, 44275, and 72205.



44272 Gondola (Kit).
Gondola kit in a design for children.
Model: This is a car kit that can be put together with a few parts. The car has magnet couplers. The car is delivered in parts. The parts for this car can also be used with other kit cars.
Car length 12 cm / 4-3/4".

- **Maximum play fun with snap-together kits just right for children.**
- **Coupling cars easy as child's play with the use of magnet couplers.**

This gondola goes well with the 29270 "Freight Train Kit" starter set. Other kit items are available under item numbers 36270, 44270, 44271, 44273, 44274, 44275, and 72205.

WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.

44273 Boxcar (Kit).
Boxcar kit in a design for children.
Model: This is a car kit that can be put together with a few parts. The car has magnet couplers. The roof can be removed. The car is delivered in parts. The parts for this car can also be used with other kit cars.
Car length 12.0 cm / 4-3/4".

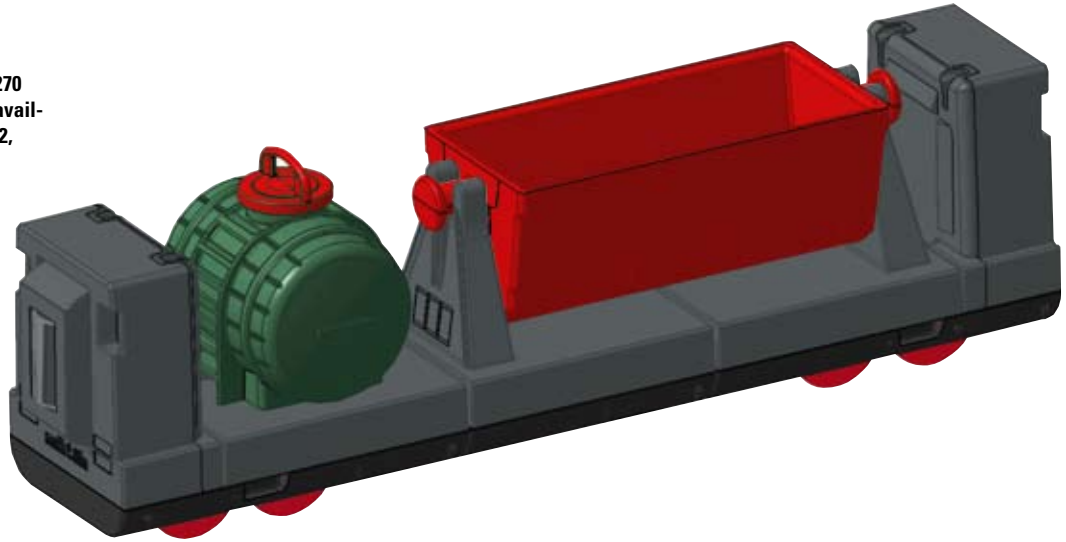
- **Maximum play fun with snap-together kits just right for children.**
- **Removable roof.**
- **Coupling cars easy as child's play with the use of magnet couplers.**

This boxcar goes well with the 29270 "Freight Train Kit" starter set. Other kit items are available under item numbers 36270, 44270, 44271, 44272, 44274, 44275, and 72205.

44275 Four-Axle Low Side Car (Kit).
Four-axle low side car with a dumping container and a regular container, as a kit in a design for children.
Model: This is a car kit that can be put together with a few parts. The car has magnet couplers. The dumping container can be tipped to both sides. The container can be removed from the car. The car is delivered in parts. The parts for this car can also be used with other kit cars.
Car length 16 cm / 6-5/16".

- **Maximum play fun with snap-together kits just right for children.**
- **Movable dumping container and a removable regular container.**
- **Coupling cars easy as child's play with the use of magnet couplers.**

This four-axle low side car goes well with the 29270 "Freight Train Kit" starter set. Other kit items are available under item numbers 36270, 44270, 44271, 44272, 44273, 44274, and 72205.



Building Kits

44274 Passenger Car (Kit).
Passenger car kit in a design for children.
Model: This is a car kit that can be put together with a few parts. The car has magnet couplers. It also has an interior. The roof can be removed. The car is delivered in parts. The parts for this car can also be used with other kit cars.
Car length 12 cm / 4-3/4".

- **Maximum play fun with snap-together kits just right for children.**
- **Car includes an interior and a removable roof.**
- **Coupling cars easy as child's play with the use of magnet couplers.**

This passenger car goes well with the 29270 "Freight Train Kit" starter set. Other kit items are available under item numbers 36270, 44270, 44271, 44272, 44273, 44275, and 72205.

44270 Passenger Car Set (Kits).
Passenger car set consisting of 2 passenger car kits and a cab control car kit in a design for children.
Model: This set is 3 car kits that can be put together with a few parts. All of the cars have magnet couplers. The cars have interiors. The roofs can be removed. The cars are delivered in parts. The parts for these cars can also be used with other kit cars.
Total length for the cars 35.5 cm / 14".

- **Maximum play fun with snap-together kits just right for children.**
- **Cars include interiors and roofs that can be removed.**
- **Coupling cars easy as child's play with the use of magnet couplers.**

This passenger car set goes well with the 29270 "Freight Train Kit" starter set. Other kit items are available under item numbers 36270, 44271, 44272, 44273, 44274, 44275, and 72205.

WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.

Locomotive Building Kit

36270 Battery Powered Locomotive (Kit).
Child's locomotive with interchangeable bodies in a colorful design.
Model: The locomotive has a battery drive and a magnet coupler. It is a permanently coupled unit consisting of a locomotive and battery car chassis. The bodies for locomotives and battery cars included can be changed as desired with a simple snap-together arrangement. The locomotive has 3 speed levels forward and reverse, 3 sound functions, and a triple headlight.
Length of the unit 28 cm / 11".

- **Changing bodies easy as child's play with a snap-together arrangement.**
- **Battery operated locomotive with light and sound functions.**
- **Ideal for children ages 3 and up.**
- **Batteries included.**

Contents: There is a permanently coupled unit consisting of a locomotive and battery car chassis, a steam locomotive body with a coal tender attachment, a diesel locomotive body with a car body for a boxcar, an electric locomotive body with a container attachment, and an easy-to-use infrared controller. 4 each AA and 2 each AAA batteries are included. This locomotive can be operated with 2 different frequencies.

This locomotive goes well with the 29270 "Freight Train Kit" starter set. Other kit items available under item numbers 44270, 44271, 44272, 44273, 44274, 44275, and 72205 can be added to this locomotive.

Functions	Battery train
Headlights	x
Conductor's Whistle	x
Horn	x
Brakes squealing	x

“Loading Station” Building Kit / Manual Grade Crossing

72205 “Loading Station” Building Kit.
Loading station with 3 different ways to load freight, as a building kit designed for children.
This building kit consists of a few parts that can be snapped together. The large tipping hopper can be tipped to both sides. The crane can be moved and has a hook to lift different kinds of freight. The building kit also has a conveyor belt. All 3 modules can be set up individually or as the complete loading station. The building kit comes as individual parts. The parts for the loading station can also be used with the kit cars.

- **Maximum play fun with snap-together building kits designed for children.**
- **3 different ways to load freight that can also be set up individually.**
- **The ways to play with the loading station are designed to go best with the other kit items.**

This loading station is the ideal add-on for the 29270 “Freight Train Kit” starter set. And the other kit items available under item numbers 36270, 44270, 44271, 44272, 44273, 44274, and 44275.

72203 Manual Grade Crossing (without figure).
This grade crossing consists of 2 street ramps to lay up to the track as well as 2 cross-buck signs that can be set up separately. The crossing gates are mounted on the street ramps and can be opened and closed manually. The grade crossing is made of sturdy plastic. This grade crossing is ideally suited for children ages 3 and above.

This grade crossing is the ideal add-on to the 29200, 29201, 29202, 29203, 29204, and 29210 battery-powered trains.

WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.

44106 Passenger Car.
Prototype: Sleeping car with fluorescent stars and lettering, for the battery-powered ICE high speed train.
Model: The car has magnet couplers.
Car length 11.2 cm / 4-3/8".

- **The imprinted details on the car glow in the dark.**
- **The use of magnet couplers makes coupling this car easy as child's play.**
- **The ideal add-on for the battery-powered ICE.**

The sleeping car goes well with the 29200 "ICE" starter set. Another car is available under item number 44105.

44105 Passenger Car.
Prototype: "Bord Restaurant" dining car for the battery-powered ICE high speed train.
Model: The car has magnet couplers.
Car length 11.2 cm / 4-3/8".

- **The use of magnet couplers makes coupling this car easy as child's play.**
- **The ideal add-on for the battery-powered ICE.**

The Bord Restaurant car goes well with the 29200 "ICE" starter set. Another car is available under item number 44106.

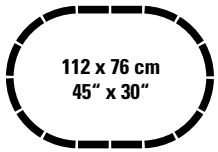
“Mauszug / Mouse Train” Starter Set.

29206 “Mauszug / Mouse Train” Starter Set.
Prototype: High speed train based on an ICE in the children’s “Maus / Mouse” paint scheme. Five-part train set.
Model: The train has a battery powered drive and magnet couplers between the individual cars. There is a permanently coupled unit consisting of a motorized end car and a passenger car with a built-in battery holder. The train has 3 speed levels in both forward and reverse direction of travel, 3 sound functions, and triple headlights.
Train length 61 cm / 24“.

- **Battery operated train with light and sound functions.**
- **A very suitable toy for children ages 3 and above.**
- **Sturdy C Track with the “Click System” for fast setup and takedown – even on the floor.**

Contents: 12 no. 24130 curved track, 2 no. 24172 straight track, 2 no. 24188 straight track, and an easy-to-use, wireless infrared controller. The train can be operated with 2 different frequencies (C/D), thus allowing you to add a second battery train. This set can be expanded with the C Track extension set program and the entire C Track program.

One-time series.



29270


12x 2x 2x

WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.


märklin
my world

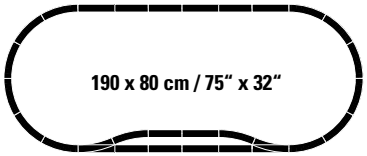
“Forestry” Starter Set

29310 “Forestry” Starter Set. 230 Volts.
Prototype: Class T3 tank locomotive painted and lettered for the fictitious Triberg Waldbahn GmbH (TWB). A type Kls 443 stake car, a type Relmms four-axle low side car for transporting forestry equipment, and a tank car.

Model: The locomotive has a digital decoder and a special can motor. 1 axle powered. Traction tires. The locomotive has coupler hooks. A sturdy model of a tractor with a trailer, and a harvester with a grabbing arm, manufactured mostly of metal, are included. Also included are logs made of plastic. All of the cars have Relex couplers.
Train length 49.8 cm / 19-5/8“.

- **Sturdy train and forestry equipment – just right for children aged 6 and above.**
- **All kinds of play fun revolving around the theme of forestry.**
- **Freedom of movement around the layout with the wireless IR controller.**
- **C Track layout that can be expanded easily.**

Contents: 12 no. 24130 curved track, 4 no. 24188 straight track, 1 base station, 7 no. 24172 straight track, 2 no. 24224 curved track, 1 no. 24612 right turnout, and 1 no. 24611 left turnout. 1 each 230 volt / 18 VA switched mode power pack, and a wireless infrared controller. This set can be expanded with the C Track extension sets and with the entire C Track program. The 74492 electric turnout mechanism can be installed on the turnouts.



29310


7x 4x 1x 12x 2x 1x 1x

WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.

The 44310 car set and the 78310 theme track extension set are the ideal add-ons for this starter set.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Direct control	x	x	x	x

“Forestry” Car Set

VI

44310 “Forestry” Car Set.
Prototype: 2 type Kls 443 stake cars painted and lettered for the fictitious Triberg Waldbahn GmbH (TWB). Model of a truck with a trailer.
Model: The stake cars have 18 fixed stakes. The cars are loaded with logs (plastic reproductions). The sturdy model of a truck with a trailer is constructed mostly of metal. Both cars have Relex couplers.
Total length over the buffers 23 cm / 9-1/16“.
DC wheel set per car 2 x 700580.

- **Sturdy models – best suited for children ages 6 and above.**
- **A variety of ways to play with the theme of forestry.**

This car set goes well with the 29310 “Forestry” starter set and can be expanded still further with the 78310 “Forestry” theme extension set.

WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.

“Forestry” Theme Extension Set

VI

78310 “Forestry” Theme Extension Set.
Prototype: Type Kklm 505 low side car and a gondola paint and lettered of the fictitious Triberg Waldbahn GmbH (TWB).
Model: The low side car is loaded with dressed lumber. The gondola has a load insert of “wood shavings”. All of the cars have Relex couplers.
Length of the freight car set 23 cm / 9-1/16“.

- **Sturdy models – ideally suited for children ages 6 and above.**
- **Track to expand a C Track layout.**
- **All kinds of play fun with the theme of forestry.**

Contents: 5 no. 24188 straight track, 4 no. 24172 straight track, 1 no. 24224 curved track, 1 no. 24612 right turnout, and 1 no. 24977 track bumper. Plastic kit of a “sawmill“.

This extension set goes well with the 29310 “Forestry” starter set and can even by expanded by the 44310 “Forestry” car set.

78310

4x 5x 1x 1x 1x

“DSB” Starter Set

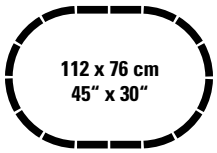
29171 “DSB” Starter Set. 230 Volts.
Prototype: Fictitious tank locomotive, road number 608, painted and lettered for the Danish State Railroad (DSB), an EDE gondola, and a Danish State Railroad (DSB) type Tx two-axle low side car, as well as a tank car painted and lettered for Shell Dansk.
Model: The locomotive has a digital decoder. 1 axle powered. Traction tires. The locomotive has coupler hooks front and rear. The low side car, the gondola, and the tank car each have Relex couplers.
Train length 45.3 cm / 17-7/8“.

- **Digital IR controller for controlling up to 4 trains.**
- **Freedom of movement around the layout with the wireless IR controller.**
- **C Track layout that can be expanded easily.**

Contents: 12 no. 24130 curved track, 2 no. 24172 straight track, 1 no. 24188 straight track, and 1 base station.
1 each 230 volt / 18 VA switched mode power pack, and a wireless infrared controller. This set can be expanded with the C Track extension sets and with the entire C Track program.

One-time series.

WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.



29171

12x

2x

1x

1x

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Direct control	x	x	x	x

“Freight Train with a Class 59” Starter Set

29169 “Freight Train with a Class 59” Starter Set.
230 Volts.
Prototype: Dutch State Railways (NS) class 59 tank locomotive (German class 74 on loan), a type GTMK gondola, and a Dutch State Railways type GZMK low side car as well as a type P tank car painted and lettered for Esso Nederland.
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. The low side car, the gondola, and the tank car each have Relex couplers. Train length 47.2 cm / 18-9/16“.

- **Digital IR controller for controlling up to 4 trains.**
- **Freedom of movement around the layout with the wireless IR controller.**
- **C Track layout that can be expanded easily.**

Contents: 12 no. 24130 curved track, 2 no. 24172 straight track, 1 no. 24188 straight track, and 1 base station. 1 each 230 volt / 18 VA switched mode power pack, and a wireless infrared controller. This set can be expanded with the C Track extension sets and with the entire C Track program.

One-time series.

WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.

29169

12x

2x

1x

1x

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x

Locomotives

36321 Tank Locomotive.
Prototype: German Federal Railroad (DB) class 81 heavy switch engine.
Model: The locomotive has a digital decoder. 4 axles powered. Traction tires. The locomotive has Relex couplers in NEM pockets. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally.
Length over the buffers 12.8 cm / 5".

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x

36502 Diesel Locomotive.
Prototype: Henschel design DHG 500 diesel switch engine "Alter Herr" / "Old Gentleman" painted and lettered for Henkel AG & Co. KGaA, Düsseldorf, Germany.
Model: The locomotive has a digital decoder and a special can motor. 1 axle powered. Traction tire. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has coupler hooks. The "Pril" flowers are included as stickers.
Length over the buffers 11.2 cm / 4-3/8".

- **Affordable beginner's model with built-in digital decoder.**
- **Like the dishwasher detergent from Henkel, "Pril" flowers are included as stickers that can be affixed anywhere you would like.**

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x

WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.

VI

44592 Stake Car.
Prototype: German Railroad, Inc. (DB AG) type Kbs 442.
Model: The car has 18 fixed stakes and Relex couplers. It is loaded with a 20 ft. removable container in a fictitious Märklin my world design.

Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 700580.

44139 Dump Car Set.
Model: This car set has 3 dump cars in different colors. The hopper can be tipped to both sides and can be locked in the middle position. The cars have Relex couplers. Each car is individually packaged. Different loads are included for the cars.

Length over the buffers per car 11.5 cm / 4-1/2".
Total length over the buffers 34.5 cm / 13-9/16".
DC wheel set per car 2 x 700580.

Freight Cars

VI

44207 Beer Car.
Prototype: Privately owned car painted and lettered for the privately own brewery Eichbaum GmbH & Co. KG, Mannheim, Germany.
Model: The car has Relex couplers.
Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 700580.

VI

44208 Refrigerator Car.
Prototype: Privately owned car painted and lettered for the firm Deutschen SiSi-Werke Betriebs GmbH, Eppelheim/Heidelberg, Germany.
Model: The car has Relex couplers.
Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 2 x 700580.

WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.

44810 Container Car for Painting.
Prototype: Container car (30 ft. container).
Model: The car is not imprinted so that you can paint it yourself. The car can be painted a number of times with the washable paint pens that come with it. The car has Relex couplers.
Length over the buffers 11.5 cm / 4-1/2".
DC wheel set 700580.

- **A car for you to paint by yourself – creative freedom included!**
- **The paint pens included are washable and allow you to paint the car several times.**


DB
E10 1309

Märklin H0 – The Original

For us this year means back to our heraldic animal, time to honor the Swiss "Crocodile", and so we are bringing out a double set of the first production series in 2013. These two mountain locomotives are appearing in a dark brown version from 1922 as well as a pine green version from the Fifties. Both locomotive have high-efficiency propulsion systems with flywheels, sound features, and are constructed mostly of metal. With their detailed construction these two treasures belong in every collection.

Internationally we are going farther: A highlight this year is the class Dm 3 heavy ore locomotive as a three-part side rod electric locomotive for the Swedish State Railways (SJ). It is coming out with large headlights, Norrland snow plows, and in highly detailed metal construction for its use on the ore line Lulea – Kiruna – Narvik. To go with it the right type Mas IV ore cars are waiting for you so that you can make up a prototypically long ore train.

40 years is a long time, so the class 03 express train steam locomotive is being brought out with new tooling so that it's up-to-date in today's world. The older design version for the German Federal Railroad with Witte smoke deflectors and older design boiler as the locomotive looked in 1965 will have the latest level of technology and now replaces the former locomotive. The new locomotive comes equipped with an mfx digital decoder and will allow you to control a wide variety of operating and sound functions digitally.

This is the year for it: The class 58.10-21 freight steam locomotive from Era III is coming out exclusively for our Insider members. This new tooling is being presented to you with finely detailed metal construction that features many separately applied details such as steam lines and sand pipes. In addition, this Insider model is coming with a factory-installed smoke generator. An appropriate freight car set for Insider members can be added to this locomotive to make up a prototypical unit train.

A big highlight for Märklin is the 20 year existence of the Märklin Insider Club. We would like to thank our loyal members with another Insider locomotive. Since there is an Insider annual car every year, the idea came up from the ranks of the club members to offer a locomotive to go with these cars. The class 53 heavy freight steam locomotive strikes us as exactly the right one for this.

Another anniversary is here for 2013: The class Gt 2 x 4/4 (class 96) is celebrating its 100th birthday. The firm Maffei developed this locomotive in 1913 to master primarily the steep grades in the area of the Royal Bavarian State Railways. A one-time series of this freight steam locomotive is making its contribution to this anniversary.

“DB Passenger Service” Digital Starter Set

29720 “DB Passenger Service” Digital Starter Set. 230 Volts.

Prototype: German Federal Railroad (DB) class 221 (former class V 200.1) heavy diesel locomotive and 3 “Silberlinge” / “Silver Coins” commuter cars: type Bn 719 commuter car, 2nd class, type ABn 703 commuter car, 1st/2nd class, and a type BDnf 738 commuter cab control car, 2nd class.

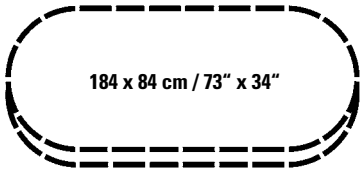
Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions. 2 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The couplers can be replaced by closed end skirting. The cars have close couplers with guide mechanisms. 7319 current-conducting couplings or 72020/72021 current-conducting couplers can be installed on these cars. LED interior lighting can be installed on these cars also. Train length 107.4 cm / 42-1/4“.

- **Getting started in the digital world of Märklin.**
- **mfx digital decoder with extension sound functions built in.**

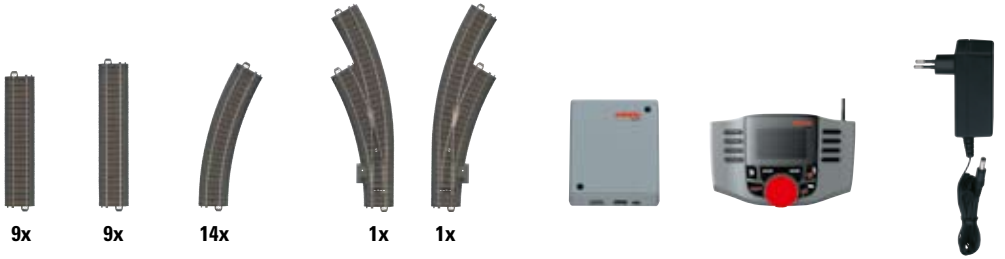
Contents: 14 no. 24130 curved track, 9 no. 24188 straight track, 9 no. 24172 straight track, and 1 pair of no. 24671 and no. 24672 turnouts. A track connector box, a 230 volt / 36 VA switched mode power pack, and a Mobile Station are included. Also included is an illustrated instruction manual with many tips and ideas. This set can be expanded with the C Track extension sets and with the entire C Track program.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Rear Headlights off	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Warning Sound	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Letting off Air		x	x	x

29720



29720

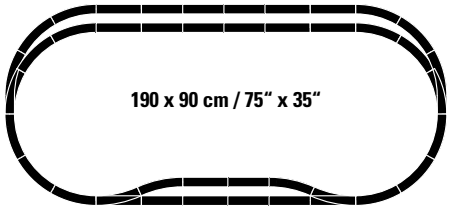


9x 9x 14x 1x 1x

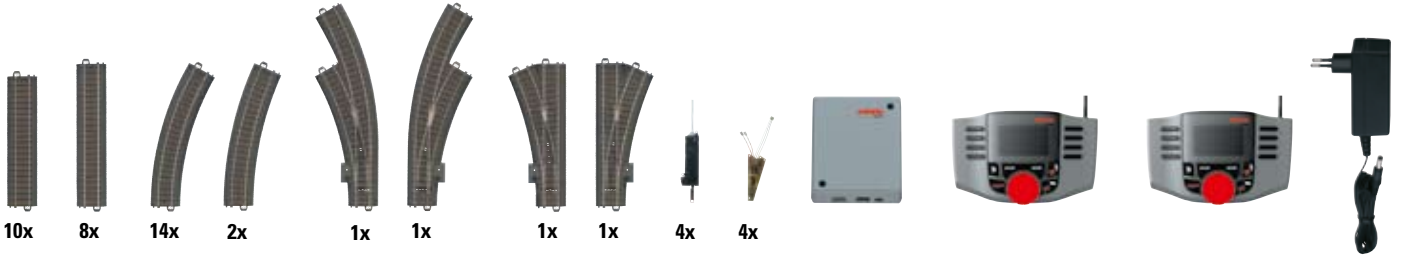
“Bundesbahn” Digital Starter Set

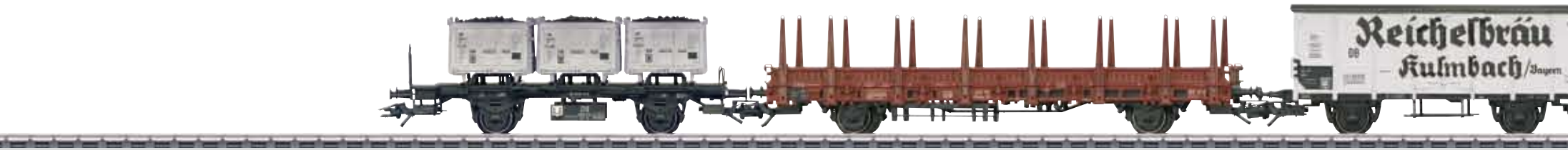
29040 “Bundesbahn” Digital Starter Set. 230 Volts.
Prototype: 2 extensive German Federal Railroad (DB) freight train consists. A class 50 steam locomotive with a cabin tender and a class E 40 electric locomotive. Type F-z-51 dump car, type Gms 30 boxcar, pressurized gas tank car lettered for “Eva”, and a type Kmmks 51 sliding roof car. As well as a type Omm 37 gondola, a “Reichelbräu” beer refrigerator car, a type Rlmms 58 stake car, and a type BT 10 flat car for containers.
Model: Both locomotives have mfx digital decoders, controlled high-efficiency propulsion, and extensive sound functions. The steam locomotive has an articulated frame to enable it to negotiate sharp curves, 5 axles powered, and traction tires. A 7226 smoke generator can be installed in this locomotive. The triple headlights on this locomotive change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The electric locomotive has 4 axles powered and traction tires. The triple headlights and dual red marker lights on this locomotive change over with the direction of travel, will work in conventional operation, and can be controlled digitally.
Total length of the freight train with the class 50: 74.4 cm / 29-1/4“.
Total length of the freight train with the class E 40: 67.6 cm / 26-5/8”.

- **A complete digital railroad: 2 complete train consists, a large track layout, and 2 Mobile Stations.**



29040





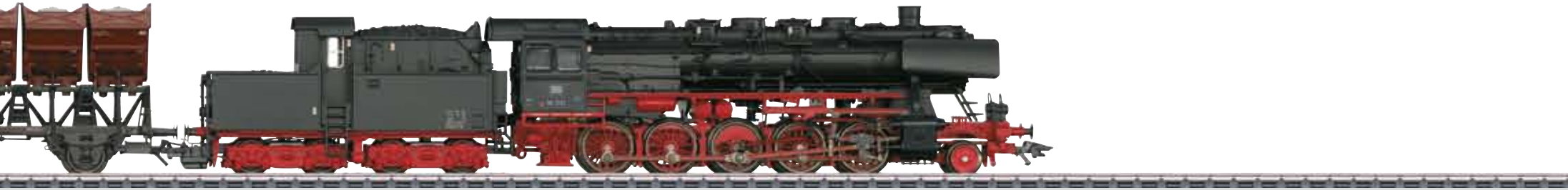
Contents: Large C Track layout with 34 sections of track and 4 turnouts. 2 Mobile Stations included. 60113 connector box included. 36 VA switched mode power pack included. Extensive instructions for setup and operation included.

One-time series.

