

## Summer New Items 2025





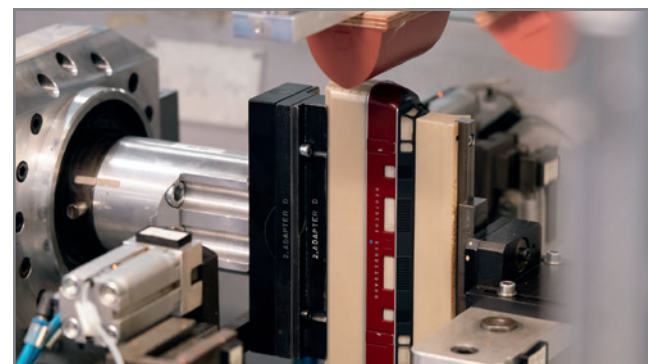


## Made by Märklin

Märklin products originate from the first thoughts to the final regular production model under the assumption of in-house quality standards. Here our branded products combine the most faithful modelling of reality possible with the best possible technical realization of the model. We reach this thanks to defined quality standards and a clear testing process combined with a networked production process with its

center in Göppingen, where all the threads come together. It is no coincidence that Märklin keeps getting awards in constant succession from specialist committees and passes the quality management system test according to ISO Standard 9001.

Our quality standards have gone for many years even further because we find that sustainable production should also be an assumption in the production of branded items. We thus emphasize environmentally friendly materials, DIN-tested raw materials, and the focus is on sustainability. In addition, we invest continuously in themes of building insulation, power generation (cogeneration units), photovoltaic installations, and a modern power and resource efficient machinery installation thus allowing the company to work more efficiently in terms of power.



## Editorial

### Dear Märklin Fans,

Clever minds recommend a certain caution when dealing with superlatives, since it is never known what might still be possible in the future. There are moments however in which you simply can't exist without them – and one such moment is revealed in these summer new items. It might be the "Schorsch" in its version with a redesigned boiler, the class 217 locomotive icon in the classic DB old red, the class VT 18.16 as it currently looks after being restored, or the grandiose "EDELWEISS" in our royal class of 1 Gauge. These models are by themselves models of desire. The stage show of our AC/DC locomotive with its accompanying cars is charged with power. All in the same "Used Look" achieved by hand and ready for a hard rock appearance they will immerse your model railroad layout in another light.

A presentation of extra class is the special design "100 Years of the Class 01" in these summer new items, realized on a class 101 in Z and H0 Gauges. Here the models show an imprint of the sides of driving wheels the height of a man. Take a look on pages 6 and 36 and don't be surprised if a real life DB locomotive is soon joining in with the anniversary song.

This has been just a few of the colorfully mixed model sets for all the summer new items for 2025. Be ready for surprises.

### Your Märklin Team

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### Look for our new pictogram:



Buffer capacitor included to bridge over short areas without current







# The German Crocodile



## 39994 Class 194 Electric Locomotive

**Prototype:** German Federal Railroad (DB) class 194 heavy electric freight locomotive. Ocean blue / ivory basic paint scheme. Locomotive road number 194 178-0. The locomotive looks as it did around 1980.

**Model:** The locomotive has an mfx+ digital decoder and extensive sound functions. It has controlled high efficiency propulsion with a flywheel, centrally mounted. Drive mounted on two axles in each truck. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately. When the headlights at both ends are off, then the double "A" light function is on. An oncoming train light changes over with the direction of travel and can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. There is a buffer capacitor. The locomotive has separately applied grab irons. The interior details of the cabs and engine room are done in relief. There is a figure of an engineer seated in Cab 1. The locomotive is lightly weathered. Brake hoses and prototype coupler imitations are included for separate installation on the locomotive. A postcard with an image of the locomotive is also included. Length over the buffers 21.4 cm / 8-3/8".

One-time series.

Figure of locomotive engineer in Cab 1

Cab lighting digitally controlled

Road number 194 178-0  
lightly weathered

Postcard of the locomotive from its period of operation included



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

Prototype tooling changes in the area of the roof, the center body, and the hoods

Many separately applied details such as the digitally controlled approach lamp



**mhi**  
märklin Händler-Initiative





## 48480 VTG and Eva Pressurized Gas Tank Car Set

**Prototype:** Five 4-axle pressurized gas tank cars with and without heat shields. Privately owned cars for VTG, the United Tank Storage and Transport Service, Inc., Hamburg, Germany, with heat shields. Privately owned cars for Eva, Railroad Transport Service, Inc., Düsseldorf, Germany, without heat shields. The cars look as they did around 1984.

**Model:** All the cars have Minden-Siegen type trucks. The partially open frames are detailed and many separately applied details. There are versions with and without heat shields. Three pressurized gas tank cars are lightly weathered, and two cars are not weathered. The cars have different car numbers. All the cars are individually packaged and there is a master package.

Length over the buffers per car approximately 18 cm / 7-1/16".  
DC wheelset E700580.

One-time series.

