

New Items for 2018







Märklin Dealer Initiative 4



Märklin my world 22



Märklin H0 36



Accessories 136/159/183



Märklin Z Gauge 138



Märklin 1 160

Dear Märklin Fans,

This year we are again presenting you with many impressive models for your model railroad layout in our New Items brochure. Even for the youngest children there is something new to discover: You can play with childlike joy in the new my world theme worlds and with Start up a classic of children's stories goes traveling again in 2018.

Starting on Page 36, we are taking our collectors, advanced model railroaders, and everyone wanting to become them on an impressive journey through the eras of railroad technology. It is almost understandable here that on the ninetieth anniversary of the Rheingold we have also chosen "The most beautiful way to travel by rail" to be a central area of the new items for 2018. Just as travel was something out of the ordinary in the early railroad eras, today it is the first possibility for excitement for many commuters. It is therefore no wonder that we also have the latest representatives of the rail lines with all of their refinements in the new program for 2018.

Perfection down to the smallest detail can be found here starting on Page 138. The extremely popular Z Gauge also picks up the theme of travel with an impressive set for the showpiece of travel in inspiring add-ons in beige-crimson for your layout.

The theme of travel was not lacking in our royal class. One Gauge takes you on a journey of discovery starting on Page 160 about 60 years of development of the Prussian T 18. It took a special position among German tank locomotives with all of its changes.

Your Märklin Team

p.s. We are offering many other pieces of information or visual and acoustic highlights with our Märklin AR app. Simply look for this logo!



The Märklin Classics! – Continuously Available



Continuously Available.

Since its first days, the railroad has been one of the motors of technical and industrial development. Its look was not only defined by the various tastes of the individual eras but also by the challenges posed by performance.

Each era and technical development thus left their stamp on the rather unique classics of railroad technology. The locomotives and cars resulting from this were distinct representatives of their time. No other models can evoke individual feelings and memories like these.

It is therefore not surprising that these models became favorites of model railroaders and make their rounds tirelessly in many different variations. For this reason, we are making these representatives of their time into our continuously available models.

What does this mean for me as a customer?

All you have to do is visit your specialty dealer and purchase your classic, without ordering or waiting time, in the customary Märklin quality.

Starting with the classics in the new items for 2018, we are beginning this impressive series with the real greats of Eras III and IV.



36244 Class 24 Steam Locomotive with a Tender

(New since 2017)



37949 Class 03 Passenger Steam Locomotive with a Tender

Page 60



37009 Class 212 Diesel Locomotive

Page 76



37861 Class V 60 Diesel Switch Engine

Page 66



37806 Class V 200 Diesel Locomotive

Page 67



If it had not been created – it would have had to be established. Preserving traditions, being the technical spearhead, creating play fun, and satisfying collector passion:

The Märklin Insider Club is still thrilling model railroaders and Märklin fans to the

same extent in its 25th year. Nevertheless, no one could have suspected that the Club would have developed so successfully, when it was started in 1993. Currently the Märklin Insider Club is one of the large consumer clubs in Germany. Naturally, the models are legendary that have been issued exclusively for 25 years for Club members. Among them have been icons such as the Ce 6/8 III (item number 30159) in 1996, the VT 08.5 World Champion Train (item number 39080) ten years later, or the elegant, classy racer, the

E 103.1 with an extended cab and movable locomotive engineer in both cabs in the past year. No less spectacular is the list of Club models in Z Gauge including the G 8.1 freight locomotive (item number 88981) from 1998.

In 2018, the Club has come up with something quite special for this prominent anniversary: A very extraordinary Club model in HO is coming to the quarter century anniversary in the form of the Club model, the switching Crocodile, the Ce 6/8 II 14282 (item number 39567). This also applies to Z Gauge, where this year a locomotive stands in the center as E 41 012 that shined for over 50 years in commuter service. In addition, Märklin is putting out a series of special models such as the glass tank car in HO (item number 44534) and in Z Gauge (item number 86025) as well as the

HO class 50 steam locomotive with a tub-style tender (item number 37898), and the class 01 (item number 88012) in Z Gauge.

Beyond the exclusive models, there are numerous other activities in the anniversary year such as trips to quite special pilgrimage sites of railroad history – in Switzerland (Rhaetian Railroad) or to Saxony. For in addition to the Insider Club Märklin is celebrating two other anniversaries in 2018: Märklin started production in Hungary 25 years ago. After the expansion of the plant in 2014, one of the most up-to-date plants for manufacturing model trains now stands in Győr. Finally, the LGB Garden Railroad is turning 50. Märklin is also celebrating the half century of LGB with a very special model, the Harz Narrow Gauge Railways fire extinguishing water car.



44450 HSB Fire Extinguishing Water Car

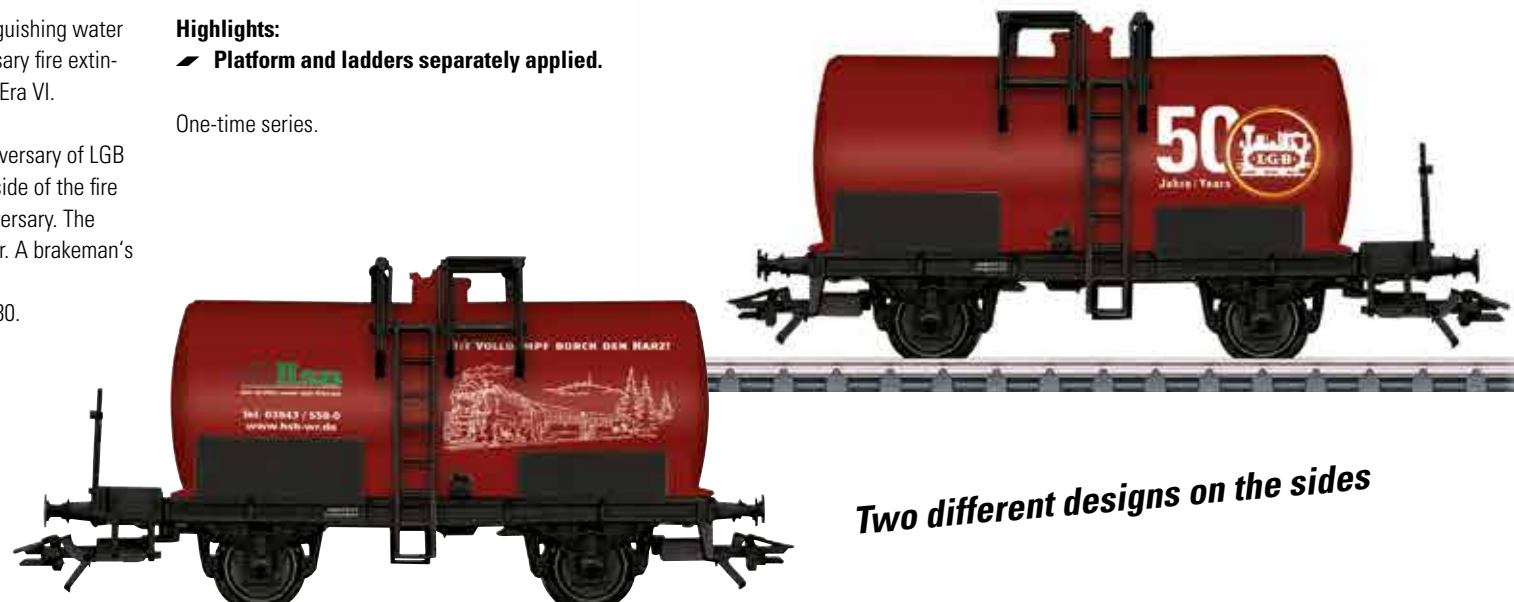
Prototype: HSB, Harz Narrow Gauge Railways, fire extinguishing water car. This car makes it possible for the HSB to bring necessary fire extinguishing water as quickly as possible to the site of a fire. Era VI.

Model: This model is appearing in honor of the 50th anniversary of LGB and shows the bond of the Märklin brand with LGB. One side of the fire extinguishing water car shows the logo for the 50th anniversary. The other side shows prototypically the original of the HSB car. A brakeman's platform is included. Length over the buffers 10.2 cm / 4" DC wheel set E700580.

Highlights:

- Platform and ladders separately applied.

One-time series.



Two different designs on the sides






One-Time Series for 2018

The Märklin-Händler-Initiative (MHI) or Märklin Dealer Initiative is an international association of mid-level toy and model railroad specialty dealers.

Since 1990, the MHI has been producing one-time special series for its members that are available exclusively through the specialty dealers of this association.

MHI special productions are innovative products with special differentiation in paint, imprinting, and technical features for the advanced model railroader or also replicas from earlier Märklin times. The MHI also promotes model trains for children with special products and supports its members to do this.

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

All MHI special productions are identified with the pictogram .

The dealers of our international association can be described in particular as having the full assortment of Märklin and/or Trix products as well as having special qualifications for giving advice and service. We emphasize this with a 5-year warranty on MHI products.

MHI dealers near you can be found on the Internet at www.mhi-portal.eu.



Flashlight Express

ETA/ESA 150 Battery-Powered Rail Car

The first class ETA 176 DB battery-powered rail car certainly turned out well, but they did not meet the expectations for an economical powered rail car for branch line service. Thus in 1953/54 the "trimmed-down version" in the form of the ETA 150 came about. It featured a simpler, more rectangular shape to the car body. The high weight of the batteries also stipulated here the design of the car body, which was done with lightweight steel construction. Hollow spaces under the floor provided room for the eleven heavy battery trays. Two self-ventilated DC series wound motors were installed in one of the two München-Kassel design trucks. Power transmission was done by the proven axle-suspended propulsion system. Compared to the class ETA 176, the class ETA 150 went back to standard drawbar and

buffer equipment. This had the invaluable advantage that through cars or freight cars could also be included in a train of powered rail cars and the powered rail cars could be coupled to normal train consists with no problem.

Several production runs between 1954 and 1965 thus resulted in 232 powered rail cars (ETA 150, starting in 1968: 515) and 216 control cars (ESA 150, starting in 1968: 815) in operation. They were quickly and affectionately designated as "Battery Blitz" or "Wall Plug IC". Rathgeber, O&K, DWM, and MAN built the units, whereby the different production runs varied in the division of the interior space. The first 33 powered rail cars only had seating for 3rd and later 2nd class, while all other cars offered seating in 1st class in various versions. The performance of the batteries was increased over time from 352 kilowatt hours on the first units

to 564 kilowatt hours on the units delivered later (ETA 150.5), which finally enabled a range of up to 500 kilometers / 312.5 miles. Up to six units (three ETA and three ESA 150) could be controlled from one cab with multiple unit control.

Starting in 1982, the DB began to withdraw these units from service. In fact, four battery-powered rail cars were sponsored by the firm Nokia in 1993/94 and the units were given new interiors as well as a paint scheme in the new regional railroad colors. Yet on September 23, 1996, use of the battery-powered rail cars ended with the storage of the last class 515 units. Several cars have been preserved and the Regental Railroad even converted road numbers 515 511 and 523 diesel electric powered rail cars in 1993/94.





30760 Class ETA 150 Battery-Powered Rail Car with a Class ESA 150 Control Car

A classic from the Seventies is running again.

As a means of transportation with a high level of operating comfort and good running characteristics the Flashlight Express was very popular on almost all main and branch lines.

Prototype: German Federal Railroad (DB) class ETA 150 battery-powered rail car, 1st/2nd class, with a class ESA 150 control car, 2nd class, as a 2-part unit. Crimson basic paint scheme. Powered rail car road number ETA 150 652. Control car road number ESA 150 208. The unit looks as it did around 1965.

Model: Reissue of a Märklin classic. The model has an mfx digital decoder. It also has controlled high-efficiency propulsion. 2 axles powered in one truck of the powered rail car. Traction tires. Triple headlights on the powered rail car and dual red marker lights on the

control car change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There is factory-installed interior lighting in both cars. There are coupler hooks at the ends of the powered rail car and the control car. The model has retro packaging based on the packaging at the beginning of the Seventies. Length over the buffers 49 cm / 19-5/16".

Highlights:

- **A Märklin classic from the Seventies.**
- **Retro packaging based on the historic packaging from the Seventies.**
- **mfx digital decoder included.**

One-time series.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)	█	█	█	█	█
Interior lights	█	█	█	█	█
Direct control	█	█	█	█	█



The headlights / marker lights change according to the direction of travel





26609 Passenger Train with a Freight Car (PmG)

The legendary DB class 98.3 (former Bavarian class PtL 2/2) branch line locomotives were seldom designated with their exact class number, because these agile branch line units were much better known by their nickname "Glaskasten" / "Glass Box". This endearing name owed its origin to the comparatively voluminous cab that even surrounded a large part of the boiler and that gave the engineer a good view of things on the railroad thanks to generous windows. You can now get this branch line legend for the first time with elaborate sound features.

Prototype: German Federal Railroad (DB) class 98.3 "Glaskasten" / "Glass Box" (former Bavarian class PtL 2/2) without a jackshaft, two different Bavarian design type LC local railroad passenger cars, 3rd class, and one type G 10 boxcar with a brakeman's cab and end area reinforcement. The train looks as it did around 1952.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has a miniature motor in the boiler. 2 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 an operating current-conducting close coupler. The inner boiler is constructed of metal. The locomotive has numerous separately applied handrails and grab irons. Length over the buffers 8.0 cm / 3-1/8". Both passenger cars have factory-installed LED interior lighting and operating current-conducting close couplers. The power supply to the cars comes from the locomotive. The 2-axle boxcar with a brakeman's cab is the last car in the train and includes end of train marker signs that you can install on your own. Total length over the buffers about 47.5 cm / 18-11/16".

Highlights:

- **Model of the class 98.3 includes extensive sound functions for the first time.**
- **mfx+ digital decoder.**
- **Locomotive includes a digitally controlled current-conducting coupler.**
- **Passenger cars include factory-installed LED interior lighting.**
- **Boxcar includes end of train marker signs that you can install on your own.**

One-time series.

Freight car includes end of train marker signs



Digital Functions	CU	MS	MS2	CS1	CS2-3
Headlight(s)					
Current-conducting coupler					
Steam locomotive op. sounds					
Locomotive whistle					
Direct control					
Sound of squealing brakes off					
Air Pump					
Whistle for switching maneuver					
Letting off Steam					
Conductor's Whistle					
Injectors					
Operating sounds					
Coupler sounds					
Switching maneuver					
Replenishing fuel					
Replenishing fuel					



This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 193 for warranty terms. See Page 192 for an explanation of the symbols and age information.







Powerhouse for the Geislingen Grade



37872 Class 193 Electric Freight Locomotive

Prototype: German Federal Railroad (DB) class 193 heavy electric freight locomotive. Chrome oxide green basic paint scheme. Locomotive road number 193 012-2. The locomotive looks as it did around 1977.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 2 axles of each truck powered by means of cardan shafts. 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 at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are turned off at both ends of the locomotive, the function for the "double A" light is activated. The cab lighting changes over with the direction of travel and can also be controlled digitally. In addition, a startup light changes over with the direction of travel and can also be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive comes from the factory with a figure of an engineer in Cab 1. The locomotive has separately applied grab irons. The cabs and the engine room have interior details in relief. Brake hoses and coupler hooks are included that can be mounted on the locomotive.

Length over the buffers approximately 20.3 cm / 8".

This model can be found in a DC version in the Trix H0 assortment under item number 22872.

Highlights:

- **Startup light can be controlled digitally.**
- **Cab lighting can be controlled digitally.**
- **World of Operation mfx+ digital decoder and extensive operation and sound functions included.**
- **Figure of a locomotive engineer in Cab 1.**

One-time series.

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Letting off Air
Engineer's cab lighting						Sanding
Electric locomotive op. sounds						Warning announcement
Locomotive whistle						Conductor's Whistle
Direct control						Station Announcements
Sound of squealing brakes off						Doors Closing
Headlight(s): Cab2 End						Compressor
Whistle for switching maneuver						Squeaking sounds from wheels
Headlight(s): Cab1 End						Station Announcements
Light Function						Station Announcements
Blower motors						Blower motors
Blower motors						Operating sounds
Sound of Couplers Engaging						Switching maneuver
Pantograph Sounds						
Rail Joints						
Brake Compressor						



Figure of a locomotive engineer in Cab 1



48695

37872



48695 Heavy-Duty Flat Car Set for the Class 193

Prototype: German Federal Railroad (DB) heavy-duty flat car set with 4 different heavy-duty flat cars for transporting heavy freight. Of the cars, two type Sa 705 6-axle heavy-duty flat cars and two type Rlmpmp 700 4-axle heavy-duty flat cars. The cars look as they did around 1977.

Model: The flat car superstructures are constructed of metal. One of the flat cars is loaded with split pipe, one with a set of 3 angled pipes, one with a flanged angled pipe, and one with two flanged pipe connection pieces. The loads are represented as looking slightly rusty. The cars have different car numbers. Stakes that can be mounted on the cars are included. All of the cars are individually packaged.

Length over the buffers for the 6-axle cars 15.2 cm / 6".

Length over the buffers for the 4-axle cars 12.4 cm / 4-7/8".

DC wheel set per flat car E700580.

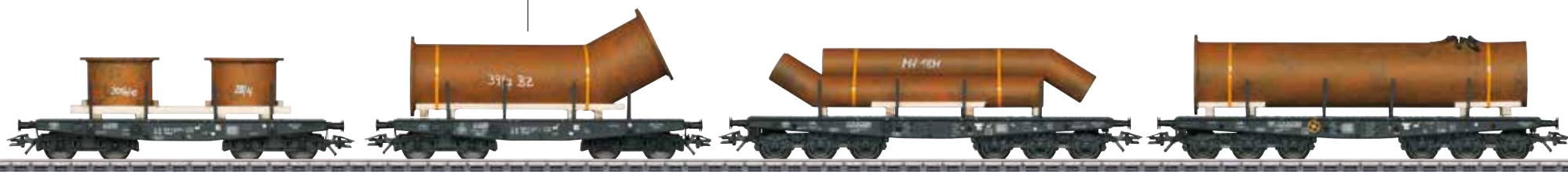
Highlights:

➤ Different loads looking rusty.

One-time series.



Heavy freight secured well



This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 193 for warranty terms. See Page 192 for an explanation of the symbols and age information.

TEE Exclusive Long-Distance Service



26983 "Rheingold Offshoot Train" Train Set

Prototype: German Federal Railroad (DB) Rheingold offshoot train TEE 16 from Salzburg to Emmerich. German Federal Railroad (DB) class 112 electric locomotive. Express locomotive with aerodynamic ends, with the so-called "Bügel falte" / "Pants Crease". Without a continuous rain gutter, without skirting, and without buffer cladding. Continuous row of vents consisting of 7 "Klatte" vent grills. Road number 112 488-2. Two type Avmz 111.1 compartment cars, one type Apmz 122 open seating car, and one type WGMh 854 entertainment car. Crimson/ivory paint scheme. The train looks as it did in 1986.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. Triple headlights and two red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. The locomotive has separately applied metal grab irons. It also has cabs with interior details, including separately applied control wheels. The locomotive has separately applied roof walks. There is a locomotive figure in Cab 1. The entertainment car has an mfx digital decoder and extensive sound functions. The trucks are a Minden-Deutz heavy design with disk brakes and magnetic brakes but without roll stabilizers. The car has factory-installed interior lighting that can be controlled separately in digital operation. Maintenance-free LEDs are used for the lighting. A pickup shoe is mounted on the car. All of the cars have factory-installed LED interior lighting and operating current-conducting couplers. The open seating car has built-in marker lights. Total length over the buffers approximately 132.5 cm / 52-3/16".

The class 112 electric locomotive can be found in a DC version in the Trix H0 assortment under item number 22064.

The passenger cars can be found in a DC version as a set in the Trix H0 assortment under item number 23485.

Highlights:

- **Electric locomotive with continuous row of vents consisting of 7 "Klatte" vent grills.**
- **Type WGMh 854 entertainment car in the TEE paint scheme for the first time in 1:93.5 scale.**
- **Entertainment car includes an mfx digital decoder and extensive sound functions.**
- **All of the cars include factory-installed LED interior lighting.**
- **Interior lighting can be controlled digitally.**
- **All of the cars include operating current-conducting couplers.**
- **One car includes built-in LED marker lights.**

One-time series.

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Warning announcement
Station Announcements						Surrounding sounds
Electric locomotive op. sounds						
Locomotive whistle						
Direct control						
Sound of squealing brakes off						
Headlight(s): Cab2 End						
Whistle for switching maneuver						
Headlight(s): Cab1 End						
Blower motors						
Conductor's Whistle						
Compressor						
Letting off Air						
Station Announcements						
Train announcement						
Procedure function						



Starting in May of 1965, the "Rheingold" with its rich tradition ran as a Trans-Europe-Express (TEE) in the two-color TEE paint scheme of crimson below the window line and ivory in the window band. Starting May 23, 1982, the train run was reduced to the routing Amsterdam – Basle SBB. One year later there were only two TEE trains left: the "Mediolanum" (Munich – Milan) consisting of FS cars and the TEE 7/6 "Rheingold", now seen as more of a tourist attraction. In 1983, all of the Rheingold cars were given an orange stripe below the windows. To increase the attractiveness of the "Rheingold" again, the DB reactivated the "Munich Offshoot" as TEE 17/16 for the Summer Schedule of 1983. Its slogan now went "Romance instead of Speed", because the route ran from the separation station of Mannheim through the Neckar Valley to Stuttgart, from there through the Rems Valley to Aalen, further along the single track line to Donauwörth and then rapidly via Augsburg to Munich. Intermediate stops were Heidelberg, Eberbach, Heilbronn, Schwäbisch Gmünd, and Nördlingen. Initially, the offshoot train only ran in the summer schedule period. With the Summer Schedule of

1984, the division of the train was done in Mainz. Since the commercial success of the offshoot train remained elusive, the DB tried a new variant on June 2, 1985: The offshoot train now ran all year and used the more direct and faster route Mainz – Heidelberg – Stuttgart – Ulm – Munich and the train was even given a summer extension to Salzburg. Yet with the start of the summer schedule on May 31, 1987, the last TEE "Rheingold" still running in Germany including its offshoot was dropped completely with the introduction of the EuroCity trains.

In the club car beer on tap and snacks were served from the small bistro to satisfy passenger thirst and hunger. Music and folklore groups were engaged especially from time to time to provide entertainment. In the beginning, class 112 electric locomotives were used as motive power for the offshoot train between Mannheim and Stuttgart. They were a modified version of the proven class 110 units with more streamlined, aerodynamic box-style construction ("Bügelalte" / "Pants Crease") and trucks adapted for 160 km/h / 100 mph.

Digital Functions	CU	MS	MS 2	CS1	CS2/3
Interior lighting on/off					
Current-conducting couplers on/off					
Doors closing					
Greeting by the tour guide					
Train announcement					
Train announcement for tourists					
Train announcement for tourists					
Train announcement for tourists					
Train announcement for tourists					
Train announcement for tourists					
Train announcement for tourists					
Special sound function					
Train announcement for tourists					
Train announcement for tourists					
Train announcement for tourists					
Train announcement for tourists					



This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 193 for warranty terms. See Page 192 for an explanation of the symbols and age information.





Our Insider Model for 2018



39567 Class Ce 6/8 II "Crocodile" Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Ce 6/8 II "Crocodile" freight locomotive. Design from the first production series in the version as a switch engine with one pantograph, brakeman's platforms, brakeman's steps, older design buffers, and oil cooler housing. Fir green basic paint scheme. Locomotive road number 14282. The locomotive looks as it did at the end of the Seventies.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. 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 headlamps are built into the brakeman's platforms with a closed sheet metal housing. The triple headlamps 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 headlamps at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlamps are off at both ends, the double "A" lights are on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. The pantograph can be raised and lowered as a separate digital function. There is a Telex coupler at each end of the locomotive and each coupler can be controlled separately in digital operation. The locomotive has highly detailed metal construction with many separately applied details. The oil cooler housing is located between the two groups of driving wheels. The locomotive body comes in 3 parts with hoods that swing out separately. The roof equipment is detailed with safety grills beneath the pantographs. A figure of a brakeman for the brakeman's platform is included. Length over the buffers 22.3 cm / 8-3/4".

The switching Crocodile under item number 39567 is being produced in 2018 in a one-time series only for Insider members.

Highlights:

- **Prototypical tooling changes as a switching Crocodile.**
- **Locomotive powered with 2 high-efficiency propulsion systems, each with a flywheel.**
- **Pantograph that can be raised and lowered in digital operation.**
- **Telex coupler at each end of the locomotive, each coupler can be controlled separately in digital operation.**
- **New oil cooler housing.**
- **Figure of a brakeman included.**
- **World of Operation mfx+ digital decoder and extensive operation and sound functions included.**

A freight car set to go with this locomotive is also being offered exclusively for Insider members under item number 46567.

This model can be found in a DC version in the Trix H0 assortment under item number 22967 exclusively for Trix Club members.

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						
Marker light(s)						
Electric locomotive op. sounds						
Locomotive whistle						
Direct control						
Pantograph 1						
Telex coupler on the front						
Whistle for switching maneuver						
Telex coupler on the rear						
Sound of squealing brakes off						
Sound of Couplers Engaging						
Train radio						
Train radio						
Blower motors						
Pantograph Sounds						
Sanding						
						Rail Joints
						Letting off Air
						Headlight(s): Cab2 End
						Headlight(s): Cab1 End
						Conductor's Whistle
						Pantograph Sounds
						Surrounding sounds
						Doors Closing
						Compressor
						Brake Compressor
						Switching maneuver



Double-arm pantographs with a wide contact strip



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 Müzzzuschlag, Austria (13257), the Technology Museum of Speyer (14267), Club del San Gottardo (14276), and the Auto and Technology Museum in Sinsheim (14282).



Prototypical with oil coolers on both sides



Brakeman's platform with built in triple headlights



46567

39567

The Myth in Switching Work



46567 Freight Car Set for the Class Ce 6/8 II Switching Crocodile

Prototype: 5 different types of freight cars. Three of them Swiss Federal Railways (SBB) cars and one pair of German Federal Railroad (DB) auto transport cars. 1 type Eaos high side gondola, 1 type GIs boxcar, 1 type Hbck boxcar, and 1 pair of type Laaes 541 auto transport cars. All of the cars look as they did at the end of the Seventies.

Model: The high side gondola has a factory-installed, red blinking LED marker light as a Swiss marker light. The car is loaded with real scale-sized coal. The pair of auto transport cars is loaded with 8 automobiles in different colors. There is a permanent coupling between the car halves. The upper deck can be lowered. Suitable chock blocks to fix the automobiles in place are included. All of the cars have different car numbers and are individually packaged. There is also a master package. Total length over the buffers 75 cm / 29-1/2".

The electric locomotive to go with this freight car set is the class Ce 6/8 II switching Crocodile and it can be found under item number 39567 also exclusively for Insider members.

This freight car set can be found in a DC version in the Trix H0 assortment under item number T23567 exclusively for Trix Club members.

The 46567 freight car set is being produced in 2018 in a one-time series only for Insider members.

Highlights:

- Red blinking Swiss marker light.
- High side gondola with a load of coal.
- Pair of auto transport cars 8 contemporary model automobiles.



46567

39567



18080 Double Decker Bus with "Märklin" Advertising

Prototype: Historic double decker bus as was found in the Berlin area for example.

Model: This is the realization of an historic bus that has been in the Märklin archive for about 80 years but that until now had never been produced by Märklin. The model follows the historic sample exactly. The bus body is constructed of die-cast metal, the floor of stamped sheet steel. The bus has turned metal wheels with rubber tires and it can be rolled. The radiator grill, headlights, taillights, and other details are set off in different colors. The bus has an historic packaging design.
Vehicle length 16.5 cm / 6-1/2".

This historic bus is being produced in 2018 in a one-time series only for Insider members.

Highlights:

- Realization for the first time of an historic bus that has been in the Märklin archive for about 80 years but that until now had never been produced by Märklin
- Historic packaging design.
- Certificate of authenticity included.

*In the Märklin archive for about 80 years
Until now never produced by Märklin
Exclusively for Club members*



Märklin my world – Play Fun Right from the Start

Welcome to Märklin my world.

Welcome to Märklin my world. Unpack, set up, and you are ready to run trains. This will delight even small model train fans. You can experience this with Märklin my world. The sets are ideal for children ages 3 and older, they are tough, and thanks to USB and the new rechargeable battery, the trains with these batteries recharge on their own – endless play fun with the light and horn always available!

These sturdy trains are designed for the age group and they provide all kinds of creative, carefree play fun with their magnet couplers and especially robust components

New in the Märklin my world Product World:

All kinds of fun and imagination are coming into children's rooms with our new theme worlds! Regardless of whether it is with the speed of the TGV or as an adventure "By Elevated Train to the Airport". All sets offer indescribable play fun and a thirst for action that is about discovery. With the large accessory assortment, Märklin my world means unlimited operating fun on all routes.

You give the signal – the doors close – and the run on the elevated railroad is already happening. Your elevated train runs with ease in the direction of the airport. Punctual to the minute, you arrive at the main terminal of the airport. Your journey far away has already begun.

You travel to the beach or the mountains with the new long-distance trains, just as you like. Press on the button on the Märklin Power Control Stick and have the horn sound loudly.

Now that's real fun!

3+ Suitable for kindergarten aged children



Light Function
All of the trains are equipped with controllable lights on the front.



Removable Roof
The roof can be removed on these cars.



Magnet Couplers
Magnet couplers designed for children on all of the locomotives and cars.



H0 Scale / 1:87
All of the trains are H0 Gauge (16 mm / 5/8") / 1:87 and therefore also usable on all H0 layouts!



Battery Operation
These trains are battery operated.



Rechargeable Battery Operation
These trains are equipped with a rechargeable battery and a USB charging cable.



Steaming Smokestack
Steam generator based on water.



Sound Function
All of the trains are equipped with sound functions!
Examples: horn, station announcement, squealing brakes, or doors closing.





29307 "Airport Express – Elevated Railroad" Starter Set

Two-part "Airport Express" train and building blocks for the Märklin my world Elevated Railroad.

Model: The train has a battery-powered drive and magnetic couplers between the two train parts. The motor, battery, and all of the electronics are in the motorized train part and are not accessible to children. The train can be charged with the charging cable included with the set. The second train part provides all kinds of play possibilities with the removable roof and the interior. The train has 3 speed levels in both forward and reverse, 3 sound functions, and double headlights. The train can be controlled by means of the wireless infrared controller, the Märklin Power Control Stick. Train length 32.6 cm / 12-13/16".

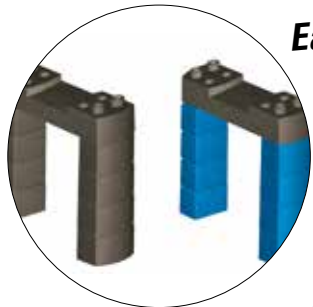
In addition, this starter set has building blocks for the Märklin my world Elevated Railroad. The train can run from Level 0 to Level 1 by building the elevated railroad. The elevated railroad pillars can be built to different heights to create a grade so that the track can go to the higher Level 1. The tracks go from Level 1 back down to Level 0 by means of a descending grade.

Contents: The set has 12 sections of curved plastic track, 7 sections of straight plastic track (188 mm / 7-13/32"), 6 sections of straight plastic track (172 mm / 6-3/4"), 72 building blocks for elevated railroad pillars, and 14 adapter building blocks for mounting the track. The track sections and blocks are made of sturdy plastic just right for children. The track sections have a colored identifier for easy setup of the track layout. An easy-to-use wireless Märklin Power Control Stick is included. A charging cable and 2 AAA batteries are included with this set. The train can be operated with 2 different frequencies thus allowing another battery-powered train to be operated with this set at the same time. This set can be expanded with the 23302 elevated railroad plastic track extension set.

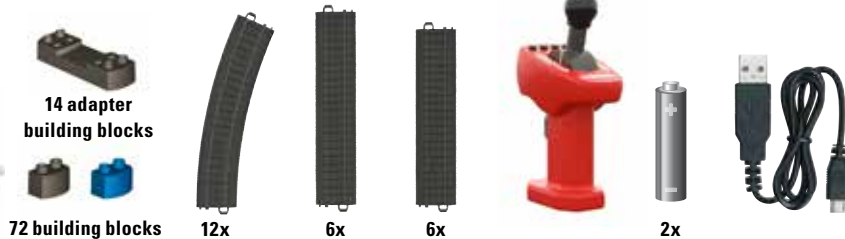
The 23302 Elevated Railroad Plastic Track Extension Set is the ideal expansion of the starter set. The 72216 Airport Building with a possible track connection for the Märklin my world Elevated Railroad is also ideally suited for the Elevated Railroad. The Airport Building enables at the same time **many other play possibilities around the theme of an airport.**

Highlights:

- **Newly developed Märklin my world Elevated Railroad to bring elevation into play as another dimension.**
- **Great play enjoyment by playing on Level 0 and Level 1.**
- **Building the Märklin my world Elevated Railroad is a lot of fun.**
- **Battery powered train with light and sound functions.**
- **The train can be recharged very easily with the recharging cable.**
- **The infrared Märklin Power Control Stick is designed to be held easily by children.**
- **A variety of play possibilities with the removable roof and interior.**
- **Connecting cars together is as easy as child's play with the magnet couplers.**
- **Very suitable toy train for children ages 3 and up.**
- **Sturdy plastic track designed for quick setup and takedown – even on the floor.**



Easy setup



Roof can be removed



By Elevated Railroad through the Playroom



72216 Airport with Light and Sound Function

Airport building with many possibilities for play on several levels and different variations for connection to the track, as a kit for children. The Airport Building offers many different possibilities for play and has a battery-operated light and sound function. Different variations for connection to the track are possible. One of them is the possibility of using the track for the Märklin my world elevated railroad in combination with the Airport Building. The Airport Building can be combined at the same time with different and various track patterns by using variations for making connections to the track on Level 0 and Level 1. The road connections are compatible with the Majorette Creatix road system. As a sturdy snap-together kit, the Airport Building is suitable for children ages 3 and up. A sheet of stickers and instructions for assembly are included. Batteries are included. The Airport Building comes in individual pieces as a kit.

The Airport is the ideal add-on for the 29307 "Airport Express – Elevated Railroad" starter set.

- **Highlights:**
- **Maximum play fun with a snap-together kit just right for children and including all kinds of possibilities for playing.**
- **A multi-faceted play world results from combining with the "Airport Express – Elevated Railroad" starter set. Children will be thrilled.**
- **Playing on several levels.**
- **Different variations for making connections to the track on Level 0 and Level 1.**

- **Creative playing with many possibilities for playing built into the building.**
- **Light and sound function.**
- **Batteries are included.**
- **Harmonious integration into the Märklin my world play world.**
- **Compatible with the Majorette Creatix road system – therefore many additional possibilities for playing.**



Fully compatible with the



therefore many additional possibilities for playing



The image of the model shown is only a suggestion of what the final product may look like

3+

23302 Elevated Railroad Plastic Track Extension Set

This extension set contains additional track sections and blocks to expand the track layout from the "Airport Express – Elevated Railroad" starter set. This is an expansion for the track layout for the Märklin my world Elevated Railroad in Levels 0 and 1. The track sections have a colored identifier for easy setup of the track layout.

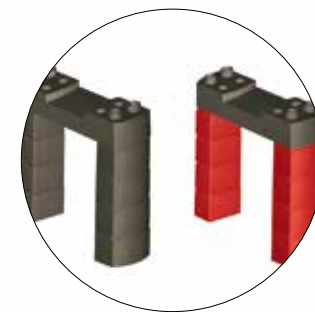
Contents: 24 curved track, 48 blocks for elevated railroad pillars, 6 adapter blocks for mounting the track. The track sections and blocks are made of sturdy plastic just right for children. Instructions for setup are included.

Highlights:

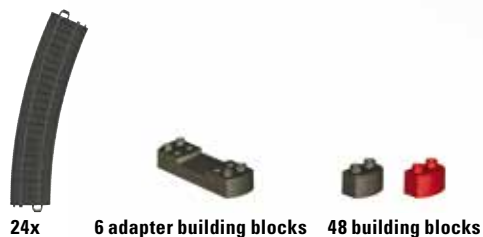
- **The ideal add-on for the Märklin my world Elevated Railroad from the "Airport Express – Elevated Railroad" starter set.**
- **Great play fun from playing in Levels 0 and 1.**
- **Building the Märklin my world Elevated Railroad is a lot of fun.**

The ideal expansion of the Märklin my world Elevated Railroad from the 29307 "Airport Express – Elevated Railroad" starter set.

The sections of track marked in blue are the contents of the 29307 "Airport Express" starter set



Easy setup



The image of the model shown is only a suggestion of what the final product may look like

Next Stop Eiffel Tower



29306 "TGV" Starter Set

Prototype: A high-speed train based on the TGV. Five-part train set.

Model: The train has a battery-powered drive and magnetic couplers between the individual cars. There is a permanently coupled unit consisting of a powered end car and a passenger car with a built-in battery holder. The train has 3 speed levels in both forward and reverse, 3 sound functions, and triple headlights.

Train length 63.0 cm / 24-13/16"

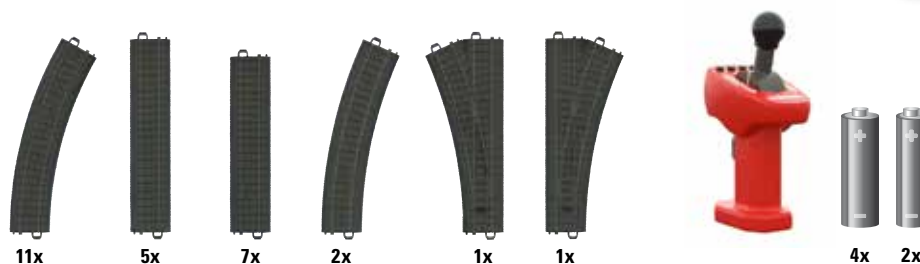
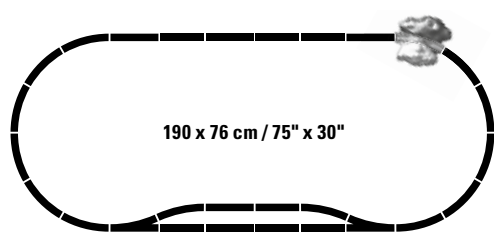
Contents: The set has 11 sections of curved plastic track (R1), 7 sections of straight plastic track (length 171.7 mm / 6-3/4"), 5 sections of straight plastic track (length 188.3 mm / 7-13/32"), 2 sections of curved plastic track (turnout curve), 1 left turnout, and 1 right turnout. An easy-to-use wireless Märklin Power Control Stick and a rerailer as well as 4 AA and 2 AAA batteries are included with this set. The train can be operated with 2 different frequencies thus allowing another battery-powered train to be operated with this set at the same time.