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

Digital Functions E 40	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Blower motors	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Headlight(s): Cab2 End		x	x	x
Headlight(s): Cab1 End		x	x	x

Digital Functions Class 50	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Telex coupler on the rear	x	x	x	x
Sound of squealing brakes off		x	x	x
Sound of coal being shoveled		x	x	x
Bell		x	x	x
Direct control		x	x	x
Air Pump			x	x
Grate Shaken			x	x
Letting off Steam			x	x



Class B VI Old-Timer Locomotive

In June of 1863, the Royal Bavarian State Railways (K.Bay.Sts.B.) placed the first 2-4-0 express locomotives into service, the new class B VI. In many respects they were the same as the predecessor model class B V such as the heating surface, the grate area, cylinders, etc. The improved double outboard frame and the Bavarian version of Stephenson valve gear were also approximately the same. One essential difference was the driving wheel diameter, which initially was 1,600 millimeters / 63 inches, on later deliveries 1,620 millimeters / 63-3/4 inches, and some even were 1,640 millimeters / 64-9/16". A total of 107 units were delivered to the Bavarian State Railways in two production runs by June of 1871. The 57 steam locomotives delivered from June of 1863 to February of 1867 in the first production run only had a boiler pressure of 8 atmospheres / 117 pounds per square inch, a dead load safety valve on the dome that had a watering can casing, a simple protective roof for the engineer's stand (later also with an all weather roof), a steam pump, and an injector. The smoke stack was just a stack with a bell-shaped crown, cylindrical stacks, or pear-shaped stacks.
The second production run of 50 units was considerably more advanced: The boiler pressure had been raised to 10 atmospheres / 147 pounds per square inch. The necessarily higher boiler weight also resulted in improved traction. The weight increased from 22 to almost 23 tons. The weather "umbrella" that was totally insufficient for the locomotive crew was replaced by a short but complete engineer's cab. The pumps had disappeared since the injectors had proven sufficient in operation. A funnel-shaped smoke stack of a moderate shape lent a certain degree of standardization and had been preceded by different experiments with other stack shapes.
Both production runs were designed for either coal firing or peat firing. The coal-fired locomotives had a three-axle open tender, while the peat-fired units were equipped with a newly designed, three-axle enclosed tender with smooth walls. Naturally, there were several rebuilds during the long service life of the class B VI in which primarily the units of the first production run were brought up to the level of the second production run. After being placed into service the class B VI locomotives were assigned to the greatest part of the express train service at that time over a period of ten years. However, their "swiftness" was kept within limits, because the speed reached was just barely more than 60 km/h or 38 mph. When more powerful steam locomotives appeared starting in the 1890s, the B VI gradually moved down into lower levels of service. The first few units were retired starting in 1895.
In closing it can be said of the class B VI: They were indestructible, long lived, and well proven units of which quite a few reached a service life of over 50 years.

mfx NEM I 15 +

37981 Steam Locomotive with a Tender.
Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class B VI old-timer locomotive. Version for peat firing and with a pear-shaped smoke stack. Locomotive name with "Mittenwald" on the name plate.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The triple headlights and a marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has detailed running gear with an outboard frame and Stephenson valve gear. There is a close coupling between the locomotive and tender. There is a current-conducting coupler pocket on the rear of the tender. Brake hoses and prototype couplers can be installed on the buffer beam.
Length over the buffers 16.3 cm / 6-7/16".
The locomotive comes packaged in a decorative wooden case.

- **Current-conducting coupler pocket on the rear of the tender.**
- **Packaged in a decorative wooden case.**

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Interior lights	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Operating sounds		x	x	x
Letting off Steam		x	x	x
Safety Valve		x	x	x

The cars to go with the "Mittenwald" can be found under item number 43984.

37981 43984

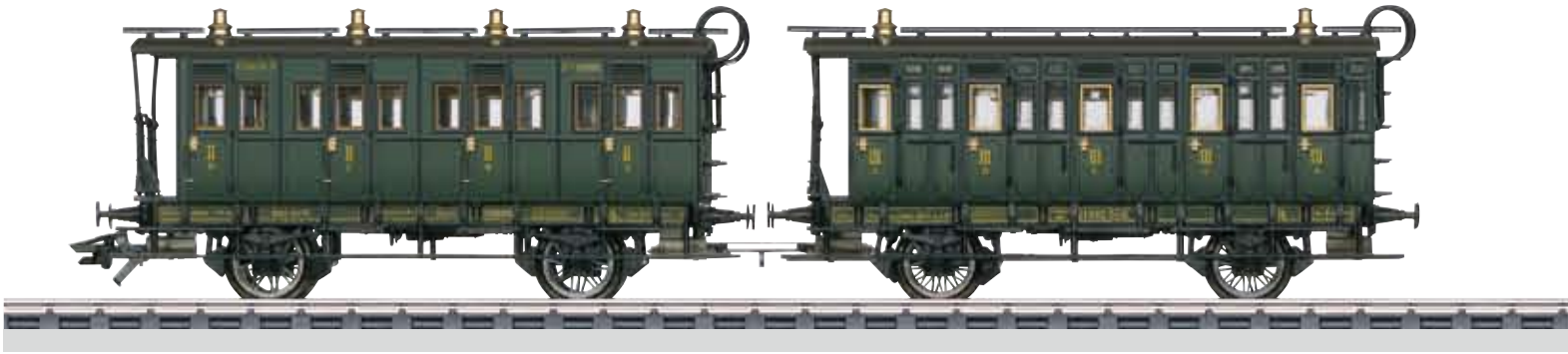
Passenger Car Set

43984 Passenger Car Set.
Prototype: 5 different Royal Bavarian State Railways (K.Bay.Sts.B.). Era I, around 1880. 1 car, 2nd class, 2 cars, 3rd class, 1 car, 3rd class, with a mail compartment, and 1 baggage car.
Model: The coaches have factory-installed interior lighting. The baggage car has two-color lighted marker lanterns. All of the cars have highly detailed construction with spoked wheels. All of the cars have close couplers in standard coupler pockets with guide mechanisms. Current-conducting couplings are included.
Total length over the buffers 50 cm / 19-11/16".
DC wheel set 10 x 36669200.

- **Built-in interior lighting.**
- **All of the cars have highly detailed construction with numerous separately applied details.**
- **Lighted marker lanterns included.**

One-time series.

The "Mittenwald" locomotive that goes well with these cars can be found under item number 37981 in the Märklin H0 assortment.



Class Gt 2x4/4 Tank Locomotive

Placed into service 100 years ago, it was viewed at the time as the largest, most powerful tank locomotive in the "Old World" and formed the crowning point of Mallet locomotive design in Europe – the Bavarian Gt 2x4/4.
In the area of the Bavarian State Railroad there were three steeply graded routes in particular (Laufach – Heigenbrücken, the Frankenwald Grade Pressig-Rothenkirchen – Steinbach a.W. – Probstzella, and the Schiefe Ebene from Neuenmarkt-Wirsberg to Marktschorgast) that presented special problems in the first years of the 20th century as a result of considerably increasing train loads. The available locomotives were not up to the task of hauling arriving freight trains further on their own or as one unit. At that time for example, around 670 ton trains had to be hauled over the mountain with two pusher locomotives – a state of affairs that could not be sustained economically.
For that reason the locomotive builder Maffei developed the Gt 2x4/4 by 1913 with its 0-8-8-0 wheel arrangement. This locomotive had two groups of driving wheels, each with four coupled sets of driving wheels. The drive was transmitted to the rails by means of the third set of driving wheels. The wheel base measured a total of 12,200 mm / 40 feet 4 inches. The super-heated steam compound cylinder layout required flexible steam lines to the low pressure cylinders for the front group of driving wheels. The 15 units delivered in 1913/14 were considerably faster, and up to three times as powerful as the freight locomotive in use up to that time so that measurable savings were possible in terms of locomotives and crews. These new locomotives showed their full potential performance as early as their first test run: A 1,000 ton heavy freight train consisting of the train and a class Gt 2x4/4 pusher locomotive made it from Pressig-Rothenkirchen to Steinbach a.W. in a phenomenal 38 minutes instead of the usual 80 minutes. Taken as a whole the test runs resulted in reductions in running times of more than 50%.
In 1922, the Gt 2x4/4 acquired serious competition in the form of the Prussian T 20 which could do the same performance with less weight at 30 tons. For that reason improvements to the design were made on subsequent orders of another ten units of the Gt 2x4/4. These locomotives were equipped with more evaporative heating surface, a larger cylinder diameter on the high pressure cylinders, and a short smoke stack (without an attachment). The coal bunker was increased in size by half a ton and the axle load was increased along with the service weight. All 25 units were taken on by the DRG with road numbers 96 001-025.

mfx NEM I 15 +

37960 Tank Locomotive.
Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class Gt 2x4/4 (later the class 96) heavy freight steam locomotive. First production series. The locomotive looks as it did around 1913. For the anniversary "100 Years of the Gt 2x4/4".
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion. 4 axles powered. Traction tires. The frame is articulated to enable the unit to negotiate sharp curves. The design of this model does not allow installation of a smoke generator. The dual 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".

One-time series for the anniversary "100 Years of the Gt 2x4/4".

A Bavarian freight car set to go with this locomotive can be found under item number 46082.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Sound of coal being shoveled		x	x	x
Whistle for switching maneuver		x	x	x
Air Pump		x	x	x
Injectors			x	x
Letting off Steam			x	x
Grate Shaken			x	x

46082 37960


5731

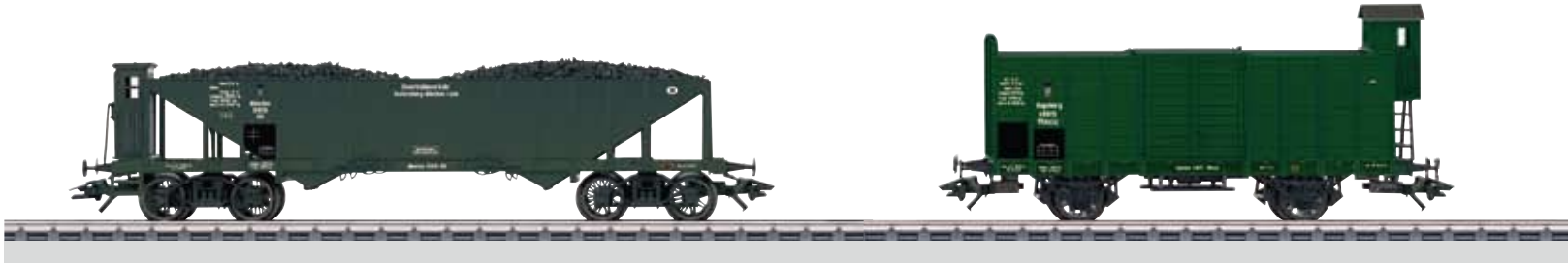
Freight Service

46082 Freight Car Set.
Prototype: 7 different design Royal Bavarian State Railroad (K.Bay.Sts.B.) freight cars. The cars look as they did around 1913. 1 hopper car. 1 type VOmz[u] high side gondola. 1 distillery car. 1 type SSml flat car with stakes. 1 association type Ommk[u] gondola. 1 tank car. 1 boxcar. All of the cars look as they did around 1913.
Model: The 4-axle hopper car for service coal has a coal insert. The 2-axle high side gondola has a brakeman's cab. The 2-axle distillery car does not have a brakeman's cab. The 4-axle flat car has stakes and a brakeman's cab; it is loaded with a Benz open bus. The 2-axle gondola has a brakeman's cab and a coal load. The 2-axle tank car has a brakeman's cab. The 2-axle boxcar has a brakeman's cab and as an end-of-train car includes marker sign supports and upper car and end-of-train target signs that you can install yourself. All of the cars have different car numbers and are individually packaged and marked.
DC wheel sets: 2 x 700580 bzw. 4 x 700580, 2 x 32376004, 4 x 206852, 2 x 36669200.

- **Marker sign supports and upper car and end-of-train target signs for the 2-axle boxcar with a brakeman's cab for a prototypical look for the end-of-train car.**
- **A typical Bavarian freight train from around 1913 can be reproduced with the Gt 2x4/4 steam locomotive available under item number 37960.**

One-time series for the anniversary "100 Years of the Gt 2 x 4/4".

The Bavarian Gt 2x4/4 steam locomotive is ideal for this freight car set and can be found under item number 37960.



46082 37960

Class 80 Tank Locomotive

märklin HO

37043 Tank Locomotive.
Prototype: German State Railroad Company (DRG) class 80 tank locomotive. The locomotive looks as it did around 1932.

Model: The locomotive has an mfx digital decoder. 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. The locomotive has many separately applied details. Length over the buffers 11.1 cm / 4-3/8".

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Telex coupler on the front	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Telex coupler on the rear	x	x	x	x
Sound of squealing brakes off		x	x	x
Sound of coal being shoveled		x	x	x
Whistle for switching maneuver		x	x	x
Direct control		x	x	x
Letting off Steam			x	x
Grate Shaken			x	x
"Switcher Double ""A"" Light"			x	x

“Borsig” Collector Edition

37816 Freight Steam Locomotive with a Tender.
Prototype: German State Railroad Company (DRG) class 50 freight steam locomotive, with a coal tender as the type 2´2´T26 standard design tender in its original form. With Wagner smoke deflectors, standard design engineer’s cab, and a long running board that slants down at the front to the smoke box. Locomotive 14.894 in Borsig Locomotive Works‘ delivery book. Delivered in 1940.
Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions. 5 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 7226 smoke generator can be installed in the locomotive. 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. The lighting is maintenance-free, warm white LEDs. The close coupling between the locomotive and tender can be adjusted for track curves. There is a close coupler with a guide mechanism and an NEM coupler pocket on the rear of the tender and the front of the locomotive. The minimum radius for operation is 360 mm / 14-3/16“. Piston rod protection sleeves and brake hoses are included.
Length over the buffers 26.4 cm / 10-3/8”.

A suitable collector’s display case is included and is constructed of wood and glass with a backdrop relief of the characteristic Borsig gate of the Borsig locomotive works in Berlin-Tegel. There is an engraved metal plate with the builder number on the display case base. A high quality excerpt from the delivery book is included.

- **“Borsig Edition 2”.**
- **Suitable collector’s display case with a relief background for every model in the edition.**
- **Controlled high-efficiency propulsion and extensive sound functions.**
- **Excerpt from the Borsig delivery book included.**

One-time series. (Model 2 of 5).

Borsig – Pioneer Locomotive Builder of Europe.

When August Borsig opened his machinery building and iron casting company in 1837 in Berlin, probably no one suspected that out of it would come one of the largest locomotive builders in the world. As early as 1841 August Borsig built the locomotive BORSIG with the builder number 1 after painstaking investigation into the typical English and American locomotive types for that time. This locomotive impressed people with an improved valve gear and axle system and on July 21, 1841 won a contest against an English locomotive with a 10 minute head start. From this day on the victorious path of Borsig locomotive building began that ended in 1954 after more than 16,000 finished locomotives. During the era of steam locomotive building Borsig evolved all over Europe into the greatest and second largest locomotive builder worldwide. In honor of the 175th anniversary of the firm Borsig Märklin is issuing a five-part special series of sought after H0 models which will end in 2016 on the 175th anniversary of steam locomotive building in Germany. Every year a locomotive with exquisite detailing and technically premium features will issued as a one-time series. Each of these models will be delivered with a decorative display case whose backdrop will be designed with a high quality relief of the characteristic Borsig gate. In addition to the relief, the display case will be provided with an engraved metal plate showing the builder number from the delivery book. Each locomotive will also include an excerpt from the Borsig delivery book printed on high quality paper to round out this theme.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Air Pump		x	x	x
Whistle for switching maneuver		x	x	x
Letting off Steam		x	x	x
Bell			x	x
Sound of coal being shoveled			x	x
Grate Shaken			x	x
Injectors			x	x

Insider Model for 2013

37589 Freight Steam Locomotive.
Prototype: German Federal Railroad (DB) class 58.10-21 (former Prussian G 12) freight steam locomotive. With Reichsbahn lanterns and Prussian type pr. 3T 20 tender. Road number 58 1836. The locomotive looks as it did around 1952.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 7226 smoke generator kit is included. The dual headlights change over with the direction of travel. They and the smoke generator will work in conventional operation and can be controlled digitally. The headlights are maintenance-free warm white LEDs. There is a permanent close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with an NEM coupler pocket and guide mechanism on the front of the locomotive. There is an NEM coupler pocket and guide mechanism with a Telex coupler on the rear of the tender. The locomotive has many separately applied details such as piping and sand pipes. Piston rod protection sleeves and brake hoses are included. Length over the buffers 21.2 cm / 8-3/8".

- **Totally new tooling.**
- **Especially finely detailed metal construction.**
- **Partially open bar frame.**
- **mfx decoder and extensive operating and sound functions included.**
- **Warm white LEDs for lighting.**
- **Delivered from the factory with a smoke generator.**

The 37589 freight steam locomotive is being produced in 2013 in a one-time series only for Insider members.

A freight car set to go with this locomotive is also being offered under item number 46026 only for Insider members.

This model can be found in a DC version in the Trix H0 assortment under item number 22958 only for Trix Club members.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Engineer's cab lighting		x	x	x
Whistle for switching maneuver		x	x	x
Telex coupler on the rear		x	x	x
Letting off Steam			x	x
Sound of coal being shoveled			x	x
Grate Shaken			x	x
Air Pump			x	x
Water Pump			x	x
Generator Sounds			x	x
Injectors			x	x

New: 5 Year Warranty**

** Brand new:
5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

46026 46026 37589

In view of the high demand for transportation in the second decade of the 20th century, five provincial railroads – among them Prussia – joined together to purchase the class G 12. The reason for this was problems with non-standardized units in terms of maintenance and operation. A total of 1,479 class G 12 locomotives were purchased from 1917 to 1924. The German State Railroad Company took over 1,345 of these units as the class 58. The club model for 2013 with the road number 58 1836 was a Prussian G 12.

This compact looking steam locomotive is certainly no mighty freight locomotive like the class 45 or the class 50 but it's looks are very appealing and feature a highly mounted boiler, a Belpaire outer fire box, and a fire box mounted on a bar frame.
The G 12 and by association the class 58 left other classes in the dust to a large extent. Next to the class 43 and 44 standard design locomotives, it was among the most powerful of the DRG freight locomotives. A comparison of performance with the class G 10 and G 8.1 freight locomotives with pilot trucks shows convincing results:
At a speed of 50 kilometers per hour or 30 miles per hour it pulled a heavy freight train with a weight of 2,000 tons – the G 8.1 did 1,730 tons and the G 10 only 1,460. The differences become even clearer with a freight train that had to master a 1% grade at 40 kilometers per hour or 25 miles per hour: Here the G 12 pulled 80 tons more at 570 tons then the G 8.1 and 160 tons more than the G 10.

In the Twenties and Thirties the class 58 shouldered the main load in freight service. It was used in almost all of the railroad districts except in North Germany. In the eastern parts of Germany the class 58 was in service until 1976. In Western Germany the last units were retired in 1952 due to a massive surplus of locomotives.

Insider Model for 2013

Insider Model for 2013

46026 Freight Car Set.
Prototype: 7 different design German Federal Railroad (DB) high side gondolas. Two of them interchange type Om 21 (Om Königsberg) gondolas, with a brakeman's cab. 1 interchange type Om 21 (Om Königsberg) gondola, with a brakeman's platform. 1 interchange type Om 21 (Om Königsberg) gondola, with a short frame, without a brakeman's cab and a brakeman's platform. 1 type Om 12 (Om Breslau) gondola, 1 type Omm 37 (Duisburg) gondola, and 1 type O 11 (O Nürnberg) gondola, each car with a short frame, without a brakeman's cab and a brakeman's platform. The cars look as they did around 1952.
Model: All of the cars have different car numbers. All of the cars have load inserts with real, scale-sized coal. The cars are authentically weathered.
Total length over the buffers 75.8 cm / 29-7/8".
DC wheel set per car 2 x 700580.

- **New tooling for the interchange type Om 21 "Om Königsberg" gondola.**
- **All of the cars have different car numbers.**
- **All of the cars have real coal loads and authentic weathering.**
- **Ideal cars for the class 58 freight steam locomotive (Insider model for 2013).**

The 46026 freight car set is being produced in 2013 in a one-time series only for Insider members.

The class 58 freight steam locomotive is the right motive power for this car set and is being offered under item number 37589 also only for Insider members.

New: 5 Year Warranty**

** Brand new:
5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

This freight car set can be found in a DC version in the Trix H0 assortment under item number 24258 only for Trix Club members.

46026 46026 37589

Class 78 Tank Locomotive

37078 Tank Locomotive.
Prototype: German Federal Railroad (DB) class 78 tank locomotive. The locomotive looks as it did around 1962.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 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 numerous separately applied details.
Length over the buffers 16.9 cm / 6-5/8".

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
"Switcher Double ""A"" Light"	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Bell		x	x	x
Whistle for switching maneuver		x	x	x
Grate Shaken		x	x	x
Sound of coal being shoveled			x	x
Air Pump			x	x
Letting off Steam			x	x

Class 03 Express Train Steam Locomotive

märklin HO

The class 03 steam locomotives were actually an emergency solution to the existing class 01 units. The DRG's program of locomotive types from 1923/24 had only planned the class 01 with its 20 ton axle load as a standard design express locomotive. The bad financial condition of the DRG however did not permit quick rebuilding of lines to 20 ton standards, so that by the end of the Twenties no class 01 units could be used, particularly in the North German districts. Older provincial railroad locomotives were also not suitable, because many lines were only rated for an axle load of 17 tons. So, a "lightweight express locomotive" was ordered from the locomotive builders with a maximum axle load of 17.5 tons which then appeared for the first time starting in 1930 as the 03 with three pre-production locomotives delivered from Borsig. They were followed by another 295 units by 1937. In addition to Borsig, Krupp, Henschel, and BMAG were also involved in building the locomotive.

The boiler and cylinders were smaller than on the 01; the bar frame was also lighter so that the locomotive had a wheel set running weight of a maximum of 18 tons. Starting with road number 03 123 the pumps were moved to the middle of the locomotive and from road number 03 163 on the locomotives had larger pilot wheels. In 1934, road number 03 154 was given streamlined cladding as an experiment. In 1936, road number 03 193 was also given complete streamlining as an experiment; this unit was kept in reserve at the same time in case the class 05 was out of service.

These locomotives were preferred in Northern and Eastern Germany where numerous main lines were still not rated for 20 ton axle loads. After World War II, 86 units went to the DR in East Germany, 144 were acquired by the DB, and the rest went to the PKP (Polish State Railways) or remained missing. The DB units were stationed in Osnabrück, Hannover, Mönchengladbach, and Trier among other places and from 1960/61 on at the district in Rheine, the stronghold of the class 03. At the end of the Sixties the 03 (from 1968 on: 003) was superfluous. The last DB units were used by the Ulm District until 1972 on the main line to Friedrichshafen.

Class 03 Express Train Steam Locomotive

37956 Express Train Steam Locomotive with a Tender.
Prototype: Class 03 express train steam locomotive with a tender. German Federal Railroad (DB) older design version, with Witte smoke deflectors, older design boiler, type 2´2´T34 standard design box-style tender, DB Reflex glass lamps, inductive magnet on one side, and buffer plate warning stripes. Road number 03 244. The locomotive looks as it did around 1965.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 7226 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The headlights are maintenance-free warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and tender. 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". Protective piston rod sleeves and brake hoses are included.
Length over the buffers 27.5 cm / 10-13/16".

- **New tooling for the class 03 in the older design version.**
- **Especially finely detailed metal construction.**
- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**
- **A wide variety of operating and sound functions that can be controlled digitally.**

This model can be found in a DC version in the Trix H0 assortment under item number 22950.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Air Pump		x	x	x
Whistle for switching maneuver		x	x	x
Letting off Steam		x	x	x
Sound of coal being shoveled			x	x
Grate Shaken			x	x
Injectors			x	x

37957 Express Train Steam Locomotive with a Tender.
Prototype: Class 03 express train steam locomotive with a tender. German Federal Railroad (DB) older design version, with Wagner smoke deflectors, older design boiler, type 2´2´T34 standard design box-style tender, Reichsbahn lanterns, inductive magnet on one side, and buffer plate warning stripes. Road number 03 266. The locomotive looks as it did around 1954.
Model: The locomotive has an mfx digital decoder. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 7226 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally.

The headlights are maintenance-free warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and tender. 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". Protective piston rod sleeves and brake hoses are included.
Length over the buffers 27.5 cm / 10-13/16".

- **New tooling for the class 03 in the older design version.**
- **Especially finely detailed metal construction.**
- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**
- **A different road number from that for 37956.**

One-time series.

This model can be found in a DC version in the Trix H0 assortment under item number 22951.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Direct control	x	x	x	x

Class 86 Steam Locomotive Set

37862 Class 86 Steam Locomotive Set.
Prototype: 2 German Federal Railroad (DB) class 86 steam locomotives. One looks as it did around 1952, and one looks as it did around 1970.

Model: Both locomotives have an mfx digital decoder and extensive sound functions. They also have controlled high-efficiency propulsion. The locomotives have Telex couplers for remote control uncoupling from cars at any spot on a layout. 4 axles powered. Traction tires. The headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotives have separately applied grab irons made of metal.
Length over the buffers for each locomotive 15.8 cm / 6-1/4".

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Telex coupler(s)	x	x	x	x
Sound of squealing brakes off		x	x	x
Bell		x	x	x
Whistle for switching maneuver		x	x	x
Direct control		x	x	x
Letting off Steam			x	x
Grate Shaken			x	x
“Switcher Double ”“A”“ Light”			x	x

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Telex coupler(s)	x	x	x	x
Sound of squealing brakes off		x	x	x
Bell		x	x	x
Whistle for switching maneuver		x	x	x
Direct control		x	x	x
Letting off Steam			x	x
Grate Shaken			x	x
“Switcher Double ”“A”“ Light”			x	x

© T. Estler

Class E 10.12 Express Locomotive

märklin HO

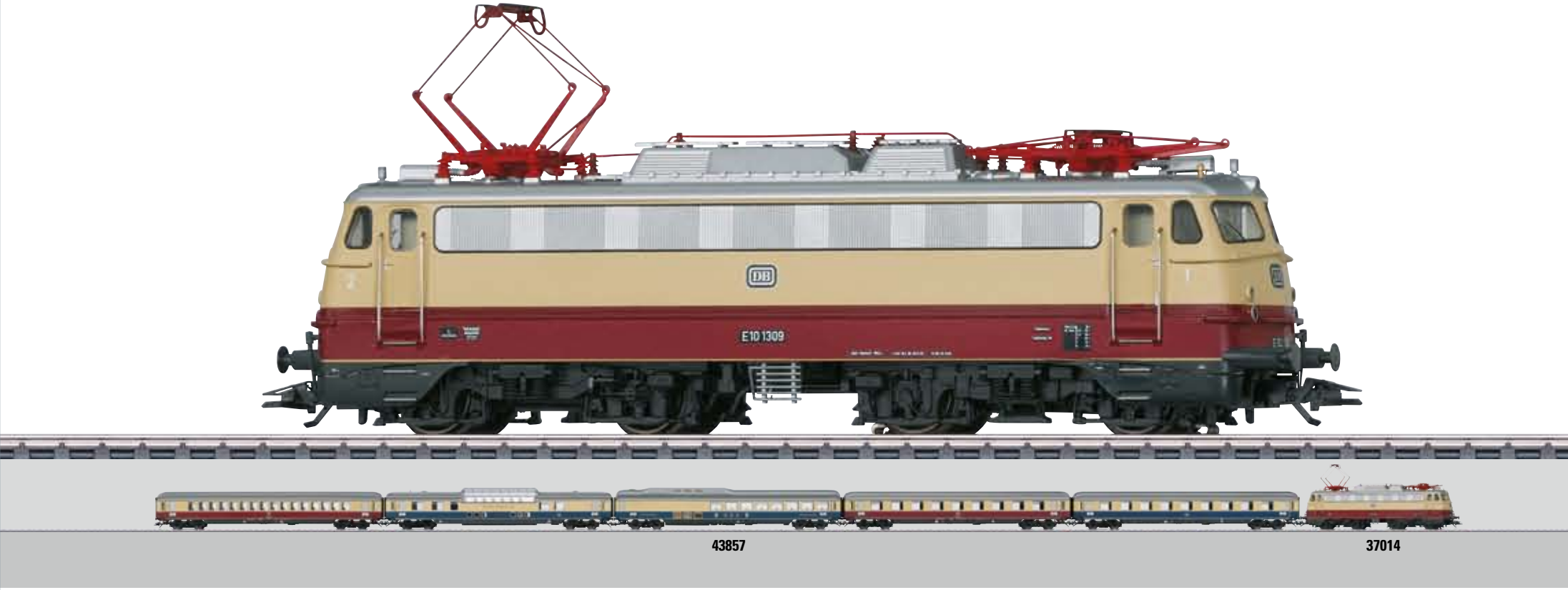
37014 Electric Locomotive.
Prototype: German Federal Railroad (DB) class E 10.12 express locomotive with aerodynamic ends ("Bügelfalte"/"Pants Crease"), high-performance trucks, and buffers clad with streamlining. The locomotive looks as the prototype did starting in May of 1967.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 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 lights are maintenance-free warm white or red LEDs.
Length over the buffers 18.9 cm / 7-7/16".