*5 cars in the set,  
3 of them weathered*

**mhi**  
märklin Händler-Initiative

The tank cars are  
detailed and modelled  
with many individual details



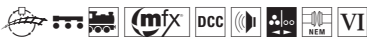
48480

39994

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club). The warranty terms and a current explanation of the symbols can be found on the Internet at [www.maerklin.de](http://www.maerklin.de)



# For the Anniversary



## 39479 Class 101 Electric Locomotive

**Prototype:** German Railroad, Inc. (DB AG) class 101 express locomotive. Promotional design “100 Jahre BR 01” (“100 Years of the Class 01”). The locomotive looks as it currently does in 2025. Soon to be in operation in real life.

**Model:** The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Long-distance headlights can be controlled separately. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are turned off at both ends, the double “A” light function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. There is a buffer capacitor for bridging over short areas without current. The couplers have close coupler guide mechanisms. Length over the buffers 21.9 cm / 8-5/8”.

### Highlights:

- **Attractive design for the 100th anniversary of the Class 01**
- **Centrally mounted motor, all 4 axles powered**
- **Cab lighting**
- **Couplers with close coupler guides**
- **mfx+ digital decoder**
- **Buffer capacitor included to bridge over short areas without current**

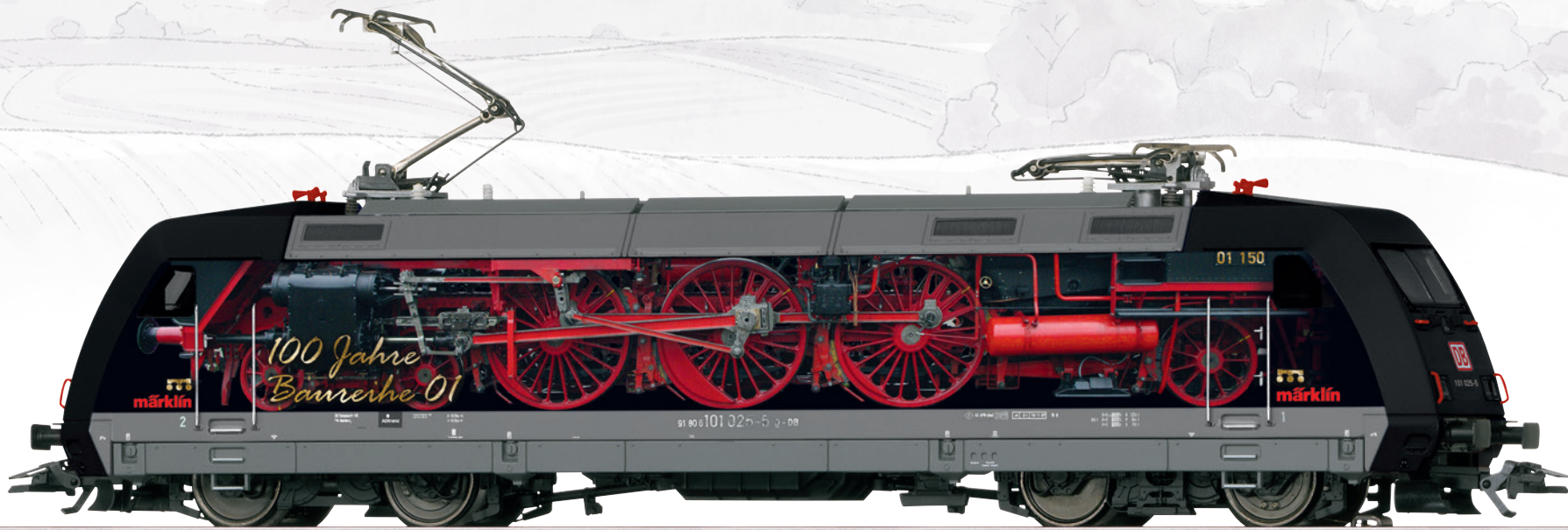
One-time series.

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Sanding
Long distance headlights						SIFA warning sound
Electric locomotive op. sounds						Switching range + switching light
Horn						Sound of Couplers Engaging
Direct control						Sound of uncoupling
Engineer's cab lighting						Pantograph Sounds
Headlight(s): Cab2 End						
High Pitch Horn						
Headlight(s): Cab1 End						
Sound of squealing brakes off						
Station Announcements						
Conductor's Whistle						
Blower motors						
Compressor						
Letting off Air						
Switching maneuver						

**TRIX**

This model can be found in the Trix H0 assortment under item number 25479.

*This design is also in operation in real life*







### 46384 Type GI 22 Freight Car

**Prototype:** Type GI 22 boxcar, former Interchange Design GI "Dresden". Short version without a handbrake, brakeman's platform, and without end wall doors. Privately owned car for the firm Haribo, Inc., Bonn, Germany. Used on the German Federal Railroad (DB). Advertising theme included. The car looks as it did around 1959.

**Model:** The car has truss rods and additional step boards beneath the sliding doors. Length over the buffers 13.9 cm / 5-1/2". DC wheelset E700580.

One-time series.