This set can be expanded with the 23300 plastic track extension set.

Highlights:

- **Battery powered train with light and sound functions.**
- **The infrared Märklin Power Control Stick is designed to be held easily by children.**
- **Connecting cars together is as easy as child's play with the magnet couplers.**
- **Very suitable toy train for children ages 3 and up.**
- **Sturdy plastic track designed for quick setup and takedown – even on the floor.**
- **Batteries and a rerailer included.**

Battery-Powered Train Function
Headlight(s)
Station Announcements
Horn
Doors Closing





29334 "Italian Express Train" Starter Set

Prototype: Express train based on an Italian high-speed train. Five-part train set.

Model: The train has a battery-powered drive and magnetic couplers between the individual cars. There is also a permanently coupled unit consisting of a powered end car and a passenger car with a built-in battery holder. The train has 3 speed levels in both forward and reverse, 3 sound functions, and dual headlights. Train length 63 cm / 24-13/16".

Contents: The set has 12 sections of curved plastic track (172 mm / 6-3/4"), 7 sections of straight plastic track (188 mm / 7-13/32"), 2 sections of curved plastic track (turnout curve), and 1 left turnout and 1 right turnout. An easy-to-use wireless Märklin Power Control Stick as well as 4 x AA and 2 AAA batteries are included with this set. The train can be operated with 2 different frequencies thus allowing another battery-powered train to be operated with this set at the same time.

This set can be expanded with the 23300 plastic track extension set.

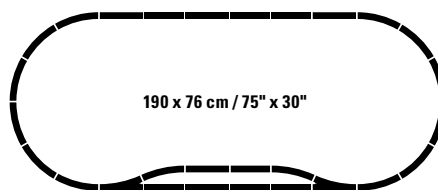
Highlights 29334/29335:

- Battery powered train with light and sound functions.
- The infrared Märklin Power Control Stick is designed to be held easily by children.
- Connecting cars together is as easy as child's play with the magnet couplers.
- Very suitable toy train for children ages 3 and up.
- Sturdy plastic track designed for quick setup and takedown – even on the floor.
- Batteries included.

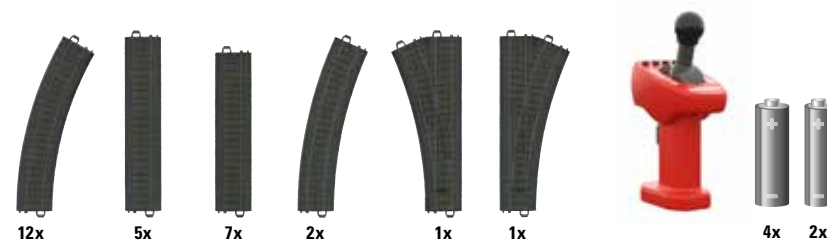


Battery-Powered Train Function

Headlight(s)
Station Announcements
Horn
Doors Closing



29334/29335



29335 "Swiss Express Train" Starter Set

Prototype: Express train based on a Swiss high-speed train. Five-part train set.

Model: The train has a battery-powered drive and magnetic couplers between the individual cars. There is also a permanently coupled unit consisting of a powered end car and a passenger car with a built-in battery holder. The train has 3 speed levels in both forward and reverse, 3 sound functions, and dual headlights. Train length 63 cm / 24-13/16".

Contents: The set has 12 sections of curved plastic track (172 mm / 6-3/4"), 7 sections of straight plastic track (188 mm / 7-13/32"), 2 sections of curved plastic track (turnout curve), and 1 left turnout and 1 right turnout. An easy-to-use wireless Märklin Power Control Stick as well as 4 x AA and 2 AAA batteries are included with this

set. The train can be operated with 2 different frequencies thus allowing another battery-powered train to be operated with this set at the same time.

This set can be expanded with the 23300 plastic track extension set.

Battery-Powered Train Function

Headlight(s)
Station Announcements
Horn
Doors Closing





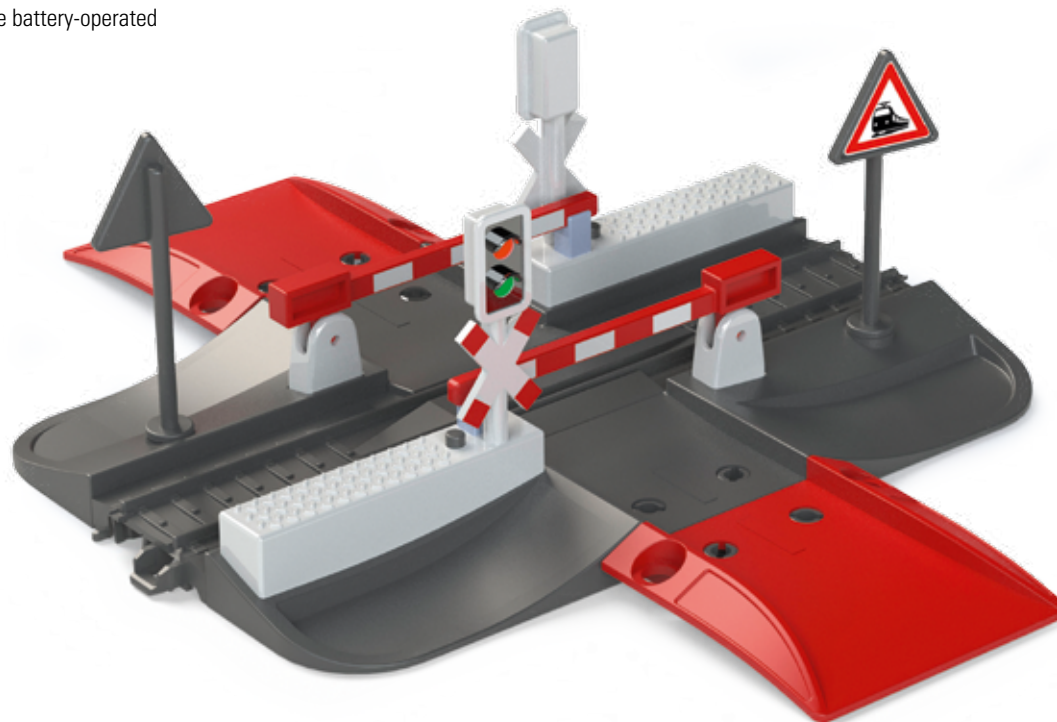
72215 Railroad Grade Crossing with Light and Sound Function

This railroad grade crossing consists of 2 road ramps that can be plugged into the section of track included with it. Two gates are mounted on the road ramps and they can be opened and closed manually. The stoplights with the cross bucks represented have a battery-operated light and sound function. The section of track included with the grade crossing can be used as a railer. This section of track has guide wedges in the roadbed that position the wheels correctly on the rails of the track when the car or train is being pushed or run. This railroad grade crossing can be built into the existing my world track system and fits into the track pattern. The road ramps include connections that are compatible with the Majorette Creatix road system. The railroad grade crossing is made of sturdy plastic and can be assembled easy as child's play as a snap-together kit from a few parts. It is therefore ideally suited for children ages 3 and up. Batteries are included.

This railroad grade crossing is the ideal add-on to the battery-operated Märklin my world trains.

Highlights:

- **Robust, sturdy kit consisting of a few parts that snap together – ideally suited for children ages 3 and up.**
- **The stoplights with light and sound function provide maximum play enjoyment.**
- **The gates are operated by hand.**
- **Built-in railer facilitates placing locomotives and cars on the rails of the track.**
- **Batteries are included.**
- **Harmonious integration into the Märklin my world play world.**
- **Compatible with the Majorette Creatix road system – therefore many additional possibilities for playing.**



Fully compatible with



therefore many additional possibilities for play



23303 Plastic Track Crossing

This is a set consisting of two track crossings that add many setup possibilities to the my world track assortment. The my world track sections are made of sturdy plastic just right for children.



2 x

DIE REISE BEGINNT...

märklin
START UP

Michael Ende

Jim Knopf & Lukas

DER LOKOMOTIVFÜHRER



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Malaó Film Inc. / Warner Bros. Entertainment GmbH
www.jimknopf.de




MALAO FILM

Rat Pack
FILMPRODUKTION

Jim Button and Luke the engine driver



29179 "Jim Button" Starter Set

The most famous locomotive in the world!

It lives on the Island of Lummer Land, its best friend is Jim Button, and its locomotive engineer is Lukas. This is Emma, probably the most famous locomotive in the world. Go with Jim Button, Lukas, and Emma on a trip full of adventure, reach the distant Land of Mandala, meet Mr. Tur Tur from the desert, and rescue Princess Li Si from the Dragon City. For Emma is a very special steam locomotive.

Jim Button and Luke the engine driver from the movie of the same name based on the story by Michael Ende.

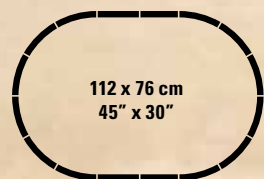
Model: The large play set all about the adventures of Jim Button, Lukas, and their locomotive Emma.

Equipped with light and sound, the three adventurers go off on their trip together. Everything can be done at the press of a button with the remote control that is easy as child's play.

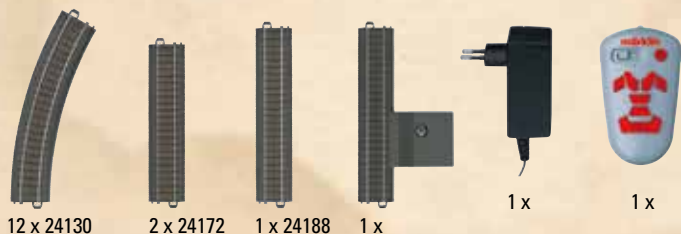
Get on board with Jim and Lukas on Emma and the exciting trip begins....

Included in the set:

Emma steam locomotive with Jim Button, Lukas, and Molly as play figures and a complete track setup of 112 x 76 cm / 45" x 30".



Jim, Lukas, and Molly included as play figures



Highlights:

- Toy locomotive just right for children and in a handy size.
- Removable roof.
- Light and sound included.
- Jim Button, Lukas, and little Molly as play figures.
- Remote control.
- Expandable C Track layout.

Digital Functions
Headlight(s)
Operating sounds
Dialog
Direct control

The Emma locomotive with light and sound



The Emma steam locomotive is larger than the customary H0 models from Märklin with its length over the buffers of 10 cm / 3-15/16" and its height of 10.5 cm / 4-1/8". It therefore represents a special item.



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www.jimknopf.de



44815 Gondola Set "King Alfons, Mrs. Waas, and Mr. Ärmel"

To All Lummer Land People

Since Jim and Lukas continued with the locomotive Emma from the Isle of Lummer Land, the three remaining Isle residents are waiting for their return. When the mail boat brings the first letter from the three adventurers, this fantastic journey also begins for King Alfons, Mrs. Waas, and Mr. Ärmel.

After Jim, Lukas, and Emma left Lummer Land in the night, nothing on the Isle has been the same. For Jim, Lukas, and Emma decided in Mandala without further ado to look for Princess Li Si in the distant Dragon City.

Model: Couple the three gondolas with the movie characters King Alfons, Mrs. Waas, and Mr. Ärmel to Emma and take them along on your journey. All three cars have individual image imprinting and each has an additional cutout sheet.

Highlights:

- All the cars include image imprinting that goes with the movie.
- One each cutout sheet of the 3 movie characters.



44816 Gondola Set "Ping Pong, Princess Li Si, and Mr. Tur Tur"

The Make-Believe Giant Mr. Tur Tur

It's not fear, when Mr. Tur Tur appears from afar. For a make-believe giant can be seen very, very soon.

From Mandala, the journey goes into the desert and in addition to sand and heat, you meet up with Mr. Tur Tur. A friendly fellow, who looks as big as a giant in the distance but who becomes smaller and smaller the closer you get to him.

Model: Couple the three gondolas to the train and take Ping Pong, Princess Li Si, and Mr. Tur Tur along on your journey. All three cars have individual image imprinting and each has an additional cutout sheet to provide even more play fun.

Highlights:

- All the cars include image imprinting that goes with the movie.
- One each cutout sheet of the 3 movie characters.



Jim Button and Luke the engine driver



44817 Gondola Set "Nepomuk, Mrs. Mahl Zahn, and the Wild 13"

Off to the Dragon City!

Once more Jim and Lukas have to prove their bravery and reach the Land of the Thousand Volcanos. Here the adventure Dragon City awaits you.

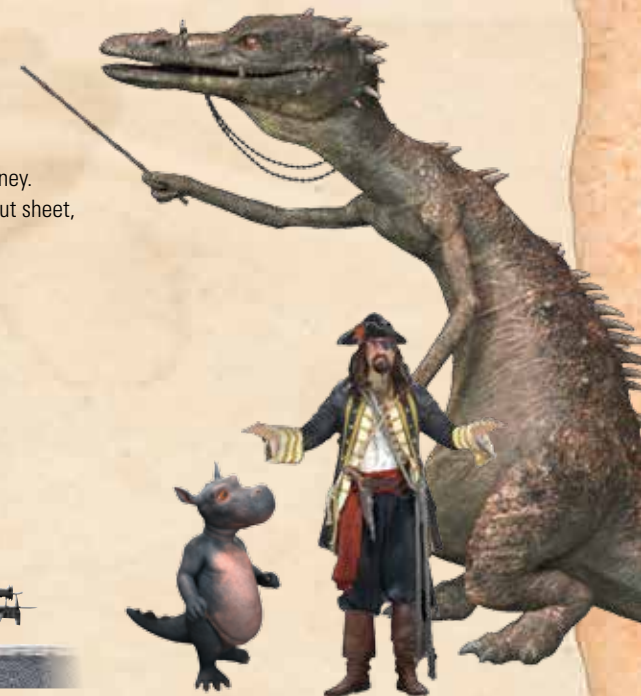
Go with Jim, Lukas, and Emma on their action-packed journey to Mrs. Mahl Zahn and free Princess Li Si.

The journey goes on and with Nepomuk's help, Emma becomes disguised as a scary dragon. This is how you get through the gloomy streets unnoticed with Jim, Lukas, and Emma to Mrs. Mahl Zahn.

Model: Couple the three gondolas with the movie characters Nepomuk, Mrs. Mahl Zahn, and the Wild 13 to Emma and take them along on your journey. All three cars have individual image imprinting, each has an additional cutout sheet, and Nepomuk's car has an extinguished lava insert that can be removed.

Highlights:

- All the cars include image imprinting that goes with the movie.
- One each cutout sheet of the 3 movie characters.
- Extinguished lava insert that can be removed.



44818 "Lava Car" Gondola

Land of the Thousand Volcanos

In the Land of the Thousand Volcanos, it hisses and steams. It's clear that this is the home of the dragons, for there's nothing dragons love more than hot, glowing lava.

On their way to the Dragon City Jim and Lukas cross through the Land of the Thousand Volcanos and meet the small half-dragon Nepomuk there.

He stands there on the ground shattered and very sad because no one is afraid of him and his volcano is extinct.

Model: Start the volcano with Lukas' help – the gondola waits hot and steaming to be transported away with fresh lava. It's good that Emma is so strong and that she can take the glowing lava along.

Highlights:

- Light insert as a load.
- No unnecessary turning on and off.



Lava as a glowing load



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72786 "Lummer Land" 3D Puzzle

Beautiful Lummer Land

A small, very small isle in the middle of an endless wide ocean. That is Lummer Land. On this isle lives King Alfons of the Quarter-to-Twelves, Mrs. Ärmel, and Mrs. Waas, who runs a shop.

In addition, there is also the locomotive Emma and Lukas is her locomotive engineer. One day, when the mail boat brings a package to this small isle, there is a big surprise for everyone in it.

The Isle of Lummer Land with its two mountains, the royal palace, and the houses in an affectionate realization as a 3D puzzle rich in details.

3D Puzzle Fun



Highlights:

- A great play experience.
- All kinds of setup and play fun for children ages 8 and up.
- The ideal add-on for the "Jim Button" play mat.



72217 "Jim Button" Play Mat

Brave Emma – Rush What You Can Rush!

Jim Button and Lukas the locomotive engineer experience many adventures on their journey through the most varied worlds. It might be the dangerous run through the Valley of Twilight or freeing Princess Li Si, who is being held captive by Mrs. Mahl Zahn in the Dragon City. Start on your journey and go with Jim, Emma, and Lukas on their way full of adventure.

Model: The play mat has all of the stations of the movie as a manageable image path from Start to the return to Lummer Land.

The size of the play mat is 130 x 150 cm / 52" x 60".

Highlights:

- Colorful play mat including many ideas for playing.



An Invitation to Play



44216 Refrigerator Car

Prototype: Refrigerator car in a Coca-Cola® design.

Highlights:

- Unique series in the Coca-Cola® design.

Model: The car has Relex couplers.

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

DC wheel set E700580.



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74924 Fully Automatic One-Piece Railroad Grade Crossing

This single-track railroad grade crossing has half gates and is fully assembled. This grade crossing can be connected directly to C Track. The grade crossing has 2 solenoid activated gates with 2 red warning lights, which come on when the gates come down. This grade crossing is ready to be connected to the layout and features easy installation. Contact track set: 3 straight tracks each 94.2 mm / 3-3/4". Dimensions for each base half 137 x 95 mm / 5-3/8" x 3-3/4".





44737 Building Block Car with Light Building Blocks

Model: This is a four-axle car as a building block car with the car body of a mail car. The car is provided with common pegs that invite building with building blocks. A kit for a mail car is included with this model for the construction of the car body. This is a product of the brand LIGHT STAX. The kit contains the blocks for the car body, the Mobile Power Unit, the building instructions that go with it, and stickers for fictitious car lettering. Light building blocks are included with the building blocks, and they light up individual details on the car. The Mobile Power Unit has 4 light functions: permanent lighting, blinking, turning up and turning down lighting or lighting that varies with sound (such as to the rhythm of your favorite music). All of the functions can be used in continuous operation or can be ended automatically after 15 minutes ("Good Night function"). USB charging cable included. The car has Relex couplers. Length over the buffers 16 cm / 6-5/16". DC wheel set E700580.

Highlights:

- **Building block car with light building blocks that light up individual details on the car.**
- **Mobile Power Unit includes 4 light functions: permanent lighting, blinking, turning up and turning down lighting or lighting that varies with sound. Functions can be used in continuous operation or can be ended automatically after 15 minutes ("Good Night function").**
- **USB charging cable included.**
- **The car and the building blocks are compatible with building blocks of other manufacturers.**

Other products for this theme can be found under item numbers 44734 and 44736.



Mobile Power Unit







From Royal Travel down to Modern Shuttle Service

At Märklin 2018 is a travel year. Inspired by the ninetieth birthday of the Rheingold, we have realized real highlights of the individual railroad eras in marvelously detailed models for all collectors and model railroad fans. The rolling through-train service was not alone in importance to us; we have also extended helping hands on the siding.

We thus created our impressively realized Switching Crocodile that was designed for you in the level of implementation typically exclusive to Club models. No less spectacular is the realization of the Ardelt type powerhouse. A 57 metric ton rotary crane with steam propulsion that reproduces as a model all of the types of movement appropriate to the powerful prototype along with sound. Let's also take a look at the track routes of the individual eras. From the Palatine Diva from the year 1910 down to the newest class 102 for the route Nürnberg–Munich, everything is represented in this brochure. Surrender to dreaming or enjoy one of the fastest runs in railroad history. All of the senses are focused on travel with these new items – and in the proven Märklin quality.

We hope you have a lot of fun browsing in the New Items brochure and trying out the new AR functions.

Your Märklin Team

For Catching a Collector's Fancy



30470 Class 44 – “Final Edition” Double Set

Prototype: Two different class 44 steam locomotives. One version as a German Federal Railroad (DB) class 44, locomotive road number 44 670, as the locomotive looked at the end of the Fifties. One version as a Danish State Railways (DSB) class Litra N, locomotive road number 204, as the locomotive looked at the end of the Fifties.

Model: Reissue of a Märklin classic based on item numbers 3047 and 3045. Both locomotives have mfx digital decoders. Each locomotive has controlled high-efficiency propulsion. 5 axles powered on each locomotive. Traction tires. The headlights will work in conventional operation and can be controlled digitally. The locomotive bodies and frames are constructed of metal. Based on the old prototypes, **the wheels and valve gear are bright nickel-plated.** Both locomotives have a coupler hook on the front and a Relex coupler on the tender. Both locomotives are individually packaged and marked with an additional master package. The packaging has a colored representation of the locomotive based on historic packaging for the class 44. Length over the buffers for each locomotive 28.0 cm / 11”.

Highlights:

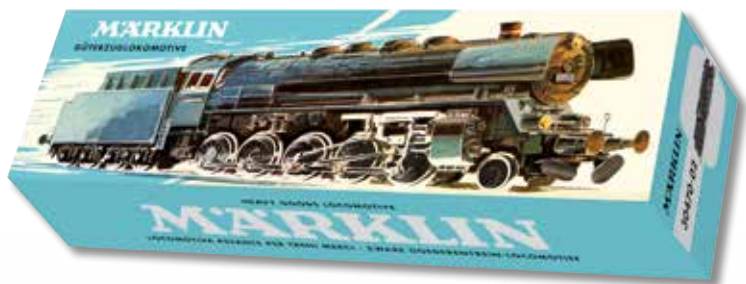
- Reissue of a Märklin classic from the Fifties / Sixties.
- Each locomotive is individually packaged with a colored representation of the locomotive based on historic packaging.

One-time final series.

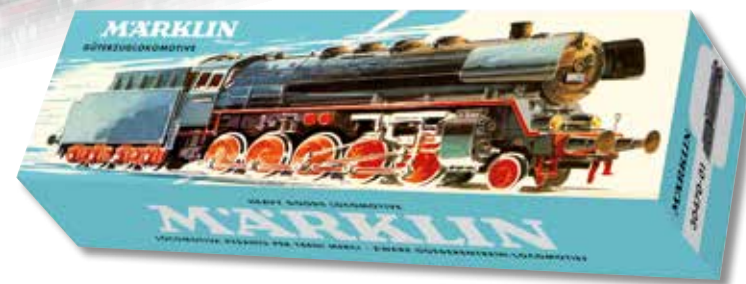
Just like the 3045 from 1967/68:
Headlights picked out with silver paint
on the tender



See Page 192 for an explanation of the symbols and age information.



Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)	█	█	█	█	█
Smoke generator	█	█	█	█	█
Direct control	█	█	█	█	█
Headlight(s)	█	█	█	█	█
Smoke generator	█	█	█	█	█
Direct control	█	█	█	█	█



Extensive Starter Set



29051 "Era IV" Digital Starter Set

Prototype: German Federal Railroad (DB) class 151 electric locomotive, type Eaos 106 freight car, type Kbs 443 stake car, type Hbis 297 sliding wall boxcar, petroleum oil tank car, class 218 diesel locomotive, type Bm 234 compartment car (2nd class), type Abm 225 compartment car (1st/2nd class), type Bm 234 compartment car.

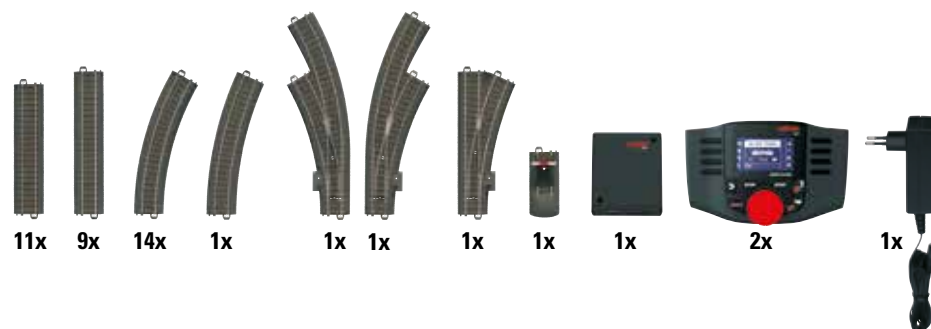
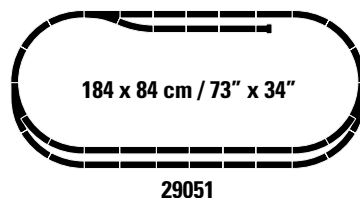
Model: The locomotives have mfx digital decoders and extensive sound functions. They also have controlled high-efficiency propulsion. Traction tires. Triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. The cars have close couplers with guide mechanisms.

Train lengths 84.4 cm / 33-1/4" and 103.5 cm / 40-3/4".

Contents: 14 no. 24130 curved track, 9 no. 24188 straight track, 11 no. 24172 straight track, 1 no. 24224 curved track, 1 no. 24612 right turnout, 1 no. 24671 left curved turnout, 24672 right curved turnout, and 1 no. 24977 track bumper. A track connector box, a 36 VA / 230 volt switched mode power pack, and 2 Mobile Stations are included. An illustrated instruction manual with many tips and ideas is also included. This set can be expanded with the C Track extension sets and with the entire C Track program.

Highlights:

- **The ideal way to get started in the digital world of Märklin H0.**
- **2 Mobile Stations.**
- **Automatic registration of the locomotives in the Mobile Station by means of the built-in mfx decoders.**
- **Easy to set up C Track layout.**





Digital Functions Class 151	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)					
Electric locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Horn					
Headlight(s): Cab1 End					
Cab Radio					
Brake Compressor					
Letting off Air					
Coupler sounds					
Station Announcements					
Switching maneuver					

Digital Functions Class 218	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)					
Diesel locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Whistle for switching maneuver					
Headlight(s): Cab1 End					
Station Announcements					
Blower motors					
Conductor's Whistle					
Brake Compressor					
Letting off Air					
Switching maneuver					



See Page 192 for an explanation of the symbols and age information.





The Palatine Diva



37018 Class S 2/6 Steam Express Locomotive

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class S 2/6 steam express locomotive in a brownish violet basic paint scheme with gold boiler bands, for use on the left Rhine (Palatine) network. The locomotive looks as it did around 1910 to 1912.

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 72270 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The headlight for oncoming trains and the cab lighting can be controlled in digital operation. Maintenance-free warm white LEDs are used for the lighting. The locomotive has detailed running gear with a partially open bar frame. The locomotive is modeled to show streamlined sheathing of the smoke box, smoke stack, dome, and cylinder group as well as the streamlined cab. There is a close coupling between the locomotive and tender. A close coupler with a guide mechanism and an NEM pocket is mounted on the rear of the tender. The minimum radius for operation is 360 mm / 14-3/16".

Protective sleeves for the piston rods are included separately. Length over the buffers 25.1 cm / 9-7/8".

Highlights:

- **Elegant, detailed construction in a brownish violet paint scheme.**
- **Used on the left Rhine (Palatine) network.**
- **World of Operation mfx+ digital decoder and a wide variety of operating and sound functions included.**

An express train passenger car set painted and lettered for the Palatine Railroad to go with this locomotive can also be found in the Märklin H0 assortment under item number 41354.

This model can be found in a DC version in the Trix H0 assortment under item number 22966.

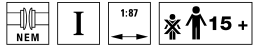
Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Replenishing fuel
Smoke generator contact						Replenishing fuel
Steam locomotive op. sounds						Sanding
Locomotive whistle						Rail Joints
Direct control						
Sound of squealing brakes off						
Light(s) for Oncoming Train						
Whistle for switching maneuver						
Engineer's cab lighting						
Letting off Steam						
Sound of coal being shoveled						
Tipping grate						
Air Pump						
Water Pump						
Injectors						
Replenishing fuel						



Finely modeled construction with partially open bar frame



By Express Train through the Palatinate



41354 "Palatine Railroad" Express Train Passenger Car Set

Prototype: 4 different design four-axle express train passenger cars painted and lettered for the Palatine Railroad. Of them 1 type ABCÜ express train passenger car, 1st/2nd/3rd class. 2 type CCÜ express train passenger cars, 3rd class. 1 type PPÜ express train baggage car. The cars look as they did around 1910 to 1912.

Model: The cars have detailed construction and are full-scale length. The minimum radius for operation is 360 mm / 14-3/16". All of the cars have older design buffers and spoked wheels. The cars model gas lighting with gas tanks and ventilation hoods for the gas lamps. There are ladders on the ends and on the underframes with truss rods. The trucks are a Bavarian design. There are sliding doors on the baggage car. The 66672 lighting kit can be installed in all of the cars.

Total length over the buffers 86.1 cm / 33-7/8".

DC wheel set per car E32301211.

All of the cars have older design buffers and spoked wheels

A treat visually as well as technically:
The finely modeled metal spoked wheels



End station
Ludwigshafen,
your trip ends here



41354

37018

See Page 192 for an explanation of the symbols and age information.

The Beautiful Lady of Württemberg



37118 Class C Express Locomotive with a Tender

Prototype: Royal Württemberg State Railways class C express steam locomotive. Road number 2028. The locomotive looks as it did around 1915.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, in the boiler. 3 axles powered. Traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There are headlights on the tender. Maintenance-free warm white LEDs are used for the lighting. The smoke unit contact will work in conventional operation and can be controlled digitally. A 72270 smoke unit can be installed in the locomotive. The locomotive is constructed mostly of metal such as the boiler, smoke stack, dome, cab, running boards, and tender. There is a close coupling between the locomotive and tender.

Length over the buffers 23.7 cm / 9-5/16".

Highlights:

- Locomotive is constructed mostly of metal such as the boiler, smoke stack, dome, cab, running boards, and tender.

*Smoke unit contact included
mfx+ digital decoder*



Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						
Smoke generator						Replenishing fuel
Steam locomotive op. sounds						Replenishing fuel
Locomotive whistle						Coupler sounds
Direct control						
Sound of squealing brakes off						
Air Pump						
Whistle for switching maneuver						
Letting off Steam						
Sound of coal being shoveled						
Tipping grate						
Water Pump						
Injectors						
Sanding						
Rail Joints						
Replenishing fuel						



42122 Württemberg Baggage Car

Prototype: Royal Württemberg State Railways (K.W.St.E.) baggage car. "Bottle Green" paint scheme. The car looks as it did around 1915.

Model: The car has sliding doors that can be opened and a roof cupola. Length over the buffers approximately 13 cm / 5-1/8".

DC wheel set E700630.

Sliding doors that can be opened



See Page 192 for an explanation of the symbols and age information.



42104 Württemberg Type BCCI Passenger Car

Prototype: Royal Württemberg State Railways (K.W.St.E.) type BCCI coach, 2nd/3rd class. Olive green paint scheme. The car looks as it did around 1915.

Model: The car has separately applied metal roof vents. The crossover platforms and roof supports are etched metal. The crossover metal plates can be folded up and down. The trucks are a Prussian standard design. A set of decals with different car route signs is included. Length over the buffers approximately 19.1 cm / 7-1/2". DC wheel set E700630.

Highlights:

- A set of decals with different car route signs is included.



42133 Württemberg Type CCI Passenger Car

Prototype: Royal Württemberg State Railways (K.W.St.E.) type CCI coach, 3rd class. "Chestnut Brown" paint scheme. The car looks as it did around 1915.

Model: The car has separately applied metal roof vents. The crossover platforms and roof supports are etched metal. The crossover metal plates can be folded up and down. The trucks are a Prussian standard design. A set of decals with different car route signs is included. Length over the buffers approximately 18.3 cm / 7-3/16". DC wheel set E700630.

Highlights:

- A set of decals with different car route signs is included.



| 42292

| 42149

| 42144

| 42134

| 42133

| 42104

| 42122

| 37118

Dreamlike Travel



42134 Württemberg Type CCI Passenger Car

Prototype: Royal Württemberg State Railways (K.W.St.E.) type CCI coach, 3rd class. "Chestnut Brown" paint scheme. The car looks as it did around 1915.

Model: The car has separately applied metal roof vents. The crossover platforms and roof supports are etched metal. The crossover metal plates can be folded up and down. The trucks are a Prussian standard design. A set of decals with different car route signs is included. Length over the buffers approximately 18.3 cm / 7-3/16. DC wheel set E700630.

Highlights:

➤ A set of decals with different car route signs is included.



42144 Württemberg Type C4 Passenger Car

Prototype: Royal Württemberg State Railways (K.W.St.E.) type C4 coach, 4th class. Moss gray paint scheme. The car looks as it did around 1915.

Model: The car has separately applied metal roof vents. The crossover platforms and roof supports are etched metal. The crossover metal plates can be folded up and down. The trucks are a Prussian standard design. A set of decals with different car route signs is included. Length over the buffers approximately 18.3 cm / 7-3/16. DC wheel set E700630.

Highlights:

➤ A set of decals with different car route signs is included.

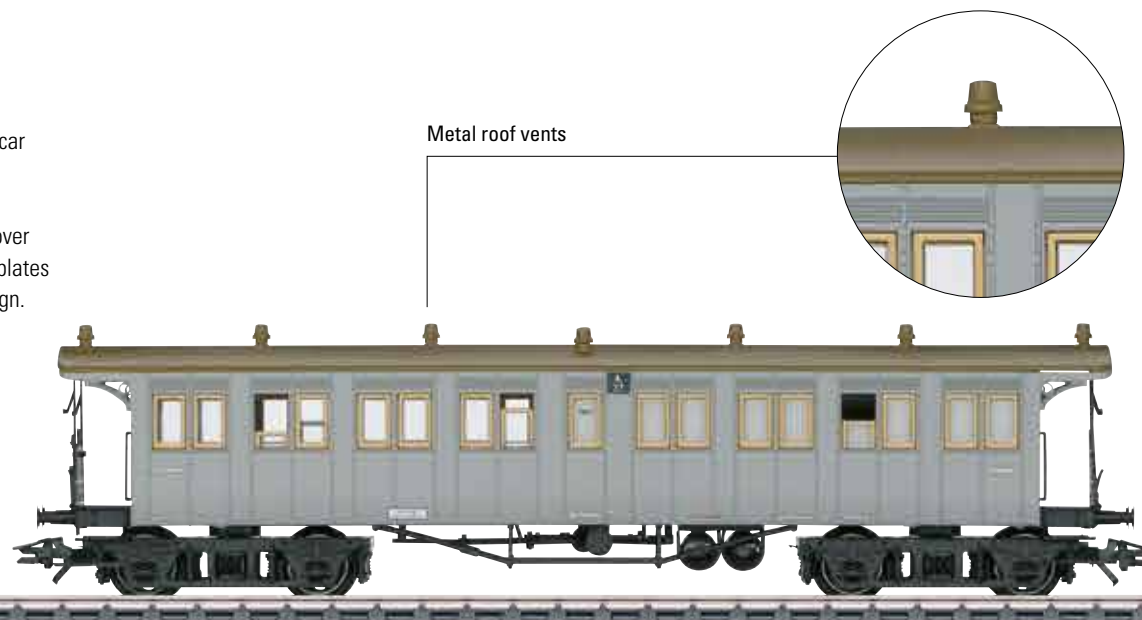




42149 Württemberg Medical Car

Prototype: Royal Württemberg State Railways (K.W.St.E.) medical car with four wheel sets. The car looks as it did around 1915.

Model: The car has separately applied metal roof vents. The crossover platforms and roof supports are etched metal. The crossover metal plates can be folded up and down. The trucks are a Prussian standard design. Length over the buffers approximately 18.3 cm / 7-3/16. DC wheel set E700630.



42292 Württemberg Mail Car

Prototype: Royal Württemberg State Railways (K.W.St.E.) mail car with four wheel sets. "Bottle Green" paint scheme. The car looks as it did around 1915.

Model: The car has continuous running boards on the sides. The trucks are a Prussian standard design. The car has numerous separately applied details. Length over the buffers approximately 19.1 cm / 7-1/2". DC wheel set E700630.



| 42292

| 42149

| 42144

| 42134

| 42133

| 42104

| 42122

| 37118

“90 Years of the Rheingold”

The German State Railroad Company (DRG) placed its new “Rheingold Luxury Express” into operation as FFD 101/102 with the summer schedule of 1928 in order to ensure itself a piece of the lucrative pie for the traffic between Great Britain and Switzerland. It was intended to compete with foreign railroads for the wealthy passengers desiring fast and comfortable travel from the North Sea ferry ports and Amsterdam to Switzerland. The scenically attractive Rhine route represented a unique backdrop here and the legendary Middle Rhine Valley provided the train with its euphonious name. The newly designed, heavy parlor cars offered the passengers of considerable means an incomparable travel experience with the highest level of comfort and luxury. This elegant train with its route from Switzerland via Basle, Karlsruhe, Mannheim, Mainz, Cologne, and Duisburg to the Dutch canal port of Hook of Holland generally consisted of four violet/cream painted cars, of them two 1st class and two 2nd class cars as well as one or two completely violet baggage cars. Every second car had a galley that was used to serve two cars. For that reason, there

were no special dining cars because all of the passengers were served at their seats and they could thus enjoy the entire trip. The parlor cars featured an extremely elegant and spacious interior with extremely comfortable upholstered seating and small tables. The extra wide windows were also noteworthy with 1.4 meters / 55 inches in 1st class and 1.2 meters / 47 inches in 2nd class. The “Rheingold’s” exceptional status was immediately conveyed in a study of the official timetable with the note: “Only 1st/2nd class, including a special surcharge and special fee.”