One-time series.

The "Rheinpfeil" passenger car set to go with this locomotive can be found in the Märklin H0 assortment under item number 43857.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Station Announcements	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
Conductor's Whistle		x	x	x
Headlight(s): Cab1 End		x	x	x
Compressor			x	x
Brake Compressor			x	x



43857 37014

“Rheinpfeil” Express Train Passenger Car Set

43857 “Rheinpfeil” Express Train Passenger Car Set.
Prototype: Type Av4üm-62 compartment car, 1st class, type WR4üm-62 “Humped Back” dining car, and type AD4üm-62 vista dome car, 1st class, in the original “Rheinpfeil” paint scheme of blue/beige. Type Avüm 111 compartment car, 1st class, and type Apüm 121 open seating car, 1st class, in the new TEE paint scheme of red/beige. The cars look as they did around 1967.
Model: The minimum radius for operation is 360 mm / 14-3/16“. The cars have underbodies and skirting specific to their designs. The trucks are Minden-Deutz heavy designs with brake shoes and separately applied generators. 7319 current-conducting couplings or 72020/72021 current-conducting couplers, the 73406 pickup shoe, and the 73400/73401 interior lighting (2 each per car), and the 73407 marker light kit can be installed on all of the cars.
Total length over the buffers 141 cm / 55-1/2”.
DC wheel set per car 4 x 700580.

One-time series.

The class E 10.12 electric locomotive available under item number 37014 is the ideal motive power for the 43857 “Rheinpfeil” car set.

43857

37014

Freight Service

37852 Electric Locomotive.
Prototype: German Federal Railroad (DB) class E 50 heavy freight locomotive. Chrome oxide green basic paint scheme. The largest design of the standard design electric locomotives from the new construction program of the Fifties. With double headlights, multiple forced air vents and continuous rain gutters. The locomotive looks as it did at the start of the Sixties.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion and with a flywheel, centrally-mounted. 4 axles powered through cardan shafts. Traction tires. The triple headlights and dual red maker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are turned off at both ends, then the double "A" light is functioning. The lighting is maintenance-free, warm white and red LEDs. 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. Brake hoses and coupler hoses are included that can be installed on the locomotive. Length over the buffers 22.4 cm / 8-13/16".

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
Whistle for switching maneuver		x	x	x
Headlight(s): Cab1 End		x	x	x
Compressor			x	x
Letting off steam / air			x	x
Blower motors			x	x
Sound of Couplers Engaging			x	x
Operating Sounds 1			x	x
Sanding			x	x

NEM III 15 +

00769 Display with 20 Type Tes-t-58 Kmmgks Freight Cars.

Prototype: Different type Tes-t-58 Kmmgks sliding roof / sliding wall cars painted and lettered for the German Federal Railroad (DB). Version without a brakeman's platform and version with a brakeman's platform. The cars look as they did around 1962.

Model: The cars come in an attractive display containing 10 cars with a brakeman's platform and 10 cars without a brakeman's platform. The cars have two roof colors. All of the cars have different car numbers. Each car is individually packaged in a marked box.
Length over the buffers for each car 11.5 cm or 12.2 cm / 4-1/2" or 4-13/16".
DC wheel set per car 2 x 700580.

- **Mostly new tooling for the type Tes-t-58 Kmmgks sliding roof / sliding wall cars.**
- **The roofs can be opened.**
- **Available individually at your dealer in this well-arranged display.**
- **Different car numbers for long trains.**

One-time series.

Birthday Locomotive “A Real Fifty Year Old”

37817 Birthday Locomotive “A Real Fifty Year Old”.
Prototype: German Federal Railroad (DB) class 50 freight steam locomotive, with a coal tender as the type 2´2´T26 standard design tender in its original form. With Wagner smoke deflectors, standard design engineer’s cab, a long running board that slants down at the front to the smoke box, Reichsbahn lanterns, and without an inductive magnet. Road number 50 1963. The locomotive looks as it did in 1963.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 5 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 7226 smoke generator can be installed in the locomotive. 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. The lighting is maintenance-free, warm white LEDs. The close coupling between the locomotive and tender can be adjusted for track curves. There is a close coupler with a guide mechanism and an NEM coupler pocket on the rear of the tender and the front of the locomotive. The minimum radius for operation is 360 mm / 14-3/16“. Piston rod protection sleeves and brake hoses are included. Length over the buffers 26.4 cm / 10-3/8”.

- **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: 1963.**

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	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Air Pump		x	x	x
Whistle for switching maneuver		x	x	x
Letting off Steam		x	x	x
Bell			x	x
Sound of coal being shoveled			x	x
Grate Shaken			x	x
Injectors			x	x

36341 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 335 Köf III small diesel locomotive in Era IV. Paint scheme in ocean blue / ivory. Version with front vent, radio remote control, and switching couplers.
Model: The locomotive has an mfx digital decoder. It also has controlled, high-efficiency propulsion. Both axles powered. 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 lighting is maintenance-free warm white and red LEDs. The headlights can be turned off separately at both ends. The locomotive has Telex couplers front and rear that can be controlled separately. There is an open view through the engineer's cab and the locomotive has separately applied grab irons. Brake lines and switching couplers are included. Length over the buffers 9.3 cm / 3-5/8".

- **Body and frame constructed of metal.**
- **Telex couplers front and rear.**
- **Headlights with warm white LEDs.**

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Telex coupler on the rear	x	x	x	x
Telex coupler on the front	x	x	x	x
Direct control	x	x	x	x
Headlight(s): Cab2 End		x	x	x
Headlight(s): Cab1 End		x	x	x

37907 Diesel Locomotive.
Prototype: German Railroad, Inc. (DB Cargo) class 290 heavy switch engine. Ocean blue / beige basic paint scheme. Original version, without railings on the sides. The locomotive looks as it did at the end of the Eighties.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, 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 at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are turned off at both ends, then the double "A" light is functioning. The headlights are maintenance-free warm white LEDs. The engineer's cab details are shown in relief. The locomotive has separately applied metal grab irons and hand rails. Add-on steps to the engineer's cab can be installed on the locomotive for larger radius curves. Length over the buffers 16.4 cm / 6-7/16".

- **mfx decoder with diesel locomotive sounds.**
- **Model constructed mostly of metal.**
- **All axles powered.**
- **Telex couplers for remote control uncoupling from cars.**
- **Warm white LEDs for headlights.**

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Telex coupler(s)	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
Headlight(s): Cab1 End		x	x	x

Class 120.1 General-Purpose Locomotive

37543 Electric Locomotive.
Prototype: German Railroad Inc. (DB AG) class 120.1 general-purpose locomotive. The locomotive looks as it currently does in real life.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. 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. The engineer's cab lighting can also be controlled digitally. The locomotive has separately applied grab irons. Length over the buffers 22.1 cm / 8-11/16".

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Engineer's cab lighting	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
High Pitch Horn		x	x	x
Headlight(s): Cab1 End		x	x	x
Station Announcements			x	x
Conductor's Whistle			x	x
Compressor			x	x
Letting off Air			x	x

Class 182 General-Purpose Locomotive

märklin HO

39840 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 182 general-purpose locomotive. Design based on the Austrian "Taurus". The locomotive looks as it did after 2001.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. 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. The engineer's cabs have interior details. The locomotive has separately applied metal handrails.
Length over buffers 22.5 cm / 8-7/8".

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Long distance headlights	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
High Pitch Horn		x	x	x
Headlight(s): Cab1 End		x	x	x
Station Announcements			x	x
Conductor's Whistle			x	x
Compressor			x	x
Letting off Air			x	x

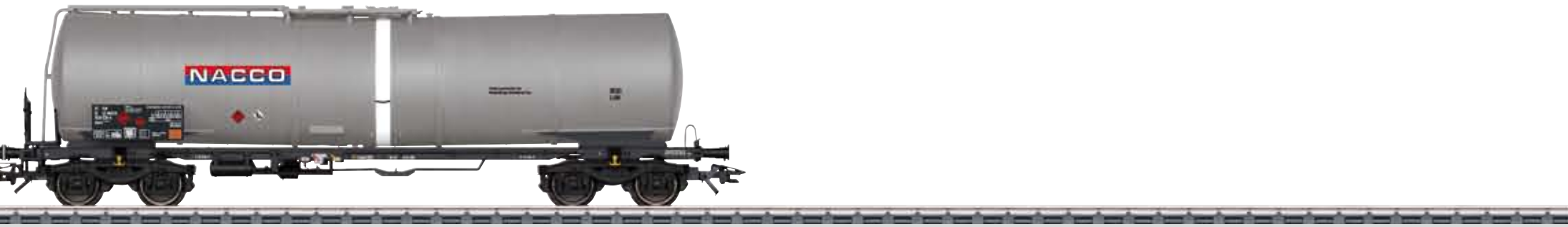
Tank Car Set

46543 Tank Car Set.
Prototype: 6 different type Zans petroleum oil tank cars. Privately owned cars painted and lettered for the firm NACCO, registered in the Czech Republic. Cars with uninsulated tanks in a silver gray basic paint scheme, with end ladders, and a large destination board. The cars look as they currently do in 2012.

Model: All of the cars have detailed partially open frames. They also have rectangular buffers. The cars have type Y 25 welded trucks. They have separately applied brakeman's platforms and end ladders. All of the cars have different car numbers and are individually packaged. There is also a master package.
Length over the buffers per car 18.0 cm / 7-1/8".
DC wheel set per car 4 x 700580.

- **Different car numbers.**
- **Each car individually packaged.**

One-time series.


NACCO


NACCO
NACCO

Class 189 Fast General-Purpose Locomotive

39860 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 189 fast general-purpose locomotive. Multi-system locomotive with 4 pantographs. The locomotive looks as it currently does in real life.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. 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. The engineer's cabs have interior details. The locomotive has separately applied metal handrails.
Length over buffers 22.5 cm / 8-7/8".

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Long distance headlights	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
High Pitch Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
Low Pitch Horn		x	x	x
Headlight(s): Cab1 End		x	x	x
Compressor			x	x
Letting off Air			x	x
Station Announcements			x	x
Conductor's Whistle			x	x

Freight Car Set

märklin HO

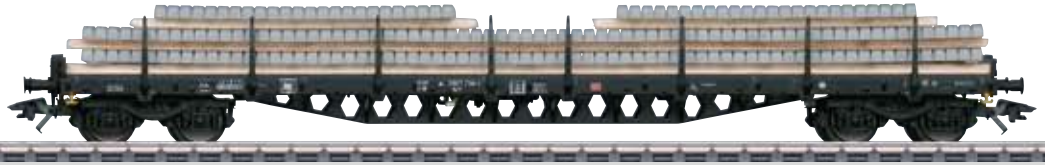
NEM VI 15 +

47031 Freight Car Set.
Prototype: 5 different DB Schenker Rail Deutschland AG freight cars. 1 type Rs stake car, 1 type Res low side car, 2 type Rils sliding tarp cars, and 1 type Sgns flat car for containers.
Model: These are detailed models with many separately applied parts. The stake car has stakes that can be folded down and a reproduction of concrete ties as a load. The flat car has interchangeable truck transport units as a load. All of the cars have close couplers with guide mechanisms.
Total length over the buffers 114.5 cm / 45".
DC wheel set 20 x 700580.

- **All of the cars are individually packaged.**

One-time series.

The class 152 and class 189 locomotives go well with this set of cars and can be found under item numbers 39850 and 39860 in the Märklin H0 assortment.



Bulk Freight Side Dump Car Set

48454 Bulk Freight Side Dump Car Set.
Prototype: 5 type Fas 126 open side dump cars. All of the cars are used on the German Railroad, Inc. (DB AG). They look as they did around 2009.
Model: The hoppers can be tipped to both sides and are mounted in guide mechanisms. The cars have movable compressed air cylinders and hydraulic rams. They also have two movable unloading hatches on both sides. All of the cars are individually packaged and have different car numbers.
Total length over the buffers 70 cm / 27-9/16".
DC wheel set per car 4 x 700580.


märklin
HO

Freight Cars

47088 Container Flat Car Set.
Prototype: 2 German Railroad, Inc. (DB AG) type Sgns 691 four-axle container flat cars. “Traffic Red” basic paint scheme. The cars look as they currently do in real life.
Model: The cars have type Y 25 trucks. They also have partially open flat car floors constructed of metal with striking fish belly side sills. Each flat car is loaded with 2 each 2 removable interchangeable truck transport units. Both flat cars have different car numbers.
Total length over the buffers 45.6 cm / 18“.
DC wheel set per car 4 x 700580.

One-time series.

47082 Deep-Well Flat Car Set.
Prototype: Car set consisting of 3 German Railroad, Inc. (DB AG) type Sdgkms 707 flat cars. Designed for the transport of containers, interchangeable truck transport units, or semi-trailers.
Model: The cars‘ frames, floors, and load areas are constructed of metal. The cars have special low design trucks. They also have many separately applied details. The load restraints can be adjusted. Each car is loaded with a semi-trailer. All of the cars have different car numbers.
Total length over the buffers 56.7 cm / 22-5/16“.
DC wheel set per car 4 x 320577.

One-time series.


DPD
Global Express Parcels
DPD
Global Express Parcels


Simon Hegele
LOGISTIKWEITERGEDACHT
Simon Hegele

Dive into a New Dimension of Operation

The developments in model railroading keep going on and on, and this year Märklin is right up front in the digital area. The first mfx decoders with up to 16 auxiliary functions will set new standards for all model railroaders. More ease of operation, closer to the prototype, more operating enjoyment.

More operating enjoyment! Märklin has seen to this and has developed the mfx decoder further. The Märklin "World of Operation" with the new mfx+ decoder now stands for operations close to the prototype. Six Märklin H0 new items are equipped with the new mfx+ digital decoder this year. Operating with a model railroad has now become even more realistic and still closer to the prototype. You will need the 60213 – 60215 Central Station for this as it has been offered since 2008 and with the latest Firmware Version 2.5 from 2013 installed on it.

The new thing about this decoder is that it has a virtual supply of operating fuel corresponding to the prototype that is used up in running operations and that must be replenished. Under a full load and on a grade the usage rate increases for example. On an electric locomotive it is the sanding that plays a role. On a diesel locomotive it's the diesel fuel, and on a steam locomotive it's sand, water, and coal. If the supply of a component is used up, this necessarily leads to an effect on the running operation. The locomotive then runs at a "crawling rate" until the missing sand or fuel is replenished. We consciously refrained from a complete breakdown in operations. Another special feature is the Sifa or "dead man's" button on a diesel and an electric locomotive. This button must be pressed at regular intervals by the "locomotive engineer" just as on the real life railroad in order to prevent an automatic obligatory braking of the train. (Note: in Germany. In North America people are more familiar with the so-called "dead man's switch" on locomotives.)

You can choose among four levels of difficulty for controlling the mfx+ locomotive:

Standard: The locomotive behaves like a normal mfx locomotive without taking into account any use of fuel.

Semi-pro: The use of fuel is activated. The indicator for the current "level of fuel" and a control field for taking on more fuel are added to the control screen for the Central Station 2.

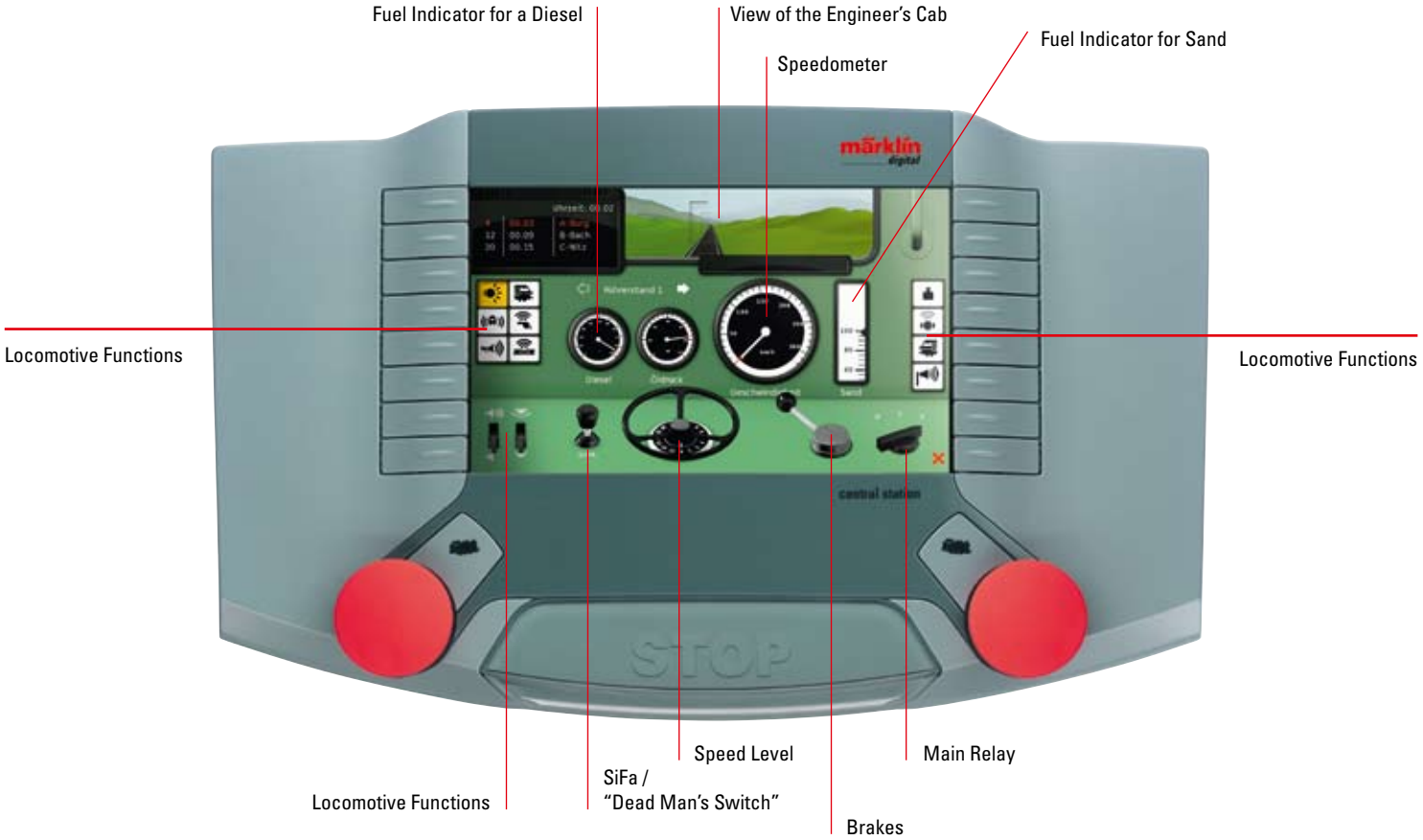
Pro: A simulation of the engineer's cab for an electric locomotive, diesel locomotive, or a steam locomotive appears. The locomotive is now controlled according to the typical operating procedures you would see in a real life locomotive.

Specialist: You need a fully wired layout in order to run the model in this mode. You determine exactly by means of feedback modules where the locomotive must be refueled.

In the semi-pro and pro modes the locomotive must be prepared according to the type of operation so that it can even move. So, the fire in the boiler for the steam locomotive must be started and the boiler pressure must be at the right level. For an electric locomotive the main relay must be thrown and the pantograph must be up. You'll get information or messages on the Central Station's display to show support for the control functions. And, if you have an external speaker available and connect it to the Central Station, you'll also receive an acoustic signal.
When we designed the engineer's cabs, we consciously refrained from simulating the exact engineer's cabs for different locomotive classes. We concentrated more on operating enjoyment in the selection and placement of the different operating elements. The operating steps are supposed to be typical for the mode of operation in question, but at the same time easy to understand. Probably the most interesting engineer's cab for many model railroaders will be that for the steam locomotive. In addition to enough fuel, you also have to constantly monitor the boiler pressure, adjust the water level in the boiler,

and feed enough steam to the cylinders. This is the most interesting but also the most challenging mode of operation.

The Data Are Stored.
The data about the level or amount of fuel are also stored in the locomotive. If the locomotive is called up for example on a group's layout or on a friend's layout with a Central Station with Firmware Version 2.5, the data will also be available there after selecting the desired mode of operation or will be available directly again as an output status. Operating the locomotive on a controller without these operating possibilities does not change the data.



Class 64 Steam Locomotive

39644 Tank Locomotive.
Prototype: German Federal Railroad (DB) class 64 steam locomotive. Version with riveted water tanks. The locomotive looks as it did around 1955.
Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. A 72270 smoke generator can be installed in the locomotive. The dual headlights change over with the direction of travel. The headlights and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. Brake hoses and piston rod protection sleeves are included.
Length over the buffers 14.3 cm / 5-5/8".

- **Equipped with the new mfx+ digital decoder.**
- **Operation possible in beginner, advanced, and pro modes.**
- **Simulated equipment usage.**
- **Realistic running characteristics such as constant cruising speed.**
- **Simulated engineer's cab in the display for the Central Station 2.**
- **Control of the model in the engineer's cab mode using the touch screen on the Central Station 2.**
- **These new functions are only available in conjunction with the Central Station 2 starting with Firmware Version 2.5 and higher.**

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Bell		x	x	x
Whistle for switching maneuver		x	x	x
Letting off Steam		x	x	x
Sound of coal being shoveled			x	x
Grate Shaken			x	x

mfx® Class 23 Passenger Steam Locomotive

märklin HO

39233 Passenger Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 23 passenger steam locomotive. The locomotive looks as it did after 1960. Version with black boiler bands.
Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The triple headlights change over with the direction of travel. The headlights and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. A 7226 smoke generator can be installed in the locomotive. The locomotive and tender are constructed mostly of metal. There is a close coupling with a guide mechanism between the locomotive and the tender. 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". Brake hoses and piston rod protection sleeves are included.
Length over the buffers 24.5 cm / 9-5/8".

- **Equipped with the new mfx+ digital decoder.**
- **Operation possible in beginner, advanced, and pro modes.**
- **Simulated equipment usage.**
- **Realistic running characteristics such as constant cruising speed.**
- **Simulated engineer's cab in the display for the Central Station 2.**
- **Control of the model in the engineer's cab mode using the touch screen on the Central Station 2.**
- **These new functions are only available in conjunction with the Central Station 2 starting with Firmware Version 2.5 and higher.**

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Whistle for switching maneuver		x	x	x
Letting off Steam		x	x	x
Air Pump			x	x
Grate Shaken			x	x
Sound of coal being shoveled			x	x

Class 218 General-Purpose Locomotive

37768 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive in an ocean blue / beige paint scheme. Diesel hydraulic locomotive with electric train heating.
Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. All axles powered. Traction tires. The headlights are warm white LEDs. 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 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".

- **Equipped with the new mfx+ digital decoder.**
- **Operation possible in beginner, advanced, and pro modes.**
- **Simulated equipment usage.**
- **Realistic running characteristics such as constant cruising speed.**
- **Simulated engineer's cab in the display for the Central Station 2.**
- **Control of the model in the engineer's cab mode using the touch screen on the Central Station 2.**
- **These new functions are only available in conjunction with the Central Station 2 starting with Firmware Version 2.5 and higher.**

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Warning Sound	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Rear Headlights off		x	x	x
Station Announcements		x	x	x
Front Headlights off		x	x	x
Conductor's Whistle			x	x
Rail Joints			x	x

Class 218 General-Purpose Locomotive

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37764 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating.
Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. All axles powered. Traction tires. The headlights are warm white LEDs. 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 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".

- **Equipped with the new mfx+ digital decoder.**
- **Operation possible in beginner, advanced, and pro modes.**
- **Simulated equipment usage.**
- **Realistic running characteristics such as constant cruising speed.**
- **Simulated engineer's cab in the display for the Central Station 2.**
- **Control of the model in the engineer's cab mode using the touch screen on the Central Station 2.**
- **These new functions are only available in conjunction with the Central Station 2 starting with Firmware Version 2.5 and higher.**

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Warning Sound	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Rear Headlights off		x	x	x
Station Announcements		x	x	x
Front Headlights off		x	x	x
Conductor's Whistle			x	x
Rail Joints			x	x

Class 101 Express Locomotive

37358 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 101 express locomotive. The locomotive looks as it currently does in real life.
Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The trucks have movable reproductions of the mechanical gear for steering them. 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 long distance headlights can be controlled separately. The headlights are maintenance-free, warm white LEDs.
Length over the buffers 21.9 cm / 8-5/8".

- **Equipped with the new mfx+ digital decoder.**
- **Operation possible in beginner, advanced, and pro modes.**
- **Simulated equipment usage.**
- **Realistic running characteristics such as constant cruising speed.**
- **Simulated engineer's cab in the display for the Central Station 2.**
- **Control of the model in the engineer's cab mode using the touch screen on the Central Station 2.**
- **These new functions are only available in conjunction with the Central Station 2 starting with Firmware Version 2.5 and higher.**

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Long distance headlights	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Low Pitch Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
High Pitch Horn		x	x	x
Headlight(s): Cab1 End		x	x	x
Station Announcements			x	x
Conductor's Whistle			x	x
Compressor			x	x
Letting off Air			x	x

Class 152 General-Purpose Locomotive

märklin HO

39850 Electric Locomotive.
Prototype: German Railroad, Inc. (DB AG) class 152. The locomotive looks as it currently does in real life.
Model: The locomotive has the new mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. 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. The engineer's cabs have interior details. The locomotive has separately applied handrails.
Length over buffers 22.5 cm / 8-7/8".

- **Equipped with the new mfx+ digital decoder.**
- **Operation possible in beginner, advanced, and pro modes.**
- **Simulated equipment usage.**
- **Realistic running characteristics such as constant cruising speed.**
- **Simulated engineer's cab in the display for the Central Station 2.**
- **Control of the model in the engineer's cab mode using the touch screen on the Central Station 2.**
- **These new functions are only available in conjunction with the Central Station 2 starting with Firmware Version 2.5 and higher.**

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Long distance headlights	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
High Pitch Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
Low Pitch Horn		x	x	x
Headlight(s): Cab1 End		x	x	x
Compressor			x	x
Letting off Air			x	x
Station Announcements			x	x
Conductor's Whistle			x	x

Switzerland

29486 "BLS" Digital Starter Set. 230 Volts.
Prototype: BLS AG, Cargo Business Group class 486 electric locomotive with the advertising "Die Alpinisten" / "The Alpiners". A type Snps four-axle double stake car and a type Rilns four-axle sliding tarp car, both painted and lettered for the Swiss Federal Railways (SBB/CFF/FFS), and a funnel flow tank car painted and lettered for Wascosa AG.

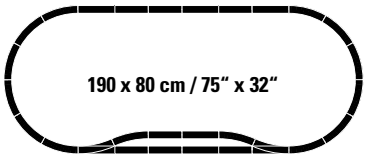
Model: The locomotive is constructed of metal and has a digital decoder and a special can motor. 4 axles powered by cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. The locomotive has 4 mechanically working pantographs (not wired to take power from catenary). All of the cars have close couplers with guide mechanisms.
Train length 86.5 cm / 34-1/16".

- **Exclusive starter set for the 100th anniversary of the Lötschberg Railroad.**
- **Mobile Station with a pre-programmed locomotive car included.**

Contents: 12 no. 24130 curved track, 5 no. 24188 straight track, 7 no. 24172 straight track, 2 no. 24224 curved track, and 1 pair of no. 24612 and no. 24611 turnouts. A track connector box, a 230 volt / 36 VA switched mode power pack, and a Mobile Station with a locomotive card are included. Also included is an illustrated instruction manual with many tips and ideas. This set can be expanded with the C Track extension sets and with the entire C Track program.