*Second car of the three-part series  
Design with attractive advertising theme*

First car in the 3-part special series



48900 Refrigerator Car with a Brakeman's Cab



This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club). The warranty terms and a current explanation of the symbols can be found on the Internet at [www.maerklin.de](http://www.maerklin.de)



The German State Railroad (DR) of the GDR steam locomotive, road number 18 314, called subsequently the “Schorsch”, had an unusual, even exceptional life story. Placed into service in 1919 as a Baden class “IV h” “High Stepper” it was acquired by the DRG as road number 18 314. After the end of World War II, it was swapped for a class S 3/6 in the Soviet Zone, where the later VES-M Halle urgently needed a fast four-cylinder compound steam locomotive for experimental runs. It was equipped in 1960 for faster running with a reconstruction boiler, partial streamlining, a new cab, and tender as well a green paint scheme. The final touch was its conversion to oil firing in 1967. At the end of 1971 it was put into storage and in 1984 it was sold to West Germany. Since 1986 it has been on permanent loan from the HEF as one of the highlights in the Sinsheim Automobile and Technology Museum.

Headlights correct for the era and that change over with the direction of travel, individually controlled according to their use

Factory-installed smoke unit with speed-dependent dynamic smoke exhaust

Cab lighting and running gear lights are digitally controlled

Built-in buffer capacitor



## 39029 Class 18.3 Steam Locomotive

**Prototype:** German State Railroad of the GDR (DR/GDR) express steam locomotive, road number 18 314, with oil firing and a type 2'2'T34 oil tender. Conversion version as the experimental locomotive of the VES-M Halle (Saale). Version with a rebuilt boiler and partial streamlining, based on the steam locomotive, road number 18 314 (former Baden class IV h). Witte smoke deflectors and inductive magnet on one side. The locomotive looks as it did around 1968.

**Model:** The locomotive has an mfx+ digital decoder and extensive sound functions. It also controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. There is a factory-installed smoke unit, speed-dependent dynamic smoke exhaust. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There are also two digitally controlled red lamps at the front of the locomotive. The cab lighting and the running gear lights can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. There is a buffer capacitor. There is a close coupling with a guide mechanism between the locomotive and the tender. There is a close coupler with a guide mechanism and an NEM pocket on the tender. The minimum radius for operation is 360 mm / 14-3/16". Streamlining without a wheel cutout for installation beneath the cab is included for large radius curves or a display case. Piston rod protective sleeves and brake hoses are also included. Length over the buffers 27.2 cm / 10-11/16".







© Erich Preuß, Eisenbahnstiftung

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Replenishing water
Smoke generator						Replenishing sand
Steam locomotive op. sounds						Sanding
Locomotive whistle						"Switcher Double "A" Light"
Direct control						Switching range + switching light
Sound of squealing brakes off						Generator Sounds
Engineer's cab lighting						Operating Sounds 2
Light Function1						Rail Joints
Running gear lights						Safety Valve
Air Pump						Sound of Couplers Engaging
Letting off Steam						
Water Pump						
Injectors						
Operating Sounds 1						
Whistle for switching maneuver						
Replenishing fuel						

**TRIX**

This model can be found in the Trix H0 assortment under item number 25029.

## The Baden "High Stepper" of the German State Railroad (DR)

This is a highly detailed model in an elegant dark green basic paint scheme with red wheels. Partial streamlining and oil firing as it was in use for VES/M Halle starting in 1968.

Smoke stack with Caledonian rim and a chromium ring



© Rudi Lehmann, Eisenbahnstiftung

Without an ash pan and with cable routing for oil-fired locomotives



# The German Wine Road by Rail



## 43188 "Deutsche Weinstraße / German Wine Road" Rebuild Pair of Passenger Cars

**Prototype:** A 3-axle pair of "Rebuild Cars", type WG3yge 835 as entertainment cars in beige / cobalt blue basic paint scheme with the lettering "Deutsche Weinstraße". German Federal Railroad (DB). The cars look as they did around 1982.

**Model:** Both cars include factory-installed LED interior lighting. Both 3-axle "Rebuild Cars" can be permanently coupled together with current-conducting drawbars. There are current-conducting close couplers at the two outer ends of the cars. Length over the buffers approximately 30.5 cm / 12".

*Factory-installed LED interior lighting*

*Both cars include current-conducting couplers*



**43189 "Deutsche Weinstraße / German Wine Road" Passenger Car Set**

This 3-axle rebuild pair of cars is intended as an addition to the "Deutsche Weinstraße" passenger car set under item number 43189. The current pickup for the car consist's interior lighting is done using the pickup shoe on the 4-axle passenger car from the 43189 passenger car set.



43188

43189

39215



# In the Era IV paint scheme



## 39274 Class 217 Diesel Locomotive



**Prototype:** German Federal Railroad class 217 diesel locomotive. Crimson basic paint scheme. Road number 217 018-1. The locomotive looks as it did starting in 1974.

**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 four axles powered. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. There is the Double "A" Light function. The cab lighting changes over with the direction of travel. The engine room lighting and the cab lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has a buffer capacitor. There are separately applied metal grab irons on the sides and ends of the locomotive. The buffer height conforms to the NEM. The locomotive has close couplers with guide mechanisms. Brake hoses and prototype couplers are included for installation on the locomotive.

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

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Opening cab door
Engineer's cab lighting						Operating sounds
Diesel locomotive op. sounds						Warning announcement
Horn						Replenishing diesel fuel
Direct control						Coupler sounds
Sound of squealing brakes off						Rail Joints
Engine room lighting						
Headlights locomotive end 2 off						
Switching range + switching light						
Whistle for switching maneuver						
Headlights locomotive end 1 off						
Blower motors						
Compressor						
Letting off Air						
Horn						
Sanding						

**TRIX**

This model can be found in the Trix H0 assortment under item number 22470.