The class 18.5 (Bavarian S 3/6) was responsible for the motive power for the train for ten years between Mannheim and the Dutch border in a remarkable long run. Since the DRG’s renowned train with its attractive running time always had to be on time, its stops had to be short and its motive power should be changed only so often as absolutely necessary due to the loss in time associated with stops. Even the change in direction in Mannheim was allowed no more than six minutes including the brake test. Then

came about 400 kilometers / 250 miles up to the Dutch border with exactly six hours running time and only four intermediate stops each of only a few minutes. Taking on water at the platform in the Cologne main station required a fine touch from the locomotive engineer because he had to stop his train exactly at the specified spot so that the standpipe could be swung immediately over the filler opening on the tender. In no time at all the fresh water filled the water tank and the coal in the back of the tender was pulled forward with a hook to make the fireman’s work easier on the next section. This was how this classy Bavarian runner handled a brilliant long run through the years.





Dreaming through the Rhine Valley



26928 "1928 Rheingold" Train Set

An impressive set for what is probably the most wonderful travel experience of the early Thirties. Lovingly realized, rich in detail and with an eye on the special. Listen in on a conversation for example in the parlor car or enjoy the evening trip with a glass of champagne.

Prototype: Rheingold train set consisting of a class 18.5 steam express locomotive with a type 2'2T31,7 tender in the black/red basic paint scheme for use as a Rheingold locomotive, 1 type SB4ük-28 parlor car, 2nd class with a galley, 1 type SA4ü-28 parlor car, 1st class without a galley, 1 type SA4ük-28 parlor car, 1st class with a galley, 1 type SB4ü-28 parlor car, 2nd class without a galley, 1 type SPw4ü-28 baggage car. Train route Hook of Holland – Düsseldorf – Cologne – Mannheim – Basle SBB and Amsterdam – Düsseldorf – Cologne – Mannheim – Zürich. German State Railroad Company (DRG). Locomotive road number 18 527. The train looks as it did around 1931.

Model: The steam 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 has a factory-installed smoke unit. The dual headlights change over with the direction of travel. They and the built-in smoke unit will work in conventional operation and can be controlled digitally. The cab lighting and the flickering light in the firebox can also be controlled in digital operation. There is a close coupling with a guide mechanism between the locomotive and tender. The tender also has a close coupler with a guide mechanism and an NEM pocket. The baggage car has an mfx digital decoder to control the light and sound functions. It also has factory-installed red LED marker lights. All of the passenger cars have the lettering "Rheingold" in relief. All of the cars have factory-installed interior lighting, and the passenger cars include lighted table lamps. There are operating current-conducting couplers between the cars. The interior lighting and the table lamps can be controlled jointly in digital operation and will work in conventional operation. Maintenance-free warm white and red LEDs are used for the lighting. A pickup shoe is mounted on the baggage car. Figures of an engineer and fireman are included for the steam locomotive. A consecutively numbered certificate of authenticity is included with the train set.

Total length over the buffers approximately 157 cm / 61-13/16".

Highlights:

- **Additional digital decoder for light and sound functions, mounted in the baggage car.**
- **Locomotive includes cab lighting and flickering light in the firebox.**
- **Cars include factory-installed interior lighting.**
- **Operating current-conducting couplers between the cars.**
- **For the anniversary "90 Years of the 1928 Rheingold", limited worldwide to 2,999 train sets.**
- **Consecutively numbered certificate of authenticity included.**

This train set can be found in a DC version in the Trix H0 assortment under item number 21928.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Replenishing fuel
Smoke generator						Replenishing fuel
Steam locomotive op. sounds						Sanding
Locomotive whistle						"Switcher Double ""A"" Light"
Direct control						Switching maneuver
Sound of squealing brakes off						Generator Sounds
Engineer's cab lighting						Generator Sounds
Whistle for switching maneuver						Rail Joints
Flickering Light in Fire Box						Safety Valve
Letting off Steam						Sound of Couplers Engaging
Coal being shoveled and firebox flickering						Conductor's Whistle
Tipping grate						Station Announcements
Air Pump						Station Announcements
Water Pump						Surrounding sounds
Injectors						
Replenishing fuel						

One-time edition limited worldwide to 2,999 train sets





Digital Functions	CU	MS	MS 2	CS1	CS2-3
Interior lighting and table lamps					
Marker lights on the baggage car					
Passengers talking					
Sound of champagne corks					
Sound of clinking champagne glasses					
Waiter talking					
Guest talking to order					
Waiter talking					
Waiter talking					
Galley sounds					
Sound of baggage being loaded					
Sound of sliding doors on the baggage car					
Passengers talking					



Steaming Iron Horse



39044 Class 42 Heavy Steam Freight Locomotive with a Tub-Style Tender

Prototype: German State Railroad Company (DRG) class 42 heavy steam freight locomotive with a type 2'2'T30 tub-style tender. Dark gray basic paint scheme. With standard design Witte smoke deflectors, pilot truck wheel set with solid wheels, both lower headlight in the front of the locomotive built into the cylinder block. No smokebox access step below the smokebox door. Locomotive road number 42 506. The locomotive looks as it did around 1944.

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 the tub-style tender are constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. The double headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The cab lighting can be controlled in digital operation. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. The rear of the tender and the front of the locomotive have close couplers with NEM pockets and guide mechanisms. The minimum radius

for operation is 360 mm / 14-3/16". Protective piston sleeves, brake hoses, and imitation prototype couplers are included. Length over the buffers 26.4 cm / 10-3/8".

Highlights:

- **Prototypical tooling changes for the version as a German State Railroad locomotive.**
- **Frost protection cladding on the air pump and lubrication lines included.**
- **Rail clearance devices with large scoops.**
- **Especially finely modelled metal construction.**

This model can be found in a DC version in the Trix H0 assortment under item number 22225.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS23
Headlight(s)						Sanding
Smoke generator contact						Replenishing fuel
Steam locomotive op. sounds						Generator Sounds
Locomotive whistle						Generator Sounds
Direct control						Sound of Couplers Engaging
Sound of squealing brakes off						"Switcher Double "A" Light"
Engineer's cab lighting						
Whistle for switching maneuver						
Letting off Steam						
Sound of coal being shoveled						
Tipping grate						
Air Pump						
Water Pump						
Injectors						
Replenishing fuel						
Rail Joints						



Additional Information and interesting facts about the history can be found at <http://www.maerklin.de/products/39044>



See Page 192 for an explanation of the symbols and age information.



46230 Type 00t Saarbrücken / Erz IId Hopper Car Set with 12 Cars

Prototype: 12 German State Railroad Company (DRG) four-axle type 00t Saarbrücken / Erz IId (later designation 00tz 43) hopper cars. Version with medium height upper superstructures and brakeman's platforms. Used to transport iron ore. Standard design pressed sheet trucks, without lower beams welded in as reinforcement. The cars look as they did around 1944.

Model: The hopper cars have detailed construction with different car numbers. All of the cars have brakeman's platforms and set wheels at the ends. The hopper cars have load inserts of real scale sized iron ore. All of the cars are individually packaged and have a master package. Length over the buffers per car 11.5 cm / 4-1/2". DC wheel set per car E700580.

A type 00t Saarbrücken / Erz IId hopper car set with 6 additional car numbers can be found in the Trix H0 assortment under item number 24122 along with information about the required AC wheel sets.

Highlights:

- Prototypical tooling changes for the version as type 00t Saarbrücken / Erz IId hopper car.
- Many different car numbers.
- Ideal for unit trains.

Loaded with real iron ore



46230

39044

Anniversary Train



26614 "800 Years of Rostock" Train Set

Celebration in Rostock

In 2018, the hanseatic city of Rostock will celebrate its 800th birthday. The documentary confirmation of the city's town charter is dated June 24, 1218. In 2019, the University of Rostock is celebrating the 600th anniversary of its establishment as the oldest university in the Baltic Sea area. In the anniversary year 2018, special event highpoints are planned in the areas of culture, sport, science, and international affairs. Rostock invites you cordially to join in the celebration!

Prototype: German State Railroad Company (DRG) class 89.80 steam tank locomotive. Former Mecklenburg class T 3b branch line locomotive. DR type X low side car without a brakeman's cab with a crate of ships equipment "August Cords". Privately owned tank car with a brakeman's cab, used on the DR. Version as a tank car from Original Lehment Rostocker, theme "Mann und Frau" / "Man and Wife". "Mahn und Ohlerich" beer car with a brakeman's cab. The train looks as it did in the Twenties/Thirties.

Model: The locomotive has an mfx digital decoder mfx and extensive sound functions. There is a miniature motor in the boiler. 3 axles powered. Traction tires. The frame is detailed with a representation of Allan valve gear. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white LEDs are used for lighting. There is a clear view through the cab. The locomotive has many separately applied details. The frame and body for the tank car are finely modelled. The cars have spoked wheels. The cars have NEM coupler pockets and a close coupler

mechanism. The beer car has a Württemberg brakeman's cab. Total length over the buffers approximately 43 cm / 16-15/16".

Highlights:

- Locomotive and M&O cars include new road/car numbers.
- Extensive sound functions.
- mfx digital decoder.

This model can be found in a DC version in the Trix H0 assortment under item number 21344.

This train set is being issued in a one-time series for 800th anniversary of Rostock.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Steam locomotive op. sounds					
Locomotive whistle					
Direct control					
Sound of squealing brakes off					
Whistle for switching maneuver					
Letting off Steam					
Air Pump					
Sound of coal being shoveled					
Grate Shaken					
Injectors					
Switching maneuver					

In honor of the 800th anniversary of Rostock



1218 HANSE- UND UNIVERSITÄTSSTADT 1419 ROSTOCK





39395 Class 39 Passenger Steam Locomotive

Prototype: German Federal Railroad (DB) class 39.0-2 passenger steam locomotive, with a type 2'2'T34 standard design box-style tender. Short Wagner smoke deflectors. Bright metal version boiler bands. Locomotive road number 39 138. The locomotive looks as it did around 1960/61.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, 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 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. Firebox flickering can also be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and the tender and it can be adjusted for curves. The back of the tender has a close coupler with a guide mechanism and an NEM coupler pocket. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves are included. Length over the buffers 26.7 cm / 10-1/2".

Highlights:

- Polished bare metal version of the boiler bands.
- World of Operation mfx+ digital decoder and a variety of operating and sound functions included.en.

The express train passenger cars to go with this locomotive, the so-called "Hechtwagen" or "Pike Cars", can be found in the Märklin H0 assortment under item numbers 42234, 42254, 42255, and 42264.

This model can be found in a DC version in the Trix H0 assortment under item number 22240.

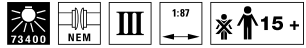
Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Replenishing fuel
Smoke generator contact						Sanding
Steam locomotive op. sounds						"Switcher Double "A" Light"
Locomotive whistle						Switching maneuver
Direct control						Generator Sounds
Sound of squealing brakes off						Light Function
Flickering Light in Fire Box						Rail Joints
Whistle for switching maneuver						Safety Valve
Air Pump						Sound of Couplers Engaging
Letting off Steam						Cab chatter
Sound of coal being shoveled						
Coal being shoveled and firebox flickering						
Tipping grate						
Water Pump						
Injectors						
Replenishing fuel						



Polished bare metal version of the boiler bands



“Hechtwagen” / “Pike Cars”



42234 “Hecht” / “Pike” Express Train Passenger Car, 1st Class

Prototype: German Federal Railroad (DB) type A4ü “Hecht” / “Pike” express train compartment car, 1st class. “Bottle Green” basic paint scheme. Train route: Frankfurt(M)-Giessen-Siegen-Troisdorf-Cologne. The car looks as it did around 1959.

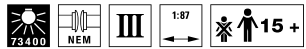
Model: The car is constructed with many details and comes in full-scale length. The underbody and the “Swan Neck” / “Pennsylvania” trucks are specific to this car. The train route sign is imprinted on the car. 7319

current-conducting couplings or 72020/72021 current-conducting couplers, the 73400/73401 (2 per car) lighting kit, and the 73404 pickup shoe can be installed on the car. The minimum radius for operation is 360 mm / 14-3/16”.

Length over the buffers 23.7 cm / 9-5/16”.

DC wheel set E700580.

The class 39 express steam locomotive to go with this car can also be found in the Märklin New Items assortment for 2018 under item number 39395.

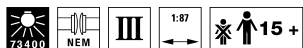


42254 “Hecht” / “Pike” Express Train Passenger Car, 2nd Class

Prototype: German Federal Railroad (DB) type B4üwe “Hecht” / “Pike” express train compartment car, 2nd class. “Bottle Green” basic paint scheme. Train route: Frankfurt(M)-Giessen-Siegen-Troisdorf-Cologne. The car looks as it did around 1959.

Model: All other information can be found in the model description for 42234.



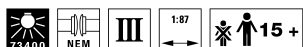


42255 "Hecht" / "Pike" Express Train Passenger Car, 2nd Class

Prototype: German Federal Railroad (DB) type B4üwe "Hecht" / "Pike" express train compartment car, 2nd class. "Bottle Green" basic paint scheme. Train route: Frankfurt(M)-Giessen-Siegen-Troisdorf-Cologne. The car looks as it did around 1959.

Model: All other information can be found in the model description for 42234.

Highlights:
 / Different car number, 2nd class.



42264 "Hecht" / "Pike" Express Train Baggage Car

Prototype: German Federal Railroad (DB) type Pw4ü "Hecht" / "Pike" express train baggage car. "Bottle Green" basic paint scheme. Train route: Frankfurt(M)-Giessen-Siegen-Troisdorf-Cologne. The car looks as it did around 1959.

lighting kit, and the 73404 pickup shoe can be installed on the car. The minimum radius for operation is 360 mm / 14-3/16". Length over the buffers 21.7 cm / 8-1/2". DC wheel set E700580.

Model: The car is constructed with many details and comes in full-scale length. The underbody and the trucks are specific to the Prussian standard design V 4 for baggage cars. 7319 current-conducting couplings or 72020/72021 current-conducting couplers, the 73400/73401 (2 per car)



| 42255 | 42254 | 42234 | 42264 | 39395 |

The Roaring Monster



37949 Class 03 Passenger Steam Locomotive with a Tender

Prototype: Class 03 express 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, German State Railroad lanterns, inductive magnet on one side. Road number 03 219. The locomotive looks as it did around 1954.

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 unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. The rear of the tender has a close coupler with an NEM pocket and a guide mechanism. The minimum radius for operation is 360 mm / 14-3/16". Protective piston sleeves and brake hoses are included. Length over the buffers about 27.5 cm / 10-13/16".

Highlights:

- Improved locomotive/tender connection.



Improved locomotive/tender connection

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Replenishing fuel
Smoke generator contact						Replenishing fuel
Steam locomotive op. sounds						
Locomotive whistle						
Direct control						
Sound of squealing brakes off						
Air Pump						
Whistle for switching maneuver						
Letting off Steam						
Sound of coal being shoveled						
Conductor's Whistle						
Grate Shaken						
Water Pump						
Injectors						
Sanding						
Replenishing fuel						





39236 Class 23.0 Passenger Steam Locomotive with a Tender



© Otto Blaschke

This class 23 is a real gem for every model railroad layout. The prototype proved itself even in pulling trains on lines with many grades. With its marvelous features and the close spacing between the locomotive and tender, it reflects Era III superbly.

Prototype: German Federal Railroad (DB) class 23.0 passenger steam locomotive. Road number 23 003. The locomotive looks as it did around 1963/64.

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. 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".

This model can be found in a DC version in the Trix H0 assortment under item number 22505.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)	█	█	█	█	█
Smoke generator contact	█	█	█	█	█
Steam locomotive op. sounds	█	█	█	█	█
Locomotive whistle	█	█	█	█	█
Direct control	█	█	█	█	█
Sound of squealing brakes off	█	█	█	█	█
Air Pump	█	█	█	█	█
Whistle for switching maneuver	█	█	█	█	█
Letting off Steam	█	█	█	█	█
Water Pump	█	█	█	█	█
Sound of coal being shoveled	█	█	█	█	█
Conductor's Whistle	█	█	█	█	█
Tipping grate	█	█	█	█	█
Injectors	█	█	█	█	█
Sanding	█	█	█	█	█

Improved locomotive/tender connection



See Page 192 for an explanation of the symbols and age information.





The Largest German Steam Locomotive



37454 Class 45 Heavy Freight Steam Locomotive with a Tender

Who wouldn't like this gigantic iron horse!

These giants were under full steam from 1937 to 1969 and were the powerhouses for main lines. You can fire up this impressive achievement again on your main lines.

Prototype: German Federal Railroad (DB) class 45 heavy freight steam locomotive. Version with an older design boiler and a type 2'3 T38 tender. Wagner smoke deflectors. Silver-colored boiler bands. Locomotive road number 45 022. The locomotive looks as it did around 1952.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has high-efficiency propulsion with a flywheel, built into the boiler. 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 locomotive has cab lighting and flickering in the firebox that can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and the tender. There is a close coupler in an NEM pocket,

with a guide mechanism, on the rear of the tender. It can be controlled digitally. The locomotive has a reproduction of the internal cylinder. It also has numerous separately applied lines and grab irons. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included.

Length over the buffers 29.5 cm / 11-5/8".

Highlights:

- **The most powerful German steam locomotive.**
- **Particularly finely detailed metal construction.**

A freight car set to go with this locomotive can also be found in the Märklin H0 assortment under item number 46028 to make longer coal trains.

This model can be found in a DC version in the Trix H0 assortment under item number 22946.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Station Announcements
Smoke generator contact						Replenishing fuel
Steam locomotive op. sounds						Replenishing fuel
Locomotive whistle						Sanding
Direct control						Cab chatter
Sound of squealing brakes off						Switching maneuver
Engineer's cab lighting						Coal being shoveled and firebox flickering
Whistle for switching maneuver						
Flickering Light in Fire Box						
Letting off Steam						
Sound of coal being shoveled						
Tipping grate						
Air Pump						
Injectors						
Water Pump						
Rail Joints						

Older design boiler with handpainted boiler bands



46028

37454



46028 Freight Car Set for the Class 45 Steam Locomotive

Prototype: 7 different design German Federal Railroad (DB) and Saarland Railways (EdS) high-side gondolas. Among them, 1 Association Design type Om (Om Breslau) gondola, with a brakeman's cab. 1 type Ommu (Duisburg) gondola, without a brakeman's cab or brakeman's platform. 1 Interchange Design type Om 21 (Om Königsberg) gondola, with a brakeman's cab. 1 type Om 12 (Om Breslau) gondola, without a brakeman's cab or brakeman's platform. 1 type Om 12 (Om Breslau) gondola, without a brakeman's cab but with a brakeman's platform. 1 Interchange Design type Om (Om Königsberg) gondola, without a brakeman's cab or brakeman's platform. 1 type Omm 37 (Duisburg) gondola, without a brakeman's cab or 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 a load insert of real scale-sized coal. The cars have authentic weathering. Total length over the buffers 79.8 cm / 31-7/16". DC wheel set per freight car E700580.

The class 45 steam freight locomotive goes well with these cars and it can also be found in the Märklin new items assortment for 2018 under item number 37454.

Highlights:

- All of the cars have different car numbers.
- All of the cars have a load of real coal and authentic weathering.
- Ideal cars for the class 45 steam freight locomotive.



The Indispensable "Three Wheeler"



37861 Class V 60 Diesel Switch Engine

By 1961, 942 units of this class V 60 were delivered in two weight variations. It thereby forms one of the German Federal Railroad's largest classes ever built.

Prototype: German Federal Railroad (DB) class V 60 diesel switch engine. Crimson basic paint scheme. Diesel hydraulic drive with a jackshaft. Road number V 60 770. The locomotive looks as it did at the beginning of the Sixties.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high efficiency propulsion. 3 axles and a jackshaft powered. Traction tires. The locomotive has Telex couplers front and rear that can each be controlled separately in digital operation. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The "Double A Light" can be controlled. The handrails are made of metal. Length over the buffers 12 cm / 4-3/4".

Highlights:

- Telex couplers front and rear.
- mfx+ World of Operation digital decoder.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						"Switcher Double "A" Light"
Telex coupler on the front						Rail Joints
Diesel locomotive op. sounds						
Horn						
Telex coupler on the rear						
Direct control						
Headlight(s): Cab2 End						
Warning Sound						
Headlight(s): Cab1 End						
Sound of squealing brakes off						
Switching maneuver						
Brake Compressor						
Letting off Air						
Cab Radio						
Coupler procedure for uncoupling						
Sound of Couplers Engaging						



The Classic V in Railroad History



37806 Class V 200.0 Diesel Locomotive

Prototype: German Federal Railroad (DB) class V 200.0 heavy diesel hydraulic locomotive. General-purpose locomotive in the classic crimson paint scheme as it looked around 1958. Road number V 200 052.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. 4 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 at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends of the locomotive, then the double "A" light function is on at both ends. The cab lighting change over with the direction of travel and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The cab and engine room parts are new tooling. The separately applied side and end grab irons are constructed of metal. The couplers can be replaced with closed end skirting pieces. Length over the buffers 21.0 cm / 8-1/4".

Highlights:

- **Center motor now included. All four axles powered.**
- **Cab lighting.**
- **Engine room lighting.**
- **Engine room parts are new tooling.**
- **mfx+ digital decoder.**

This model can be found in a DC version in the Trix H0 assortment under item number 22754.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)	█	█	█	█	█	Replenishing fuel
Interior lights						
Diesel locomotive op. sounds						
Horn						
Direct control						
Engineer's cab lighting						
Headlight(s): Cab2 End						
Whistle for switching maneuver						
Headlight(s): Cab1 End						
Sound of squealing brakes off						
Blower motors						
Conductor's Whistle						
Brake Compressor						
Letting off Air						
Switching maneuver						
Sanding						



Jack-of-all-Trades



37444 Class E 44 Electric Locomotive

Prototype: German Federal Railroad (DB) class E 44 electric locomotive. "Bottle Green" paint scheme. Road number E 44 088. The locomotive looks as it did in 1959.

Model: The locomotive has an mfx+ digital decoder with 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 headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends of the locomotive, then the double "A" light function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has a servomechanism to raise and lower each pantograph in digital operation. Length over the buffers approximately 17.5 cm / 6-7/8".

Highlights:

- **Servomechanism to raise and lower pantographs in digital operation included.**
- **mfx+ digital decoder included.**

This model can be found in a DC version in the Trix H0 assortment under item number 22710.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)	█	█	█	█	█
Station Announcements	█	█	█	█	█
Electric locomotive op. sounds	█	█	█	█	█
Locomotive whistle	█	█	█	█	█
Direct control	█	█	█	█	█
Sound of squealing brakes off	█	█	█	█	█
Headlight(s): Cab2 End	█	█	█	█	█
Whistle for switching maneuver	█	█	█	█	█
Headlight(s): Cab1 End	█	█	█	█	█
Pantograph control	█	█	█	█	█
Conductor's Whistle	█	█	█	█	█
Pantograph control	█	█	█	█	█
Compressor	█	█	█	█	█
Letting off Air	█	█	█	█	█
Switching maneuver	█	█	█	█	█

Pantographs that can be raised and lowered digitally





46058 Type Omm 55 Gondola

Prototype: German Federal Railroad (DB) type Omm 55, without handbrakes, with truss rods. The car looks as it did around 1959.

Model: The car has a close coupler mechanism, but does not have a load. Length over the buffers about 11.5 cm / 4-1/2". DC wheel set E700580.



46539 "EVA" Standard Design Tank Car

Prototype: Standard design tank car, used on the German Federal Railroad (DB). Older design with pressed sheet metal trucks and a brakeman's platform. Privately owned car for the firm EVA, Eisenbahn-Verkehrsmittel-Aktiengesellschaft / Railroad Transport Resources, Inc., Düsseldorf, Germany. The car looks as it did at the beginning of the Sixties.

Model: The car has special quiet-running trucks. It also has separately applied ladders and catwalks. Length over the buffers 14.2 cm / 5-5/8". DC wheel set E32376004.

Special quiet-running trucks



Electric Mountain Railroading



37487 Class ET 87 Electric Powered Rail Car Train



Crimson and with the charm of the good old days, this three-coupled unit will tempt you to the idyllic branch lines around 1955. Prototypally powered by the center unit, this almost 50 cm / 20" beauty invites you to dream.

Prototype: German Federal Railroad (DB) class ET 87 electric powered rail car train. Wheel arrangement 4-2 + B-2 + 2-4. Consisting of a control car "a" (ES 87 03 a), powered car (ET 87 03) and a control car "b" (ES 87 03 b). Crimson paint scheme. The unit looks as it did around 1955.

Model: The train has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion and a powered center unit. 2 axles powered. Traction tires. Dual headlights and dual red marker lights change over with the direction of travel. The train has factory-installed interior lighting. The headlights / marker lights and the interior lighting can be controlled digitally and will work in conventional operation. Maintenance-free LEDs are used for the lighting. The passenger areas have interior details. There is an open view into the engineer's cabs in the end cars. There is a close-coupled special connection between the cars. The ends of the train have NEM coupler pockets. Length over the buffers 49.0 cm / 19-5/16".

This model can be found in a DC version in the Trix H0 assortment under item number 22738.





Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Interior lights					
Electric locomotive op. sounds					
Locomotive whistle					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Bell					
Headlight(s): Cab1 End					
Pantograph Sounds					
Blower motors					
Conductor's Whistle					
Brake Compressor					
Letting off Air					

See Page 192 for an explanation of the symbols and age information.





Impressive Power Equipment



49570 Ardelt 57 Metric Ton Steam Crane

Prototype: German Federal Railroad (DB) 6-axle railroad rotary crane car with Ardelt system steam propulsion with a lifting capacity of 57 metric tons, with a crane tender car (converted from a type Rms Stuttgart car) and an equipment car. "Bottle Green" paint scheme for the steam crane. Road number "München 6664". The cars look as they did around 1958.

Model: The crane car has an mfx+ digital decoder and sound functions. The crane superstructure with its boom can be rotated 360° on the ring gear. The boom can be raised and lowered by means of a pulley. The main hook made of metal can be raised and lowered by means of a pulley. The crane cab lighting can be controlled digitally. Two floodlights on the boom can be controlled digitally. LEDs are used for the lighting. The crane car has a built-in smoke unit that can be controlled digitally. 4 support arms can be swung out manually and they can be positioned with spindles on the bases included with the crane car. The smoke stack with a smoke hood can be removed or installed. A counterweight made of metal can be partially removed and placed on the buffer attachment. The crane car has a 6-axle car frame and a crane housing constructed of metal. There is a stake car (converted from a type Rms Stuttgart car) with a guide block as a crane tender car. A former Association Design type G car with end area reinforcement and without a hand brake functions as an equipment car. The minimum radius for operation is 437.5 mm / 17-1/4"! Total length over the buffers approximately 146 cm / 57-1/2".

Highlights:

- Steam crane car completely new tooling constructed chiefly of metal.
- DCC/mfx digital decoder with extensive sound functions included.
- Crane superstructure with its boom can be rotated 360°.
- Boom can be raised and lowered by means of a pulley.
- Main hook can be raised and lowered by means of a pulley.
- Cab lighting.
- Two working floodlights.
- Built-in smoke unit.
- New tooling for the crane tender car.

This model can be found in a DC version in the Trix H0 assortment under item number 23057.

One-time series.



Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Light Function					
Smoke generator					
Crane operating sounds					
Raise/Lower Crane Boom					
Rotate Crane Boom					
Raiser/Lower Crane Hook					
Light in compartment					
Surrounding sounds					
Surrounding Sounds 1					
Surrounding Sounds 2					
Surrounding Sounds 3					



Maintenance and expansion of a rail network are essential for smooth railroad operations. Among the work required for this are the changing out of turnouts, the trimming of trees that have grown too high, or the reroiling of locomotives and cars. After accidents, locomotives and cars must be salvaged, rubble has to be removed, and rescue measures often have to be led quickly and efficiently under enormous time constraints. The conditions for this are often only suboptimal or simply bad. Sometimes a rail line has no road next to it or it is completely isolated such as in tunnels, on grades, or in deep cuts in the landscape. Often there is also a quantity of obstacles such as catenary, station platforms, masts, pillars and poles, or signal installations to manage. The railroad therefore needs cranes specially adapted to perfection for its requirements. These units must ensure appropriate maneuverability and mobility on the track with and without a load, efficient power for lifting, supporting, positioning, and excellent maneuverability even in tricky areas difficult to access.

There was a lot to clear away in the Western Zones after World War II and the DRG thus ordered four steam cranes in 1948 from the firm Ardelt. These units had a lifting capacity of 57 metric tons and were delivered in 1949. They were rostered by the just established DB as Essen 6660, Mainz 6600, München 6664, and Wuppertal 6602. These cranes were designed in such a way that their counterweight could be stored on the sub-frame of the crane car and the lower parts of the counterweight could be stored by means of two spool wheels in the "hawker's tray" between the buffer beam and support arm pivots. This allowed an adequate boom swing on this six-axle unit without exceeding the center axle load of 18 metric tons and an acceptable support width of six meters / 19 feet 6 inches while still maintaining a maximum lifting capacity of 57 metric tons. During transport, the smoke

stack addition merely had to be removed and secured behind and above the weights. The crane car's total weight was 106 metric tons. A stake car put in front with a mounting block as a boom tender prevented the boom from swinging out during transport. This 22.6 meter / 73 foot 5 inch long team was allowed a maximum speed of 80 km/h / 50 mph when used in freight trains. The main tasks of these cranes were placing locomotives and cars on the track, bridge construction sites, and reloading, whereby even

the heaviest locomotives could be put back on the track by two cranes working together. A reversible 75 horsepower two-cylinder steam engine in the steam-powered crane provided the required drive mechanism. All four cranes were retired in 1978/79, but one remains preserved at the Auto & Technology Museum in Sinsheim. The former "6600 Mainz" can be admired there coupled to a fireless steam locomotive.



© Fritz Willke, Slg. Stefan Carstens



In M.U. (Multiple Unit) Operation between Aachen and Montzen



37009 Class 212 Diesel Locomotive

Prototype: German Federal Railroad (DB) class 212 diesel locomotive. Crimson basic paint scheme. Locomotive road number 212 067-3. The locomotive looks as it did in the Mid-Seventies.

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. Traction tires. 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 are off at both ends of the locomotive, then the double "A" light function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included. Length over the buffers 14.1 cm / 5-9/16".

Highlights:

- **mfx+/DCC digital decoder included.**
- **Extensive sound functions.**

This model can be found in a DC version in the Trix H0 assortment under item number 22826.

Digital Functions	CU	MS	MS2	CS1	CS2-3	CS2-3
Headlight(s)						"Switcher Double "A" Light"
Conductor's Whistle						Sanding
Diesel locomotive op. sounds						Sound of Couplers Engaging
High Pitch Horn						Station Announcements
Direct control						
Sound of squealing brakes off						
Headlight(s): Cab2 End						
Low Pitch Horn						
Headlight(s): Cab1 End						
Doors Closing						
Letting off Air						
Brake Compressor						
Blower motors						
Replenishing fuel						
Rail Joints						
Switching maneuver						



47946 Tank Car

Prototype: Heavy oil tank car, used on the German Federal Railroad (DB). Four-axle railroad maintenance car type. Brakeman's platform included.

Model: This is a heavy oil maintenance car with a new car number. The ladder at the end and the detailed sheet metal sheathing are modelled. The car has NEM coupler pockets and a close coupler mechanism. Length over the buffers 13.1 cm / 5-1/8". DC wheel set E700580.

This model can be found with a different car number in a DC version in the Trix H0 assortment under item number 24046.

Highlights:

- **Detailed construction.**
- **Brakeman's platform included.**

*New car number
Ideal for unit trains*





37426 Class 114 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 114 electric locomotive. The locomotive looks as it did in 2002. Road number 114 037-5.

Model: The locomotive has an mfx+ digital decoder with extensive sound functions. It also has controlled, high-efficiency propulsion. 2 axles powered. Traction tires. The cabs have interior details. 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 switching range is on, then the double "A" light function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has a "Traffic Red" basic paint scheme with rectangular headlights. There are two plug sockets at each end of the locomotive and ventilation grills appropriate to the class. Length over the buffers approximately 19.1 cm / 7-1/2".

Highlights:

- **New ventilation grills.**
- **Two plug sockets on each end.**

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Warning announcement
Surrounding sounds						
Electric locomotive op. sounds						
Warning Sound						
Direct control						
Sound of squealing brakes off						
Rear Headlights off						
Whistle for switching maneuver						
Front Headlights off						
Sanding						
Blower motors						
Conductor's Whistle						
Compressor						
Letting off Air						
Switching maneuver						
Coupler sounds						



Vent grills corresponding to the class

The class 114 – prototypical even in the details



Off on Maneuvers by Train



36432 Class 232 Heavy Diesel Locomotive

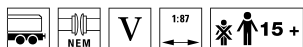
Prototype: German Railroad, Inc. (DB AG), DB Cargo business area, class 232 "Ludmilla" heavy diesel locomotive. Locomotive road number 232 357-4. The locomotive looks as it did in the mid-Nineties.

Model: The locomotive has an mfx digital decoder and extensive sound functions. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of power, 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 are turned off, then the "Double ‚A‘ Light" function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. Length over the buffers 23.9 cm / 9-3/8".

Highlights:

- Locomotive includes an mfx/DCC decoder and a variety of sound functions.
- Detailed, affordable beginner locomotive with extensive features.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Operating sounds					
Diesel locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
High Pitch Horn					
Headlight(s): Cab1 End					
Station Announcements					
Blower motors					
Sound of Couplers Engaging					
Compressor					
Letting off Air					
Train radio					
Sanding					



48746 Type Rlmpms Heavy-Duty Flat Car

Prototype: German Federal Army type Rlmpms heavy-duty flat car loaded with a German Federal Army Marder defense tank, used on the German Railroad, Inc. (DB AG).

Model: The heavy-duty flat car frame is constructed of metal. Load restraints are included. The model of the military vehicle has a detailed tank, superstructure, and chain units constructed of metal. Additional separately applied components are made of detailed plastic. The turret and the weapon are movable. The unit is authentically painted. It is also

lettered with identification markings. Length about 7.8 cm / 3-1/16". The military vehicle model is supplied by Schuco. Length over the buffers about 12.4 cm / 4-7/8". DC wheel set E700580.

This car is available with a different car number as a variation:



48747 Type Rlmpms Heavy-Duty Flat Car



48797

48794

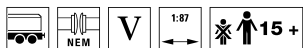
48793

48748

48747

48746

36432



48748 Type Rlmmps Heavy-Duty Flat Car

Prototype: German Federal Army type Rlmmps heavy-duty flat car loaded with a German Federal Army Leopard 2A6 attack tank, used on the German Railroad, Inc. (DB AG).

Model: The heavy-duty flat car frame is constructed of metal. Load restraints are included. The model of the military vehicle has a detailed tank, superstructure, and chain units constructed of metal. Additional separately applied components are made of detailed plastic. The turret and the weapon are movable. The unit is authentically painted. It is also lettered with identification markings. Length about 8.9 cm / 3-1/2", with

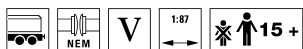
the cannon about 11 cm / 4-5/16". The military vehicle model is supplied by Schuco. Length over the buffers about 12.4 cm / 4-7/8". DC wheel set E700580.



This car is available with a different car number as a variation:



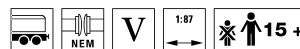
48793 Type Rlmmps Heavy-Duty Flat Car



48794 Type Rlmmps Heavy-Duty Flat Car

Prototype: German Federal Army type Rlmmps heavy-duty flat car loaded with a German Federal Army Fuchs 1 (TPz1) transport tank, used on the German Railroad, Inc. (DB AG).

Model: The heavy-duty flat car frame is constructed of metal. Load restraints are included. The model of the military vehicle has a superstructure constructed of metal. Additional separately applied components are made of detailed plastic. The unit is authentically painted. It is also lettered with identification markings. Length about 7.9 cm / 3-1/8". The military vehicle model is supplied by Schuco. Length over the buffers about 12.4 cm / 4-7/8". DC wheel set E700580.



48797 Type Rlmmps Heavy-Duty Flat Car

Prototype: German Federal Army type Rlmmps heavy-duty flat car loaded with a German Federal Army MAN 10t GL truck, used on the German Railroad, Inc. (DB AG).

Model: The heavy-duty flat car frame is constructed of metal. Load restraints are included. The model of the truck has a frame, cab, and flatbed constructed of metal. Additional separately applied components such as the loading crane are made of detailed plastic. The tarp is removable. The unit is authentically painted. It is also lettered with identification markings. Length about 11.6 cm / 4-9/16". The military vehicle model is supplied by Schuco. Length over the buffers about 12.4 cm / 4-7/8". DC wheel set E700580.

Right truck side
Loading crane covered



Left truck side





See Page 192 for an explanation of the symbols and age information.

High Speed in the New Design



36202 Class 102 Electric Locomotive



© Archiv Märklin

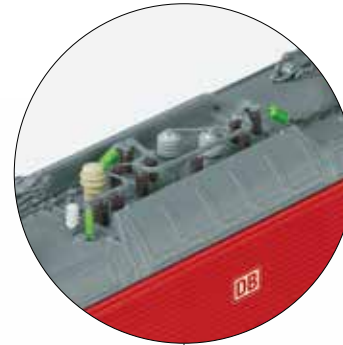
Prototype: German Railroad, Inc. (DB AG) class 102 electric locomotive (Škoda Type 109 E) in the "Traffic Red" paint scheme. The locomotive looks as it did new in 2016. Road number 102 003-1.

Model: This electric locomotive is constructed of metal and includes an mfx digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. Triple headlights and two 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 are turned off, then the "Double ‚A‘ Light" function is on at both ends. Warm white and red LEDs are used for the lighting. There are 2 mechanically working pantographs (no power pickup from catenary). Length over the buffers approximately 20.7 cm / 8-1/8".

Highlights:

- **Completely new tooling for the modern Škoda Type 109 E electric locomotive.**
- **Locomotive includes a built-in mfx decoder and a variety of sound functions.**
- **Couplers include a guide mechanism.**

This model can be found in a DC version in the Trix H0 assortment under item number 22195.