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x



29486


7x 5x 12x 2x 1x 1x

WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.

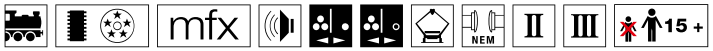

wascosa
BLS Cargo. Die Alpinisten.
bls
cargo
503

Gemeinsam
ans Ziel!
wascosa
BLS Cargo. Die Alpinisten.
bls
cargo

Switzerland

"Crocodiles".

The Swiss mountain locomotives that pulled heavy freight trains over the Gotthard grades are known as "Crocodiles". The design (hoods mounted for articulation, stretched out shape) and the color green gave them their name. These units "snaked" like a reptile through the curves when negotiating turnout combinations and S curves.
"Six-axle standard gauge locomotive, only for large curves, faithful reproduction of the ‚Crocodile Locomotive' …" was the description in the Märklin catalog of 1933/34 for the reproduction of the latest locomotive from Switzerland. 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 legend that was part of Märklin's history from that point on. This legendary locomotive was offered in all of Märklin's scales. First in 1 Gauge and 0 Gauge, then in H0, and even in Mini-Club Z Gauge. It was the top product offered everywhere and thus became the unofficial "heraldic animal" of Märklin.

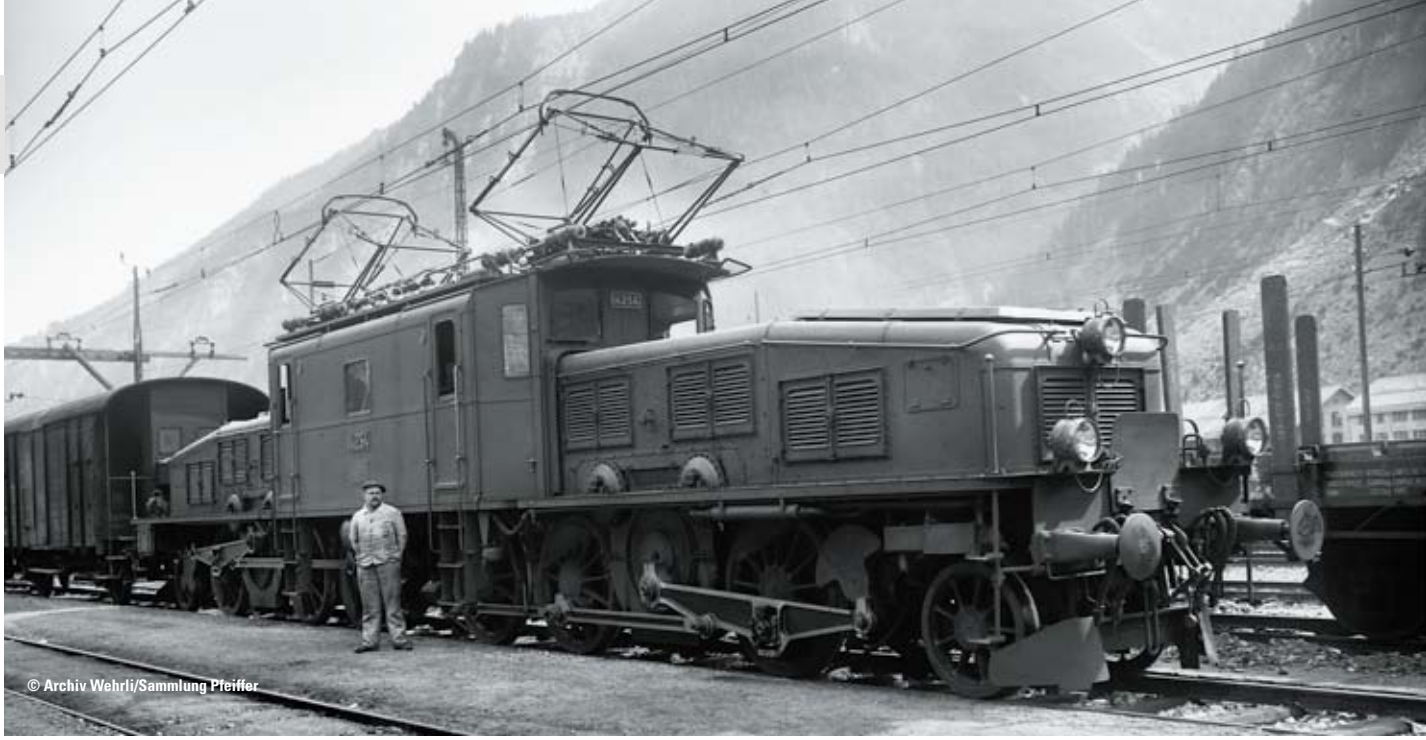


37565 Crocodile Double Set.
Prototype: 2 different Swiss Federal Railways (SBB/CFF/FFS) class Ce 6/8 II "Crocodile" freight locomotives. Class from the first production series. A dark brown version as it originally looked around 1922, with open buffers, walk-over plates at the ends, small steps for brakemen, without a wrong track operation light, and without an inductive magnet. Locomotive road number 14268. A pine green version as it looked in the Fifties, with solid buffers, without walk-over plates at the ends, small steps for brakemen, with a wrong track operation light, and with an inductive magnet. Locomotive road number 14272.
Model: Both locomotives have mfx digital decoders and extensive sound functions. 2 controlled, high-efficiency propulsion systems with flywheels per locomotive, 1 motor for each powered truck in each locomotive. 3 axles and jackshaft powered in each powered truck. Traction tires. The locomotive frames are articulated to enable the locomotives to negotiate sharp curves. The triple headlights and 1 white marker light (Swiss headlight / marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. When the locomotive is running "light" the lighting can be changed to 1 red marker light. The lighting is maintenance-free warm white and red LEDs. The locomotives have highly detailed metal construction with many separately applied details. The locomotive body comes in 3 parts with hoods that swing out separately. The roof equipment is detailed with safety grills beneath the pantographs. Both locomotives come in individually marked packaging, with an additional master package.
Length over the buffers for each locomotive 22.3 cm / 8-3/4".

- **Completely new tooling for the "Crocodile" from the first production series.**
- **The heraldic animal for Märklin.**
- **Highly detailed metal construction.**
- **mfx decoder with extensive sound functions.**
- **Each locomotive powered with 2 high-efficiency propulsion systems, each with a flywheel.**
- **Swiss headlight / marker light changeover, can be switched to a red marker light for running "light".**
- **Lighting with warm white and red LEDs.**

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Marker light(s)	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Whistle for switching maneuver		x	x	x
Sound of Couplers Engaging		x	x	x
Stat. Announce. – Swiss		x	x	x
Letting off steam / air			x	x
Blower motors			x	x
Brake Compressor			x	x
Pantograph Sounds			x	x

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Marker light(s)	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Whistle for switching maneuver		x	x	x
Sound of Couplers Engaging		x	x	x
Stat. Announce. – Swiss		x	x	x
Letting off steam / air			x	x
Blower motors			x	x
Brake Compressor			x	x
Pantograph Sounds			x	x



One-time series.

This Crocodile double set can be found in a DC version in the Trix H0 assortment under item number 22956.

Switzerland

37045 Electric Locomotive.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 4/4 I electric locomotive. Second production run in a red basic paint scheme. The locomotive looks at it did around 1988.
Model: The locomotive comes with an mfx digital decoder and factory-installed, controllable sound functions. It also has controlled, high-efficiency propulsion with a flywheel. All 4 axles powered through cardan shafts. Traction tires. The locomotive has separately applied roof walks. It also has separately applied metal grab irons. The Swiss headlight code (triple headlights, white marker light) changes over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights can be turned off separately at Locomotive Ends 2 and 1. When the headlights are turned off at both ends, then the double "A" light functions at both ends. All of the lights are maintenance-free, warm white LEDs. Brake hoses are included that can be installed on the locomotive. Length over the buffers 17.1 cm / 6-3/4".

- **Second production run, without end doors and walk-over plates for crossing to the first car in the train.**
- **Headlights at both ends of the locomotive can be turned off separately in digital operation.**

The class Re 4/4 I is the right locomotive to go with the Swiss lightweight steel cars from Era IV.

This model can be found in a DC version in the Trix H0 assortment under item number 22245.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Stat. Announce. – Swiss	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Headlight(s): Cab2 End		x	x	x
Headlight(s): Cab1 End		x	x	x

43389 Lightweight Steel Passenger Car Set for Shuttle Trains.
Prototype: 6 different Swiss Federal Railways (SBB) lightweight steel passenger cars. 1 type A lightweight steel passenger car, 1st class. 1 type B lightweight steel passenger car, 2nd class, with two entries per side. 2 type B lightweight steel passenger cars, 2nd class, with one center entry per side. 1 type D lightweight steel baggage car. 1 type ABt lightweight steel cab control car with an engineer's cab for shuttle train operation. The coaches, baggage car, and cab control car have a pine green paint scheme.

Model: The headlights and a red marker light are maintenance-free LEDs that change over with the direction of travel. The cars have accordion style diaphragms like the original version in real life. 7319 current-conducting couplings or 72020/72021 current-conducting couplers, the 73405 pickup shoe, and the 73400/73401 interior lighting (2 per coach and cab control car, 1 per baggage car) can be installed on the cars. The cars come individually packaged.
Total length over the buffers 151.7 cm / 59-3/4".
DC wheel set per car 4 x 700580.

- **All of the cars come individually packaged.**

One-time series.

The Re 4/4 I is the right motive power for these cars and can be found under item number 37045 in the Märklin H0 assortment.

Switzerland

37347 Electric Locomotive.
Prototype: Swiss Federal Railways (SBB) class Re 4/4 II (class 420). Rebuilt version in a red basic paint scheme. The locomotive looks as it currently does for Zürich S-Bahn service.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. 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 can be turned off separately at Locomotive Ends 2 and 1. When the headlights are turned off at both ends of the locomotive, the double "A" light is functioning at both ends. The lighting is maintenance-free warm white and red LEDs. The locomotive has separately applied metal grab irons on the sides and at the ends. There is a representation on the sides of the air conditioning. The couplers can be replaced by end skirting included with the locomotive.
Length over the buffers 17.1 cm / 6-3/4".

- **First time for this locomotive with an mfx decoder and electric locomotive sounds.**
- **Rebuilt version with new air conditioning, rear view windows, headlights, and buffers.**

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Long distance headlights	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
Whistle for switching maneuver		x	x	x
Headlight(s): Cab1 End		x	x	x
Station Announcements			x	x
Conductor's Whistle			x	x
Main Relay			x	x
Compressor			x	x

The Swiss Railways (SBB) recognized before World War I the advantages of electric railroad operation. In November of 1913 the decision was reached to electrify the Gotthard line between Erstfeld and Bellinzona. The rising cost of coal and the lack of coal during the following war years confirmed the correctness of this decision and contributed to the acceleration of electrification at the end of the war. Electrification of the Gotthard grades as well as the Gotthard tunnel was completed by December 12, 1920.

The SBB had to come up with a brand new locomotive for freight trains, because there was hardly any data available for such a mountain locomotive. The builders Maschinen-Fabrik Oerlikon (MFO) and Schweizerische Lokomotiv- und Maschinenfabrik Winterthur (SLM) suggested a 2-6-6-2 locomotive with long hoods and two powered trucks. "The" Gotthard was born with this "Crocodile" as it was quickly named. Between 1919 and 1922 a total of 33 locomotives were delivered as Ce 6/8II 14251-14283 that were destined to dominate heavy freight service on the Gotthard.

The two powered truck frames, each with three powered axles and a Bissel pilot truck, were connected by a close coupling. A short locomotive body was enthroned between the two powered truck frames which gave the locomotive marvelous maneuverability on curves. The locomotive body on the Ce 6/8II measured just 6,020 mm / 19 feet 9 inches with the total length of the locomotive at 19,460 mm / 63 feet 10-5/16 inches. This would be the only road engine with such a short locomotive body on the SBB. The drive system was done with two traction motors per powered truck via countershaft, jackshaft, triangular rods, and side rods to the driving axles. Between 1942 and 1947 thirteen of these units were equipped with new, more powerful traction motors at the same time that the maximum speed was raised from 65 to 75 km/h / 41 to 47 mph. The performance rose accordingly from 1,650 to 2,700 kilowatts / 2,212 to 3,619 horsepower and the modified locomotives were given the class designation Be 6/8II with the road numbers 13251-13259, 13261 and 13263-13265. The first of the original Ce 6/8II to be retired was from 1965 on. At the same time eleven units began to be converted for use at large switch yards, whereby the following changes were done: installation of switching radio, removal of one pantograph, and installation of new platform railings in front of the hoods. These "switcher crocodiles" were in service the longest and ran well into 1986. A total of seven Ce/Be 6/8II were preserved as famous and popular locomotives: SBB Historic (14253), the Swiss Transportation Museum in Lucerne (13254), the South Railroad Museum in Mürzzuschlag, Austria (13257), the Technology Museum of Speyer (14267), Club del San Gottardo (14276), and the Auto and Technology Museum in Sinsheim (14282).

Austria

37566 “Crocodile” Electric Locomotive.
Prototype: Class Be 6/8 II “Crocodile” freight locomotive. Museum locomotive of the ÖGEG (Austrian Society for Railroad History). Class from the first production series of the Swiss Crocodile. Pine green basic paint scheme as the locomotive looked at the start of the Eighties. With some sealed engineer’s cab doors, with solid buffers, without walk-over plates at the ends, wide switching steps, without a wrong track operation light, and with an inductive magnet. Locomotive road number 13257.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has 2 controlled, high-efficiency propulsion systems with flywheels, 1 motor for each powered truck. 3 axles and jackshaft powered in each powered truck. Traction tires. The locomotive frame is articulated to enable the locomotive to negotiate sharp curves. The triple headlights and 1 white marker light (Swiss headlight / marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. When the locomotive is running “light” the lighting can be changed to 1 red marker light. The lighting is maintenance-free warm white and red LEDs. The locomotive has highly-detailed metal construction with many separately applied details. The locomotive body comes in 3 parts with hoods that swing out separately. The roof equipment is detailed with safety grills beneath the pantographs. The locomotive comes in a suitable wooden case.
Length over the buffers for each locomotive 22.3 cm / 8-3/4“.

- **Completely new tooling for the “Crocodile” from the first production series.**
- **Highly detailed metal construction.**
- **mfx decoder with extensive sound functions.**
- **Locomotive powered with 2 high-efficiency propulsion systems with flywheels.**
- **Limited worldwide to 2,500 pieces.**
- **Consecutively number certificate of authenticity included.**
- **Packaged in a suitable wooden case.**

One-time series.

This “Crocodile” can be found in a DC version in the Trix H0 assortment under item number 22957.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Marker light(s)	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Whistle for switching maneuver		x	x	x
Sound of Couplers Engaging		x	x	x
Stat. Announce. – Swiss		x	x	x
Letting off steam / air			x	x
Blower motors			x	x
Brake Compressor			x	x
Pantograph Sounds			x	x

37001 Diesel Locomotive.
Prototype: Austrian Federal Railways (ÖBB) class 2048 diesel locomotive. Former DB class 211. Era V "traffic red" version. The locomotive looks as it did around 1992.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by cardan shafts. The locomotive has Telex couplers front and rear and they can be controlled separately. Traction tires. The locomotive has triple headlights and dual red marker lights that change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are warm white LEDs. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included.
Length over the buffers 13.9 cm / 5-1/2".

- **Completely new tooling.**
- **Body and frame constructed of metal.**
- **mfx digital decoder.**
- **Extensive sound functions.**
- **Telex couplers.**

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Telex coupler on the front	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
High Pitch Horn	x	x	x	x
Telex coupler on the rear	x	x	x	x
Direct control		x	x	x
Rear Headlights off		x	x	x
Low Pitch Horn		x	x	x
Front Headlights off		x	x	x
Sound of squealing brakes off			x	x

WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.

France

37380 Electric Locomotive.
Prototype: French State Railways (SNCF) class 26000 dual system locomotive in the “en voyage” design. The locomotive looks as it did in Era V.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The dual headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights can be turned off separately at Locomotive Ends 2 and 1. The lighting is maintenance-free warm white and red LEDs. The locomotive has separately applied grab irons.
Length over the buffers 20.4 cm / 8-1/16“.

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Stat. Announce. – Fren.	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
High Pitch Horn	x	x	x	x
Direct control	x	x	x	x
Conductor’s Whistle		x	x	x
Headlight(s): Cab2 End		x	x	x
Low Pitch Horn		x	x	x
Headlight(s): Cab1 End		x	x	x
Blower motors			x	x
Sound of squealing brakes off			x	x

NEM VI 15 +

48486 Pressurized Gas Tank Car Set.
Prototype: 3 four-axle pressurized gas tank cars with and without heat shields. Privately owned cars painted and lettered for the firms Ermewa SA, VTG France SAS, and Ermewa-Sati, used on the French State Railways (SNCF). The cars look as they did in Era VI.
Model: All of the cars have detailed frames. They have type Y 25 welded trucks. The tanks come with and without heat shields. All of the cars have different car numbers and are individually package.
Total length over the buffers 54 cm / 21-1/4".
DC wheel set per car 4 x 700580.

One-time series.

France

Thirteen powered rail cars survived World War II. Nine remained in the West Zones; of them seven units were retired over the course of 1949. In 1950, the German Federal Railroad still had two rail cars on its roster: the DT 1 (former road number 1000) and the DT 8 (former road number 1007). The latter hung on tenaciously and was still used in push/pull service until the end of 1953 on the Baden route Müllheim – Neuenburg. It was put in storage on January 2, 1954 and was retired on March 3, 1954. Powered rail cars DT 2, 3, and 9 (former road numbers 1001, 1002, and DW 15) remained after 1945 with the SNCF. The first two rail cars worked until 1956 under the designations XDR 10.102 and 10.103 in Mulhouse as powered rail cars for crews. The former DT 6 (former road number 1005) came on to the roster of the DR in 1949 as DT 151 after nationalization of the Oderbruch Railroad; it remained in storage and was scrapped in November of 1957 in Frankfurt/Oder. One Kittel powered rail car delivered to Switzerland is still preserved there in operational condition.

37258 Steam Powered Rail Car.
Prototype: French State Railways (SNCF) “Kittel” design steam powered rail car, road number XDR 10103. “Bottle Green” basic paint scheme. The unit looks as it did around 1949/1950.
Model: The rail car has an mfx digital decoder. It has a controlled miniature can motor. The frame is constructed of die-cast metal. 2 axles powered. 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 rail car has an NEM coupler pocket. It also has many separately applied details. There is a full view through the engineer’s area, and there is a reproduction of the boiler.
Length over the buffers 13 cm / 5-1/8“.

- **Prototypical tooling changes to the roof and the bearing sides for the rear axle.**

One-time series.

This model can be found in a DC version in the Trix H0 assortment under item no. 22258.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x

36745 Tank Locomotive.
Prototype: French State Railways (SNCF) class 130TB steam tank locomotive. Former class T 12 of the Royal Prussian State Railways (KPEV). Locomotive road number 130.TB.712.
Model: The locomotive has a digital decoder and a special can 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".

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x

37337 Electric Locomotive.
Prototype: French State Railways (SNCF) class BB 12 000. Version is a green basic paint scheme with separate marker lights. The locomotive looks as it did in Era V.
Model: The locomotive has an mfx digital decoder and controlled high efficiency propulsion. 4 axles powered. Traction tires. The dual headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are warm white LEDs. The pantographs are mounted on free-standing frames. The locomotive has numerous separately applied grab irons. Brake hoses and reproduction couplers can be installed on the buffer beam.
Length over the buffers 17.5 cm / 6-7/8".

- **New lights at the ends.**

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x
Rear Headlights off		x	x	x
Front Headlights off		x	x	x

© Marc Carémantrant

France

NEM IV 15 +

48434 Ore Car Set.
Prototype: 5 ore cars (Minéraliers) painted and lettered for the firm Societé de Gérance de Wagons de Grande Capacité (SGW), used on the French State Railways (SNCF). Type Fad.
Model: The cars have different car numbers, and are packaged and marked individually.
Total length over the buffers 63.8 cm / 25-1/8".
DC wheel set 20 x 700580.

One-time series.

36616 Electric Locomotive.
Prototype: TRAXX 2 E F140 MS (E 186) general-purpose locomotive painted and lettered for Euro Cargo Rail SAS, Paris, authorized to operate in Germany. Dual system locomotive with 4 pantographs. Built by Bombardier as a regular production locomotive from the TRAXX program of locomotives.

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 4 mechanically working pantographs (not wired for catenary operation).
Length over the buffers 21.7 cm / 8-9/16".

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x

WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.

Belgium

37153 Steam Locomotive with a Tub-Style Tender.
Prototype: Belgian State Railways (SNCB/NMBS) class 26 (former class 52) freight steam locomotive. Green and black basic paint scheme. Version with a tub-style tender and Witte smoke deflectors. The locomotive looks as it did at the start of the Fifties.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion. The motor is mounted in the locomotive's boiler. 5 axles powered. Traction tires. The locomotive has an articulated frame to allow it to negotiate sharp curves. The dual headlights on the front of the locomotive and dual white marker lights on the tender will work in conventional operation and can be controlled digitally. A 7226 smoke generator can be installed in the locomotive. Piston rod protection sleeves can be installed on the locomotive.
Length over the buffers 26.7 cm / 10-1/2".

One-time series.

The freight car set to go with this locomotive is offered under item number 46024.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Air Pump		x	x	x
Whistle for switching maneuver		x	x	x
Letting off Steam		x	x	x
Sound of coal being shoveled			x	x
Grate Shaken			x	x


26.038

Belgium

NEM | III | 15 +

46024 Freight Car Set.
Prototype: 7 Belgian State Railways (SNCB/NMBS) type 1214 B high side gondolas. The cars look as they did in the Fifties.
Model: All of the cars have different car numbers. All of the cars have load inserts with real, scale-sized coal. The cars are weathered.
Total length over the buffers 74.7 cm / 29-3/8".
DC wheel set per car 2 x 700630.

One-time series.

The class 26 is the right freight steam locomotive to go with this car set and is being offered under item number 37153.

46024

37153

Belgium

37163 Tank Locomotive.
Prototype: Belgian State Railways (SNCB) class 98 (former class 94.5) freight tank locomotive. Green basic paint scheme with a black smoke box and gold boiler bands. Road number 98.016.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It has controlled, high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke generator can be installed in the locomotive. 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. The headlights are maintenance-free, warm white LEDs. Protective piston rod sleeves and brake hoses are included.
Length over the buffers 14.6 cm / 5-3/4".

- **Prototypical changes.**
- **Slanted smoke stack.**
- **Rounded engineer's cab roof.**
- **Low coal bunker attachment.**
- **Particularly finely detailed construction with many separately applied parts.**
- **A variety of operating and sound functions included that can be controlled.**

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Whistle for switching maneuver		x	x	x
Letting off Steam		x	x	x
Air Pump			x	x
Sound of coal being shoveled			x	x
Grate Shaken			x	x
Injectors			x	x
Generator Sounds			x	x
Sound of Couplers Engaging			x	x

37695 Diesel Locomotive.
Prototype: Belgian State Railways (SNCB/NMBS) class 8000 switch engine. Diesel hydraulic drive with a jackshaft.
Model: The locomotive has an mfx digital decoder. It also has controlled high-efficiency propulsion. 3 axles and a jackshaft 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 Telex couplers front and rear that can be controlled separately. The handrails on the ends of the locomotive are constructed of metal. Length over the buffers 12 cm / 4-3/4".

- **Telex couplers included.**
- **Switching light can be controlled.**

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
"Switcher Double ""A"" Light"	x	x	x	x
Telex coupler on the front	x	x	x	x
Telex coupler on the rear	x	x	x	x
Direct control	x	x	x	x

Belgium

37794 High Speed Train.
Prototype: High speed train painted and lettered for the THALYS PBKA of Thalys International, Brussels, Belgium, in the multi-system version for service between Paris, Brussels, Cologne, and Amsterdam. 2 powered end cars (TK1 and TK2), 1 transition car (R1), 1st/2nd class, 1 transition car (R8), 2nd class. The newest paint scheme. Based in Brussels. The train looks as it currently does in real life in 2012.
Model: The train is a 4-part set. Both end cars (TK1 and TK2) are powered. The train has an mfx digital decoder and extensive sound functions. It has controlled, high-efficiency propulsion in both powered end cars, centrally mounted. 4 axles powered through cardan shafts in each end car. Traction tires. The train has factory-installed interior lighting. The triple headlights and dual red marker lights change over with the direction of travel. They and the interior lighting will work in conventional operation and can be controlled digitally. The third headlight for the French headlight code can be turned off separately in digital operation. The headlights and interior lighting are maintenance-free, warm white LEDs and the marker lights are maintenance-free red LEDs. The train has separately applied metal grab irons. It also has inset windshield wipers. The engineer's cabs in the powered end cars have interior details. A powered end car and a transition car are permanently coupled together in pairs and have special close couplings with a guide mechanism. There is an additional guide mechanism in the Jakobs truck. 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. The interior lighting is powered through a continuous electrical connection through the entire train. Each powered end car has 2 SNCF design single-arm pantographs. The pantographs work mechanically but are not wired to take power. The train is a scale reproduction. The minimum radius for operation is therefore 360 mm / 14-3/16", when there is sufficient clearance on both sides.
Length of the 4-part set 101 cm / 39-3/4".

- **Scale 1:87 reproduction.**
- **Factory-installed interior lighting.**
- **Extensive sound functions.**
- **Warm white LEDs for lighting.**
- **The latest paint scheme.**
- **Both end cars powered.**

The 37794 basic set can be expanded with the 43424, 43434, and 43444 extension sets to a prototypical 10-car unit.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Interior lights	x	x	x	x
Light Function1	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Doors Closing		x	x	x
Whistle for switching maneuver		x	x	x
Conductor's Whistle		x	x	x
Stat. Announce. – Fren.			x	x
Station Announcements			x	x
Station Announcements			x	x
Stat. Announce. – Engl.			x	x

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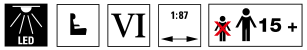
Belgium



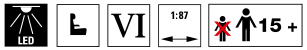
43424 Add-On Car Set 1 for the THALYS PBKA.
Prototype: High speed train painted and lettered for the THALYS PBKA of Thalys International, Brussels, Belgium in the multi-system version for service between Paris, Brussels, Cologne, and Amsterdam. 1 intermediate car (R2), 1st class, and 1 intermediate car (R3), 1st class. The newest paint scheme. The cars look as they currently do in real life in 2012.

Model: This is a 2-part add-on car set for lengthening the THALYS PBKA high speed train, item no. 37794, to a 10-car unit. The cars have factory-installed interior lighting with maintenance-free, warm white LEDs. The interior lighting is powered through a continuous electrical connection through the entire train. The two intermediate cars are permanently coupled together. There is a guide mechanism in the Jakobs trucks. The cars are a scale reproduction. The minimum radius for operation is therefore 360 mm / 14-3/16“, when there is sufficient clearance on both sides.
Length of the pair of cars 43 cm / 16-15/16”.

- **Factory-installed interior lighting.**
- **Warm white LEDs for lighting.**

The 37794 basic set can be expanded with the 43424, 43434, and 43444 extension sets to a prototypical 10-car unit.

One-time series.



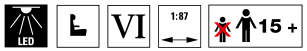
43434 Add-On Car Set 2 for the THALYS PBKA.
Prototype: High speed train painted and lettered for the THALYS PBKA of Thalys International, Brussels, Belgium in the multi-system version for service between Paris, Brussels, Cologne, and Amsterdam. 1 intermediate car (R6), 2nd class, and 1 intermediate car (R7), 2nd class. The newest paint scheme. The cars look as they currently do in real life in 2012.