*The first time at Märklin in the classic DB old red*

Frame and body  
constructed of die-cast zinc

Cab and engine room lighting  
digitally controlled

Built-in mfx+ decoder and buffer  
capacitor included

Buffer height conforms to the  
NEM and close couplers with  
guide mechanism





**Prototype:** German Railroad, Inc. (DB AG), Freight Service Area DB Cargo class 193 (Vectron). Road number 193 352. The locomotive looks as it did in 2024.

**Model:** The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" light function is on at both ends. Long-distance headlights and cab lighting can be controlled separately in digital operation. Control desk lighting can be controlled digitally. Switching lights for NL and CH and lights for running against traffic and in IT and CH can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. A buffer capacitor for bridging short areas without current is included. Brake hoses for separate installation on the locomotive are included. Length over the buffers approximately 21.9 cm / 8-5/8".

- Buffer capacitor included for bridging over short areas without current
- Control desk lighting digitally controlled
- Cab lighting digitally controlled
- Locomotive frame and body constructed of die-cast zinc
- Many separately applied details
- Numerous controllable light functions
- mfx+ digital decoder and extensive operation and sound functions included

Digital Functions	CU	MS	MS 2	CS1	CS2-3	
Headlight(s)						Blower motors
Engineer's cab lighting						Compressor
Electric locomotive op. sounds						Letting off Air
Low Pitch Horn						Sanding
Direct control						Opening cab door
Sound of squealing brakes off						Window
Headlight(s): Cab2 End						Windshield wiper sounds
High Pitch Horn						SIFA warning sound
Headlight(s): Cab1 End						Train control warning sound
Long distance headlights						Switching range + switching light
Control desk lighting						Sound of Couplers Engaging
Light Function – Dutch switching light						Sound of uncoupling
Light Function – Swiss switching light						Station Announcements
Whistle for switching maneuver						Sound of railroad crossing gates closing
Light funct. for oncoming train f. IT and DK						Sound of railroad crossing gates opening
Light Function – Swiss oncoming train light						

Switching lights in the NL and CH and wrong track lights in IT and the CH can be controlled separately in digital operation



47470

47470

47470

47470

39329





## 48740 Type Samms 710 Heavy-Duty Flat Car, CarMotion

**Prototype:** German Railroad, Inc. (DB AG) type Samms 710 six-axle heavy-duty flat car. Traffic red basic paint scheme. The car looks as it did starting in 2021.

**Model:** The frame is constructed of metal. There are many separately applied details. The car has special three-axle trucks. A separately applied hand wheel is included for setting the brakes. The car can be run with the Viessmann CarMotion units. Stakes and folded crossover plates are included as parts for separate installation. Length over the buffers 18.9 cm / 7-7/16". DC wheelset E700580.

### Highlights:

- Can be run with the Viessmann CarMotion units
- Frame constructed of metal
- Many separately applied details

Units for running the car on on and off ramps can be found in the assortment of the firm Viessmann Model Technology, Inc. [www.viessmann-modell.de](http://www.viessmann-modell.de)



## 47470 Type Sdggmrss 738 Double Pocket Car

**Prototype:** German Railroad, Inc. (DB AG) type Sdggmrss 738 (T3000e) 6-axle double pocket car with articulation. Modern flat car for combined load service. Traffic red basic paint scheme. Version with two side folding tie bars. The car looks as it did starting in 2013. Loaded with two curtain tarp semi rigs lettered for the freight forwarder DB Schenker.

**Model:** Both flat car halves are constructed of metal and are mounted to pivot on the middle truck. Side folding tie bars are installed at the factory. The cars can be folded for the transport of containers or interchangeable

bodies. There are many separately applied details such as crossover grills, steps, brake lines, and grab irons at the ends of the cars. The trucks are type Y25. The buffer height conforms to the NEM. There is a pocket for a jack, holders for high and low version kingpins, brakeman's steps, and an air tank for the ends of the cars are included separately as parts for installation on the cars. The cars are loaded with two curtain tarp semi rigs lettered for the freight forwarder DB Schenker. Length over the buffers approximately 39.3 cm / 15-1/2". DC wheelset E700580.

### Highlights:

- Reissue with a new car number for the pocket car
- Detailed construction mostly of metal
- Folding tie bars mounted and functional
- Many separately applied details
- Buffer height adheres to the NEM
- Loaded with two semi rigs

The class 186, 189, or 193 modern electric locomotives to go with this car can be found in the Märklin H0 assortment.

**Reissue**





# The VT 18.16 – a Train for Central Germany

Elegant, swift, and luxurious: The class Görlitz express powered rail car once stood for a new travel experience by rail. It was the showpiece of the GDR's German State Railroad, exuded international flair, and it filled more than railroaders with a great deal of pride. Three of these ivory/red stars of the rails have been preserved. Since 2003 there has not been an operational unit. These decorative trains have stood unprotected outdoors and slow decay has threatened. Then, former German State Railroad people and SVT fans agreed on a plan and established a non-profit corporation in 2019. Since then, much toil and expertise has been poured into the project of

producing a complete train in the old glamor and making it into a living legend that can be experienced. The project stands under the motto "A Train for Central Germany" and is intended to give expression to its connection with the Central German region. As the "Ambassador in Europe" this runner will harken back to the great time of luxurious international trains. Using the new Märklin model, take a trip in an era when streamlined express powered rail cars such as the SVT Görlitz did train runs with resounding names – as the Neptune to Copenhagen, as Vindobona to Vienna, and as Karlex to the genteel resort of Karlsbad.