Prototypical:
The roof equipment of the class 102

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)					
Station Announcements					
Electric locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Whistle for switching maneuver					
Headlight(s): Cab1 End					
Doors Closing					
Blower motors					
Conductor's Whistle					
Brake Compressor					
Letting off Air					
Sanding					
Train announcement					



The new face of the Munich-Nürnberg Express

A hand sample is shown in the image.





37447 Class 146.5 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 146.5 electric locomotive for long-distance service. Dual system locomotive from the TRAXX family of locomotives (P 160 AC2). Light gray long-distance paint scheme with "Traffic Red" striping, in the current IC design. Locomotive for the train routing: IC 2035 from Norddeich to Leipzig Hbf. Road number 146 575-6. The locomotive looks as it did starting in 2015.

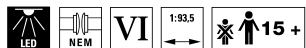
Model: The locomotive has an mfx+ digital decoder with extensive sound functions. Different station announcements alternate with the direction of travel. A greeting for passengers just boarded and train announcements for the next stop also alternate with the direction of travel. The loco-

motive has controlled, high-efficiency propulsion with a flywheel, 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 are off at both ends of the locomotive, then the double "A" light function is on at both ends. Lighted train destination display "IC 2035 Leipzig Hbf" at the ends above the cabs. Maintenance-free warm white and red LEDs are used for the lighting. Length over the buffers 21.7 cm / 8-1/2".

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Sanding
Station Announcements						Blower motors
Electric locomotive op. sounds						Letting off Air
Horn						Compressor
Direct control						Station Announcements
Sound of squealing brakes off						
Headlight(s): Cab2 End						
High Pitch Horn						
Headlight(s): Cab1 End						
Surrounding sounds						
Conductor's Whistle						
Doors Closing						
Greeting						
Train announcement						
Sound of Couplers Engaging						
Pantograph Sounds						



New Tooling for the IC2 Bi-Level Cars

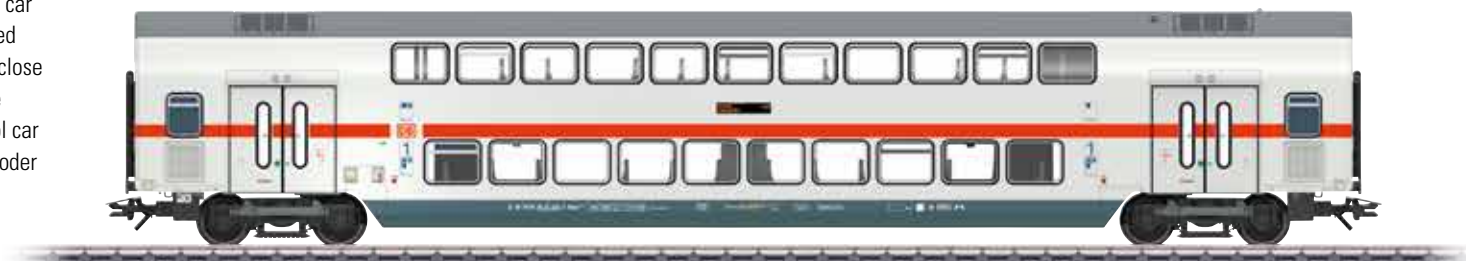


43481 IC2 Bi-Level Intermediate Car, 1st Class

Prototype: German Railroad, Inc. (DB AG) type DApza 687.2, bi-level intermediate car, 1st class, for long-distance service. Light gray long-distance service paint scheme with “Traffic Red” stripes, in the current IC design. Train route: IC 2035 from Norddeich to Leipzig Hbf. Car position number 5. The car looks as it did in 2016.

Model: The minimum radius for operation is 360 mm / 14-3/16”. The car has high-mounted entries above the trucks. It also has factory-installed LED interior lighting on both levels and operating current-conducting close couplers. The car has lighted train destination signs on the sides. The interior lighting only works in conjunction with the bi-level cab control car and it can be turned on and off in digital operation by means of a decoder

in the cab control car. A defined car order is specified to do this. The ends of the car have transparent red marker light inserts. The car has prototypical Görlitz design trucks with separately applied folding steps. Length over the buffers 28.6 cm / 11-1/4”.



43483 IC2 Bi-Level Cab Control Car, 2nd Class

Prototype: German Railroad, Inc. (DB AG) type DBpbzfa 668.2 bi-level cab control car, 2nd class, for long-distance service. Light gray long-distance service paint scheme with “Traffic Red” stripes, in the current IC design. Train route: IC 2035 from Norddeich to Leipzig Hbf. Car position number 1. The car looks as it did in 2016.

Model: The minimum radius for operation is 360 mm / 14-3/16”. The car has low-mounted entries between the trucks. It also has factory-installed LED interior lighting on both levels and an operating current-conducting close coupler on the end of the car without an engineer’s cab. The car has a lighted train destination sign on the end of the car. The interior lighting and the train destination signs on the sides of the other bi-level intermediate cars can be turned on and off in digital operation by means of a decoder in the cab control car. A defined car order is specified to do this. The triple headlights and dual red marker lights change over with the direction of travel and can be controlled digitally. Long-distance headlights can also be controlled digitally. The headlights / marker lights changeover, interior lighting, and the train destination signs on the sides will work in conventional operation. By removing a piece of skirting, a normal coupler can be installed on the end of the car with an engineer’s cab to allow a

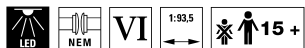
locomotive to couple to that end of the train. The end of the car without an engineer’s cab has transparent red marker light inserts. The car has prototypical Görlitz design trucks. Length over the buffers 29.2 cm / 11-1/2”.



Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)	█	█	█	█	█
Long distance headlights	█	█	█	█	█
Train destination sign	█	█	█	█	█
Interior lights	█	█	█	█	█



See Page 192 for an explanation of the symbols and age information.



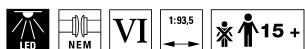
43482 IC2 Bi-Level Intermediate Car, 2nd Class

Prototype: German Railroad, Inc. (DB AG) type DBpza 682.2 bi-level intermediate car, 2nd class, for long-distance service. Light gray long-distance service paint scheme with “Traffic Red” stripes, in the current IC design. Train route: IC 2035 from Norddeich to Leipzig Hbf. Car position number 2. The car looks as it did in 2016.

Model: All other information can be found in the model description for 43481.



These cars are also available in variations with car order number 3:



43484 IC2 Bi-Level Intermediate Car, 2nd Class

These cars are also available in variations with car order number 4:



43485 IC2 Bi-Level Intermediate Car, 2nd Class



37447

43481

43482

43484

43485

43483

The newest generation of TRAXX



36637 Class 147 Electric Locomotive



Prototype: German Railroad, Inc. (DB AG) class 147 electric locomotive (TRAXX AC 3 LM) and without flex panels. Built by Bombardier as a regular production locomotive from the TRAXX 3 type program. Road number 147 009-5. The locomotive looks as it did starting in December 2016.

Model: The electric locomotive is constructed of metal and has an mfx digital decoder and extensive sound functions. The locomotive has a special 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 are off at both ends of the locomotive, then the double "A" light function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. There are 2 mechanically working pantographs (no power pickup from catenary). Prototypical reproduction of the side surfaces. Length over the buffers 21.7 cm / 8-1/2".

Highlights:

- Modern Bombardier TRAXX 3 electric locomotive constructed of metal.
- mfx digital decoder and a variety of sound functions included.
- Version without flex panels on the sides of the locomotive.
- Detailed, affordable beginner model with extensive features.

This model can be found in a DC version in the Trix H0 assortment under item number 22689.

*The newest generation of TRAXX
Die-cast model*

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Train announcement					
Electric locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
High Pitch Horn					
Headlight(s): Cab1 End					
Station Announcements					
Blower motors					
Conductor's Whistle					
Compressor					
Letting off Air					
Sanding					
Warning announcement					



43570

43571

36637



36197 Class 170 Electric Locomotive

Prototype: DB Schenker Rail class 170 electric locomotive. Built by Siemens as a regular production locomotive from the Vectron type program.

Model: The electric locomotive is constructed of metal, has a DCC/mfx digital decoder, and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The locomotive has triple headlights and dual red marker lights that will work in conventional operation and that 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 are turned off, then the "Double 'A' Light" function is on at both ends. Warm white and red LEDs are used for the lighting. 2 mechanically working (not connected for catenary power) pantographs. Length over the buffers 21.8 cm / 8-9/16".

Highlights:

➤ **Locomotive includes a built-in mfx decoder and a variety of sound functions.**

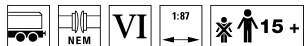
Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)	█	█	█	█	█
Operating Sounds 1	█	█	█	█	█
Electric locomotive op. sounds	█	█	█	█	█
Horn	█	█	█	█	█
Direct control	█	█	█	█	█
Sound of squealing brakes off	█	█	█	█	█
Headlight(s): Cab2 End	█	█	█	█	█
Whistle for switching maneuver	█	█	█	█	█
Headlight(s): Cab1 End	█	█	█	█	█
Sound of Couplers Engaging	█	█	█	█	█
Operating Sounds 2	█	█	█	█	█
Letting off Air	█	█	█	█	█
Blower motors	█	█	█	█	█
Conductor's Whistle	█	█	█	█	█
Compressor	█	█	█	█	█
Rail Joints	█	█	█	█	█

Die-cast model
Full sound digital model with outstanding value
for the money



See Page 192 for an explanation of the symbols and age information.

The Specialists on the Dock



47800 Type Sggrss 80 Double Container Transport Car

Prototype: Type Sggrss 80 (DB Type Sggrss 733) 6-axle double container transport car with articulation, for combined load service. "Traffic Red" basic paint scheme. German Railroad, Inc. (DB AG), used on the freight railroad Railion DB Logistics, registered in Germany. Loaded with two 40-foot box containers. The car looks as it currently does in real life.

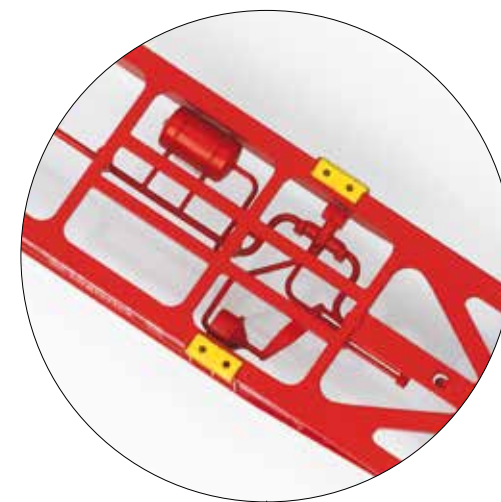
Model: The cars have prototypical partially open transport car floors constructed of metal, with striking fish belly design side sills. The trucks are type Y 25. Both transport car halves are mounted flexibly on the center truck. The underside of the transport car floors have separately applied brake lines and air tanks. There are folding crossover plates on the upper side of the transport car floors in the area of the articulation. There are separately applied handrails above the car ends and the switching hooks. The cars are loaded with two 40-foot box containers that can be removed. Length over the buffers 30.7 cm / 12-1/8". DC wheel set E700580.

Highlights:

- **Completely new tooling for the type Sggrss 80 double container transport car.**
- **Detailed construction chiefly of metal.**
- **Used in container trains as unit trains for ocean harbor to interior service.**
- **Containers are removable and can be stacked.**

Modern freight locomotives to go with these cars are the classes 152, 185, 189, or 193, and they can be found in the Märklin H0 assortment.

Other double container transport cars to form unit trains can be found under the Märklin item numbers 47801, 47802, and 47803 as well as the Trix item numbers 24800 and 24801.



Refined down to the details:
Air and brake lines are easily recognized

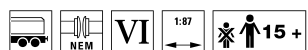


47803

47801

47800

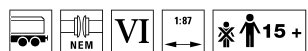
36196



47801 Type Sggrs 80 Double Container Transport Car

Prototype: Type Sggrs 80 (DB Type Sggrs 733) 6-axle double container transport car with articulation, for combined load service. "Traffic Red" basic paint scheme. German Railroad, Inc. (DB AG), registered in Germany. Loaded with a 40-foot box container and a 20-foot box container. The car looks as it currently does in real life.

Model: The cars are loaded with a 40-foot box container and a 20-foot box container that can be removed. All other information can be found in the model description for 47800.



47803 Type Sggrs 80 Double Container Transport Car

Prototype: Type Sggrs 80 (DB Type Sggrs 733) 6-axle double container transport car with articulation, for combined load service. Light gray basic paint scheme. Privately owned car for the firm AAE Cargo AG, CH-Baar, Switzerland, leased to BoxXpress, Hamburg, registered in Germany. Loaded with two 40-foot box containers. The car looks as it currently does in real life.

Model: All other information can be found in the model description for 47800.



See Page 192 for an explanation of the symbols and age information.

Prost mein Engel / Cheers my Angel



45025 Beer Car

Prototype: Privately owned type Ibpqqs beer refrigerator car for the brewery Engel GmbH & Co. KG, Crailsheim, Germany. Lettered with "Prost mein Engel" / "Cheers my Angel" advertising theme.

Model: The car has inset roof vents. It also has separately applied ladders on the ends.

Length over the buffers 13.4 cm / 5-1/4".

DC wheel set E32376004. Trix Express wheel set E36660700.

Continuation of the popular refrigerator car series



*Prost
mein
Engel*



Easter



48071 Easter Car for 2018

Prototype: Type Ibpqqs beer refrigerator car.

Model: The refrigerator car has an Easter design. It also has separately applied roof vents. The car has separately applied ladders on the ends.

Length over the buffers 13.4 cm / 5-1/4".

DC wheel set E32376004. Trix Express wheel set E36660700.







39251 Class C 5/6 "Elephant" Steam Locomotive with a Tender

There were oil-fired steam locomotives even in Switzerland. At the end of 1953, the "Oilephant" – the converted class C 5/6 "Elephant", road number 2976, first began running. With oil firing based on the Sprenger system, this unit quickly showed its advantages compared to coal-fired locomotives. Demonstrably lower fuel consumption as well as simpler operation and trouble-free adaptation to different load relationships had the experts' attention. The foreseeable discontinuation of steam locomotives on the SBB then resulted unfortunately in no more conversions.

Prototype: Swiss Federal Railways (SBB) class C 5/6 "Elephant" steam freight locomotive, with a 3-axle tender and conversion to oil firing. Locomotive road number 2976. The locomotive looks as it did in the Fifties.

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 chiefly of metal. The locomotive has a factory-installed 72270 smoke unit. The triple headlights on the locomotive and 2 lights on the tender change over with the direction of travel. They and the built-in smoke unit will work in conventional operation and can be controlled digitally. The cab lighting can also be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. There is an adjustable coupling with a guide mechanism between the locomotive and tender. The front of the locomotive has an NEM pocket and a close coupler. The rear of the tender has an NEM pocket, a close coupler, and a guide mechanism. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and imitation prototype couplers are included. Length over the buffers 22.3 cm / 8-3/4".

Highlights:

- **The most powerful SBB steam locomotive, with the nickname "Elephant".**
- **The only locomotive of this class converted to oil firing.**
- **Prototypical tooling changes including an oil tank on the tender.**
- **Cab lighting can also be controlled digitally.**
- **Factory-installed smoke unit.**
- **World of Operation mfx+ digital decoder and extensive operating and sound functions included.**

This model can be found in a DC version in the Trix H0 assortment under item number 22926.

One-time series.

Thanks to the coupler mechanism, the "Oilephant" even masters sharp curves



Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Smoke generator					
Steam locomotive op. sounds					
Locomotive whistle					
Direct control					
Sound of squealing brakes off					
Engineer's cab lighting					
Whistle for switching maneuver					
Letting off Steam					
Replenishing fuel					
Air Pump					
Water Pump					
Injectors					
Switching maneuver					
"Switcher Double "A" Light"					
Replenishing fuel					

SBB Class C 5/6 Steam Locomotive, Road Number 2976, with Oil Firing

After the Swiss Federal Railways (SBB) took over the Gotthard Line in 1909, it quickly became apparent that locomotives had to be acquired with greater performance in order to make operations on the steep grades on the Gotthard and the approach lines on flat territory more efficient. In addition to serving as motive power for freight locomotives, these locomotives also had to be capable of pulling express trains on the steep grades, which required a maximum speed of 65 km/h / 41 mph in addition to high pulling power. The two prototypes, road numbers 2901 and 2902, of the class C 5/6 were available for testing as early as 1913. They were equipped with four-cylinder running gear and simple expansion, which did not turn out particularly well. On the regular production locomotives, recourse was therefore made to the good experiences with the running gear for the C 4/5 locomotives in the series 2701-32 and four-cylinder compound running gear based on "Von-Borries" was installed. Between 1913 and 1917, 28 regular production

units were placed into service with the road numbers 2951-2978, whereby road number 2978 was also the last standard gauge steam locomotive delivered to the SBB. However as early as 1921, these units (immediately designated as "Elephants") became superfluous with the complete electrification of the Gotthard Line, and they were transferred to flat territory as well as to large switchyards. Even though Swiss steam operation had lost importance due to the rapid electrification of the main lines, there was still experiments with oil firing on steam locomotives to save fuel and realize simpler operation. The designer Edwin Sprenger from Goldau patented such a setup and in the Thirties, he tested it on an SBB Ec 3/5. In 1952, Sprenger asked the SBB again whether he could install his improved oil firing on a C 5/6 and test it in operation. The SBB agreed and the C 5/6, road number 2976, was selected. Shortly before this, it had been overhauled internally with the replacement of the firebox tube wall and was now ready to run trouble-free. The first official test run with a freight train took place on December 3, 1953 between Erstfeld and Aarau and the results were encouraging. The oil consumption was significantly less than coal firing. Initially, the locomotive was run with heating oil, which was carried in a 4,000 liter / 1,057 gallon tank in the tender. Later, the tank volume was increased to 7,000 liters / 1,849 gallons and a steam heating system was installed so that the unit could be fired with cheaper heavy oil. Despite the good results with the "Oilephant", the SBB showed little interest in converting other locomotives. In December of 1962, the C 5/6, road number 2976, was "mothballed" in Erstfeld and it was no longer put into operation. After its official retirement at the end of March 1965, it was then quickly scrapped.



Wonderfully realized with many details –
The 7,000 liter / 1,849 gallon tank in the former coal tender



46056

39251

“Seetal Crocodiles”

The lines for the Swiss Seetal Railroad near Wildegg and Beromünster were electrified from 1910 to 1930 with 5.5 kilovolts / 25 Hertz current, a leftover from the private railroad era. When the railroads were nationalized in 1922, the SBB took the simultaneous decision to standardize the system of current for powering locomotives and to purchase a new locomotive. Hence, in 1926 three of the class De 6/6 were already equipped for the standard current of 15 kilovolts / 16 2/3 Hertz.

The “Seetal Crocodile” lives up to its name: The design for its frame is quite similar to that of the famous SBB Crocodiles. Two groups of driving wheels (here without pilot trucks) support a three-part body. Since the Seetal locomotives had to be more maneuverable and lighter, suitable mechanical parts were used from the small class Ee 3/3 switch engine built at the same time.

Each power truck frame is driven by a motor via a jackshaft and diagonal side rods, the whole putting out 850 kilowatts or 1,140 horsepower, and enabling a top speed of 50 km/h or 31 mph. A characteristic feature of these units are the large air intakes on the appliance side of the locomotive for cooling the transformers, and the single pantograph.

These three small Crocodiles were in use on the SBB until 1983, since the 1950s primarily as switch engines. Road numbers 15302 and 15303 were scrapped in the spring of 1983. Road number 15301 came to the Oensingen-Balsthal Railroad, where it was used for another 10 years as a freight locomotive. This single preserved locomotive is maintained at present by the “Seetalkrokodil 15301” Association.

Digital Functions	CU	MS	MS2	CS1	CS2-3	CS2-3
Headlight(s)						Rail Joints
Electric locomotive op. sounds						Doors Closing
Locomotive whistle						
Direct control						
Sound of squealing brakes off						
Headlight(s): Cab2 End						
Whistle for switching maneuver						
Headlight(s): Cab1 End						
Sound of Couplers Engaging						
Conductor's Whistle						
Letting off steam / air						
Brake Compressor						
Pantograph Sounds						
Switching maneuver						
Blower motors						
Sanding						



37511 Class De 6/6 „Seetal Crocodile” Electric Locomotive

Prototype: Swiss Federal Railways (SBB) Class De 6/6 “Seetal Crocodile”. Brownish red basic paint scheme. Locomotive road number 15302. The locomotive looks as it did in the mid-Sixties.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel. 6 axles powered. Traction tires. The locomotive has an articulated frame to enable it to negotiate sharp curves. The triple headlights and a white marker light (Swiss light changeover) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white LEDs are used for the headlights. The locomotive has separately applied metal grab irons. Brake hoses are included separately. Length over the buffers 16.2 cm / 6-3/8”.

Highlights:

- Locomotive road number 15302 as it looked in Era III.
- World of Operation mfx+ digital decoder and extensive operating and sound functions included.

This model can be found in a DC version in the Trix H0 assortment under item number 22961.





36353 Class Ee 3/3 "Halbschuh" / "Casual Shoe" Electric Switch Engine

Prototype: Former Swiss Postal System PTT class Ee 3/3 "Halbschuh" / "Casual Shoe" electric switch engine. Oxide red version. Design from the first production series in 1927/28, with a cab at one end and a switch-man's platform at the front. The locomotive looks as it did in Era IV.

Model: The locomotive has an mfx+ digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a miniature motor and a flywheel. 3 axles powered. Traction tires. The triple headlights and dual white marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The lighting can be changed in digital operation to the Swiss headlight / marker light code, with 1 white marker light as well as 1 red marker light when the locomotive is running "light". Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has finely detailed metal construction with many separately applied parts. It also has detailed roof equipment with double-arm pantographs. Length over the buffers 10.9 cm / 4-1/4".

This model can be found in an AC version in the Märklin H0 assortment under item number 22392.

Highlights:

- **Finely detailed metal construction.**
- **World of Operation mfx+ digital decoder and extensive sound functions included.**
- **Warm white and red LEDs for lighting.**

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)	█	█	█	█	█
Marker light(s)	█	█	█	█	█
Electric locomotive op. sounds	█	█	█	█	█
Locomotive whistle	█	█	█	█	█
Direct control	█	█	█	█	█
Sound of squealing brakes off	█	█	█	█	█
Marker light(s)	█	█	█	█	█
Whistle for switching maneuver	█	█	█	█	█
Sound of Couplers Engaging	█	█	█	█	█
Letting off Air	█	█	█	█	█
Blower motors	█	█	█	█	█
Brake Compressor	█	█	█	█	█
Pantograph Sounds	█	█	█	█	█
Switching maneuver	█	█	█	█	█



47060 Type Rilns Sliding Tarp Car

Prototype: Type Rilns four-axle sliding tarp car with a blue tarp. SBB/CFF/FFS Cargo sliding tarp car. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with rectangular buffers.

Model: The car has type Y 25 trucks in reddish brown. It also has a metal insert for good running characteristics. The underbody is specific to this type of car. The car has many separately applied details and a representation of a closed tarp. Length over the buffers 22.9 cm / 9". DC wheel set E700580.



See Page 192 for an explanation of the symbols and age information.



43372 Lightweight Steel Passenger Car, 3rd Class

Prototype: Swiss Federal Railways (SBB CFF FFS) type C4ü, car numbers 5596-5715, lightweight steel car, 3rd class, with 2 entry doors per side. The car looks as it did before the class reform in 1956.

Model: The car has a fir green paint scheme with diaphragms originally used on the car. 7319 current-conducting couplings or 72020/72021 current-conducting close couplers, and the 73400/73401 interior lighting kit can be installed on the car. Length over the buffers 26.0 cm / 10-1/4". DC wheel set E700580.

Passenger cars to go with this car can be found in the Märklin H0 assortment under item numbers 43362, 43382, 43392, and 43402.



43362 Lightweight Steel Passenger Car, 2nd Class

Prototype: Swiss Federal Railways (SBB CFF FFS) type B4ü, car numbers 2207-40, lightweight steel car, 2nd class, with 2 entry doors per side. The car looks as it did before the class reform in 1956.

Model: All other information can be found in the model description for 43372.

Passenger cars to go with this car can be found in the Märklin H0 assortment under item numbers 43372, 43382, 43392, and 43402.

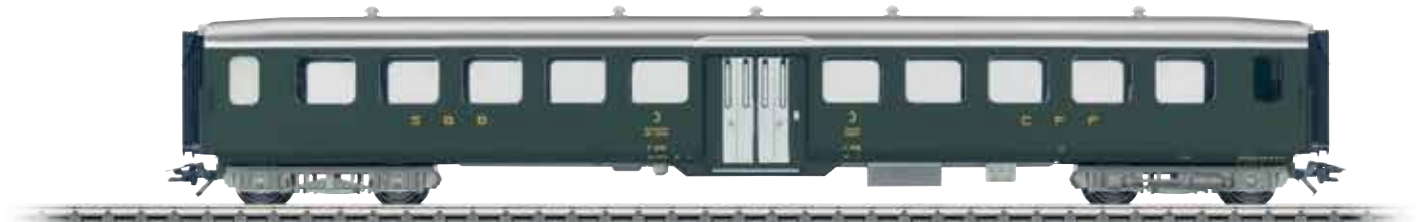


43382 Lightweight Steel Passenger Car, 3rd Class

Prototype: Swiss Federal Railways (SBB CFF FFS) type C4ü, car numbers 6069-6100, lightweight steel car, 3rd class, with 1 entry door per side. The car looks as it did before the class reform in 1956.

Model: All other information can be found in the model description for 43372.

Passenger cars to go with this car can be found in the Märklin H0 assortment under item numbers 43362, 43372, 43392, and 43402.





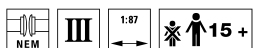
43392 Lightweight Steel Type Dr4 Dining Car

Prototype: Swiss Federal Railways (SBB CFF FFS) type Dr4(ü), car numbers 10121-10126, lightweight steel dining car. The car looks as it did between 1953 and 1956.

Model: The car has a fir green paint scheme with diaphragms originally used on the car. 7319 current-conducting couplings or 72020/72021 current-conducting close couplers, the 73405 pickup shoe, and the 73400/73401 interior lighting kit (2 per car) can be installed on the car. Length over the buffers 26.0 cm / 10-1/4". DC wheel set E700580.



Passenger cars to go with this car can be found in the Märklin H0 assortment under item numbers 43362, 43372, 43382, and 43402.



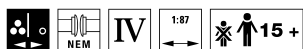
43402 Lightweight Steel Baggage Car

Prototype: Swiss Federal Railways (SBB CFF FFS) type F4(ü), car numbers 18850-18999, lightweight steel baggage car. The car looks as it did before 1956.

Model: 73405 pickup shoe, and 73400/73401 interior lighting kit (1 per car). Length over the buffers 21.1 cm / 8-5/16". DC wheel set E700580. All other information can be found in the model description for 43392.



Passenger cars to go with this car can be found in the Märklin H0 assortment under item numbers 43362, 43372, 43382, and 43392.



43411 Lightweight Steel Cab Control Car, 1st/2nd Class

Prototype: Swiss Federal Railways (SBB CFF FFS) type ABt, car numbers 930-937, lightweight steel cab control car. The car looks as it did from 1975 to the mid-Eighties.

Model: The car has a fir green paint scheme with a diaphragm originally used on the car. Triple headlights and a red marker light change over with the direction of travel. Maintenance-free warm white LEDs are used for the lighting. 7319 current-conducting couplings or 72020/72021 current-conducting close couplers, the 73405 pickup shoe, and the 73400/73401 interior lighting kit (2 per car) can be installed on the car. Length over the buffers 26.6 cm / 10-1/2".

When operated control car first, triple headlights shine.

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

Highlights:

- **Scale version.**
- **Prototypical Swiss headlight / marker light changeover.**





39364 Class Ae 6/6 Electric Locomotive

Prototype: SBB/CFF/FFS class Ae 6/6 "Canton Locomotive" as a museum locomotive (Mikado 1244 Association, Brugg, Switzerland). Cantonal coat-of-arms for Aargau, fir green paint scheme. Road number 11407. The locomotive looks as it did in 2017.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered by means of cardan shafts. Traction tires. Triple headlights and a white marker light (Swiss headlight / marker light changeover) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Additional separately controlled light functions: switching to a red marker light, switching to two red marker lights, switching to a warning light, locomotive running authorization light, and switching movements light. The locomotive has separately applied metal grab irons. Length over the buffers 21 cm / 8-1/4".

Highlights:

- **mfx+ digital decoder.**
- **New headlights.**
- **Numerous light functions that can be controlled separately in digital operation.**



Like the prototype: The end of the Ae 6/6 is decorated with a Swiss coat-of-arms



Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Light Function
Light Function						Train announcement
Electric locomotive op. sounds						Train announcement
Locomotive whistle						
Direct control						
Sound of squealing brakes off						
Headlight(s): Cab2 End						
Whistle for switching maneuver						
Headlight(s): Cab1 End						
Light Function						
Blower motors						
Conductor's Whistle						
Brake Compressor						
Letting off Air						
Switching maneuver						
Light Function						



47068 Type Res Low Side Car

Prototype: Swiss Federal Railways (SBB/CFF/FFS) type Res four-axle low side car. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Loaded with two Swiss Army MB G 270 CDI "Serval" infantry vehicles. The car looks as it did in Era V.

Model: The car has type Y 25 trucks. It has a metal insert for good running characteristics. The underbody detailing is specific to the car. The car has many separately applied details. The military vehicles have bodies constructed of metal. Other separately applied components are made of detailed plastic parts. The vehicles have authentic paint schemes. They are lettered with identification markings. Length about 5.6 cm / 2-1/4". The military vehicle models are supplied by Schuco. Length over the buffers 22.9 cm / 9". DC wheel set E700580.





36198 Class 475 Electric Locomotive

Prototype: BLS Cargo class 475 multiple system electric locomotive with the advertising lettering “Die Alpinisten” or “The Alpinists”. The locomotive looks as it currently does in real life.

Model: This electric locomotive is constructed of metal and includes an mfx/DCC digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. Triple headlights and two 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 are turned off, then the “Double ‚A’ Light” function is on at both ends. Warm white and red LEDs are used for the lighting. There are 4 mechanically working pantographs (no power pickup from catenary). Length over the buffers 21.8 cm / 8-9/16”.

Highlights:

- **Locomotive includes a variety of sound functions.**
- **mfx/DCC digital decoder included.**
- **Detailed, affordable beginner model with extensive features.**

A DC model can be found in the Trix H0 assortment under item number 22095.

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)					
Operating Sounds 1					
Electric locomotive op. sounds					
Low Pitch Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
High Pitch Horn					
Headlight(s): Cab1 End					
Sound of Couplers Engaging					
Operating Sounds 2					
Letting off Air					
Blower motors					
Compressor					
Conductor's Whistle					
Rail Joints					

First time with 4 pantographs





36635 Class 487 Electric Locomotive

Prototype: Swiss Rail Traffic, Inc. class 487 electric locomotive with Last-Mile-Diesel (TRAXX AC 3 LM) and without Flex-Panels. Built by Bombardier as a regular production locomotive from the TRAXX 3 type program. Road number 487 001.

Model: This electric locomotive is constructed of metal and has an mfx digital decoder and extensive sound functions. It has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. 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 are turned off, then the "Double ‚A‘ Light" function is on at both ends. Warm white and red LEDs are used for the lighting. There are 4 mechanically working pantographs (no power pickup from catenary). Prototypical modelling of the side walls and the Last Mile equipment. Length over the buffers 21.7 cm / 8-1/2".

Prototypical sound of the "Last Mile" diesel motor can be controlled digitally

Exhaust opening with a bracket in the roof



Prototypical modelling of the Last Mile equipment



Highlights:

- **Modern Bombardier TRAXX 3 electric locomotive constructed of metal.**
- **mfx decoder and a variety of sound functions included on the locomotive.**
- **Version without Flex-Panels on the side walls of the locomotive.**
- **Last Mile equipment modelled on the locomotive.**
- **Full sound digital model with outstanding value for the money.**

Freight cars to go with this locomotive can be found in the Märklin H0 assortment under item numbers 47097, 47459, 47802, or 48488.

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)					
Train radio					
Electric locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
High Pitch Horn					
Headlight(s): Cab1 End					
Sound of Couplers Engaging					
Blower motors					
Coupler sounds					
Compressor					
Letting off Air					
Sanding					
Auxiliary diesel					



48488

47459

47097

36635



37326 Class Re 620 Heavy Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Re 6/6 as the class Re 620 heavy electric locomotive. Version in a "Fire Red" / ultramarine blue basic paint scheme, with side lettering "Member of the Xrail alliance" for Xrail, Inc., Brussels, Belgium. Rectangular headlights, UIC plugs, diagonal grab irons on the ends, a maintenance hatch on one side for air conditioning. Locomotive road number 620 088-5, with the locomotive coat-of-arms for "LINTHAL". The locomotive looks as it did around 2014.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered in one truck. Traction tires. 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. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" lights are on at both ends. The lighting can be switched to 2 red marker lights. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal entry grab irons. The couplers can be replaced by detailed end skirting. The minimum radius for operation is 360 mm / 14-3/16". Length over the buffers 22.2 cm / 8-3/4".

Highlights:

- **Frame and body constructed of heavy metal.**
- **mfx+ World of Operation digital decoder and extensive operating and sound functions included.**

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						
Light Function						
Electric locomotive op. sounds						Main Relay
Locomotive whistle						Replenishing fuel
Long distance headlights						Switching maneuver
Sound of squealing brakes off						
Headlight(s): Cab2 End						
Whistle for switching maneuver						
Headlight(s): Cab1 End						
Direct control						
Compressor						
Sanding						
Pantograph Sounds						
Blower motors						
Sound of Couplers Engaging						
Letting off Air						



47803

47802

47801

47800

37326



39005 Express Steam Locomotive with a Tender, Road Number 01 202

Prototype: Express steam locomotive with a type 2'2'T34 coal tender, road number 01 202. Version as Swiss Pacific Association museum locomotive road number 01 202. Includes older design boiler, silver boiler bands, shortened running boards, Witte smoke deflectors, and an inductive magnet. The locomotive looks as in currently does in real life.

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 unit can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke unit that can be installed will work in conventional operation and can be controlled digitally. The locomotive has firebox flickering that can also be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. There is a permanent close coupling with a guide mechanism between the locomotive and tender that can be adjusted for track curves. The rear of the tender has a guide mechanism and a close coupler with an NEM pocket. A mechanism is built into the tender to lower the coal load in order to represent visually the consumption of coal in the tender in the World of Operation mode. For digital central controllers without mfx+ the lowering and raising of the coal load can be activated by means of special function F8. The minimum

radius for operation is 360 mm / 14-3/16". Protective piston sleeves, brake hoses, and figures of a locomotive engineer and a fireman are included. Length over the buffers 27.5 cm / 10-13/16".

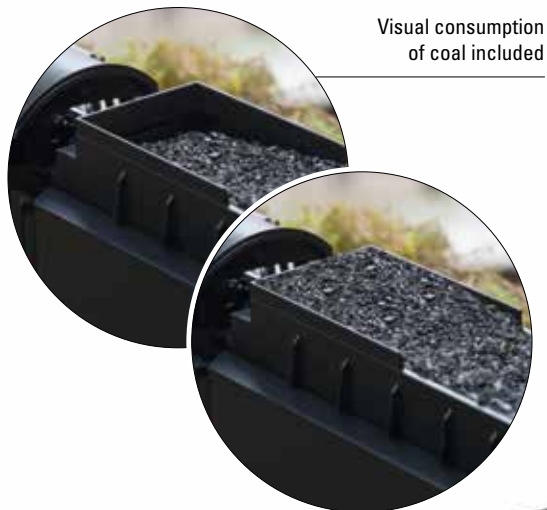
Highlights:

- **Museum Pacific 01 202.**
- **mfx+ World of Operation digital decoder and extensive operation and sound functions included.**
- **Simulated fuel consumption visually with the lowering of the coal pile.**
- **Lowering and raising of the coal load possible by means of special function F8 for digital central controllers without mfx+.**
- **Prototypical tooling changes such as shortened running boards.**
- **Figures of a locomotive engineer and a fireman included.**

This model can be found in a DC version in the Trix H0 assortment under item number 22035.

One-time series.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Replenishing fuel
Smoke generator contact						Replenishing fuel
Steam locomotive op. sounds						Sanding
Locomotive whistle						Cab chatter
Direct control						"Switcher Double ""A"" Light"
Sound of squealing brakes off						Switching maneuver
Coal being shoveled and firebox flickering						Generator Sounds
Whistle for switching maneuver						Operating sounds
Control function						Rail Joints
Air Pump						Safety Valve
Letting off Steam						Sound of Couplers Engaging
Sound of coal being shoveled						Conductor's Whistle
Tipping grate						
Water Pump						
Injectors						
Replenishing fuel						



Standard Design Steam Locomotive, Road Number 01 202

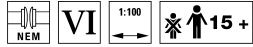
The class 01 was the epitome of German express steam locomotives for many years and almost until the end of steam motive power in both German states. Neither lay people nor railroad personnel could escape the fascination with it and the way it conveyed power, elegance, and speed. The German State Railroad Company (DRG) was established in 1920 and in its first type plan the classes 01 and 02 were included as a two-cylinder and a four-cylinder compound express locomotive that were identical in all other respects. After conclusion of comparison tests with ten each pre-production locomotives of both classes the dice fell in favor of the two-cylinder unit and regular production began in 1927 with road number 01 012. Procurement of this locomotive type did not end until 1938, a period of more than twelve years that resulted almost unavoidably in various design changes.

The design was totally overhauled before the production run of the third series (01 102-190): While road numbers 01 102-149 still had a copper firebox, the steel firebox was introduced starting with road number 01 150. The firebox and the boiler now had a larger number of cleaning holes and the piston type feed water pump was replaced. The frame design was reinforced and the running gear was improved as was the suspension springing and the braking system. This allowed the permissible speed to be increased from 120 to 130 km/h / 75 to 81 mph. The design changes on the last series delivered (01 191-232) by contrast encompassed only the replacing of the standard piston valves by pressure balance valves designed by Karl Schulz.