Model: This is a 2-part add-on car set for lengthening the THALYS PBKA high speed train, item no. 37794, to a 10-car unit. The cars have factory-installed interior lighting with maintenance-free, warm white LEDs. The interior lighting is powered through a continuous electrical connection through the entire train. The two intermediate cars are permanently coupled together. There is a guide mechanism in the Jakobs trucks. The cars are a scale reproduction. The minimum radius for operation is therefore 360 mm / 14-3/16“, when there is sufficient clearance on both sides.
Length of the pair of cars 43 cm / 16-15/16”.

- **Factory-installed interior lighting.**
- **Warm white LEDs for lighting.**

The 37794 basic set can be expanded with the 43424, 43434, and 43444 extension sets to a prototypical 10-car unit.

One-time series.



43444 Add-On Car Set 3 for the THALYS PBKA.
Prototype: High speed train painted and lettered for the THALYS PBKA of Thalys International, Brussels, Belgium in the multi-system version for service between Paris, Brussels, Cologne, and Amsterdam. 1 intermediate car (R4), bar car 2nd class, and 1 intermediate car (R5), 2nd class. The newest paint scheme. The cars look as they currently do in real life in 2012.

Model: This is a 2-part add-on car set for lengthening the THALYS PBKA high speed train, item no. 37794, to a 10-car unit. The cars have factory-installed interior lighting with maintenance-free, warm white LEDs. The interior lighting is powered through a continuous electrical connection through the entire train. The two intermediate cars are permanently coupled together. There is a guide mechanism in the Jakobs trucks. The cars are a scale reproduction. The minimum radius for operation is therefore 360 mm / 14-3/16“, when there is sufficient clearance on both sides.
Length of the pair of cars 43 cm / 16-15/16”.

- **Factory-installed interior lighting.**
- **Warm white LEDs for lighting.**

The 37794 basic set can be expanded with the 43424, 43434, and 43444 extension sets to a prototypical 10-car unit.

One-time series.


THALYS
1
1


2
2
THALYS

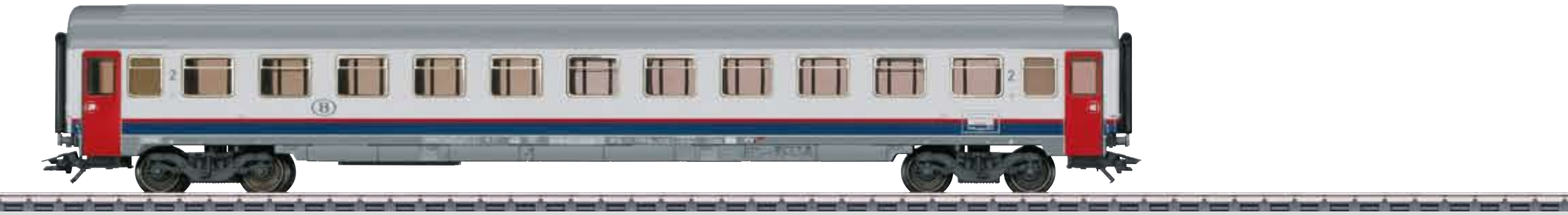

THALYS
2
THALYS BAR
THALYS

Belgium

42741 Express Train Passenger Car Set.
Prototype: 2 Belgian State Railways (SNCB/NMBS) type I6 Eurofima compartment cars, 2nd class. The cars are in the current paint scheme and looks as they currently do in real life.

Model: 7319 current-conducting couplings or 72020/72021 current-conducting couplers can be installed on both cars.
Total length over the buffers 53 cm / 20-7/8".
DC wheel set per car 4 x 700580.

One-time series.



Luxembourg

märklin HO

37549 Steam Locomotive with a Tender.
Prototype: Luxembourg State Railways (CFL) class 4600 (former class 55) freight steam locomotive. Road number 4602. Version with buffer plate warning stripes front and rear. The locomotive looks as it did in the Fifties.
Model: The steam locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, mounted in the boiler. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 72270 smoke generator can be installed in the locomotive. 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. The headlights are maintenance-free warm white LEDs. The engineer's cab has interior details. There is a permanent close coupling between the locomotive and tender. The locomotive has many separately applied details. Piston rod protection sleeves adn brake hoses are included.
Length over the buffers 21 cm / 8-1/4".

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Air Pump		x	x	x
Whistle for switching maneuver		x	x	x
Letting off Steam		x	x	x
Sound of coal being shoveled			x	x
Grate Shaken			x	x


© Wolfgang Herdam, Fotoverlag

Luxembourg

43813 Commuter Car Set.
Prototype: 3 different Luxembourg State Railways (CFL) "Silberling" design commuter cars in a green paint scheme. 1 commuter car, 1st/2nd class, 1 commuter car, 2nd class, and 1 commuter car, 1st/2nd class with a baggage area.
Model: The minimum radius for operation is 360 mm / 14-3/16". The cars have underbodies and trucks specific to their designs. 7319 current-conducting couplings or 72020/72021 current-conducting couplers, the 73406 pickup shoe, and the 73400/73401 interior lighting (2 each per car), and the 73409 marker light kit can be installed on the cars.
Total length over the buffers 84.6 cm / 33-5/16".
DC wheel set 12 x 700580.

- **All of the cars are individually packaged.**

One-time series.

Netherlands

37204 Electric Locomotive.
Prototype: DB Schenker Logistics Nederland class 1600 general-purpose locomotive with the road number 1601 and the coat-of-arms for “Zandvoort”. The locomotive looks as it currently does in real life.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 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.
Length over the buffers 21 cm / 8-1/4”.

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
High Pitch Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
Low Pitch Horn		x	x	x
Headlight(s): Cab1 End		x	x	x
Special Function			x	x
Compressor			x	x
Blower motors			x	x

46265 Hopper Car Set.
Prototype: Type Falns hopper cars painted and lettered for the firm VTG AG, Hamburg, Germany. The cars have authorization to operate in the Netherlands.
Model: The cars have metal end platform railings. They also have type Y 25 trucks. The cars have different car numbers.
Total length over the buffers 39.9 cm / 15-11/16".

One-time series.

Netherlands

37205 Electric Locomotive.
Prototype: HUSA Transportation (NL) class 1600 general-purpose locomotive in and orange basic paint scheme. Road number 1621. The locomotive looks as it currently does in 2012.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 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.
Length over the buffers 21 cm / 8-1/4".

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Stat. Announce. – Dutch	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
Conductor's Whistle		x	x	x
Headlight(s): Cab1 End		x	x	x
Whistle for switching maneuver			x	x
Compressor			x	x
Blower Drive			x	x

© Frans van Waes

Italy

37164 Tank Locomotive.
Prototype: Italian State Railways (FS) class 897 (former class 94.5) freight tank locomotive. Black basic paint scheme with reddish brown frame. Road number 897-002.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It has controlled, high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke generator can be installed in the locomotive. 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. The headlights are maintenance-free, warm white LEDs. Protective piston rod sleeves and brake hoses are included.
Length over the buffers 14.6 cm / 5-3/4".

- **Prototypical changes.**
- **Without smoke stack attachment.**
- **Rounded engineer's cab roof.**
- **Without coal bunker attachment.**
- **Particularly finely detailed construction with many separately applied parts.**
- **A variety of operating and sound functions included that can be controlled.**

One-time series.

A freight car set to go with this locomotive can be found under item number 47873.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Whistle for switching maneuver		x	x	x
Letting off Steam		x	x	x
Air Pump			x	x
Sound of coal being shoveled			x	x
Grate Shaken			x	x
Injectors			x	x
Sound of Couplers Engaging			x	x

47873 37164

NEM III 0-3

47873 Freight Car Set.
Prototype: 3 older Italian State Railways (FS) type F two-axle boxcars. Version with a peaked roof. Brown basic paint scheme. The cars look as they did at the beginning of the Fifties.
Model: The cars have peaked roofs constructed of metal. They also have inset ventilations grills. All of the cars have different car numbers and are individually packaged. There is also a master package.
Total length over the buffers 34.9 cm / 13-3/4".
DC wheel set per car 2 x 700580.

One-time series.

The class 897 freight steam locomotive to go with these cars can be found under item number 37164.

0-3 **WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.**

Denmark

7330 | NEM | V | 1:100 | 15 +

42693 Passenger Car Set.
Prototype: 2 Danish State Railways (DSB) type Bcm slumber coaches in special designs. The cars look as they did in Era V.
Model: One car is painted specially in a “confetti” color scheme, and one car is painted specially in a “moon and stars” color scheme. 7319 current-conducting couplings or 72020/72021 current-conducting couplers can be installed on both cars.
Total length over the buffers 54.2 cm / 21-3/8“.
DC wheel set per car 4 x 700580.

One-time series.

This passenger car set is the ideal add-on to the existing cars 4269 with the “fireworks” paint scheme and 42691 with the “crystal” paint scheme.

The Ore Railroad Luleå – Gällivare – Kiruna – Narvik

märklin HO

As early as the mid 18th century, iron ore was being dug in the area around the north Swedish cities of Gällivare and Kiruna and was extremely sought after all over the world because of its high iron content. Starting in 1860, the companies involved in mining the ore were looking for new ways to ensure efficient transport of their ore to the harbors of Luleå in Sweden and Narvik in Norway. Indeed, the railroad seemed "the" suitable means of transport, but initially large investments had to be made. All the same, in 1888 the 202 kilometer / 126 mile long route Gällivare – Luleå was placed into operation. Several of the firms involved in the construction of the railroad had gone bankrupt in the meantime and so the government stepped in. On October 24, 1890, the state-owned Luossavaara Kirunavaara Aktiebolag (LKAB) was established which took the finished and the still to be constructed ore railroad under its wing. The route was extended from Gällivare to Kiruna by 1899. Due to the long transport route to Luleå and the icing up of the harbor in the winter, this was not a satisfactory solution for the long term. On September 26, 1902 the gap was closed with "fireworks and artillery shells" and there were extensive celebrations. Through impassable, almost hostile territory the route now ran 269 kilometers / 168 miles from Gällivare to Narvik. The section from Riksgränsen on the back of the Caledonian mountain chain to Narvik on the Ofot Fjord was a special challenge: Here an elevation difference of 520 meters / 1,706 feet along steep mountainsides had to be overcome with a section of rail line 40 kilometers / 25 miles in length.

The first ore train from Gällivare to Narvik ran on November 13, 1902. From November 24, 1902 on the Norwegian and Swedish State Railways finally began regular service with three ore trains per day. The official opening by the Swedish King Oscar II took place on July 14, 1903. Today this ore line combines several superlatives: It runs from Luleå in Sweden on the Gulf of Bothnia in a northwesterly direction to the iron ore mine areas of Gällivare and Kiruna above the Arctic Circle and further to the Norwegian harbor of Narvik. It is the most northerly route linked to the rest of the European rail network. In addition, the station at Narvik at 68°26' latitude north is the most northerly rail terminal that can be reached in Western Europe for passenger service.

As early as 1911 the increasing transport demands required electrification of the Swedish section of the line. Ten years later the Norwegian State Railways also followed suit and from 1922 on electric locomotives were hauling the 1,900 ton heavy ore trains continuously. World War II caused a great deal of destruction with the heavy battles around Narvik. Yet, after the end of the war reconstruction commenced immediately. With the rebuilding of loading facilities, new ore transport cars, and more powerful locomotives came the great period of the class Dm 3 side rod electric locomotives from the end of the Sixties on. These were three close-coupled locomotives electrically linked to one another. Each of the three parts had four coupled driving axles. With a total output of 7,200 kilowatts / 9, 655 horsepower, and a total length of 35.25 meters / 115 feet 8 inches they were able to move 5,400 ton heavy ore trains.

In 1996, LKAB took over handling the ore traffic including transport. In addition to placing new ore cars into service, it also initially purchased from Adtranz nine twelve-axle double locomotives (IORE) that took over operations in succession starting at the end of 2000. The IORE units beat the Dm3 units in use by far with a performance of 10,800 kilowatts / 14,483 horsepower, a total weight of 360 tons, and a length of 45.8 meters / 150 feet 3 inches. Ore trains with an impressive 7,800 ton hauling capacity are pulled today with these new locomotives. Another eight IORE double locomotives have been ordered in the meantime, the last of them to be delivered starting in May of 2013. This means the final departure for the former kings of the ore line, the three-part class Dm3 side rod electric locomotives.

Sweden


1201
1201
1201

Sweden

37753 Heavy Ore Locomotive.
Prototype: Swedish State Railways (SJ) class Dm3 heavy ore locomotive as a 3-part side rod electric locomotive. Used on the ore line Lulea – Kiruna – Narvik. Class 1200, with the road numbers 1201+1231+1202. Brown basic paint scheme, large headlights, engineer's cab doors in the old arrangement, large snow plows (Norrland plows) and SAB rubber-cushioned wheels. The locomotive looks as it did around 1970.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has 2 controlled, high-efficiency propulsion systems with flywheels, 1 motor in each locomotive unit with an engineer's cab. All 4 driving axles powered in each locomotive unit with an engineer's cab. Traction tires. The dual headlights and a red marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. An additional third wide beam headlight above on the locomotives can be controlled digitally. The engine room lighting as well as the cab lighting in Engineer's Cabs 1 and 2 can each be controlled separately in digital operation. An additional marker light can be controlled digitally. The lighting is maintenance-free warm white and red LEDs. This locomotive has highly detailed metal construction with many separately applied details. The roof equipment is detailed with large vent attachments and compressed air tanks. All 3 locomotive units are permanently coupled together. There is a close coupling mechanism between the locomotive units. Marker signs for the front end of the locomotive are included separately.
Length over the buffers 40.7 cm / 16".

- **Completely new tooling for the three-part Dm3 ore locomotive.**
- **Highly detailed metal construction.**
- **mfx decoder with extensive sound and light functions.**
- **2 high-efficiency propulsion systems with flywheels, 1 motor in each locomotive unit with an engineer's cab.**
- **Engineer's cab lighting and engine room lighting can be controlled separately in digital operation.**
- **Item numbers 46370 and 46371 ore car sets to go with this locomotive, cars with different car numbers, for a prototypically long ore train.**

The ore cars to go with this locomotive can be found in two sets, each with 6 cars and different car numbers, in the Märklin H0 assortment under item numbers 46370 and 46371. Two ore car sets with other different car numbers can be found in a DC version in the Trix H0 assortment under item numbers 24237 and 24238.

This ore locomotive can be found in a DC version in the Trix H0 assortment under item number 22273.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Light Function	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Light Function1		x	x	x
Engineer's cab lighting		x	x	x
Whistle for switching maneuver		x	x	x
Engineer's cab lighting		x	x	x
Light Function 2			x	x
Sound of squealing brakes off			x	x
Sound of Couplers Engaging			x	x
Blower motors			x	x
Brake Compressor			x	x
Pantograph Sounds			x	x

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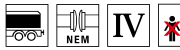
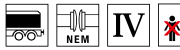
Sweden



46370 Ore Car Set 1.
Prototype: 6 Swedish State Railways (SJ) three-axle ore cars in a brown basic paint scheme, for use on the ore line Lulea – Kiruna – Narvik. Type Mas IV, with a brakeman's platform and a brake wheel. The cars look as they did around 1970.
Model: The ore cars have detailed construction with partially open floors. They have a detailed representation of the axle bearings with springs and brake rigging. The ore car bodies are constructed of metal. All of the cars have brakeman's platforms and brake wheels. All of the ore cars have different car numbers. The ore cars have load inserts and are loaded with real, scale-sized iron ore.
Total length over the buffers 44 cm / 17-5/16".
DC wheel set per ore car 3 x 700580.

- **Completely new tooling for these ore cars.**
- **Very finely detailed construction.**
- **All of the cars are loaded with load inserts and real iron ore.**
- **All of the cars have different car numbers.**
- **The ideal cars to go with the 37753 and 37754 heavy ore locomotives.**



46371 Ore Car Set 2.
Prototype: 6 Swedish State Railways (SJ) three-axle ore cars in a brown basic paint scheme, for use on the ore line Lulea – Kiruna – Narvik. Type Mas IV, with a brakeman's platform and a brake wheel. The cars look as they did around 1970.
Model: The ore cars have detailed construction with partially open floors. They have a detailed representation of the axle bearings with springs and brake rigging. The ore car bodies are constructed of metal. All of the cars have brakeman's platforms and brake wheels. All of the ore cars have different car numbers. The ore cars have load inserts and are loaded with real, scale-sized iron ore.
Total length over the buffers 44 cm / 17-5/16".
DC wheel set per ore car 3 x 700580.

- **Completely new tooling for these ore cars.**
- **Very finely detailed construction.**
- **All of the cars are loaded with load inserts and real iron ore.**
- **All of the cars have different car numbers.**
- **The ideal cars to go with the 37753 and 37754 heavy ore locomotives.**

The heavy ore locomotives to go with this car set can be found under item numbers 37753 (Dm3, SJ) and 37754 (El 12, NSB).

Two ore car sets with other different car numbers can be found in a DC version in the Trix H0 assortment under item numbers 24237 and 24238.

The heavy ore locomotives to go with this car set can be found under item numbers 37753 (Dm3, SJ) and 37754 (El 12, NSB).

Two ore car sets with other different car numbers can be found in a DC version in the Trix H0 assortment under item numbers 24237 and 24238.

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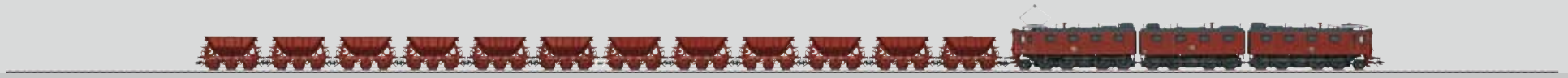


46371 46370 37753

Sweden

47458 Set with 2 Loaded Deep-Well Flat Cars.
Prototype: 2 Green Cargo four-axle deep-well flat cars, formerly of the Swedish State Railways (SJ). Each loaded with two 20 foot containers painted and lettered for the firm Volvo.

Model: The cars' frames, floors, and load areas are constructed of metal. The cars have special low design trucks. They also have many separately applied details. The load restraints can be adjusted. Each car is loaded with two 20 foot containers. The cars have different car numbers and the loads have different registration numbers. The containers are removable.
Length over the buffers 37.8 cm / 14-7/8".
DC wheel set per car 4 x 32 0557.

One-time series.

36338 Switch Engine.
Prototype: Swedish State Railways (SJ) class Ue electric switch engine in a blue-gray basic paint scheme. The locomotive looks as it did in the Nineties.
Model: The locomotive has an mfx digital decoder. It also has a miniature can motor with a flywheel. 3 axles and a jackshaft powered. Traction tires. The locomotive has dual headlights front and rear, as well as a red auxiliary light at the B end of the locomotive. The lights will work in conventional operation and can be controlled digitally. Other headlight / marker light functions can be controlled digitally. The lights are maintenance-free warm white and red LEDs. The locomotive has separately applied roof equipment. It also has separately applied metal grab irons. Brake hoses and prototypical couplers can be installed on the buffer beam. Auxiliary rail clearance devices can also be installed on the locomotive.
Length over the buffers 11.2 cm / 4-3/8".

One-time series.

This model can be found in a DC version in the Trix H0 assortment under item number 22387.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Light Function1	x	x	x	x
Light Function 2	x	x	x	x
Light Function 3	x	x	x	x
Direct control	x	x	x	x

mfx NEM III IV 15 +

36334 Switch Engine.
Prototype: Norwegian State Railways (NSB) class El 10 electric switch engine in a reddish brown basic paint scheme. Locomotive road number 10.2505. The locomotive looks as it did at the end of the Sixties / beginning of the Seventies.
Model: The locomotive has an mfx digital decoder. It also has a miniature can motor with a flywheel. 3 axles and a jackshaft powered. Traction tires. The locomotive has dual headlights front and rear that will work in conventional operation and can be controlled digitally. The headlights are maintenance-free warm white LEDs. The locomotive has separately applied roof equipment. It also has separately applied metal grab irons. Brake hoses and prototypical couplers can be installed on the buffer beam.
Length over the buffers 11.2 cm / 4-7/16".

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x

mfx NEM III 15 +

36339 Switch Engine.
Prototype: Norwegian State Railways (NSB) class El 10 electric switch engine in a green basic paint scheme.
Model: The locomotive has an mfx digital decoder. It also has a miniature can motor with a flywheel. 3 axles and a jackshaft powered. Traction tires. The locomotive has dual headlights front and rear that will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. The locomotive has separately applied roof equipment. It also has separately applied metal grab irons. Brake hoses and prototypical couplers can be installed on the buffer beam.
Length over the buffers 11.2 cm / 4-3/8".

One-time series.

This model can be found in a DC version in the Trix H0 assortment under item number 22389.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x

Norway

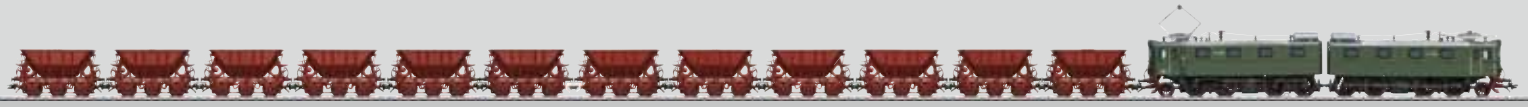
37754 Heavy Ore Locomotive.
Prototype: Norwegian State Railways (NSB) class El 12 heavy ore locomotive as a 2-part side rod electric locomotive. Used on the ore line Lulea – Kiruna – Narvik. Road numbers 2113+2114. Olive green basic paint scheme, large headlights, engineer's cab doors in the old arrangement, large snow plows (Norrland plows) and spoked wheels. The locomotive looks as it did around 1970.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has 2 controlled, high-efficiency propulsion systems with flywheels, 1 motor in each locomotive unit with an engineer's cab. All 4 driving axles powered in each locomotive unit with an engineer's cab. Traction tires. The dual headlights and a red marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. An additional third wide beam headlight above on the locomotives can be controlled digitally. The engine room lighting as well as the cab lighting in Engineer's Cabs 1 and 2 can each be controlled separately in digital operation. An additional marker light can be controlled digitally. The lighting is maintenance-free warm white and red LEDs. This locomotive has highly detailed metal construction with many separately applied details. The roof equipment is detailed with large vent attachments and compressed air tanks. Both locomotive units are permanently coupled together. There is a close coupling mechanism between the locomotive units. Marker signs for the front end of the locomotive are included separately.
Length over the buffers 29.0 cm / 11-7/16".

- **Completely new tooling for the two-part El 12 ore locomotive.**
- **Highly detailed metal construction.**
- **mfx decoder with extensive sound and light functions.**
- **2 high-efficiency propulsion systems with flywheels, 1 motor in each locomotive unit with an engineer's cab.**
- **Engineer's cab lighting and engine room lighting can be controlled separately in digital operation.**
- **Item numbers 46370 and 46371 ore car sets to go with this locomotive, cars with different car numbers, for a prototypically long ore train.**

The ore cars to go with this locomotive can be found in two sets, each with 6 cars and different car numbers, in the Märklin H0 assortment under item numbers 46370 and 46371. Two ore car sets with other different car numbers can be found in a DC version in the Trix H0 assortment under item numbers 24237 and 24238.

This ore locomotive can be found in a DC version in the Trix H0 assortment under item number 22274.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Light Function	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Light Function1		x	x	x
Engineer's cab lighting		x	x	x
Whistle for switching maneuver		x	x	x
Engineer's cab lighting		x	x	x
Light Function 2			x	x
Sound of squealing brakes off			x	x
Sound of Couplers Engaging			x	x
Blower motors			x	x
Brake Compressor			x	x
Pantograph Sounds			x	x



46371 46370 37754

USA

USA

Like many other American railroads, the Delaware & Hudson Railway (D&H) at the start of the Sixties displayed little remaining interest in its most famous passenger trains, the "Montreal Limited" (an overnight train) and the "Laurentian" (a daytime train) between New York City and Montreal in Canada. In 1964 the D&H even announced the discontinuation of both of their prestige trains. However, the outcry was great and the railroad bowed unwillingly to the demands of its passengers. In 1967, Frederic "Buck" Dumaine became the new president of the D&H. He was a great supporter of passenger service and began immediately to buy up used rolling stock in order to spruce up these rolling advertisements for the D&H. Four ALCO PA1 diesel locomotives (as D&H road numbers 16 – 19) were acquired from the Atchison, Topeka, and Santa Fe Railway (ATSF) and different passenger cars were acquired from the Denver und Rio Grande Western Railroad (D&RGW). Repainted into the unmistakable blue-silver-yellow paint scheme of the D&H, both of these prestige D&H trains brought back once more the great flair of the great era of long-distance passenger trains. In 1971, most of the long-distance passenger trains were taken over by the newly established government railroad Amtrak and along with them the D&H trains between New York and Montreal. Amtrak decided however to cancel these trains, and the "Laurentian" made its last run on April 30, 1971.

Yet, in 1974 the locomotives and cars experienced a renaissance, when Amtrak decided to offer a passenger train again between New York and Montreal. With the motive power and rolling stock provided by the D&H, a passenger train on this route ran for the first time again on August 5, 1974, now under the name "Adirondack". The D&H had its four ALCO PA1s modernized specially for this. This was done by Morrison-Knudsen, whereby the maintenance-intensive 16-cylinder diesel motors (type 244) were replaced by improved 12 cylinder motors (ALCO model 251). Among railroad enthusiasts moreover the ALCO PA units were rated as the most beautiful and aesthetic diesel locomotives that had ever been built. These modernized locomotives pulled the "Adirondack" with its D&H rolling stock until March of 1977. From this time on Amtrak took over the "Adirondack" with its gas turbine powered "Turboliners".

26495 "Montreal Limited" Passenger Train.
Prototype: Alco PA-1 double A unit heavy-duty diesel locomotive with 5 streamliner passenger cars painted and lettered for the American railroad Delaware & Hudson. The train ran in the mid-Seventies under the name "Montreal Limited" between New York, New York and Montreal, Quebec.
Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The Mars light can be controlled separately. The lights and lighting are maintenance-free, warm white LEDs. All of the cars have factory-installed interior lighting. The observation car has a red marker light. The cars draw their power from the observation car via current-conducting couplings.
Total train length is approximately 173.5 cm / 68-5/16".

- **Limited worldwide to 1,999 pieces!**

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Mars Light		x	x	x
Bell		x	x	x
Sound of Couplers Engaging		x	x	x
Rail Joints		x	x	x
Cab Radio		x	x	x

USA

III 15 +

47760 Set with 6 “Tin-Plate” Freight Cars.
Prototype: 6 boxcars for different American railroads for the time period at the end of the Fifties.
Model: This is a set with 6 tin-plate boxcars for different American railroads. All of the cars have Relex couplers. All of the cars are individually packaged.
Length per boxcar 18.7 cm / 7-3/8“.

- **All of the cars are individually packaged.**

One-time series.

III 15 +

48640 Set with 4 “Tin-Plate” Tank Cars.
Prototype: 4 tank cars for different American companies for the time period at the end of the Fifties.
Model: This is a set with 4 tank cars for different American companies. All of the cars have Relex couplers. All of the cars are individually packaged.
Length per tank car 12.5 cm / 4-15/16“.

- **All of the cars are individually packaged.**

One-time series.

