

märklin



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New Items for 2012



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Dear Märklin Enthusiasts,

This year Mini-Club turns 40 years old – in our opinion a reason to celebrate. The smallest mass-produced electric model trains in the world have attracted people for decades who like to tinker as well as people who appreciate special things. In addition to many new models for Z Scale you can look forward to our one-time anniversary package that we are using to bring back the beginnings of Mini-Club in the right way!

This year we are presenting a finely detailed new piece of Mini-Club tooling exclusively for members of the Märklin Insider Club in the form of the class 001 express train locomotive with a tender and for members of the Märklin Insider Club in H0 Scale the class 403 electric powered rail car known as “Donald Duck”. This 4-part train with a stately length of 118 cm / 46” and many digital functions adorns the cover page of this year’s new items catalog and will surely make a perfect picture on your layout at home. Become a member of the Märklin Insider Club at www.maerklin.de/clubs (in the USA and Canada, please call 262-522-7080 to become a member) so that you can order this exclusive model. Additional advantages to being a club member can be found on page 188 of this catalog.

All of the very small railroad fans from the age of 3 and up can look forward this year to our new starter sets. The great success of our H0 product line “Märklin my world” newly introduced last year and the honor given to the ICE starter set as “Toy of the Year 2011” has encouraged us to create more sturdy products with battery operation and many functions for real fun. Colorful cars and extensive accessories make this affordable beginner program a popular play world that can be combined with Dad’s or Grandpa’s model railroad!

Fans of the royal gauge “Märklin 1” will be delighted with our models for the theme “50 Years of the Modern Rheingold” which we are celebrating with impressive models. The standard design class 110 and 140 locomotives also speak volumes and were developed for you by our designers with their legendary love of detail.

Now is the time to give free rein to your personal play and collector joy and discover your favorites on the following pages. Fulfill your wishes – your authorized dealer will be glad to see you!

Your Märklin Team



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One-Time Series for 2012



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

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

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

These products are identified with the pictogram .

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

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

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



EXCLUSIV

1/2012



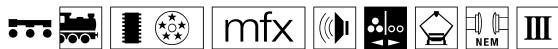
50 Years of the "Rheingold"

New standards marked high-quality, long distance service at the start of the Sixties. The new Rheingold was depicted as consisting of completely new cars. Modified units of the class E 10 (then designated as the E 10.12) initially served as motive power. Their gear drives had been changed for a maximum speed of 160 km/h / 100 mph. In addition, the DB purchased four new types of cars for its prestige train. Along with the

standard compartment cars with a side corridor known on express trains (type Av4üm-62), there were open seating cars for the first time (type Ap4üm-62) in long distance service. The vista dome cars (type AD4üm-62) were a special feature. In their raised, fully glassed dome areas passengers enjoyed an open view of the marvelous landscape. Here and in the open seating cars the seats could be turned so that the passengers

could always look in the direction of travel. The bar in the vista dome car invited you to while away the time with beverages and small snacks. Business passengers could have their work done in the secretary's compartment. The new dining car (type WR4üm-62) had a bi-level galley area that soon acquired the nickname "humpbacked dining car" for this car. Bi-level in order to give more space in the dining area. Gold-flecked

window panes and air conditioning of course provided pleasant temperatures. The locomotives and cars were easy to recognize externally from the elegant, two-color paint scheme with cobalt blue below the windows and a beige colored window band area. Moreover, the vista dome car was emblazoned with the lettering "Rheingold" below the dome.



37106 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 10.12. Express locomotive as a temporary "Rheingold" locomotive with a squared off body, 5 headlights / marker lights, continuous rain gutter, and high-efficiency vents. Cobalt blue / beige basic paint scheme. The locomotive looks as did it in the early part of 1962.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also 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 / marker lights at Locomotive End 2 and 1 can be turned off separately. The lights are maintenance-free warm white or red LEDs. The locomotive has separately

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

• 50 years of the modern "Rheingold" train, 1962 – 2012.

One-time series.



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

The class E 10.12 is the ideal locomotive for a prototypical train with the two "Rheingold" car sets, item nos. 43873 and 43883.

This model can be found in a DC version in the Trix H0 assortment under item no. 22266.

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 One-Time Series for 2012.





43873 "Rheingold 1962" Express Train Passenger Car Set 2.

Prototype: 3 different design express train passenger cars for the German Federal Railroad (DB) "Rheingold" F 10 long distance express train. 1 type WR4üm-62 DSG dining car. 2 dining areas, galley, wash-up area, buffet, and crew compartment. Version with rounded roof ends and raised roof over the galley ("Humped Back dining car"). 1 type Av4üm-62 compartment car, 1st class. Version with rounded roof ends. 1 type Ap4üm-62 open seating car, 1st class. Version with rounded roof ends. Cobalt blue / beige basic paint scheme. The cars look as they did in the early part of 1962.

Model: The minimum radius for operation is 360 mm / 14-3/16". The roofs, side walls, underbodies, and skirting are specific to the car types. The trucks are Minden-

Deutz designs with shoe brakes, magnet rail brakes, and separately applied generators. All of the cars have factory-installed LED interior lighting with warm white LEDs. One car has a factory-installed pickup shoe. The other cars can be supplied with power by means of special, current-conducting coupling drawbars. The

73407 marker light kit can be installed on all of the cars. The cars have imprinted train destination signs. Total length over the buffers 84.8 cm / 33-3/8". DC wheel set per car 4 x 700580.

One-time series.

The class E 10.12 "Rheingold" electric locomotive, available under item no. 37106, is the ideal motive power for the 43873 and 43883 "Rheingold" car sets.

- 50 Years of the modern "Rheingold" train 1962 – 2012.



43873

43883

37106

One-Time Series for 2012.

50 Years of the "Rheingold"



43883 "Rheingold 1962" Express Train Passenger Car Set 1.

Prototype: 3 different design express train passenger cars for the German Federal Railroad (DB) "Rheingold" F 10 long distance express train. 1 type AD4üm-62 vista dome car, 1st class, with a raised vista dome area and service areas beneath it. Version with rounded roof ends. Glass dome with 8 side windows. 2 type Av4üm-62 compartment cars, 1st class. Version with rounded roof ends. Cobalt blue / beige basic paint scheme. The cars look as they did in the early part of 1962.

Model: The minimum radius for operation is 360 mm / 14-3/16". The roofs, side walls, underbodies, and skirting are specific to the car types. The trucks are Minden-

Deutz designs with shoe brakes, magnet rail brakes, and separately applied generators. All of the cars have factory-installed LED interior lighting with warm white LEDs. One car has a factory-installed pickup shoe. The other cars can be supplied with power by means of special, current-conducting coupling drawbars. The

73407 marker light kit can be installed on all of the cars. The cars have imprinted train destination signs. Total length over the buffers 84.8 cm / 33-3/8". DC wheel set per car 4 x 700580.

One-time series.

The class E 10.12 "Rheingold" electric locomotive, available under item no. 37106, is the ideal motive power for the 43873 and 43883 "Rheingold" car sets.

- 50 Years of the modern "Rheingold" train 1962 – 2012.



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 One-Time Series for 2012.

Goggomobil Transport



45098 Auto Transport Car Set.

Prototype: 4 German Federal Railroad (DB) type Sm 24 interchange design flat cars, as open freight cars for transporting automobiles. Each flat car is loaded with 6 Goggomobil automobiles in different paint schemes. The cars look as they did around 1959.

Model: The flat cars have a long wheelbase. The flat car superstructures have restraint equipment for automobiles. All of the flat cars have different car numbers.

Each flat car is loaded with 6 models of Goggomobil automobiles from the firm Brekina, in different paint schemes. The cars come individually packaged. Total length over the buffers 63 cm / 24-13/16". DC wheel set per car 2 x 700580.

One-time series.

- **Prototypical load.**
- **Authentic automobile paint schemes.**



Here Comes the Mouse



37012 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 110.3. Express locomotive with aerodynamic ends, with the co-called "Pants Crease". "Chinese Red" paint scheme, with an advertising theme. Rebuilt version with square Klatte vents, square engine room windows, without a continuous rain gutter, without skirting, and without buffer streamlining. The locomotive looks as it did around 1996.

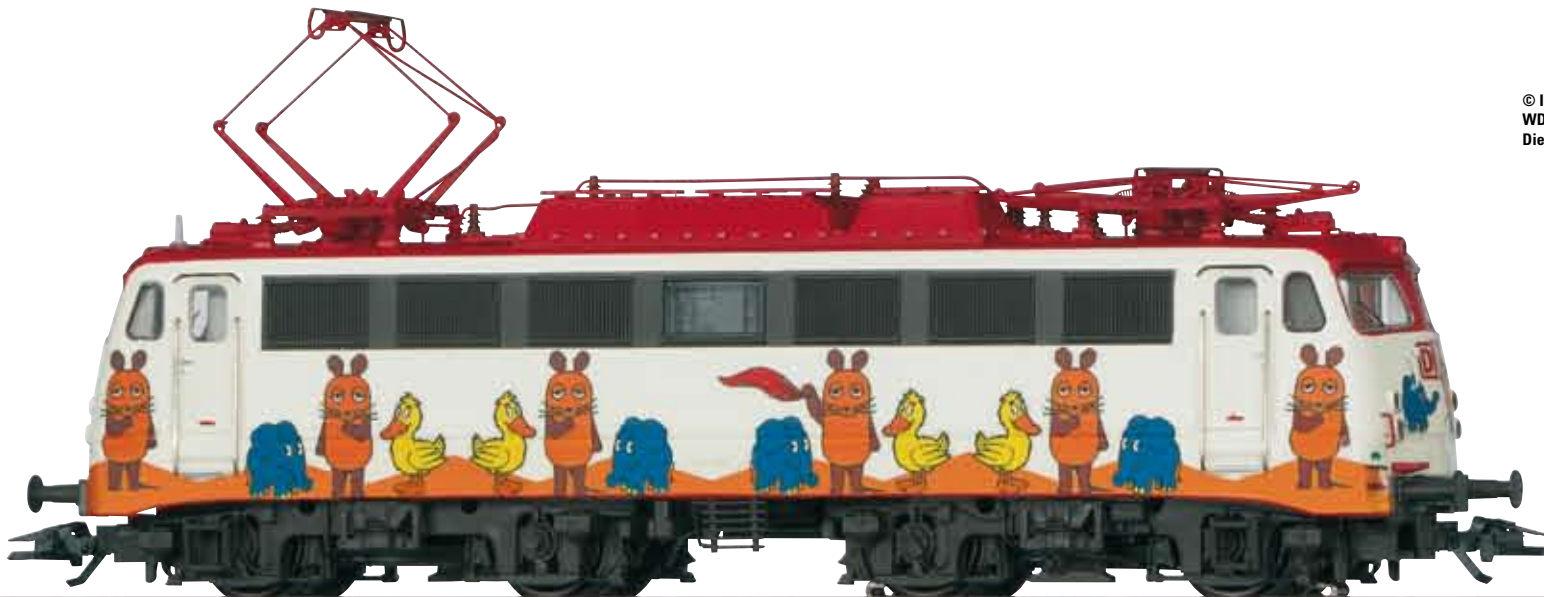
Model: The locomotive has an mfx digital decoder and extensive sound functions. It has controlled high efficiency propulsion, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The triple

headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can each be turned off digitally. When the headlights at both ends of the locomotive are turned off, then the function of the "Double A" light is represented. The headlights and marker lights are maintenance-free, warm white and red LEDs. The locomotive has separately applied grab irons. The engineer's cabs have interior details and separately applied control wheels. The roof walks are separately applied. Length over the buffers 18.9 cm / 7-7/16".

One-time series.

The passenger car set to go with this locomotive can be found in the Märklin H0 assortment under item no. 43869.

This model can be found in a DC version in the Trix H0 assortment under item no. 22667.



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

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One-Time Series for 2012.



Here Comes the Mouse



43869 "Mouse Show Train" Passenger Car Set.

Prototype: 3 different design German Railroad, Inc. (DB AG) express train passenger cars, with different advertising themes. 1 type WGmh 824 entertainment car, with the main design theme of "Maus" / "Mouse". 1 type Bm 235 compartment car, 2nd class, with the main design theme of "Elefant" / "Elephant". 1 type Dms 905.1 baggage car, with the main design theme of "Ente" / "Duck". The cars look as they did in the early part of 1996.

Model: The cars have underbodies specific to the different car types. The trucks are Minden-Deutz heavy designs, with disk brakes like the prototype, with and without magnetic rail brakes depending on the car type, and with and without side stabilizers and separately applied generators depending on the car type. All of the cars are ready for installation of the 7319 current-conducting couplings or the 72020/72021 current-conducting close couplers, the 73400/73401 lighting kits (2 per car), the 73406 pickup shoe, and the 73407 marker light kit. Total length over the buffers 84.8 cm / 33-3/8". DC wheel set per car 4 x 700580.

One-time series.

The right motive power to go with this car set is the class 110.3 electric locomotive, which you can find under item no. 37012.

This model can be found in a DC version in the Trix H0 assortment under item no. 23486.

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1/2012

 One-Time Series for 2012.



01 150 – Like a Phoenix from the Ashes



39017 Express Train Steam Locomotive with a Tender.
Prototype: German Railroad, Inc. (DB AG) road number 01 150 express train steam locomotive. This museum locomotive of the Nürnberg Transportation Museum looks as it does since being restored, with striking Wagner smoke deflectors and brass-colored boiler bands. The locomotive looks as it did in September of 2011.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a bell-shaped armature and a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 7226 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The headlights are maintenance-free warm white LEDs. There is an adjustable close coupling between the locomotive and tender for different curves. There is a close coupler with a guide mechanism and

an NEM pocket on the tender. The minimum radius for operation is 360 mm / 14-3/16". Protective piston rod sleeves are included. Length over the buffers 27.5 cm / 10-13/16". The locomotive comes in a wooden case.

- **01 150 – a legend of German and international railroad history.**
- **In the restored condition of September of 2011.**
- **Delivered in an exclusive wooden case.**
- **Documentation included about the restoration of this steam locomotive legend destroyed in the fire of October 17, 2005.**

This model of the restored express train steam locomotive, road number 01 150, is being produced in a one-time series only for the Märklin-Händler-Initiative (MHI) or Märklin Dealer Initiative (Exklusiv program). This locomotive will be delivered in 2012.

Märklin is participating financially to a considerable extent in the restoration of the great steam locomotive legends of German and international railroad history. Together with other partners such as the tireless donation collector Olaf Teubert, a former locomotive engineer for road number 01 150, the German Railroad Foundation, and the German Railroad, Inc. have created the financial basis to have road number 01 150 overhauled at the Meiningen Steam Locomotive Works to keep it in operating condition. The locomotive will be operated by the association "Traditionsgemeinschaft Bw Halle P e.V." which is based at the DB Museum in Halle/Saale. The locomotive will be used in the future in historic railroad service all over Germany.

This model can be found in a DC version in the Trix H0 assortment under item no. 22250.

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



EXCLUSIV

1/2012

 One-Time Series for 2012.

It was already something special – the steam locomotive with road number 01 150. It first saw the light of day at Henschel in Kassel in 1935 with the builder number 22698. In the same year it took part in the Nürnberg Parade at the anniversary “100 Years of German Railroads”. It opened the anniversary parade on December 8, 1935 at the Nürnberg switch yard at the head of nine other standard design express train steam locomotives (road numbers 01 151 to 155 and 03 209 to 212). Important stations during its normal service life were Bebra, Frankfurt/Main, and Giessen as well as the railroad maintenance facility in Hof starting in 1965, where the decision to retire it overtook this locomotive on November 13, 1973. In the same year the Bielefeld textile manufacturer Walter Seidensticker bought this retired locomotive and stored it in the maintenance facility in his home town. Searching for enthusiasts to do the overhaul work to put the locomotive back into operation Seidensticker ran into Olaf Teubert in 1980

as well as his colleagues Jochen Pook and Martin Hahlbohm from the railroad maintenance facility in Bielefeld. After work they invested countless hours restoring road number 01 150 which was ready to run again starting on March 18, 1982. Six active years of special runs and participation in parades as well as exhibitions followed. The crowning moment during this time was the locomotive and powered unit parades for the anniversary “150 Years of German Railroads” in September of 1985 in Nürnberg, which the now 50 year old locomotive (by chance with the number of the anniversary) passed with flying colors. The active time for road number 01 150 ended in 1988 because there was no longer a home base after the dissolution and razing of the railroad maintenance facility in Bielefeld. The locomotive went back to the ownership of the German Railroad and then to the Transportation Museum in Nürnberg, where it was heavily damaged in a fire in 2005.

But Olaf Teubert was not ready to give up. In the following years he collected donations from firms and private parties for the restoration of “his” locomotive. In October of 2010 everything was finally ready: All of the participants agreed on a restoration and operations concept, which was financially supported by Märklin. The steam locomotive facility at Meiningen was awarded the contract to restore the locomotive to operational condition. Starting in the fall of 2011 road number 01 150 will once again be allowed to be under steam. However, the appearance of this locomotive will change somewhat; it’s being given large ears, i.e. Wagner smoke deflectors. The idea was to make the locomotive look as it did when first delivered in 1935. The DB conversions remained however, i.e. no central locking of the smoke box door and the pumps remained in the middle of the locomotive on the running boards.

According to information from the German Railroad the plans are for road number 01 150 to be based at the DB Museum in Halle/Saale and to be operated from there by the association “Traditionsgemeinschaft Bw Halle P”. This association made a name for itself in the past with the operation of road number 03 1010, also a coal-fired steam locomotive.



Snow Plow Train



81362 Snow Plow Train.

Prototype: German Federal Railroad (DB) class 39 steam locomotive with tender, and Henschel steam powered rotary snowplow with a coal tender.

Model: The locomotive has a 5-pole motor. The locomotive body is constructed of metal and is finely detailed. It has improved buffer detailing. All of the driving wheels are powered. The rotary snowplow comes with a separate motor and a powered snowplow wheel. The front part and the trucks for the snow plow are reproduced in detail. The wings and the hatches on the tender can be moved. The locomotive and the snow plow are finely lettered.

Total length 220 mm / 8-11/16".

One-time series.



EXCLUSIV

1/2012

 One-Time Series for 2012.



Here Comes the Mouse



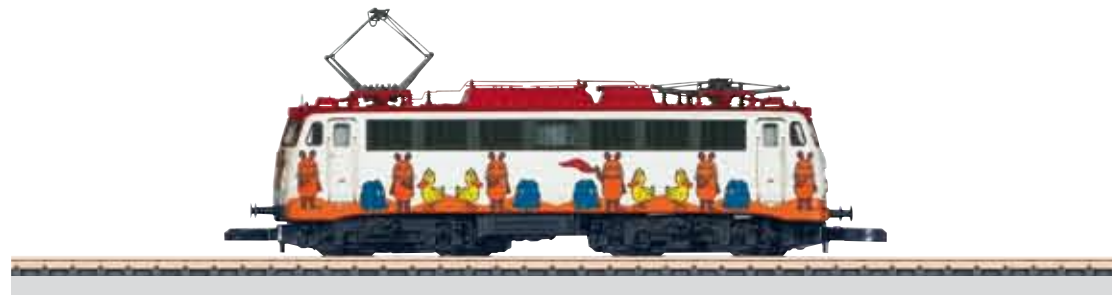
81442 "Mouse Show Train" Passenger Train.

Prototype: German Railroad, Inc. (DB AG) class 110.3 electric locomotive, 3 different design German Railroad, Inc. (DB AG) express train passenger cars, with different advertising themes. 1 type WGmh 824 entertainment car, with the main design theme of "Maus" / "Mouse". 1 type Bm 235 compartment car, 2nd class, with the main design theme of "Elefant" / "Elephant". 1 type Dms 905.1 baggage car, with the main design theme of "Ente" / "Duck". The train looks as it did in the early part of 1996.

Model: The locomotive is the version with Klatte vents, windows with rounded corners, without buffer streamlining, and without skirting. The locomotive has a 5-pole motor, and the LED headlights change over with the direction of travel. Both trucks are powered. The locomotive and cars have dark wheel treads. The locomotive and cars are in a special edition and are not available separately. Length over the buffers 436 mm / 17-3/16".

- Tooling changes.
- Especially extensive paint scheme and imprinting with imprinted roofs and window areas.

One-time series.



EXCLUSIV

1/2012

 One-Time Series for 2012.

Magirus-Deutz Fire Truck



18038 Fire Department Equipment Truck.

Prototype: Magirus-Deutz curved hood truck with equipment superstructure.

Model: The superstructure and cab are constructed of die-cast metal and the floor is of sheet steel. The ladders are constructed of metal and are removable. The metal wheels are turned parts with rubber tires. The running boards, bumpers, and blue warning lights are picked out in color.

A certificate of authenticity is included.

Length 15.5 cm / 6-1/8".

- Late realization of a vehicle planned in the past yet not produced until now.
- Metal superstructures.
- Perfect add-on to the five-part series of replica vehicles (18023, 18032, 18031, 18034, and 18029).
- Certificate of authenticity included.
- Cardstock packaging in a historic design.



Let your imagination run free. With Märklin my world you can create your own world quite easily: a multifaceted model railroad world in which everything runs exactly as you want it to run. You can share this joy with your entire family. Everyone can join in and play along – beginning with the designing of the layouts to running the trains. Everything fits, everything has a place, and everything works. Quite easy.

Märklin my world for 2012 offers new starter sets especially for children from the age of 3 and above with everything in them necessary for a fun way to get started in the world

of model railroading. The locomotives run with batteries and have lights, sound, and 3 speed levels. They are controlled without wiring from an infrared remote controller. Colorfully designed cars are coupled together easily with magnets. There are accessories to go with these trains such as a station platform, a tunnel, or a battery powered signal. With my world the fun of playing is always at the forefront!

H0 – The Standard of the Scales.

Märklin set standards right from the start. Such as in 1935 with H0 scale. The scale of 1:87 is the most popular scale

today in model railroading. This means that you can create at anytime from an immense choice of accessories and possibilities for expansion. Regardless of whether you are just getting started or are already a Märklin veteran.

Digital or analog? You have the choice. Märklin layouts have always been easy and comfortable to control. Whether traditional analog or increasingly digital as in the last few decades. Every locomotive now has a built-in decoder. So that you can control several trains at the same time as well as use additional functions such as lights and sound.

Many great careers have started small

It's on every wish list now just as in the past, the electric railroad. Unlike electronic media, imagination and initiative don't flame up in virtual space; they develop in the real and the concrete. What personnel advisors have to do to teach executive skills in expensive seminars, model railroading creates playfully in the best sense of the word: It forms social competence, makes relationships and their alternating effects visible. Joint playing overcomes hierarchies and age boundaries, and promotes communication. With so much profound reasoning the only thing left is the observation that this potential is already part of the smallest Märklin starter set: a lot

of fun. Model railroading really comes alive with Märklin's starter sets. They are made for all model railroad enthusiasts who want to be quite spontaneous with their Märklin railroad and who just want to play. The affordable models included in the starter sets feature a fairly prototypical representation of all the important details. Delicate components have been left off on purpose and thereby contribute to the sturdiness of the models. In addition, the assortment offer many ways to expand so that you can simply run the trains and above all have fun!



“Freight Train” Starter Set



29210 “Freight Train” Starter Set.

Prototype: Freight train consisting of a class 218 diesel locomotive, a boxcar, a dump car, and a gondola, all of them in bright color schemes.

Model: The train has a battery powered drive and magnet couplers between the individual cars. There is a permanently coupled unit consisting of the diesel locomotive and the boxcar with a built-in battery holder. The train has 3 speed levels in both forward and reverse direction of travel, 3 sound functions, and triple head-lights. Barrels and plastic pearls are included as a load for the cars.

Train length 47.5 cm / 18-11/16”.

Contents: 12 no. 20130 curved track, 2 no. 20172 straight track, 2 no. 20188 straight track, and an easy-to-use, wireless infrared controller. 4 each AA and 2 each AAA batteries are included. The train can be operated with 2 different frequencies, thus allowing you to add a second battery train. This set can be expanded with the C Track extension sets and the entire C Track program.

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

This freight train can be expanded with additional cars available under item nos. 44100, 44101, 44102, 44103, and 44104.

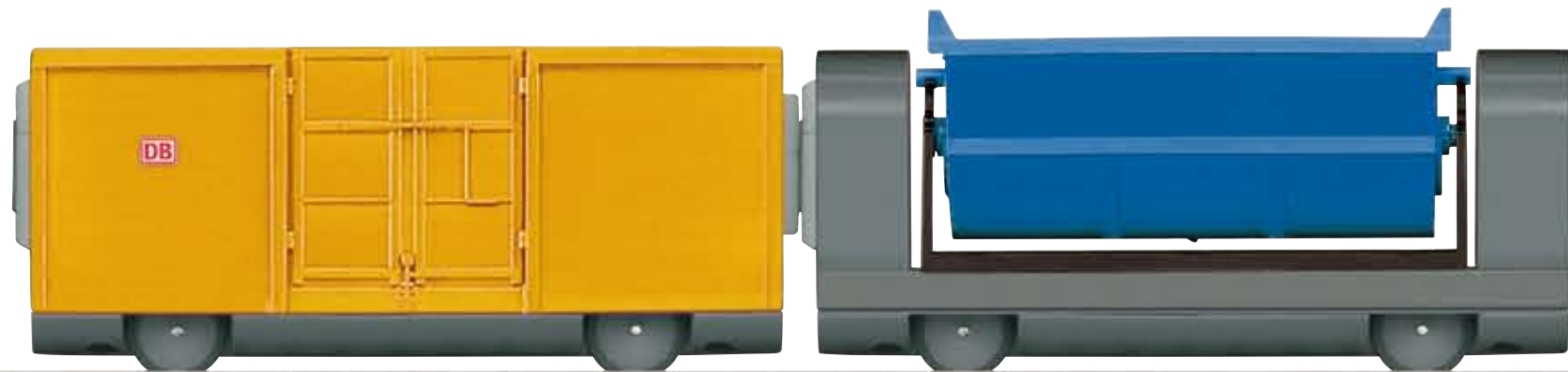
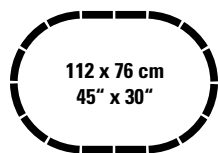


Illustration shows the model full size



112 x 76 cm
45" x 30"

29210



12x



2x



2x



Functions	Battery train
Headlights	x
Operating sounds	x
Horn	x
Brakes squealing	x



44104

44103

44102

44101

44100

29210



Freight Cars

44100 Add-On Car Set for the Freight Train.

Prototype: Add-on car set consisting of 1 gondola, 1 dump car, and 1 stake car in bright color schemes.

Model: All of the cars have magnet couplers. The hopper on the dump car can be tipped to both sides. Packages and plastic pearls for loads on the cars are included.

Total length over the buffers 33.6 cm / 13-1/4".

- Packages and plastic pearls included provide all kinds of play possibilities.
- Magnet couplers make coupling cars child's play.

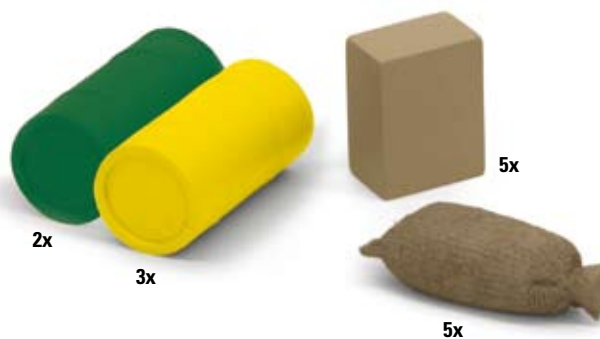
This add-on car set goes well with the 29210 "Freight Train" starter set. Additional cars are available under item nos. 44101, 44102, 44103, and 44104.



72250 Load Set.

Model: The load set consists of barrels, packages, and sacks. All of the parts are made of plastic.

This load set is the ideal add-on for the 29210 "Freight Train" starter set, as well as for the cars with magnet couplers (item nos. 44100, 44101, 44103, and 44104).



44101 Dump Car.

Prototype: Dump car in a bright color scheme.

Model: The hopper for the dump car can be tipped to both sides. The car has magnet couplers. Freight loads for this car are offered as a separate load set under item no. 72250.

Car length 11.2 cm / 4-3/8".

- Magnet couplers make coupling cars child's play.

This dump car goes well with the 29210 "Freight Train" starter set. Additional cars are available under item nos. 44100, 44102, 44103, and 44104.



44102 Tank Car.

Prototype: Tank car for transporting water, in a bright color scheme.

Model: The car has magnet couplers. The hose included with the car can be attached to the tank car.

Car length 11.2 cm / 4-3/8".