After World War II, 171 units remained on the future DB, which lost their "large ears" in favor of the small Witte smoke deflec-

tors. Some of them also got rid of their front skirting. The last stronghold for the DB class 01 units was the Hof District until 1973, where road number 01 202 was also in use until the end. In 1975, the Swiss Werner Bühlmann from Münsingen bought the locomotive and had it brought to Switzerland by October 2, 1975. Here it was brought back to operational condition in almost twenty years of work at great expense by Werner Bühlmann and a group of incorrigible optimists. In 1989, the association "Pacific 01 202" was founded with the goal of keeping road number 01 202 operational, and since 1999 road number 01 202 has found a permanent home in Lyss in the canton of Bern. Starting in November of 2011, road number 01 202 spent two years at the maintenance facility in Meiningen for its scheduled main overhaul. While there, it was equipped with PZB and GSM-R safety equipment so that it could now do special runs in Germany.





42155 Express Train Passenger Car

Prototype: Swiss Federal Railways (SBB) type Mark IV A express train passenger car, 1st class. Current paint and lettering scheme in the InterCity design.

Model: The car has adjustable buffers. 7319 current-conducting couplings or 72020/72021 current-conducting couplers can be installed in the car. A 7330 lighting kit can be installed in the car. The car has a new car number. Length over the buffers 26.5 cm / 10-7/16". DC wheel set E700580.

The class 460 electric locomotive to go with this car can be found in the Märklin H0 assortment under item number 37464.

Highlights:

- This car goes with models of the SBB class 460 locomotive such as item number 37464.
- New car number.



42156 Express Train Passenger Car

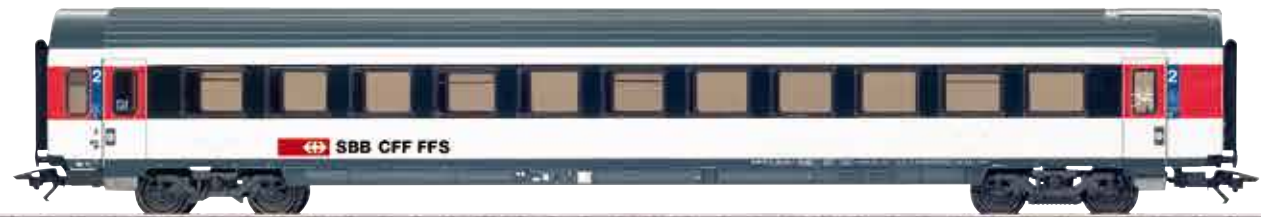
Prototype: Swiss Federal Railways (SBB) type Mark IV B express train passenger car, 2nd class. Current paint and lettering scheme in the InterCity design.

Model: The car has adjustable buffers. 7319 current-conducting couplings or 72020/72021 current-conducting couplers can be installed in the car. A 7330 lighting kit can be installed in the car. The car has a new car number. Length over the buffers 26.5 cm / 10-7/16". DC wheel set E700580.

The class 460 electric locomotive to go with this car can be found in the Märklin H0 assortment under item number 37464.

Highlights:

- This car goes with models of the SBB class 460 locomotive such as item number 37464.
- New car number.





42157 Express Train Passenger Car

Prototype: Swiss Federal Railways (SBB) type Mark IV B express train passenger car, 2nd class. Current paint and lettering scheme in the InterCity design.

Model: See 42156 with a new different car number for detailed information.

The class 460 electric locomotive to go with this car can be found in the Märklin H0 assortment under item number 37464.

Highlights:

- This car goes with models of the SBB class 460 locomotive such as item number 37464.
- New car number, different from 42156.



42179 Express Train Cab Control Car

Prototype: Inter-City express train cab control car for push/pull trains. Swiss Federal Railways (SBB) type Mark IV Bt. 2nd class with engineer's cab similar to that for the class Re 460 locomotive.

Model: The car has maintenance-free LEDs for headlights and the marker light. The engineer's cab has interior details. There is a coupler at the car end without an engineer's cab. 7319 current-conducting couplings or 72020/72021 current-conducting couplers can be installed in the car. The car has adjustable buffers. Length over the buffers 27.5 cm / 10-13/16".

The Inter-City cab control car can be added to the express train in the 29463 digital starter set or to the 42152 and 42160 express train car sets.

Reissued



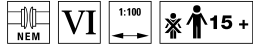
42179

42157

42156

42155

37464



43650 "Gotthard Panorama Express" Express Train Passenger Car Set

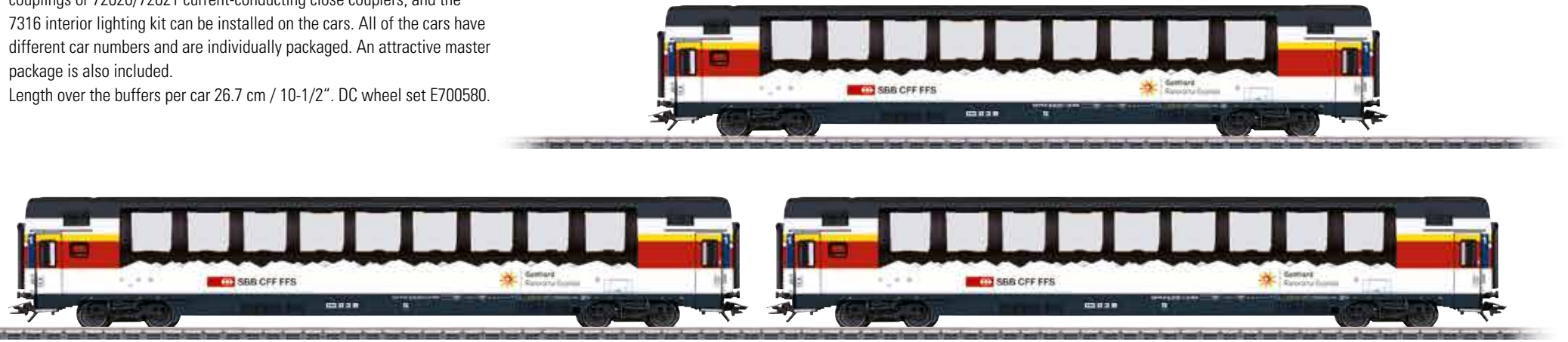
Prototype: 3 Swiss Federal Railways (SBB) type Apm express train panorama cars, 1st class. Used in the Gotthard Panorama Express. The cars look as they currently do in real life.

Model: The cars have adjustable buffers. 7319 current-conducting couplings or 72020/72021 current-conducting close couplers, and the 7316 interior lighting kit can be installed on the cars. All of the cars have different car numbers and are individually packaged. An attractive master package is also included.

Length over the buffers per car 26.7 cm / 10-1/2". DC wheel set E700580.

Highlights:

- In use on the historic Gotthard panorama line between Flüelen and Ticino.



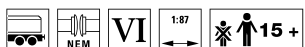


47097 Type Sgnss Container Transport Car

Prototype: Type Sgnss 457 four-axle container transport car for the firm HUPAC S.A. (Chiasso, Switzerland). Three (3) 20-foot tank containers with surrounding protective transport frames from the firm Bertschi (Dürrenäsch, Switzerland).

Model: The car has type Y 25 trucks. The prototypically partially open flat car floor is constructed of metal with striking fish belly style side sills. The car has removable 20-foot tank containers with different registration numbers.

Length over the buffers about 22.7 cm / 8-15/16". DC wheel set E700580.



47802 Type Sggrss 80 Double Container Transport Car

Prototype: Type Sggrss 80 (DB Type Sggrss 733) 6-axle double container transport car with articulation, for combined load service. Light gray basic paint scheme. Privately owned car for the firm AAE Cargo AG, CH-Baar, Switzerland, leased to Locon Logistic and Consulting Inc., Oberuckersee, registered in Germany. Loaded with three 20-foot tank containers. The car looks as it currently does in real life.

Model: The cars have prototypical partially open transport car floors constructed of metal, with striking fish belly design side sills. The trucks are type Y 25. Both transport car halves are mounted flexibly on the center truck. The underside of the transport car floors have separately applied brake lines and air tanks. There are folding crossover plates on the upper side of the transport car floors in the area of the articulation. There are separately applied handrails above the car ends and the switching hooks. The cars are loaded with three 20-foot tank containers that can be removed.

Length over the buffers 30.7 cm / 12-1/8". DC wheel set E700580.

Modern freight locomotives to go with these cars are the classes 152, 185, 189, or 193, and they can be found in the Märklin H0 assortment.

Highlights:

- **Completely new tooling for the type Sggrss 80 double container transport car.**
- **Detailed construction chiefly of metal.**
- **Used in container trains as unit trains for ocean harbor to interior service.**
- **Containers are removable and can be stacked.**

Other double container transport cars to form unit trains can be found under the Märklin item numbers 47800, 47801, and 47803 as well as the Trix item numbers 24800 and 24801.



47803

47802

47801

47800

47097

37326



47459 Type Sgnss Container Transport Car

Prototype: Swiss Federal Railways (SBB/CFF/FFS), "SBB Cargo" business area, type Sgnss container transport car. "Traffic Gray" basic paint scheme. Loaded with three powdered bulk freight containers of the Austrian firm Innofreight, 8600 Bruck an der Mur, Austria. The car looks as it did in 2010.

Model: The car has type Y 25 trucks. The prototypically partially open flat car floor is constructed of metal with striking fish belly style side sills. The car is loaded with three removable containers with different registration numbers. Length over the buffers about 22.7 cm / 8-15/16". DC wheel set E700580.

Loaded with three removable containers with different registration numbers.



48488 Set with Three Type Zags and Zagkks Pressurized Gas Tank Cars

Prototype: Three type Zags and Zagkks four-axle pressurized gas tank cars with and without heat shields. Privately owned cars for the Swiss Transportation firm Wascosa, Inc. The cars look as they did in 2016.

Model: All of the cars have detailed frames. The trucks are welded type Y 25. The tanks come with and without heat shields. All of the cars have different car numbers and are individually packaged. Total length over the buffers about 54 cm / 21-1/4". DC wheel set E700580.





48062 Type Habbiillnss High-Capacity Sliding Wall Boxcar Set

Leasing special freight cars is the business model of the Swiss family-owned firm WASCOSA. The innovative type Habbiillnss sliding wall boxcars for transporting weather-sensitive, high-capacity, palletized freight loads are part of the company's pool of over 7,000 cars. These cars set new standards in terms of functionality and logistics with a load surface of 62.4 square meters / 671.67 square feet, a maximum cargo load of 63.5 metric tons, two or more separation walls that can be moved and locked in place, as well as a maximum speed of 120 km/h / 75 mph.

Prototype: 3 type Habbiillnss high-capacity sliding wall boxcars. Privately owned cars of the firm Wascosa, leased to the Swiss Post AG. All of the cars include different advertising designs. The cars look as they currently do in real life.

Model: All of the cars have adjustable buffers and trucks. One each car has a German, French, and Italian advertising design. All of the cars have different car numbers and are individually packaged, with a master package.

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

DC wheel set E700580.

Delivery planned for the 1st quarter of 2018.

One-time series.

Highlights:

- **Current appearance.**
- **Attractive, poster-like design.**
- **Individually packaged in the set.**



*Attractive, poster-like design
Individually packaged in the set*



48062

48059

39460



39045 Class 42 Heavy Steam Freight Locomotive with a Tub-Style Tender

The class 42 wartime locomotives remaining on the ÖBB after the end of World War II formed an indispensable component in the transport of heavy freight. Fifty-one units turned in marvelous results pulling heavy freight trains on the Semmering line, sometimes in double-heading operation or also as pulling and pushing locomotives. Progressive electrification made the mighty class 42 units superfluous, and in 1966, the last unit was removed from service. Road number 42 2708 remains preserved and can be found at the Strasshof Railroad Museum near Vienna.

Prototype: Austrian Federal Railways (ÖBB) class 42 heavy steam freight locomotive with a type 2'2'T30 tub-style tender. Without smoke deflectors, pilot truck wheel set with solid wheels, rail clearance devices with large scoops, both lower headlights in the front of the locomotive built into the cylinder block. With added boards on the coalbunker on the tender. The locomotive looks as it did in the Fifties.

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 the tub-style tender are constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. The double headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be

controlled digitally. The cab lighting can be controlled in digital operation. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. The rear of the tender and the front of the locomotive have close couplers with NEM pockets and guide mechanisms. The minimum radius for operation is 360 mm / 14-3/16". Protective piston sleeves, brake hoses, and imitation prototype couplers are included. Length over the buffers 26.4 cm / 10-3/8".

Highlights:

- **Prototypical tooling changes for the version as an Austrian locomotive.**
- **Rail clearance devices with large scoops.**
- **Especially finely modelled metal construction.**
- **mfx+ World of Operation digital decoder and a variety of operation and sound functions included.**

This model can be found in a DC version in the Trix H0 assortment under item number 22229 with a 21-pin digital interface connector and under 22345 with a digital decoder and sound.

One-time series.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Sanding
Smoke generator contact						Replenishing fuel
Steam locomotive op. sounds						Generator Sounds
Locomotive whistle						Generator Sounds
Direct control						Sound of Couplers Engaging
Sound of squealing brakes off						"Switcher Double "A" Light"
Engineer's cab lighting						Cab chatter
Whistle for switching maneuver						
Letting off Steam						
Sound of coal being shoveled						
Tipping grate						
Air Pump						
Water Pump						
Injectors						
Replenishing fuel						
Rail Joints						





47066 Type Sgnss Container Transport Car

Prototype: Type Sgnss four-axle container transport car for combined load transport. Privately owned car of the Styrian Railroad, Inc., Graz, Austria, registered in Austria. Loaded with a 40-foot box container. The car looks as it did around 2017.

Model: The car has type Y 25 trucks. The prototypically partially open flat car floor is constructed of metal with striking fish belly style side sills. The car has a hand wheel for setting the brakes on the ground. The car is loaded with a 40-foot box container that can be removed. Length over the buffers 22.7 cm / 8-15/16". DC wheel set E700580.



48933 Hirt Beer Car

Prototype: Two-axle refrigerator car with a brakeman's cab. Fictitious privately owned car painted and lettered for the privately owned brewery "Hirt", used on the Austrian Federal Railways (ÖBB). The car looks as it did around 1954.

Model: The car has a horizontal board structure. It also has fixed refrigerator area doors. Length over the buffers 10.6 cm / 4-3/16". DC wheel set E700270.

Highlights:

- Car for the privately owned brewery "Hirt".



48934 Type Lbgjs 598 Container Transport Car

Prototype: ÖBB type Lbgjs 598 2-axle container flat car. Loaded with 5 type "pa" milk containers for Gmundner Milch / Gmundner Milk.

Model: The car has high-performance buffer beams and inset grab irons. It is loaded with 5 removable milk containers. The milk containers are extensively imprinted with a fictitious paint and lettering scheme for Gmundner Milch / Gmundner Milk. The milk containers have different registration numbers. Restraints

for mounting the milk containers on the flat car are included. Length over the buffers 17 cm / 6-11/16". DC wheel set E700580. Trix Express wheel set E33357811.

Highlights:

- Containers imprinted for Gmundner Milch / Gmundner Milk.

Containers individually removable



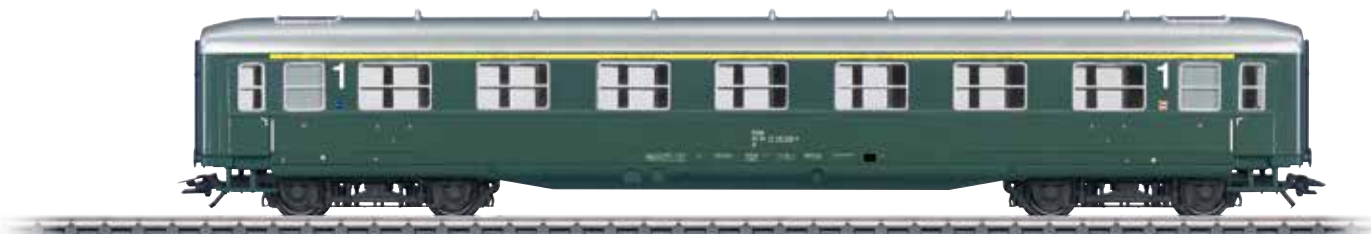


43212 "Schürzenwagen" / "Skirted Passenger Car", 1st Class

Prototype: Austrian Federal Railways (ÖBB) type AB4ü-38 "Schürzenwagen" / "Skirted Passenger Car", 1st class, in fir green.

Model: The car is full-scale length, has an underbody specific to the car type, has rubber diaphragm connections, and center bars on the side windows. The 7319 current-conducting couplings or the 72020/72021 current-conducting close couplers can be installed on this car. The 73150 lighting kit or alternatively the 73400/73401 lighting kits (2 per car) with the 73405 pickup shoe can be installed on this car. Length over the buffers 25.1 cm / 9-7/8". DC wheel set E700580.

First time in this combination for Austria



43213 "Schürzenwagen" / "Skirted Passenger Car", 1st/2nd Class

Prototype: Austrian Federal Railways (ÖBB) type C4ü-38 "Schürzenwagen" / "Skirted Passenger Car", 1st/2nd class, in fir green.

Model: All other information can be found in the model description for 43212. Length over the buffers 24.4 cm / 9-5/8". DC wheel set E700580.



43214 "Schürzenwagen" / "Skirted Passenger Car", 2nd Class

Prototype: Austrian Federal Railways (ÖBB) type C4ü-38 "Schürzenwagen" / "Skirted Passenger Car", 2nd class, in fir green.

Model: All other information can be found in the model description for 43212. Length over the buffers 24.4 cm / 9-5/8". DC wheel set E700580.



The French railroad SNCF purchased the “Train à Grande Vitesse Paris – Ostfrankreich Südwestdeutschland” (TGV POS) for high-speed service between Paris, Eastern France (Strasbourg), and Southern Germany. The core of the TGV POS was initially the new construction of the high-speed route to connect Strasbourg with Paris as well as the corresponding equipment for the trains for current and signal systems in Germany and Switzerland.

The TGV POS was not really a generation of cars and powered units developed totally from scratch. The TGV POS was more a mix of new powered end cars and intermediate cars from the TGV Réseau. The new powered end cars were mechanically very similar to those of the TGV Thalys PBKA (Paris – Brussels – Cologne / Amsterdam). The electrical equipment for three current systems (1.5 kilovolts DC, 25 kilovolts / 50 Hertz, and 15 kilovolts / 16-2/3 Hertz) was being done for the first time using asynchronous technology with IGBT-controlled three-phase asynchronous motors. The intermediate cars came from the TGV Réseau. However, they were extensively modernized and brought up to the latest

technical standard at the workshops in Bischheim. They therefore differed strikingly from the other generations of TGV trains. Nineteen units were purchased whereby road number TGV 4402 was something special. Its powered end cars were used for a world record attempt, because after the TGV records of February 26, 1981 (380 km/h / 237.5 mph) and May 18, 1990 (515.3 km/h / 322 mph), the French still wanted to know:

On March 26, 2007, SNCF and Alstom presented the future record train to the public with the designation “V 150” (= 150 meters/second / 487.5 feet/second = 540 km/h / 337.5 mph). It consisted of the two powered end cars and three modified bi-level intermediate cars of the latest type. Corresponding adaptations this time were additional powered trucks under the intermediate cars to increase performance to 19,600 kilowatts / 26,273 horsepower as

well as newly altered gearing and wheel diameter. The test route on the LGV Est line was given reinforced roadbed on the curves as well as increased catenary voltage from 25 kV to 31 kV. In the end, the “V 150” set a new, unbelievable world speed record for rail vehicles at midday on April 3, 2007 on the LGV Est line. In 13 minutes, the train accelerated to the absolute top speed of 574.8 km/h / 359.25 mph. This record run was broadcast live from several television channels. An airplane accompanied the silver-black bullet and hundreds of people cheered the train when it passed several bridges just 200 kilometers / 125 miles east of Paris at its maximum speed. This record run cost Alstom and SNCF 30 million Euros. The two powered end cars have kept their striking world record lettering in regular service, which immediately draws attention to the attempted speed.





37797 TGV Duplex V 150 High-Speed Train

Prototype: French State Railways (SNCF) TGV Duplex V 150 (train à grande vitesse) high-speed train, in the version for service and composition as a 5-part powered rail car train for the world record run on April 3 2007. 1 powered end car (TK2), 1 transition car (R8), 1 intermediate car (R4), 1 transition car (R1), 1 powered end car (TK1). Double anti-roll shock absorbers on the trucks, powered end car TK2 without a pantograph on the roof, altered cab windows, and a one-piece hood. Only powered end car TK1 equipped with a pantograph. Powered rail car train road number 4402. The train looks as it did in 2007.

Model: 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 with a flywheel 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 (light function). Maintenance-free, warm white and red LEDs are used for the lighting. The cabs in the powered end cars have interior details. The train has separately applied metal grab irons. 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. Powered end car TK2 prototypically has a pantograph removed. Only powered end car TK1 has a pantograph. 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. The TGV Duplex V 150 high-speed train comes with a consecutively numbered certificate of authenticity. Length of the 5-part powered rail car train approximately 125 cm / 49-1/4".



The world speed record in pictures. See more at:
<https://www.youtube.com/watch?v=E0dATLzRGHc>
 The content of the highlighted link is not subject to our responsibility or influence.

Highlights:

- **Powered rail car train includes prototypical tooling changes for the world record run on April 3, 2007.**
- **Factory-installed LED interior lighting.**
- **World of Operation mfx+ digital decoder and extensive operation and sound functions included.**
- **Both end cars powered.**
- **TGV Duplex V 150 limited worldwide to 3,000 powered rail car trains.**
- **Consecutively numbered certificate of authenticity included.**

The TGV Duplex V 150 powered rail car train can be found in a DC version in the Trix H0 assortment under item number 22790.

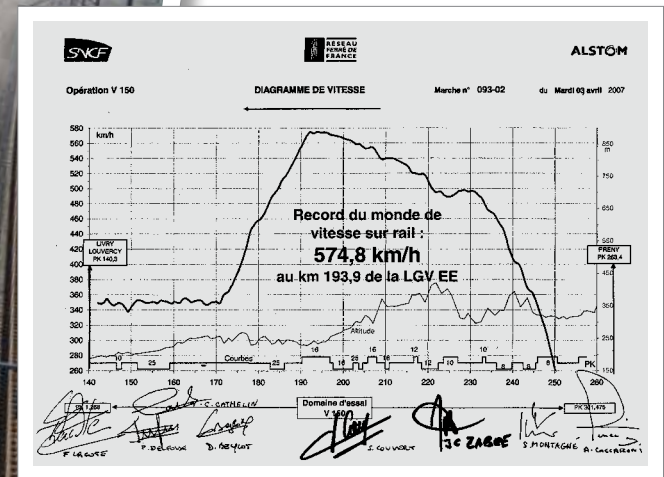
One-time edition limited worldwide to 3,000 powered rail car trains.



Digital Functions	CU	MS	MS2	CS1	CS2-3	CS2-3
Headlight(s)						Brake Compressor
Interior lights						Train announcement
Electric locomotive op. sounds						Train announcement
Horn						Train announcement
Direct control						Train announcement
Sound of squealing brakes off						Cheering
Light Function						
Whistle for switching maneuver						
Conductor's Whistle						
Doors Closing						
Station Announcements						
Stat. Announce. - Fren.						
Pantograph Sounds						
Sanding						
Blower motors						
Letting off Air						

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Limited worldwide to 3,000 pieces



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See Page 192 for an explanation of the symbols and age information.





37209 Class G 2000 BB Vossloh Diesel Locomotive

Prototype: Class G 2000 BB Vossloh heavy diesel locomotive with symmetrical cabs. French State Railways (SNCF) locomotive, assigned to the freight service area Fret Benelux. Light gray/green basic paint scheme with umbra gray frame. Locomotive road number 1616. The locomotive looks as it did around 2010.

Model: The locomotive has an mfx+ digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by means of 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 off at both ends, the double "A" lights are on at both ends. The cabs have lighting and it can be controlled separately at both ends in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has many separately applied details. The side handrails on the frame are constructed of metal. The locomotive has detailed buffer beams. Brake hoses that can be plugged into the end of the locomotive are included. End covers are included and can be mounted on the buffer beam. Length over the buffers 20 cm / 7-7/8".



47218 Sliding Tarp Car Set

Prototype: 2 SNCF type Shimmns 718 four-axle sliding tarp cars.

Model: The cars have closed tarps. The cars have different car numbers and are individually packaged. Length over the buffers per car 13.8 cm / 5-7/16". DC wheel set E700580.

Highlights:

- **Frame and parts of the body constructed of metal.**
- **Cab lighting can be controlled separately in digital operation.**
- **World of Operation mfx+ digital decoder and extensive operation and sound functions included.**

This model can be found in a DC version in the Trix H0 assortment under item number 22922.

Digital Functions	CU	MS	MS2	CS1	CS2-3
Headlight(s)					
Engineer's cab lighting					
Diesel locomotive op. sounds					
Warning Sound					
Engineer's cab lighting					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Whistle for switching maneuver					
Headlight(s): Cab1 End					
Direct control					
Sanding					
Sound of Couplers Engaging					
Blower motors					
Letting off Air					
Operating sounds					



*Cars include different car numbers
Individually packaged*



| 47218 | 47218 | 37209 |

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37339 Class BB 12000 "Bügeleisen" / "Flat Iron" Electric Locomotive



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. Warm white LEDs are used for the lighting. Brake hoses and reproduction prototype couplers can be mounted on the buffer beam. Length over the buffers approximately 17.5 cm / 6-7/8".

Highlights:

- Pantographs mounted on freestanding frames.
- Numerous separately applied grab irons.

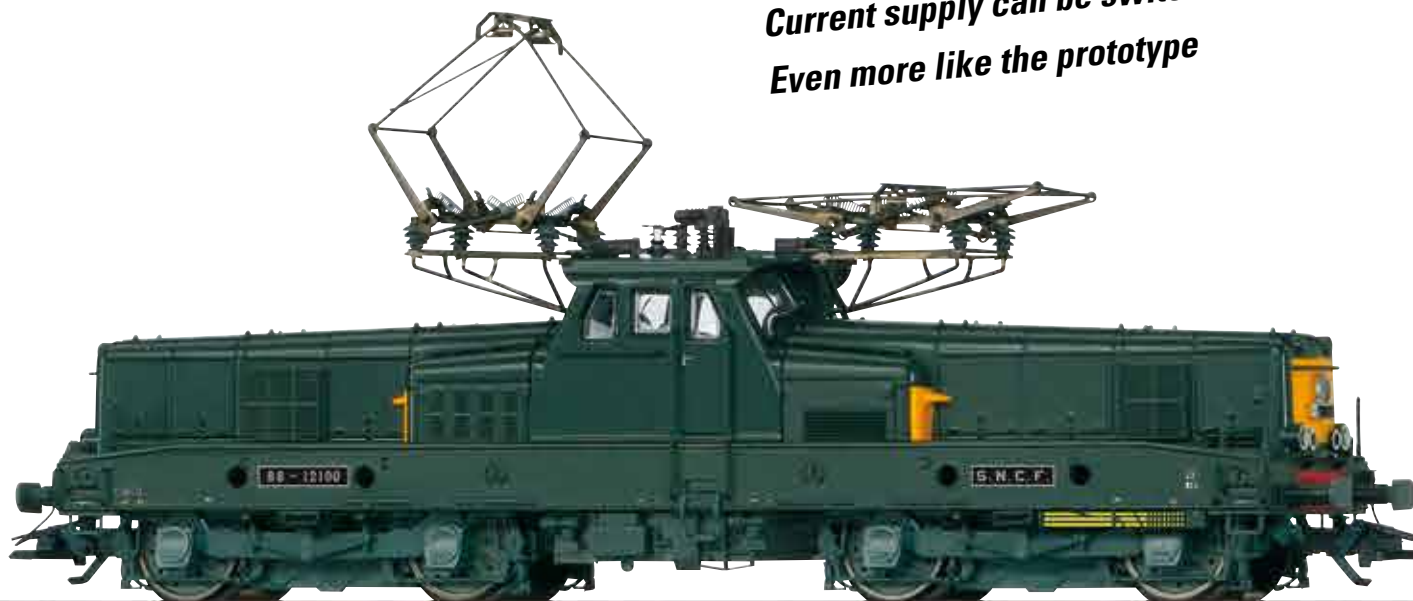
This model can be found in a DC version in the Trix H0 assortment under item number 22327.

One-time series.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Sanding					
Electric locomotive op. sounds					
High Pitch Horn					
Direct control					
Sound of squealing brakes off					
Rear Headlights off					
Low Pitch Horn					
Front Headlights off					
Brake Compressor					
Letting off Air					

Prototype: French State Railways (SNCF) class BB 12000. Version in a green basic paint scheme with separate marker lights. Road number BB 12100. The locomotive looks as it did in Era V in 1990.

*Current supply can be switched to catenary operation
Even more like the prototype*



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37215 Class G 2000 BB Vossloh Diesel Locomotive

Prototype: Class G 2000 BB Vossloh heavy diesel locomotive with symmetrical cabs. Locomotive owned by the Italian railroad company SERFER, Servizi Ferroviari Srl. The locomotive looks as it did in Era VI.

Model: The locomotive has an mfx+ digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by means of 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 off at both ends, the double "A" lights are on at both ends. The cabs have lighting and it can be controlled separately at both ends in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has many separately applied details. The side handrails on the frame are constructed of metal. The locomotive has detailed buffer beams. Brake hoses that can be mounted on the end of the locomotive are included. End covers are included and can be mounted on the buffer beam. Length over the buffers 20 cm / 7-7/8".



46871 Type Shimms Telescoping Cover Car Set

Prototype: 2 different Italian State Railways (FS) type Shimms four-axle telescoping cover cars. The cars look as they currently do in real life.

Model: Both cars have fixed end walls and 3 sliding telescoping covers. The interior of each car has 5 load cradles with movable restraint arms. 3 coils are included. Both cars have different car numbers and each car is individually packaged. There is also a master package. Length over the buffers per car 13.8 cm / 5-7/16". DC wheel set E700580.

Highlights:

- **Frame and parts of the body constructed of metal.**
- **Cab lighting can be controlled separately in digital operation.**
- **World of Operation mfx+ digital decoder and extensive operation and sound functions included.**

This model can be found in a DC version in the Trix H0 assortment under item number 22343.

Digital Functions	CU	MS	MS2	CS1	CS2-3
Headlight(s)					
Engineer's cab lighting					
Diesel locomotive op. sounds					
Warning Sound					
Engineer's cab lighting					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Whistle for switching maneuver					
Headlight(s): Cab1 End					
Direct control					
Sanding					
Sound of Couplers Engaging					
Blower motors					
Letting off Air					
Operating sounds					



46871

46871

37215



48780 Beer Refrigerator Car

Prototype: Two-axle beer refrigerator car with a high-mounted brakeman's platform. Privately owned car painted and lettered for "Brouwerij D'Oranjeboom", used on the Dutch State Railways (NS). The car looks as it did in Era III.

Model: The car has a horizontal board structure. It also has fixed refrigerator area doors. The car has a high-mounted brakeman's platform. Length over the buffers 10.6 cm / 4-3/16". DC wheel set E700270.



46053 Type Om 21 High Side Gondola with a Brakeman's Cab

Prototype: Two-axle Interchange type Om 21 (former type Om Königsberg) high side gondola with a brakeman's cab and a brakeman's platform. Dutch State Railways (NS). The car looks as it did around 1959.

Model: The car has a load insert of real scale sized coal. The car is authentically weathered. Length over the buffers 11.3 cm / 4-7/16". DC wheel set E700580.



46054 Type Om 21 High Side Gondola with a Brakeman's Platform

Prototype: Two-axle Interchange type Om 21 (former type Om Königsberg) high side gondola with a brakeman's platform. Dutch State Railways (NS). The car looks as it did around 1959.

Model: The car has a load insert of real scale sized coal. The car is authentically weathered. Length over the buffers 11.3 cm / 4-7/16". DC wheel set E700580.





26613 Class mP 3000 Postal System Electric Powered Rail Car



change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The powered rail car has factory-installed interior lighting. The headlights are maintenance-free warm white LEDs and the marker lights are maintenance-free red LEDs. Compressed air hoses are included and can be mounted on the buffer beam. The car has separately applied metal grab irons and other details. The boxcar has close couplers with a guide mechanism. Total length over the buffers about 39.0 cm / 15-3/8".

Highlights:

- mfx decoder with extensive light and sound functions.
- Factory-installed interior lighting.

One-time series.

Prototype: Dutch State Railways (NS PTT) class mP 3000 postal system powered rail car and a type Gs boxcar. The train looks as it did around 1977. Road number 3029.

Model: The powered rail car 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

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Doors Closing
Interior lights						Switching maneuver
Locomotive operating sounds						
Horn blast 1						
Direct control						
Sound of squealing brakes off						
Headlight(s): Cab2 End						
Horn blast 2						
Headlight(s): Cab1 End						
Sanding						
Blower motors						
Conductor's Whistle						
Compressor						
Letting off Air						
Electric cart						
Operating sounds						





42904 Car Set with 3 Express Train Passenger Cars

Prototype: Three Dutch Railways (NS) express train passenger cars. 1 type ICK-A coach, 1st class, and 2 type ICK-B coaches, 2nd class. The cars look as they did starting in 2002.

Model: The entry doors have one-piece door windows. The entries have folding steps. The trucks are type MD heavy 366 with disk brakes, magnet rail brakes, and anti-roll shock absorbers. All of the cars have factory-installed LED interior lighting and operating current-conducting couplers. Maintenance-free warm white LEDs are used for the lighting. A pickup shoe is mounted on one car. The 73407 marker light kit can be installed on all of the cars. One car has built-in marker lights. Total length over the buffers about 84.8 cm / 33-3/8".

Highlights:

- All of the cars include factory-installed LED interior lighting.
- Operating current-conducting couplers.
- One car includes built-in marker lights.





37216 Class G 2000 BB Vossloh Diesel Locomotive

Prototype: Class G 2000 BB Vossloh heavy diesel locomotive with symmetrical cabs. Locomotive owned by the railroad transport firm Rail4Chem. The locomotive looks as it did in Era VI in use in the Netherlands.

Model: The locomotive has an mfx+ digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by means of 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 off at both ends, the double "A" lights are on at both ends. The cabs have lighting and it can be controlled separately at both ends in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has many separately applied details. The side handrails on the frame are constructed of metal. The locomotive has detailed buffer beams. Brake hoses that can be mounted on the end of the

locomotive are included. End covers are included and can be mounted on the buffer beam.

Length over the buffers 20 cm / 7-7/8".

Highlights:

- **Frame and parts of the body constructed of metal.**
- **Cab lighting can be controlled separately in digital operation.**
- **World of Operation mfx+ digital decoder and extensive operation and sound functions included.**

Digital Functions	CU	MS	MS2	CS1	CS2-3
Headlight(s)					
Engineer's cab lighting					
Diesel locomotive op. sounds					
Warning Sound					
Engineer's cab lighting					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Whistle for switching maneuver					
Headlight(s): Cab1 End					
Direct control					
Sanding					
Sound of Couplers Engaging					
Blower motors					
Letting off Air					
Operating sounds					



47221 Set with 3 Type Shimmns Sliding Tarp Cars

Prototype: Three Railion Netherlands NV type Shimmns freight cars. The cars look as they did around 2003.

Model: All of the cars have closed tarps. The trucks are type Y 25 welded designs. All of the cars have different car numbers and each car is individually packaged. There is also a master package.

Length over the buffers per car 13.8 cm / 5-7/16". DC wheel set E700580.



| 47221

| 37216

See Page 192 for an explanation of the symbols and age information.



36639 Class E 186 Electric Locomotive



© Leen Dortwegt

The class (E) 186 TRAXX racers can do 160 km/h / 100 mph on the Dutch Railways (NS) and they have not only conquered its high-speed routes but have also found a place in high quality express train service. The V250 HVG trains from AnsaldoBreda were actually planned for service on the Dutch high-speed route HSL-Zuid. E 186 units designed for 160 km/h / 100 mph had to be leased as replacements and they were placed in scheduled service starting in September of 2009 on the route Amsterdam – Schiphol – Rotterdam – Breda. After successful results, there are now plans for all ICRm trains to have PRIO cars with “Sandwich” multiple unit motive power (one locomotive at each end of the train) using the E 186. At present, the NS has available 20 leased E 186 units as well as about 30 newly ordered road numbers E 186 001-045.

Prototype: Dutch Railways (NS) class E 186 electric 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 a special motor, centrally mounted. 4 axles powered by means of 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 are off at both ends of the locomotive, then the double “A” light function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. There are 4 mechanically working (not connected for catenary power) pantographs. Length over the buffers 21.7 cm / 8-1/2”.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)	█	█	█	█	█
Operating Sounds 1	█	█	█	█	█
Electric locomotive op. sounds	█	█	█	█	█
Horn	█	█	█	█	█
Direct control	█	█	█	█	█
Sound of squealing brakes off	█	█	█	█	█
Headlight(s): Cab2 End	█	█	█	█	█
Whistle for switching maneuver	█	█	█	█	█
Headlight(s): Cab1 End	█	█	█	█	█
Sound of Couplers Engaging	█	█	█	█	█
Operating Sounds 2	█	█	█	█	█
Letting off Air	█	█	█	█	█
Blower motors	█	█	█	█	█
Conductor's Whistle	█	█	█	█	█
Surrounding sounds	█	█	█	█	█

*mfx digital decoder and a variety of sound functions included
Locomotive includes a body constructed of metal*



42648

36639



37517 Class 82 Steam Freight Locomotive

Prototype: Belgian State Railways (NMBS/SNCB) class 82 (former 56.2-8) steam freight locomotive. Moss green / black basic paint scheme. Tender with additional boards for the coalbunker. Locomotive road number 82.002. The locomotive looks as it did in Era III.