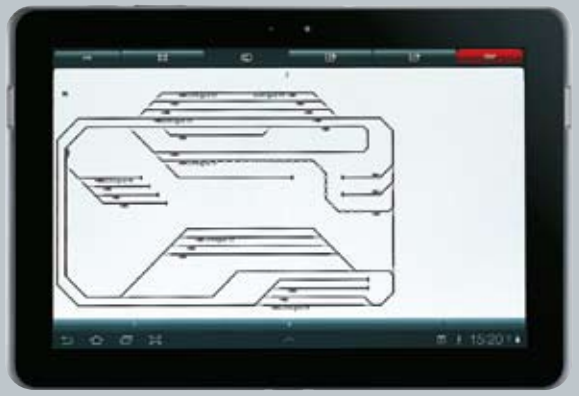

Pacemaker
FREIGHT SERVICE
N Y C
NEW YORK CENTRAL SYSTEM
M. P.
87827
Eagle
MERCHANDISE
SERVICE


Santa Fe
ATSF
37626
Super
SHOCK
CONTROL
UNION PACIFIC
3549


SUNOCO
U.T.L.X. 53605
SUNOCO
U.T.L.X. 53624

“Märklin Mobile Station” App for Android™ Devices

Finally, you can load the “Märklin Mobile Station” App on your Android end device too, because starting this year it is available as an Android version.
Now you can have complete control of your layout on your Android Smartphone or on your Tablet. How does this work? Download the Märklin Mobile Station App at the Google Play™ Store and install the application on your device. After that, connect your Central Station to your WLAN router. You can immediately get started and control locomotives and solenoid accessories from the Android device.



15 +

60831 m 83 Decoder.
This is a receiver for controlling turnouts, signals, and uncoupler tracks. The m 83 supports the Motorola and DCC digital formats. The digital address can be set using the coding switches or by means of a programming track. The available address range in the Motorola format is up to address 320 and in the DCC format up to address 2040. The m 83 has 8 outputs, and each one can be controlled separately. The default setting is for up to 4 turnouts. Other functions are controlling lighting (dimmable) with a defined power-on behavior (example: street lighting) as well as controlling building lighting (houses, etc.). It is possible to have an outside power supply such as the 66361/66365. The 60831 and 60841 decoders can be arranged in any order desired. A 60821 accessory set per output is required for turnouts with turnout motors. Connections are done with set screw terminals. The maximum current load is 3 amps.

- **Many new control possibilities.**
- **LED indicators for fast recognition of operating status.**
- **Can be updated.**

60821 Accessory Set for the m 83 Decoder (without figure).
This is a turnout motor front end circuit board for the m 83 decoder. It is for using turnout mechanisms with motors with an end shutoff feature in the end stop position. This can only be used in conjunction with the m 83 (60831). When you are operating such mechanisms with the m 83, you can program the set speed as well as a slow approach to the end position.

15 +

60841 m 84 Decoder.
This is a receiver for turning continuous current on and off for lighting, motors, Hobby signals (74371, 74380, 74391) and other electric accessories. The m 84 supports the Motorola and DCC digital formats. The digital address can be set using the coding switches or by means of a programming track. The available address range in the Motorola format is up to address 320 and in the DCC format up to address 2040. The m 84 has 4 relays for galvanic separated control of users. If you use the 66361/66365 switched mode power packs to power circuits connected to these relays, you can achieve bi-stable status for the relays and store in memory the last control activity. The Hobby color light signals can be controlled with the same control potential for the track current. In addition, the m 84 has 8 inputs for manual control of the relays (analogous to the 7244 remote relay). The 60831 and 60841 decoders can be arranged in any order desired. Connections are done with set screw terminals. The maximum current load is 5 amps.

- **Many new control possibilities.**
- **LED indicators for fast recognition of operating status.**
- **Can be updated.**

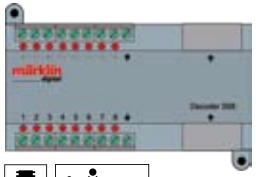
15 +

60881 s 88 Decoder.
This is a feedback module for contact generators on digitally controlled layouts. This module can be plugged into the L88 (60883) with the cable included with the former. The s 88 has a connecting socket for additional s 88 decoders (60881). 16 inputs for contact generators.

- **Set screw terminals for all connections.**
- **Network cable included.**

15 +

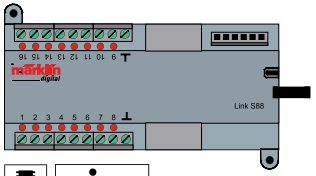
60122 MS II Hub (Distribution Board).
Distribution board for connections for up to a maximum of 5 MS II to an output on the 60112 or 60113 digital connector box. An MS II Hub can be connected to both outputs on the connector box. Hence, up to a maximum of 10 MS II connected to the 60112 or 60113 connector box can be operated. The power requirements of an MS II is about 50 milliamps.
Dimensions 96 x 85 x 40 mm / 3-3/4" x 3-3/8" x 1-9/16".
This distribution board cannot be connected to the CS II! You must use item numbers 60125 and 60124 in order to connect several MS II to the CS II.



15 +

60882 s 88 DC Decoder.
This is a feedback module for current sensors on digitally controlled 2-rail layouts. This module can be plugged into the L88 (60883) with the cable included with the former. The s 88 DC has a connecting socket for additional s 88 DC decoders (60882). It also has 2x 8 inputs for current sensors (with optical-couplers) in 2 different power circuits that can be combined into a single power circuit with 16 inputs.

- **Set screw terminals for all connections.**
- **Network cable included.**



15 +

60883 L88 (Link s 88).
This allows connections for the s 88 (60881) and s 88 DC (60882) and the older s 88 feedback modules (6088 und 60880) to the Central Station II, and to the 60125 Terminal. The unit has an older design socket for the 6088 and 60880 feedback modules, as well as two RJ 45 sockets for the new 60881 and 60882 feedback modules. In addition, there are 16 inputs for contact generators analogous to the 60881. These 16 inputs can be configured specially for track diagram control boards so that a matrix with up to 64 buttons can be set up.

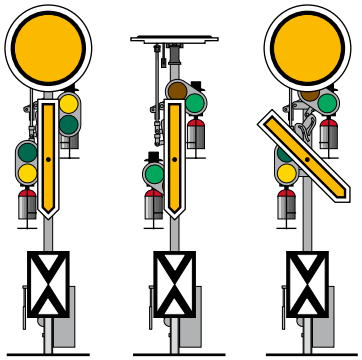
- **Set screw terminals for all connections.**

New Semaphore / Target Signals – Advance Announcement for Fall of 2013

Stop-and-Go on the Rails.

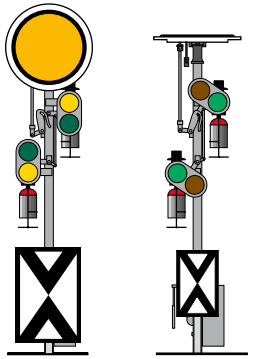
Just like the real life prototype, signals fulfill important control and safety functions on a model railroad too. Märklin signals control rail traffic, because they not only show prototypical signal aspects, they also directly influence train movements. When set for stop, they switch the current off in the center conductor and the catenary in their area – the train remains stopped. For "go slow" or "go normally" they switch the current on – the train runs through or starts up again. If you want to be even more realistic, you set up distant signals at an appropriate distance. They are coupled to their home signals and display appropriate signal aspects. Semaphore/target signals can be controlled conventionally using the 72760 control box and in the digital system using the CS II, MS II, CS I, or the 6040 Keyboard.

These newly designed semaphore/target signals have the mfx, Motorola, and DCC digital formats. The mechanisms for these signals are servo drives. The speed of the semaphore / target movement can be programmed. The constant light source is done with LEDs. A below-baseboard mounting kit is included to have the signals look realistic on your layout.



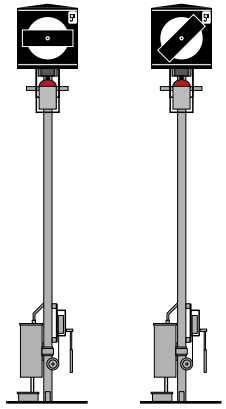
mfx 15+

70381 Distant Signal.
The signal has a movable arm and movable disk. The signal changes either as the 70361 or from yellow/yellow to yellow/yellow/green. It has 2 servos.



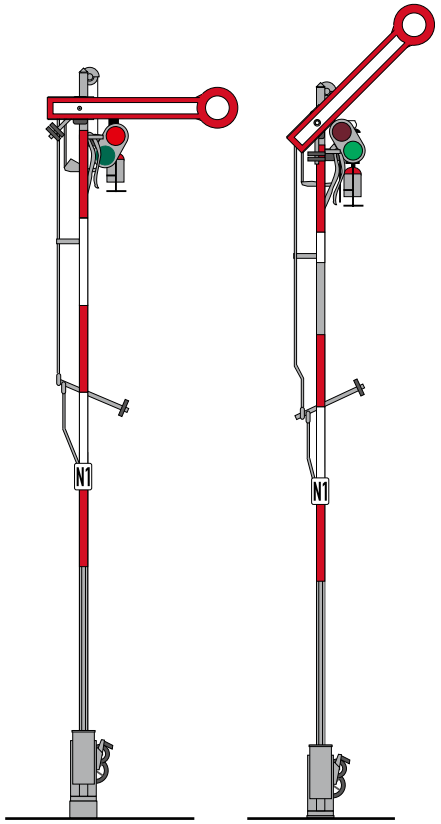
mfx 15+

70361 Distant Signal.
The signal has a movable disk. The signal changes from yellow/yellow to green/green.



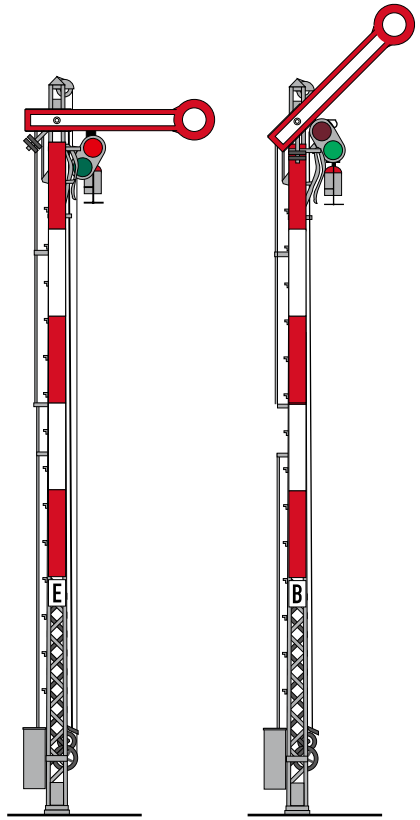
mfx 15+

70421 Yard Signal.
The signal mast has a movable front and rear lens.



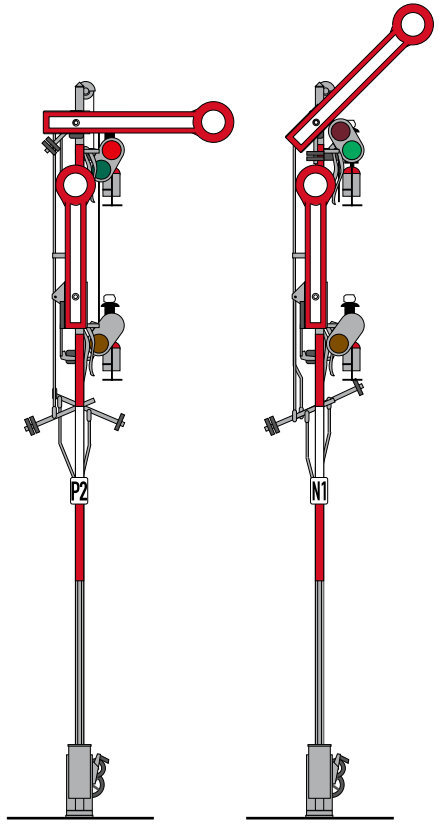
mfx 15 +

70391 Home Signal with a Narrow Mast.
The signal has a semaphore and an open narrow mast. The signal changes from red to green.



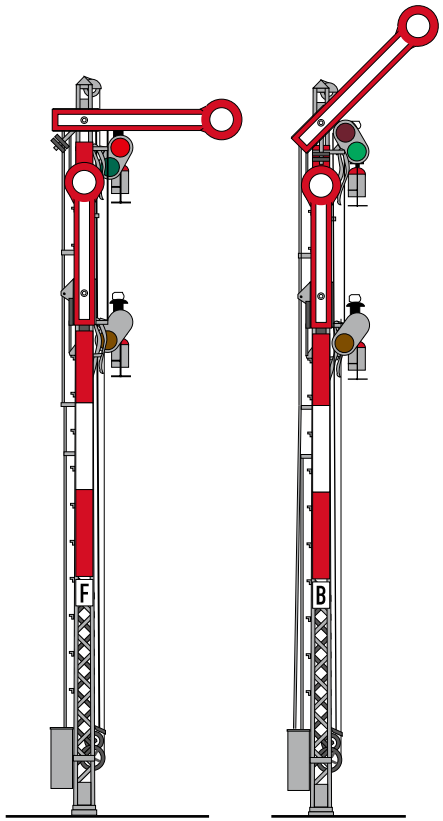
mfx 15 +

70392 Home Signal with a Lattice Mast.
The signal has a semaphore and an open narrow mast. The signal changes from red to green.



mfx 15 +

70411 Home Signal with a Narrow Mast.
The signal has 2 independent semaphores and an open narrow mast. The signal changes from red to green or red to green/yellow.



mfx 15 +

70412 Home Signal with a Lattice Mast.
The signal has 2 independent semaphores and an open lattice mast. The signal changes from red to green or red to green/yellow.


2185
N.Y.C. & H.R.
2185

Mini-Club – The Finest

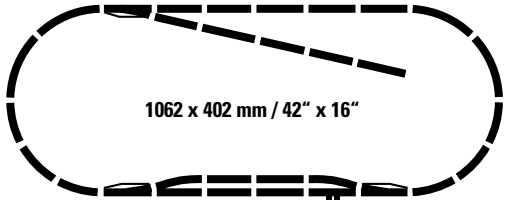
The smallest mass-produced train system in the world – Märklin Mini-Club in Z Scale – will surprise you this year with several remarkable new items:
One hundred years ago the Gt 2x4/4 was developed by Maffei and primarily used on steep grades of the Royal Bavarian State Railways. The class 96 heavy tank locomotive is intended as homage to this anniversary. We are offering it in an exclusive wooden case with a numbered certificate of authenticity. This one-time series will impress you with its fine imprinting as well as with an articulated frame for negotiating curves and new, detailed valve gear, and imitation brakes.
A highlight for 2013 is coming in the form of a freight car display with 20 different type "Zans/Zacns" funnel-flow tank cars. This set includes 4 each of 5 cars painted and lettered for GATX, GATX/DHL, Ermewa, Wascosa, and VTG AG. Naturally, these newly developed cars are individually lettered and packaged for you.
A look at Austria: The Austrian Federal Railways (ÖBB) class 1020 heavy electric freight locomotive is coming out in a "Traffic Red" paint scheme with light gray striping, the so-called "Valousek" paint scheme. This new tooling is being realized true to the prototype with metal hoods and a real life paint scheme.
The club model for this year is bringing a bit of railroad history back to life: The "Blaue Enzian" / "Blue Gentian" coupled to the V 200.0 will make model railroader hearts beat faster. The original ran on the route from Munich to Hamburg Altona and thus linked the Alps with the North Sea. The new tooling for the model reproduces the long-distance express as it looked in 1958. The five rebuilt cars from the Henschel-Wegmann express train along with the class V 200 diesel locomotive promise elegance in every centimeter the train is run.
The fastest German State Railroad electric locomotive, the class E 19, is also among the new items for this year in Z Scale. This new tooling has a 5-pole motor and triple headlights that change over with the direction of travel.
Another beautiful car set is much influenced by freight service in Era III. In addition to two type Glmhs 50 boxcars, this set also includes a "Löwenbräu" brewery car as well as a stake car with a brakeman's cab. The stake car can be loaded with the rails that are included with the set.

Intercity Passenger Train Starter Set

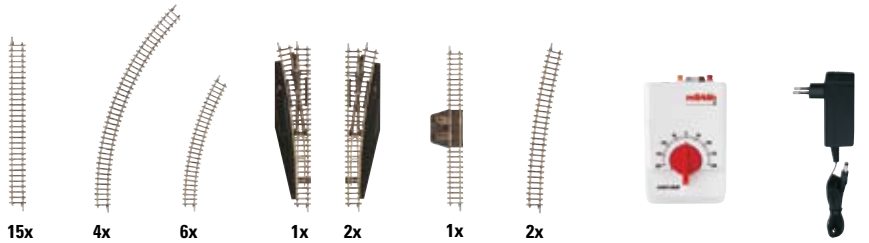
81870 Starter Set. 230 Volts.
Intercity passenger train with a large track layout and a wall-plug switched mode power pack and appropriate locomotive controller with smooth control.
Prototype: The locomotive and cars have Era V paint and lettering.
1 German Railroad, Inc. (DB AG) class 111 electric locomotive. 1 type Av compartment car, 1st class, 1 type Bp open seating car, 2nd class, and 1 type Bimdzf cab control car, 2nd class.

Model: The locomotive has a 5-pole motor and has been improved in looks. All of the axles are powered. The locomotive has LED headlights and marker lights that change over with the direction of travel, warm white / red.
The locomotive and cars are finely painted and lettered. The cab control car has warm white LED headlights and red LED marker lights that change over with the direction of travel. All of the car wheels are black nickel-plated. The locomotive and cars are in a special edition, not available separately. The remaining contents of the set consist of 16 sections of straight track, 12 sections of curved track, 3 electric turnouts, 1 track bumper, 1 rerailer, a control box, a distribution strip, wire, and a 230 volt / 8 VA wall-plug switched mode power pack and an appropriate locomotive controller with smooth control. A track plan brochure is also included.
Train length approximately 440 mm / 17-5/16".

The track plan in this starter set can be expanded with the 8192 and 8193 SET extension sets or with your own designs.



81870



© T. Estler

Class Gt 2x4/4 Freight Locomotive

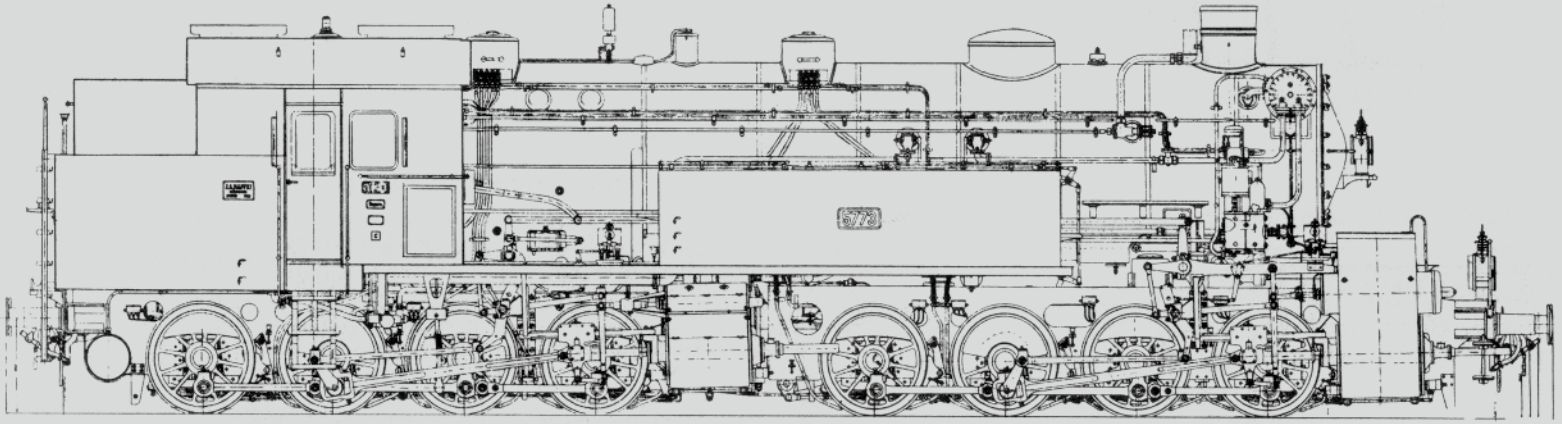
Placed into service 100 years ago, it was viewed at the time as the largest, most powerful tank locomotive in the "Old World" and formed the crowning point of Mallet locomotive design in Europe – the Bavarian Gt 2x4/4.
In the area of the Bavarian State Railroad there were three steeply graded routes in particular (Laufach – Heigenbrücken, the Frankenwald Grade Pressig-Rothenkirchen – Steinbach a.W. – Probstzella, and the Schiefe Ebene from Neuenmarkt-Wirsberg to Marktschorgast) that presented special problems in the first years of the 20th century as a result of considerably increasing train loads. The available locomotives were not up to the task of hauling arriving freight trains further on their own or as one unit. At that time for example, around 670 ton trains had to be hauled over the mountain with two pusher locomotives – a state of affairs that could not be sustained economically.
For that reason the locomotive builder Maffei developed the Gt 2x4/4 by 1913 with its 0-8-8-0 wheel arrangement. This locomotive had two groups of driving wheels, each with four coupled sets of driving wheels. The drive was transmitted to the rails by means of the third set of driving wheels. The wheel base measured a total of 12,200 mm / 40 feet 4 inches. The super-heated steam compound cylinder layout required flexible steam lines to the low pressure cylinders for the front group of driving wheels. The 15 units delivered in 1913/14 were considerably faster, and up to three times as powerful as the freight locomotive in use up to that time so that measurable savings were possible in terms of locomotives and crews. These new locomotives showed their full potential performance as early as their first test run: A 1,000 ton heavy freight train consisting of the train and a class Gt 2x4/4 pusher locomotive made it from Pressig-Rothenkirchen to Steinbach a.W. in a phenomenal 38 minutes instead of the usual 80 minutes. Taken as a whole the test runs resulted in reductions in running times of more than 50%.
In 1922, the Gt 2x4/4 acquired serious competition in the form of the Prussian T 20 which could do the same performance with less weight at 30 tons. For that reason improvements to the design were made on subsequent orders of another ten units of the Gt 2x4/4. These locomotives were equipped with more evaporative heating surface, a larger cylinder diameter on the high pressure cylinders, and a short smoke stack (without an attachment). The coal bunker was increased in size by half a ton and the axle load was increased along with the service weight. All 25 units were taken on by the DRG with road numbers 96 001-025.

II 15 +

88293 Tank Locomotive.
Prototype: Bavarian Group Administration (GVB) class Gt 2x4/4 heavy freight locomotive in a green/black paint scheme. Mallet design articulated locomotive with compound running gear consisting of high and low pressure cylinders, later designated the class 96. Use: pulling and pushing heavy freight trains on steeps grades such as the Schiefe Ebene, Spessartrampe, etc.

Model: This is a finely painted and imprinted unit with an articulated frame to enable it to negotiate sharp curves. All of the driving axles are powered. The dual headlights change over with the direction of travel and are warm white LEDs. The locomotive has finely detailed valve gear. It also has an imitation of brake shoes and rail clearance equipment. The minimum radius for operation is 145 mm / 5-3/4". The locomotive comes in an exclusive wooden case with a numbered certificate of authenticity that mentions the anniversary "100 Years of the Gt 2x4/4 Steam Locomotive".
Length over the buffers 81 mm / 3-3/16".

One-time series.



Insider Model for 2013

"Blauer Enzian" / "Blue Gentian" F-Zug Long Distance Express

The "Blaue Enzian" stood for a type of mystique during the German Economic Miracle period. The precursors to the West German economic miracle made themselves known quite soon after the founding of the German Federal Railroad (DB). And, the DB management recognized early on that the senior managers for the economy would need a reliable transportation network. The worst of the damage from World War II had hardly been cleared, and the railroad prepared a train network as early as 1951 that was planned to connect the important West German urban centers by means of fast trains. The so-called "F-Zug" network had its roots in the express powered rail car network of the pre-war period, but it had an important difference: While the German State Railroad Company (DRG) before World War II had oriented the network of "Flying Trains" to Berlin, the main routes of the F-Zug network in the postwar period ran from North to South due to the "Iron Curtain". Fast train connections were set up between Hamburg, Bremen, the Rhine-Ruhr area and Cologne, Frankfurt (Main), Stuttgart, Nürnberg, Munich, and Basle, trains which ran with just a few stops out in the morning and back in the evening. The idea was that it should be possible to do an outside business appointment in one day. Of course, this did not work for great distances such as Hamburg – Munich. Borrowing from the "FD" in use before the war, the train class was now called "F-Züge", where the "F" stood for "Long Distance". An "F" surcharge had to be paid in addition to the regular ticket price. The train routes were given euphonious names starting in 1953: The train pair F 55/56 (Hamburg – Munich – Hamburg) was the first and was given the name "Blauer Enzian". With "Gambrinus", "Helvetia", "Senator", "Roland", and "Domspatz" – to mention just a few – the "F-Züge" or "Long Distance Trains" bore additional melodious names and became the pride of the new German Federal Railroad.
The name "Blauer Enzian" did not have its roots in the famous song of a German hit singer; that came much later. The "Blauer Enzian" was more the result of a contest organized among the passengers, who voted for the alpine flower. It's possible that the passengers associated the paint scheme and the train's destination near the Alps with the rare bright, pure blue color of the flower. The "Blaue Enzian" was an exception among the "F" trains due to its cars, because from December of 1953 on it was upgraded through the use of the car set for the former Henschel-Wegmann train. The Henschel-Wegmann train ran between Berlin and Dresden before World War II starting with the summer schedule of 1936. It served the barely 180 kilometer / 113 mile route with two pairs of trains daily. The fastest run for this distance required 1 hour and 35 minutes. This made the Henschel-Wegmann train a good half hour faster than all of the previous trains. Even today there is no comparable offering by far; the fastest connection between Berlin and Dresden adds up to a good two hours and 15 minutes. In 1946, this set of cars was standing totally plundered and no longer usable in Hamburg- Langenfelde. In 1952, the DB had it brought back to the builder, Wegmann, in Cassel, where the five cars were completely overhauled, updated, and painted in the blue of the "F" trains. The design of the cars remained largely unchanged. The trucks however were equipped with a fourth spring and the basic plan as well as the interior features was adapted to the new requirements of the "F" train service. The train offered an elegant view in its steel blue and silver paint scheme with black skirting. After the DB had presented

81176 "Blauer Enzian / Blue Gentian Long Distance Express Train".
Prototype: German Federal Railroad (DB) class V 200.0 general-purpose heavy diesel hydraulic locomotive in a crimson red paint scheme with the striking lettering "Deutsche Bundesbahn" and 5 different design German Federal Railroad (DB) express train passenger cars.
1 type WRPw4üe end car with baggage area, engine room, galley, and dining area, 3 type A4üe intermediate cars, 1st class, 1 type A4üe end car, 1st class with an observation area. Steel blue paint scheme. Rebuilt cars from the former Henschel-Wegmann train. Used for the "Blauer Enzian / Blue Gentian" long distance express train. Train route Munich – Augsburg – Würzburg – Bebra – Hannover – Hamburg Altona. The train looks as it did around 1958.
Model: All axles on the locomotive are powered. The locomotive has dark nickel-plated wheel tires. The lighting is done with maintenance-free warm white / red LEDs that change over with the direction of travel. The cars are new tooling. The train has close couplings between the cars and regular couplers to couple to the locomotive and at the other end of the train.
Total length over the buffers approximately 595 mm / 23-7/16".

- **The cars are new tooling.**

The 81176 model is being produced in 2013 in a one-time series only for Insider members.

mini-club

** Brand new:
5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

this rebuilt train to the public at the German Transportation Exhibition in Munich from June to November of 1953, it was in service for 5 years starting in December of 1953 as long distance train F 55/56 "Blauer Enzian" between Hamburg and Munich with intermediate stops in Hannover, Göttingen, Fulda, Würzburg, Treuchtlingen, and Augsburg. Starting at the end of 1956 / beginning of 1957 the steam motive power in use until then north of Würzburg gave way to diesel power with the new class V 200.0. South of Würzburg older class E 17 and E 18 electric locomotives were used until the new class E 10 electrics entered service. In 1959, the German Federal Railroad took the Henschel-Wegmann train out of service and stored it at the maintenance facility in Neuaubing. It was scrapped there in 1962 after it was finally retired.

© Willy Kaemena

© Erik Körschenhausen

Passenger and Freight Service

III 15 +

88998 Passenger Locomotive with a Tub-Style Tender.
Prototype: German Federal Railroad (DB) class 38 (former Prussian P 8) passenger locomotive with a tub-style tender.