- Magnet couplers make coupling cars child's play.

This tank car goes well with the 29210 "Freight Train" starter set. Additional cars are available under item nos. 44100, 44101, 44103, and 44104.



44103 Gondola.

Prototype: Gondola in a bright color scheme.

Model: The car has magnet couplers. Freight loads for this car are offered as a separate load set under item no. 72250.

Car length 11.2 cm / 4-3/8".

- Magnet couplers make coupling cars child's play.

This gondola goes well with the 29210 "Freight Train" starter set. Additional cars are available under item nos. 44100, 44101, 44102, and 44104.



44104 Stake Car.

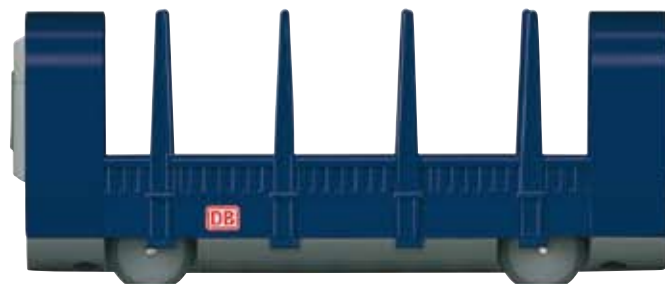
Prototype: Stake car in a bright color scheme.

Model: The car has magnet couplers. Freight loads for this car are offered as a separate load set under item no. 72250.

Car length 11.2 cm / 4-3/8".

- Magnet couplers make coupling cars child's play.

This stake car goes well with the 29210 "Freight Train" starter set. Additional cars are available under item nos. 44100, 44101, 44102, and 44103.





Accessories

72201 Battery-Operated Signal.

This battery-operated signal made of sturdy plastic is just right for children. It has a green and a red LED that light up. This color light signal can be switched between the green and red LED lights either by pressing a button or it takes place automatically after 7 seconds. The battery holder is built into the base of the signal. 2 AAA batteries are included with the signal. The signal stands approximately 12 cm / 4-3/4" high.

Since this signal is a toy for children ages 3 and above, it has no influence over the running of trains on the layout!

- Automatic switching function provides all kinds of fun.
- The color light signal can also be switched by pressing a button.
- Batteries included with the signal.

This battery-operated signal is the ideal add-on for the battery-operated trains, item nos. 29200, 29201, 29202, 29203, 29204, and 29210.



72200 "Station Platform" Building Kit.

This snap-together building kit is made of sturdy plastic. The station platform can be assembled from a few parts, is easy as child's play to put together, and is therefore suitable for children ages 3 and above. A sheet of adhesive stickers with different names of cities as well as blank stickers are included. Instructions for assembly are included.

- The sheet of adhesive stickers with different names of cities and blank stickers included with this station platform allows you to make it the station platform for your own town.
- A building kit consisting of a few snap-together parts – ideal for children ages 3 and above.

This station platform is the ideal add-on for the battery-operated trains, item nos. 29200, 29201, 29202, 29203, 29204, and 29210.

without figure







Starter Sets



29201 "French High Speed Train" Starter Set.

Prototype: Five-part train set.

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

Train length 61 cm / 24-3/8".

Contents: 12 no. 24130 curved track, 2 no. 24172 straight track, 2 no. 24188 straight track, and an easy-to-use, wireless infrared controller. 4 each AA and 2 each AAA batteries included. The train can be operated with 2 different frequencies, thus allowing you to add a second battery train. This set can be expanded with the C Track extension sets and the entire C Track program.

- Battery operated train with light and sound functions.
- Magnet couplers used to make coupling cars child's play.
- A very suitable toy for children ages 3 and above.
- Sturdy C Track with the "Click System" for fast setup and takedown – even on the floor.
- Batteries included.

One-time series.



29202 "Belgian High Speed Train" Starter Set.

Prototype: Five-part train set.

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

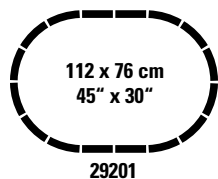
Train length 61 cm / 24-3/8".

Contents: 12 no. 24130 curved track, 2 no. 24172 straight track, 2 no. 24188 straight track, and an easy-to-use, wireless infrared controller. 4 each AA and 2 each AAA batteries included. The train can be operated with 2 different frequencies, thus allowing you to add a second battery train. This set can be expanded with the C Track extension sets and the entire C Track program.

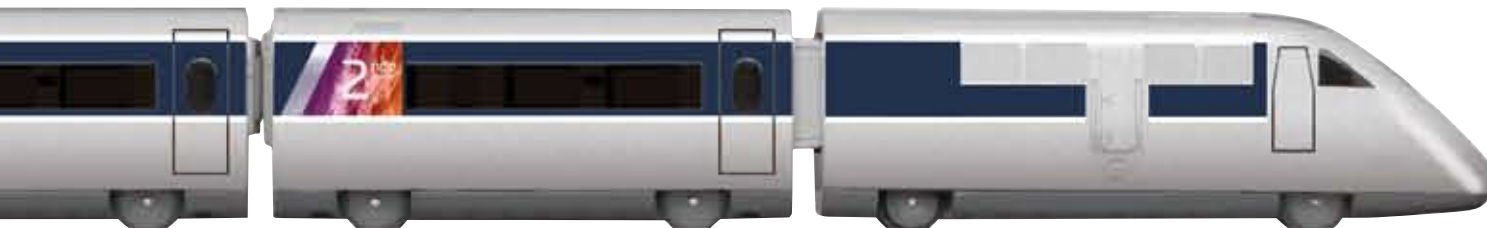
- Battery operated train with light and sound functions.
- Magnet couplers used to make coupling cars child's play.
- A very suitable toy for children ages 3 and above.
- Sturdy C Track with the "Click System" for fast setup and takedown – even on the floor.
- Batteries included.

One-time series.

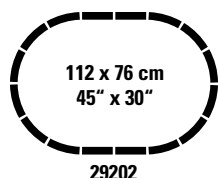




29201



Functions	Battery train
Headlights	x
Station announcements	x
Horn	x
Doors closing	x



29202



Functions	Battery train
Headlights	x
Station announcements	x
Horn	x
Doors closing	x



Starter Sets



29203 "ICN" Starter Set.

Prototype: High speed train based on an ICN high speed train. Five-part train set.

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

Train length 61 cm / 24-3/8".

Contents: 12 no. 24130 curved track, 2 no. 24172 straight track, 2 no. 24188 straight track, and an easy-to-use, wireless infrared controller. 4 each AA and 2 each AAA batteries included. The train can be operated with 2 different frequencies, thus allowing you to add a second battery train. This set can be expanded with the C Track extension sets and the entire C Track program.

- Battery operated train with light and sound functions.
- Magnet couplers used to make coupling cars child's play.
- A very suitable toy for children ages 3 and above.
- Sturdy C Track with the "Click System" for fast setup and takedown – even on the floor.
- Batteries included.

One-time series.



29204 "Amtrak Acela" Starter Set.

Prototype: High speed train based on an Amtrak Acela high speed train. Five-part train set.

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

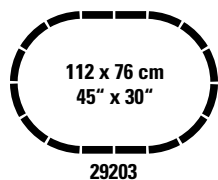
Train length 61 cm / 24-3/8".

Contents: 12 no. 24130 curved track, 2 no. 24172 straight track, 2 no. 24188 straight track, and an easy-to-use, wireless infrared controller. 4 each AA and 2 each AAA batteries included. The train can be operated with 2 different frequencies, thus allowing you to add a second battery train. This set can be expanded with the C Track extension sets and the entire C Track program.

- Battery operated train with light and sound functions.
- Magnet couplers used to make coupling cars child's play.
- A very suitable toy for children ages 3 and above.
- Sturdy C Track with the "Click System" for fast setup and takedown – even on the floor.
- Batteries included.

One-time series.

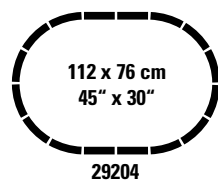




29203



Functions	Battery train
Headlights	x
Station announcements	x
Horn	x
Doors closing	x



29204



Functions	Battery train
Headlights	x
Station announcements	x
Horn	x
Doors closing	x

“My ICE Start” Starter Set



29320 “My ICE Start” Starter Set. 230 Volts.

Prototype: German Railroad, Inc. (DB AG) class 402 InterCity Express. Three-part train: powered end car, open seating car, 1st class, and cab control car, 2nd class.

Model: The powered end car has a digital decoder and factory-installed, controllable sound functions. It also has a special motor. 2 axles powered. Traction tires. The headlights will work in conventional operation and can be controlled digitally in the powered end car (always on in the cab control car). The pantographs will work mechanically but are not wired to take power from catenary.

Train length 76.5 cm / 30-3/16”.

Contents: 12 no. 24130 curved track, 5 no. 24188 straight track, 6 no. 24172 straight track, 1 base station. 1 each 230 volt / 36 VA switched mode power pack, and a wireless infrared controller. This set can be expanded with the C Track extension sets and with the entire C Track program. The 74492 electric mechanism can be installed on the turnouts.

- New, digital IR controller for controlling up to 4 trains.
- Freedom of movement around the layout with the wireless IR controller.
- Digitally controllable warning horn and station announcement.
- C Track layout that can be expanded easily.

The 44320 and 44322 add-on cars are ideal to complete this train.



44320 ICE 2 Bord Restaurant Dining Car.

Prototype: “Bord Restaurant” dining car (type WR 807.0) for the ICE 2 high speed train.

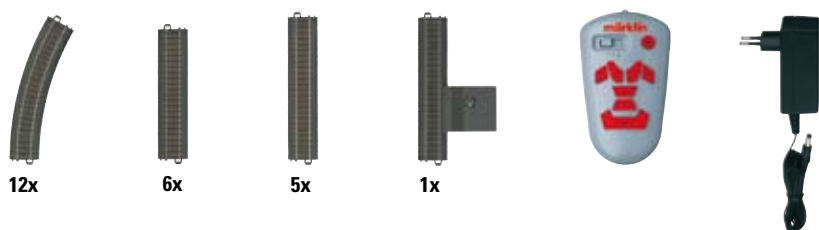
Model: The car has interior details and tinted side windows.

Length 26.4 cm / 10-3/8”.

DC wheel set 4 x 700580.

This Bord Restaurant dining car is an ideal add-on for the 29320 starter set.





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



44322 ICE 2 Open Seating Car.

Prototype: Open seating car, 2nd class (class 806.3) for the ICE 2 high speed train.

Model: The car has interior details and tinted side windows.

Length 26.4 cm / 10-3/8".

DC wheel set 4 x 700580.

This open seating car is an ideal add-on for the 29320 starter set.



"My Start with Märklin" Starter Set

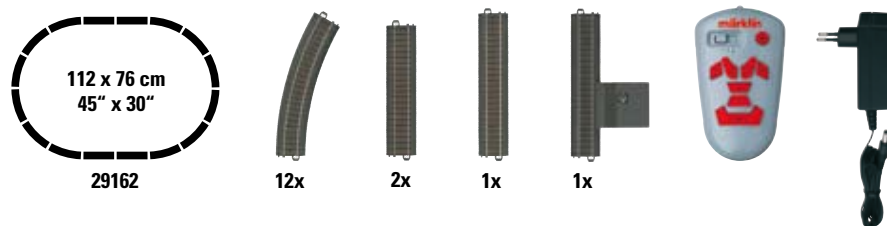


29162 "My Start with Märklin" Starter Set. 230 Volts.
Prototype: Henschel type DHG 500 diesel switch engine, German Federal Railroad (DB) type Kklm 505 low side car, and a dump car.
Model: The locomotive has a digital decoder and a special motor. 1 axle powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has coupler hooks. The low side car and the dump car each have Relex couplers. Train length 34.2 cm / 13-1/2".

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

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

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



“Freight Train with a Class 74” Starter Set



29166 “Freight Train with a Class 74” Starter Set. 230 Volts.

Prototype: German Federal Railroad (DB) class 74 tank locomotive, a type X-05 low side car, and a “Shell” tank car.

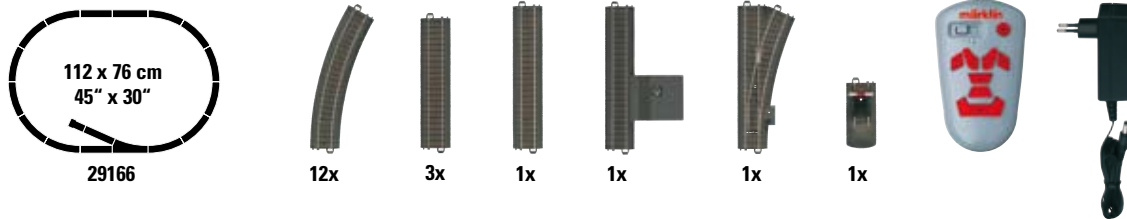
Model: The locomotive has a digital decoder and a special motor with a flywheel. 3 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has many separately applied details. The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

Train length 34.9 cm / 13-3/4”.

Contents: 12 no. 24130 curved track, 3 no. 24172 straight track, 1 no. 24188 straight track, 1 no. 24612 right turnout, 1 no. 24977 track bumper, 1 base station, 1 each 230 volt / 18 VA switched mode power pack, and a wireless infrared controller. This set can be expanded with the C Track extension sets and with the entire C Track program.

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

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



Electric Locomotive



36614 Electric Locomotive.

Prototype: Class 146.2 passenger locomotive in a fictitious Märklin my world design. Built by Bombardier as a regular production locomotive from the TRAXX program of locomotives. Dual system locomotive.

Model: The locomotive is constructed of metal with many cast-on details. It has a digital decoder and a special can motor. 4 axes powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conven-

tional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. The locomotive has 2 mechanically working pantographs (not wired for catenary operation).

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

- **A real eye catcher on any layout – the colorful Märklin my world design will attract everyone's attention.**

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



Freight Cars

I

44140 Freight Car Set.

Prototype: 3 different design Royal Württemberg State Railways (K.W.St.E.) freight cars. 1 type Sml gondola with board walls, 1 wine barrel car with an open brakeman's cab, and 1 type Litera H beer car. The cars look as they did around 1909.

Model: The gondola comes loaded with wood chips. The beer car has open platforms and 2 ice hatches on the roof. All of the cars have Relex couplers. Total length over the buffers 33.6 cm / 13-1/4". DC wheel set per car 2 x 700580.

The 36140 is an ideal add-on for this set of cars.

- The load of wood chips is made from real wood.



VI

44205 Beer Car.

Prototype: Privately owned car painted and lettered for the firm Hövels Hausbrauerei GmbH, Dortmund, Germany.

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



VI

44206 Refrigerator Car.

Prototype: Privately owned car painted and lettered for the firm CFP Brands Süßwarenhandels GmbH & Co. KG, Bonn, Germany.

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



Märklin H0 – the Original

A kettle full of colorful things – that’s the way the H0 new items are coming for 2012. Steam, diesel, and electric locomotives and powered rail cars will once again delight the hearts of big and little model railroaders. We are proud of our new tooling and want to present a few of them on this page:

The most reliable and most common work horse of all German steam locomotives in the German Federal Railroad period, the class 50, is being immortalized as a model. This marvelously detailed machine will be steaming into the hearts of all Märklin fans as it looked in the mid-Sixties with Witte smoke deflectors and with the obligatory DB “cookie” emblem.

Another work horse – this time in switching service – is being memorialized with the class 94.5 steam tank locomotive. This ten-wheeler made a splash as the Prussian T 16.1 and was indispensable up to the end of the Sixties at German Federal Railroad switch yards. The Märklin model shows the locomotive as it looked during these years.

The MHI is presenting exclusively a quite interesting train set under the theme “50 Years of the Modern Rheingold”. A box-style E 10.12 in the Rheingold colors of blue-beige from 1962 pulls the original cars designed for this “new” Rheingold, among them the famous humped back dining car and the vista dome car with a glassed in dome area.

Our Insider model this year forms a special “highlight” – in fact the number one desired model from our survey. Surely still known to older railroad fans as “Donald Duck”, the streamlined class 403 powered rail car train was attracting all kinds of attention as early as the mid-Seventies. Our club members will get great pleasure in this version done completely in die-cast metal, with full sound as well as interior lighting – even with lighted table lamps.

All of the diesel locomotive fans will get their money’s worth with the class 212 as it looked in the Seventies. The “powerful” V 100 in a metal version with full sound and Telex couplers will play the role of “jack-of-

all-trades” with no problem on any model railroad layout.

The diesel powered rail car designated as the DB class VT 75.9 represents a really special unit. The Car Builder Company in Bautzen produced three series with 30 of these diesel mechanical lightweight powered rail cars between 1933 and 1935 for the DRG. The German Federal Railroad was able to acquire more than half of them for its roster. The thoroughly sturdy construction of these lightweight powered rail cars ensured their use up to the start of the Sixties. The Märklin model with its die-cast construction will also satisfy these requirements.

The Prussian P 10 in an Era II version is opening up a five-part series in honor of the 175th anniversary of the legendary “Locomotive Builder Borsig”. This series will include a locomotive each year in exquisite detailing and a decorative display case.

The car section is resplendent with the type Gbs 256 freight cars. These boxcars with

sheet steel walls similar to piling walls come from Era IV and will be offered in a display individually packaged. The display contains a total of twelve weathered and eight cars brand new from the car builder.

Fans of Austrian railways will get their money’s worth with the class 694 steam locomotive as well as the class 2048 diesel locomotive. The latter’s typical Austrian adaptations incorporates the Märklin designers’ well known love of detail. Model railroaders from France will take great delight in the new SNCF class 150Z. There’s a Swiss “treat” in the limited train set “Weathered Crocodile” that includes a weathered brown Crocodile as well as five Swiss cars. The American “Big Boy” steam locomotive with smoke deflectors represents something special in a really “big” way. The Big Boy in this form was used on the Union Pacific for only a short time.

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



"Regional Express" Digital Starter Set



29478 "Regional Express" Digital Starter Set. 230 Volts.

Prototype: German Railroad, Inc. (DB AG) class 146.2 electric locomotive and 2 bi-level commuter cars. 1 type DABza 756 bi-level car, 1st/2nd class, and 1 type DBza 751 bi-level car, 2nd class.

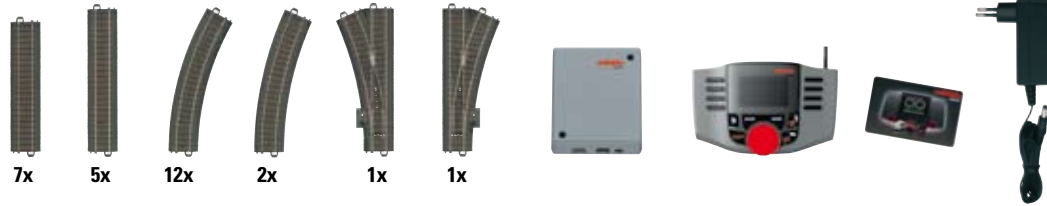
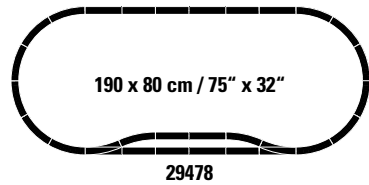
Model: The locomotive is constructed of metal and has a digital decoder and a special motor. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will

work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. The locomotive has 2 mechanically working pantographs. The cars have tinted side windows. Train length 75.3 cm / 29-5/8".

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

- **Mobile Station including a pre-programmed locomotive card.**

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



The 78478 theme extension set is suitable as a realistic add-on.



78478

29478

“Regional Express” Add-On Set



78478 “Regional Express” Theme Extension Set.

Prototype: 1 German Railroad, Inc. (DB AG) type DBbzfa 761 bi-level cab control car, 2nd class.

Model: This is an add-on to the Regional Express and includes a bi-level cab control car and a model of a “RegioBus” bus. The cab control car has tinted side windows and dual red marker lights at the end of the car with the engineer’s cab.

Contents: 5 no. 24188 straight track, 4 no. 24172 straight track, 1 no. 24224 curved track, 1 right turnout, and 1 no. 24977 track bumper. 1 model of a bus. Length over the buffers 27.3 cm / 10-3/4”.

Extension set that goes well with the 29478 “Regional Express” starter set.



78478



4x

5x

1x

1x

1x

- All sorts of play possibilities with the realistic linking of rail and road traffic.
- Track for expanding a C Track layout.



“Branch Line” Digital Starter Set



29240 “Branch Line” Digital Starter Set. 230 Volts.

29245 “Branch Line” Digital Starter Set. 120 Volts.

Prototype: German Federal Railroad (DB) passenger train with freight hauled (PmG). Class 24 steam locomotive with a tender and Wagner smoke deflectors, 1 type ABi “Donnerbüchse” / “Thunder Box” standard design car, 1st/2nd class, 2 type Bi “Donnerbüchse” / “Thunder Box” standard design cars, 2nd class, and a type Rr 20 interchange design stake car.

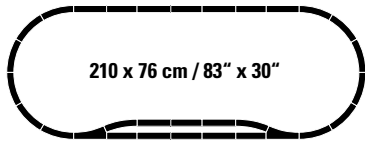
Model: The locomotive has a digital decoder and a special motor. The boiler and frame are constructed of metal. All axles powered. Traction tires. The triple

headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has close couplers in NEM coupler pockets. The stake car is loaded with a contemporary Lanz tractor. All of the cars have close couplers with guide mechanisms. Train length 81.3 cm / 32”.

- **Mobile Station including a pre-programmed locomotive card.**
- **Contemporary tractor model constructed of metal.**
- **Typical branch line train from Era III.**

Contents: 12 no. 24130 curved track, 8 no. 24188 straight track, 7 no. 24172 straight track, 2 no. 24224 curved track, and 1 pair of 24611 and 24612 turnouts. Also included are a track connector box, switched mode power pack, and a Mobile Station with a locomotive card. An illustrated instruction book with many tips and ideas comes with the set. This set can be expanded with the C Track extension sets and with the entire C Track program.

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



29240



7x



8x



12x



2x



1x



1x





"The Seventies" Digital Starter Set



29710 "The Seventies" Digital Starter Set. 230 Volts.

Prototype: German Federal Railroad (DB) class 216 diesel locomotive and 4 different freight cars. The train looks as it did around 1975.

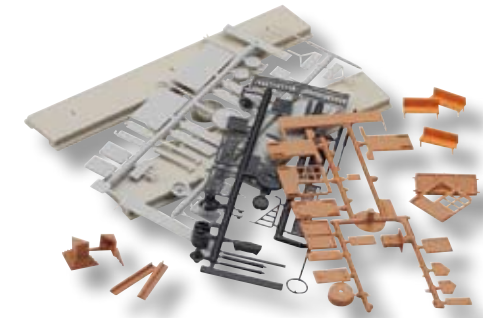
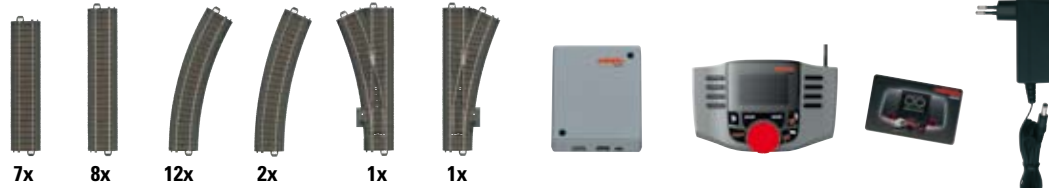
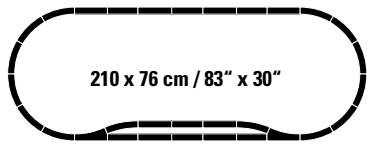
Model: The locomotive has a digital decoder and controlled high-efficiency propulsion. 2 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has close couplers. 1 type Fad 167 hopper car, 1 type Kbs stake car

with removable stakes, 1 type Tdgs 930 dump car, and 1 gas tank car lettered for "Rommenhöller Kohlen-säure". All of the cars have close couplers with guide mechanisms. A plastic building kit is also included. Train length 69.9 cm / 27-1/2".

- **Mobile Station including a pre-programmed locomotive card.**
- **Plastic building kit included.**
- **Typical train composition of the Seventies.**

Contents: 12 no. 24130 curved track, 8 no. 24188 straight track, 7 no. 24172 straight track, 2 no. 24224 curved track, and 1 pair of 24611 and 24612 turnouts. Also included are a track connector box, a 230 volt / 36 VA switched mode power pack, and a Mobile Station with a locomotive card. An illustrated instruction book with many tips and ideas comes with the set. This set can be expanded with the C Track extension sets and with the entire C Track program.

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



“Railroad Grade Crossing” Track Extension

III-VI

78071 “Railroad Grade Crossing” Track Extension Set.

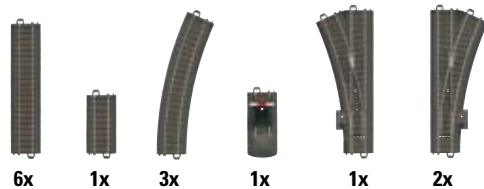
Prototype: Modern railroad grade crossing and station track layout with a storage siding.

Model: The set has a railroad grade crossing with 2 electro-magnetically activated half gates and 2 red warning lights per side of the track. Simple installation with wiring already completed.

- A lot of track for a passing siding, a storage siding, and a grade crossing.
- Automatic railroad grade crossing, easy to install.

Contents: Track with street grade crossing 2 contact tracks each 94.2 mm / 3-11/16". 6 no. 24172 straight track, 1 no. 24077 straight track, 2 no. 24612 right turnout, 1 no. 24611 left turnout, 3 no. 24224 curved track, and 1 no. 24977 track bumper.

Extension set, ideal in combination with the current starter sets from the Märklin my world program and the Märklin H0 assortment. Can also be used as you desire.



"Era III" Mega Digital Starter Set



29640 "Era III" Mega Digital Starter Set. 230 Volts.
Prototype: German Federal Railroad (DB) passenger train and freight trains. Class 03 steam locomotive with a tender and class 50 steam locomotive with a tender with a brakeman's cab. Type A4üm-61 passenger car, 1st class, and 2 type B4üm-63 passenger cars, 2nd class. Freight train with 5 different freight cars. Type Glt 23 boxcar with high end wall doors, type Kmmks 51 sliding roof gondola with a brakeman's platform and with a brakeman's cab, type Omm 37 gondola, type Rlms 58 stake car, and a Fürstenberg beer refrigerator car.

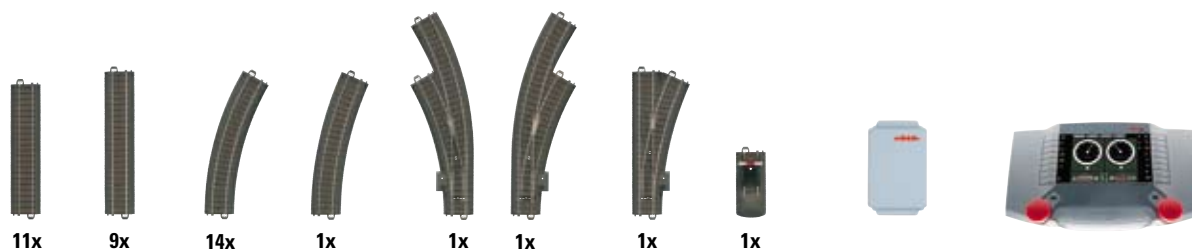
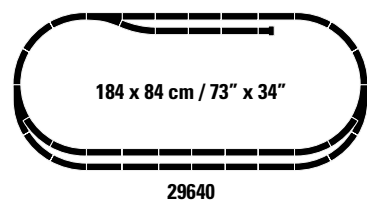
Model: Both steam locomotives have mfx digital decoders and extensive sound functions. They also have controlled high-efficiency propulsion. Traction tires. The headlights on the locomotives change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Total length of the passenger train 112.3 cm / 44-1/4". Total length of the freight train 90.3 cm / 35-9/16".

Contents: Large C Track layout with 3 turnouts. Central Station. 60 VA switched mode power pack for supplying power to the Central Station and to accessories. Hardware for connections. Extensive instructions for setup and operation.

This set can be expanded with the C Track extension sets and with the entire C Track program. The 74461 decoder can be installed on the turnouts.

One-time series.

- **Complete digital railroad: 2 trains, large track layout, and a Central Station.**

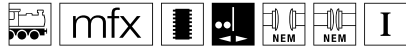


Digital Functions Class 03	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Smoke generator contact	x	x	x	x
Steam locomotive op. sounds	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Running gear lights		x	x	x
Whistle for switching maneuver		x	x	x
Sound of coal being shoveled		x	x	x

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



Royal Bavarian State Railroad Freight Train



26731 Freight Train.

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class D XII tank locomotive, later DRG class 73. Three privately owned freight cars. 1 gondola, 1 beer car painted and lettered for Eberl Bräu, and one foodstuffs car. All of the cars were used on the K.Bay.Sts.B. The train looks as it did around 1908.