# The VT 18.16 – a Train for Central Germany



## 38175 Class VT 18.16 Diesel Express Powered Rail Car Train

**Prototype:** Class VT 18.16 (Class SVT "Görlitz") diesel express powered rail car train, as it looked in the museum set restored by the SVT Görlitz, Inc. Based on the version of the German State Railroad of the GDR (DR/GDR) from the Sixties and Seventies, as the flagship for international express service. 4-part unit. 1 type VTa powered end car, 1 type VMc intermediate car with a dining area and galley, 1 type VMd intermediate car, 1 type VTb powered end car. The train looks as it currently does starting in 2025/26.

**Model:** This is a 4-part unit. It includes an mfx+ digital decoder and extensive sound and light functions. The train has controlled high-efficiency propulsion with a flywheel in one powered end car. All four axles are powered by cardan shafts. Traction tires. The train has factory-installed LED interior lighting, cab lighting, engineer's stand lighting, engine room lighting, lighting in the galley area, and wall lamps in the dining area, all of which can be controlled digitally. The triple headlights and dual red marker lights change over with the direction of travel. These lights and the interior lighting will work in conventional operation and can be controlled digitally. Maintenance-free warm white and red LEDs are used for all the lighting. There are multi-part interior details. There are multi-

pin current-conducting special couplers with guide mechanisms between the cars. The pickup shoe on the end power car at the front of the train picks up current and changes to the pickup shoe on the back of the train with the change in direction of travel. The train has a buffer capacitor. There are many separately applied details. Both ends of the train have a reproduction of the automatic coupler (non-functioning). The minimum radius for operation is 360 mm / 14-3/16".

**Length of the 4-part set approximately 113 cm / 44-1/2".**

Highly detailed and heavy metal construction

*Completely new tooling  
Advance announcement for 2026*

Factory-installed cab lighting, control desk lighting, engine room lighting, and interior lighting

Scale reproduction at 1:87



Learn more:  
<https://www.maerklin.de/products/38175>

Buffer capacitor included to bridge over short areas without current

Reproduction of the restored 4-part museum set



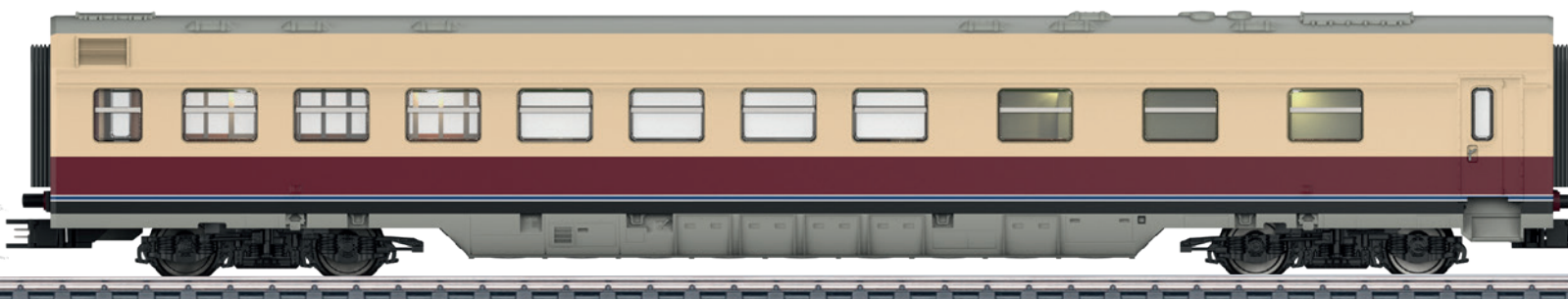
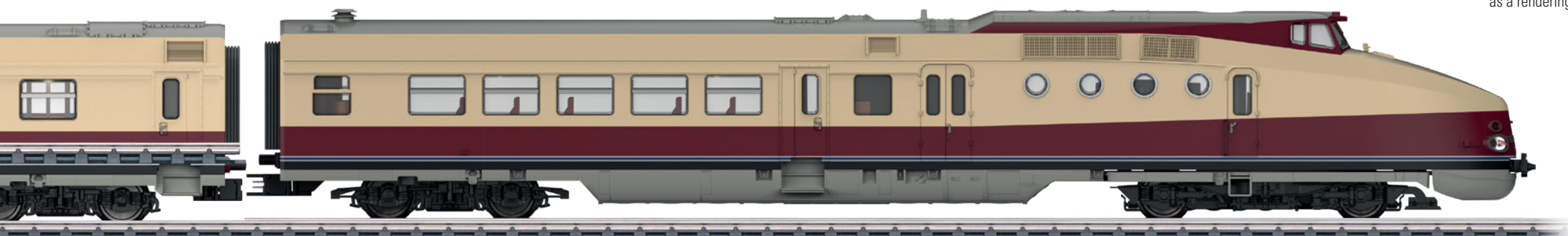


Märklin is supporting the restoration of this legendary powered rail car train with a donation of 25,000.00 Euros.