Model: This model has been reworked in many points. The triple headlights are warm white LEDs. The locomotive has finely executed detailing with an imitation of the brakes, rail clearance equipment, enlarged buffer plates, detailed valve gear, and extensive paint scheme. The locomotive has a 5-pole motor. All of the driving axles are powered.
Length over the buffers 84 mm / 3-5/16".

IV 15 +

82558 Sliding Wall Boxcar Set.
Prototype: 2 German Federal Railroad (DB) type Hbis 297 sliding wall boxcars, one of the cars with the lettering "Schwaben Bräu". Era IV version. 1 each Culemeyer road roller and a tractor.

Model: The set consists of two two-axle sliding wall boxcars with black nickel-plated solid wheels. Also included is a Culemeyer road roller on which a sliding wall boxcar can be loaded prototypically. A Kaelble tractor to go with it is also included. The tractor and the road roller are constructed of metal.
Length over the buffers for each car approximately 64 mm / 2-1/2".

The railroad cars and the street vehicles are a special edition, not available separately.

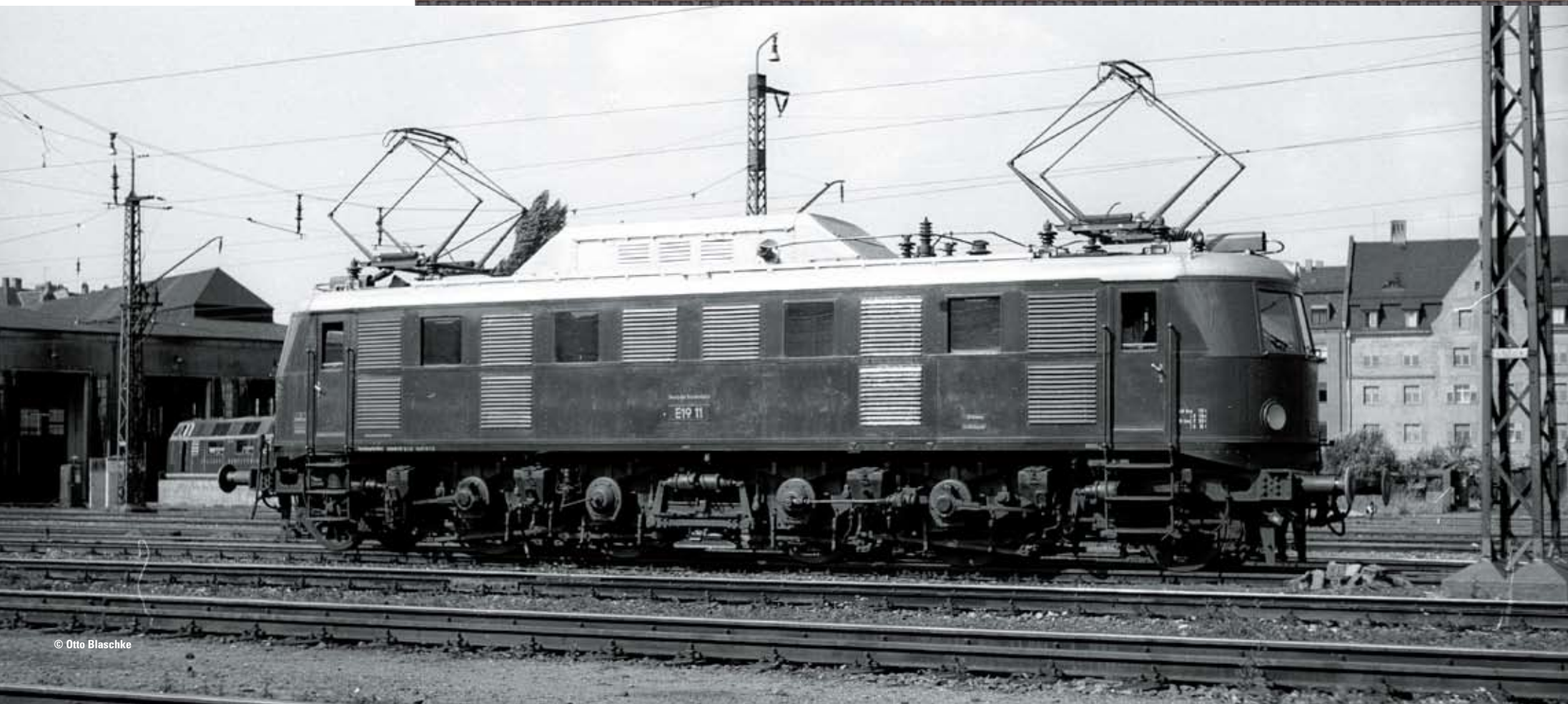
III 15 +

86000 Era III Freight Transport Car Set.
Prototype: 2 DB type Glmhs 50 boxcars, 1 type Tehs 50 refrigerator car painted and lettered for a large Munich brewery, used on the DB, and a DB type R 10 stake car with a brakeman's cab. The stake car can be loaded with 12 rails included with this set.

Model: All of the cars are finely painted and extensively lettered. The stake car has a brakeman's cab, a separately painted load surface, stake included with it, and a freight load of rails. The two boxcars and the refrigerator car have prototypically reworked car floors. The cars have dark nickel-plated wheels. All of the cars are in a special edition, not available separately.
Total length over the buffers approximately 220 mm / 8-5/8".

Class E 19 Electric Locomotive

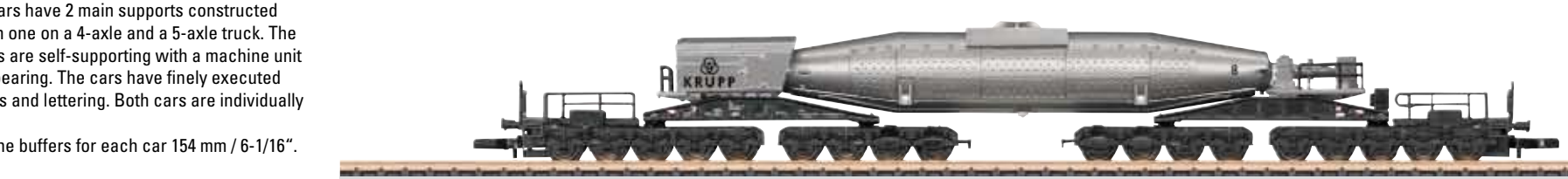
88086 Electric Locomotive.
Prototype: German Federal Railroad (DB) class E 19.
Model: This E 19 is new tooling with improved, correct realization of the prototype locomotive. The locomotive has a finely executed paint scheme and lettering. It also has a 5-pole motor. All of the driving axles are powered. The triple headlights change over with the direction of travel. They are maintenance-free, warm white LEDs. Length over the buffers approximately 76 mm / 3".

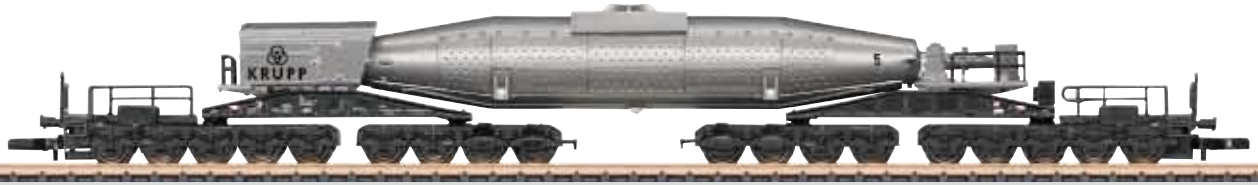


III IV 15+

86202 Torpedo Ladle Car Set.
Prototype: 2 special cars lettered for the firm Krupp with 18 axles for transporting molten crude iron, used on the German Federal Railroad (DB). The cars look as they did in Eras III/IV.
Model: The cars have 2 main supports constructed of metal, each one on a 4-axle and a 5-axle truck. The torpedo ladles are self-supporting with a machine unit and a thrust bearing. The cars have finely executed paint schemes and lettering. Both cars are individually packaged.
Length over the buffers for each car 154 mm / 6-1/16".

The 86202 set is being produced in a one-time series only in 2013.





V 15+

88577 Electric Locomotive.
Prototype: DB Cargo class 150 heavy freight locomotive. "Traffic Red" version in Era V.
Model: This class 150 is largely new tooling. It has been improved chiefly in the area of the frame compared to earlier versions of this locomotive. The locomotive is an Era V version with Klatt vent grills, engine room windows with rounded corners, and rectangular buffers. The catenary selector screw has been moved inside the locomotive. Both trucks are powered. The triple headlights change over with the direction of travel. They are maintenance-free, warm white LEDs. The locomotive has dark nickel-plated wheels.
Length over the buffers approximately 88 mm / 3-1/2".

Tank Cars Freight Car Display

V VI 15 +

82530 Freight Car Display with 20 Different Tank Cars.
Model: This is a sales display with 20 different type "Zans/Zacns" funnel-flow tank cars. The cars are completely new tooling with fine, scale detailing. 5 each of 4 cars painted and lettered for GATX, GATX/DHL, Ermewa, Wascosa, and VTG AG are included. All of the cars are individually lettered and packaged.
Length over the buffers for each car 77.5 mm / 3-1/16".

- **Completely new tooling.**

© T. Estler

“HVLE/VTG” Freight Train Set

81800 “HVLE/VTG” Freight Train Set.
Prototype: Havelland Railroad, Inc., Berlin (HVLE) class 285 diesel electric locomotive, built by Bombardier as a regular production locomotive from the TRAXX family of locomotives, and 5 type Falns hopper cars painted and lettered for VTG, Inc., Hamburg.

Model: The locomotive has a 5-pole motor. All of the axles are powered. The triple headlights and red marker lights change over with the direction of travel. These lights are maintenance-free warm white and red LEDs. The brake shoes are show in relief. All of the cars have close couplers at both ends and black nickel-plated wheels. The locomotive and cars have finely executed, extensive paint schemes and lettering.
Total length over the buffers approximately 360 mm / 14-3/16“.

- **Extensive paint schemes and lettering.**
- **Close couplers.**
- **Finely detailed models.**


www.hvle.de
hvle
Oberhavel


VTG
www.hvle.de

Switzerland

88592 Electric Locomotive.
Prototype: Class Re 4/4 II electric locomotive as an SBB Cargo (Swiss Federal Railways freight service business area) Re 421 in a blue/red paint scheme.

Model: The locomotive has complete, finely executed detailing and paint scheme. It has a 5-pole Mini-Club motor. All of the axles are powered. The headlights are maintenance-free warm white LEDs (3 each white in the front, 1 each white in the right rear, correct Swiss headlight code). The pilots swing out on both trucks. The power pickup can be switched from catenary to track. Length over the buffers approximately 75 mm / 2-15/16".

- **Swiss headlight code.**
- **The pilots swing out.**
- **Comes with a static model of an Re 4/4 II.**

Austria

88226 Heavy Electric Freight Locomotive.
Prototype: Austrian Federal Railways (ÖBB) class 1020 (former E 94). Version in "Traffic Red" paint scheme with light gray striping ("Valousek" paint scheme) as the locomotive looked at the start of the Nineties.

Model: The model has been realized prototypically with largely new tooling. Both ends of the locomotive body have windows and on the roof the catenary selector screw is no longer visible, the upper headlight is new on the hoods as are the side vents on the hoods. The headlights change over with the direction of travel and are warm white LEDs. The locomotive has a 5-pole motor. Both hood sections of the locomotive are constructed of metal. Both trucks are powered. The locomotive has a finely executed, prototypical paint scheme and lettering. Length over the buffers 85 mm / 3-3/8".

USA

88036 NEW YORK CENTRAL & HUDSON RIVER RAILROAD 4-6-0 Steam Locomotive.
Prototype: 1 American steam locomotive with a tender, 4-6-0 wheel arrangement.

Model: The locomotive has a 5-pole motor and a metal body. All of the driving axles are powered. The locomotive has dark nickel-plated wheels and valve gear. Length 97 mm / 3-13/16".

- **Locomotive constructed of metal.**
- **5-pole motor.**

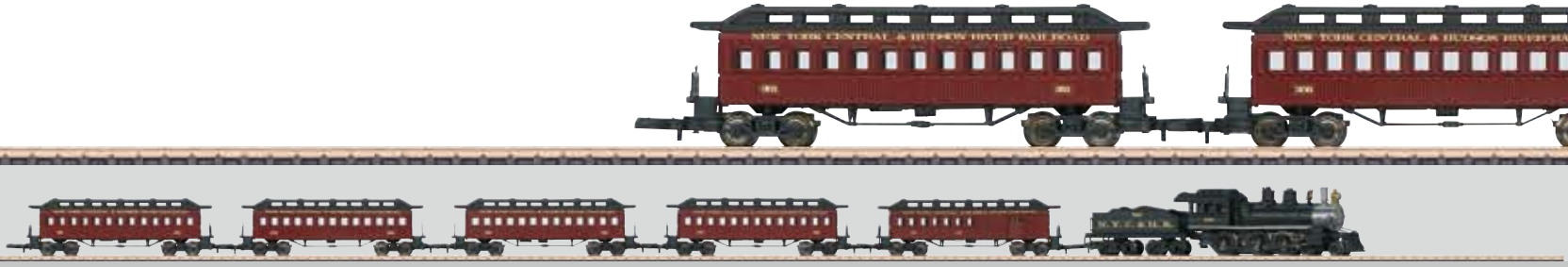
The 87911 car set is the perfect add-on for this locomotive.

87911 "Passenger Train of the NEW YORK CENTRAL & HUDSON RIVER RAILROAD" Car Set.
Prototype: Cars to make up a passenger train for the American railroad "New York Central & Hudson River Railroad". 1 four-axle American old-timer passenger car with a baggage area and end platforms (combine). 4 four-axle American old-timer passenger car with end platforms (coach).

Model: The cars have prototypical paint schemes and lettering. The cars have dark nickel-plated wheels. Total length 365 mm / 14-3/8".

- **Extensive, fine paint schemes.**

The 88036 locomotive can be added to the 87911 car set to make up a prototypical American passenger train.



87911 **88036**

88199 American Diesel Electric Locomotive as a Three Unit Motive Power Combination.
Prototype: Atchison, Topeka & Santa Fe Railway as triple unit motive power consisting of an A-B-A combination. General Motors EMD F 7 painted and lettered for the American railroad Kansas City Southern.

Model: Both A units have a 5-pole motor powering both trucks in each unit. The B unit is unpowered. The number boards are lighted. The front and rear regular Z coupler on the A units can be replaced with pilot skirting pieces that come with the locomotive. All 3 locomotive units are permanently coupled to each other with drawbars.
Total length 227 mm / 8-15/16".


DB

Märklin 1 – The True Size

1 Gauge – the royal class among model trains – features a high level of detailing and excellent running characteristics. With its scale of 1:32 this size provides an especially fascinating operating experience.
Join us, while we present a small selection of the highlights for 2013.
An exclusive model right out of the gate: The German Federal Railroad (DB) class 38.10-40 steam locomotive with Wagner smoke deflectors and a tender. This completely new tooling will win you over with its highly detailed metal construction, smoke generator with smoke puffing and cylinder steam synchronized to the driving wheels, and with a smoke box door that can be opened. This prototypical model with an mfx decoder is designed for operation with AC power, DC power, Märklin Digital, and DCC.
The class Gt 2x4/4 heavy tank locomotive is celebrating its 100th anniversary in 2013; Maffei developed this locomotive in 1913 for the steep grades on the Royal Bavarian State Railways. Two high-quality models are being produced in honor of the Gt 2x4/4, one in a green paint scheme and one in a blue paint scheme. They are outstanding with controlled, high-efficiency propulsion systems and extensive sound functions.
The V 200.0, a heavy diesel hydraulic locomotive, hauled important express trains in the Fifties on all of the main lines of the German Federal Railroad. This locomotive is coming out in the classic crimson paint scheme with the striking lettering “Deutsche Bundesbahn” as the locomotive looked in 1958.
Another German Federal Railroad locomotive coming out is the E 10.1 electric locomotive. This express locomotive has a mostly metal frame and will win you over with its double arm pantographs that can be raised and lowered by motors in digital operation. The model features many separately applied details such as grab irons, DB name plates, and wind shield wipers as well as other special details.

Class Gt 2 x 4/4 Heavy Tank Locomotive

55962 Heavy Tank Locomotive.
Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) class Gt 2 x 4/4. Mallet design with articulated running gear as well as high and low pressure cylinders. 0-8-8-0 wheel arrangement, built starting in 1913.
Model: The body and frame are constructed mostly of metal. Different, separately applied parts are made of high quality materials. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions. The locomotive can be run with AC power, DC power, Märklin Digital, and DCC. 8 axles in both groups of driving wheels powered. The locomotive has a built-in smoke generator. The dual headlights change over with the direction of travel. They and the smoke generator will work in conventional operation and can be controlled digitally. The claw couplers installed at the factory can be replaced by 2 reproduction prototype couplers included with the locomotive. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 54.8 cm / 21-9/16".

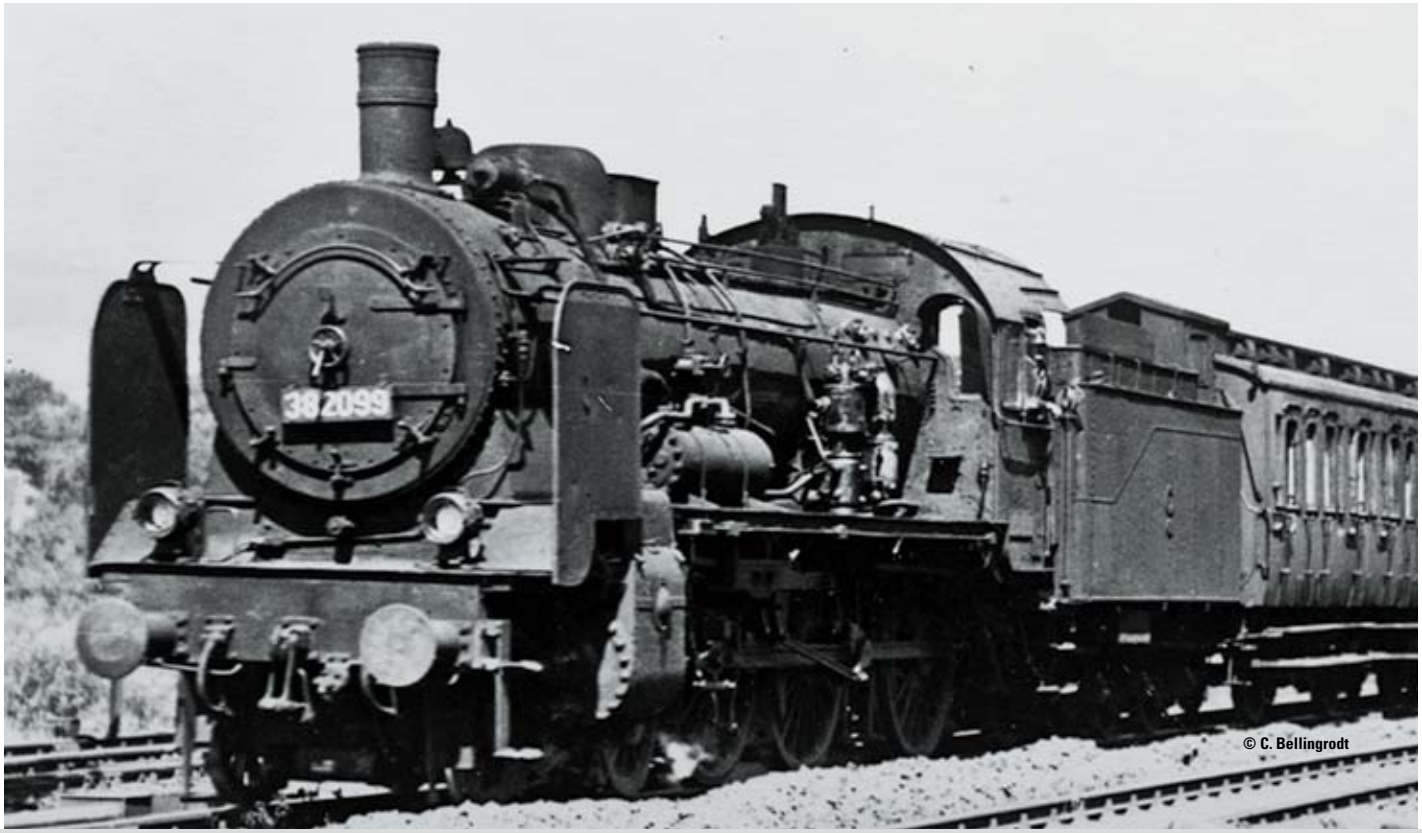
Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of coal being shoveled		x	x	x
Letting off Steam		x	x	x
Sound of squealing brakes off		x	x	x
Injectors		x	x	x
Air Pump			x	x
Grate Shaken			x	x
Sound of Couplers Engaging			x	x
Engineer's cab lighting			x	x

55963 Heavy Tank Locomotive.
Prototype: Royal Bavarian State Railways (K.Bay.Sts.B.) class Gt 2 x 4/4 an elegant blue paint scheme with golden boiler bands. Mallet design with articulated running gear as well as high and low pressure cylinders. 0-8-8-0 wheel arrangement, built starting in 1913.
Model: The body and frame are constructed mostly of metal. Different, separately applied parts are made of high quality materials. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions. The locomotive can be run with AC power, DC power, Märklin Digital, and DCC. 8 axles in both groups of driving wheels powered. The locomotive has a built-in smoke generator. The dual headlights change over with the direction of travel. They and the smoke generator will work in conventional operation and can be controlled digitally. The claw couplers installed at the factory can be replaced by 2 reproduction prototype couplers included with the locomotive. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 54.8 cm / 21-9/16".

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of coal being shoveled		x	x	x
Letting off Steam		x	x	x
Sound of squealing brakes off		x	x	x
Injectors		x	x	x
Air Pump			x	x
Grate Shaken			x	x
Sound of Couplers Engaging			x	x
Engineer's cab lighting			x	x

Class 38 Steam Locomotive

55383 Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 38.10-40 steam locomotive with a tender, with Wagner smoke deflectors. Former Prussian P8.
Model: The locomotive has a frame, superstructure, tender, and applied parts constructed mostly of metal. This is a highly detailed model with many separately applied parts and a detailed engineer's cab. The locomotive has an mfx digital decoder, controlled high efficiency propulsion, and a sound generator with operating sounds synchronized with the wheels as well as extensive sound functions. It can be operated with AC power, DC power, Märklin Digital, or DCC. 3 axles powered. The locomotive has a built-in smoke unit with smoke exhaust and cylinder steam synchronized with the wheels. The dual headlights have a light color correct for the era and change over with the direction of travel. The headlights and the smoke generator will work in conventional operation and can be controlled digitally. The lighting is maintenance-free, warm white LEDs. The locomotive has running gear, engine cab, and fire box lights. The locomotive has a reproduction of the prototype coupler on the front and a claw coupler on the rear of the tender. An accessory package with a reproduction of the prototype coupler, a claw coupler, and a figure of a locomotive engineer and a fireman is included with the locomotive. Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers 58.1 cm / 22-7/8".

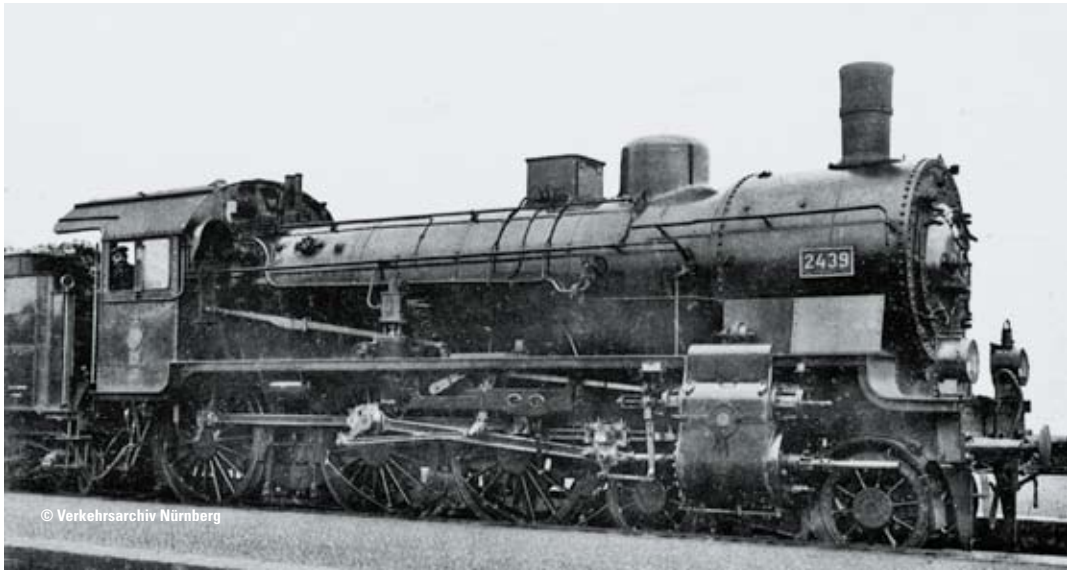


© C. Bellingrodt

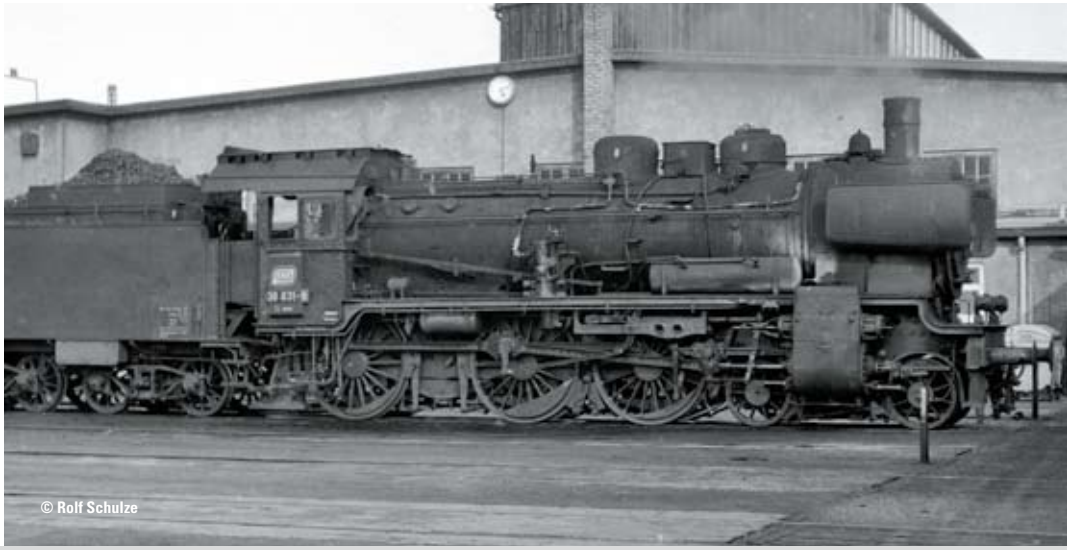
Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Engineer's cab lighting		x	x	x
Running gear lights		x	x	x
Bell		x	x	x
Whistle for switching maneuver		x	x	x
Sound of squealing brakes off			x	x
Sound of coal being shoveled			x	x
Letting off Steam			x	x
Grate Shaken			x	x
Generator Sounds			x	x
Injectors			x	x
Water Pump			x	x

- **Completely new tooling.**
- **Highly detailed metal construction.**
- **A smoke generator with smoke exhaust and cylinder steam synchronized with the wheels included.**
- **Operating sounds synchronized with the wheels and controlled by the load.**
- **Smoke box door with many original details, can be opened.**
- **Headlights with a light color correct for the era and warm white LEDs.**
- **Two-color fire box flickering light.**
- **Running gear lights included.**
- **Engine cab lighting included.**
- **mfx decoder for operation with AC power, DC power, Märklin Digital, or DCC.**

55381 Steam Locomotive with a Tender.
Prototype: Royal Prussian State Railways (K.P.E.V.) class P8 steam locomotive with a tender. Later the class 38.10-40.
Model: The locomotive has a frame, superstructure, tender, and applied parts constructed mostly of metal. This is a highly detailed model with many separately applied parts and a detailed engineer's cab. The locomotive has an mfx digital decoder, controlled high efficiency propulsion, and a sound generator with operating sounds synchronized with the wheels as well as extensive sound functions. It can be operated with AC power, DC power, Märklin Digital, or DCC. 3 axles powered. The locomotive has a built-in smoke unit with smoke exhaust and cylinder steam synchronized with the wheels. The dual headlights have a light color correct for the era and change over with the direction of travel. The headlights and the smoke generator will work in conventional operation and can be controlled digitally. The lighting is maintenance-free, warm white LEDs. The locomotive has running gear, engine cab, and fire box lights. The locomotive has a reproduction of the prototype coupler on the front and a claw coupler on the rear of the tender. An accessory package with a reproduction of the prototype coupler, a claw coupler, and a figure of a locomotive engineer and a fireman is included with the locomotive.
Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers 58.1 cm / 22-7/8".