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. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 72270 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Warm white LEDs are used for the lighting. There is a permanent close coupling with a guide mechanism between the locomotive and tender. The locomotive has many separately applied details such as piping and sand pipes. Protective piston sleeves, brake lines, and imitation prototype couplers are included. Length over the buffers 21.1 cm / 8-5/16".

Highlights:

➤ **mfx+ digital decoder and extensive operational and sound functions included.**

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						
Smoke generator contact						Replenishing fuel
Steam locomotive op. sounds						Replenishing fuel
Locomotive whistle						Sanding
Direct control						"Switcher Double "A" Light"
Sound of squealing brakes off						Switching maneuver
Bell						Generator Sounds
Whistle for switching maneuver						Special light function
Sound of Couplers Engaging						Rail Joints
Sound of coal being shoveled						
Letting off Steam						
Air Pump						
Water Pump						
Injectors						
Tipping grate						
Replenishing fuel						



48832 Two "Oppeln" Box Cars

Prototype: Two Belgian State Railways (SNCB/NMBS) type "Oppeln" boxcars. One car is in a short version, without a brakeman's cab and without a brakeman's platform. One car has a brakeman's platform. The cars look as they did in Era III.

Model: Both cars have truss rods, additional steps, and different car numbers. Both cars are individually packaged. Length over the buffers 10.4 cm / 4-1/8" (short version) and 11.3 cm / 4-7/16" (long version). DC wheel set per car E700580.



| 46984

| 48832

| 37517

| See Page 192 for an explanation of the symbols and age information.



46984 Type Pwgs 41 Freight Train Baggage Car

Prototype: Belgian State Railways (SNCB/NMBS) type Pwgs 41 freight train baggage car. Version without a roof cupola. The car looks as it did in Era III.

Model: The underbody has separately applied brake rigging. Length over the buffers 11.9 cm / 4-11/16". DC wheel set E700580.



43573 "Era VI Passenger Train" Theme Extension Set

Prototype: One NMBS/SNCB bi-level cab control car, 2nd class, and one NMBS/SNCB bi-level car, 2nd class.

Model: This is an expansion of the 29474 passenger train with a bi-level cab control car and a bi-level car, both 2nd class. The cars have tinted side windows, and the cab control car has dual red marker lights on the cab end of the car.

Total length over the buffers 54.1 cm / 21-5/16".

Highlights:

- Ideal for expanding the 29474 "Era VI Passenger Train" digital starter set.



43573

29474



37277 Class 59 Diesel Locomotive

Prototype: Belgian State Railways (SNCB/NMBS) class 59 diesel locomotive. Version with double lamps below and an additional headlight above. Rectangular buffers. Locomotive road number 5947. The locomotive looks as it did around 1983.

Model: The locomotive has an mfx decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has separately applied handrails and other details. The couplers can be replaced by end skirting. Brake hoses are included and can be installed on the locomotive. Length over the buffers 18.6 cm / 7-5/16".

Highlights:

➤ **A third headlight now included.**



Digital Functions	CU	MS	MS2	CS1	CS2/3
Headlight(s)					
Stat. Announce. – Fren.					
Diesel locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Whistle for switching maneuver					
Headlight(s): Cab1 End					
Station Announcements					
Blower motors					
Conductor's Whistle					
Compressor					
Letting off Air					
Sanding					
Switching maneuver					



46873 Freight Car Set with Three Telescoping Cover Cars

Prototype: Three different Belgian State Railways (SNCB/NMBS) type Shimms four-axle telescoping cover cars. Brown basic paint scheme.

Model: All of the cars have fixed end walls and three sliding telescoping covers. The interior of each car has 5 load cradles with movable restraint arms. 3 coils are included in each car. The trucks are Y 25 design. All of the cars have different car numbers and each car is individually packaged. There is also a master package. Length over the buffers per car about 13.8 cm / 5-7/16". DC wheel set E700580.

Highlights:

➤ **3 coils included in each car as a load.**



46873

37277



39046 Heavy Steam Freight Locomotive with a Tub-Style Tender, Road Number 5519

Designed as a class 42 DRG wartime locomotive, built in postwar Austria, and acquired as a bargain by the Luxembourg State Railways (CFL) in 1948/49, this is the best way to characterize the 20 class 55 locomotives. They showed their abilities best hauling heavy coal and iron ore trains. Road number 5519 remained preserved after the locomotives were retired in 1964, initially as a memorial locomotive in Bettembourg. Taken from its pedestal there in 1989, it has been an operational CFL museum locomotive since October 4, 1991 for special runs under steam and frequently brings pleasure to steam locomotive fans in neighboring countries.

Prototype: Heavy steam freight locomotive with a type 2'2'T30 tub-style tender (former class 42). Luxembourg State Railways (CFL) museum locomotive. Black basic paint scheme with black wheels and side and drive rods inlaid in red. With standard design Witte smoke deflectors, pilot truck wheel set with solid wheels, rail clearance devices with large scoops, both lower headlights in the front of the locomotive built into the cylinder block. No smokebox access step below the smokebox door. With a clearance gauge on the tender. Locomotive road number 5519. 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 with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and the tub-style tender are constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. The double headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The cab lighting can be controlled in digital operation. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. The rear of the tender and the front of the locomotive have close couplers with NEM pockets and guide mechanisms. The minimum radius for operation is 360 mm / 14-3/16". Protective piston sleeves, brake hoses, and imitation prototype couplers are included. Length over the buffers 26.4 cm / 10-3/8".

Highlights:

- **Prototypical tooling changes for the version as a CFL museum locomotive.**
- **Rail clearance devices with large scoops.**
- **Especially finely modelled metal construction.**
- **mfx+ World of Operation digital decoder and a variety of operation and sound functions included.**

This model can be found in a DC version in the Trix H0 assortment under item number 22220.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Sanding
Smoke generator contact						Replenishing fuel
Steam locomotive op. sounds						Generator Sounds
Locomotive whistle						Generator Sounds
Direct control						Sound of Couplers Engaging
Sound of squealing brakes off						"Switcher Double "A" Light"
Engineer's cab lighting						
Whistle for switching maneuver						
Letting off Steam						
Sound of coal being shoveled						
Tipping grate						
Air Pump						
Water Pump						
Injectors						
Replenishing fuel						
Rail Joints						





37026 Class Litra T 297 Steam Locomotive with a Tender

Prototype: Danish State Railways (DSB) class Litra T 297 passenger locomotive. Former German P 8. Boiler with 3 domes and without smoke deflectors. Four-axle box-style tender.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, mounted in the boiler. 3 axles powered. Traction tires. The 72270 smoke unit can be installed in the locomotive. Maintenance-free warm

white LEDs are used for the lighting. The headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. There is a close coupling between the locomotive and tender. The engineer's cab is detailed. Brake hoses, prototype couplers, and piston protection sleeves are included that can be installed on the locomotive. Length over the buffers 21.0 cm / 8-1/4".

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)					
Smoke generator contact					
Steam locomotive op. sounds					
Locomotive whistle					
Direct control					
Sound of squealing brakes off					
Bell					
Whistle for switching maneuver					
Sound of coal being shoveled					
Water Pump					
Air Pump					
Letting off Steam					
Grate Shaken					
Injectors					
Sanding					
Replenishing fuel					
Replenishing fuel					
Replenishing fuel					



46055 Set with 5 Type P Freight Cars

Prototype: Five Danish State Railways (DSB) high side gondolas for transporting coal and coking coal. UIC standard, type P.

Model: All of the cars have different car numbers and authentic weathering. They also have load inserts of real coal and coking coal. Total length over the buffers about 58 cm / 22-7/8". DC wheel set E32376004. Trix Express wheel set E33339010.

Real coal load and authentic weathering included



46055

37026



36351 Class Ue Electric Switch Engine

Prototype: Swedish State Railways (SJ) class Ub electric switch engine. Blue-gray-red basic paint scheme. Locomotive road number Ue 585. The locomotive looks as it did in Era V.

Model: The locomotive has an mfx digital decoder and extensive sound and light functions. It also has a miniature can motor with a flywheel. 3 axles and a jackshaft powered. Traction tires. The dual headlights at both ends along with a red maker light will work in conventional operation and can be controlled digitally. The locomotive can be changed digitally to light changeover. There are also controllable light functions. Maintenance-free warm white and red LEDs are used for the lighting. The roof equipment is separately applied. The locomotive has separately applied metal grab irons. Brake hoses and drawbar equipment can be installed on the buffer beam. Length over the buffers 11.2 cm / 4-7/16".

Highlights:

- **Telex couplers included, can be controlled separately at each end of the locomotive in digital operation.**
- **Different light functions can be controlled digitally.**



Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)					
Light Function 1					
Electric locomotive op. sounds					
Horn					
Telex coupler on the front					
Sound of squealing brakes off					
Light Function 2					
Telex coupler on the rear					
Light Function 3					
Direct control					
Sound of Couplers Engaging					
Letting off Air					
Blower motors					
Brake Compressor					
Pantograph Sounds					
Sanding					
Switching maneuver					



48013 Two Type Hbbillns Sliding Wall Boxcars

Prototype: Two type Hbbillnss sliding wall boxcars, used on the Swedish State Railways (SJ). Blue and red paint scheme. The cars look as they did starting in 2009.

Model: The cars have frames with fish belly style side sills and separately applied details such as steps. The cars also have different car numbers and are individually packaged. There is also a master package. Length over the buffers about 17.8 cm / 7". DC wheel set E700580.




36180 Class 193 Electric Locomotive


Model: This electric locomotive is constructed of metal and includes an mfx digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. Triple headlights and two 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 are turned off, then the "Double „A“ Light" function is on at both ends. Warm white and red LEDs are used for the lighting. There are 2 mechanically working pantographs (no power pickup from catenary).
Length over the buffers 21.8 cm / 8-9/16".

Highlights:

- **Locomotive includes a built-in mfx digital decoder and a variety of sound functions.**
- **Full sound digital model with outstanding value for the money.**

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Operating Sounds 1					
Electric locomotive op. sounds					
Low Pitch Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
High Pitch Horn					
Headlight(s): Cab1 End					
Sound of Couplers Engaging					
Operating Sounds 2					
Letting off Air					
Blower motors					
Conductor's Whistle					
Rail Joints					

Prototype: Hector Rail class 193 electric locomotive. Built by Siemens as a regular production locomotive from the Vectron type program.

Die-cast model




47067 Combined Load Transport Car Set

Prototype: Type Sgns 121 four-axle combined load transport cars in a silk gray basic paint scheme. Privately owned car of the firm AAE Cargo, Inc., leased to Hector Rail AB, Danderyd, Sweden. Includes ExTe SR12 wood load frames, supports, and end wall grills, for transporting logs. The cars look as they did in 2014.

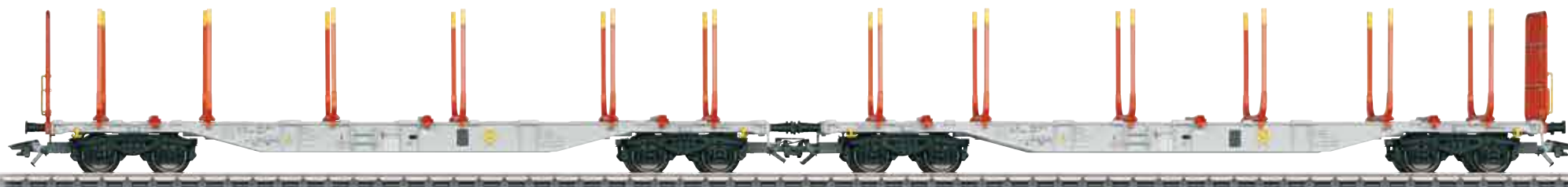
Model: The cars have type Y 25 welded trucks. The prototypically partially open flat car floor is constructed of metal with striking fish belly style

side sills. Each car can be equipped with 6 ExTe SR12 stakes, 3 supports, and 1 end wall grill. Two cars can be arranged as a pair so that the end wall grills face the outer ends of the cars. ExTe stakes, supports, and end wall grills are included for mounting on each car. All of the cars have different car numbers and each car is individually packaged. There is also a master package.

Total length over the buffers 91.5 cm / 36". DC wheel set E700580.

Highlights:

- All of the cars include different car numbers.



47067

47067

36180


36203 Class 380 Electric Locomotive


Prototype: Czech State Railroad (ČD) class 380 electric locomotive (Škoda Type 109 E). The locomotive looks as it did in 2017. Road number 380 006-7.

Model: This electric locomotive is constructed of metal and includes an mfx digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. Triple headlights and two 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 are turned off, then the "Double, A' Light" function is on at both ends. Warm white and red LEDs are used for the lighting. There are 2 mechanically working pantographs (no power pickup from catenary). Length over the buffers 20.7 cm / 8-1/8".

Highlights:

- **Completely new tooling for the modern Škoda Type 109 E electric locomotive.**
- **Locomotive includes a built-in mfx decoder and a variety of sound functions.**
- **Couplers include a guide mechanism.**

This model can be found in a DC version in the Trix HO assortment under item number 22196.



Prototypical roof equipment



Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Station Announcements					
Electric locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2_End					
Whistle for switching maneuver					
Headlight(s): Cab1_End					
Doors Closing					
Blower motors					
Conductor's Whistle					
Brake Compressor					
Letting off Air					
Sanding					
Coupler sounds					



39622 F7 Diesel Electric Locomotive

Prototype: General Motors EMD F7. Three units consisting of two A units and a B unit. Unique paint and lettering scheme in a Coca-Cola® design.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion in the A units. 2 axles in each of the units powered. Traction tires. The headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The lighted number boards and the position lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. The engineer's cabs have interior details. The locomotive has separately applied metal grab irons. There is a permanent drawbar between the locomotive units. Snowplows are included as detail parts that can be mounted on the locomotive. Length over the couplers approximately 53 cm / 20-7/8".

Highlights:

- **Unique series in the Coca-Cola® design.**
- **mfx+ digital decoder.**
- **Both A units powered.**
- **Number boards and position lights can be controlled separately.**

Cars to go with this locomotive can be found in the Märklin H0 assortment under item numbers 45685, 45686, and 45708

One-time series.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Number Board Lights					
Diesel locomotive op. sounds					
Low Pitch Horn					
Direct control					
Sound of squealing brakes off					
Train radio					
Warning Sound					
Coupler sounds					
Blower motors					
Bell					
Compressor					
Letting off Air					
Sanding					

A unique series that will only be available once this way



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45708

45686

45685

39622

See Page 192 for an explanation of the symbols and age information.



45685 Freight Car Set with Two American Refrigerator Cars

Prototype: Two type R-40-14 reefers (refrigerator cars). Unique paint and lettering scheme in a Coca-Cola® design.

Model: Both cars have different lettering and unique, individual paint schemes. The cars have metal frames and floors. They have detailed trucks with special wheel sets. The roof walks, ladders, brake system, and additional details are separately applied. The couplers can be replaced by other makes of couplers.

Total length over the couplers 46.7 cm / 18-3/8".

DC wheel sets E 32 0552 (NEM), E32 0389 (RP25).

Highlights:

➤ **Unique series in the Coca-Cola® design.**

One-time series.

The diesel locomotive to go with this car set is being offered under item number 39622 in the Märklin H0 assortment.

Cars to go with this car set can be found in the Märklin H0 assortment under item numbers 45686 and 45708.



A unique series that will only be available once this way



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45708

45686

45685

39622



45686 Freight Car Set with Two American Refrigerator Cars

Prototype: Two type R-40-14 reefers (refrigerator cars). Unique paint and lettering scheme in a Coca-Cola® design.

Model: Both cars have different lettering and unique, individual paint schemes. The cars have metal frames and floors. They have detailed

trucks with special wheel sets. The roof walks, ladders, brake system, and additional details are separately applied. The couplers can be replaced by other makes of couplers.

Total length over the couplers 46.7 cm / 18-3/8".
DC wheel sets E 32 0552 (NEM), E32 0389 (RP25).

Highlights:

➤ **Unique series in the Coca-Cola® design.**

One-time series.



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45708 Caboose

Prototype: Type CA-3/CA-4 caboose with a center cupola. Unique paint and lettering scheme in a Coca-Cola® design.

Model: The caboose has a unique, individual paint and lettering scheme. The frame and floor are constructed of metal. The caboose has detailed trucks with special wheel sets. The end platforms at both ends have hand-brakes. The roof walks, ladders, and other details are separately applied. The couplers can be replaced by other makes of couplers. Length over the couplers 14.2 cm / 5-5/8".
DC wheel sets E320552 (NEM), E320389 (RP25).

Highlights:

➤ **Unique series in the Coca-Cola® design.**

One-time series.



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New Semaphore/Target Signals

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 III+, CS III, 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.



© Stefan Carstens

fx mfx DCC III IV * 15+

70422 “Sh 0 / Sh 1” Yard Signal

The signal has a gray mast with a movable front and rear lens.



fx mfx DCC III IV * 15+

70362 “Vr 0 / Vr 1” Distant Signal

The signal has a gray mast and a movable disk. The signal changes from yellow/yellow (Vr 0) to green/green (Vr 1).



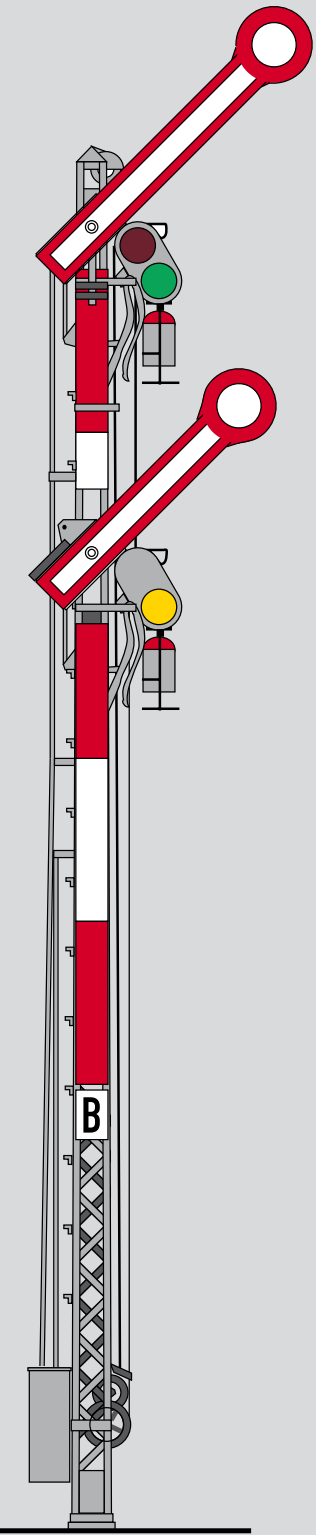
**Now Signals for
Era III Too**

fx mfx DCC III IV * 15+

70382 “Vr 0 / Vr 1 / Vr 2” Distant Signal

The signal has a gray mast with a movable arm and movable disk. The signal changes from (Vr 0) to green/green (Vr 1) or to yellow/green (Vr 2). It has 2 servos.



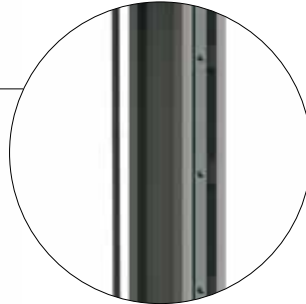


fx mfx DCC III IV *15+

70393 "Hp 0 / Hp 1" Home Signal with a Narrow Mast

The signal has a semaphore and an open gray narrow mast. The signal changes from red (Hp 0) to green (Hp 1).

Partially open narrow mast



fx mfx DCC III IV *15+

70413 "Hp 0 / Hp 1 / Hp 2" Home Signal with a Narrow Mast

The signal has 2 independent semaphores and an open gray narrow mast. The signal changes from red (Hp 0) to green (Hp 1) or red (Hp 0) to green/yellow (Hp 2).

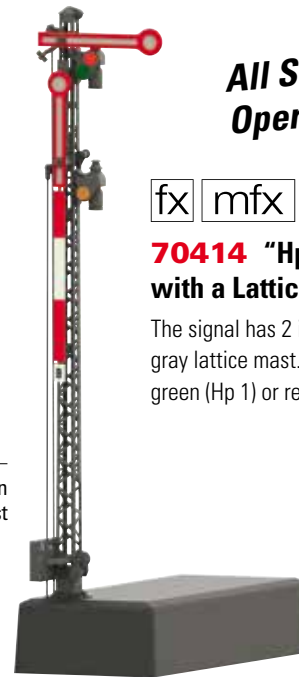
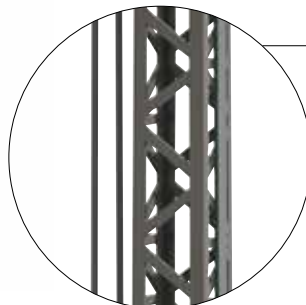


fx mfx DCC III IV *15+

70394 "Hp 0 / Hp 1" Home Signal with a Lattice Mast

The signal has a semaphore and an open gray lattice mast. The signal changes from red (Hp 0) to green (Hp 1).

Partially open lattice mast



fx mfx DCC III IV *15+

70414 "Hp 0 / Hp 1 / Hp 2" Home Signal with a Lattice Mast

The signal has 2 independent semaphores and an open gray lattice mast. The signal changes from red (Hp 0) to green (Hp 1) or red (Hp 0) to green/yellow (Hp 2).

All Signals also for Below-Baseboard Operation



Additional information about the signals can be found on our Internet page at www.maerklin.de/signale





Affectionately called “Mini-Club” by many and the synonym for exclusive precision mechanical qualities in railroad model construction.

Go with us on an impressive journey back through all of the eras. Experience iron horses and the real greats of railroad history in beautiful detailing. For example, travel with the German Federal Railroad showpieces from Eras III and IV – our new E 41 or the class 103.1 – or have the “Beautiful Lady of Württemberg” do long and elegant rounds on your layout with the flair from around 1915.

Anyone wanting to get involved intensively with the anniversary of the Rheingold is best directed to our new Rheingold. This impressive set for what was probably the most marvelous travel experience of the early Thirties comes with a reproduction of a locomotive builder’s plate and a certificate of authenticity.

Impressive travel experiences also await you in Era VI. There you can relax in the unique “Gotthard Panorama Express”. For this train is arriving in the new “Gopex” garb.

In addition to these models, there are many other new items and much longed-for additions waiting to be discovered by you.



The Class 103.1

At the start of the Sixties, the DB decided to expand the growing passenger train service with the development of a powerful locomotive. At the end of 1962, four test locomotives of the class E 03 were ordered from Henschel (mechanical equipment) and Siemens-Schuckert (electrical equipment). These units were finished in time for the International Transportation Exhibition in 1965 in Munich.

Starting in 1969 regular production of the class 103 was done for the InterCity service (IC 71) planned to begin in 1971, but with new specifications. The effective load for TEE and IC trains with speeds of 200 km/h / 125 mph increased from 300 to 480 metric tons, and 800 metric ton D-Zug express trains had to be able to run at 160 km/h / 100 mph. The 145 regular production locomotives – now designated as the class 103.1 – had a basic design that followed that of the prototypes with a bridge frame, locomotive

body consisting of five segments, and three-axle trucks. The same end shape was taken from the pre-production locomotives. The most striking thing externally was the doubling of the ventilation openings by a second five-part row of vent grills in the lower half of the side walls. This was caused by a larger air intake due to the greater performance of the locomotive. With a main transformer adjusted for maximum performance (continuous tractive effort output of 6,250 kilovolt amps) and type WBM 368/17f lightweight traction motors with a continuous rating of 1,240 kilowatts the result was a full increase in performance of 25.3% compared to the prototypes – an impressive 7,440 kilowatts or 10,116 horsepower.

The last thirty units (road numbers 103 216-245) were equipped with a frame lengthened by 700 mm / 27-1/2" with larger cabs in order to realize the increase in size of the cramped cabs request-

ed urgently by locomotive engineers. In addition, a more powerful air conditioning unit that could control the supply of warm or cool fresh air independent of the outside temperature contributed to the well-being of the engineers.

After being delivered in the years 1970 to 1974 the class 103.1 units immediately took over the new IC trains as well as the prestigious TEE trains that had now been partially integrated into the new IC network. The regular production locomotives ran in regular service until December of 2002, over thirty years of use in heavy, high-quality passenger train service running at the highest levels of performance. Several units remained on the roster for reserve and special service. Two units (road numbers 103 113 and 245) are still kept operational at the Munich maintenance facility by the DB Inc. for long distance service and they get a workout regularly.



88544 Class 103.1 Electric Locomotive

Prototype: German Federal Railroad (DB) class 103.1 electric locomotive in a beige-crimson paint scheme.

Model: The locomotive is finely and extensively painted and lettered. It is equipped with the new generation motor (motor with a bell-shaped armature). Warm white LEDs are used for the lighting that changes over with the direction of travel. The skylights in the engine room have window inserts and the engine room is lit. Both trucks powered. The locomotive has a concealed switch for the working catenary operation. Length over the buffers 88 mm / 3-1/2".

Highlights:

- Extensive model redesign includes:
- New generation motor.
- Engine room skylights include window inserts and the engine room has warm white LED lighting.

One-time production for the Märklin Dealer Initiative (MHI).





87269 "Rheingold" Car Set

The German Federal Railroad's renowned "Rheingold" train was painted in the colors of wine red and ivory as a TEE train according to European standards after its beginning phase in the historic blue design. The luxurious observation cars – jargon: dome cars – were used on the Rhine line until 1975.

Prototype: 5 German Federal Railroad (DB) TEE "Rheingold" express train passenger cars as they looked in Era IV around 1973/1974. 2 type Avümh 111 compartment cars, 1st class, 1 type ADümh 101 vista dome car, 1st class, one type WRümh 131 hump-backed dining car, and 1 type Apümh 121 open seating car.

Model: All of the cars are prototypically painted and lettered. The cars have interiors as new tooling in all of the models. All of the cars have close coupler hooks. The minimum radius for operation is 195 mm / 7-11/16".

Total length over the buffers about 600 mm / 23-5/8".

The 88544 locomotive can be added to the 87269 car set for a prototypical train consist.

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



87269

88544



This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 193 for warranty terms. See Page 192 for an explanation of the symbols and age information.

Universal Locomotive

The year 1956 was memorable: Triple headlights were introduced on branch lines, there were now only two passenger car classes, and on September 29, the DB took delivery of the first electric locomotive from the new type program – an E 41. Indeed, in Germany steam motive power still accounted for 87 percent of all gross ton kilometers, but for the first time the DB bought more electric locomotives than steam locomotives. “Motive power for the structural transformation” was the message. The smallest new construction electric locomotive with a length of 15.66 meters / 610-3/4” over the buffers, 2,400 kilowatts / 3,217 horsepower hourly output, and

a service weight of 67 metric tons fit this image ideally. “Light train service on main and branch lines”, was the notation in the type program as the planned application – as a universal type for express, passenger, and freight trains the 451 units purchased between 1956 and 1969 worked as the successor to the E 44 in commuter service between the Alps and the North Sea. “Many club members know the E 41 from their youth as a symbol for the optimistic mood of the Sixties with its reliable design”, explains Z Gauge product manager at Märklin Jürgen Faulhaber from discussions. Road number E 41 012 on the roster in 1958 was thus

selected as the prototype for the exclusive Club model for 2018. “The four-axle E 41 has become legendary due to the characteristic noise generated when starting up, which has given the units affectionate nicknames such as “Champagne Corks” or “Fire Cracker”, reports the Z product manager. He is following a goal with the two exclusive pieces of new tooling for the Club in 2017 and 2018: “Club members can place two top units into service for diesel and electric motive power for commuter service starting at the end of the Fifties. This is in the form of diesel locomotive road number V 80 008 and in 2018 road number E 41 012.”



88353 Class E 41 Electric Locomotive

Express, limited stop, and even freight trains – the class E 41 electric locomotives easily pulled everything over five decades in commuter service.

Prototype: German Federal Railroad (DB) class E 41 electric locomotive with three simple lamps, Schweiger air vents with vertical fins, and continuous rain gutter, in a steel blue paint scheme of Era III.


Model: The model is completely new tooling. The frame is constructed of metal and the body is made of plastic. The model has a motor with a bell-shaped armature. All axles powered. The headlights are warm white LEDs that change over with the direction of travel. Length over the buffers 71 mm / 2-13/16”.

One-time production only for members of the Insider Club.

Highlights:

- Completely new tooling.
- Motor with a bell-shaped armature.



 This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 193 for warranty terms. See Page 192 for an explanation of the symbols and age information.

Folklore Banging and Tractive Effort Jolts

The German Federal Railroad laid great value on extensive standardization of electrical and mechanical parts for the modernization of its motive power with electric locomotives. The reason for this was to minimize spare parts inventories. Siemens/Krauss Maffei developed the classes E 10 and E 40, and AEG/Krupp the class E 50 heavy freight locomotive. Henschel and Brown, Boveri & Cie designed the class E 41 with the DB. The E 41 had an axle load of 16.8 metric tons and was up to any task on electrified lines. The E 41 shared with its sibling classes the clean lines of

the locomotive body welded to the bridge frame with its hollow girders as well as standardized components such as drive mechanism or axle bearings. However, there were also many departures from the other new construction locomotive designs to save costs. The E 41 thus did not have a high-voltage control installed, but rather a simple low-voltage control. The relay system had physical and acoustic effects for passengers: When the locomotive was accelerating a pushed shuttle train, the coarse switching steps in the relays caused rough pushing from the locomotive and a magnetic field in the current divider led to a loud bang when

the relays were switching. Yet, these surrounding circumstances had if anything folklore characteristics and affected in no way the use of the ubiquitous units of this class with their speed of 120 kilometers per hour / 75 miles per hour.



"Museum Passenger Train" Starter Set



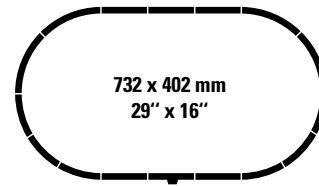
81871 "Museum Passenger Train" Starter Set

Prototype: 1 Franconian Switzerland Steam Railroad class V 60 diesel locomotive, 1 type Pwi baggage car, 1 corridor car, 1st/2nd class, 1 type WRi dining car. The train looks as it currently does in real life.

Model: The V 60 locomotive is constructed of metal. All driving axles powered. The side rods and wheel sets are black nickel-plated. The 2 passenger cars and 1 baggage car have solid black nickel-plated wheel sets. Train length about 240 mm / 9-7/16".

The set includes a large oval of track with 6 sections of straight track 110 mm / 4-3/8" (of them 5 x 8500, 1 x 8590 feeder track), 4 no. 8520 curved track, and 6 no. 8521 curved track. Also included is: a track plan brochure, a rerailer, a locomotive controller, and a switched mode power pack for supplying current.

The track plan in this starter set can be expanded with the 8190 or 8191, 8192, 8193, and 8194 SET extension sets or with your own designs.



81871



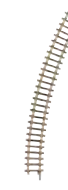
1x



5x



4x



6x



*V 60 includes a motor with a bell-shaped armature
Large oval of track*





The Beautiful Lady of Württemberg



88185 Class C Express Steam Locomotive with a Tender

Prototype: Royal Württemberg State Railways (K.W.St.E.) class C express steam locomotive. The locomotive looks as it did in Era I around 1915.

Model: The model has been improved and is finely detailed. The locomotive body and frame are constructed of metal. It has a reproduction of the brakes, sand pipes, rail clearance devices, etc. on the underside of the locomotive. The locomotive also has finely detailed valve gear and rods. There are enlarged buffer plates on the locomotive and tender. The locomotive has a motor with a bell-shaped armature. All 3 coupled axles powered. The locomotive has dual headlights. The tender has spoked wheels.

Length over the buffers about 112 mm / 4-3/8".

Highlights:

- ✓ Locomotive frame and body constructed of metal.
- ✓ Finely detailed valve gear and rods.
- ✓ Reproduction of brake rigging, rail clearance devices, etc.
- ✓ Dual headlights.



Finely detailed valve gear

The tender has spoked wheels



87009

88185

"Württemberg" Passenger Car Set



87009 "Württemberg" Passenger Car Set

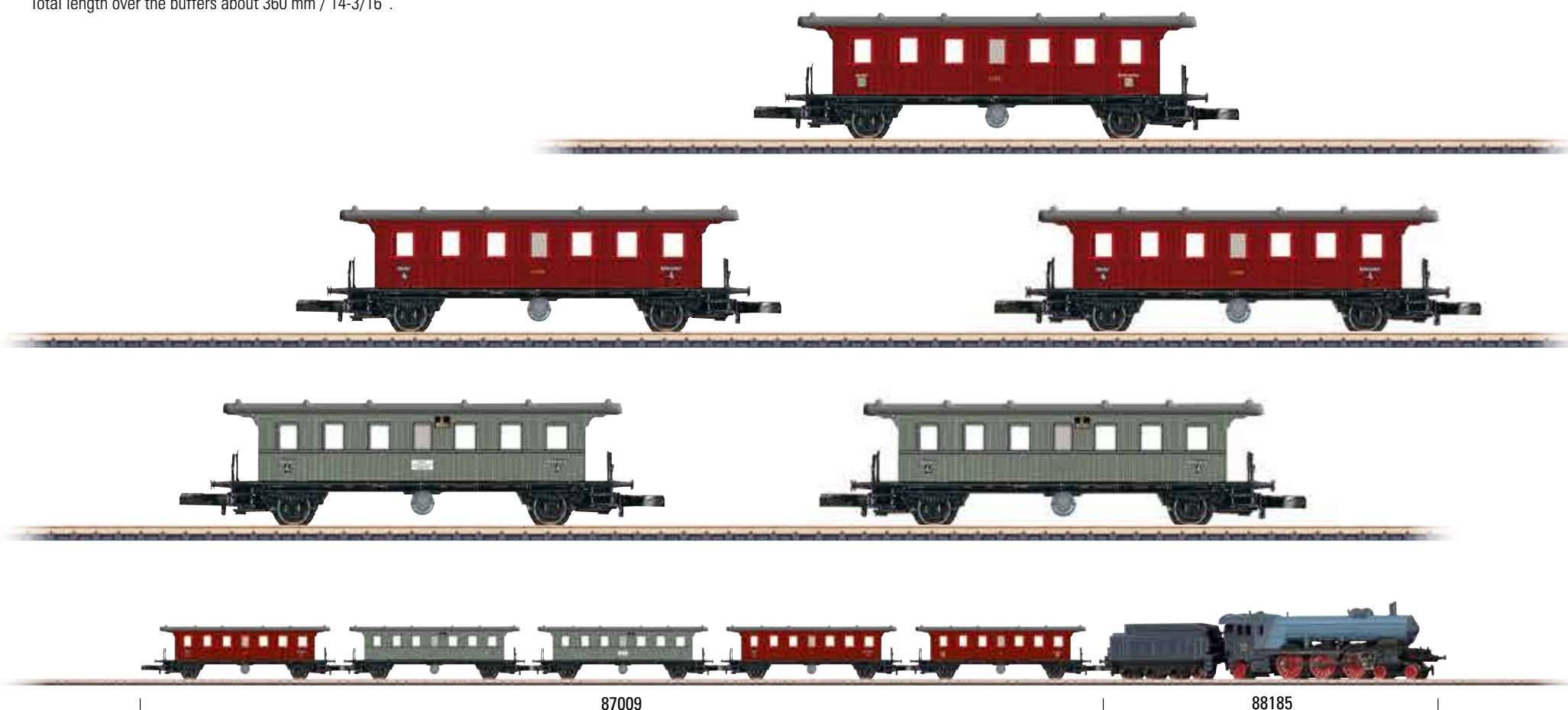
Prototype: 5 Royal Württemberg State Railways (K.W.St.E.) passenger cars consisting of 2 type Di Wü 04 corridor coaches, 4th class, 2 type Di Wü 08 corridor coaches, 4th class, and 1 type Ci Wü 05 corridor coach, 3rd class, as they looked around 1910.

Model: All of the cars are prototypically painted and lettered. Each car has an individual car number. The cars have interiors as new tooling in all of the models as well as separately applied gas tanks, and spoked wheels. All of the cars are individually packaged. Total length over the buffers about 360 mm / 14-3/16".

Highlights:

- Interior details and separately applied gas tanks included.

All of the cars are individually packaged



90 Years of the Rheingold



81332 "90 Years of the Rheingold" Train Set

An impressive set for what is probably the most wonderful travel experience of the early Thirties. Lovingly realized, rich in detail and with an eye on the special.

Prototype: 1 German State Railroad Company (DRG) class 18.4 steam express locomotive with a type 2'2'T26,2 tender, 1 type SPw4ü-28 baggage car, 1 type SB4ü-28 parlor car, 2nd class without a galley, 1 type SB4ük-28 parlor car, 2nd class with a galley, 1 type SA4ü-28 parlor car, 1st class without a galley, 1 type SA4ük-28 parlor car, 1st class with a galley. Cars in a violet/beige paint scheme. The train looks as it did in the DRG's Era II around 1931.

Model: The locomotive has a motor with a bell-shaped armature. All driving axles powered. The locomotive model is finely detailed and includes modelling of the brake rigging, rail clearance devices, enlarged buffer plates, etc. The cars are prototypically and finely imprinted. These models are not available separately.

Train length about 635 mm / 25".

Included with the train set is a reproduction of an original builder's plate for the locomotive constructed of metal. The train set comes in an exclusively designed "book packaging" with a booklet about the history of the Rheingold and a certificate of authenticity.

Highlights:

- **Exclusive one-time series for the anniversary of 90 years of the Rheingold.**
- **A reproduction of a locomotive builder's plate in metal included.**
- **Certificate of authenticity.**

One-time series.



See Page 192 for an explanation of the symbols and age information.



82318 "DRG Liquids Transport" Car Set

Prototype: 2 privately owned acid container cars and 1 privately owned 2-axle tank car used on the German State Railroad Company (DRG). The cars look as they did in Era II.

Model: The 2 acid container cars each have 12 "acid pots" and a brakeman's cab. The tank car has a brakeman's cab. Total length over the buffers about 120 mm / 10-1/2".