World of Operation mfx+ decoder with extensive operation, sound, and light functionsn

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Engine room lighting
Interior lights						Special light function
Diesel locomotive op. sounds						Replenishing diesel fuel
Warning Sound						Replenishing sand
Direct control						Sanding
Sound of squealing brakes off						Conductor's Whistle
Engineer's cab lighting						Doors Closing
Whistle for switching maneuver						Station Announcements
Engineer's cab lighting						Train announcement
Blower motors						Greeting
Brake Compressor						Switching range + switching light
Letting off Air						
Control desk lighting						
Control desk lighting						
Table Lamps						
Engine room lighting						

The image shows the first model as a rendering



High-efficiency propulsion with a flywheel and all four axles powered using cardan shafts in one powered end car

**TRIX**

This model can be found in the Trix H0 assortment under item number 25175.

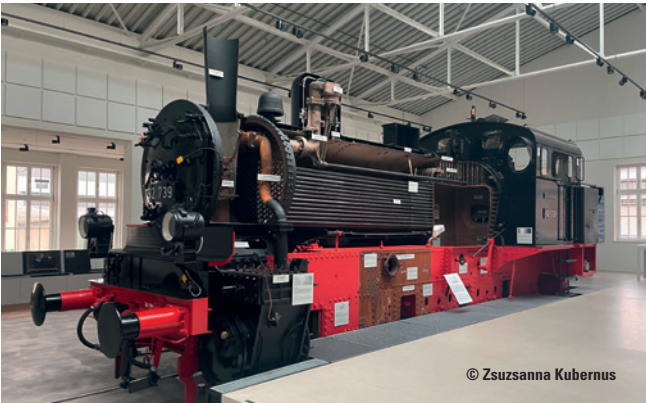




# Museum Locomotive



## 39924 Class 92 Steam Locomotive



- Highlights:**
- Booklet about the history of the locomotive included
  - mfx+ digital decoder with extensive light and sound functions

**Prototype:** Class 92 steam locomotive. Version as a display locomotive at Steam Locomotive Adventure World in Meiningen. Lettered as road number 92 739 in the German Federal Railroad look.

**Model:** The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion with a flywheel, mounted in the boiler. Four axles powered. Traction tires. Dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. Prototype couplers are included for installation separately on the locomotive. A booklet about the history of the locomotive is included. Length over the buffers 12.8 cm / 5".

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Replenishing water
Bell						Replenishing sand
Steam locomotive op. sounds						Coupler sounds
Locomotive whistle						Announcem.: history of the locomotive
Direct control						
Sound of squealing brakes off						
Switching maneuver						
Whistle for switching maneuver						
Letting off Steam						
Sound of coal being shoveled						
Grate Shaken						
Air Pump						
Generator Sounds						
Water Pump						
Sanding						
Replenishing coal						

**TRIX**

This model can be found in the Trix H0 assortment under item number 22993.



© Ingo Hütter





# Elephantastic Congratulations

**märklin**  
H0



## 39111 Class 110 Electric Locomotive



© M. Hubrich, Eisenbahnstiftung

**Prototype:** Train Rental, Inc. (TRI) class 110 electric locomotive. Locomotive body with aerodynamic ends, the so-called Pants Crease, with rectangular Klatte ventilation grills and engine room windows. Road number 110 469-4. The locomotive looks as it did starting in January of 2025 in the striking design as the "Elephant Express".

**Model:** The locomotive has an mfx+ digital decoder and extensive sound functions. It has controlled high efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered using cardan shafts. Traction tires. The triple head-lights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. There is the Double A Light function. The cab lights change over with the direction of travel. They and the engine room lighting can be digitally controlled. The headlights and marker lights are maintenance-free, warm white and red LEDs. The locomotive has a buffer capacitor. The detailed roof equipment includes type DBS 54 pantographs. The pantographs can be raised and lowered digitally. There are many separately applied parts such as grab irons, steps, and UIC outlets. The buffer height conforms to the NEM. The locomotive has close couplers with guide mechanisms. Brake lines and prototype couplers are included for separate installation on the locomotive. Length over the buffers 18.9 cm / 7-7/16".

One-time series for the 50th anniversary of the elephant from the "Show with the Mouse"

### Highlights:

- Attractive design as the Elephant Express
- Detailed type DBS 54 pantographs
- Pantographs can be raised and lowered digitally
- Cab lights and engine room lights can be controlled digitally
- Close couplers with guide mechanisms
- mfx+ digital decoder with extensive light and sound functions
- Buffer height conforms to the NEM
- Buffer capacitor included to bridge over short areas without current

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Letting off Air
Pantograph control						Sanding
Electric locomotive op. sounds						Opening cab door
Locomotive whistle						Coupler sounds
Pantograph control						Operating sounds
Direct control						Operating sounds
Sound of squealing brakes off						Windshield wiper sounds
Engineer's cab lighting						Opening side cab window
Conductor's Whistle						Main Relay
Headlights locomotive end 2 off						Operating sounds
Whistle for switching maneuver						Operating sounds
Switching range + switching light						Special sound function
Headlights locomotive end 1 off						Special sound function
Engine room lighting						Special sound function
Blower motors						
Compressor						

**TRIX**

This model can be found in the Trix H0 assortment under item number 22611.