55384 Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 038.10-40 steam locomotive with a tender, with Witte smoke deflectors. Former Prussian P8.
Model: The locomotive has a frame, superstructure, tender, and applied parts constructed mostly of metal. This is a highly detailed model with many separately applied parts and a detailed engineer's cab. The locomotive has an mfx digital decoder, controlled high efficiency propulsion, and a sound generator with operating sounds synchronized with the wheels as well as extensive sound functions. It can be operated with AC power, DC power, Märklin Digital, or DCC. 3 axles powered. The locomotive has a built-in smoke unit with smoke exhaust and cylinder steam synchronized with the wheels. The dual headlights have a light color correct for the era and change over with the direction of travel. The headlights and the smoke generator will work in conventional operation and can be controlled digitally. The lighting is maintenance-free, warm white LEDs. The locomotive has running gear, engine cab, and fire box lights. The locomotive has a reproduction of the prototype coupler on the front and a claw coupler on the rear of the tender. An accessory package with a reproduction of the prototype coupler, a claw coupler, and a figure of a locomotive engineer and a fireman is included with the locomotive.
Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers 58.1 cm / 22-7/8".



Passenger Cars

58191 Passenger Car.
Prototype: German Federal Railroad (DB) type Ai (27 138 Münster) “Donnerbüchse / Thunder Box” standard design passenger car. 1st class with enclosed crossover platforms.
Model: The car has a finely detailed frame with many separately applied parts. The car body has separate interior walls running lengthwise, complete interior details, separately applied roof vents, etc. The car has factory-installed digital lighting with a factory-installed digital decoder. The lighting will work in conventional operation and can be controlled digitally. Minimum radius for operation 1,020 mm / 40-3/16“.
Length over the buffers 43.5 cm / 17-1/8”.

- **New car number.**

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Interior lights	x	x	x	x

58192 Passenger Car.
Prototype: German Federal Railroad (DB) type Bi (83 921 Münster) “Donnerbüchse / Thunder Box” standard design passenger car. 2nd class.
Model: The car has a finely detailed frame with many separately applied parts. The car body has separate interior walls running lengthwise, complete interior details, separately applied roof vents, etc. The car has factory-installed digital lighting with a factory-installed digital decoder. The lighting will work in conventional operation and can be controlled digitally. Minimum radius for operation 1,020 mm / 40-3/16“.
Length over the buffers 43.5 cm / 17-1/8”.

- **New car number.**

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Interior lights	x	x	x	x

58193 Passenger Car.
Prototype: German Federal Railroad (DB) type Bid (83 105 Münster) “Donnerbüchse / Thunder Box” standard design passenger car. 2nd class.
Model: The car has a finely detailed frame with many separately applied parts. The car body has separate interior walls running lengthwise, complete interior details, separately applied roof vents, etc. The car has factory-installed digital lighting with a factory-installed digital decoder. The lighting will work in conventional operation and can be controlled digitally. Minimum radius for operation 1,020 mm / 40-3/16“.
Length over the buffers 43.5 cm / 17-1/8”.

- **New car number.**

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Interior lights	x	x	x	x

58194 Baggage Car.
Prototype: German Federal Railroad (DB) type Pwi (114 167 Münster) “Donnerbüchse / Thunder Box” standard design car.
Model: The car has a finely detailed frame with many separately applied parts. The car has 4 doors that can be opened. The car has factory-installed digital lighting with a factory-installed digital decoder. The lighting will work in conventional operation and can be controlled digitally. Minimum radius for operation 1,020 mm / 40-3/16“.
Length over the buffers 43.5 cm / 17-1/8”.

- **New car number.**

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Interior lights	x	x	x	x

Class V 200.0

55804 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class V 200.0 heavy diesel hydraulic locomotive. General-purpose locomotive in the classic crimson red paint scheme with the striking lettering “Deutsche Bundesbahn”. The locomotive looks as it did around 1958.
Model: The locomotive has a frame constructed of metal with a low center of gravity. It also has an mfx decoder and extensive sound functions. This locomotive can be run with AC power, DC power, Märklin Digital, and DCC. It has a centrally mounted high-efficiency motor with power transmitted by means of a central gear box and cardan shafts to transfer gear boxes in both trucks, all axles powered. Traction tires. The headlights and red marker lights will work in conventional operation and can be controlled digitally. The locomotive has engineer’s cabs with interior details and a figure of a locomotive engineer in the front cab. The engine room has details in relief. The locomotive has metal grab irons and other separately applied details: hand rails, antenna, roof vents. The claw couplers installed at the factory can be replaced by 2 reproduction prototype couplers included with the locomotive.
Minimum radius for operation 1,020 mm / 40-3/16”.
Length over the buffers 57.7 cm / 22-3/4”.

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Warning Sound	x	x	x	x
Direct control	x	x	x	x
Engineer’s cab lighting		x	x	x
Rear Headlights off		x	x	x
Whistle for switching maneuver		x	x	x
Front Headlights off		x	x	x
Sound of squealing brakes off			x	x
Letting off Air			x	x
Prelubrication			x	x

Class E 10.1

55012 Electric Locomotive.
Prototype: German Federal Railroad (DB) class E 10.1. Express locomotive with a squared off body, 5 headlights / marker lights, continuous rain gutter, and high-efficiency vents. Cobalt blue basic paint scheme. The locomotive looks as did it around 1964.
Model: The frame and the truck frames are constructed of metal. The superstructure is constructed mostly of metal. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions. It can be operated with AC power, DC power, Märklin Digital, and DCC. The locomotive has a powerful, centrally mounted motor and drives all of the axles in both trucks by means of cardan shafts. In digital operation the double arm pantographs can be raised and lowered by motors. The white headlights and red marker lights are LEDs. They will work in conventional operation and can be controlled digitally. White LED lights are on in the engineer's cab at the front of the locomotive, depending on the direction of travel. The doors for the engineer's cab can be opened. The cabs have interior details and Engineer's Cab 1 has a figure of a locomotive engineer. There are metal grab irons and many other separately applied details: DB sign plates, antenna, windshield wipers, a whistle, buffer beams with sprung buffers, and separately applied brake lines. The locomotive comes from the factory with claw couplers mounted on it; they can be replaced by 2 reproduction prototype couplers that are included with the locomotive. The minimum radius for operation is 1,020 mm / 40-1/8".
Length over the buffers 51.5 cm / 20-1/4".

- **In digital operation the double arm pantographs can be raised and lowered by motors.**

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Engineer's cab lighting	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Station Announcements		x	x	x
Pantograph 1		x	x	x
Conductor's Whistle		x	x	x
Pantograph 2		x	x	x
Sound of squealing brakes off			x	x
Rear Headlights off			x	x
Front Headlights off			x	x
Compressor			x	x
Letting off Air			x	x

Express Train Passenger Cars

58013 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type A4üm-61 (12 030 München) express train passenger car, 1st class. Cobalt blue basic paint scheme.

Model: The car body is finely constructed of plastic with many separately applied details. The car has complete interior details and built-in interior lighting. The couplers are mounted in close coupler guide mechanisms. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 75 cm / 29-1/2".

58023 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type B4üm-61 (19 395 München) express train passenger car, 2nd class. Chrome oxide green basic paint scheme.

Model: The car body is finely constructed of plastic with many separately applied details. The car has complete interior details and built-in interior lighting. The couplers are mounted in close coupler guide mechanisms. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 75 cm / 29-1/2".

58024 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type B4üm-61 (19 407 München) express train passenger car, 2nd class. Chrome oxide green basic paint scheme.

Model: The car body is finely constructed of plastic with many separately applied details. The car has complete interior details and built-in interior lighting. The couplers are mounted in close coupler guide mechanisms. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 75 cm / 29-1/2".

58043 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type AR4üm-54 (11 869 München) half dining car. Crimson red / cobalt blue basic paint scheme.

Model: The car body is finely constructed of plastic with many separately applied details. The car has complete interior details and built-in interior lighting. The couplers are mounted in close coupler guide mechanisms. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 75 cm / 29-1/2".

Express Train Passenger Car/Freight Car

58053 Express Train Passenger Car.
Prototype: German Federal Railroad (DB) type BD4üm-61 (95 162 München) half baggage car. Chrome oxide green basic paint scheme.

Model: The car body is finely constructed of plastic with many separately applied details. The car has complete interior details and built-in interior lighting. The couplers are mounted in close coupler guide mechanisms. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 75 cm / 29-1/2".

58244 Boxcar.
Prototype: German Federal Railroad (DB) type Gl 11 high capacity car, with large advertising for on the sides for "Miele". The car looks as it did around 1960.
Model: The car has a long car body with an arched roof and a reproduction of walls constructed of boards. The doors can be opened. The car has many separately applied details. Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers 37.5 cm / 14-3/4".

Class 24 Passenger Locomotive

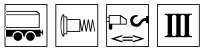
55247 Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 24 "Steppenpferd" / "Prairie Pony" passenger locomotive. Original version with small Wagner smoke deflectors.
Model: The locomotive has a frame, running boards, boiler, and cab floor constructed of metal. The remaining parts are made of high quality plastic. The locomotive has an mfx digital decoder, controlled high efficiency propulsion, and extensive sound functions. It can be operated with DC power, AC power, Märklin Digital, or DCC. 3 axles powered. The locomotive has a built-in smoke unit. The dual headlights change over with the direction of travel. The headlights and the smoke generator will work in conventional operation and can be controlled digitally. The engineer's cab has interior details. The locomotive has many separately applied details. The locomotive has a reproduction of the prototype coupler on the front and a claw coupler on the rear of the tender. An accessory package with a reproduction of the prototype coupler, a claw coupler, and a figure of a locomotive engineer and a fireman is included with the locomotive. Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers 53 cm / 20-7/8".

- **Tooling change with small Wagner smoke deflectors.**
- **Operating sounds synchronized with the wheels.**
- **Flickering fire box light.**

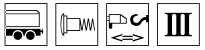
One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Engineer's cab lighting		x	x	x
Water Pump		x	x	x
Bell		x	x	x
Whistle for switching maneuver			x	x
Sound of squealing brakes off			x	x
Letting off Steam			x	x
Brake Compressor			x	x
Sound of coal being shoveled			x	x
Generator Sounds			x	x
Injectors			x	x
Grate Shaken			x	x

Freight Cars



58614 Powdered Freight Silo Container Car Set.
Prototype: German Federal Railroad (DB) type Kds 56 powdered freight silo container cars with brakeman's platforms.
Model: Both cars have main frames constructed of metal. The buffer cladding, grab irons, and railings are constructed of brass. The car superstructures and numerous separately applied parts are made of high quality plastic. The cars have different paint schemes and different car numbers. The cars are individually packaged and have a master package. Minimum radius for operation 600 mm / 23-5/8".
Length over the buffers per car 26.5 cm / 10-7/16".



58624 Powdered Freight Silo Container Car Set.
Prototype: German Federal Railroad (DB) type Kds 54 powdered freight silo container cars without brakeman's platforms.
Model: Both cars have main frames constructed of metal. The buffer cladding, grab irons, and railings are constructed of brass. The car superstructures and numerous separately applied parts are made of high quality plastic. The cars have different paint schemes and different car numbers. The cars are individually packaged and have a master package. Minimum radius for operation 600 mm / 23-5/8".
Length over the buffers per car 26.5 cm / 10-7/16".

IV 15 +

58556 Container Flat Car.
Prototype: German Federal Railroad (DB) type Lbs 584 container flat car loaded with 4 type Ddzkr “pa” containers for fine grained lime, plastic granulate, and food products (semolina, flour, refined sugar).
Model: The frame is constructed of die-cast zinc. The car has many separately applied details made of high quality plastic. The car is loaded with 4 removable spherical containers. The containers have separately applied details and different registration numbers. The minimum radius for operation is 1,020 mm / 40-3/16“. Length over the buffers 36 cm / 14-3/16”.

Switzerland

55564 "Crocodile" Heavy Freight Locomotive.
Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Ce 6/8 II. Brown version with 4 cab doors.
Model: The locomotive has an mfx decoder and extensive sound functions. It has controlled high-efficiency propulsion with 2 motors. 6 axles powered. This locomotive can be run with AC power, DC power, Märklin Digital, and DCC. The headlights / marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has a three-part body with finely detailed running gear. The running gear has cast drive rods and side rods. There are two grab irons on each of the hoods as well as separately applied walkover plates. There are 4 doors that can be opened. The roofs have many separately applied details as well as 2 older design working pantographs. The buffer beams have the older design spring-loaded buffers. The reproduction prototype couplers installed at the factory can be replaced by 2 claw couplers included with the locomotive. Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers 60.6 cm / 23-7/8".

One-time series.

58403 Swiss Car Set.
Prototype: Different car types, used on the Swiss Federal Railways (SBB/CFF/FFS) (SBB/CFF/FFS). Type N2 pair of swiveling load cradle cars, wine barrel car with a brakeman's cab, and a type K3 boxcar with a brakeman's cab.
Model: The frames and bodies on all of the cars have many processed details. Numerous other details are separately applied. Each car is individually and safely packaged. The pair of swiveling load cradle cars has a continuous load of real wood. The wine barrel car has barrels made of real wood, and engine hut, and a running board with a ladder. The boxcar has sliding doors that can be opened. Minimum radius for operation 1,020 mm / 40-3/16".
Total length over the buffers 113 cm / 44-1/2".

- **These old-timer freight cars make up a typical train for the 55564 brown "Crocodile".**

One-time series.

58403 55564

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Engineer's cab lighting	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of Couplers Engaging		x	x	x
Letting off Air		x	x	x
Whistle for switching maneuver		x	x	x
Stat. Announce. – Swiss		x	x	x
Sound of squealing brakes off			x	x
Blower motors			x	x
Brake Compressor			x	x
Pantograph Sounds			x	x

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.

It's quite easy to become a member in the Märklin Insider Club: Just fill out the membership form (for example: at our web site www.maerklin.com) and send it to us.

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73009 Göppingen
Germany
Telephone +49 (0) 7161/608-213
Fax +49 (0) 7161/608-308
E-mail insider-club@maerklin.com
Internet www.maerklin.com

The annual membership costs Euro 79.95, CHF 129.90, US $109.00 (status as of 2013), including the annual car, an annual chronicle, a year's subscription to the Märklin Magazine, the catalog, the Club News, etc.

The Club services at a glance:

✘ *All 6 issues of the Märklin Magazine*

The leading magazine for model railroaders! Existing subscriptions can be carried over. The current subscription price of Euro 33.00 is included in your membership dues.

✘ *The Insider Club News 6 times a year*

You'll experience everything about "your brand and your club" in 24 pages and six times a year. Background articles, a look over our shoulders in the production area, and at the makers of your railroad provide deep insight into the world of Märklin.

✘ *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 2 times a year*

The high points of the Märklin model railroad year are captured on film and preserved on a DVD so that they can be experienced 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.

✘ *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.

With the membership card (it has a new design every year) you'll identify yourself as an Insider.

The services listed here are for 2013.
We reserve the right to make changes.

märklin H0

NEM IV 15 +

48163 Insider H0 Annual Car for 2013.
Prototype: German Federal Railroad (DB) type Ibblps 379 refrigerator car, leased to the firm Transthermos Kühlverkehr. The car looks as it did at the start of the Seventies.

Model: One end of the car has an ice hatch and an icing platform.
Length over the buffers 16.2 cm / 6-3/8".
DC wheel set 2 x 700580.

- **New tooling for the type Ibblps 379 refrigerator car.**

A one-time series in 2013
only for the Märklin Insider members.

New: 5 Year Warranty**

märklin Z

III 15 +

80323 Insider Z Annual Car for 2013.
Prototype: 2-axle insulated boxcar. Privately owned car painted and lettered for Kühltransit AG, used on the DB.
Model: The side walls of the car represent vertical board construction. The car has fixed refrigerated area doors. This is a new car type as an insulated boxcar. The car body has boards running the length of the car; the car body is made of plastic and is prototypically lettered.
Length over the buffers approximately 40 mm / 1-9/16".

- **New tooling.**
- **New car type as an insulated boxcar.**
- **Car body with boards running the length of the car.**

A one-time series in 2013
only for the Märklin Insider members.

New: 5 Year Warranty**

15 +

82319 Tank Car.
Prototype: 2-axle tank car with a brakeman's platform.
Model: This is an exclusive tank car, only for purchase by Insider members with 5 years of club membership.
The car has black nickel-plated solid wheels.
Total length over the buffers 40 mm / 1-9/16".

** Brand new:
5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

Insider Model

märklin HO

mfx NEM III 15 +

37020 Freight Steam Locomotive with a Condensation Tender.

Prototype: Heavy freight locomotive with tender, based on a design from Borsig. Planned as the German Federal Railroad (DB) class 53.0. Never finished due to the war, largest German steam locomotive design. Fictitious appearance from the beginning of the Fifties.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion mounted in the boiler and a mechanism for cooling fans in the tender. 4 axles powered. Traction tires. 2 Märklin 7226 smoke generators can be installed in the locomotive. 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. The spacing between the locomotive and tender can be adjusted.

Length over the buffers 35.5 cm / 13".

- **Exclusive special model only for Insider members.**
- **This is the right freight steam locomotive for all of the previous Insider annual cars that have been issued.**
- **The mechanism for the cooling fans in the condensation tender can be controlled digitally.**

Can only be ordered for Insider members, intended as motive power for the previous H0 Insider annual cars that have been issued.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Blower Drive		x	x	x
Whistle for switching maneuver		x	x	x
Air pump / compressor		x	x	x
Letting off steam / air			x	x
Sound of coal being shoveled			x	x
Grate Shaken			x	x
Injectors			x	x

New: 5 Year Warranty**

** Brand new:
5 year warranty on all MHI / Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012.

III 15 +

88294 Tank Locomotive.
Prototype: German Federal Railroad (DB) class 96 heavy freight locomotive. Mallet design articulated locomotive with compound running gear consisting of high and low pressure cylinders. Use: pulling and pushing heavy freight trains on steeps grades.

Model: This is a finely painted and imprinted unit with an articulated frame to enable it to negotiate sharp curves. All of the driving axles are powered. The dual headlights change over with the direction of travel and are warm white LEDs. The locomotive has finely detailed valve gear. It also has an imitation of brake shoes and rail clearance equipment. The minimum radius for operation is 145 mm / 5-3/4".
Length over the buffers 81 mm / 3-3/16".

- **Exclusive special model only for Insider members.**
- **The right motive power for the Insider annual cars that have come out in the past.**
- **Finely detailed valve gear and imitation brakes.**

New: 5 Year Warranty**

Museum Car

48113 H0 Museum Car Set for 2013.
Prototype: Type Kmmks 51 two-axle sliding roof car, with a brakeman's cab. Privately owned car painted and lettered for the firm Albrecht Braun, Lonsee, Germany. Used on the German Federal Railroad (DB). Büssing flatbed truck painted and lettered for the firm Braun, with flagstone as a load.
Model: The sliding roof on the car can be opened. The car is painted and lettered for the firm Braun, Lonsee, Germany.
Length over the buffers 12.2 cm / 4-13/16".

The model truck is made of a combination of metal and plastic. It is painted and lettered as a company truck for the firm Braun. It is loaded with flagstone on pallets.
Truck length 8.2 cm / 3-1/4".
DC wheel set for the sliding wall car 2 x 700580.

One-time series.
Available only at the Märklin World of Adventure in Göppingen, Germany.

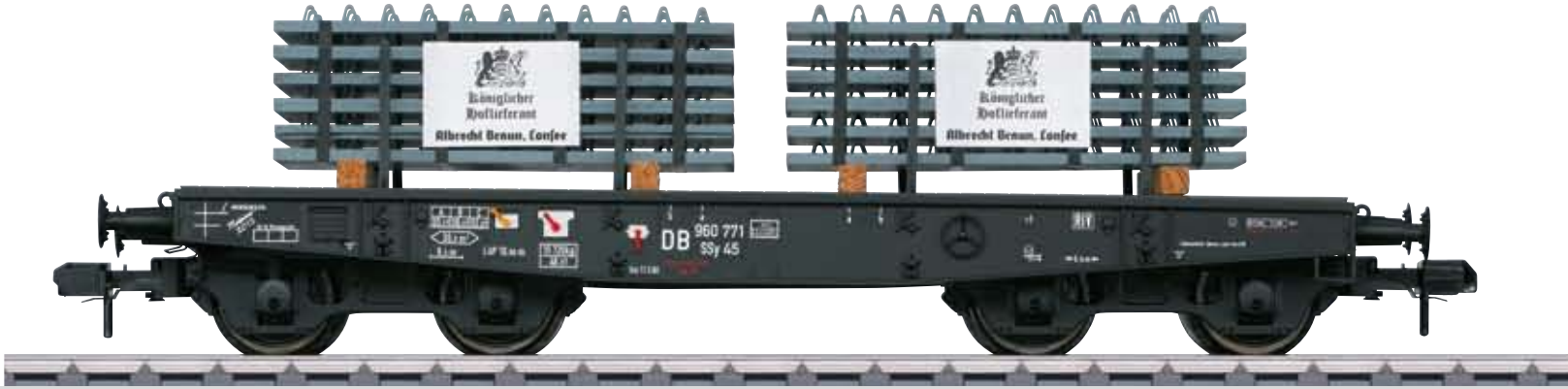
80024 Z Museum Car Set for 2013.
Prototype: DB high-side gondola with the advertising on the side for the firm "Albrecht Braun", Lonsee, Germany. Magirus curve-hood truck with a flatbed as a delivery truck loaded with pallets of flagstone.
Model: Length over the buffers 54 mm / 2-1/8".
The truck is constructed of metal in a realistic paint scheme and is loaded with a prototypical reproduction of a freight load "pallets with concrete stones".

One-time series.
Available only at the Märklin World of Adventure in Göppingen, Germany.

Packaged in an extensively lithographed metal tin.

58571 1 Gauge Museum Car for 2013.
Prototype: German Federal Railroad (DB) type SSy 45 heavy duty flat car. Loaded with two stacks of finished concrete parts from the firm "Albrecht Braun", Lonsee, Germany.
Model: This is a flat car with a self-supporting side sill and a textured load surface. The flat car has stakes that can be installed on it. It comes loaded with prototypical reproductions of stacks of finished concrete. The minimum radius for operation is 1,020 mm / 40-3/16".
Length over the buffers 33.5 cm / 13-3/16".

One-time series. Available only at the Märklin World of Adventure in Göppingen.



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. 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
Reparaturservice
Stuttgarter Straße 55-57
D-73033 Göppingen
Telephone: +49 (0) 7161/608-222
Fax: +49 (0) 7161/608-225
E-mail: service@maerklin.de

Manufacturer's Warranty.
The firm of Gebr. Märklin & Cie. gives a manufacturer's warranty for different products via the legal guarantee rights available to you vis-à-vis your authorized Märklin dealer as your contractual partner. The extent and terms of this warranty can be found in the instructions or the warranty documentation accompanying the product or they can be found on our regional Internet pages.

General Notes

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 switched mode power packs for operating our model trains (applies only to Europe; normal transformers are still sold in North America). Use only switched mode power packs from the current product program, since these switched mode power packs conform to the current safety standards and approval guidelines. Pay close attention to the guidelines in the instructions for use.
Switched mode power packs are not toys. They are used to supply power to a model railroad layout.

In addition to these general notes, you should pay close attention to the instructions for use, which accompany Märklin products in order to maintain operating safety.

Age Information and Warnings.

WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.

For adults only.

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

Netherlands

Technical Hotline
Mondays through Thursdays: 9:00 AM – 1:00 PM and 1:30 PM – 5:00 PM
Fridays: 9:00 AM – 1:00 PM and 1:30 PM – 4:00 PM and 6:00 PM – 8:00 PM
Contact Person: G. Keuterman
Telephone: +31 (0) 74 - 2664044
E-mail: info@Keuterman.nl

Switzerland, France, Italy

Technical Hotline
Tuesdays, Thursdays and Saturdays from 2:00 PM – 6:00 PM
Contact Person: Alexander Stelzer
Telephone: +41 (0) 56/667 3663
Fax: +41 (0) 56/667 4664
E-mail: service@maerklin.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: KenB@walthers.com
Hours of operation
Mondays through Fridays 7:30 AM – 12:00 Noon and 1:00 PM – 4:00 PM

Index to the Item Numbers

Explanation of Symbols


Metal locomotive frame.


Metal frame and mostly metal locomotive body.


Locomotive body chiefly made of metal.


Metal frame and locomotive body.


Metal car frame.


Metal car frame and body.


Car body chiefly made of metal.


Märklin close couplers with pivot point.

Märklin close couplers in standard pocket with pivot point.

Märklin close couplers in standard pocket with guide mechanism.


Märklin magnet couplers.


Lokomotive/car has sprung buffers.


Automatic claw couplers can be replaced with reproduction prototype couplers.


Plug-in base for easy installation and removal.


Built-in interior details.


Power supply can be switched to operate from catenary.


Universal locomotive with 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.

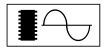

Digital locomotives or digital device for the Märklin Digital System (Motorola format).


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 controlable auxiliary function (function) in digital operation.

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

Digital decoder with up to 9 digitally controlled functions when operated with the **60652/60653 Mobile Station**. Up to 5 functions when operated with the **6021 Control Unit**. Up to 16 functions when operated with the **60212/60213/ 60214/60215 Central Station**. The functions depend on how the locomotive is equipped.

Digital decoder mfx+ (Märklin World of Operation).


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.

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.


Locomotive with 5-pole motor.


Built-in sound effects circuit.


Single headlight at the front.


Single headlights that change over with the direction of travel.


Dual headlights at the front.


Dual headlights front and rear.


Dual headlights that change over with the direction of travel.


Triple headlights at the front.


Triple headlights front and rear.


Triple headlights that change over with the direction of the travel.


Triple white headlights in front, dual lights at the rear, each change with the direction of travel.


Four-light headlights that change over with the direction of travel.


One red marker light.


Dual red marker lights.


Dual headlights and dual red marker lights that change over with the direction of travel.


Triple headlights and two red marker lights that change over with the direction of travel.


Triple headlights and a red marker light that change over with the direction of travel.


Triple headlights and a white marker light that change over with the direction of travel.


Built-in interior lighting.

Interior lighting can be installed (example: with 7330).

Built-in LED interior lighting.

LED interior lighting can be installed.


Märklin exclusive special model – produced in a one-time series.
The Märklin-Händler-Initiative / Märklin Dealer Initiative is an international association of medium size toy and model railroad specialty dealers (MHI INTERNATIONAL).

Era I (1835 to 1925)

Era II (1925 to 1945)

Era III (1945 to 1970)

Era IV (1970 to 1990)

Era V (1990-2006)

Era VI (2006 to the present)

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197918 – 01 2013