Model: The tank locomotive has an mfx digital decoder. It also has a powerful motor in the boiler. 2 axles powered. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The acceleration and braking delay can be controlled digitally. The locomotive has many separately applied details. All 3 cars have NEM close couplers with guide mechanisms. Total length over the buffers 41.8 cm / 16-1/2".

One-time series.

This model can be found in a DC version in the Trix H0 assortment under item no. 21731.

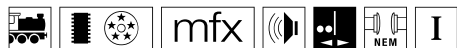
Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x



26731



Class T18 Passenger Locomotive



37077 Tank Locomotive.

Prototype: Royal Prussian State Railways (K.P.E.V.) class T18 fast passenger locomotive. The locomotive looks as it did around 1914, Era I.

Model: The locomotive has an mfx digital decoder and extensive sound functions. 3 axles powered. Traction tires. The headlights will work in conventional operation and can be controlled digitally. The locomotive has numerous separately applied details.

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

One-time series.

The set with Prussian compartment cars to go with this locomotive can be found under item no. 42041.

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



42041

37077

Compartment Car Set



42041 Set with 3 Pairs of Compartment Cars.

Prototype: Royal Prussian State Railways (K.P.E.V.) pairs of Prussian design 3-axle compartment cars. One type B3/B3 pair of cars, 2 x 2nd class, in green, one type C3/C3 pair of cars, 2 x 3rd class, in brown, and one type C3/C3 P pair of cars, 3rd class and 3rd class with a baggage area in reddish brown.

Model: The pairs of compartment cars are permanently coupled. The cars have close couplers with guide mechanisms and interior details. Each pair of cars comes individually packaged.

Total length over the buffers 80 cm / 31-1/2".

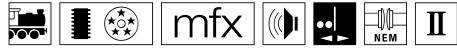
DC wheel set per car 3 x 700630.

One-time series.

The class T18 steam locomotive goes with these cars and can be found under item no. 37077.



Class 96 Steam Locomotive



37968 Heavy Freight Tank Locomotive.

Prototype: German State Railroad Company (DRG) class 96 heavy freight tank locomotive. Mallet design articulated locomotive with compound drive gear consisting of high and low pressure cylinder groups.

Model: The locomotive has an mfx digital decoder, controlled, high-efficiency propulsion, and extensive sound functions. 4 axles powered. Traction tires. The frame is articulated to enable the unit to negotiate sharp curves. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally. The model is finely constructed with numerous, separately applied details. Length over the buffers 20.3 cm / 8".

This model can be found in a DC version in the Trix H0 assortment under item no. 22059.

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



46097

37968

Freight Car Set



46097 Freight Car Set.

Prototype: 5 different German State Railroad Company (DRG) freight cars. 1 Bavarian design tank car painted and lettered for the firm BASF Ludwigshafen/Rhein, Germany, 1 type Gn (association design) boxcar, 1 Bavarian design poultry car, 1 Bavarian design beer car with the lettering "Pilsener-Bräu München", and a Bavarian design type O gondola.

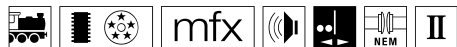
Model: The frames and superstructures are finely detailed and constructed. The beer car and the tank car have brakeman's cabs. The poultry car has a partially open superstructure and sliding doors that can be opened.

Total length over the buffers 45.8 cm / 18".
DC wheel set for spoked wheel 6 x 62301211,
spoked wheel 2 x 32376004 and 2 x 700580.

One-time series.



“Borsig” Collector Edition



37938 Passenger Steam Locomotive with a Tender.

Prototype: Prussian class P 10 passenger steam locomotive painted and lettered for the German State Railroad Company (DRG). Version without smoke deflectors and with a Prussian type 2'2'T31,5 tender without additional side boards for the coal bunker. This locomotive was number 11,000 in the delivery book of A.Borsig-Werke Berlin-Tegel. Delivered in 1922.

Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal.

A 72270 smoke generator can be installed in the locomotive. The dual headlights change over with the direction of travel. The headlights and the smoke generator contact will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and 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. Piston rod protection sleeves are included.

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

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

- “Borsig-Edition 1”.
- Suitable collector's display case with a relief background for every model in the edition.
- Controlled high-efficiency propulsion and extensive sound functions.
- Excerpt from the Borsig delivery book included.

One-time series. (Model 1 of 5).



175 Years of Borsig – Pioneer Locomotive Builder of Europe.

When August Borsig opened his machinery building and iron casting company in 1837 in Berlin, probably no one suspected that out of would come one of the largest locomotive builders in the world. As early as 1841 August Borsig built the locomotive BORSIG with the builder number 1 after painstaking investigation in the typical English and American locomotive types for that time. This locomotive impressed people with an improved valve gear and axle system and on July 21, 1841 a contest against an English locomotive with a 10 minute head start. From this day on the victorious path of Borsig locomotive building began that ended in 1954 after more than 16,000 finished locomotives. During the era of steam locomotive building Borsig evolved all

over Europe into the greatest and second largest locomotive builder worldwide. In honor of the 175th anniversary of the firm Borsig Märklin is issuing a five-part special series of sought after HO models which will end in 2016 on the 175th anniversary of steam locomotive building in Germany. Every year a locomotive with exquisite detailing and technically premium features will be issued as a one-time series. Each of these models will be delivered with a decorative display case whose backdrop will be designed with a high quality relief of the characteristics Borsig gate. In addition to the relief, the display case will be provided with an engraved metal plate showing the builder number from the delivery book. Each locomotive will also include an excerpt from the Borsig delivery book printed on high quality paper to round out this theme.

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



Diesel Powered Rail Car with a Trailer Car



37705 Diesel Powered Rail Car with a Trailer Car.

Prototype: German Federal Railroad (DB) 2-unit diesel powered rail car consisting of a class VT 75.9 motor car and a class VB 140 trailer car, 2nd class. Crimson basic paint scheme. The engineer's areas on the motor car have sunshades and a curved warning horn at both ends. Roof version for the motor car with separately applied roof coolers as well as supply and drain pipes and auxiliary control rods. The motor car and trailer car have older design buffers. Road numbers VT 75 902 and VB 140 042. The cars look as they did around 1959.

Model: The powered rail car has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the motor car. Both axles on the motor car are powered. Traction tires. The motor car and trailer car have factory-installed interior lighting. The triple headlights and dual red marker lights on the motor car change over with the direction of travel; they as well as the interior

lighting will work in conventional operation and can be controlled digitally. The headlights and interior lighting are maintenance-free warm white LEDs. The red marker lights on the motor car can be turned off on End 2 facing the trailer car. As in the prototype, the trailer car has no headlights. There is a current-conducting drawbar coupling with guide mechanisms between the two cars. The cars have interior details. There is a clear view in the motor car and the trailer car. There are separately applied ladders on the motor car. Length over the buffers for the two-car set 28.1 cm / 11-1/16".

- **mfx decoder with extensive sound functions.**
- **Factory-installed interior lighting with warm white LEDs in the motor car and trailer car.**
- **Bodies constructed mostly of metal.**
- **Many separately applied details.**
- **Road numbers: VT 75 902 and VB 140 042.**

This model can be found in a DC version in the Trix H0 assortment under item no. 22675.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Interior lights	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Warning Sound	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Rear Headlights off		x	x	x
Bell		x	x	x
Doors Closing		x	x	x
Conductor's Whistle			x	x





Aufnahme Richard Schatz, Sammlung H.U. Diener

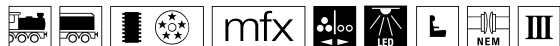
Diesel Powered Rail Car with a Trailer Car

After the first success with 2-axle, lightweight powered rail cars for branch lines, different firms delivered additional 2-axle units of different designs and performance to the German State Railroad Company (DRG) from 1932 on. The firm Waggonfabrik Bautzen built three series of diesel mechanical powered rail cars between 1933 and 1935. These units differed from one another only in small details. While the first series delivered (road numbers VT 135 002-011) had riveted frames and car bodies, the second series (road numbers VT 135 022-031) made use increasingly of welding technology. On all

the third series (VT 135 051-060) the frame and car body were assembled completely by the use of welding. Appropriate trailer cars as road numbers VB 140 032-047, 097-122 as well as 230-249 were delivered almost at the same time in three production groups. The first powered rail car series originally ran with a 120 horsepower Daimler diesel motor, later with the same type of motor as the two other groups, a Daimler motor with 135 horsepower. With one exception the motor extended into the car body on all of the powered cars and was covered by a folding back seat. On all

three series a proven mechanical power transmission system was used in the form of a four-speed, pressure-activated gear change and gear reverse transmission from the firm of TAG. After the end of the war the DB took over cars from all three series and designated them from 1947 on as the class VT 75.9. Starting in the mid-Fifties all of the class VT 75.9 units were based at Regensburg and were even equipped with new Deutz type A 6 M 617 motors with 130 horsepower such as were used on small locomotives in Performance Group II. Of the original 16 cars re-

classified by the DB there were still eleven on the roster at the start of 1960. Nine of them were retired by the DB in April and May of 1960. The last two VT 75.9 cars were not retired until March 30, 1962 at the Schwandorf maintenance center. The East German DR after the end of the war had by contrast only one powered rail car on their roster: Road number VT 135 054 (from 1970 on 186 257) was later rebuilt into a salon car at the maintenance center in Magdeburg and is now part of the museum inventory and can be found at the maintenance center in Staßfurt.



37706 Diesel Powered Rail Car with a Trailer Car.

Prototype: German Federal Railroad (DB) 2-unit diesel powered rail car consisting of a class VT 75.9 motor car and a class VB 140 trailer car, 2nd class. Crimson basic paint scheme. The engineer's areas on the motor car have sunshades and a curved warning horn at both ends. Roof version for the motor car with separately applied roof coolers as well as supply and drain pipes and auxiliary control rods. The motor car and trailer car have older design buffers. Road numbers VT 75 903 and VB 140 036. The cars look as they did around 1959.

Model: The powered rail car has an mfx digital decoder. It also has controlled high-efficiency propulsion with a flywheel, mounted in the motor car. Both axles on the

motor car are powered. Traction tires. The motor car and trailer car have factory-installed interior lighting. The triple headlights and dual red marker lights on the motor car change over with the direction of travel; they as well as the interior lighting will work in conventional operation and can be controlled digitally. The headlights and interior lighting are maintenance-free warm white LEDs. The red marker lights on the motor car can be turned off on End 2 facing the trailer car. As in the prototype, the trailer car has no headlights. There is a current-conducting drawbar coupling with guide mechanisms between the two cars. The cars have interior details. There is a clear view in the motor car and the trailer car. There are separately applied ladders

on the motor car. Length over the buffers for the two-car set 28.1 cm / 11-1/16".

- **mfx decoder.**
- **Factory-installed interior lighting with warm white LEDs in the motor car and trailer car.**
- **Bodies constructed mostly of metal.**
- **Many separately applied details.**
- **Road numbers: VT 75 903 and VB 140 036.**

One-time series.

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



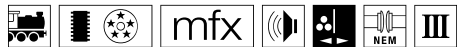
Freight Train Tank Locomotive

The famous Prussian locomotive department head Robert Garbe initiated the development of a five axle tank locomotive in 1904, whose frame and running gear was to be designed using the Gölsdorf Principle for better running on curves. The first, third, and fifth driving axles were mounted with side play and the drive was on the fourth driving axle. The firm Berliner Maschinenbau AG (BMAG, formerly Schwartzkopff) delivered two prototypes based on this principle as early as 1905. Additional units of the new class T 16 quickly went into service. Due to partially dissatisfactory running characteristics the drive was switched from the fourth to the third driving axle starting in 1910, the latter driving axle now being mounted rigidly. In 1913 systematic changes were made with the installation of a four-part super heater, valve gear with Kuhn

slides instead of hanger valve gear as well as exhaust steam pre-heater that was initially mounted lengthwise and later next to the boiler. The transfer to the T 16.1 was complete with this "reinforced" T 16. Purchases of this T 16.1 stretched out to 1924, i.e. well into the period of the DRG. A total of 1,236 units were built for Prussia and the DRG. In addition to BMAG, Hanomag, Henschel, and Linke-Hofmann also participated in the building of them from 1921 on. In 1915 Grafenstaden delivered another six of the T 16.1 for Alsace-Lorraine. Reparations after the end of World War I decimated the ranks such that the DRG was able to reclassify the remaining T 16.1 locomotives as road numbers 94 502-1380 and 94 1501-1740. The T 16.1 units were not only powerful locomotives for pusher and freight service. Starting in the Twenties the DRG equipped a number of the T 16.1

locomotives with a Rigenbach counter-pressure brake for operation on steeply graded routes. They were used in part in Thuringia, and in West and South Germany replaced rack railroad operations with rack locomotives there. After the end of World War II a large number of the locomotives found new homes in Poland, Austria, Yugoslavia, Hungary, Czechoslovakia, and the USSR. The majority of the class 94 locomotives remained however in the western zones. After units damaged in the war were retired, the DB in 1950 still had 679 of the T 16.1 on its roster while the DR in East Germany still had 249 of these locomotives after the end of the war. The class 94 locomotives remained indispensable on both German railroads for decades, chiefly at large switch yards, and many of them were thus equipped with radio switching equipment. In 1968 140 loco-

tives on the DB were given the computer-generated class designation of 094. It was the stepped up delivery of the class 290/291 heavy diesel switch engines that finally replaced the last of these locomotives with their five driving axles so that in December of 1974 the last of the T 16.1 units were retired. The T 16.1 remained in use on the East German DR only a little bit longer than on the DB. The last units were retired in 1975. At least twelve of the T 16.1 escaped the cutting torch. Road numbers 94 1292 on the Rennsteig Railroad and 94 1538, which has stood for many years as a monument in Gönners, have the best chances of being put back into operational condition.



37160 Tank Locomotive.

Prototype: German Federal Railroad (DB) class 94.5-18 freight tank locomotive, with bell and pre-warmer on the top of the boiler, radio antenna for switching, and buffer plate warning stripe. Road number 94 1343. The locomotive looks as it did around 1960.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It has controlled high-efficiency propulsion with a bell-shaped armature and

a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke generator contact will work in conventional operation and can be controlled digitally. The headlights are maintenance-free warm white LEDs. Protective piston rod sleeves brake hoses are included. Length over the buffers 14.6 cm / 5-3/4".

- Completely new tooling.
- Locomotive constructed mostly of metal.
- Especially fine design with many separately applied details.
- High-efficiency propulsion with a bell-shaped armature, mounted in the boiler.
- A variety of operating and sound functions that can be controlled.

This model can be found in a DC version in the Trix HO assortment under item no. 22159.



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

Freight Train Tank Locomotive

The famous Prussian locomotive department head Robert Garbe initiated the development of a five axle tank locomotive in 1904, whose frame and running gear was to be designed using the Gölsdorf Principle for better running on curves. The first, third, and fifth driving axles were mounted with side play and the drive was on the fourth driving axle. The firm Berliner Maschinenbau AG (BMAG, formerly Schwartzkopff) delivered two prototypes based on this principle as early as 1905. Additional units of the new class T 16 quickly went into service. Due to partially dissatisfactory running characteristics the drive was switched from the fourth to the third driving axle starting in 1910, the latter driving axle now being mounted rigidly. In 1913 systematic changes were made with the installation of a four-part super heater, valve gear with Kuhn

slides instead of hanger valve gear as well as exhaust steam pre-heater that was initially mounted lengthwise and later next to the boiler. The transfer to the T 16.1 was complete with this "reinforced" T 16. Purchases of this T 16.1 stretched out to 1924, i.e. well into the period of the DRG. A total of 1,236 units were built for Prussia and the DRG. In addition to BMAG, Hanomag, Henschel, and Linke-Hofmann also participated in the building of them from 1921 on. In 1915 Grafenstaden delivered another six of the T 16.1 for Alsace-Lorraine. Reparations after the end of World War I decimated the ranks such that the DRG was able to reclassify the remaining T 16.1 locomotives as road numbers 94 502-1380 and 94 1501-1740. The T 16.1 units were not only powerful locomotives for pusher and freight service. Starting in the Twenties the DRG equipped a number of the T 16.1

locomotives with a Riggensbach counter-pressure brake for operation on steeply graded routes. They were used in part in Thuringia, and in West and South Germany replaced rack railroad operations with rack locomotives there. After the end of World War II a large number of the locomotives found new homes in Poland, Austria, Yugoslavia, Hungary, Czechoslovakia, and the USSR. The majority of the class 94 locomotives remained however in the western zones. After units damaged in the war were retired, the DB in 1950 still had 679 of the T 16.1 on its roster while the DR in East Germany still had 249 of these locomotives after the end of the war. The class 94 locomotives remained indispensable on both German railroads for decades, chiefly at large switch yards, and many of them were thus equipped with radio switching equipment. In 1968 140 loco-

tives on the DB were given the computer-generated class designation of 094. It was the stepped up delivery of the class 290/291 heavy diesel switch engines that finally replaced the last of these locomotives with their five driving axles so that in December of 1974 the last of the T 16.1 units were retired. The T 16.1 remained in use on the East German DR only a little bit longer than on the DB. The last units were retired in 1975. At least twelve of the T 16.1 escaped the cutting torch. Road numbers 94 1292 on the Rennsteig Railroad and 94 1538, which has stood for many years as a monument in Gönners, have the best chances of being put back into operational condition.



37165 Tank Locomotive.

Prototype: German Federal Railroad (DB) class 94.5-18 freight tank locomotive, with bell and pre-warmer on the top of the boiler, without radio antenna for switching. Road number 94 713. The locomotive looks as it did around 1961.

Model: The locomotive has an mfx digital decoder. It has controlled high-efficiency propulsion with a bell-shaped armature and a flywheel, mounted in the boiler. 5 axles

powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke generator contact will work in conventional operation and can be controlled digitally. The headlights are maintenance-free warm white LEDs. Protective piston rod sleeves brake hoses are included. Length over the buffers 14.6 cm / 5-3/4".

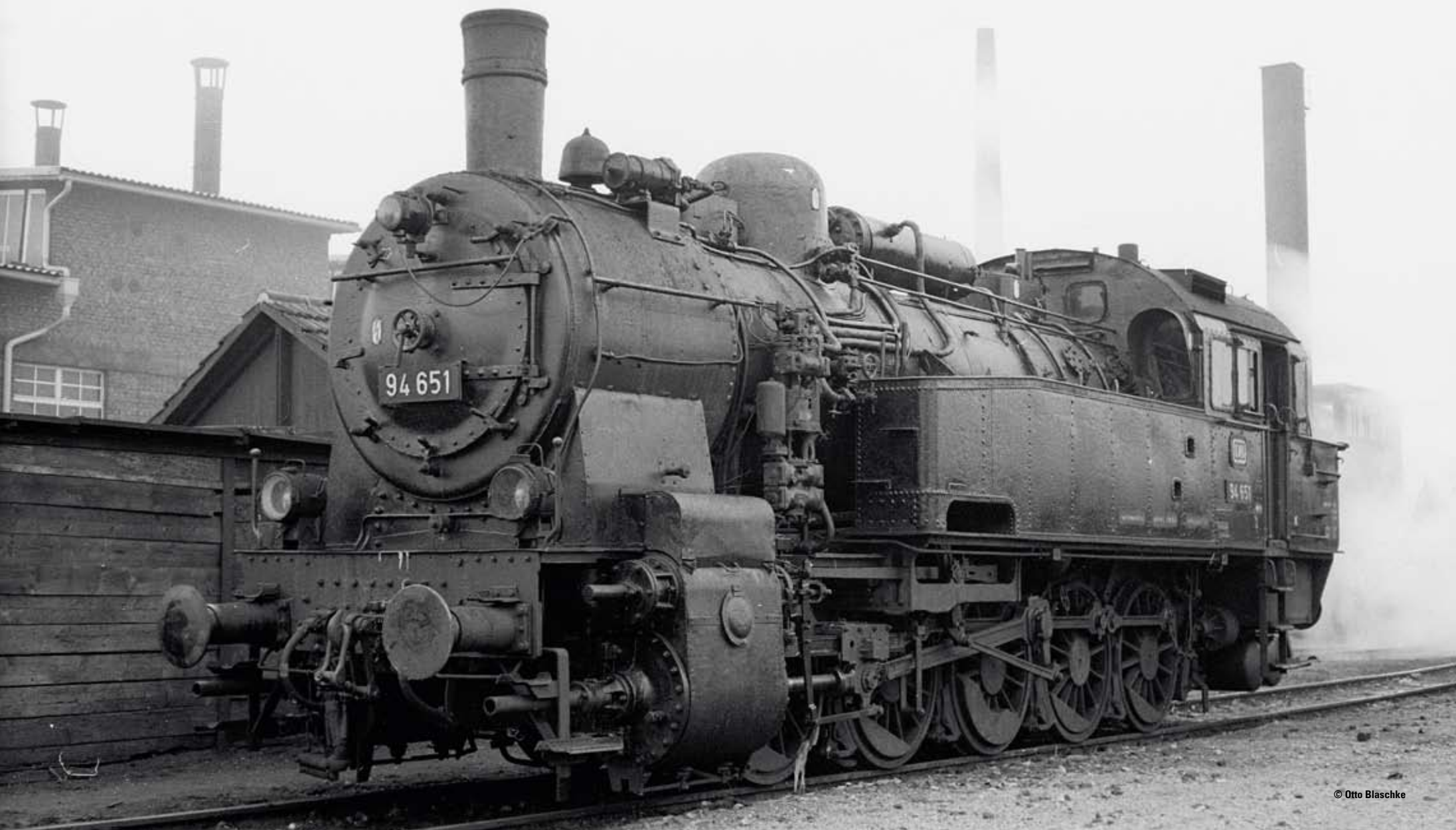
- Completely new tooling.
- Locomotive constructed mostly of metal.
- Especially fine design with many separately applied details.
- High-efficiency propulsion with a bell-shaped armature, mounted in the boiler.
- Different road number from that for 37160.

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

One-time series.

This model can be found in a DC version in the Trix H0 assortment under item no. 22160.





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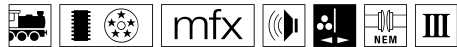
Class 50 Freight Train Steam Locomotive

The class 50 locomotive came into being shortly before the start of World War II as the last of the so-called "standard design steam locomotives". In April of 1937 the Reich Transportation Ministry (RVM) charged the German State Railroad Central Office (RZA) with the design of a powerful freight locomotive for branch lines, among other things, as a replacement for the class 57.10-40 (Prussian G 10) 0-10-0 freight steam

locomotives. It had to be able to pull a medium weight train on flat terrain, negotiate curves with a radius of 140 meters / approximately 460 feet, and be usable with about a 15 metric ton wheel load on branch lines with less than ideal roadbed. A suitable maximum speed appeared to be 80 km/h / 50 mph. Since many end terminals had no turntable or one that was too short, this locomotive had to be able to go at the same speed

in both directions. For that reason a protective wall was planned for the tender to protect the locomotive crew when running in reverse. The RZA initially planned a 2-8-0 locomotive (class 46) because no faith was placed in a 2-10-0 design for the required high speed in reverse and the necessary tractive effort. The required wheel loads could not be reached with a 2-8-0 design, so the design remained with a locomotive with

5 driving axles and a pilot truck. From April to July of 1939 Henschel delivered the first twelve locomotives with a steel firebox, alloy steel for the boiler plating, a two-cylinder, super heated steam running gear layout with a Wagner super heater as well as 232 pounds per square inch boiler excess pressure. The class 50 that came out of this was soon destined to become the German State Railroad's most successful design, because



37810 Freight Train Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 50 freight train steam locomotive, with a coal tender as a standard design type 2'2'T26 box-style tender in its original design. With Witte smoke deflectors, standard engineer's cab, long walkway that is angled at the front to the smoke box, DB Reflex glass lanterns, and an inductive magnet on one side. Road number 50 1013. The locomotive looks as it did around 1965.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It has controlled high efficiency propulsion with a bell-shaped armature and a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and the tender are constructed mostly of metal. A 7226 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke generator contact will work in conventional opera-

tion and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and tender and it can be adjusted for curves. The front of the locomotive and the back of the tender has a close coupler in an NEM pocket with a guide mechanism. Minimum radius for operation is 360 mm / 14-3/16". Piston rod protectors and brake hoses are included. Length over the buffers 26.4 cm / 10-3/8".

- **Completely new tooling.**
- **Especially finely detailed metal construction.**
- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a bell-shaped armature, mounted in the boiler.**
- **A variety of operating and sound functions that can be controlled digitally.**

A freight car set to go with this freight steam locomotive can be found under item no. 46080.

This model can be found in a DC version in the Trix H0 assortment under item no. 22780.

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



46080

37810

this locomotive with its approximately 1,600 horsepower and 80 km/h / 50 mph speed quickly became a general-purpose, sturdy, reliable unit. The outbreak of war on September 1, 1939 caused a leap in the demand for freight locomotives, and the twelve pre-production locomotives were followed by another 3,152 units over the course of the next few years. Almost all of Europe's locomotive builders participated in the construction

of these units. Like the class 44, the class 50 was also simplified in steps during the course of World War II, so that starting in 1942 locomotives were delivered as the class 50 UK. Over 300 units were so simplified in the end that, although they were planned as the class 50, they were designated as the war class 52. Despite numerous losses to the war, after 1945 there were almost 3,000 locomotives on the two German railroads

alone. The East German DR had over 317 after giving up and retiring a quantity, and the DB had more than 2,000 units. The DB units were at home all over the German Federal Republic. They were equipped with Witte smoke deflectors, and the running board skirting was removed on most units. Starting in 1961 the tenders on 730 locomotives were equipped with engineer's cabs as part of a rationalization and updating of service and

operations. This did limit the coal capacity to 6.6 metric tons. With the lower weight these locomotives became more multifaceted in their use and replaced tank locomotives on many branch lines. With the introduction of computer numbers starting in 1968 the class 50 became the classes 050-053. They were among the last steam locomotives on the German Federal Railroad and were in use until 1977.



37811 Freight Train Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 50 freight train steam locomotive, with a coal tender as a standard design type 2'2'T26 box-style tender in its original design. With Wagner smoke deflectors, standard engineer's cab, long walkway that is angled at the front to the smoke box, DRG lanterns, and without an inductive magnet. Road number 50 1128. The locomotive looks as it did around 1950.

Model: The locomotive has an mfx digital decoder. It has controlled high efficiency propulsion with a bell-shaped armature and a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and the 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 contact will work in conventional operation and can be controlled digitally.

The headlights are maintenance-free, warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and tender and it can be adjusted for curves. The front of the locomotive and the back of the tender has a close coupler in an NEM pocket with a guide mechanism. Minimum radius for operation is 360 mm / 14-3/16". Piston rod protectors and brake hoses are included.

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

- **Completely new tooling.**
- **Especially finely detailed metal construction.**
- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a bell-shaped armature, mounted in the boiler.**
- **A different road number from that for 37810.**

One-time series.