You can also find this model in Z Gauge under item number 88417 and Minitrix N Gauge under item number 16260.

*50 Year of the Elephant –  
a Blast of a Horn to Friendship!*



Would you also like to send congratulations?

Then visit the elephant at:

<https://www.wdrmaus.de/elefant50.php5>



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# TRI Cars – The right cars to go with the class 110 “Elephant Express”



## 43826 TRI Passenger Car Set

**Prototype:** Three different design passenger cars for the Train Rental, Inc. (TRI). One type Bnrdfz 463.0 cab control car with a Karlsruhe end, one type ABnrz 403.4 passenger car, 1st/2nd class, and one type Bnrz 450.3 passenger car, 2nd class. All the cars in sapphire blue / traffic white basic paint scheme. The cars look as they did starting in 2021.

**Model:** The cars have underbodies specific to the car types. The trucks have disc brakes. There are separately applied grab irons on the ends of the cars. The cab control car has triple headlights and dual red marker lights that change over with the direction of travel, will work in analog operation, and will work digitally using a drag switch pickup shoe. Maintenance-free warm white and red LEDs are used for the lighting. 72022 current-conducting couplers and 73410/73411 lighting kits can be installed on all of the cars. The 73406 pickup shoe and 73409 marker light kit can also be installed on the intermediate cars. The minimum radius for operation is 360 mm / 14-3/16". The cars are all packaged individually and come in a master package. Length over the buffers 84.6 cm / 33-5/16". DC wheelset (intermediate cars) E700580. Trix Express wheelset (intermediate cars) E33357811.



Headlight / marker light changeover will work in digital and analog operation



## 43827 Passenger Car, 2nd Class

**Prototype:** Type Bnrz 451.9 passenger car, 2nd class, for the Train Rental, Inc. (TRI). “Silberling” / “Silver Coin” design in sapphire blue / traffic white basic paint scheme. The car looks as it did starting in 2021.

**Model:** The car has an underbody specific to the car type. The trucks have disc brakes. There are separately applied grab irons on the ends of the car. The minimum radius for operation is 360 mm / 14-3/16". 72022 current-conducting couplers, the 73406 pickup shoe, the 73410/73411 lighting kits, and the 73409 marker light kit can be installed on the car. Length over the buffers 28.2 cm / 11-1/8". DC wheelset E700580. Trix Express wheelset E33357811.

*All cars include separately applied grab irons*









# Hardrock by rail



## 39966 “Black Ice” Steam Locomotive with a Tender

**Prototype:** “Black Ice” steam locomotive with a tender, based on the stage background of the AC/DC Black Ice World Tour 2008–2010.

**Model:** The locomotive has an mfx+ digital decoder and extensive light and sound functions. It also has controlled, high-efficiency propulsion with a flywheel, mounted in the boiler. Three axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. There is a factory-installed smoke unit with speed-dependent, dynamic smoke exhaust, digitally controlled. The headlight on the front of the locomotive in the center of the smoke box door and a lamp on the back of the tender will work in conventional operation and can be controlled digitally. The lighting on the front headlight can be changed to red. The iconic AC/DC horns are illuminated and can be turned on digitally. The cab lighting and firebox lighting can be controlled digitally. The lighting for the tender corridor can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. There is an adjustable close coupling between the locomotive and tender. There is an NEM pocket on the tender with a close coupler with a guide mechanism. The buffer height on the locomotive and tender conform to the NEM. Brake hoses, prototype couplers, and closed cylinder covers are included. Length over the buffers approximately 24.5 cm / 9-5/8”.