82267 Type G1 "Dresden" Boxcar mit the Advertising Lettering "Märklin"

Prototype: German Federal Railroad (DB) type G1 "Dresden" boxcar as it looked in Era III. Both sides of the car include advertising lettering for the firm "Gebr. Märklin & Cie. GmbH", Göppingen, Germany.

Model: The car includes repaired areas and weathering. Length over the buffers 56 mm / 2-3/16".



The Prairie Pony



88031 Passenger Locomotive

Prototype: German Federal Railroad (DB) class 24 steam locomotive with Wagner smoke deflectors and a 4-axle type 2'2'T26 tender as the locomotive looked around 1950.

Model: The model has been extensively redesigned and improved with fine complete working valve gear and imitations of brakes. The locomotive has Wagner smoke deflectors. All driving axles powered. The locomotive has triple headlights with warm white LEDs. Length over the buffers about 85 mm / 3-3/8".

Highlights:

- Redesigned model.
- Fine working valve gear.

- Imitations of brakes.
- LED headlights.
- First time with a type 2'2'T26 tender.



87040 German Federal Railroad Passenger Car Set

Prototype: 4 German Federal Railroad (DB) passenger car as they looked in Era IIIa. 1 type Pw3 Pr 02 baggage car with 3 wheel sets and a conductor's cupola. 1 type BC3 Pr 21 compartment car, 2nd/3rd class, with 2 wheel sets and a brakeman's cab, 1 type C3 Pr 04 compartment car, 3rd class, with 3 wheel sets and without a brakeman's cab, 1 type C3 Pr 21 compartment car, 3rd class, with 2 wheel sets and without a brakeman's cab.

Model: The set has 1 DB baggage car and 3 DB compartment cars. All of the cars have different car numbers. The compartment cars have interior details. The 2-axle cars have truss rods. The cars are finely painted and have detailed lettering. All of the cars are individually packaged. Total length about 230 mm / 9-1/16".



87040

88031

See Page 192 for an explanation of the symbols and age information.



The Classic V of Railroad History



88203 Class V 200.0 Diesel Locomotive

Prototype: German Federal Railroad (DB) class V 200.0 heavy diesel hydraulic general-purpose locomotive in the elegant crimson/gray paint scheme. The locomotive looks as it did in Era III around 1958.

Model: All of the axles on the locomotive are powered. The model has a motor with a bell-shaped armature. The locomotive has dark wheel treads. Maintenance-free warm white and red LEDs are used for the

lighting. The headlights and marker lights change over with the direction of travel. The engine room details are modelled, and the locomotive has a fine complete paint scheme. The locomotive is lightly weathered in the roof area.

Length over the buffers 84 mm / 3-5/16".

Motor with a bell-shaped armature



82102 Type R 10 Stake Car with a Brakeman's Platform

Prototype: German Federal Railroad (DB) type R 10 Association design stake car in Era III with a load of construction steel matting.

Model: This car fits in with the theme of steel and/or steel processing. The car is finely painted and lettered. A removable load of "construction steel matting" is included. Length over the buffers 56 mm / 2-3/16".



82341 Type SSym 46 Heavy-Duty Flat Car with a Load of T Shapes

Prototype: German Federal Railroad (DB) type SSym 46 heavy-duty flat car. Six-axle design with a flat load surface and a load of steel T shapes.

Model: The flat car has a metal body with stakes that can be installed on it. It is loaded with T shapes on a load frame. Length over the buffers 60 mm / 2-3/8".





82343 Type SSym 46 Heavy-Duty Flat Car with a Load of Round Shapes

Prototype: German Federal Railroad (DB) type SSym 46 heavy-duty flat car. Six-axle design with a flat load surface and a load of steel round shapes.

Model: The flat car has a metal body with stakes that can be installed on it. It is loaded with round shapes on a load frame. Length over the buffers 60 mm / 2-3/8".



82342 Type SSym 46 Heavy-Duty Flat Car with a Load of an Insulated Hood

Prototype: German Federal Railroad (DB) type SSym 46 heavy-duty flat car. Six-axle design with a flat load surface and a load of an insulated hood for transporting glowing steel slabs.

Model: The flat car has a metal body with stakes that can be installed on it. It is loaded with a reproduction of a lightly weathered insulated hood. Length over the buffers 60 mm / 2-3/8".



86237 Type Omm 52 Gondola with a Load of Scrap

Prototype: German Federal Railroad (DB) type Omm 52 gondola without a handbrake for transporting scrap metal. The car looks as it did in Era III around 1961.

Model: The car is extensively painted and it has metal wheel sets, which are black nickel-plated. It is loaded with a reproduction of rusty scrap metal. Length over the buffers about 46 mm / 1-13/16".

Prototypical freight load



“Bubikopf”



88742 DB Class 064 Steam Tank Locomotive



© Thomas Estler

Prototype: German Federal Railroad (DB) class 064 steam tank locomotive. The locomotive looks as it did in Era IV.

Model: This is a finely detailed model. The locomotive body and frame are constructed of metal. The brake rigging, rail clearance devices, etc. are modelled on the underside of the locomotive. The locomotive has finely detailed working valve gear and side rods. It also has larger buffer plates. The locomotive has welded water tanks but does not have a smoke box door central locking device or a bell. The triple headlights change over with the direction of travel. Warm white LEDs are used for the headlights. The locomotive has a motor with a bell-shaped armature. All 3 coupled axles are powered. The wheels are black nickel-plated. Length over the buffers approximately 57 mm / 2-1/4”.

Highlights:

- Metal locomotive frame and body.
- Finely detailed side rods / valve gear.
- The braking rigging and rail clearance devices are modelled.
- Motor with a bell-shaped armature.
- Warm white LEDs for the headlights.



82101 “High Tension Current Train” Car Set

Prototype: High tension current train for erecting catenary, as it looked in the German Federal Railroad’s (DB) Era IIIb, consisting of a catenary erecting car (former type R10 with a brakeman’s cab), car for drums of wire (former type R10), material supplies car (former type G car) and bunk car (former Württemberg corridor car).

Model: The car set consists of 2 former type R10 cars, loaded with the typical equipment and supplies for a catenary erecting train. The loads are made of real wood. There is a material supplies car and a bunk car. All of the cars are extensively painted and imprinted. Length over the buffers about 216 mm / 8-1/2”.





88135 Class 232 Heavy Diesel Locomotive

Prototype: German Railroad, Inc. / Railion Germany, Inc. class 232 (“Ludmilla”) heavy diesel locomotive in a “Traffic Red” basic paint scheme.

Model: The locomotive is extensively and finely painted and lettered. The cab interiors are suggested. Both trucks powered. The locomotive has triple headlights and dual red marker lights that change over with the direction of travel. Maintenance-free warm white and red LEDs are used for the lighting. Length over the buffers about 95 mm / 3-3/4”.



82662 Type Sgs 693 Four-Axle Container Transport Car

Prototype: German Federal Railroad (DB) type Sgs 693 as it looked around 1992. Loaded with two 20-foot containers of the firm MSC Geneva and a 20-foot container of the container shipping company Hamburg South.

Model: All of the containers are removable. Length over the buffers 90 mm / 3-1/2”.



See Page 192 for an explanation of the symbols and age information.

| 82662 | 82662 | 82662 | 88135 |

The "Iron Pig"



88227 Class E 94 Heavy Electric Freight Locomotive



Prototype: German Railroad, Inc. (DB AG) road number E 94 056, former DR class 254. Traditional locomotive from the Leipzig Main Station, museum track. Version in a "Bottle Green" / "Fire Red" paint scheme.

Model: The locomotive has a new generation motor, a motor with a bell-shaped armature. The headlights change over with the direction of travel and are warm white LEDs. Both hood sections of the locomotive are constructed of metal. All axles on both trucks are powered. The locomotive has a finely executed, prototypical paint scheme and lettering. The locomotive comes in an exclusive wooden box. Length over the buffers 85 mm / 3-3/8".

Highlights:

- Continuation of the edition of museum locomotives.
- Metal replica of the AEG builder's plate included.
- Comes in a wooden box.
- Limited series of 499 pieces.



88437 Class 143 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 143 general-purpose electric locomotive. B-B wheel arrangement. The locomotive looks as it did around 2011.

Model: All axles on both trucks are powered. The catenary selector screw switch is located inside the locomotive. Maintenance-free warm white and red LEDs are used for the lighting. The headlights and marker lights change over with the direction of travel. Length over the buffers 76 mm / 3".



See Page 192 for an explanation of the symbols and age information.



81594 “Gotthard Panorama Express” Train Set

Prototype: Swiss Federal Railways (SBB) Gopex consisting of the class Re 4/4 II general-purpose locomotive in a red paint scheme and 3 panorama cars.

Model: The locomotive has been converted to a motor with a bell-shaped armature. All axles powered. Maintenance-free, warm white LEDs are used for the lighting (3 x white in the front, 1 x white in the lower right rear (Swiss headlight code). The locomotive has movable rail clearance devices on both trucks. The current pickup can be switched from catenary to track. The cars are imprinted in the new “Gopex design”. Train length over the buffers about 435 mm / 17-1/8”.

A car set to add to this train is available as item number 87662.

*New tooling
Movable rail clearance devices
LED lighting*



82531 Wascosa Gas Tank Car Set

Prototype: 3 four-axle freight cars for transporting gas, painted and lettered for the freight car leasing company Wascosa. Of them, 2 cars include heat shields and 1 car is without a heat shield. All of the cars look as they do in Era VI.

Model: All of the cars are in a special version and include close coupler hooks and individual car numbers. The cars are prototypically painted and lettered.

Length over the buffers about 225 mm / 8-7/8”.





88218 Class 2048 Diesel Locomotive

Prototype: Austrian Federal Railways (ÖBB) class 2048 lightweight general-purpose locomotive. "Traffic Red" paint scheme from Era V. The locomotive looks as it did around 1992.

Model: The locomotive has a can motor with a bell-shaped armature. All axles on both trucks are powered. Maintenance-free warm white and red LEDs are used for the lighting. The headlights and marker lights change over with the direction of travel. Length over the buffers 60 mm / 2-3/8".



Highlights:

- Fine detailing.
- Warm white and red headlights and marker lights.
- Extensive paint scheme and imprinting.



Read further on our Internet page
<http://www.maerklin.de/products/88218>



82532 "Green Cargo" Funnel-Flow Tank Car Set

Prototype: 2 type Zacns funnel-flow tank cars painted and lettered for Ermewa SA "Green Cargo", used to transport fuel.

Model: The 2 type "Zacns" funnel-flow tank cars of the firm Ermewa SA are painted and lettered for "Green Cargo". Both cars are individually lettered and include close coupler hooks. Length over the buffers each 77.5 mm / 3-1/16".





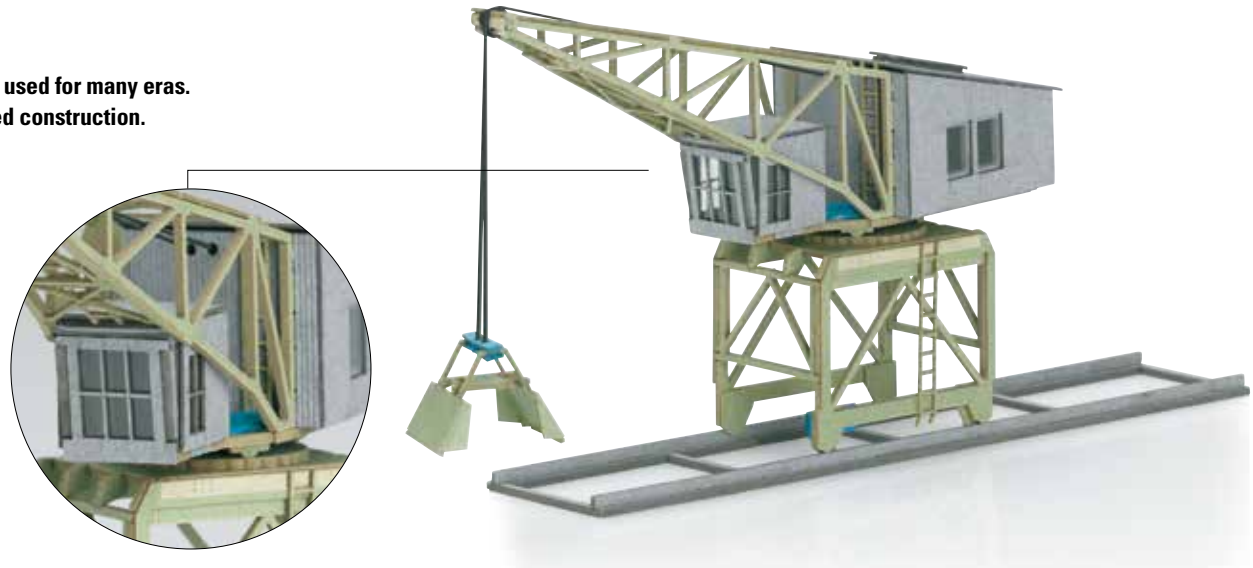
89769 Duisburg Inner Harbor Crane

Prototype: Duisburg Inner Harbor crane as it looked at the start of Era IV. Used to load and unload bulk freight such as coal and ore.

Model: This advanced building kit is precision laser-cut from high-quality architectural quality cardstock and is a model of the Duisburg Inner Harbor crane. The parts are laser-cut precisely from special quality architectural quality cardstock. All of the parts already in a realistic basic paint scheme and they can be weathered and painted further with no problem. The crane cab can be turned carefully on the base. Dimensions about 60 (L) x 16 (W) x 45 (H) mm / 2-3/8" (L) x 5/8" (W) x 1-3/4" (H), Length of the under frame about 20 mm / 3/4"

Highlights:

- Can be used for many eras.
- Detailed construction.



Easter



80418 Z Gauge Easter Car for 2018

Prototype: Insulated boxcar.

One-time series only in 2018.

Model: The car is painted and decorated for Easter. Delivered in a transparent Easter rabbit in a green Easter basket with yellow Easter grass. Length over the buffers 40 mm / 1-9/16".

Includes an Easter basket, grass, and appropriately designed packaging







The True Size: Märklin 1

Märklin 1 Gauge models are always something special. Not just in a presentation setting or as a collector's piece. They provide a lot of enthusiasm in operation and on a layout too. These models show many details and functions in the scale of 1:32 that are not there or that are only indicated in other model gauges.

For example, our completely new tooling for the class 78 with wonderful models rich in detail. In eight different versions, we are presenting what is probably one of the most successful locomotive classes ever to run on German rails. With a service life of over 60 years and as the dominant motive power in commuter service for large urban areas, it attained cult status as one of the last steam locomotives in regular service.

No less worthy of mention is the new class 103 – the DB's media star. This milestone of locomotive development with its lovingly applied small detailing draws us into the brilliant period of European wanderlust. As a scale model for advanced model railroaders with features such as servo-powered pantographs and a very finely modelled truck design, this technically reworked new edition is a real gem for every layout.

A highlight for a second look! Make sure you look at the "Schürzenwagen" / "Skirted Passenger Cars" on the following pages. Some of them are starting the new season with sound and they all have undergone considerable reworking with new and improved trucks.



Look for this logo!

You will recognize our premium partners by this special logo. Naturally also by the intensive, competent advice and the good service, the large assortment, the best presentation, the variety of ways to evaluate the products, and the presentation on a roller test stand approved by Märklin with steam and sound functions.

“Freight Train” Digital Starter Set



55046 “Freight Train” Digital Starter Set

Prototype: Typical German Federal Railroad (DB) branch line freight train: Class V 100.10 diesel locomotive, type Gmms 40 boxcar, type Omm 55 high side gondola.

Model: The locomotive has a metal frame. It also has an mfx digital decoder with controlled high-efficiency propulsion and extensive sound functions. The locomotive can be operated with AC power, DC power, Märklin Digital, and DCC. All axles powered. Traction tires. The headlights will work in conventional operation and can be controlled digitally. Many sound functions can be controlled digitally such as coupler sounds, air pump, horn, and much more. The doors can be opened.

Length over the buffers 38.4 cm / 15-1/8”.

The 2-axle box car has a standard frame with truss rods.

Length over the buffers 31.5 cm / 12-3/8”.

The 2-axle high side gondola has a standard frame with truss rods.

Length over the buffers 31.5 cm / 12-3/8”.

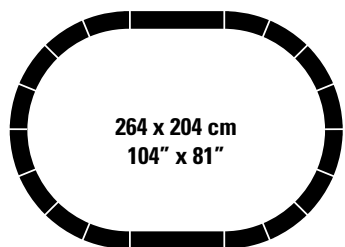
The minimum radius for operation of the train is 1,020 mm / 40-1/8”.

Contents: An oval of track consisting of 16 no. 59035 curved track, radius 1,020 mm / 40-1/8”, 2 no. 59059 straight track, 600 mm / 23- 5/8”. 230 volt / 36 VA switched mode power pack. No. 60657 Mobile Station digital controller. No. 60114 digital connector box and connecting hardware.

Space required for the track layout is approximately 264 x 204 cm / 104” x 81”.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)	█	█	█	█	█
Conductor's Whistle	█	█	█	█	█
Diesel locomotive op. sounds	█	█	█	█	█
Horn	█	█	█	█	█
Direct control	█	█	█	█	█
Sound of squealing brakes off	█	█	█	█	█
Air Pump	█	█	█	█	█
Sound of Couplers Engaging	█	█	█	█	█





2x



16x



First time with the former Hübner track



In Shuttle Train Service



55073 Class 78 Steam Tank Locomotive

Prototype: German Federal Railroad (DB) class 78 steam tank locomotive (shuttle train version). The locomotive looks as it did around 1956. Road number 78 359.

Model: The locomotive is completely new tooling. The frame and the locomotive body with boiler and cab are constructed of die-cast zinc. Other applied parts are constructed mostly of metal (brass). This is a highly detailed model with many separately applied details and a prototypically detailed cab. 2 boiler attachments and a smoke box door without central locking (can be opened). The water tank hatches can be opened, the cab doors can be opened, and much more. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion and a sound generator with running sounds synchronized to the wheels as well as extensive sound functions. The locomotive can be operated with AC power, DC power, Märklin Digital, and DCC. All driving axles powered. The locomotive has a built-in smoke generator with steam chuffing synchronized to the wheels, cylinder steam, and a steam whistle. There are dual headlights front and rear that change over with the direction of travel. The light color is correct for the era. The headlights will work in conventional operation and can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has sprung buffers, and cab and firebox lighting as well as running gear lights. The locomotive comes with a prototype coupler on the front and a remote controlled Telex coupler on the rear. Both couplers can be replaced by the other type. The valve gear switchover is in 3 steps (forward, reverse, continuous operation).

The many movable separately applied parts underscore the high level of quality



An accessory package with one each reproduction prototype coupler and a Telex coupler, smoke fluid, and a figure of a locomotive engineer and a fireman is included with the locomotive. The locomotive is mounted on an aluminum base painted black for display case presentation. The minimum radius for operation of the train is 1,020 mm / 40-1/8". Length over the buffers 46.2 cm / 18-3/16".

Highlights:

- **Completely new tooling.**
- **Highly detailed full metal construction.**
- **Load-controlled running sounds synchronized to the wheels.**
- **Smoke box door can be opened, many original details included.**
- **mfx decoder for operation with AC power, DC power, Märklin Digital, and DCC.**

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)					
Smoke generator					
Steam locomotive op. sounds					
Locomotive whistle					
Telex coupler on the rear					
Engineer's cab lighting					
Running gear lights					
Whistle for switching maneuver					
Direct control					
Sound of squealing brakes off					
Sound of coal being shoveled					
Grate Shaken					
Air Pump					
Injectors					
Water Pump					
Letting off Steam					

Designed originally in 1911 for faster handling of passenger train service on the Isle of Rügen, the T 18 was the result as one of the most successful German tank locomotives with its symmetrical design with three coupled wheel sets, two trucks, large fuel and water tanks, and a maximum speed of 100 km/h / 62.5 mph in both directions of travel. It had two-cylinder hot steam running gear with externally mounted, horizontal cylinders positioned between the wheel sets of the pilot truck. Propulsion went to the second coupled wheel set and there was a two-axle truck front and rear, each with 40 mm / 1-9/16" of side play. The T 18 had a sturdy frame. The annoying jerks still present on the prototype of 1912 at speeds of more than 60 km/h 37.5 mph were soon reduced by improved mass balancing. The T 18 was therefore authorized for 100 km/h / 62.5 mph despite its relatively small driving wheel diameter of 1,650 mm / 65".

By 1927, the DRG rostered all total 460 Prussian (and clones) as well as 20 Württemberg T 18 units as road numbers 78 001-282 and 351-528. In 1935, the Saar units (78 283-328) were added. After nationalization of the Eutin-Lübeck Railroad (ELE) in 1941, the DRG acquired its T 18 units as 78 329 and 330. About 420 units survived in the Western Zones after the end of World War II. After retiring locomotives damaged in the war, the DB still rostered 377 operational units on July 1, 1950, including 32 units on the railroad in Saarland.

Since for the near future these units were still needed for years, the DB decided to correct known deficiencies and retrofit better components. Equipping the units with a shuttle train control system began as early as 1951, since the class 78 units with the same maximum speed forward and reverse were ideally suited for this kind of operation. By the end of 1967, more than 120 locomotives

were set up for shuttle train operation with indirect control. They were concentrated in the Hamburg, Hannover, Essen, Wuppertal, Frankfurt/Main, and Saarbrücken Districts. The last shuttle train use with class 78 units in the Hamburg area did not end until the fall of 1968. By 1968, the roster on the DB had shrunk to about 50 locomotives. Road number 78 246 at the Rottweil maintenance facility was retired as the last T 18 on December 31, 1974. It now

stands at the German Steam Locomotive Museum in Neuenmarkt-Wirsberg. On the DR, the last T 18 left service in 1972. Road number 78 009 of the Dresden Transportation Museum remains as the oldest preserved T 18. Road number 78 468 is still currently operational and has served for many years as an exhibit at the Hamburg History Museum.



The Prussian T18



55071 Class T18 Steam Tank Locomotive

Prototype: Royal Prussian Railroad Administration (K.P.E.V.) class T18 steam tank locomotive. The locomotive looks as it did around 1917. Road number 8415 Erfurt.

Model: The locomotive is completely new tooling. The frame and the locomotive body with boiler and cab are constructed of die-cast zinc. Other applied parts are constructed mostly of metal (brass). This is a highly detailed model with many separately applied details and a prototypically detailed cab. The cab has an arched roof, 2 boiler attachments (round steam dome, round sand dome), and a smoke box door with central locking (can be opened). The water tank hatches can be opened, the cab doors can be opened, and much more. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion and a sound generator with running sounds synchronized to the wheels as well as extensive sound functions. The locomotive can be operated with AC power, DC power, Märklin Digital, and DCC. All driving axles powered. The locomotive has a built-in smoke generator with steam chuffing synchronized to the wheels, cylinder steam, and a steam whistle. There are dual headlights front and rear that change over with the direction of travel. The light color is correct for the era. The headlights will work in conventional operation and can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has sprung buffers, and cab and firebox lighting. The locomotive comes

with a prototype coupler on the front and a remote controlled Telex coupler on the rear. Both couplers can be replaced by the other type. The valve gear switchover is in 3 steps (forward, reverse, continuous operation).

An accessory package with one each reproduction prototype coupler and a Telex coupler, smoke fluid, and a figure of a locomotive engineer and a fireman is included with the locomotive. The locomotive is mounted on an aluminum base painted black for display case presentation. The minimum radius for operation of the train is 1,020 mm / 40-1/8". Length over the buffers 46.2 cm / 18-3/16".

Highlights:

- **Completely new tooling.**
- **Highly detailed full metal construction.**
- **Load-controlled running sounds synchronized to the wheels.**
- **Smoke box door can be opened, many original details included.**
- **mfx decoder for operation with AC power, DC power, Märklin Digital, and DCC.**

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)	█	█	█	█	█
Smoke generator	█	█	█	█	█
Steam locomotive op. sounds	█	█	█	█	█
Locomotive whistle	█	█	█	█	█
Telex coupler on the rear	█	█	█	█	█
Engineer's cab lighting	█	█	█	█	█
Sanding	█	█	█	█	█
Whistle for switching maneuver	█	█	█	█	█
Direct control	█	█	█	█	█
Sound of squealing brakes off	█	█	█	█	█
Sound of coal being shoveled	█	█	█	█	█
Grate Shaken	█	█	█	█	█
Air Pump	█	█	█	█	█
Injectors	█	█	█	█	█
Water Pump	█	█	█	█	█
Letting off Steam	█	█	█	█	█



The Württemberg T18



55076 Class T18 Steam Tank Locomotive

Prototype: Royal Württemberg State Railroad (K.W.St.E.) class T18 steam tank locomotive. The locomotive looks as it did around 1919. Road number Württemberg 1132.

Model: The cab has a Prussian double roof, 2 boiler attachments (round steam dome, round sand dome), and a smoke box door with central locking (can be opened). All other information can be found in the model description for 55071.

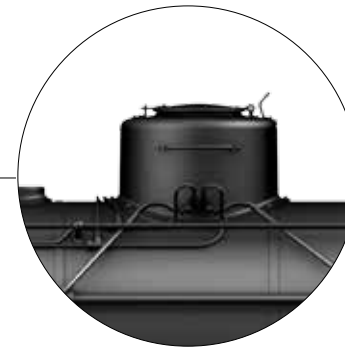
Highlights:

- **Completely new tooling.**
- **Highly detailed full metal construction.**
- **Load-controlled running sounds synchronized to the wheels.**
- **Smoke box door can be opened, many original details included.**
- **mfx decoder for operation with AC power, DC power, Märklin Digital, and DCC.**

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)					
Smoke generator					
Steam locomotive op. sounds					
Locomotive whistle					
Telex coupler on the rear					
Engineer's cab lighting					
Sanding					
Whistle for switching maneuver					
Direct control					
Sound of squealing brakes off					
Sound of coal being shoveled					
Grate Shaken					
Air Pump					
Injectors					
Water Pump					
Letting off Steam					

The version of the regular production locomotive starting in 1914

Round steam dome and sand dome included



The DRG Variant



55072 Class 78 Steam Tank Locomotive

Prototype: German State Railroad Company (DRG) class 78 steam tank locomotive. The locomotive looks as it did around 1927. Road number 78 101.

Model: All other information can be found in the model description for 55071.

Highlights:

- **Completely new tooling.**
- **Highly detailed full metal construction.**
- **Load-controlled running sounds synchronized to the wheels.**
- **Smoke box door can be opened, many original details included.**
- **mfx decoder for operation with AC power, DC power, Märklin Digital, and DCC.**

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Smoke generator					
Steam locomotive op. sounds					
Locomotive whistle					
Telex coupler on the rear					
Engineer's cab lighting					
Sanding					
Whistle for switching maneuver					
Direct control					
Sound of squealing brakes off					
Sound of coal being shoveled					
Grate Shaken					
Air Pump					
Injectors					
Water Pump					
Letting off Steam					

For a lot of extra coal



The model of the regular production series starting in 1919



The DB Shuttle Train Version



55077 Class 78 Steam Tank Locomotive



Prototype: German Federal Railroad (DB) class 78 steam tank locomotive (shuttle train version). The locomotive looks as it did around 1963. Road number 78 440.

Model: 3 boiler attachments, cab with a roof attachment, and a smoke box door without central locking (can be opened). There are triple headlights front and rear that change over with the direction of travel.

All other information can be found in the model description for 55071.

Highlights:

- **Completely new tooling.**
- **Highly detailed full metal construction.**
- **Load-controlled running sounds synchronized to the wheels.**
- **Smoke box door can be opened, many original details included.**
- **Running gear lights and cab lighting.**
- **mfx decoder for operation with AC power, DC power, Märklin Digital, and DCC.**

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)					
Smoke generator					
Steam locomotive op. sounds					
Locomotive whistle					
Telex coupler on the rear					
Engineer's cab lighting					
Running gear lights					
Whistle for switching maneuver					
Direct control					
Sound of squealing brakes off					
Sound of coal being shoveled					
Grate Shaken					
Air Pump					
Injectors					
Water Pump					
Letting off Steam					

The class 78 from the Essen "Class District"



The Class 078 with Inductive Magnets



55074 Class 078 Steam Tank Locomotive

Prototype: German Federal Railroad (DB) class 078 steam tank locomotive. The locomotive looks as it did around 1969. Road number 078 195-5.

Model: Cab with a roof attachment, inductive magnet on both sides, inductive system box on the right at the cab, and a smoke box door without central locking (can be opened). There are triple headlights front and rear that change over with the direction of travel. The light color is correct for the era. The locomotive has sprung buffers, and cab and firebox lighting as well as running gear lights.

All other information can be found in the model description for 55071.

Highlights:

- **Completely new tooling.**
- **Highly detailed full metal construction.**
- **Load-controlled running sounds synchronized to the wheels.**
- **Smoke box door can be opened, many original details included.**
- **Running gear lights and cab lighting.**
- **mfx decoder for operation with AC power, DC power, Märklin Digital, and DCC.**

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Smoke generator					
Steam locomotive op. sounds					
Locomotive whistle					
Telex coupler on the rear					
Engineer's cab lighting					
Running gear lights					
Whistle for switching maneuver					
Direct control					
Sound of squealing brakes off					
Sound of coal being shoveled					
Grate Shaken					
Air Pump					
Injectors					
Water Pump					
Letting off Steam					





55075 Class 78 Steam Tank Locomotive

Prototype: German State Railroad (DR/GDR) class 78 steam tank locomotive. The locomotive looks as it did around 1970. Road number 78 1030-2.

Model: 3 boiler attachments, cab with a rounded roof, smoke deflectors, and a smoke box door with central locking (can be opened). There are triple headlights front and rear that change over with the direction of travel. The light color is correct for the era. All other information can be found in the model description for 55071.

Highlights:

- **Completely new tooling.**
- **Highly detailed full metal construction.**
- **Load-controlled running sounds synchronized to the wheels.**
- **Smoke box door can be opened, many original details included.**
- **mfx decoder for operation with AC power, DC power, Märklin Digital, and DCC.**

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)	█	█	█	█	█
Smoke generator	█	█	█	█	█
Steam locomotive op. sounds	█	█	█	█	█
Locomotive whistle	█	█	█	█	█
Telex coupler on the rear	█	█	█	█	█
Engineer's cab lighting	█	█	█	█	█
Sanding	█	█	█	█	█
Whistle for switching maneuver	█	█	█	█	█
Direct control	█	█	█	█	█
Sound of squealing brakes off	█	█	█	█	█
Sound of coal being shoveled	█	█	█	█	█
Grate Shaken	█	█	█	█	█
Air Pump	█	█	█	█	█
Injectors	█	█	█	█	█
Water Pump	█	█	█	█	█
Letting off Steam	█	█	█	█	█





55078 Class 232 TC Steam Tank Locomotive

Prototype: French State Railroad Company (SNCF) class 232 TC steam tank locomotive. The locomotive looks as it did around 1961. Road number 232 TC 405.

Model: The locomotive is completely new tooling. The frame and the locomotive body with boiler and cab are constructed of die-cast zinc. Other applied parts are constructed mostly of metal (brass). This is a highly detailed model with many separately applied details and a prototypically detailed cab. 2 boiler attachments (round steam dome, round sand dome), and a smoke box door with central locking (can be opened). The water tank hatches can be opened, the cab doors can be opened, and much more. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion and a sound generator with running sounds synchronized to the wheels as well as extensive sound functions. The locomotive can be operated with AC power, DC power, Märklin Digital, and DCC. All driving axles powered. The locomotive has a built-in smoke generator with steam chuffing synchronized to the wheels, cylinder steam, and a steam whistle. There are dual headlights front and rear that change over with the direction of travel. The light color is correct for the era. The headlights will work in conventional operation and can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has sprung buffers, and cab and firebox lighting (flickering). The locomotive comes with a prototype

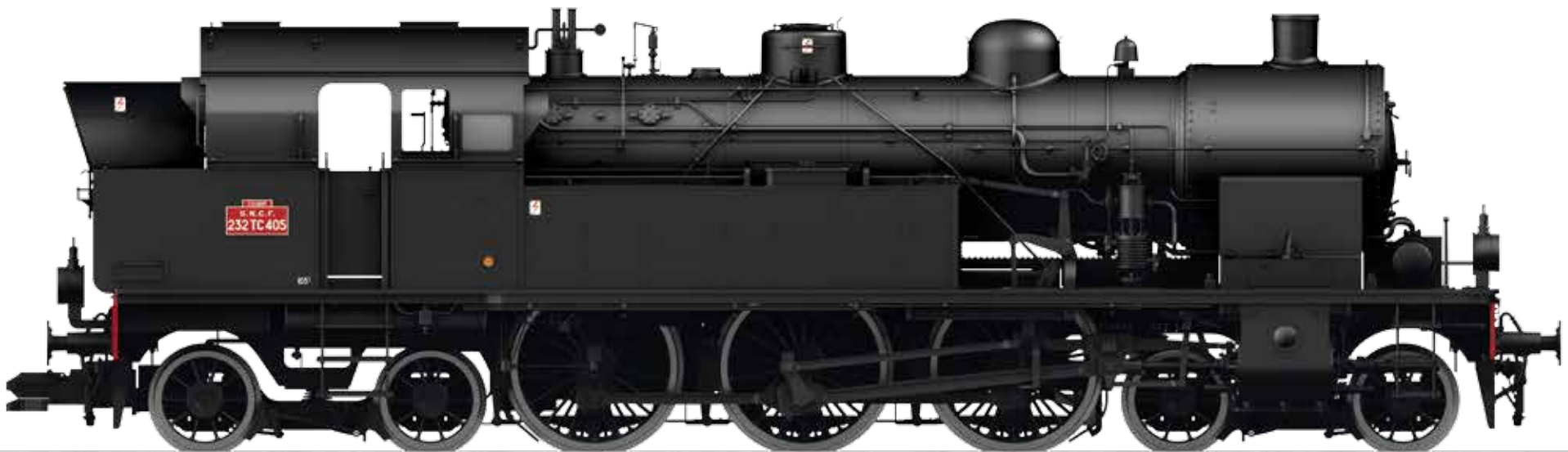
coupler on the front and a remote controlled Telex coupler on the rear. Both couplers can be replaced by the other type. The valve gear switchover is in 3 steps (forward, reverse, continuous operation).

An accessory package with one each reproduction prototype coupler and a Telex coupler, smoke fluid, and a figure of a locomotive engineer and a fireman is included with the locomotive. The locomotive is mounted on an aluminum base painted black for display case presentation. The minimum radius for operation of the train is 1,020 mm / 40-1/8". Length over the buffers 46.2 cm / 18-3/16".

Highlights:

- **Completely new tooling.**
- **Highly detailed full metal construction.**
- **Load-controlled running sounds synchronized to the wheels.**
- **Smoke box door can be opened, many original details included.**
- **Cab lighting.**
- **mfx decoder for operation with AC power, DC power, Märklin Digital, and DCC.**

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)					
Smoke generator					
Steam locomotive op. sounds					
Locomotive whistle					
Telex coupler on the rear					
Sanding					
Running gear lights					
Whistle for switching maneuver					
Direct control					
Sound of squealing brakes off					
Sound of coal being shoveled					
Grate Shaken					
Air Pump					
Injectors					
Water Pump					
Letting off Steam					



Sound Asleep to Your Destination

The sleeping and dining car operator Mitropa also had new sleeping cars built at the same time as the dining cars placed into service in the 1930s to go with the DRG's "Schürzenwagen" streamlined passenger cars. These cars were also 23.50 meters / 77 feet 1-3/16 inches in length and also had smooth running "Görlitz type III design" heavy trucks. These comfortable cars were also used

after World War II and were gradually modernized. Among the latter steps was the installation of electric heating. These sleeping cars were always very popular with passengers. These cars were therefore also in service well into the German Federal Railroad era.



58145 DSG Skirted Sleeping Car

A highlight worth a second glance! Not even the smallest detail was left out in this new tooling. In response to many requests we have improved the looks of the 1 Gauge trucks and placed brake shoes in line with the wheel treads.

Prototype: DSG type WL4ü(e)(-39) "Schürzenwagen" sleeping car. Görlitz type III design heavy trucks. Used on the German Federal Railroad (DB). Car number 22073 P.

Model: The car is a four-axle sleeping car with a detailed interior of the sleeping compartments. The car roof has separately applied vents and indentations for marker signal brackets. The car ends have diaphragms and ladders. The trucks have been altered with the brake shoes in line with the wheel treads. The car has built-in interior lighting that can be controlled digitally in sections. There are various sound functions such as snoring, tickets being checked, toilet being flushed, and much more. The couplers are mounted in close coupler guide mechanisms. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 73.4 cm / 28-7/8".

- Highlights:**
- Digital sound functions.
 - Interior lighting that can be controlled in sections.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Interior lighting for the corridor					
Light in compartment					
Light in compartment					
Light in compartment					
Light in compartment					
Light Function1					
Greeting					
Ticket please					
Brushing teeth					
Water running					
Gargling					
Toilet being flushed					
Yawning					
Snoring					
Wake-up					

Trucks with brake shoes in line with the wheel treads



See Page 192 for an explanation of the symbols and age information.

Stylish Travel



58149 Skirted Coach, 1st/2nd Class

Prototype: German Federal Railroad (DB) type AB4üwe "Schürzenwagen" coach, 1st/2nd class. Görlitz type III design heavy trucks. Car number Essen 14 640.

Model: The car is a four-axle compartment car with a detailed interior. The car ends have diaphragms and ladders. The trucks have been altered with the brake shoes in line with the wheel treads. The car has built-in interior lighting that can be controlled digitally in sections. The couplers are mounted in close coupler guide mechanisms. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 73.4 cm / 28-7/8".

Highlights:

- Interior lighting that can be controlled in sections.