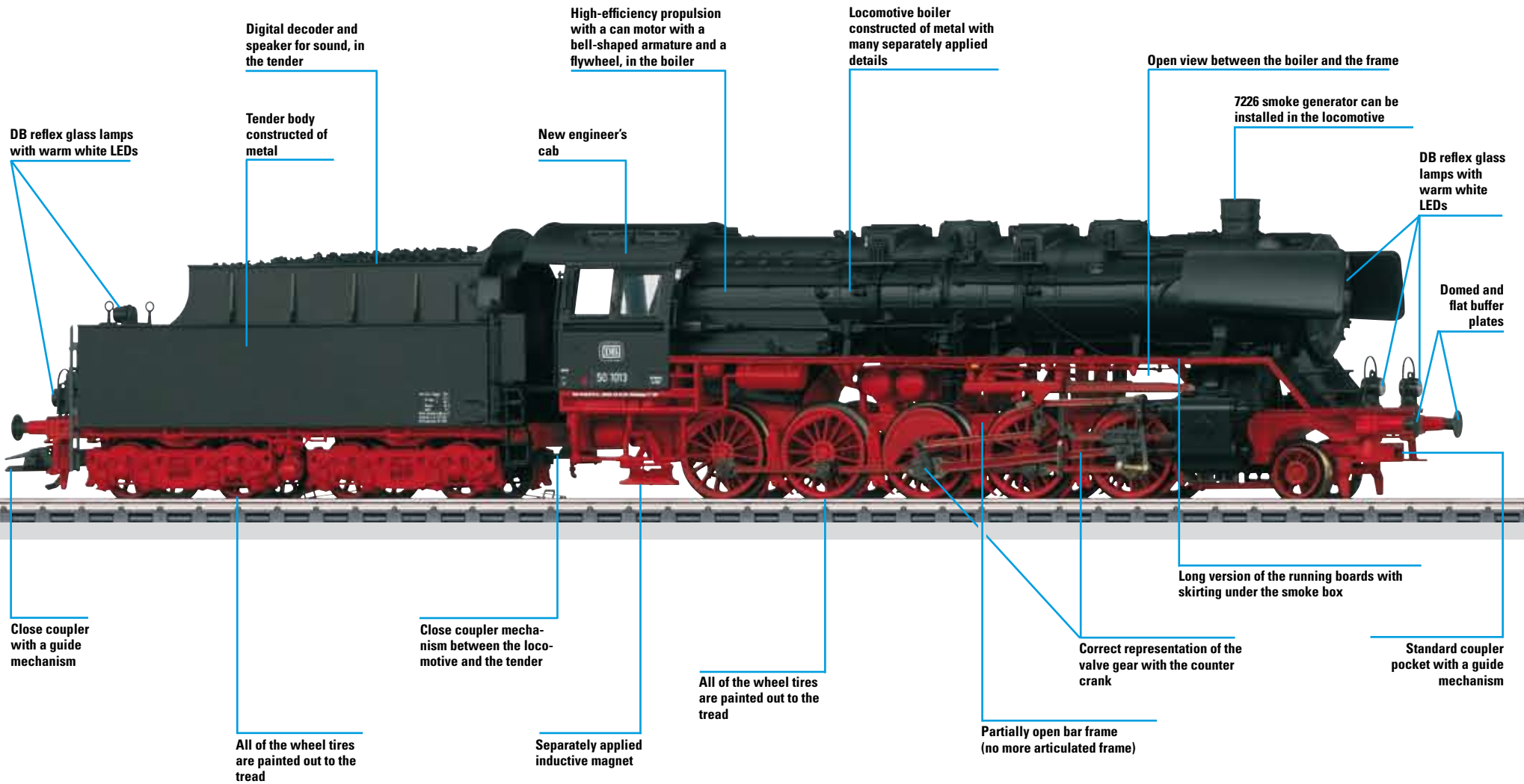
A freight car set to go with this freight steam locomotive can be found under item no. 46080.

This model can be found in a DC version in the Trix H0 assortment under item no. 22781.

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



Class 50 Freight Train Steam Locomotive





Freight Car Set



46080 Freight Car Set.

Prototype: 6 different design German Federal Railroad (DB) freight cars. 1 type Gms 200 (former Ghs "Oppeln") boxcar. 1 type Glt 23 (former Glt "Dresden") boxcar. 1 type Rr 20 interchange design (former Rr "Stuttgart") stake car with pressed steel stakes. 1 four-axle pressure gas tank car with a heat shield. Privately owned car painted and lettered for the firm VTG, Vereinigte Tanklager und Transportmittel GmbH, Hamburg, Germany. 1 insulated boxcar with a raised brakeman's stand.

Privately owned car painted and lettered for the firm Kühltransit AG, Hamburg, Germany. 1 four-axle tank car with a brakeman's platform. Privately owned car painted and lettered for the firm Eva, Eisenbahn-Verkehrsmittel-Aktiengesellschaft, Düsseldorf, Germany. All of the cars look as they did in the mid-Sixties, some of them with transition lettering to Era IV.

Model: The "Oppeln" boxcar has a hand brake and a brakeman's platform. The "Dresden" boxcar has a low end wall at one end. The "Stuttgart" comes with

stakes. The pressure gas tank car has a hand brake and a brakeman's platform. The insulated boxcar does not have a brakeman's cab; it has a hand brake and a raised brakeman's stand. The tank car has a hand brake and a brakeman's platform. All of the cars have different car numbers and come individually packaged and marked. Total length over the buffers 78.8 cm / 31".

DC wheel set per car 2 x 700580 or 4 x 700580 and 4 x 32376004 (tank car).

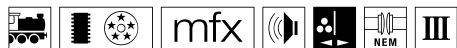
The class 50 freight train steam locomotive as new tooling, available under item no. 37810, goes very well with this freight car set.



46080

37810

Class 01 Express Steam Locomotive



39016 Express Train Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 01 steam locomotive. The locomotive looks as it did in around 1966 with the older design boiler and Witte smoke deflectors.
Model: The locomotive has an mfx digital decoder and a sound generator. It also has controlled high-efficiency propulsion with a bell-shaped armature and a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The tender is constructed of metal. There is an adjustable close coupling between the locomotive and tender for different curves. A 7226 smoke generator can be installed in the locomotive. The triple LED headlights

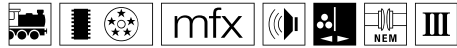
change over with the direction of travel. They and the smoke generator that can be installed in the locomotive will work in conventional operation and can be controlled digitally. There is a close coupler with a guide mechanism and an NEM pocket on the tender. Protective piston rod sleeves are included.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

- **New road number.**
- **mfx digital decoder.**
- **Motor with a bell-shaped armature.**

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



Class 23 Passenger Steam Locomotive



39232 Passenger Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 23 passenger steam locomotive. The locomotive looks as it did after 1960. Version with black boiler bands.

Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. There is a close coupling with a guide mechanism between the locomotive and the tender. A 7226 smoke generator can be installed in the locomotive. The headlights are maintenance-free, warm white LEDs. The triple headlights change over with the direction of travel. The

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

One-time series.

- Especially well detailed metal construction.
- mfx decoder with a wide variety of operation and sound functions that can be controlled digitally.

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





“Senator” Articulated Day Train



39101 Diesel Powered Rail Car Train.

Prototype: German Federal Railroad (DB) class VT 10.5 “Senator” daytime articulated train. 1 powered end car A, with an engine room, baggage area, and compartments. 1 powered end car B, with an engine room and an open seating area. 1 intermediate car e, with a galley. 1 intermediate car g, with an open area. The paint scheme is white aluminum / crimson. The train looks as it did around 1955.

Model: The train is a 4-part basic set. It has an mfx digital decoder and extensive sound functions. The train has controlled high-efficiency propulsion with a flywheel, mounted in powered end car A. 2 axles powered in the truck for powered car A. Traction tires. The train has factory-installed interior lighting. The dual headlights and 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 table lamps can be controlled digitally. The headlights, interior lighting, and table lamps are maintenance-free warm white LEDs. There is a special multiple conductor current-conducting coupling and close fitting diaphragms between the cars. The train has a pickup shoe changeover feature with powered end

car at the front of the train picking up power. The train has a reproduction of a covered Scharfenberg coupler (non-working) at both ends.

Train length over the couplers 69.1 cm / 27-3/16”.

- **Powered rail car train constructed of metal.**
- **Prototypical tooling changes in the area of the engineer’s cabs.**
- **High-efficiency propulsion and a sound generator in one powered end car.**
- **Factory-installed interior lighting.**
- **Table lamps can be controlled digitally.**
- **Electrical connections through the entire train.**
- **Pickup shoe changeover with the direction of travel.**

One-time series.

The 39101 4-part basic set for the daytime powered rail car train can be expanded to the prototypical 7-part unit with the 41101 add-on car set.

This model can be found in a DC version in the Trix H0 assortment under item no. 22809.



39101

41101

39101

41101

39101

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

At the start of the Fifties, the German Federal Railroad (DB) developed two articulated powered rail car trains for long distance service. These two articulated powered rail car trains were presented for the first time at the German Transportation Exhibition (DVA) in Munich in 1953: The VT 10 501, built by Linke-Hofmann-Busch as a daytime train “Senator” for the DB, and the VT 10 551, built by Wegmann as the overnight train “Komet” for the German Sleeping Car and Dining Car Company (DSG). In addition to their use and paint scheme, these two trains also had design differences. While the cars for the “Senator” were equipped with single-axle running gear, the “Komet” had Jakobs trucks between the cars. The end cars on both trains each had a two-axle power truck. MAN diesel motors with originally a performance of 118 kilowatts / 158 horsepower, later with 154 kilowatts / 206 horsepower, were used in the motor cars. The maximum speed was 120 km/h / 75 mph; a planned increase to 160 km/h / 100 mph was not carried out. The power transmission was done hydraulically by means of a four-speed transmission. The “Senator”

offered its passengers 135 seats in 1st class, 24 of them reclining seats.

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

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Table Lamps	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Station Announcements		x	x	x
Doors Closing		x	x	x
Conductor's Whistle		x	x	x



“Senator” Add-On Set



41101 Add-On Car Set.

Prototype: 3 intermediate cars for the German Federal Railroad (DB) class VT 10.5 “Senator” daytime articulated train. 2 cars c+f, with open seating area, without entry doors, and 1 car d, with open seating area, with entry doors. The cars look as they did in 1955.

Model: This car set is for lengthening the 39101 train to the prototypical 7-car train. There is a special multiple conductor current-conducting coupling and close fitting diaphragms between the cars. The cars have factory-installed interior lighting and lighted table lamps powered and controlled from the powered end cars. The lights are maintenance-free warm white LEDs. This car set lengthens the train by 42.0 cm / 16-9/16”.

One-time series.

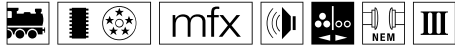
This car set can only be used in conjunction with the powered rail car train, item no. 39101. It expands the 39101 daytime articulated train to the prototypical 7-car train.

This model can be found in a DC version in the Trix H0 assortment under item no. 24809.





Class V 200.0 Diesel Locomotive



37805 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class V 200.0 heavy diesel hydraulic locomotive. General-purpose locomotive in the classic crimson paint scheme with the striking lettering "Deutsche Bundesbahn". The locomotive looks as it did around 1958.

Model: The locomotive has an mfx digital decoder, controlled high efficiency propulsion system, and extensive sound functions. 2 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in

conventional operation, and can be controlled digitally. The locomotive has metal hand rails on the sides and ends. The couplers can be replaced with closed end skirting pieces.

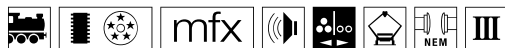
Length over the buffers 21 cm / 8-1/4".

- **Heavy metal construction.**
- **mfx decoder with extensive light and sound functions.**

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



Class E 10.1 Electric Locomotive



37107 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 10.1. With a squared off body, 5 headlights / marker lights, continuous rain gutter, and high-efficiency vents. Cobalt blue / black basic paint scheme. The locomotive looks as did it in the early part of 1964.

Model: The locomotive has an mfx digital decoder and factory-installed controllable sound functions. It also 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 / marker lights at Locomotive End 2 and 1 can be turned off separately. The lights are maintenance-free warm white or red LEDs. The locomotive has separately applied metal grab irons. The engineer's cabs have interior details including a separately applied speed control wheel. The locomotive has separately applied roof walks. Length over the buffers 18.9 cm / 7-7/16".

The class E 10.1 is the typical locomotive for a prototypical train with the type UIC-X (m cars) available under item nos. 43910, 43920, 43930, 43940, and 43950.

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



"Farming" Train Set



26578 "Farming" Train Set.

Prototype: German Federal Railroad (DB) class V 80 diesel locomotive, 1 type Rlmms 58 stake car, 1 type Gmhs 53 boxcar, 1 type Rlmms 56 stake car, 1 type Om 12 gondola with a brakeman's platform, and 1 type Pwgs 41 freight train baggage car. The train looks as it did around 1967/1968.

Model: The locomotive has a digital decoder and a special motor with a flywheel. 4 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. One stake car comes loaded with a removable model of a tractor; other freight cars are loaded with logs and hay.

- An attractive train composition with loads for the theme of farming.

One-time series.

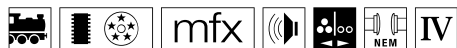


Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x



26578

Class 218 Diesel Locomotive



37767 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 218 general-purpose locomotive. Diesel hydraulic locomotive with electric train heating.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. All axles powered. Traction tires. The headlights are warm white LEDs. They will work in conventional operation and can be controlled digitally. The locomotive has separately applied metal grab irons on the sides and ends. It also has a detailed buffer beam.

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

This model can be found in a DC version in the Trix H0 assortment under item no. 22217.

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



“Umbauwagen/Rebuild Cars”



00764 Display with 16 “Umbauwagen / Rebuild Cars”.
Prototype: 16 different German Federal Railroad (DB) 4-axle passenger cars. Type AByg “Umbauwagen”, 1st/2nd class, type Byg “Umbauwagen”, 2nd class, and type BDyg “Umbauwagen”, 2nd class with a baggage area. Era IV; the cars look as they did around 1970.
Model: The 16 cars come in an attractive display, 4 of each car type (AByg and BDyg) and 8 of each car type (Byg) with different car numbers. The “Umbauwagen” 1st/2nd class have Minden-Deutz design trucks. Some of the “Umbauwagen” 2nd class and the “Umbauwagen” 2nd class with a baggage area come with American

design “swan’s neck trucks” and some come with Prussian standard design trucks. Each car comes individually packaged in a marked box. A decal set with different train routes is included with each car. Length over the buffers for each car 22.4 cm / 8-13-1/6“. DC wheel set per car 4 x 700580.

- First time for “Umbauwagen” with Prussian standard design trucks and swan’s neck trucks.
- Different car numbers and station assignments.
- Available separately at your authorized dealer in an easy to see display.

One-time series.

The class 212 diesel locomotive available in the Märklin H0 assortment under item no. 37005 is the right locomotive for these cars.



Rail Bus with a Control Car



39987 Rail Bus with a Control Car.

Prototype: German Federal Railroad (DB) class 798 + 998 (motor car and control car). Original paint scheme for the Era IV version at the beginning of the 1970s.

Model: The rail bus has an mfx decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tire. The rail bus has factory installed interior lighting. The rail bus units have a current-conducting drawbar coupling with a guide mechanism between them. The rail bus has inte-

rior details. The engineer's areas in the cars, the control car, and the optional available trailer unit have a clear view through the interiors. The headlights and marker lights as well as the interior lighting all have warm white or red LEDs. The headlights, marker lights, and interior lighting will work in conventional operation and can be controlled digitally.

Length of the two-unit set 32.2 cm / 12-11/16".

- New road number.

This model can be found in a DC version in the Trix H0 assortment under item no. 22987.

The appropriate rail bus trailer car, class 998.0, is available under item no. 41987 to add to this set consisting of a motor car and control car.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Rear Headlights off	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Doors Closing		x	x	x
Bell		x	x	x
Conductor's Whistle		x	x	x



41987 Rail Bus Trailer Car.

Prototype: German Federal Railroad (DB) class 998.

Model: This is a trailer car to go with the 39987 rail bus set consisting of a motor car and a control car. The car has close coupler pockets at both ends for plug-in current-conducting drawbars. One current-conducting drawbar is included. There is a clear view through the car's interior space. The car has interior details. The car

has interior lighting with maintenance-free LEDs. The interior lighting is powered by means of the current-conducting drawbar from the motor car.

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

- New road number.
- Factory-installed interior lighting.

Goes with the 39987 rail bus set.



Insider Model for 2012



Insider Model for 2012

An electric powered rail car train was planned at the end of the Sixties as an alternative to express trains hauled by locomotives. This was done with future new German Federal Railroad routes in mind. The railroad allocated a considerable sum of money for equipment and features for the class 403 powered rail car train that was supposed to replace the diesel powered class 601 Trans Europe Express units. This was done

to link top-of-the-line technology with comfort. Three sleek racers were placed into service one after the other starting in 1974. The TEE level of comfort was of course obligatory on these trains: The 403 only had first class seating in compartments and open seating areas, air conditioning, folding-sliding doors, a dining area, and a galley. An absolute highlight: a train secretary's compartment as well as a telephone booth. This train

had to score with more than just amenities; it also had to be faster and quieter than the class 601. The engineers were faced with the challenge to design the car bodies with extremely lightweight construction – in contrast to classic car construction with steel, the underbody, the body frame, the roof, side and end walls were mostly made of aluminum alloys. This paid off: With only a 16 metric ton axle load and thanks to

all-wheel drive, this express powered rail car train accelerated in 100 seconds from zero to 200 km/h / 125 mph. As a rule the train ran at 160 km/h / 100 mph and consisted of two powered end cars (class 403), an intermediate car with an open seating area (class 404.0), and an intermediate car with a dining area and a galley (class 404.1). As "all-around-talent" the 403 was also suitable for operation in Austria and Switzerland.



3778 Electric Express Powered Rail Car.

Prototype: German Federal Railroad (DB) class 403 electric express powered rail car, 1st class. 4-part unit. 1 class 403 001-1 powered end car, type Avüm, with compartments. 1 class 404 101-8 intermediate car, type ARüm, with a galley, dining area, and open seating area. 1 class 404 001-0 open seating intermediate car, type Apüm. 1 class 403 002-9 powered end car, type Avüm, with compartments. InterCity paint scheme of "gravel gray" and black brown. The train looks as it did in 1973. **Model:** The model is a 4-part unit. The model has an mfx digital decoder and extensive sound functions. It also has 2 controlled high-efficiency propulsion drives, each with a flywheel, in the open seating intermediate car. Both axles in both trucks are each powered by a motor. Traction tires. The model has factory-installed

interior lighting, cab lighting, and lighted table lamps. The triple headlights and red marker lights change over with the direction of travel. They, the interior lighting, and the cab lighting will work in conventional operation and can be controlled digitally. The lighted table lamps can be controlled separately in digital operation; they change between on and off by means of a random generator. The lighting is maintenance-free warm white and red LEDs. The model has special multiple-conductor current-conducting couplings with guide mechanisms between the cars. The model has a power pickup changeover feature with power picked up in the end car at the front of the train. The model has many separately applied details. The roof equipment is finely detailed. The pantographs work mechanically but are not wired to take power. There is a reproduction of a Scharfen-

berg coupler (non-working) at both ends of the model. Minimum radius for operation is 360 mm / 14-3/16". Train length over the couplers 118 cm / 46".

- Completely new tooling.
- Heavy metal construction.
- Many separately applied details.
- 2 controlled high-efficiency propulsion drives, each with a flywheel, in the open seating intermediate car.
- mfx decoder with extensive sound and light functions.
- Factory-installed cab lighting with LEDs.
- Factory-installed interior lighting and table lighting with LEDs.

The 3778 electric express powered rail car is being produced in 2012 in a one-time series only for Insider members.

This model can be found in a DC version in the Trix H0 assortment under item no. 22778 exclusively for Trix Club members.



The pantographs with narrow contact wipers required for operation in Switzerland could be installed on the roofs of the powered end cars. The braking technology consisted of electric resistance brakes, compressed air disk brakes, and magnetic rail brakes, because the ET 403 has to be able to stop in less than 1,700 meters or 5,577 feet from full speed. These trains ran in regular service for three years, but were also used in special

service by the German Federal Railroad. The main route was IC Line 4 Munich – Nürnberg – Bremen. These powered rail car trains were presented by the DB with pleasure as prestige showpieces at trade fairs and special shows. They started their second career in regularly scheduled service from 1982 to 1993 in a special paint scheme as the “Lufthansa Airport Express”. The smart combination of the latest technology and a

futuristic look restored the image of the Intercity. Moreover the 403 marked the third generation of today’s ICE powered rail car trains in trend-setting manner.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Table Lamps	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Warning Sound	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Conductor’s Whistle		x	x	x
Doors Closing		x	x	x
Station Announcements		x	x	x
Whistle for switching maneuver			x	x



Class 260 Switch Engine



37615 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 260 switch engine. Diesel hydraulic drive with a jackshaft.

Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and Telex couplers.

3 axles and the jackshaft powered. Traction tires. The headlights will work in conventional operation and

can be controlled digitally. The locomotive has metal platform railings.

Length over the buffers 12 cm / 4-3/4".

- Remote-controlled uncoupling with Telex.
- Double A lights can be controlled.

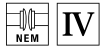
Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
"Switcher Double "A" Light"	x	x	x	x
Telex coupler on the front	x	x	x	x
Telex coupler on the rear	x	x	x	x
Direct control	x	x	x	x



46195

37615

Freight Car Set

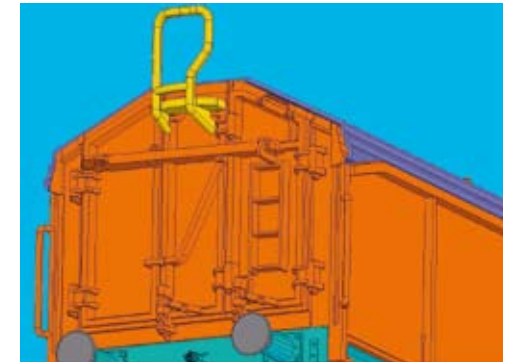
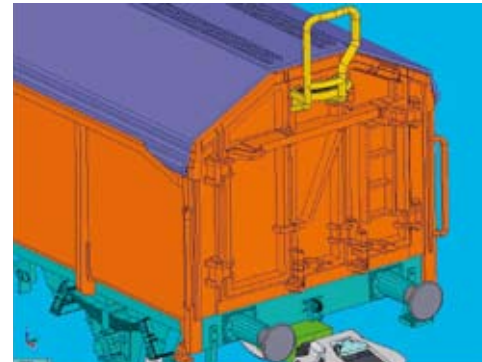
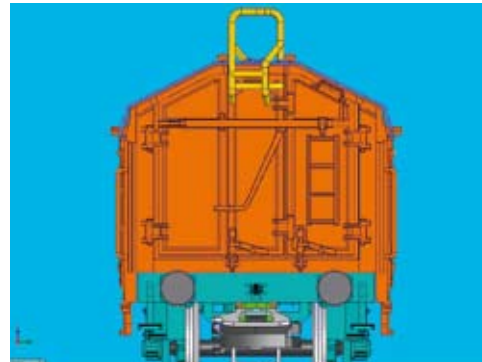


46195 Set with 3 Type Tcms 850 Sliding Roof Cars.
Prototype: 3 German Federal Railroad (DB) type Bauart Tcms 850 (former Kmmfks 52) sliding roof cars. Version with three-part folding doors on the ends.

Model: The roofs can be opened on all of the cars. The cars come individually packaged.
Length over the buffers per car 11.5 cm / 4-1/2".
DC wheel set per car 2 x 700580.

- Prototypical tooling changes to the ends.

One-time series.



Class 212 Diesel Locomotive

The class V 100 diesel locomotives were developed in the Fifties initially as a replacement for the class 64 and 86 steam locomotives and were planned for light service on main lines and mixed use on branch lines. The V 80 served as a prototype, but the new locomotive was to be considerably more cost effective. MaK in Kiel was contracted to develop this locomotive in cooperation with the DB's central office in Munich. Late in the fall of 1958 MaK delivered five pre-production locomotives, road numbers V 100 001-005 (later V 100 1001-1005, and from 1968 on 211 001-005) each with a 1,000 horsepower motor as well as road number V 100 006 (later V 100 2001, and from 1968 on 212 001) which has a 1,350 horsepower motor. In 1961/62 an order was placed for 20 pre-production locomotives of the class V 100.20 with the more power-

ful 1,350 horsepower motor as a "lightweight main line locomotive". Between 1963 and 1966 the German locomotive builders delivered two groups of a total of 360 units of this more powerful variation. In 1965 ten units (road numbers V 100 2332-2341) were equipped with hydrodynamic brakes for use on the steeply graded route from Rastatt to Freudenstadt. The squared off, boxy shape was characteristic for the V 100 and clearly borrowed from the V 60 for this look. The motor output was transmitted to the hydraulic Voith transmission by means of an elastic coupling and universal joint shaft. The transmission had stepped gears allowing operation on the line (maximum speed 100 km/h / 63 mph) or in switching operations (maximum speed 65 km/h / 41 mph). The trucks with their tube construction were a new design, and the wheel set suspension arms were

mounted on them by means of silent blocks. The engine layout in the front, longer hood was very accessible from outside by means of a hood-shaped sliding door. These units were general-purpose locomotives and were run with light and medium passenger, fast passenger, and freight trains on main lines and branch lines. In 1968 the V 100.20 was assigned the computer-generated class designation of 212; the locomotives for steeply grade routes were run as the class 213. From the mid-Nineties on these locomotives were used less and less. The last units were taken out of service on the DB AG's freight division (Railion) in December of 2004. These retired locomotives were not scrapped for the most part; most were sold via locomotive dealers. Many are used today by track construction firms in France and Italy. Private German railroads and foreign

state railroads were and still are willing buyers of the V 100.20 (212). Even the DB has not dispensed entirely with these proven locomotives. Twelve re-motored units are in operation on the DB Fahrzeugdienste GmbH (locomotive and car maintenance unit of the DB) and six of the 212/213 can be found at the DB Bahnbau-Gruppe GmbH (track maintenance unit of the DB). Fifteen units remain available rebuilt as the class 714 for the DB Netz Notfalltechnik (network emergency technology unit of the DB) and serve as motive power for rescue trains that used chiefly for emergency situations on the newly constructed routes.



37000 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 212 diesel locomotive. Era IV crimson version. The locomotive looks as it did around 1978.

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.

The locomotive has Telex couplers front and rear and they can be controlled separately. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are warm white LEDs. 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".

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

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

This model can be found in a DC version in the Trix H0 assortment under item no. 22820.





37005 Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 212 diesel locomotive. Era IV crimson version. The locomotive looks as it did around 1970.

Model: The locomotive has an mfx digital decoder. 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 con-

trolled digitally. The headlights are warm white LEDs. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included. Length over the buffers 14.1 cm / 5-9/16".

- **Completely new tooling.**
- **Body and frame constructed of metal.**
- **mfx digital decoder.**
- **Different road number from that for 37000.**

One-time series.

This model can be found in a DC version in the Trix H0 assortment under item no. 22821.

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



Freight Cars with Marker Lights



00767 "Red Marker Lights" Display with 12 Freight Cars.

Prototype: 4 type lbdpls 383 (former Tnfs 38) refrigerator cars in neutral paint and lettering schemes, 4 type lbdpls 383 refrigerator cars painted and lettered for the Baden State Brewery Rothaus AG. 4 type Eaos gondolas with coal load inserts. All of the cars look as they did around 1979.

Model: All of the cars have factory-installed red LED marker lights. Center conductor pickup shoes provide power pickup. All of the cars have different car numbers. Each car comes individually packaged in marked boxes.

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

Length over the buffers for each refrigerator car 13.9 cm / 5-1/2".

DC wheel set for each refrigerator car 2 x 700580.

Length over the buffers for each Eaos 16.1 cm / 6-3/8".

DC wheel set for each Eaos 4 x 700580.

- All of the cars have factory-installed red LED marker lights.
- All of the cars have different car numbers.
- Available individually at your authorized dealer in a well-arranged display.

One-time series.



Class 194 Electric Locomotive



37228 Heavy Freight Train Electric Locomotive.

Prototype: German Federal Railroad (DB) class 194. Version in a pine-green paint scheme. The locomotive looks as it did in the mid-Sixties.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It has controlled high efficiency propulsion. 3 axles powered. Traction tires. The locomotive has an articulated frame to allow it to negotiate curves better. The dual headlights and dual

red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free, warm white LEDs and the marker lights are red LEDs. The locomotive has separately applied grab irons. Length over the buffers 21 cm / 8-1/4".

- **Extensive sound functions included.**

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



“Sheet Piling Wall Cars”



00779 “Sheet Piling Wall Cars” Display with 20 Freight Cars.

Prototype: Different freight cars with sheet steel walls in the sheet piling wall form of the German Federal Railroad (DB) type Gbs 256 (Glimms 64). Version without truss rods. Part of the cars as delivered new around 1966, part of the cars as they looked around 1977.

Model: The two-axle sheet piling wall cars come in an attractive display, 8 of them looked like newly delivered cars and 12 looking weathered. All of the cars have different car numbers. Each car comes individually packaged in marked boxes.

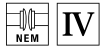
Length over the buffers for each car 16.2 cm / 6-3/8".
DC wheel set for each car 2 x 700580.

- Type Gbs 256 sheet piling wall cars are new tooling.
- Available individually at your authorized dealer in a well-arranged display.
- Different car numbers for long trains.

One-time series.



North German Beer Cars



48774 Beer Car Set.

Prototype: 3 different privately owned beer cars for the breweries "Jever", "Holsten", and "Flensburger Pils". All of the cars are used on the German Federal Railroad (DB). The look as they did around 1971, Era IV.

Model: The cars have different ends. 1 car has a high-mounted brakeman's stand; 2 cars have had the brakeman's stand removed. The cars have NEM coupler pockets and close coupler mechanisms. Total length over the buffers 30.3 cm / 11-15/16". DC wheel set 6 x 700270.