This car can be combined with the "Schürzenwagen" models 58145, 58146, 58147, 58148, and earlier Era III "Schürzenwagen" cars to form a stylistically correct prototypical DB car consist.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Interior lighting for the corridor	█	█	█	█	█
Light in compartment	█	█	█	█	█
Light in compartment	█	█	█	█	█
Light in compartment	█	█	█	█	█
Light in compartment	█	█	█	█	█
Light in compartment	█	█	█	█	█
Light in compartment	█	█	█	█	█



58147 Skirted Coach, 2nd Class

Prototype: German Federal Railroad (DB) type B4üwe "Schürzenwagen" coach, 2nd class. Görlitz type III design heavy trucks. Car number Essen 17 583.

Model: The car is a four-axle compartment car with a detailed interior. The car has built-in interior lighting. The trucks have been improved with the brake shoes in line with the wheel treads. The car roof has separately applied vents and marker signal brackets. The car ends have diaphragms and ladders. The couplers are mounted in close coupler guide mechanisms. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 66.3 cm / 26-1/8".

Highlights:

- Interior lighting that can be controlled in sections.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Interior lighting for the corridor	█	█	█	█	█
Light in compartment	█	█	█	█	█
Light in compartment	█	█	█	█	█
Light in compartment	█	█	█	█	█
Light in compartment	█	█	█	█	█
Light in compartment	█	█	█	█	█
Light in compartment	█	█	█	█	█





58148 Skirted Coach, 2nd Class

Prototype: German Federal Railroad (DB) type B4üwe "Schürzenwagen" coach, 2nd class. Görlitz type III design heavy trucks. Car number Essen 17 504.

Model: The car is a four-axle compartment car with a detailed interior. The car has built-in interior lighting. The trucks have been improved with the brake shoes in line with the wheel treads. The car roof has separately applied vents and marker signal brackets. The car ends have diaphragms and ladders. The couplers are mounted in close coupler guide mechanisms.

The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 66.3 cm / 26-1/8".

Highlights:

- Interior lighting that can be controlled in sections.

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Interior lighting for the corridor					
Light in compartment					
Light in compartment					
Light in compartment					
Light in compartment					
Light in compartment					
Light in compartment					



58146 DSG Skirted Dining Car

Prototype: DSG type WR4ü(e)(-39) "Schürzenwagen" dining car. Görlitz type III design heavy trucks. Used on the German Federal Railroad (DB). Car number 1154 P.

Model: The car is a four-axle dining car with a detailed interior. The car roof has separately applied vents and indentations for marker signal brackets. The car ends have diaphragms and ladders. The trucks have been altered with the brake shoes in line with the wheel treads. The car has built-in interior lighting that can be controlled digitally in sections, and it has electric table lighting. There are various sound functions such as a greeting, meals being prepared, the popping of champagne corks, payment being made, and much more. The couplers are mounted in close coupler guide mechanisms.

The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 73.4 cm / 28-7/8".

Highlights:

- Digital sound functions.
- Interior lighting that can be controlled in sections.
- Electric table lighting.

This car can be combined with the "Schürzenwagen" models 58145, 58147, 58148, 58149, and earlier Era III "Schürzenwagen" cars to form a stylistically correct prototypical DB car consist.

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Interior lighting for the corridor					
Light Function					
Interior lighting for the dining area					
Light Function1					
Greeting					
Order					
Cooking					
Cutting					
Special sound function					
Enjoy					
Order					
Corks popping					
Clinking (glasses together)					
Dialog					
Paying					



Liquids Underway



58069 "EVA" Privately Owned Tank Car

Prototype: 2-axle privately owned car with advertising lettering for the firm Railroad Transportation Resources, Inc. (EVA), used on the German Federal Railroad (DB). Car number 540 945 P.

Model: The car has a brakeman's platform, side ladders, and a small platform under the tank dome. It has a partially open frame with separately applied details. The car's frame is new and has the brake valves and associated details, a brake crank, and brake rigging. The car has shorter claw couplers. Reproduction prototype couplers and brake hoses are included with the car. The minimum radius for operation is 600 mm / 23-5/8". Length over the buffers 27.5 cm / 10-13/16".

Highlights:

- Improved detailing.
- Shorter couplers.



58391 "VTG" Privately Owned Tank Car

Prototype: 2-axle privately owned car with advertising lettering for the firm United Tank Storage and Railroad Transportation Resources, Inc. (VTG), used on the German Federal Railroad (DB). Car number 586 197 P.

Model: The car has a brakeman's platform, side ladders, and a small platform under the tank dome. It has a partially open frame with separately applied details. The car's frame is new and has the brake valves and associated details, a brake crank, and brake rigging. The car has shorter claw couplers. Reproduction prototype couplers and brake hoses are included with the car. The minimum radius for operation is 600 mm / 23-5/8". Length over the buffers 27.5 cm / 10-13/16".

Highlights:

- Improved detailing.
- Shorter couplers.



See Page 192 for an explanation of the symbols and age information.



58902 Type V 23 Interchange Design Livestock Car

Prototype: Type V 23 Interchange Design livestock car (former type V Hamburg and V Altona) without a brakeman's platform for transporting livestock. The car looks as it did in Era III. Car number 330 371.

Model: The car is made of plastic and is finely detailed with modelling of the brake system, brakeman's steps, brakeman's grab irons, etc. Reproduction prototype couplers are included with the car. The minimum radius for operation is 600 mm / 23-5/8". Length over the buffers 28.7 cm / 11-5/16".



| 58902 | 58069 | 58391 | 55603 |

Comfortable Travel

From 1939 on the German State Railroad purchased two variations of skirted passenger cars, which were practically identical. The only difference was that the type ABC 4ü-39 cars had a 1st class compartment instead of the third 2nd class compartment. The compartment lengths were the same for both classes, so that the same window pattern could be used. Externally, the ABC car was identified by the additional "1" underneath the respective com-

partment window. Naturally, the car was a lot more comfortable than its third class sibling. The walls were clad in plywood and to some extent veneer. The German State Railroad selected Linoleum as a floor covering. Modern Görlitz type III trucks ensured a quiet ride in the car. In addition to steam heating, the German State Railroad also installed electric heating. The cars, built by van der Zypen & Charlier in Cologne-Deutz, provided the best service.

When 3rd class was done away with, the German Federal Railroad designated all of the cars as 1st and 2nd class cars. Existing 3rd class compartments were rebuilt. These 21,250 mm / 69' 8" cars had to make way for the 26.4 meter / 86 foot 7 inch standard design cars.



58129 DR Skirted Coach, 2nd Class

Prototype: German State Railroad (DR) type B4üe "Schürzenwagen" coach, 2nd class. Görlitz type III design heavy trucks. Car number 243-212.

Model: The car is a four-axle compartment car with a detailed interior. The car has built-in interior lighting. The car roof has separately applied vents and marker signal brackets. The car ends have diaphragms and ladders. The couplers are mounted in close coupler guide mechanisms. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 66.3 cm / 26-1/8".



Digital Functions	CU	MS	MS 2	CS1	CS2-3
Interior lighting for the corridor					
Light in compartment					
Light in compartment					
Light in compartment					
Light in compartment					
Light in compartment					
Light in compartment					



58128 DR Skirted Coach, 2nd Class

Prototype: German State Railroad (DR) type B4üe "Schürzenwagen" coach, 2nd class. Görlitz type III design heavy trucks. Car number 243-209.

Model: The car is a four-axle compartment car with a detailed interior. The car has built-in interior lighting. The car roof has separately applied vents and marker signal brackets. The car ends have diaphragms and ladders. The couplers are mounted in close coupler guide mechanisms. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 66.3 cm / 26-1/8".



Digital Functions	CU	MS	MS 2	CS1	CS2-3
Interior lighting for the corridor					
Light in compartment					
Light in compartment					
Light in compartment 1					
Light in compartment					
Light in compartment					
Light in compartment					



58126 DR Mitropa Skirted Dining Car

Prototype: Mitropa type WR4üe (39) "Schürzenwagen" dining car. Görlitz type III design heavy trucks. Used on the German State Railroad (DR). Car number 055-028.

Model: The car is a four-axle dining car with a detailed interior. The car roof has separately applied vents and indentations for marker signal brackets. The car ends have diaphragms and ladders. The trucks have been altered with the brake shoes in line with the wheel treads. The car has built-in interior lighting that can be controlled digitally in sections, and it has electric table lighting. There are various sound functions such as a greeting, meals being prepared, the popping of champagne corks, payment being made, and much more. The couplers are mounted in close coupler guide mechanisms.

The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 73.4 cm / 28-7/8".

Highlights:

- Digital sound functions.
- Interior lighting that can be controlled in sections.
- Electric table lighting.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Interior lighting for the corridor					
Light Function					
Interior lighting for the dining area					
Light Function1					
Greeting					
Order					
Cooking					
Cutting					
Special sound function					
Enjoy					
Order					
Corks popping					
Clinking (glasses together)					
Dialog					
Paying					



58127 DR Skirted Coach, 1st/2nd Class

Prototype: German State Railroad (DR) type AB4üe "Schürzenwagen" coach, 1st/2nd class. Görlitz type III design heavy trucks. Car number 243-103.

Model: The car is a four-axle express train coach with a detailed interior. The car ends have diaphragms and ladders. The trucks have been altered with the brake shoes in line with the wheel treads. The car has built-in interior lighting that can be controlled digitally in sections. The couplers are mounted in close coupler guide mechanisms.

The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 73.4 cm / 28-7/8".

Highlights:

- Interior lighting that can be controlled digitally in sections.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Interior lighting for the corridor					
Light in compartment					
Light in compartment					
Light in compartment					
Light in compartment					
Light in compartment					
Light in compartment					



A Milestone of Locomotive Development



55105 DB Class 103.1 DB Electric Locomotive

Prototype: German Federal Railroad (DB) class 103.1 express locomotive as it looked in Era IV. Regular production version with double-arm pantographs and a double row of side vents, buffer cladding, end skirting, etc. Road number 103 133-5, Frankfurt (M) District, Frankfurt 1 maintenance facility.

Model: In many details, this is a redesigned model. The locomotive's frame and the side frames on the trucks are constructed of metal. The body is prototypically divided into parts and is constructed chiefly of metal. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions. The locomotive can be operated with AC power, DC power, and Märklin Digital. The locomotive has a powerful motor, centrally mounted. All of the axles in both trucks are powered through cardan shafts. Digitally controlled Telex couplers are mounted on both ends. They can be replaced by prototype couplers included with the locomotive. The double-arm pantographs can be raised and lowered with servomotors in digital operation. The white headlights and red marker lights are LEDs. They will work in conventional operation and can be controlled digitally. The locomotive has white LEDs to light up the engineer's cab at the front of the locomotive (depending on the direction of travel) and the engine room. The engineer's cab doors can be opened, the locomotive has interior details, and there is a figure of an engineer in cab 1.

The grab irons are metal and there are many other separately applied details: windshield wipers, antenna, whistle, headlight bezels, and much more. The roof equipment is detailed with double-arm pantographs. The side frames on the trucks have been improved

with many other separately applied details such as sand pipes and lines. The buffer beams have sprung buffers and separately applied brake lines. The Märklin couplers can be replaced by closed end skirting and prototype couplers. The minimum radius for operation 1,020 mm / 40-3/8". Length over the buffers 60.9 cm / 24".

Highlights:

- **The typical TEE and IC locomotive.**
- **The locomotive is constructed chiefly of metal.**
- **Scale advanced model with improved super detailing.**
- **Powerful all-wheel propulsion by means of a centrally mounted motor and cardan shafts.**
- **Pantograph mechanisms on both ends that can be controlled in digital operation.**
- **Digitally controlled Telex couplers both ends that can be replaced by prototype couplers included with the locomotive.**
- **Headlights / marker lights and interior lights with white and red LEDs.**
- **Doors that can be opened.**

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Engineer's cab lighting					
Electric locomotive op. sounds					
Telex coupler on the front					
Telex coupler on the rear					
Locomotive whistle					
Pantograph 1					
Pantograph 2					
Direct control					
Sound of squealing brakes off					
Conductor's Whistle					
Front Headlights off					
Rear Headlights off					
Compressor					
Station Announcements					
Letting off Air					



The Class 103 – the DB's Media Star!

The German Federal Railroad ushered in a new era, when the class E 03 was presented in 1965 at the International Transportation Exhibition in Munich: regularly scheduled passenger service at 200 km/h / 125 mph. In addition, the class E 03, designated as the class 103 in the German Federal Railroad's roster from 1968 on, represented a milestone in locomotive development – it was the first express locomotive to surpass the class E 19, whose design dated back to the Thirties. Reason enough to be proud of this powerful, beautifully shaped locomotive and to put it accordingly in the limelight. Hardly any other locomotive like the class 103, known for an entire generation as the Intercity locomotive, was marketed so much in the media. In TV ad spots, posters, and brochures this locomotive became a symbol for the German Federal Railroad's dynamism, a guarantee for reliability, speed, and comfort. Extensive test runs, among them regular speeds of 200 km/h / 125 mph between Munich and Augsburg, were done

with four prototypes, until the class 103 was purchased as a regular production unit starting in 1970. The 145 locomotives differed from the prototypes in leaving off the decorative striping and in double rows of vents. Single-arm pantographs were installed on the locomotives from 1976 on, and the last series of units delivered had longer engineer's cabs, because crews complained about the cramped workspace. The aerodynamic, six-axle locomotive had a total continuous power rating of 7,440 kilowatts / 9,977 horsepower and was the most powerful DB locomotive until the use of three-phase current technology. The high startup tractive effort as well as the electric brakes, independent for the first time of the catenary and connected in series with air brakes, drew favorable comment worldwide. The performance strengths of the 103 were reflected in the enormous number of runs and even today, it is still rated as the locomotive with the highest level of service life in Germany. Its uncommonly attractive looks remained essentially unchanged during its use on the DB. In later years, the skirting

and the buffer cladding were removed and several locomotives were painted in the "Orient Red" color scheme; only one unit was painted in "Traffic Red". The German Federal Railroad's class 103 was very popular with crews and passengers right up to the end of its regularly scheduled use, and it is understandable that a considerable number of them have remained preserved as museum locomotives. Many people today remember back as if it were just yesterday when they were young and how the 103 flew past them on the station platform. Since the prototype's introduction into service, it was a special challenge and joy for the Märklin Company to develop and offer an appropriate model to our customers.





58708 Type Sgjs 716 General-Purpose Container Transport Car

Prototype: German Federal Railroad (DB) type Sgjs 716 loaded with 3 each 20-foot box containers for the Swiss freight forwarder "MSC" based in Geneva. Car number 31 80 443 7 723-8.

Model: This is a 4-axle flat car with stakes on the sides that can be folded down. The car is loaded with three 20-foot box containers. All of the containers are removable. The doors on one end of the containers can be opened. The car frame is constructed mostly of metal. The walkover plates can be folded down. The car has solid wheels. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 65.5 cm / 25-13/16".

Highlights:

- ✦ Containers are removable.

Containers are removable





56161 Building Kit of the Kreuztal (Kn) Gantry Signal Tower

Prototype: Gantry signal tower for Kreuztal North, located on the Ruhr-Sieg line at the Kreuztal passenger station, is an electromechanical signal tower built in 1931 and currently a protected monument.

Model: This model is intricately laser-cut and exact with numerous details. The model's frame, interior area, and superstructure are made of graphic arts quality cardstock. The model has window material, roof gutters, and downspouts.

Signal tower dimensions: about 400 mm x 180 mm x 380 mm / 15-3/4" x 7-1/16" x 15" (L x W x H) H= ridge height.

Highlights:

- Suitable for many eras (II-VI).
- Intricate model.



Rear Side



Front Side



59096 Feeder Clip Set

8 pieces per package. For connecting wire with a maximum cross section of 1 mm² from a transformer to the track (H1107)



New production run!

Museum Cars 2018



80029 Z Gauge Museum Car Set for 2018

Prototype: DB type Kds powdered freight silo car with advertising lettering for the firm Confiserie Bosch, Uhingen, Germany, used on the German Federal Railroad (DB). Hanomag Kurier delivery truck with a flatbed and tarp.

Model: The powdered freight silo car has detailed construction with advertising lettering for the firm Confiserie Bosch, Uhingen, Germany. Length over the buffers 40 mm / 1-9/16".

The model truck included can be rolled and is a Hanomag Kurier with a flatbed and tarp, also in the colors of the firm Bosch. The Hanomag model is constructed of metal and has glazed windows and rubber tires.

One-time series. Available only at the Märklin Museum in Göppingen.



Märklin Museum



The greatest pleasure lies in the anticipation!

The construction work for the "märkl ineum" is in full gear. Look forward starting in 2019 to unique exhibits, hand samples, drawings, an impressive model railroad layout, and an adventure world on a total area of around 3,000 square meters / 10,000 square feet for collectors and families from all over the world. Shorten your waiting time and follow the **current construction progress live** on the Homepage at www.maerklin.de.

In the flagship store, Märklin fans will find a complete assortment of all gauges for the brands Märklin, Trix, and LGB as well as accessories. We also offer seconds items at attractive prices. You can visit the new Märklin Store at **the main plant** in Göppingen as **early as mid-2018**.

Märklin Museum
Reutlinger Straße 2
73037 Göppingen, Germany
Telephone +49 (0) 7161/608-289
Fax +49 (0) 7161/608-151
E-Mail museum@maerklin.de
Free entry.

For information about our hours of operation, go to www.maerklin.de



<https://www.facebook.com/maerklinmuseum>



48118 H0 Museum Car Set for 2018

Prototype: Type Kds-54 two-axle powdered freight silo car with a brakeman's platform at one end. Privately owned car for the firm Confiserie Bosch, Uhingen, Germany, used on the German Federal Railroad (DB). Magirus curved hood truck with a short flatbed and tarp as a delivery vehicle for the firm Confiserie Bosch, Uhingen, Germany. The units look as they did around 1962.

Model: The freight silo car has ladders and a brakeman's platform constructed of metal. Length over the buffers 10.0 cm / 3-15/16". The model truck is of a Magirus curved hood truck with a short flatbed and tarp. DC wheel set E700580.

One-time series. Available only at the Märklin Museum in Göppingen.



58005 1 Gauge Museum Car Set for 2018

Prototype: German Federal Railroad (DB) type G 10 Association design boxcar with the brakeman's cab removed and end area reinforcement. Privately owned car painted and lettered for the firm Confiserie Bosch, Uhingen. The car looks as it did in Era III around 1961. Car number 512 018 P.

Model: The boxcar is an improved version with doors that can be opened, reproduction of end area reinforcement, separately applied brake rigging with brake crank and hangers. The minimum radius for operation is 600 mm / 23-5/8". Length over the buffers 30.0 cm / 11-13/16". Brake hoses and prototype couplers are included.

One-time series. Available only at the Märklin Museum in Göppingen.





37898 Class 50 Steam Freight Locomotive with a Tub-Style Tender

Prototype: German Federal Railroad (DB) class 50 steam freight locomotive with a tub-style tender. Witte smoke deflectors, 4 boiler domes, standard design closed cab, shortened running boards, DB Reflex glass lamps, and without inductive magnets. Locomotive road number 50 3045. 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. 5 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The cab lighting can be controlled separately in digital operation. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender and it can be adjusted for curves. The rear of the tender and the front of the locomotive have close couplers with NEM pockets and guide mechanisms. The minimum radius for operation is 360 mm / 14-3/16". Protective piston sleeves and brake hoses are included. Length over the buffers 26.4 cm / 10-3/8".

Highlights:

- **Interesting locomotive-tender combination.**
- **Cab lighting digitally controlled.**
- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**
- **mfx+ World of Operation decoder and extensive operational and sound functions included.**
- **One-time anniversary model for the 25th anniversary of the Insider Club.**

Freight cars to go with this locomotive can be found in the current Märklin H0 assortment.

This steam locomotive is being produced in 2018 in a one-time series only for Insider members as an anniversary model for the 25th anniversary of the Insider Club.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Replenishing fuel
Smoke generator contact						Replenishing fuel
Steam locomotive op. sounds						Sanding
Locomotive whistle						"Switcher Double "A" Light"
Direct control						Switching maneuver
Sound of squealing brakes off						Generator Sounds
Engineer's cab lighting						Operating sounds
Bell						Rail Joints
Whistle for switching maneuver						Safety Valve
Air Pump						Sound of Couplers Engaging
Letting off Steam						Cab chatter
Sound of coal being shoveled						
Tipping grate						
Water Pump						
Injectors						
Replenishing fuel						



86025 Glass Tank Car for 25 Years of Insider Membership

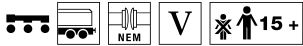
Prototype: German Federal Railroad (DB) 2-axle glass tank car for transporting high-proof liquids.

Model: This is an exclusive glass tank car for 25 years of Insider membership. The tank is made of real glass with an imprinted anniversary logo and a cork seal. Length over the buffers 40 mm / 1-9/16".

Exclusive Insider car for members with 25 years of club membership.

The 86025 glass tank car is being produced exclusively for Insider members with 25 years of membership.





44534 Glass Tank Car for 25 Years of Insider Membership

Prototype: 4-axle glass tank car with a brakeman's cab. Privately owned car for the firm Gebr. Märklin & Cie. GmbH, Göppingen, used on the German Federal Railroad (DB). The car looks as it did in 1993.

Model: This car has a four-axle freight car frame with trucks and a brakeman's cab. The model is finely constructed with a partially open car floor, metal sills, and close couplers. The tank is made of real glass in a special holder constructed of metal. It can be filled with liquids and sealed with a cork.

Length over the buffers 14.3 cm / 5-5/8". DC wheel set E700580.

Highlights:

- A real glass tank and a cork seal included.

For all Insider members with 25 years of Insider membership.



88012 Class 01 DB Steam Locomotive with a Tender

Prototype: German Federal Railroad (DB) class 01 express steam locomotive with a tender in the steel blue "F-Zug" paint scheme as it looked around 1957.

Model: The locomotive is in the fine steel blue paint scheme with silver boiler bands, exclusively for members of the Märklin Insider Club. The locomotive has finely detailed valve gear, imitations of the brakes, reproduction of the inductive magnet on the right side, buffer plate warning stripes, and LED headlights on the front. The model is packaged in a fine wooden box.

Length over the buffers 112 mm / 4-3/8".

Highlights:

- Exclusively for Insider members.

Hand painted boiler bands and a fine wooden box included





80328 Insider Z Gauge Annual Car for 2018

Prototype: Type Hbis-t 299 2-axle privately owned sliding wall boxcar for the firm Miele, used on the German Railroad (DB). Car for transporting moisture-sensitive freight.

Model: The car body is made of finely detailed, imprinted plastic, prototypically lettered, with imprinted repaired areas. The solid wheels are black nickel-plated.
Length over the buffers about 64 mm / 2-1/2".

One-time series only for Märklin Insider members.



48168 Insider H0 Annual Car for 2018

Prototype: Type F-z 120 (former Ommi 51) two-axle sectional dump car. Privately owned car for HGK Harbors and Freight Service of Cologne, Inc. Without a hand brake and a brakeman's platform, with rail clamps. The car looks as it did around 2006.

Model: The car has detailed construction with a partially open frame, separately applied rail clamps and separately applied dump sections. The car does not have a brakeman's platform.
Length over the buffers 10.4 cm / 4-1/8". DC wheel set E700580.

One-time series only for Märklin Insider members.



Märklin Insider Club – Registration Form

Yes, I want to become a member of the Märklin Insider Club

Mr. Mrs./Ms.

Title

*Last Name, First Name (please print)

*Street, Number

*Additional address information (Apt. No. etc.)

*Postal Code/Zip Code

*City/State/Province

*Country

Telephone

*Birth Date (DD/MM/YYYY)

@ E-mail address

Desired language for communication

German English
 French Dutch

My dealer

Name Street

Postal Code/Zip Code City/State/Province

I would like to receive my annual car either in

H0 Gauge or Z Gauge

(Both are not possible – even for an extra charge)

I am interested in 1 Gauge and am receiving the exclusive annual present.

I am particularly interested in

H0 Gauge Z Gauge 1 Gauge Replicas

I receive my Märklin Magazin as a direct subscription from PressUp

Yes, my Subscription No. _____ no

Fields marked with * must be completed.

Date Signature

I am paying my one year membership fee of EUR 79.95/CHF 109.95/\$ 109.00 U.S. Funds (as of 2018):

D AT BE NL

by means of the following direct debit authorization:

I hereby authorize you, subject to revocation, to debit my checking account to pay for the club membership fee

Account No. _____

Bank Code _____

at this bank _____

Name and address of the account holder (if different from the address given above)

*Last Name, First Name (please print)

*Street, Number

*Postal Code

*City/State/Province

CH

By payment order that I receive with the invoice.

All Countries

Bank transfer (after receipt of invoice)

By credit card: Mastercard Visa

Name of the cardholder

Credit card no.

until ____ / _____

If my account cannot cover this amount, the bank is under no obligation to honor it.

Date Signature

Membership Conditions

Register now and become a member. Your personal club year begins with the date of your payment. You will receive all future Club services for 12 months. Retroactive services are no longer possible.

Hand the order form in at your Märklin MHI dealer and then pick up the Club car of the year, catalog and Club models here.

Right of Cancellation

The membership is automatically extended by one year if it is not cancelled in writing by the deadline of 6 weeks before the end of your personal Club year. In the USA the commercial law in effect there applies to right of cancellation.

Subject to change.

Right of Withdrawal:

You can cancel your membership in writing within two weeks without giving a reason. To do this, please contact us at the following address.

Märklin Insider Club – Postfach 9 60 – 73009 Göppingen, Germany.

The deadline begins with the mailing of this application. Mailing in the cancellation promptly will be sufficient to ensure the deadline. I have taken notice of my right of withdrawal.

Data protection notice:

I agree that my data will be stored and may be used by Märklin companies to keep me informed of products, events and other activities. In accordance with Article 28 section 4 of the Federal Data Protection Act I may revoke this agreement at any time.

My data shall be used only for this one Märklin Insider Club transaction and shall not be used for any other contact, marketing or promotional purposes.

You can withdraw your consent at anytime by e-mail at insider-club@maerklin.com or by letter to the club address appearing on the other side of this form, and this withdrawal will be effective in the future.

Date Signature

Your current benefits* at a glance:

All 6 Issues of the Märklin Magazine

The leading magazine for model railroaders! You'll find everything about your hobby here: Detailed information on layout construction, product and other technical information straight from the source, exciting reports on models, tips for forthcoming events, and lots more. The Märklin Magazin subscription price of 33 Euros is included in the club membership dues. Existing subscriptions can be carried over.

The Trix Club News 6 Times a Year

On 24 pages and this six times a year you will find everything about "Your Gauge and Your Club". Behind-the-scene articles and looking over the shoulder of the people in production making your models for an in-depth look at the world of Märklin.

Exclusive Club Models

Club models exclusively developed and produced are available only if you are a club member. A personalized and valuable certificate will be sent directly to you at your home address for all locomotive models after they have been delivered.

Club Car of the Year, free of charge

Look forward to the attraction of Car of the Year only available to club members. Choose between H0 Gauge or Z Gauge. Each model a collectible every year. People interested in 1 Gauge will receive as an option an exclusive present instead of the annual car every year.

Annual Chronicle

Re-live the highlights of the Märklin model railroading year on DVD whenever and as often as you like.

Catalog / New Items Brochures

Club members receive the annual main catalogue free of charge from their retailer. We also send you our new items brochures direct to your home.

Club Card

Your personal club card with a new design every year opens up the world of model railroading as a hobby in a special way for you. Because as a member you are more than our premium customer, you also receive a **bundle of advantages at the over 100 partners currently working with us.**

Among them are the Miniature Wonderland in Hamburg, the Hans-Peter Porsche Dream Works in Anger, or the VGB Railroad Publishing Group. In addition, your personal membership card can be used to order all exclusive products offered in the club. In addition, your personal membership card can be used to order all exclusive club products.

Discounts for attending seminars

Club members benefit from lower prices when they book seminars that we arrange.

Favorable shipping terms from the Online Shop

Club members enjoy favorable shipping terms within Germany from our Online Shop.

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Experience your hobby in a special way and connect model railroading with the prototype. You can talk shop with like-minded people on our club trips through fantastic landscapes and to extraordinary destinations. On top of that, there is a discount on the trip price.

Moreover, club members get discounted entry prices to many shows and events.

Register right now online at www.maerklin.de/Clubs. Please select registration code NH. 2018.

The Club team is available by telephone to members
Monday – Friday from 13:00 PM – 17:00 PM

Mailing Address Märklin Insider Club, Postfach 9 60,
73009 Göppingen, Germany

Telephone + 49 / (0) 71 61 / 608-213

Fax + 49 / (0) 71 61 / 608-308

E-mail insider-club@maerklin.com

Internet www.maerklin.com

* The services mentioned here refer to 2018. Subject to change.

** Depending on availability.

REPLY
Märklin Insider Club
Postfach 9 60
73009 Göppingen
Germany

Full Steam Ahead into the World of Märklin – Become an Insider!

Did you already know? At Märklin, there is the exclusive club of all fans of Märklin model trains. An association with many advantages for the club member. You will receive from us exclusive information, benefits, products not available to everyone, and much more. Get information here in detail about the advantages awaiting you and register right now.

Either online at www.maerklin.de/Clubs or fill out the registration form on Page 189 and mail it to us.



Märklin Insider Club

Postfach 9 60

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 109.95, US \$ 109.00, (as of 2018), including the annual car, an annual chronicle, a year's subscription to the Märklin Magazin, the catalog, Club News, etc.

The Club services* at a glance:

➤ All 6 Issues of the Märklin Magazin

The leading magazine for model railroaders! You will find everything it in about your hobby: extensive instructions about building layouts, product and technical information first hand, exciting reports about the prototype, tips about current events, and much more. The Märklin Magazin subscription price of 33 Euros is included in the club membership dues. Existing Märklin Magazin subscriptions can be carried over.

➤ The Insider Club News 6 Times a Year

You will 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 the makers of your trains provide deep insight into the world of Märklin.

➤ Exclusive Club Models

Your club membership entitles you to purchase exclusive club models developed and produced for you. A personalized and high quality certificate will be sent directly to your home address after delivery of all locomotive models.

➤ Free Annual Club Car

You can look forward to the attractive annual cars available only for club members, in H0 or Z Gauge. Collect these free models that are different every year. People interested in 1 Gauge will receive as an option an exclusive present instead of the annual car every year.

➤ Annual Chronical

Re-live all of the highlights of the Märklin model railroading year with these DVDs in the comfort of your home.

➤ Catalog / New Items Brochures

Club members receive the annual main catalog free of charge from their dealer. We also send you our new items brochures directly to your home.

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







Moreover, club members enjoy discounted ticket prices to many shows and events.















* The services mentioned here refer to 2018. Subject to change.







** Depending on availability.

Explanations 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.
-  Built-in interior details.
-  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 32 digitally controlled functions. The quantity depends on the controller being used.
-  Digital decoder mfx+ (Märklin World of Operation).
-  DCC decoder.
-  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.

 Exclusive special models for the Märklin Dealer Initiative – produced in a one-time series. The Märklin Dealer Initiative is an international association of mid-sized toy and model railroad specialty dealers (MHI International). These models are produced in a one-time series only for the Märklin Dealer Initiative (MHI). **5-year warranty** on all MHI products and club products (Märklin Insider and Trix Club) from 2012 on. See Page 193 for warranty terms.

-  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)

Service



"Frequently Asked Questions" – FAQs

You will find additional practical tips and a lot of information on our website in the service area at:

<http://www.maerklin.de/de/service/kundenservice/haeufig-gestellte-fragen>

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.

Index to the Item Numbers/Guarantee conditions



Item	Page	Item	Page	Item	Page	Item	Page	Item	Page
18080	21	39044	54	45686	135	55078	172	88031	150
23302	25	39045	110	45708	135	55105	180	88135	155
23303	28	39046	127	46028	65	56161	183	88185	146
26609	8	39236	61	46053	119	58005	185	88203	152
26613	120	39251	92	46054	119	58069	176	88218	158
26614	56	39364	98	46055	128	58126	179	88227	156
26928	52	39395	57	46058	69	58127	179	88353	142
26983	14	39567	18	46230	55	58128	178	88437	156
29051	40	39622	133	46539	69	58129	178	88544	140
29179	30	41354	45	46567	20	58145	173	88742	154
29306	26	42104	47	46871	118	58146	175	89769	159
29307	23	42122	46	46873	126	58147	174		
29334	27	42133	47	46984	125	58148	175		
29335	27	42134	48	47060	95	58149	174		
30470	38	42144	48	47066	111	58391	176		
30760	7	42149	49	47067	131	58708	182		
36180	130	42155	104	47068	98	58902	177		
36197	87	42156	104	47097	107	59096	183		
36198	99	42157	105	47218	116	70362	136		
36202	81	42179	105	47221	122	70382	136		
36203	132	42234	58	47459	108	70393	137		
36351	129	42254	58	47800	88	70394	137		
36353	95	42255	59	47801	89	70413	137		
36432	78	42264	59	47802	107	70414	137		
36635	100	42292	49	47803	89	70422	136		
36637	86	42904	121	47946	76	72215	28		
36639	123	43212	112	48013	129	72216	24		
37009	76	43213	112	48062	109	72217	33		
37018	44	43214	112	48071	90	72786	33		
37026	128	43362	96	48118	185	74924	34		
37118	46	43372	96	48168	188	80029	184		
37209	116	43382	96	48488	108	80328	188		
37215	118	43392	97	48695	13	80418	159		
37216	122	43402	97	48746	78	81332	148		
37277	126	43411	97	48747	78	81594	157		
37326	101	43481	84	48748	79	81871	144		
37339	117	43482	85	48780	119	82101	154		
37351	193	43483	84	48793	79	82102	152		
37426	77	43484	85	48794	79	82267	149		
37444	68	43485	85	48797	79	82318	149		
37447	83	43573	125	48832	124	82341	152		
37454	64	43650	106	48933	111	82342	153		
37487	70	44216	34	48934	111	82343	153		
37511	94	44450	3	49570	74	82531	157		
37517	124	44534	187	55046	162	82532	158		
37797	114	44737	35	55071	166	82662	155		
37806	67	44815	31	55072	168	86025	186		
37861	66	44816	31	55073	164	86237	153		
37872	12	44817	32	55074	170	87009	147		
37898	186	44818	32	55075	171	87040	150		
37949	60	45025	90	55076	167	87269	141		
39005	102	45685	134	55077	169	88012	187		

Märklin MHI Guarantee conditions

When you buy these Märklin MHI products (these products are identified with the pictogram), the firm Gebr. Märklin & Cie. GmbH will also grant you independent of the legal, national warranty rights available to you in regard to your Märklin MHI specialty dealer as your contracting partner or your rights from product liability a manufacturer's warranty of 60 months from the date of purchase under the terms given below. This allows you independent of the location of the purchase the possibility to claim defects or malfunctions directly from the firm of Märklin as the manufacturer of the product. The Märklin manufacturer's warranty only applies to the technology of the models. Visual defects or incomplete products can be claimed within the framework of the warranty obligations of the seller of the product.

Warranty Conditions

This warranty applies to Märklin assortment products and individual parts that are purchased by a Märklin MHI specialty dealer worldwide. Either the warranty form filled out in full by the Märklin MHI specialty dealer or the purchase receipt will serve as proof of purchase. We therefore recommend that this warranty form should be kept safe along with the purchase receipt. This warranty includes as selected by the manufacturer correction of any possible defects at no charge or replacement of defective parts at no charge that can be proven to result from design, manufacturing, or material defects, including service performed that is linked to this situation. Other claims outside of the manufacturer's warranty are excluded. The terms of the warranty do not apply.

Contents of the Warranty / Exclusions

- In the case of malfunctioning of the product due to wear and tear or in the case of parts that wear out in normal use.
- If the installation of certain electronic elements contrary to the manufacturer's specifications was carried out by individuals not authorized to do such installations.
- In the case of use of the product for a purpose other than that specified by the manufacturer.
- If the references and notes from the manufacturer in the operating instructions were not followed.
- Any and all claims arising from the warranty implied or otherwise or replacement for damages are excluded, if other makes of parts not authorized by Märklin have been installed in Märklin products, and have hereby caused malfunctions or damages. The same applies to conversions that were carried out by neither by Märklin nor by repair centers authorized by Märklin. The irrefutable assumption that the aforementioned non-Märklin parts or conversions are the cause for the malfunction or damages works fundamentally in Märklin's favor.
- The warranty period is not extended by repair or replacement of the product covered under warranty. Warranty claims can be submitted directly to the seller or by sending the claimed item/part together with the warranty card or the proof of purchase and a summary of the defects directly to the firm Märklin. In accepting the product for repair, Märklin and the seller assume no liability for data or settings stored on the product by the consumer. Warranty claims sent shipping collect cannot be accepted.



37351 Class Re 4/4 II Electric Locomotive

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 4/4 II electric locomotive. Version borrowed from the paint scheme for the Rhaetian Railroad class Ge 4/4 II, road number 617. The SBB locomotive will run for a year in Switzerland in this paint scheme.

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 headlight 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 switched to 1 red marker light. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" lights are on at both ends as a red emergency light. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. The couplers can be replaced by end skirting included with the locomotive. Length over the buffers 17.1 cm / 6-3/4".

Highlights:

➤ **mfx+ digital decoder included.**

This model can be found in a DC version in the Trix H0 assortment under item number 22843.

One-time series.



Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)					
Marker light(s)					
Electric locomotive op. sounds					
Locomotive whistle					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Whistle for switching maneuver					
Headlight(s): Cab1 End					
Conductor's Whistle					
Blower motors					
Brake Compressor					
Letting off Air					
Sanding					
Switching maneuver					
Special sound function					

Märklin fulfills the requirements for a quality control management system adhering to the ISO 9001 Standard. This is checked and certified at regular intervals by the test agency TÜV Süd using monitoring tests. You thereby have the assurance that you are purchasing a tested quality product.



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Prices are current as of the print date for this catalog – we reserve the right to change prices between years – prices are in effect until the release of the next price list / next catalog.

Some of the images are hand samples, retouched images, and renderings. The regular production models may vary in details from the models shown.

If these edition of the presentation book does not have prices, please ask your authorized dealers for the current price list.

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