One-time series.



Class 143 General-Purpose Locomotive



37436 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 143 general-purpose locomotive. The locomotive looks as it did in 2010.

Model: The locomotive comes in the current "Traffic Red" basic paint scheme with rectangular buffers and squared off roof edges. It has an mfx decoder and

controlled high-efficiency propulsion. 2 axles powered. Traction tires. The engineer's cabs have interior details. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Length over the buffers 19.1 cm / 7-1/2".

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x
Headlight(s): Cab2 End	x	x	x	x
Headlight(s): Cab1 End	x	x	x	x



Class 101 Express Locomotive



37370 Electric Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 101 express locomotive. The locomotive looks as it currently does in real life.

Model: The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions. 2 axles powered. Traction tires. The trucks have movable reproductions of the mechanical gear for steering them. The triple headlamps and dual red marker lights change over with the direction of

travel, will work in conventional operation, and can be controlled digitally. The long distance headlamps can be controlled separately. The headlamps / marker lights are maintenance-free LED's.

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

- **Metal construction.**
- **mfx decoder with extensive light and sound functions.**

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



Diesel Powered Commuter Rail Car



37736 Diesel Powered Commuter Rail Car.

Prototype: German Railroad, Inc. (DB AG) class 648.2 (LINT 41) diesel powered commuter rail car. Current version with low platform steps. Used in the service area of Braunschweig – Harz – Göttingen, with train destination signs for “RB Herzberg”. The unit looks as it currently does in 2011.

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

cally correct with yellow LEDs. The headlights, interior lights, destination signs, and 2 red marker lights will work in conventional operation and can be controlled digitally. The running gear and the body are well detailed and there is a clear view through the windows. The model has interior details, a closed diaphragm, and a guide mechanism on the Jakobs truck between the two halves of the unit. Center buffer couplers are represented at the ends of the model.

Total length 48.1 cm / 18-15/16”.

- **Factory-installed interior lighting included.**
- **mfx decoder with extensive sound functions.**
- **Lighted train destination signs.**

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Interior lights	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
Station Announcements		x	x	x
Headlight(s): Cab1 End		x	x	x
Doors Closing			x	x
Conductor's Whistle			x	x



ICE 3



ICE 3



37788 Powered Rail Car Train.

Prototype: ICE 3 high speed powered rail car train. German Railroad, Inc. (DB AG) class 403. 1 type 403.0 end car, 1st class. 1 type 403.1 transformer car, 1st class. 1 type 403.3 "BordBistro" dining car. 1 type 403.6 transformer car, 2nd class. 1 type 403.5 end car, 2nd class. The train is named "Offenbach" and looks as it currently does in 2011.

Model: The train comes in a 5-car version. It has an mfx digital decoder and extensive sound functions. The train has controlled high-efficiency propulsion and long-distance headlights. 2 axles powered. Traction tires. The engineer's cabs in the end cars have interior details. The train has a power pickup changeover feature with power picked up in the end car at the front of the train. The train has special close couplings with a guide

mechanism. The interior lighting is supplied with power by means of a continuous electrical connection through the entire train. The pantographs are only mechanically functional; they do not pick up power from catenary. The headlights / marker lights together with the interior lighting will work in conventional operation and can be controlled digitally. Train length 142.2 cm / 56".

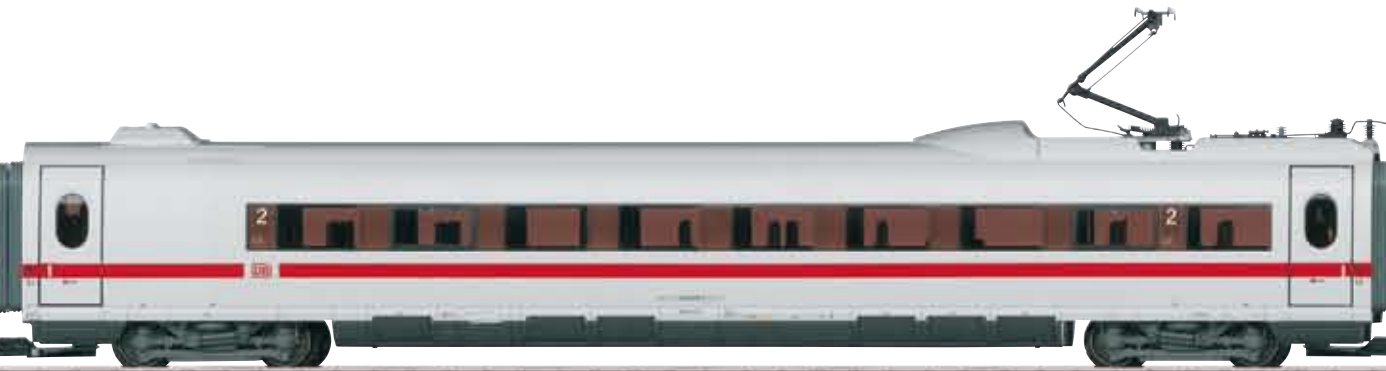
- **mfx digital decoder.**
- **Extensive sound functions.**
- **Current version for 2011.**



37788

43735

The 37788 basic set can be expanded to an 8-part unit with the 43735 add-on car set.



Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Long distance headlights	x	x	x	x
Locomotive operating sounds	x	x	x	x
Warning Sound	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Conductor's Whistle		x	x	x
Station Announcements		x	x	x
Stat. Announce. – Engl.		x	x	x
Doors Closing			x	x



37788

43735

37788



ICE 3 Add-On Cars



43735 Add-On Car Set.

Prototype: 2 each transformer cars, 2nd class, and 1 each intermediate car, 2nd class. Add-on cars for the German Railroad, Inc. (DB AG) ICE 3. The cars look as they currently do in 2011, Era VI.

Model: These 3 intermediate cars are add-on cars for the 37788 ICE 3. The cars have special close couplings with guide mechanisms. The interior lighting is powered from the continuous electrical connection through the entire train.

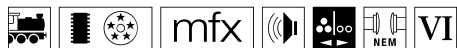
Total length 83.7 cm / 32-15/16".

- **Factory-installed interior lighting with warm white LEDs.**

The 37788 basic set can be expanded to an 8-part unit with the 43735 add-on car set.



Class 294 Switch Engine



37905 Diesel Locomotive.

Prototype: German Railroad, Inc. (DB AG) class 294 switch engine with owner's identification markings for Railion DB Logistics. Traffic red version. Additional railings on the sides and new ventilation layout. The locomotive looks as it currently does in the prototype around 2008/2009.

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

lights are maintenance-free, red LEDs. The engineer's cab has interior details in relief. The locomotive has separately applied metal grab irons and railings. Additional steps can be installed under the engineer's cab for larger radius curves.
Length over the buffers 16.4 cm / 6-7/16".

- **Now with diesel locomotive sounds.**
- **Model constructed mostly of metal.**
- **Additional railings.**
- **All axles powered.**
- **Telex couplers for remote-controlled uncoupling from cars.**
- **Warm white LEDs for headlights.**

This model can be found in a DC version in the Trix H0 assortment under item no. 22294.

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

Reissue!



"VTG" Sliding Tarp Car Set



47203 Set with 5 Sliding Tarp Cars.

Prototype: Type Shimmns freight cars lettered for the firm VTG AG, Hamburg, Germany. The cars look as they currently do in real life.

Model: The 5 cars have closed tarps. All of the cars have type Y 25 welded trucks. Each car is individually packaged.

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

Total length over the buffers 69.0 cm / 27-3/16".

DC wheel set per car 4 x 700580.

One-time series.





26472 Historic Passenger Train.

Prototype: Swiss North Railroad (SNB) historic passenger train, consisting of 1 class D 1/3 steam locomotive, road number 2, with the locomotive name "Aare", 1 type F baggage car with the car number 92, 2 type C passenger cars, 3rd class, with the car numbers 34 and 63, 1 type B passenger car, 2nd class, with the car number 25. The train looks as it did at the start of the 1850s.

Model: The locomotive has an mfx digital decoder. It also has a powerful miniature can motor in the locomotive's firebox. 1 axle powered. Traction tires. The triple

headlights at the front of the locomotive light up when the locomotive is going forward. The headlights at the front will work in conventional operation. The headlights are maintenance-free LEDs. The locomotive has a detailed locomotive engineer's area. It also has numerous separately applied details. The locomotive and the cars have prototypical rigid couplers without buffers. Coupler rods are included. The cars have detailed boarding platforms. They also have a reproduction of the brake equipment.

Total train length 45.0 cm / 17-3/4".

One-time series.

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



26472

Switzerland



26591 "Switzerland" Weathered Train Set.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) freight train. Class Ce 6/8 III electric locomotive. Dark brown basic paint scheme. Type J3 boxcar, wine barrel car with a brakeman's cab, type O pair of load cradle cars with a load of logs, type G10 boxcar with a brakeman's cab, acid transport car with a brakeman's cab.

Model: The Ce 6/8 III electric locomotive has an mfx digital decoder and extensive sound functions. It also has high-efficiency Softdrive Sine propulsion. Traction tires. The headlights and marker lights (Swiss triple headlight / one marker light code) change over with the direction of travel, will work in conventional operation,

and can be controlled digitally. The locomotive has articulated running gear to enable it to negotiate sharp curves. It has a 3-part metal body with end hoods that can swing out on curves. The cars are highly detailed and have close couplers with guide mechanisms.

The entire train is authentically weathered.

Total train length 93.3 cm / 36-3/4".

- **Complete train authentically weathered.**
- **The last edition of the Crocodile with high-efficiency Softdrive Sine propulsion.**
- **Limited worldwide to 2,000 pieces.**

One-time series.

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





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Switzerland



36829 Small Diesel Locomotive.

Prototype: Southeast Railroad (SOB) class Tm 34 "Mandarinli" / "Little Mandarin" tractor. Version with enclosed engineer's cab and additional air tanks.

Model: The locomotive has an mfx digital decoder. 2 axles powered. The locomotive has track adhesion magnets to improve pulling power. It also has Telex couplers that can be controlled digitally. The locomotive has separately applied grab irons. The headlights will work in conventional operation and can be controlled digitally. The acceleration and braking delay can be controlled digitally with the 6021 Control Unit. Length over the buffers 7.4 cm / 2-7/8".

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Telex coupler on the rear	x	x	x	x
Telex coupler on the front	x	x	x	x
Direct control	x	x	x	x
Rear Headlights off		x	x	x
Front Headlights off		x	x	x



During their service lives the Red Arrows were rebuilt several times, were updated technically, and were given new class numbers. The first one was retired and scrapped in 1966 as the class RBe 2/4. By 1974 two units were left on the SBB's roster, of which one was sold to the OeBB and was in operation several more years in the unfamiliar blue paint scheme.

One unit still exists as an historical powered rail car and harkens back to the time of the Red Arrows in the service of the Swiss Cross.



37867 Electric Express Powered Rail Car.

Prototype: Oensingen-Balsthal-Bahn (OeBB) class RBe 2/4 "Blauer Pfeil" / "Blue Arrow" electric express powered rail car in azure blue basic paint scheme. Road number 202. The unit looks as it did at the end of the Seventies.

Model: The model has an mfx decoder and controllable whistle sound. It also has controlled high-efficiency propulsion. The model has a special can motor with a flywheel and a cardan shaft to the power truck. 2 axles powered. Traction tires. The Swiss headlight / marker light code of triple headlights and 1 white marker light will work in conventional operation and can be controlled digitally. You can also switch to a red marker

light. The model has factory-installed interior lighting. The headlights, marker lights, and interior lighting are maintenance-free warm white and red LEDs. The model has a double-arm pantograph with a narrow wiper.

Total length over the buffers 25.7 cm / 10-1/8".

- **Factory-installed interior lighting.**
- **Warm white LEDs for headlights and interior lighting.**
- **Ability to switch to red marker light.**

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Interior lights	x	x	x	x
Marker light(s)	x	x	x	x
Locomotive whistle	x	x	x	x
Direct control	x	x	x	x



Switzerland



26579 "Makies" Train Set.

Prototype: Makies, Inc., Gettnau, Switzerland class Em 3/3 diesel switch engine, Henschel type DHG 500. 3 type Falls hopper cars. Privately owned cars painted and lettered for Makies Inc., Gettnau, used on the Swiss Federal Railways (SBB/CFF/FFS).

Model: The locomotive has a digital decoder and a special motor. 1 axle powered. Traction tires. The triple

headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has coupler hooks. The cars have separately applied details. Total length over the buffers 52 cm / 20-1/2".

One-time series.

- Locomotive has a digital decoder.
- Detailed, affordable train set – made for beginners.

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





37324 Electric Locomotive.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 6/6 f electric locomotive. Version in a green basic paint scheme. Locomotive road number 11675, with the city coat-of-arms "Gelterkinden". Rebuilt version with rectangular lower headlights, UIC sockets, diagonal end grab irons, additional tread plates, entry steps, radio antennas. The locomotive looks as it did around 2006.

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 Swiss headlight code (triple headlights /

1 white marker light) changes 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 each be controlled separately. The headlights are maintenance-free warm white LEDs. The locomotive has separately applied metal grab irons. The couplers can be replaced by end skirting. Minimum radius for operation is 360 mm / 14-3/16". Length over the buffers 22.2 cm / 8-3/4".

- **Frame and body constructed of metal.**
- **Extensive sound functions that can be controlled digitally.**



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

Switzerland



37462 Electric Locomotive.

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 460 fast general-purpose locomotive. Neutral fire red basic paint scheme. Locomotive name: "Dreiländereck", Locomotive road number: 460 054-0. The locomotive looks as it currently does in 2011.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can each be

turned off separately in digital operation. Long-distance headlights can be controlled digitally. You can change between Swiss headlight / single marker light changeover and white headlight / red marker light changeover. The headlights / marker lights are maintenance-free warm white and red LEDs. The locomotive has separately applied grab irons. The engineer's cabs have interior details. Length over the buffers 21.3 cm / 8-3/8".

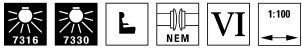
- European and Swiss headlight / marker light changeover.
- mfx decoder with extensive sound functions.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Light Function	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
Locomotive operating sounds		x	x	x
Headlight(s): Cab1 End		x	x	x
Long distance headlights			x	x



43671

37462



43671 EuroCity Express Train Passenger Car Set.

Prototype: 6 different design Swiss Federal Railways (SBB/CFF/FFS) EuroCity express train passenger cars. 1 type Apm EuroCity open seating car, 1st class, 1 type Apm EuroCity panorama car, 1st class, 4 type Bpm EuroCity open seating cars, 2nd class. The cars look as they currently do in real life.

Model: The cars have adjustable buffers. The 7319 current-conducting couplings or the 72020/72021 current-conducting close couplers can be installed on the cars.

All of the cars come individually packaged and have a master carton.

Total length over the buffers 161.0 cm / 63-3/8".
DC wheel set per car 4 x 700580.

One-time series.



Switzerland



© T. Estler



36607 Electric Locomotive.

Prototype: Railpool GmbH München class E 186 general-purpose electric locomotive, leased to SBB Cargo. Built by Bombardier as a regular production locomotive from the TRAXX program of locomotives.

Model: The locomotive is constructed of metal with many cast-on details. It has a digital decoder and a special can motor. 4 axles powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. The locomotive has 4 mechanically working pantographs (not wired for catenary operation). Length over the buffers 21.7 cm / 8-9/16".

One-time series.

Cars to go with this locomotive to make up a train are available in the Märklin H0 assortment under item nos. 47416 and 47417.

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

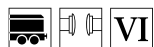


47417

47416

36607

Switzerland



47416 "Rollende Landstraße / Rolling Road" Set with 5 Depressed Floor Flat Cars.

One-time series.

Prototype: Type Saadkms special cars with 8 small wheel sets for transporting entire semi-truck rigs. The cars are lettered for RAAlpin AG Olten, Switzerland. The cars look as they currently do in real life. All of the cars are loaded with semi-truck rigs for different international freight forwarders.

Models: The set has 5 intermediate cars for driving the trucks through, and these cars have special snap-in depressed floor couplings. Chock blocks for trucks are included. All of the cars have different car numbers.

5 semi-truck rig models based on different prototypes are included. Each car + truck comes individually packaged and marked.

Length per car 21.4 cm / 8-7/16".

DC wheel set per car 8 x 432950.

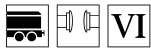
The appropriate end car with hinged and removable buffer beams, and adapters for standard close couplers can be found under item no. 47417. The right motive power can be found under item no. 36607.



47417

47416

36607



**47417 "Rollende Landstraße / Rolling Road"
Depressed Floor Flat Car.**

Prototype: Type Saadkms special car with 8 small wheel sets for transporting entire semi-truck rigs. The car is lettered for RAlpin AG Olten, Switzerland. The car looks as it currently does in real life.

Models: The end car has hinged and removable buffer beams, and adapters for standard close couplers. Chock blocks for trucks are included. A semi-truck rig model is also included.

Length over the buffers 23.2 cm / 9-1/8".

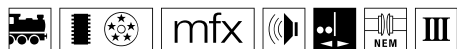
DC wheel set 8 x 432950.

The 5-part "Rollende Landstraße / Rolling Road" depressed floor flat car set to go with this end car found under item no. 47416. The right motive power can be found under item no. 36607.

One-time series.



Austria



37053 Steam Locomotive with a Tender.

Prototype: Austrian Federal Railways (BBÖ/ÖBB) class 659 heavy freight locomotive. Former German class 59, before that the Württemberg class K. Version in Era III, around 1955.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has a powerful can motor with a bell-shaped armature, mounted in the boiler. The frame has axles with side play and is able to negotiate sharp curves. 6 axles powered. Traction tires. The headlights will work in conventional operation and can be controlled digitally. A 7226 smoke generator can be installed in the locomotive. The smoke generator contact as well as the acceleration and braking delay can be controlled digitally. There is an adjustable close coupling between the locomotive and tender. The tender has raised sides for a higher coal pile. The locomotive has a detailed engineer's cab. Figures of a locomotive engineer and a fireman are included. Length over the buffers 23.5 cm / 9-1/4".

One-time series.

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



48800

37053



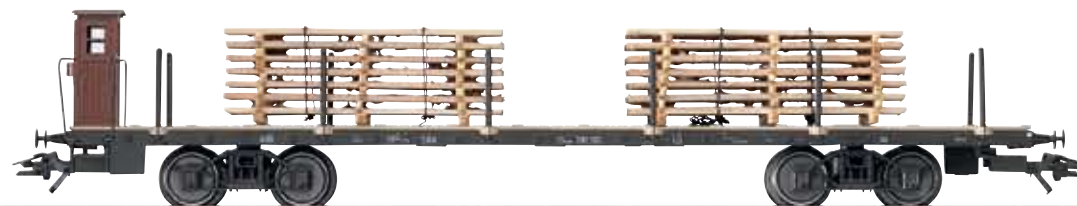
48800 Freight Car Set.

Prototype: 5 older Austrian Federal Railways (BBÖ/ÖBB). 1 boxcar, 1 low side car, 1 stake car, 1 tank car, and 1 car for the conductor and brakemen. Typical train composition from the earlier freight service on the Semmering line. The cars look as they did in Era III.

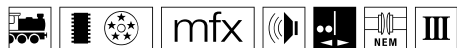
Model: The boxcar has sliding doors. The low side car is loaded with a model of a tractor. The stake car has

a load of trimmed timber. The four-axle tank car has a brakeman's cab. The car for the conductor and brakemen has a continuous roof. All of the cars have NEM coupler pockets and close coupler mechanisms. Total length of the set 67.4 cm / 26-1/2".

One-time series.



Austria



37161 Tank Locomotive.

Prototype: Austrian Federal Railways (ÖBB) class 694 freight tank locomotive, without bell and pre-warmer on the top of the boiler. Road number 694 561. The locomotive looks as it did around 1952.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It has controlled high-efficiency propulsion with a bell-shaped armature and a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke generator can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke generator contact work in

conventional operation and can be controlled digitally. The headlights are maintenance-free warm white LEDs. Protective piston rod sleeves brake hoses are included. Length over the buffers 14.6 cm / 5-3/4".

- **Completely new tooling.**
- **Locomotive constructed mostly of metal.**
- **Especially fine design with many separately applied details.**
- **High-efficiency propulsion with a bell-shaped armature, mounted in the boiler.**
- **A variety of operating and sound functions that can be controlled.**

One-time series.

This model can be found in a DC version in the Trix H0 assortment under item no. 22161.

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





37001 Diesel Locomotive.

Prototype: Austrian Federal Railways (ÖBB) class 2048 diesel locomotive. Former DB class 211. Era V traffic red version. The locomotive looks as it did around 1992.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by cardan shafts. Traction tires. The locomotive has Telex couplers front and rear and they can be controlled separately. Triple headlights and dual red marker lights change over with the direction of

travel, will work in conventional operation, and can be controlled digitally. The headlights are warm white LEDs. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included. Length over the buffers 13.9 cm / 5-1/2".

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

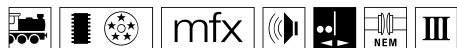
One-time series.

Available 2013.

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



France



37813 Freight Train Steam Locomotive with a Tender.
Prototype: French State Railways (SNCF) class 150 Z (former class 50) freight train steam locomotive, with a coal tender as standard design type 2'2'T26 box-style tender in its original design. With Wagner smoke deflectors, standard engineer's cab, long walkway that is angled at the front to the smoke box, DRG lanterns, and without an inductive magnet. Road number 150 Z 095. The locomotive looks as it did around at the end of the Forties / beginning of the Fifties.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It has controlled high efficiency propulsion with a bell-shaped armature and a flywheel, mounted in the boiler. 5 axles powered.

Traction tires. The locomotive and the 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 contact will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. There is a close coupling with a guide mechanism between the locomotive and tender and it can be adjusted for curves. The front of the locomotive and the back of the tender has a close coupler in an NEM pocket with a guide mechanism. Minimum radius for operation is 360 mm / 14-3/16". Piston rod protectors and brake hoses are included. Length over the buffers 26.4 cm / 10-3/8".

- Completely new tooling.
- Especially finely detailed metal construction.
- Partially open bar frame and many separately applied details.
- High-efficiency propulsion with a bell-shaped armature, mounted in the boiler.
- A variety of operating and sound functions that can be controlled digitally.

One-time series.



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

This model can be found in a DC version in the Trix H0 assortment under item no. 22783.



36745 Tank Locomotive.

Prototype: French State Railways (SNCF) class 130TB steam tank locomotive. Former class T 12 of the Royal Prussian State Railways (K.P.E.V.). Locomotive road number 130.TB.712.

Model: The locomotive has a digital decoder and a special can motor with a flywheel. 3 axles powered. Traction tires. The dual headlights change over with the

direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. The locomotive has many separately applied details. Length over the buffers 12.7 cm / 5".

One-time series.

Available 2013.



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

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



37258 Steam Powered Rail Car.

Prototype: French State Railways (SNCF) “Kittel” design steam powered rail car, road number. “Bottle Green” basic paint scheme. The unit looks as it did around 1949/1950.

Model: The rail car has an mfx digital decoder. It has a controlled miniature can motor. The frame is constructed of die-cast metal. 2 axles powered. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free warm white LEDs. The rail car has an NEM coupler pocket. It also has many separately applied details. There is a full view through the engineer’s area, and there is a reproduction of the boiler. Length over the buffers 13 cm / 5-1/8”.

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

One-time series.

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

Available 2013.

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



37337 Electric Locomotive.

Prototype: French State Railways (SNCF) class BB 12 000. Version is a green basic paint scheme with separately marker lights. The locomotive looks as it did in Era V.

Model: The locomotive has an mfx digital decoder and controlled high efficiency propulsion. 4 axles powered. Traction tires. The dual headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights warm white LEDs. The pantographs are mounted on free-standing frames. The locomotive has numerous separately applied grab irons. Brake hoses and reproduction couplers can be installed on the buffer beam. Length over the buffers 17.5 cm / 6-7/8”.

- New lights at the ends.

One-time series.

Available 2013.

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



France



39405 TEE Electric Locomotive.

Prototype: French State Railways (SNCF) class CC 40100 express locomotive. Four-system locomotive for all of France, the Benelux, and Germany. The second production run. The locomotive looks as it did around 1995. Used in international TEE service, motive power for the RUBENS TEE train.

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

ately applied steps. The locomotive has detailed roof equipment and different pantographs. The engineer's cabs have interior details including a figure of a locomotive engineer at the front. Accessory parts are included for installation on the buffer beams. Length over the buffers 25.3 cm / 9-15/16".



41876 "RUBENS" PBA TEE Express Train Passenger Car Set.

Prototype: INOX cars (constructed of stainless steel) for the Trans Europe Express between Paris, Brussels, and Amsterdam (TEE PBA). 2 type B 9 1/2u open seating cars, 2nd class, painted and lettered for the SNCF and SNCB. 1 type B8u compartment car, 2nd class, painted and lettered for the SNCF. 1 type A3rtu bar car, 1st class, and 1 type A2Dtux generator car, 1st class, painted and lettered for the SNCF. The cars look as they did around 1995. Used for the "RUBENS" TEE train, Paris – Brussels.

Model: The cars are reproduced to scale without compromise in any of the dimensions. Minimum radius for operation is 360 mm / 14-3/16" (with sufficient clearance). The cars have underbodies specific to the various types of cars. The cars have type Y 24 trucks. The cars have a special paint finish to represent the INOX surface. The 7319 current-conducting coupling or

the 72020/72021 current-conducting coupler, the 73405 pickup shoe and the 73400/73401 (2 per car) lighting kit can be installed in the cars. All of the cars come individually packaged.

Total length over the buffers 142.3 cm / 56". DC wheel set for each car 4 x 700580.

One-time series.

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

The locomotive to go with the "RUBENS" TEE is available under item no. 39405, class CC40100 (SNCF).



41876

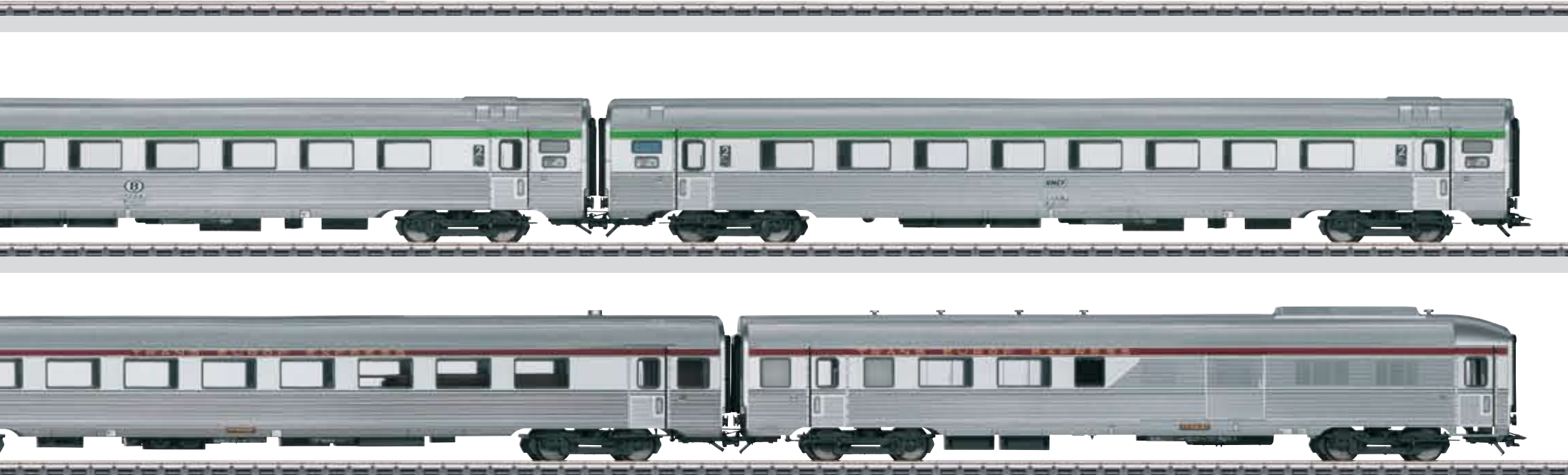
39405

One-time series.

The car set to reproduce the RUBENS TEE train can be found under item no. 41876.

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

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Stat. Announce. – Fren.			x	x
Horn blast 1			x	x
Rail Joints			x	x
Blower Drive			x	x
Conductor's Whistle			x	x
Pantograph Sounds			x	x
Sound of Couplers Engaging			x	x



France



37260 Electric Locomotive.

Prototype: French State Railways (SNCF) class 115000. With a single-arm pantograph. "en voyage" paint scheme and design. Road number 115053 with the coat-of-arms for "Trouville Sur Mer". The locomotive looks as it currently looks.

Model: The locomotive has an mfx digital decoder and a controllable horn sound. It has controlled high efficiency propulsion. 2 axles powered. Traction tires. The dual headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can each be turned off digitally. The headlights and marker lights are maintenance-free, warm white and red LEDs. Length over the buffers 21.0 cm / 8-1/4".

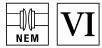
One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Headlight(s): Cab2 End		x	x	x
Headlight(s): Cab1 End		x	x	x



47035

37260



47035 Sliding Tarp Car Set.

Prototype: 3 French State Railways (SNCF) type Riils and Riilns four-axle sliding tarp cars. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Reddish brown basic paint scheme. Different tarp colors. Version with rectangular buffers. The cars look as they currently do in real life.

Model: The cars have type Y 25 welded trucks. They also have metal inserts for good running characteristics. The underbodies are specific to the type of car. The cars have many separately details. They are modeled with closed tarps. The cars have different car numbers. All of the cars are individually packaged and come with a master carton.

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

One-time series.



France



48434 Ore Car Set.

Prototype: 5 ore cars (Mineraliers) painted and lettered for the firm Société de Gérance de Wagons de Grande Capacité (SGW), used on the French State Railways (SNCF). Type Fad.

Model: The cars have different car numbers, are packaged and marked individually.

Total length over the buffers 63.8 cm / 25-1/8".

DC wheel set 20 x 700580.

One-time series.

Available 2013.





36616 Electric Locomotive.

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

Model: The locomotive is constructed of metal with many cast-on details. It has a digital decoder and a special can motor. 4 axes powered through cardan shafts. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs. The locomotive has 4 mechanically working pantographs (not wired for catenary operation).
Length over the buffers 21.7 cm / 8-9/16".

One-time series.

Available 2013.

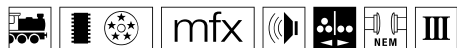
Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Direct control	x	x	x	x



48434

36616

Luxembourg



37154 Steam Locomotive with a Tender.

Prototype: Luxembourg State Railways (CFL) class 5600 (former class 52) freight steam locomotive. Version with a tub-style tender, enclosed engineer's cab, and Witte smoke deflectors. The locomotive looks as it did in the Fifties.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It has controlled high-efficiency propulsion. The motor is in the locomotive's boiler. 5 axles powered. Traction tires. The locomotive has an articulated frame enabling it to negotiate sharp curves. The triple headlights on the front of the locomotive and the dual white marker lights on the tender change over with the direction of travel, will work in conventional operation, and can be controlled digitally. A 7226 smoke generator can be installed in the locomotive. Protective piston rod sleeves can be installed on the locomotive.

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

One-time series.

This model can be found in a DC version in the Trix H0 assortment under item no. 22253.

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





43541 Commuter Car Set.

Prototype: 4 different Belgian State Railways (SNCB/NMBS) M2 series commuter cars. 1 type M2 A5B5 commuter car, 1st/2nd class. 2 type M2 B11 commuter cars, 2nd class. 1 type M2 B8DS commuter car with an engineer's cab and a baggage area, 2nd class. Green basic paint scheme, with markings for authorization to use these cars in push/pull trains.

Model: The cars have separately inset, graduated window frames. The 7319 current-conducting couplings or the 72020/72021 current-conducting close couplers can be installed on these cars. The cars have different car numbers. The engineer's cab of the cab control car has interior details. The cab control car has maintenance-free white LED headlights and red LED marker lights that change over with the direction of travel. All of the cars come individually packaged with a master carton.

Total length over the buffers 110.6 cm / 43-1/2".

DC wheel set per car 4 x 700580.

One-time series.

The class 25 electric locomotive is the right motive power for these cars and is available in the Märklin H0 assortment under item no. 37230.



Belgium



40690 "Tin-Plate" Passenger Car Set.

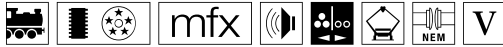
Prototype: 6 four-axle type I.3 four-axle passenger cars, 2nd class, as slumber coaches for the Belgian State Railways (SNCB/NMBS). "Safire Blue" basic paint scheme. Variations with dark blue and light blue entry doors. The cars look as they did in the mid-Eighties.

Model: All of the cars have Relex couplers and different car numbers, rubber bead diaphragms and SIG trucks. Each car comes individually packaged in a marked box styled like the historic packaging design of that time. The set also has a master carton.

One-time series.

Length over the buffers for each car 24 cm / 9-1/2".





39406 TEE Electric Locomotive.

Prototype: Belgian State Railways (SNCB/NMBS) class 18 express locomotive. Four-system locomotive for all of France, the Benelux, and Germany. The second production run. The locomotive looks as it did around 1985. Used in international TEE service.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has a compact design, maintenance-free motor with a flywheel, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The headlights are maintenance-free, warm

white LEDs; they will work in conventional operation and can be controlled digitally. The locomotive has separately applied metal grab irons. It also has separately applied steps. The locomotive has detailed roof equipment and different pantographs. The engineer's cabs have interior details including a figure of a locomotive engineer at the front. Accessory parts are included for installation on the buffer beams. Length over the buffers 25.3 cm / 9-15/16".

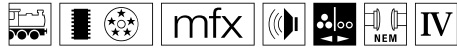
- **Prototypical tooling changes to the headlights.**

One-time series.



Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Marker light(s)	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Warning Sound	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Headlight(s): Cab2 End		x	x	x
Bell		x	x	x
Headlight(s): Cab1 End		x	x	x
Stat. Announce. – Fren.			x	x
Horn blast 1			x	x
Rail Joints			x	x
Blower Drive			x	x
Conductor's Whistle			x	x
Pantograph Sounds			x	x
Sound of Couplers Engaging			x	x

Belgium



37678 Diesel Locomotive.

Prototype: Belgian State Railways (SNCB/NMBS) class 55 diesel locomotive.

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 and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Length over the buffers 22.6 cm / 8-7/8".

One-time series.

The "Mineraliers" ore cars available under item no. 00768 in the Märklin H0 assortment are just right to make up a train.

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



00768

37678



00768 "Mineraliers" Display with 12 Ore Cars.

Prototype: 12 Belgian State Railways (SNCB/NMBS) "Mineraliers" ore cars. Type Fals. Era IV/V.

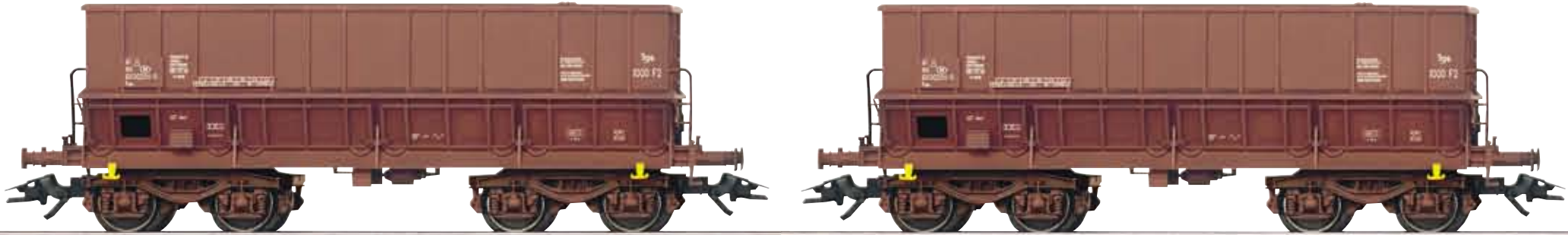
Model: The 12 cars come in an attractive display. All of the cars have different car numbers. The ore cars have 1 end platform and type Y 25 welded trucks. Each car comes individually packaged in marked boxes. Length over the buffers for each car 12.6 cm / 5".

DC wheel set for each car 4 x 700580.

- Available individually at your authorized dealer in a well-arranged display.

One-time series.

The right motive power for these cars is the class 55 diesel locomotive that is available in the Märklin H0 assortment under item no. 37678.



Belgium



43542 Commuter Car Set.

Prototype: 4 different Belgian State Railways (SNCB/NMBS) M2 series commuter cars. 1 type M2 A5B5 commuter car, 1st/2nd class. 2 type M2 B11 commuter cars, 2nd class. 1 type M2 B8DS commuter car with an engineer's cab and a baggage area, 2nd class. Crimson basic paint scheme, with markings for authorization to use these cars in push/pull trains.

Model: The cars have separately inset, graduated window frames. The 7319 current-conducting couplings or the 72020/72021 current-conducting close couplers can be installed on these cars. The cars have different car numbers. The engineer's cab of the cab control car has interior details. The cab control car has maintenance-free white LED headlights and red LED marker lights that change over with the direction of travel. All of the cars come individually packaged with a master carton. Total length over the buffers 110.6 cm / 43-1/2". DC wheel set per car 4 x 700580.

One-time series.





© Leen Dortwegt

Netherlands



37269 Electric Locomotive.

Prototype: Dutch State Railways (NS) class 1700 general-purpose locomotive in a yellow basic paint scheme. Locomotive road number 1773 with the coat-of-arms "ENKHUIZEN". The locomotive looks as it did in the Nineties.

Model: The locomotive has an mfx digital decoder and a multi-tone horn sound. It has controlled high efficiency propulsion. 2 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can each be turned off digitally. The headlights and marker lights are maintenance-free LEDs. Imitation automatic couplers are included and can replace the close coupler on the end of a locomotive. Length over the buffers 21.0 cm / 8-1/4".

One-time series.

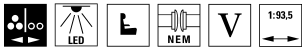
The class 1700 is the ideal locomotive for a prototypical train with the newly designed bi-level cars from the 43598 set.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Headlight(s): Cab2 End		x	x	x
Headlight(s): Cab1 End		x	x	x



37269

43598



43598 Bi-Level Car Set.

Prototype: 4 different design Dutch State Railways (NS) bi-level cars. 1 type DDM2/3-ABv bi-level intermediate car, 1st/2nd class. 2 type DDM2/3-Bv bi-level intermediate cars, 2nd class, and 1 type DDM2/3-Bvk bi-level cab control car, 2nd class. Yellow basic paint scheme. The cars look as they did in the mid-Nineties.

Model: The minimum radius for operation is 360 mm / 14-3/16". The underbodies and skirting vary according to the type of car. The 7319 current-conducting couplings or the 72020/72021 current-conducting close couplers as well as the 73400/73401 (3 per car) LED lighting kits with the 73406 pickup shoe can be installed on these cars. The engineer's cab of the cab control car has interior details. The cab control car has maintenance-free triple white LED headlights and dual red LED marker lights that change over with the direction of travel. The cab control car has a detailed buffer beam with separately applied end streamlining and an imitation of an automatic coupler. All of the cars come individually packaged and have a master carton.

Total length over the buffers 113.6 cm / 44-3/4".

DC wheel set per car 4 x 700580.

- Completely new tooling for Dutch bi-level cars.
- Interior lighting can be installed on the cars.

One-time series.

The class 1773 electric locomotive is the right motive power for these cars and is available in the Märklin H0 assortment under item no. 37269.

This model can be found in a DC version in the Trix H0 assortment under item no. 23459.



Denmark



46457 Pressure Gas Tank Car Set.

Prototype: 3 four-axle pressure gas tank cars with heat shields. Privately owned cars painted and lettered for the firm Dansk Flaskegas Co, Copenhagen, Denmark, used on the Danish State Railways (DSB). The cars look as they did in the Fifties.

Model: All of the cars have detailed, partially open frames. The side sills are open U shapes facing outwards. The trucks are Minden-Dorstfeld designs. The tanks have heat shields. The cars have separately applied brakeman's platforms. All of the cars have different car numbers and come individually packaged. There is also a master carton.

Total length over the buffers 44.2 cm / 17-3/8".
DC wheel set per car 4 x 700580.

One-time series.



48370 Sliding Wall Boxcar Set.

Prototype: 2 Danish State Railways (DSB) type Hbis sliding wall boxcars. Lettered for "Albani". The cars look as they did around 1983.

Model: The cars have different car numbers. Car number 225 0 562-0 and 225 0 564-6.

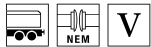
Total length over the buffers 32.6 cm / 12-7/8".

DC wheel set per car 2 x 700580.

One-time series.

Three sliding wall boxcars existed in this form in real life. The 48370 set has cars with the car numbers 225 0 562-0 and 225 0 564-6. A car with car number 225 0 566-1 is available under item no. 94357.





47083 Container Flat Car Set.

Prototype: 2 type Sgnss four-axle container flat cars for combined load service. Privately owned cars lettered for AAE, used on the Danish State Railways (DSB). Each car loaded with 2 convertible truck transport units lettered for the freight forwarder Skandinavisk Fjerntransport.

Model: The cars have type Y 25 welded trucks. They also have prototypical partially open flat car floors constructed of metal with striking fish-belly side sills. Each flat car is loaded with 2 convertible truck transport units. Stands for the convertible truck transport units are included separately. The cars have different car numbers and the loads have different registration numbers. They come individually packaged and there is also a master carton.
Total length over the buffers 46.0 cm / 18-1/8".

One-time series.



Sweden



37418 Electric Locomotive.

Prototype: Swedish State Railways (SJ) class Rc 3. Version in an orange basic paint scheme with white stripes and the newer SJ logo of the Seventies. Red double-arm pantographs, older design snowplow. The locomotive looks as it did around 1975.

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 four-light headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Length over the buffers 18.0 cm / 7-1/8".

One-time series.

A passenger car set to go with this electric locomotive can be found under item no. 43785.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Station Announcements	x	x	x	x
Electric locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Conductor's Whistle		x	x	x
Compressor			x	x
Letting off Air			x	x



43785

37418



43785 Passenger Train Car Set.

Prototype: 4 different design Swedish State Railways (SJ) passenger cars. 1 type A2 passenger car, 1st class. 1 type AB3 passenger car, 1st/2nd class. 1 type B5B passenger car, 2nd class. 1 type B1 passenger car, 2nd class. Brown basic paint scheme. Version with the newer SJ logo. The cars look as they did around 1975.

Model: The cars have Minden-Deutz design trucks with guided coupler pockets.

Total length over the buffers 98.5 cm / 38-3/4".

DC wheel set per car 4 x 700580.

One-time series.

The class Rc 3 electric locomotive, available under item no. 37418, is the ideal motive power for the 43785 passenger train car set.



Sweden



36338 Switch Engine.

Prototype: Swedish State Railways (SJ) class Ue electric switch engine in a blue-gray basic paint scheme. The locomotive looks as it did in the Nineties.

Model: The locomotive has an mfx digital decoder. It also has a miniature can motor with a flywheel, 3 axles and a jackshaft powered. Traction tires. The locomotive has dual headlights front and rear, as well as a red auxiliary light at the B end of the locomotive. The lights will work in conventional operation and can be controlled digitally. Other headlight / marker light functions can be controlled digitally. The lights are maintenance-free warm white and red LEDs. The locomotive has separately applied roof equipment. It also has separately applied metal grab irons. Brake hoses and prototypical couplers can be installed on the buffer beam. Auxiliary rail clearance devices can also be installed on the locomotive.

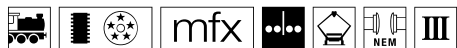
Length over the buffers 11.2 cm / 4-7/16".

One-time series.

This model can be found in a DC version in the Trix H0 assortment under item no. 22387.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Light Function 1	x	x	x	x
Light Function 2	x	x	x	x
Light Function 3	x	x	x	x
Direct control	x	x	x	x





36339 Switch Engine.

Prototype: Norwegian State Railways (NSB) class E1 10 electric switch engine in a green basic paint scheme.

Model: The locomotive has an mfx digital decoder. It also has a miniature can motor with a flywheel, 3 axles and a jackshaft powered. Traction tires. The locomotive has dual headlights front and rear that will work in conventional operation and can be controlled digitally. The headlights are maintenance-free warm white LEDs. The locomotive has separately applied roof equipment. It also has separately applied metal grab irons. Brake hoses and prototypical couplers can be installed on the buffer beam.

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

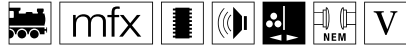
One-time series.

This model can be found in a DC version in the Trix H0 assortment under item no. 22389.

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



Poland



36426 Heavy Diesel Locomotive.

Prototype: PCC Rail Szczakowa S. A., Poland, class 232 "Ludmilla" heavy diesel locomotive.

Model: The locomotive is constructed of metal and has a digital decoder, a special can motor with a flywheel, and controllable sound functions. 4 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights are maintenance-free LEDs.

Length over the buffers 23.9 cm / 9-7/16".

- Locomotive constructed of metal.
- mfx decoder with controllable sound functions.
- Version with round buffers.

One-time series.

Freight cars to go with this locomotive are available under item no. 46263.

This model can be found in a DC version in the Trix H0 assortment under item no. 22066.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x



46263

36426



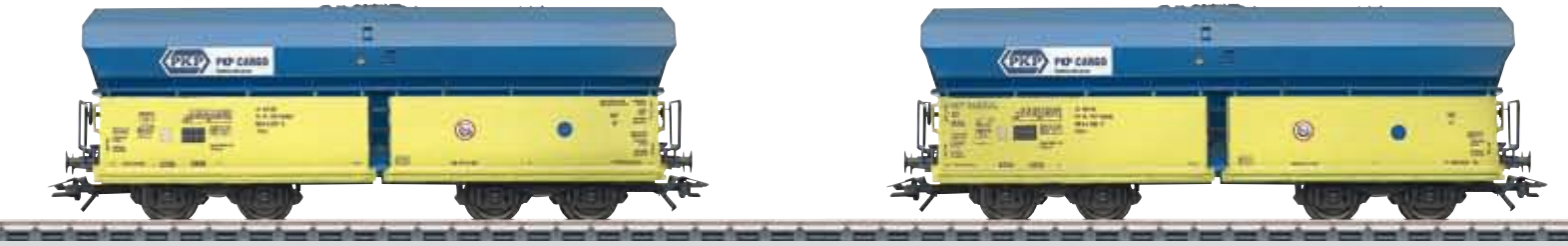
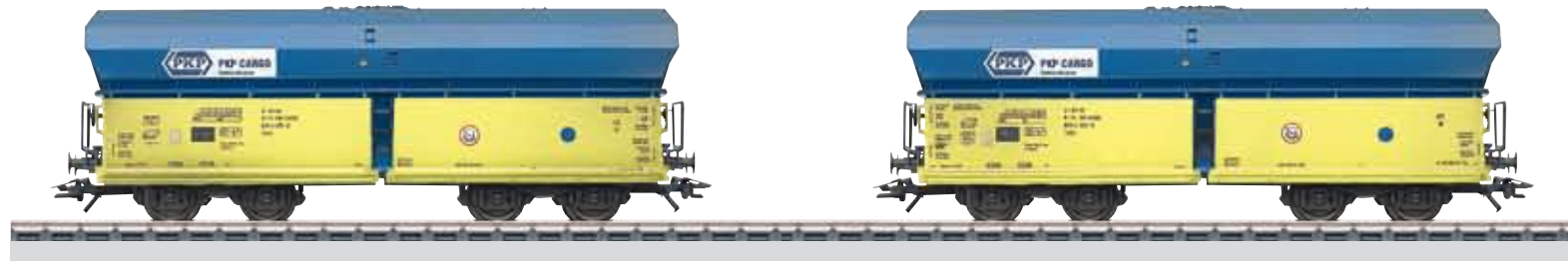
46263 Hopper Car Set.

Prototype: 5 Polish State Railroad (PKP) type Falns hopper cars. Version in a blue/yellow paint scheme. The cars are used mostly in unit trains for transporting coal to Germany.

Model: The 5 cars have different car numbers. They also have metal end platforms. The car bodies are lightly weathered. The cars are loaded with scale-sized real coal. All of the cars come individually packaged. Total length over the buffers 66.5 cm / 26-3/16". DC wheel set 20 x 700580.

One-time series.

The PCC Rail class 232 diesel locomotive is the right motive power for this car set and can be found in the Märklin H0 assortment under item no. 36426.



USA





USA

The Union Pacific Railroad (UP) class 4000 known as the "Big Boy" is surely one of the most popular steam giants in America if not worldwide. These articulated locomotives with their 4-8-8-4 wheel arrangement had their origin in 1941 at ALCO from the continuation of the "Challenger" concept, extremely successful UP articulated steam locomotives with a 4-6-6-4 wheel arrangement. The conception of the "Big Boys" resulted from the usual requirements as with all the other American classes of large locomotives. Fewer locomotives were expected to pull heavier loads with higher speeds. Basically the UP bought the 25 units for only one single route: From Cheyenne, Wyoming 830 kilometers / 519 miles westwards through the foothills of the Rocky Mountains over Sherman Hill to Ogden, Utah. Before the pass named after General William T. Sherman is a long grade of about 50 kilometers / 31 miles from Cheyenne with a maximum climb of 1.5 percent. In the opposite direction the 105 kilometer / 66 mile long grade of 1.14 % through the Wasatch Range of the

Rocky Mountains demands it tribute. The result was a gigantic machine with a service weight of 548 tons (including the tender). An attempt was made to reach an equal distribution of the weight with the 4-8-8-4 wheel arrangement that had not been built up to then. With a grate area of almost 14 square meters / 150.70 square feet and a superheating surface of 229 square meters / 2,464 square feet the Big Boys had a continuous power rating of 6,290 horsepower at the couplers. Boiler performance of over 10,000 horsepower or 8,200 electrical horsepower was recorded. The assigned range of duties for the "Big Boys" was fast freight service. They were capable of pulling 4,000 ton trains over the mountain passes without help. The new locomotive had a design speed of 128 km/h or 80 mph that it reached with only 1.7 meter / 66-15/16" diameter driving wheels. This put it in the ranks of the fastest articulated steam locomotives. But, these units were not allowed to thunder through this part of the West at this speed in regular service. Locomotive

engineers confirmed however that speedometer often showed more than the allowed 112 km/h / 70 mph when they were running late. According to the legend these giants acquired the nickname "Big Boy" from a young worker who scribbled the name on the smoke box shortly before the locomotive was presented. Officials from ALCO and UP liked this so much that "Big Boy" was even used in the advertising for the locomotive. On average these units consumed 47,200 liters or 12,469 gallons of water and 22 tons of coal per hour. Of course, a fireman would have been overwhelmed if he had had to feed one of these ravenous beasts with a shovel. A stoker moved coal from the tender to the locomotive by means of a screw in a pipe and sprayed it into the fire box with steam pressure. The fireman adjusted the distribution of the coal in the fire box by controlling the steam pressure. In the fall of 1945 the UP decided to equip a "Big Boy" with smoke deflectors as an experiment in order to keep the smoke out of the engineer's and fireman's

eyes. In the beginning of December 1945 the "Big Boy" with road number 4019 had smoke deflectors installed on it at the maintenance center in Green River, Wyoming. The tests were finished on January 20, 1946 and these "large ears" were removed again in Green River. The tests had shown that at lower speeds in freight service and with recently improved blowers the smoke could be routed ever better over the engineer's cab and without smoke deflectors. The Big Boy era was definitively past in July of 1959 when the fires in all of the units were banked for good. The hope of many railroad fans to see road numbers 4003 and 4019 (stored in operational condition as reserve locomotives in 1960) thundering one more time over Sherman Hill sadly did not come to pass. At least eight of the steam locomotive giants were preserved but not in operational condition.



45656

45655

45654



37994 Steam Locomotive with Tender.

Prototype: Union Pacific Railroad (UP) class 4000 "Big Boy" heavy freight locomotive. Version with the road number 4019 as equipped with smoke deflectors. In the winter of 1944/45 this unit had smoke deflectors installed on it as an experiment.

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

board lights, and the engineer's cab lighting will work in conventional operation and can be controlled digitally. There is a powerful speaker in the tender and the volume can be adjusted. Coupler hooks can be inserted in the pilot on the front of the locomotive. There is a close coupling between the locomotive and tender. Steam lines are mounted to swing out and back with the cylinders. The locomotive has separately applied metal grab irons. There are many separately applied details. Figures of a locomotive engineer and fireman for the engineer's cab are included. Length over the couplers 46.5 cm / 18-5/16". The locomotive comes in a wooden case.

- Spectacular version with smoke deflectors.
- Detailed tooling changes to the locomotive and tender.

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

This model can be found in a DC version in the Trix H0 assortment under item no. 22115.

Products bearing "Union Pacific" are made under trademark license from the Union Pacific Railroad Company. We would like to thank the Union Pacific Historical Society for their support in making this version of the Big Boy possible.

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



45653

37994

USA



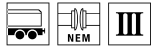
45653 Set with 5 Boxcars.

Prototype: Five single-door boxcars for different American railroads: Union Pacific, Western Pacific, New York Central, New Haven as well as St. Paul, Minneapolis & Omaha Railway. Standard design 40 foot cars. The cars look as they did in Era III.

Model: The frames and floors are constructed of metal. The detailed trucks have special wheel sets. The sliding doors can be opened. The roof walks, ladders, and other details are separately applied. The couplers can be replaced by other makes of couplers. All of the cars come individually packaged.

Length over the couplers for each car 15.5 cm / 6-1/8".
DC wheel set for each car 4 x 32 0552 (NEM), 4 x 32 0389 (RP25).

One-time series.



45654 Set with 5 Hopper Cars.

Prototype: 5 three-bay hopper cars for different American railroads: Pennsylvania Railroad (PRR), Western Maryland, Peabody Coal Company, Texas & Pacific, and Reading. Version with 3 unloading hatches. The cars look as they did in Era III.

Model: The frames are constructed of metal. The detailed trucks have special wheel sets. The ladders and other details are separately applied. The couplers can be replaced by other makes of couplers. All of the cars come individually packaged.

Length over the couplers for each car 16 cm / 6-5/16".
DC wheel set for each car 4 x 32 0552 (NEM), 4 x 32 0389 (RP25).

One-time series.



This car set goes very well with the "Big Boy" steam locomotive available under item no. 37994.

Union Pacific und Western Pacific are made under trademark licence from the Union Pacific Railroad Company.



This car set goes very well with the "Big Boy" steam locomotive available under item no. 37994.



USA



45655 Set with 5 Stock Cars.

Prototype: 5 type S-40-12 stock cars for different American railroads: Santa Fe, Great Northern, Missouri-Kansas-Texas Railroad, Rock Island, and Southern Pacific T&NO. The cars look as they did in Era III.

Model: The car frames are constructed of metal. The detailed trucks have special wheel sets. The sliding doors can be opened. The roof walks, ladders, the brake equipment, and other details are separately applied. The couplers can be replaced by other makes of couplers. All of the cars come individually packaged.

Length over the couplers for each car 15.5 cm / 6-1/8".
DC wheel set for each car 4 x 32 0552 (NEM), 4 x 32 0389 (RP25).

One-time series.

This car set goes very well with the "Big Boy" steam locomotive available under item no. 37994.



Southern Pacific are made under trademark licence from the Union Pacific Railroad Company.



45656 Set with 3 Tank Cars.

Prototype: 3 American design tank cars. All 3 cars in different paint schemes for SUNOCO, Sun Oil Company. The cars look as they did in Era III.

Model: The cars have detailed, partially open metal frames with separately applied details. The detailed trucks have special wheel sets. The cars have different lettering and car numbers. The couplers can be replaced by other makes of couplers. All of the cars come individually packaged.

Length over the couplers for each car 14.0 cm / 5-1/2".
DC wheel set for each car 4 x 32 0552 (NEM), 4 x 32 0389 (RP25).

One-time series.

This car set goes very well with the "Big Boy" steam locomotive available under item no. 37994.



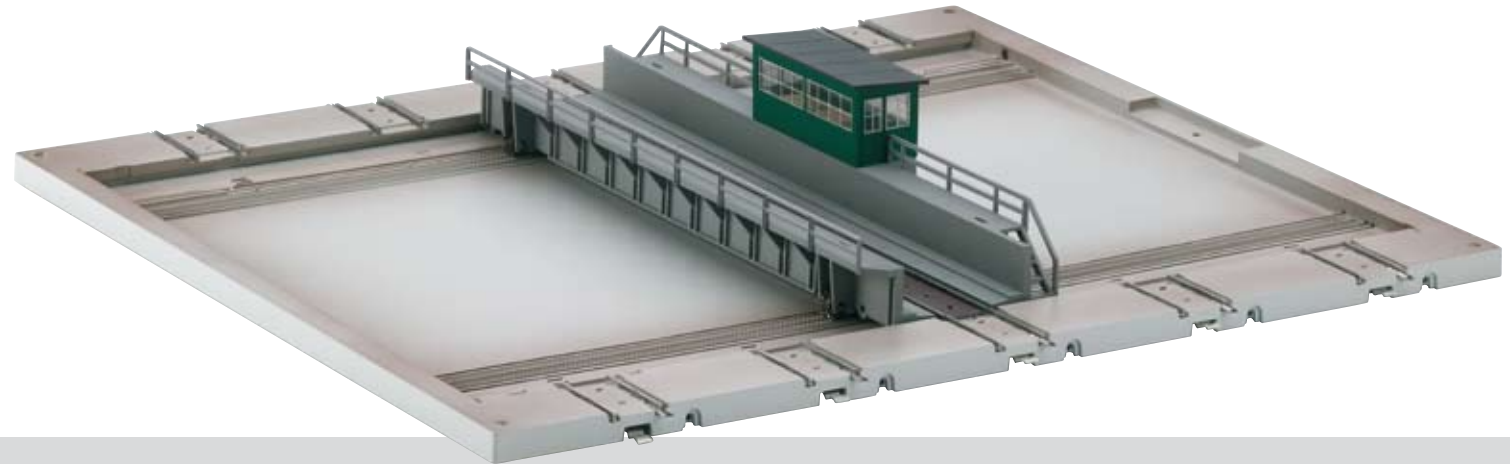
Sunoco Oil are made under trademark licence from the Sunoco Inc.



72941 Remote Control Transfer Table.

This transfer table comes in a new, realistic color scheme. The base plate has 2 approach tracks and 8 stall tracks. The track connections are for M Track. The transfer table can also be used with C Track and K Track in conjunction with adapter tracks. The deck has a motor in the operator's shed for forward and reverse operation. A control box and cable for remote control are included. The deck stops automatically at the tracks. Track power to the stall tracks comes through the deck. There are additional connections for catenary. Dimensions of the base 360 x 420 mm / 14-3/16" x 16-1/2". Deck length 288 mm / 11-3/8".

The transfer table can also be controlled with Märklin Digital using a k 84 decoder. The connections for the transfer table are described in the instructions for the k 84 decoder.



The gates for the fully automatic railroad grade crossings descend the minute an oncoming train reaches the contact area, and do not go back up until the last car has left the contact area. The contact area can be extended to any length desired. Any straight or curved track can be used with K Track. With C Track an existing electrical connection on the track sections must be separated. On the M Track that is no longer available only the 5115, 5116, and 5145 contact tracks can be used.

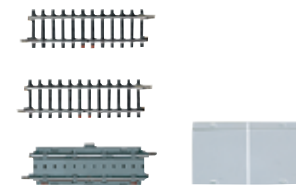
7592 Fully Automatic Railroad Grade Crossing.

The railroad grade crossing comes with half gates. It is designed for K Track. 2 solenoid activated gates with 2 warning crossbucks and 2 red warning lights which come on when the gates go down. Contact track set: 3 straight tracks each 90 mm / 3-9/16". Dimensions for each base half 137 x 95 mm / 5-3/8" x 3-3/4".



7593 Add-On Set.

This add-on set is for the 7592 railroad grade crossing. It is designed for K Track. This set is required for each additional parallel track. Contact track set: 3 straight tracks each 90 mm / 3-9/16". The road section can be adjusted for a spacing of 33 to 68 mm / 1-5/16" to 2-11/16" / track spacing of 64 to 99 mm / 2-1/2" to 3-7/8".



Accessories



60065 50 VA Switched Mode Power Pack, 120 Volts.

This switched mode power pack is for connections to and for powering the 60213-60215 Central Station and the 60174 Booster. The input is 120 volts / 60 Hertz and the output is 19 volts / 50 watts DC voltage. This is a tabletop switched mode power pack in a plastic housing and comes with authorization as a toy. The unit has tabs for mounting.

Dimensions 116 x 72 x 65 mm / 4-9/16" x 2-7/8" x 2-9/16".

Connections: 4-pin mini DIN high current plug.

The 60065 switched mode power pack is designed for use indoors.



66365 30 VA Switched Mode Power Pack, 120 Volts.

This switched mode power pack is for connecting to and supplying power to the 60112/60113 Track Box. The input is 120 volts / 60 Hertz / the output 18 volts / 30 watts DC voltage. The switched mode power pack is authorized for use with toys and comes in a plastic housing.

Dimensions 80 x 50 x 75 mm / 3-3/16" x 2" x 3".

Connections: Hollow socket 5.5/2.5 mm, positive conductor inside.

The 66365 switched mode power pack is designed for use in dry areas.



74041 FCC Interference Suppression Set, 2 Amps.

This set is for preventing interference with radio/television/cell phone reception. The set consists of a circuit board with spade connectors for C Track and red and brown hookup wires. One set is required for each conventional and digital power circuit. The set is designed for a maximum 2 amps user current.

Recommended for the Mobile Station and for analog train controllers.

74044 FCC Interference Suppression Set, 5 Amps.

This set is for preventing interference with radio/television/cell phone reception. The set consists of a circuit board with set-screw clips. One set is required for each conventional and digital power circuit. The set is designed for a maximum 5 amps user current.

Recommended for the Central Station and for analog train controllers with up to 5 amps output current.

The FCC interference suppression set is required only in the USA!

without figure



60200 Connector Adapter for Switched Mode Power Packs.

This connector adapter is for connections from users such as lights to a switched mode power pack with a 4-pin mini DIN high current plug.

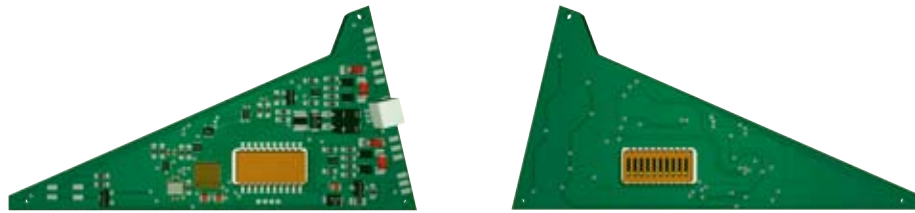


60940 Märklin SoundDecoder mSD Special.

This decoder is for converting Märklin locomotives that have a 21-pin connector and that are equipped with a decoder having unamplified outputs.

The Märklin SoundDecoder-Special supports the digital formats mfx, MM1, MM2, and DCC.

Sound files for copying by means of the CS 60213-60215 are available at www.maerklin.de.



74465 Digital Installation Decoder.

This decoder can be installed in the C Track three-way turnout (24630) with electric mechanisms. It can be used with the digital formats Motorola and DCC. Connections are made with plug-in contacts, for Märklin and Trix C Track turnouts. An address can be set with coding switches (Motorola Format 1 to 320 / DCC Format 1 to 511), and can also be set on the programming track. Turnout lanterns can be connected and can be controlled (soldering skills required).

A digital decoder can be installed at the same time as the electric turnout mechanism or can be installed later. The decoder is easily connected with plug-in contacts and can have a custom address set for each turnout. The digital power supply for the decoder can be taken directly from the track current contacts on the turnout. This means you can have a complete digital turnout that can also be used on temporary layouts.



75491 Electric Turnout Mechanism.

This is an improved version of the 7549 turnout mechanism. This mechanism can be used with the 2265 and 2266 turnouts (new versions), the 22715 and 22716 turnouts, the 2275 double slip switch, and the KOMBI extension set program. The mechanism has an automatic end shutoff feature. Automatic feedback is possible with the 72710 control box. Below-baseboard mounting can be done with the 7548 installation kit.



74461 Digital Installation Decoder.

This decoder can be installed in all C Track turnouts with electric mechanisms. It can be used with the digital formats Motorola and DCC. Connections are made with plug-in contacts, for Märklin and Trix C Track turnouts. An address can be set with coding switches (Motorola Format 1 to 320 / DCC Format 1 to 511), and can also be set on the programming track. Turnout lanterns can be connected and can be controlled (soldering skills required).

A digital decoder can be installed at the same time as the electric turnout mechanism or can be installed later. The decoder is easily connected with plug-in contacts and can have a custom address set for each turnout. The digital power supply for the decoder can be taken directly from the track current contacts on the turnout. This means you can have a complete digital turnout that can also be used on temporary layouts.

Note: The 74465 digital decoder is used with the 24630 three-way turnout with 2 of the 74490 electric mechanisms.

Mini-Club – The Best of the Best



We want to revive the beginnings of Mini-Club with our unique anniversary package “40 Years of Mini-Club”. Three locomotives in a special version harken back to the first models of that time: Included are the class 03 locomotive with a tender, a class 89 tank locomotive, and the class V 60 diesel switch engine. All of the wheels, drive rods, and side rods are bright nickel-plated as they were in the beginning. In addition, we have also included an exclusive display model of the Mini-Club class 89 made of die-cast metal and painted in gold. A small booklet about the history of Mini-Club as well as a numbered certificate of authenticity completes this special set.

Our new freight car set is devoted to “ore transport” and has five German Federal Railroad type 00tz 43 hopper cars as its prototype. These hopper cars are unloaded

in real life from the side by means of gravity. The striking lettering “Erz Ild” marks them as cars with trucks and somewhat lower upper bodies – especially suitable for ore service.

Our Mini-Club fans can now be “Swinging in Time” on non-electrified routes with the “metronom” four-part bi-level car set and a class 246 diesel locomotive. These very modern bi-level trains with their striking design in the colors yellow, white, and blue for the metronom Railroad Company, Inc. with headquarters in Uelzen have also been operating since December of 2007 in part on non-electrified routes between Hamburg and Cuxhafen. The class 246 was developed as a diesel-powered version of the successful electric TRAXX locomotives from Bombardier. They were given the type designation P 160 DE as a variant for passenger trains; they run at speeds up to 160 km/h / 100 mph

and can supply power to the passenger cars by means of a common cable connection. Seven of these blue/yellow/white painted locomotives are in use pulling regional “metronom” trains.

The colorful Seventies are coming to life again with the exclusive DB “pop” car set in a one-time series. This five-part car set consists of three blue / light gray compartment cars, 2nd class, one blood orange compartment car, 1st class, and a green / light gray express train baggage car. All of the cars come with extensive, fine paint schemes and accurate lettering. The newly set up DB Design Center had about 150 express train passenger cars repainted around 1970 according to the motto “The railroad needs new colors”. The stripes below the windows were always done in light gray. Experiments were done with different colors

in the window band area. Most of the colors fit appropriately in the Flower Power period such as “blood orange” and “blue lilac”. The “Pop Cars” were born.

All Märklin Insiders will look forward to the model of a class 001 express train locomotive with a tender. This standard design locomotive is being presented in the DB look with a welded tender and Witte smoke deflectors. As finely detailed new tooling this locomotive has a locomotive body constructed of metal with imitation brakes, inductive magnet, rail clearance bars, and many other details on the underside of the locomotive. Free-standing headlights, finely detailed valve gear as well as larger buffer plates contribute further to the successful total impression of this much admired locomotive.

Z Scale
Gauge 6.5 mm / 1/4"
Scale 1:220



“Freight Train” Starter Set, 40 Years of Mini-Club Anniversary Set



81864 Starter Set, 230 Volts.

Freight Train with a Large Track Layout, Station Kit, and Plug-In Power Pack with a Suitable Smooth Train Controller.

Prototype: 1 German Federal Railroad (DB) class 50 freight locomotive with a tub-style tender. 1 four-axle tank car, 1 boxcar, 1 low side car with a car cover, 1 two-axle tank car, and 1 freight train baggage car.

Model: The locomotive has a 5-pole motor. All of the driving axles are powered. The locomotive body is constructed of metal. The low side car has a removable car cover. The doors on the freight train baggage car can be opened. The 4-axle tank car is finely detailed with a separately applied brakeman’s cab. The locomotive and cars are a special edition and are not available separately. A building kit for the “Finkendorf” station is included. 20 sections of straight track, 12 sections of

curved track, 1 double slip switch, 3 electric turnouts, 3 track bumpers, a rerailer, a control box, a distribution strip, wire, and a 230 volt / 8 VA plug-in power pack with a suitable smooth train controller are included. Track plan brochure included.

Train length approximately 350 mm / 13-13/16”.

This set can be expanded with the SET track extension sets 8192 and 8193 or as desired.



81972 “40 Years of Mini-Club” Anniversary Set.

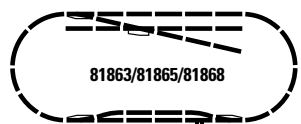
Prototype: German Federal Railroad (DB) Era III: 1 class 89 steam locomotive, 1 class 03 steam locomotive with a tender, and 1 class V 60 diesel locomotive.

Model: This set pays honor to the beginnings of Mini-Club. All of the locomotives have 5-pole motors. All of the wheels and the valve gear are bright nickel plated. All of the driving axles are powered on the class 03 steam locomotive. On the class 89 steam locomotive and the class V 60 diesel locomotive all of the axles are powered. An exclusive static model of the Mini-Club class 89 of cast metal and painted in gold is included. A booklet about the history of Mini-Club is included. A numbered certificate of authenticity is included.

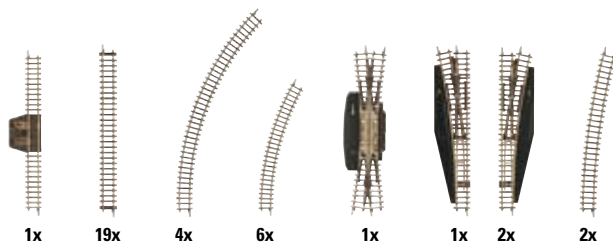
- One-time series only in the anniversary year.
- Certificate of authenticity.
- In honor of the first models from the beginnings of Mini-Club.

- All of the locomotives in a special edition.
- Each set comes with an individually numbered certificate of authenticity.





1062 x 402 mm
42" x 16"



Freight Service

II

86580 Era II Freight Car Set.

Prototype: 1 tank car lettered for the firm ABC Brennstoffhandels-GmbH, used on the German State Railroad (DR), 1 German State Railroad (DR) type Xt Erfurt low side car, and 1 German State Railroad (DR) type R Stuttgart stake car, loaded with 2 Lanz rail vehicles.

Model: One stake car has a brakeman's cab and stakes included separately. It is loaded with 2 Lanz rail vehicles. The Lanz rail vehicles are constructed as rolling models with a coupler hook on the rear. They are finely detailed, partially constructed of metal, and mounted in wood load frames. The low side car has a brakeman's platform and the load surface in painted in anthracite gray. The two-axle tank lettered for the firm ABC Brennstoffhandels-GmbH has a brakeman's cab. Total length over the buffers approximately 135 mm / 5-5/16".



III

87112 Express Train Passenger Car.

Prototype: German Federal Railroad (DB) type B4üm-54 compartment car, 2nd class.

Model: The car has a prototypical paint scheme and lettering.

Length over the buffers 120 mm / 4-3/4".



III

87101 Express Train Passenger Car.

Prototype: German Federal Railroad (DB) type A4üm-54 compartment car, 1st class.

Model: The car has a prototypical paint scheme and lettering.

Length over the buffers 120 mm / 4-3/4".



III

87131 Express Train Dining Car.

Prototype: German Federal Railroad (DB) type WR4üm-64 dining car.

Model: The car has a prototypical paint scheme and lettering.

Length over the buffers 120 mm / 4-3/4".



III

87121 Express Train Baggage Car.

Prototype: German Federal Railroad (DB) type D4üm-60 baggage car.

Model: The car has a prototypical paint scheme and lettering.

Length over the buffers 120 mm / 4-3/4".



Freight Service



88843 Heavy Freight Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 50.

Model: The locomotive has a 5-pole Mini-Club motor. All of the driving axles are powered. The locomotive has Wagner smoke deflectors and dual headlights. The pilot truck has solid wheels. The driving wheel has a larger counterweight. The buffer plates have warning stripes. Length over the buffers 109 mm / 4-1/4".

- **Dual headlights.**
- **Wagner smoke deflectors.**



88973 Steam Locomotive with a Tender.
Prototype: German Federal Railroad (DB) class 44 heavy freight locomotive. Version with coal firing and Witte smoke deflectors. Used for heavy freight trains such as ore and coal trains.

Model: All of the driving axles are powered. The wheel treads and valve gear are dark nickel plated. The buffer plates have warning stripes. Length over the buffers 112 mm / 4-3/8".

- **5 pole motor.**
- **Locomotive body constructed of metal.**
- **Locomotive improved in appearance.**



III

82800 "Ore Transport" Freight Car Set.

Prototype: German Federal Railroad (DB) type 00tz 43 hopper cars.

Model: The 00tz is new tooling. The car superstructure is made of plastic and is prototypically lettered. Length over the buffers approximately 235 mm / 9-1/4".

- **New tooling.**



 III

82702 Heavy-Duty Flat Car with a Load.

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

Model: The flat car has stakes that can be installed on it. The car has authentic areas where it has been repaired. It is loaded with a reproduction of an air conditioning housing that has been weathered. Length over the buffers 60 mm / 2-3/8".

One-time series.



   IV

88436 Electric Locomotive.

Prototype: German State Railroad Company (DR – East Germany) class 243. B-B wheel arrangement, built starting in 1984. Use: passenger and freight trains.

Model: The locomotive has a 5-pole motor. Both trucks are powered. The headlights are maintenance-free LEDs. Length over the buffers 76 mm / 3".



Express Train Passenger Car Set

IV

87401 Express Train Passenger Car Set.

Prototype: Car set, so-called "Pop" cars.

German Federal Railroad (DB) type Äüm 203 express train passenger car, 1st class, German Federal Railroad (DB) type Büm 234 express train passenger car, 2nd class, and German Federal Railroad (DB) type Düm 902 express train baggage car.

Model: The car set has 5 cars, consisting of a 1st class car, three 2nd class cars, and a baggage car. All of the cars have fine, extensive paint schemes and lettering. Total length over the buffers approximately 611 mm / 24-1/16".

One-time series.

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



mini-club

87401

88010

Insider Model for 2012



88010 Express Train Locomotive with a Tender.

Prototype: German Federal Railroad (DB) class 001. Standard design locomotive with a welded tender and Witte smoke deflectors.

Model: The locomotive is new tooling and is finely detailed. The locomotive body is constructed of metal. On the underside of the locomotive is a reproduction of the brakes, inductive magnet, pilot rods, etc. The valve

gear and side rods are finely detailed. The locomotive has enlarged buffer plates. The spacing between the locomotive and tender has been shortened. The locomotive has a 5-pole motor. All 3 driving axles are powered. The headlights are warm white LEDs. The tender has spoked wheels. Length over the buffers approximately 112 mm / 4-3/8".

- Locomotive frame and body constructed of metal.
- Finely detailed side rods and valve gear.
- Reproduction of the brakes, inductive magnet, etc.
- 5-pole motor.
- Window inserts on the engineer's cab.
- LED headlights.

The 88010 steam locomotive is being produced in a one-time series only for Insider members.



Car Sets



86211 Crude Iron Car Set.

Prototype: Crude iron ladle cars. Industrial design, used in many plants for steel production starting in Era III.

Model: The 2 cars have different car numbers. They have special short design trucks. The load ladles can be turned. Total length over the buffers 95 mm / 3-3/4".



86212 Slag Car Set.

Prototype: Slag cars. Industrial design, used in many plants for steel production starting in Era III.

Model: The 2 cars have different car numbers. They have special short design trucks. The load ladles can be turned. Total length over the buffers 95 mm / 3-3/4".



metronom



“Swinging in Time” – “metronom” is the brand name for ten new bi-level trains operated by the metronom Railroad Company Ltd. in Uelzen, Germany. These very modern locomotives and cars can be recognized from a distance by their striking, sophisticated design in the colors of yellow, white, and blue. metronom has linked the cities of Hamburg and Bremen as well as Hamburg and Uelzen since December of 2003 as a regional express train railroad. The train name metronom symbolizes together with the logo of a swinging pendulum the schedule concept of departures on an hourly schedule. Musicians are familiar with a metronome as a beat generator. For that reason the slogan for the metronom trains is “Swinging in Time”.

88370 Diesel Locomotive.

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

Model: The locomotive has a 5-pole motor. Both trucks are powered. The headlights are maintenance-free warm white LEDs. Length over the buffers approximately 87 mm / 3-7/16”.

- New tooling.
- Correct paint scheme and lettering.
- Maintenance-free LEDs for headlights.
- 5-pole motor.

The 87299 car set goes perfectly with the 88370 locomotive.



87299 “metronom” Bi-Level Car Set.

Prototype: 2 type DBpza bi-level cars, 2nd class, 1 type DABpza bi-level car, 1st/2nd class, and 1 type DABpbzk-fa bi-level cab control car, 1st/2nd class owned by LNVG Niedersachsen, painted and lettered for metronom Eisenbahngesellschaft mbh, Uelzen, Germany.

Model: The set has 3 bi-level cars and 1 bi-level cab control car in a fine, correct paint scheme as currently used by the firm “metronom” Eisenbahngesellschaft mbh. The wheels are dark nickel plated. Length over the buffers approximately 492 mm / 19-3/8”.

The class 246 Traxx diesel locomotive, available under item no. 88370, is the right motive power for the 87299 car set.

- Modern cars for regional fast trains.



88370

87299



Freight Service



88193 Electric Locomotive.

Prototype: German Railroad, Inc./Railion (DB AG) class 189 fast freight locomotive. Multi-system locomotive with 4 pantographs from the EuroSprinter family from Siemens.

Model: Both trucks are powered. The headlights and marker lights are LEDs. The wheel treads are dark nickel plated. The inner 2 pantographs are wired to pick up power from catenary. Length over the buffers 87 mm / 3-7/16".

- All axles powered.
- Headlights / marker lights.



Over 4,300 units of the type Res 687 were built from 1979 to 1985. The Y 25 trucks installed on these cards were a striking feature. 500 of these flat cars were converted from 1989 on to sliding tarp cars with cloth tarp covers (type Rils 652).



82422 Freight Service Car Set.

Prototype: German Railroad, Inc. (DB AG): 2 type Res 687 four-axle flat cars and 1 type Rils 652 four-axle sliding tarp car.

Model: The cars have fine, prototypical paint schemes and lettering. The upper part of the car body and the end walls on the stake car are painted prototypically. All of

the cars have metal floors. The models are not available separately. Total length 276 mm / 10-7/8".



Switzerland



88591 Electric Locomotive.

Prototype: Swiss Federal Railways (SBB) class Re 4/4 II general-purpose locomotive in a red paint scheme.

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

- New tooling.
- The pilots swing out.
- LED headlights.

The 87662 car set goes very well with the 88591 locomotive.



82422

88193

Switzerland

V

87662 "Eurocity" SBB Car Set.

Prototype: "Eurocity" car set of 4 cars consisting of 2 type Bmp open seating cars, 2nd class, 1 type UIC Z1 Am compartment car, 1st class, and 1 type Apm panorama car, 1st class.

Model: The cars have extensive, prototypical paint schemes and lettering. All of the cars have individual car numbers. They also have dark nickel plated wheel sets.

Total length over the buffers 480 mm / 18-7/8".

The right car set to go with the 88591 locomotive.



USA



88492 Electric Locomotive.

Prototype: Pennsylvania Railroad (PRR) class GG-1 heavy general-purpose locomotive. 4-6-6-4 wheel arrangement. Special "Loevy" design in Tuscan Red.

Model: Both power trucks pivot and all of the driving axles are powered. The couplers swing out with the pilot trucks. The locomotive has large pantographs with

increased extension. The headlights are maintenance-free LED's. The minimum required radius for operation is 195 mm / 7-11/16".

Length over the couplers 115 mm / 4-1/2".

One-time series in 2012.



87662

88591

Märklin 1 Gauge – True Grandeur

The new items from Märklin's large gauge are all about the modern "Rheingold" and the standard design electric locomotives. It's time to celebrate "50 Years of the Modern Rheingold". In 1962 the German Federal Railroad presented their new top offering, a long-distance "Rheingold" express train for service between Amsterdam and Basle with brand new cars, a new locomotive, and an elegant paint scheme with a cobalt blue lower band and a beige colored window band.

The large railroaders for Märklin should be astounded at the electric locomotive for the "new Rheingold", the E 10.12 with a box-style body and altered drive gear for 160 km/h / 100 mph as it looked in 1962. Its body constructed mostly of metal is obligatory. This completely new tooling has an abundance of detailing: engineer's cab doors that can be

opened, engineer's cabs with interior details as well as a figure of an engineer in cab 1, metal grab irons, finely detailed locomotive and DB signs, windshield wipers, a whistle, buffer beams with sprung buffers and separately applied brake lines, and much more.

Almost even more impressive are the two car sets designed as one-time series. These car sets allow you to reproduce this premier train completely as it looked in 1962. The first car set has two compartment cars, 1st class, as well as the wonderful vista dome car. The latter car represented an innovation on the German rail network at that time. Passengers could enjoy an open view of the marvelous scenery from its raised and fully glassed in dome area. Not to be overlooked the lettering "Rheingold" is emblazoned on the side of the car beneath the dome area.

The second car set consists of a so-called humped back dining car, another compartment car, and an open seating car, both of them for 1st class. The humped back dining car had a bi-level galley area in order to allow more seats in the dining area. The gold-metalized windows that provided pleasant temperatures in the prototype cars were not forgotten on the Märklin models.

The class 110 and 140 standard design electric locomotives are represented by two other new models in the program. A blue 110 with a squared off locomotive body, five lights at each end, a continuous rain gutter, and high-efficiency vents represents the locomotive as it looked around 1974. This locomotive is joined by a green model of the class 140 as it looked around 1972. The standard design type program set down in 1954 by the DB for electric locomotives is

now being realized for the "big Märklin". The class 110 can be used to pull express and fast trains in the future. Light to medium freight trains are now a domain of the 140. It is almost identical to the 110; only the gearing was changed and electric brakes were not installed as a regular feature.

1 Scale
Gauge 45 mm / 1-3/4"
Scale 1:32



"Freight Train" Digital Starter Set

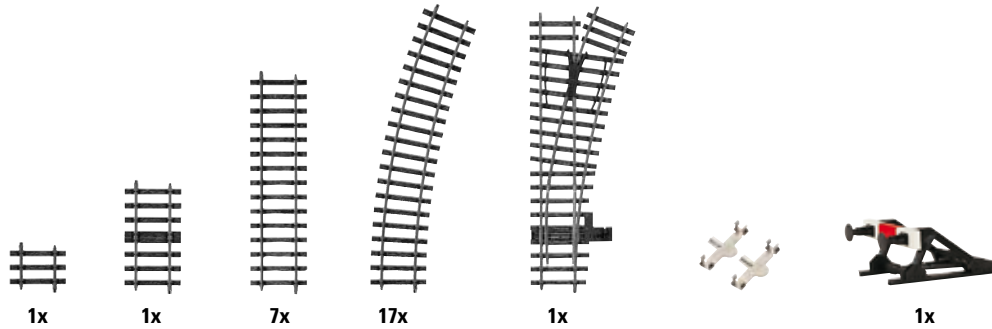
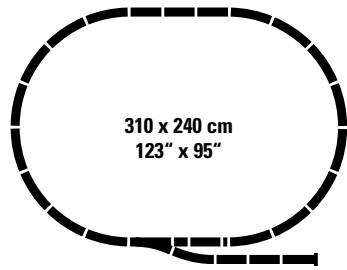


55028 "Freight Train" Digital Starter Set.

Prototype: German Federal Railroad (DB) branch line freight train: class 89.70-75 tank locomotive, type X 05 low side car, type Omm 55 gondola, type Gmms 44 boxcar.

Model: The locomotive has a body and frame constructed mostly of metal. It has an mfx digital decoder with controlled high-efficiency propulsion, a smoke generator, and extensive sound functions. The locomotive can be run with AC power, DC power, or Märklin Digital. 3 axles powered. Traction tires. The headlights and the smoke generator will work in conventional operation and can be controlled digitally. Locomotive length over the buffers 26.8 cm / 10-9/16". The boxcar has sliding doors that can be opened. Total length of the cars 90.0 cm / 35-7/16".

Contents: 7 no. 5903 straight track, 1 no. 5916 and 1 no. 5917 straight track. 17 no. 5935 curved track, one no. 5977 right turnout (without the additional adjustment section) as well as 1 track bumper. 230 volt / 36 VA switched mode power pack. 60653 Mobile Station digital controller. 60112 digital connector box. Hardware for electrical connections and track clips. Required space for the track layout is about 310 x 240 cm / 123" x 95".



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





Class V 100 Diesel Locomotive



55728 Diesel Locomotive.
Prototype: German Federal Railroad (DB) class V 100.20 diesel hydraulic general-purpose locomotive.

Model: All of the axles are powered. Traction tires. The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. The locomotive can be operated with AC power, DC power, Märklin Digital, and DCC. The headlights will work in conventional operation and can be controlled digitally. The doors can be opened. The minimum radius for operation is 1,020 mm / 40-1/8". Length over the buffers 38.4 cm / 15-1/8".

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Air Pump		x	x	x
Sound of Couplers Engaging		x	x	x



58357

58208

55728

Freight Cars



58208 Gondola.

Prototype: German Federal Railroad (DB) type Omm 55 high side gondola.

Model: The body is mounted on a standard frame with truss rods. The minimum radius for operation is 600 mm / 23-5/8".

Length over the buffers 31.5 cm / 12-3/8".



58357 Bulk Freight Hopper Car.

Prototype: German Federal Railroad (DB) type Fad-50 high capacity hopper car. Used for unit trains for transporting bulk freight such as coal, coke, and ore.

Model: The unloading hatches on the sides of the cars can be opened. The minimum radius for operation is 1,020 mm / 40-1/8".

Length over the buffers 37.0 cm / 14-9/16".



Class VT 98/VS 98 Rail Bus



55099 Rail Bus with a Control Car.

Prototype: German Federal Railroad (DB) class VT 98.9 and VS 98.0 (motor car and control car).

Model: The VT 98.9 motor car has 2 motors and details suggesting cardan shaft drive. It also has an mfx digital decoder, controlled high-efficiency propulsion, and

extensive sound functions. It can be operated with AC power, DC power, Märklin Digital, and DCC. The triple headlights change over with the direction of travel. The headlights and the interior lighting will work in conventional operation and can be controlled digitally. The motor car has a detailed interior. The VS 98.0 control car

has headlights at one end that change over with the direction of travel. It also has many separately applied details. The minimum radius for operation is 1,020 mm / 40-1/8". Length over the buffers 89.0 cm / 35".



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

50 Years of the "Rheingold"



55010 Electric Locomotive.

Prototype: German Federal Railroad (DB) class E 10.12. Express locomotive as a temporary "Rheingold" locomotive with a squared off body, 5 headlights / marker lights, continuous rain gutter, and high-efficiency vents. Cobalt blue / beige basic paint scheme. The locomotive looks as did it in the early part of 1962.

Model: The frame and the truck frames are constructed of metal. The superstructure is constructed mostly of metal. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions. It can be operated with AC power, DC power, Märklin Digital, and DCC. The locomotive has a powerful, centrally mounted motor and drives all

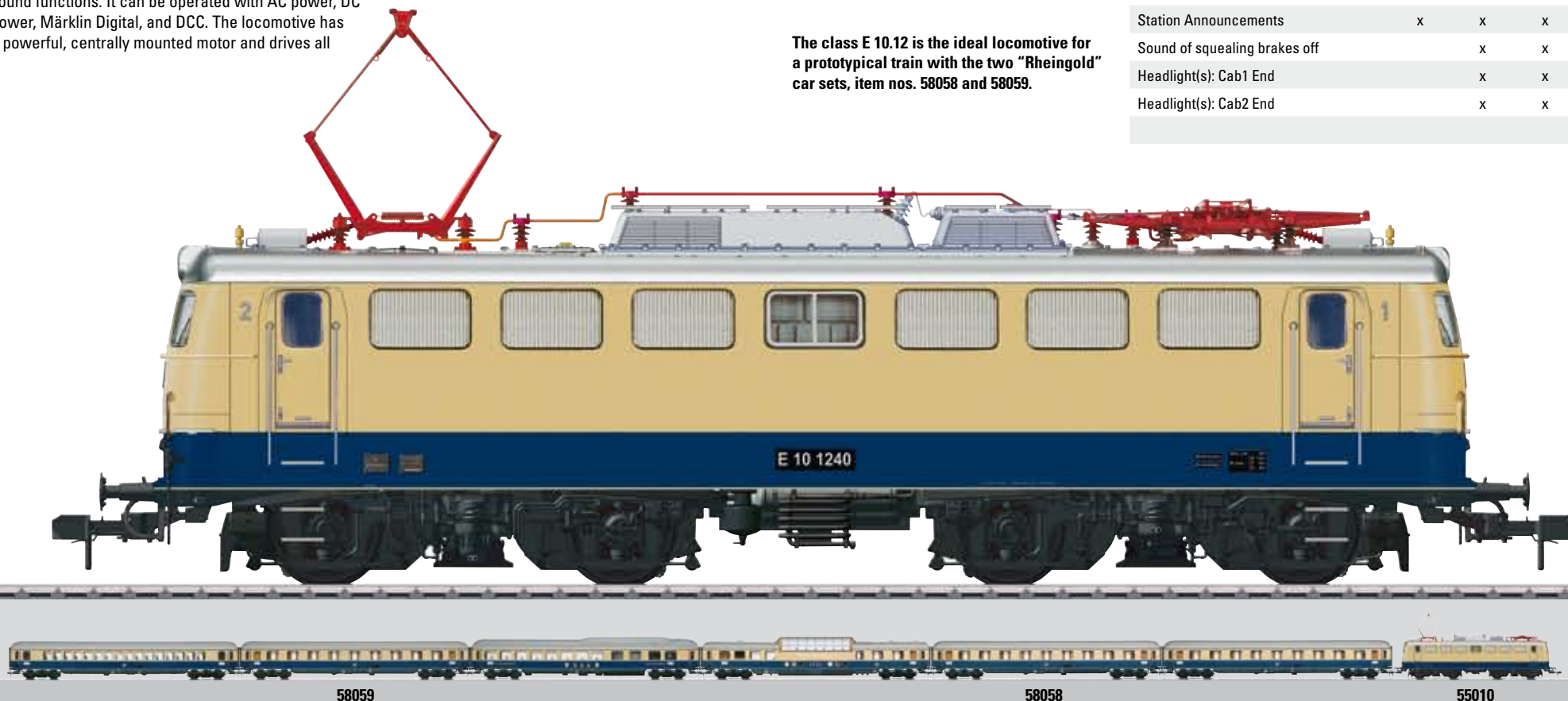
of the axles in both trucks by means of cardan shafts. The white headlights and red marker lights are LEDs. They will work in conventional operation and can be controlled digitally. White LED lights are on in the engineer's cab at the front of the locomotive, depending on the direction of travel. The doors for the engineer's cab can be opened. The cabs have interior details and Engineer's Cab 1 has a figure of a locomotive engineer. There are metal grab irons and many other separately applied details: Locomotive and DB sign plates, wind-shield wipers, a whistle and buffer beams with sprung

buffers and separately applied brake lines. The locomotive comes from the factory with claw couplers mounted on it; they can be replaced by 2 reproduction prototype couplers that are included with the locomotive. The minimum radius for operation is 1,020 mm / 40-1/8". Length over the buffers 51.5 cm / 20-1/4".

- **Completely new tooling.**
- **50 Years of the modern "Rheingold" train, 1962 – 2012.**

The class E 10.12 is the ideal locomotive for a prototypical train with the two "Rheingold" car sets, item nos. 58058 and 58059.

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

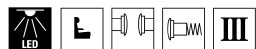


58059

58058

55010

50 Years of the "Rheingold"



58058 "Rheingold 1962" Express Train Passenger Car Set.

Prototype: German Federal Railroad (DB) express train passenger cars painted and lettered for the TEE. 2 German Federal Railroad (DB) type Avüm 111 compartment cars, 1st class. Special design for long distance express service, version with a rounded roof. 1 German Federal Railroad (DB) type ADüm vista dome car. 2 small compartments, 1st class, a large, raised panorama compartment, service areas beneath it. Special design for long distance express service, version with a rounded roof. Glass dome with 8 side windows. Paint scheme for the "Rheingold" of 1962.

Model: These express train passenger cars look as they did around 1962. The roof shapes, side walls, underbodies, and skirting are specific to the type of car. The trucks are Minden-Deutz designs with brake shoes and magnet rail brakes and separately applied generators. The car roofs can be removed from the cars. These four-axle express train passenger cars are not available separately. All of the cars have detailed interiors and built-in interior lighting. The cars have guide mechanisms for the couplers in order to provide close-coupled car spacing. Reproduction prototype couplers can be installed on the cars. The minimum radius for operation is 1,020 mm / 40-3/16".

Total length over the buffers 225.0 cm / 88-9/16".

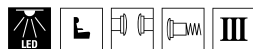
One-time series.

The class E 10.12 electric locomotive, item no. 55010, is precisely the right motive power for these "Rheingold" cars. Three other "Rheingold" can be found under item no. 58059.





50 Years of the "Rheingold"



58059 "Rheingold 1962" Express Train Passenger Car Set.

Prototype: 1 DSG type WR4üm-62 dining car. 2 dining areas, galley, clean-up area, buffet, and crew compartment. Special design for long distance express service with a service area on two levels, version with rounded roof ends and a raised roof over the galley ("hump-backed dining car"). 1 German Federal Railroad (DB) type Av4üm-62 compartment car. 1st class. Special design for long distance express service, version with rounded roof ends. 1 German Federal Railroad (DB) type Ap4üm-62 open seating car. 1st class. Special design for long distance express service, version with rounded roof ends. Paint scheme for the "Rheingold" of 1962.

Model: These express train passenger cars look as they did around 1962. The roof shapes, side walls, underbodies, and skirting are specific to the type of car. The trucks are Minden-Deutz designs with brake shoes and magnet rail brakes and separately applied generators. The car roofs can be removed from the cars. These four-axle express train passenger cars are not available separately. All of the cars have detailed interiors and built-in interior lighting. The humped back dining car also has working table lamps. The cars have guide mechanisms for the couplers in order to provide close-coupled car spacing. Reproduction prototype couplers can be installed on the cars. The minimum radius for operation is 1,020 mm / 40-3/16".

Total length over the buffers 225.0 cm / 88-9/16".

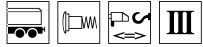
One-time series.

The class E 10.12 electric locomotive, item no. 55010, is precisely the right motive power for these "Rheingold" cars. Three other "Rheingold" can be found under item no. 58058.





Freight Cars



58684 Boxcar.

Prototype: German Federal Railroad (DB) type Gmrs 30 boxcar.

Model: The main frame is constructed of metal. The car structure and numerous separately applied parts such as the grab irons, steps, and sliding door latches are made of high quality plastic. The doors can be opened. The minimum radius for operation is 600 mm / 23-5/8". Length over the buffers 28.5 cm / 11-1/4".

Available 2013.



58504 Pair of Gondolas with Roofs with Hinged Hatches.

Prototype: German Federal Railroad (DB) type KK 15 pair of gondolas with roofs with hinged hatches. Version with and without a brakeman's platform.

Model: Both cars have lettering indicating that they are belong together as a pair. They are permanently coupled together as in the prototype. The hinged hatches can be

opened individually. Both cars are weathered realistically. The minimum radius for operation is 600 mm / 23-5/8". Length over the buffers 44.3 cm / 17-7/16".



Class 110 Electric Locomotive



55011 Electric Locomotive.

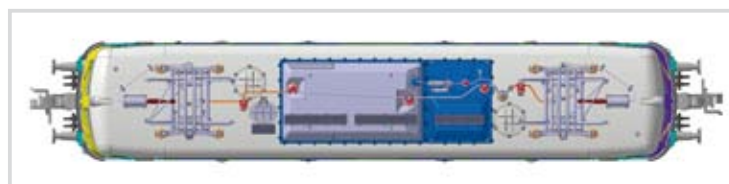
Prototype: German Federal Railroad (DB) class 110. Express locomotive with a squared off body, 5 headlights / marker lights, continuous rain gutter, and high-efficiency vents. Cobalt blue basic paint scheme. The locomotive looks as did it around 1974.

Model: The frame and the truck frames are constructed of metal. The superstructure is constructed mostly of metal. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions. It can be operated with AC power, DC power, Märklin Digital, and DCC. The locomotive has a power-

ful, centrally mounted motor and drives all of the axles in both trucks by means of cardan shafts. The white headlights and red marker lights are LEDs. They will work in conventional operation and can be controlled digitally. White LED lights are on in the engineer's cab at the front of the locomotive, depending on the direction of travel. The doors for the engineer's cab can be opened. The cabs have interior details and Engineer's Cab 1 has a figure of a locomotive engineer. There are metal grab irons and many other separately applied details: DB sign plates, antenna, windshield wipers, a whistle and buffer beams with sprung buffers and separately applied brake

lines. The locomotive comes from the factory with claw couplers mounted on it; they can be replaced by 2 reproduction prototype couplers that are included with the locomotive. The minimum radius for operation is 1,020 mm / 40-1/8". Length over the buffers 51.5 cm / 20-1/4".

- **Completely new tooling.**



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

Class 140 Electric Locomotive



55013 Electric Locomotive.

Prototype: German Federal Railroad (DB) class 140. Freight locomotive with a squared off body, 5 head-lights / marker lights, continuous rain gutter, and high-efficiency vents. Chrome oxide green basic paint scheme. The locomotive looks as did it around 1972.

Model: The frame and the truck frames are constructed of metal. The superstructure is constructed mostly of metal. The locomotive has an mfx digital decoder, controlled high-efficiency propulsion, and extensive sound functions. It can be operated with AC power, DC power, Märklin Digital, and DCC. The locomotive has a powerful, centrally mounted motor and drives all of the axles in both trucks by means of cardan shafts. The white head-lights and red marker lights are LEDs. They will work in conventional operation and can be controlled digitally. White LED lights are on in the engineer's cab at the front of the locomotive, depending on the direction of travel. The doors for the engineer's

cab can be opened. The cabs have interior details and Engineer's Cab 1 has a figure of a locomotive engineer. There are metal grab irons and many other separately applied details: DB sign plates, antenna, windshield wipers, a whistle and buffer beams with sprung buffers and separately applied brake lines. The locomotive comes from the factory with claw couplers mounted on it; they can be replaced by 2 reproduction prototype couplers that are included with the locomotive. The minimum radius for operation is 1,020 mm / 40-1/8". Length over the buffers 51.5 cm / 20-1/4".

- **Completely new tooling.**



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





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"Köf III" Small Diesel Locomotive



55333 Small Diesel Locomotive.

Prototype: German Federal Railroad (DB) class 335 (Köf III) diesel hydraulic switch engine. Version with front vents, radio control, and automatic couplers for switching.

Model: The locomotive is constructed of metal with separately applied plastic parts. 2 axles powered. The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. The locomotive can be operated with AC power, DC power, Märklin Digital, and DCC. The headlights will work in conventional operation and can be controlled digitally. Minimum radius for operation 600 mm / 23-5/8". Length over the buffers 25.2 cm / 9-7/8".

One-time series.

Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Telex coupler on the front	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Warning Sound	x	x	x	x
Telex coupler on the rear	x	x	x	x
Sound of squealing brakes off		x	x	x
Rear Headlights off		x	x	x
Front Headlights off		x	x	x
Direct control		x	x	x
Sound of Couplers Engaging			x	x
"Switcher Double "A" Light"			x	x



Freight Cars



58221 Gondola.

Prototype: German Federal Railroad (DB) type E 037 high side gondola.

Model: The frame and car body are made of high quality plastic with numerous separately applied parts (brake rigging, grab irons, steps, etc.). The car has a load insert with a layer of real coal. The car has authentic weathering on its upper area. The minimum radius for operation is 600 mm / 23-5/8".

Length over the buffers 31.3 cm / 12-5/16".

Available 2013.



58251 Sliding Roof Car.

Prototype: German Federal Railroad (DB) type Tms 851 sliding roof car with a brakeman's platform.

Model: The frame and car body are made of high quality plastic with numerous separately applied parts (brake rigging, ladders, railings, grab irons, steps, etc.). The minimum radius for operation is 600 mm / 23-5/8".

Length over the buffers 33.5 cm / 13-3/16".

Available 2013.



Freight Cars



58331 Sliding Roof / Sliding Wall Boxcar.

Prototype: German Federal Railroad (DB) type Tims 858 sliding roof / sliding wall boxcar with a brakeman's platform.

Model: The frame and car body are made of high quality plastic with numerous separately applied parts (brake rigging, ladders, railings, grab irons, steps, etc.). The minimum radius for operation is 600 mm / 23-5/8". Length over the buffers 33.5 cm / 13-3/16".

Available 2013.



58613 Powdered Freight Silo Container Car.

Prototype: German Federal Railroad (DB) type Ucs 909 powdered freight silo container car.

Model: The main frame is constructed of metal. The buffer sleeves, grab irons, and railings are made of brass. The car superstructures and numerous separately applied details are made of high quality plastic. The minimum radius for operation is 600 mm / 23-5/8". Length over the buffers 26.5 cm / 10-7/16".

Freight Service



55729 Diesel Locomotive.

Prototype: German Railroad, Inc. (DB AG), DB CARGO business area, class 212 diesel hydraulic general-purpose locomotive. Version in “traffic red” paint scheme. The locomotive looks as it did around 2002.

Model: All of the axles are powered. Traction tires. The locomotive has an mfx digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. The locomotive can be operated with AC power, DC power, Märklin Digital, and DCC. The

headlights will work in conventional operation and can be controlled digitally. The doors can be opened. The minimum radius for operation is 1,020 mm / 40-1/8”. Length over the buffers 38.4 cm / 15-1/8”.



Digital Functions	Control Unit	Mobile Station	Mobile Station 2	Central Station
Headlight(s)	x	x	x	x
Diesel locomotive op. sounds	x	x	x	x
Horn	x	x	x	x
Direct control	x	x	x	x
Sound of squealing brakes off		x	x	x
Air Pump		x	x	x
Sound of Couplers Engaging		x	x	x



58354 Bulk Freight Hopper Car.

Prototype: German Railroad, Inc. (DB AG) type Fals 175 high capacity hopper car. Used for unit trains for transporting bulk freight such as coal, coke, and ore.

Model: The unloading hatches on the sides of the cars can be opened. The minimum radius for operation is 1,020 mm / 40-1/8”. Length over the buffers 37.0 cm / 14-9/16”.



58354

55729

Märklin Insider Club

Get on board and get in on the action faster as a **Märklin Insider**.

Benefit from the many advantages and extras we give our club members. All of the club services included in the annual membership dues for the Märklin Insider Club are described on this page. In addition, Märklin brings out exclusive models that are reserved for club members only.

It's quite easy to become a member in the Märklin Insider Club:

Just fill out the membership form (for example: at our web site www.maerklin.com) and send it to us.

Märklin-Kundenclubs

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 129.90, US 109.00 (status as of 2012), including the annual car, an annual chronicle, a year's subscription to the Märklin Magazine, the catalog, the Club News, etc.



The Club services at a glance:

✗ All 6 issues of the Märklin Magazine

The leading magazine for model railroaders! Existing subscriptions can be carried over. The current subscription price of Euro 30.00 is included in your membership dues.

✗ The Insider Club News 6 times a year

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

✗ Exclusive Club Models

Your membership in the Insider Club entitles you to purchase exclusive models specially developed and produced for you. The lasting value of these Club models is underscored with a certificate.

✗ Annual Club Car

The attractive annual car, either in H0 Gauge or Z Gauge, is only available for you as a Club member. You can look forward to different models every year.

✗ The annual chronicle 2 times a year

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

✗ The Catalog

Club members receive free the main catalog that comes out every year. It can be picked up at your authorized dealer by giving him a coupon sent to you.

✗ Insider Club Card

Your personal club card (it has a new design every year) identifies you as a club member and gives you many advantages. You'll receive savings on tickets to enter many museums, shows, and musicals (in Germany and certain other parts of Europe) among other things.



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

The services listed here are for 2012. We reserve the right to make changes.

märklin
H0



48162 H0 Insider Annual Car for 2012.

Prototype: Acid transport car with a brakeman's platform. Privately owned car lettered for the firm Firma Degussa, Rheinfelden plant (Baden), used on the German Federal Railroad (DB). The car looks as it did at the end of the Fifties.

Model: The car has detailed, finely constructed frameworks of braced timbers. The car is loaded with acid containers.

Length over the buffers 11.3 cm / 4-7/16".
DC wheel set 2 x 700580.

One-time series in 2012 only for Märklin Insider members.



märklin
Z



80322 Z Gauge Insider Annual Car for 2012.

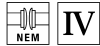
Prototype: German Federal Railroad (DB) type Vh 14 association design livestock car.

Model: This is new tooling for the type Vh 14 livestock car. The car body is made of plastic and is lettered prototypically.
Length over the buffers approximately 40 mm / 1-9/16".

One-time series in 2012 only for Märklin Insider members.



Museum Car



48112 H0 Museum Car Set for 2012.

Prototype: German Federal Railroad (DB) type Kklm 433 stake car. Loaded with freight under a tarp cover for the firm "Mink Bürsten" Göppingen-Jebenhausen. Magirus curved hood truck with a flatbed and a tarp lettered for the firm "Mink Bürsten".

Model: The car has many separately applied details. The tarp cover is lettered "Mink Bürsten" and the truck model is constructed of metal. Length over the buffers 14.9 cm / 5-7/8". Length of the truck model 8.2 cm / 3-1/4".

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



80023 Z Museum Car Set for 2012.

Prototype: German Federal Railroad (DB) stake car loaded with a 20 foot container lettered for the firm "Mink Bürsten" Göppingen-Jebenhausen. VW bus with a flatbed and a lettered tarp as a delivery vehicle.

Model: Length over the buffers 56 mm / 2-3/16". The VW bus is constructed of metal, comes in a realistic paint scheme, and has a removable lettered tarp.

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

This car set comes packaged in an extensively imprinted tin container.



58499 1 Gauge Museum Car for 2012.

Prototype: German Federal Railroad (DB) type Kklm 431 stake car. Loaded with a transport crate and freight under a tarp cover for the firm "Mink Bürsten" Göppingen-Jebenhausen.

Model: The car has a brakeman's platform and a brake handle that can be turned. It also has many separately applied details. The tarp cover is lettered "Mink Bürsten" and the transport crate is made of real wood. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 37.5 cm / 14-3/4".

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



Märklin Direct Service.

The authorized Märklin dealer is your contact for repairs and conversions from analog to digital. We can do conversions in our repair department in Göppingen for dealers without their own service department as well as for consumers. After the model has been examined, you will receive a cost quotation including details of the work to be done and the cost for reliable shipping. If you would personally like to drop off and pick up models in Göppingen, please see our Service Point at the Märklin World of Adventure.

Hours of operation at the Service Point

in the Märklin World of Adventure, Reutlinger Straße 2, Göppingen, Germany:
Monday through Saturday from 10:00 AM to 6:00 PM

Geb. Märklin & Cie. GmbH

Reparaturservice

Stuttgarter Straße 55-57

D-73033 Göppingen

Telephone: +49 (0) 7161/608-222

Fax: +49 (0) 7161/608-225

E-mail: service@maerklin.de

Manufacturer's Warranty.

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

General Notes.

Märklin products adhere to the European Safety Guidelines (EC Standards) for toys. If you are going to enjoy these products with the highest possible level of safety, it is assumed that you will use the individual products in accordance with these guidelines. Instructions for the correct hookup and handling are therefore given in the instruction manuals accompanying the products. These instructions must be followed. We recommend that parents discuss the operating instructions with their children before the products are used for the first time. This will guarantee many years of safe enjoyment with your model railroad.

Some important items of general importance are summarized below.

Connections for Track Layouts.

Use only Märklin switched mode power packs for operating our model trains (applies only to Europe; normal transformers are still sold in North America). Use only switched mode power packs from the current product program, since these switched mode power packs conform to the current safety standards and approval guidelines. Please install additional feeder wires every 2-3 meters / approximately 6 - 10 feet. Pay close attention to the guidelines in the instructions for use. Switched mode power packs are not toys. They are used to supply power to a model railroad layout.

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



Please note the information about age limits and warnings in the index to the item numbers.

Important Service Information

Germany

Service Center

Spare parts information, questions about technology and products, questions about repair orders

(Mondays through Fridays 10:00 AM – 6:30 PM)

Telephone: +49 (0) 7161/608-222

Fax: +49 (0) 7161/608-225

E-mail: service@maerklin.de

Netherlands

Technical Hotline

Mondays through Thursdays: 9:00 AM – 1:00 PM and 1:30 PM – 5:00 PM

Contact Person: G. Keuterman

Telephone: +31 (0) 74 - 2664044

E-mail: info@Keuterman.nl

Switzerland, France, Italy

Technical Hotline

Tuesdays, Thursdays and Saturdays from 2:00 PM – 6:00 PM

Contact Person: Alexander Stelzer

Telephone: +41 (0) 56/667 3663

Fax: +41 (0) 56/667 4664

E-mail: service@maerklin.ch

Belgium

Technical Hotline

Mondays from 8:00 PM to 10:00 PM

Sundays from 10:00 AM to 12:00 PM

Contact Person: Hans Van Den Berge

Telephone: +32 (0) 9 245 47 56

E-mail: customerservice@marklin.be

USA

Technical Hotline

Contact Person: Dr. Tom Catherall

Telephone: 801-367-1042

E-mail: tom@marklin.com

Repair Service / Warranty

Contact Person: Ken Brzenk

WK Walthers, Inc.

5601 W. Florist Ave.

Milwaukee, WI 53218, USA

Telephone: 414-918-7304

Fax: 414-527-4423

E-mail: KenB@walthers.com

Hours of operation

Mondays through Fridays 7:30 AM – 12:00 Noon and 1:00 PM – 4:00 PM

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▲ 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.

Explanation of Symbols

	Metal locomotive frame.		Universal locomotive with a Delta electronic circuit. Operation can be done with a Märklin transformer, with the Märklin Delta System, with the Märklin Digital System (Motorola format), and with Märklin Systems.		Built-in sound effects circuit.		Triple headlights and a red marker light that change over with the direction of travel.
	Metal frame and mostly metal locomotive body.		Digital locomotives or digital device for the Märklin Digital System (Motorola format).		Single headlight at the front.		Triple headlights and a white marker light that change over with the direction of travel.
	Locomotive body chiefly made of metal.		Digital locomotive with high-efficiency propulsion. Adjustable maximum speed and acceleration/braking delay. Special motor with electronically supported load compensation or compact can motor with a bell-shaped armature. Operation can be done with a Märklin transformer, with the Märklin Delta System, with the Märklin Digital System (Motorola format), and with Märklin Systems. 1 controllable auxiliary function (function) in digital operation.		Single headlights that change over with the direction of travel.		Built-in interior lighting.
	Metal frame and locomotive body.		Digital decoder with additional, digitally controlled functions (f1, f2, f3 or f4) when operated with the 6021 Control Unit . The functions present depend on how the locomotive is equipped. Standard function (function) active during conventional operation.		Dual headlights at the front.		Interior lighting can be installed (example: with 7330).
	Metal car frame.		Digital decoder with up to 9 digitally controlled functions when operated with the 60652/60653 Mobile Station . Up to 5 functions when operated with the 6021 Control Unit . Up to 16 functions when operated with the 60212/60213/60214/60215 Central Station . The functions depend on how the locomotive is equipped.		Dual headlights front and rear.		Built-in LED interior lighting.
	Metal car frame and body.		Locomotive with controlled, adjustable C Sine propulsion. Operation can be done with a Märklin transformer, with the Märklin Delta System, with the Märklin Digital System (Motorola format), and with Märklin Systems.		Dual headlights that change over with the direction of travel.		LED interior lighting can be installed.
	Car body chiefly made of metal.		Locomotive with controlled, adjustable Softdrive Sine propulsion. Operation can be done with a Märklin transformer, with the Märklin Delta System, with the Märklin Digital System (Motorola format), and with Märklin Systems.		Triple headlights at the front.		Märklin exclusive special model – produced in a one-time series. The Märklin-Händler-Initiative / Märklin Dealer Initiative is an international association of medium size toy and model railroad specialty dealers (MHI INTERNATIONAL).
	Märklin close couplers with pivot point.		Locomotive with 5-pole motor.		Triple headlights front and rear.		Era I (1835 to 1925)
	Märklin close couplers in standard pocket with pivot point.				Triple headlights that change over with the direction of the travel.		Era II (1925 to 1945)
	Märklin close couplers in standard pocket with guide mechanism.				Triple white headlights in front, dual lights at the rear, each change with the direction of travel.		Era III (1945 to 1970)
	Lokomotive/car has sprung buffers.				Four-light headlights that change over with the direction of travel.		Era IV (1970 to 1990)
	Automatic claw couplers can be replaced with reproduction prototype couplers.				One red marker light.		Era V (1990-2006)
	Plug-in base for easy installation and removal.				Dual red marker lights.		Era VI (2006 to the present)
	Built-in interior details.				Dual headlights and dual red marker lights that change over with the direction of travel.		
	Power supply can be switched to operate from catenary.				Triple headlights and two red marker lights that change over with the direction of travel.		

märklin

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