AC/DC typical devils horns

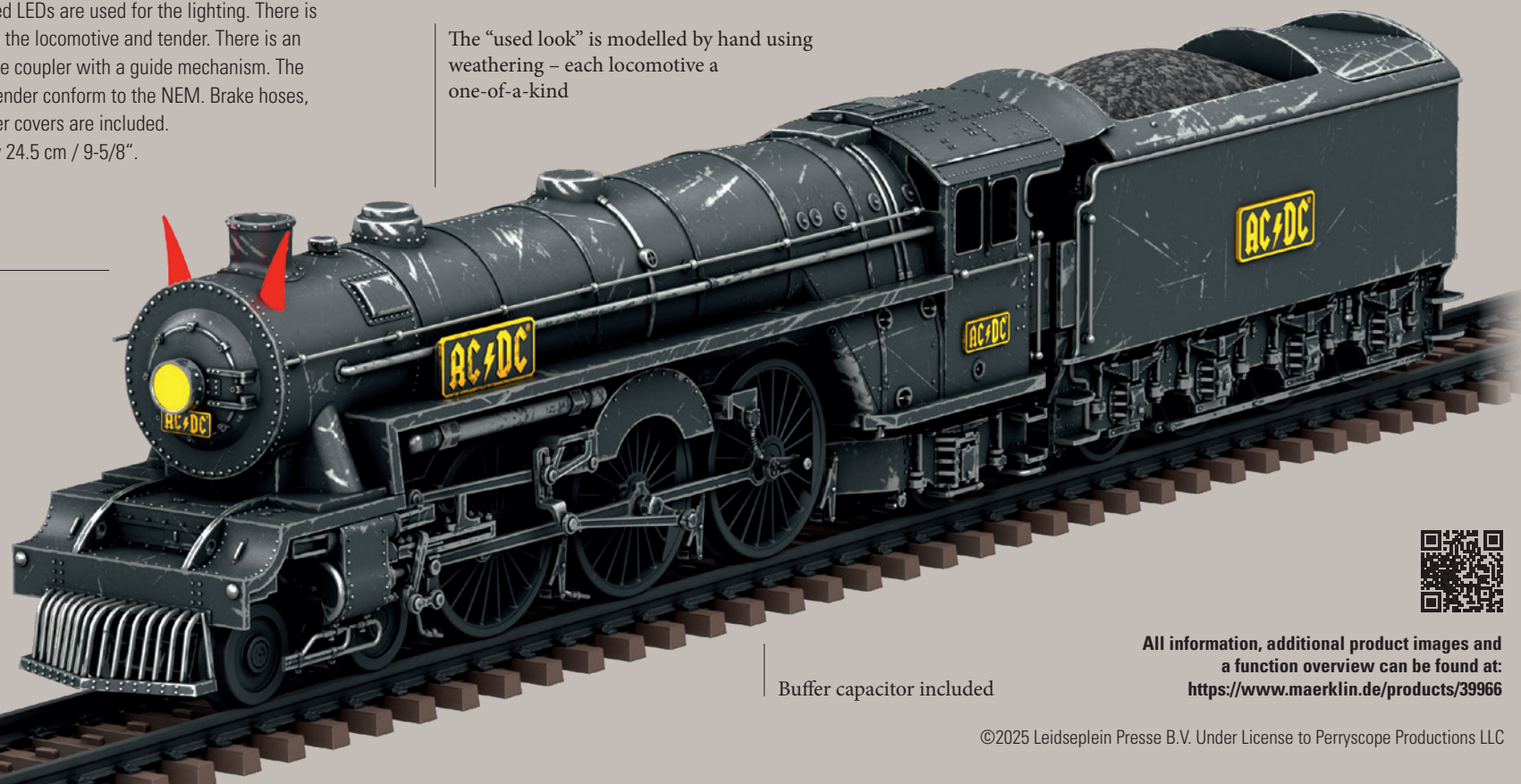
Many details from the stage locomotive are modelled such as the cowcatcher

**TRIX**

This model can be found in the Trix H0 assortment under item number 25492.



The “used look” is modelled by hand using weathering – each locomotive a one-of-a-kind



Buffer capacitor included



All information, additional product images and a function overview can be found at:  
<https://www.maerklin.de/products/39966>



# Models:

The flat cars are constructed of a mix of metal and plastic. The car floor includes separately mounted air tanks and brake lines. Brake wheels and separately applied grab irons are mounted on the car body. Separately mounted stakes that can be installed on the car are included in a flat package. A load frame is included to mount the bell. There are standard NEM coupler pockets with guide mechanisms.

*The “use look” for the cars is modelled by hand using weathering – each car a one-of-a-kind*



## 46270 “Hells Bells” Flat Car

American type four-axle flat car.

The car is loaded with a miniature of the AC/DC “Hells Bells” bell. Length of the flat car approximately 15 cm / 5-7/8”. DC wheelset E700580.

The statue is constructed of brass

Miniatures of the famous “Hells Bells” bell and the AC/DC cannons are constructed of brass



## 46930 “For Those About To Rock” Flat Car

American type four-axle flat car.

The car is loaded with two miniatures of the famous AC/DC cannons. Length of the flat car approximately 15 cm / 5-7/8”. DC wheelset E700580.



Additional details and insights for this model can be found in the special brochure



## 48837 “Stiff Upper Lip” Flat Car

American type four-axle flat car. The car is loaded with a statue.

Length of the flat car approximately 15 cm / 5-7/8”. DC wheelset E700580.







## 39521 Class Ce 6/8 I Electric Locomotive

**Prototype:** Swiss Federal Railways (SBB) class Ce 6/8 I “Köfferli” / “Little Suitcases” electric freight locomotive. Fir green basic paint scheme with gray running gear. Cab doors with windows at the ends of the locomotive, and with walkover plates, with sanding equipment, with an oncoming train light, and with inductive magnets. Road number 14201. The locomotive looks as it did at the beginning of the Fifties.

**Model:** The locomotive has an mfx+ digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 3 driving wheels axles and a jackshaft powered in each truck by cardan shafts. Traction tires. The locomotive frame is articulated to enable the locomotive to negotiate sharp curves. Triple headlights and 1 white marker light (Swiss headlight / marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. When the locomotive is running “light” the lighting can be changed to 1 red marker light. The oncoming train light can be controlled separately in digital operation. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. The locomotive has the double “A” light function. The cab lighting and engine room lighting can also be turned off separately in digital

operation. Maintenance-free warm white and red LEDs are used for the lighting. There is a buffer capacitor. This locomotive is highly detailed metal construction with many separately applied details, such as cooling pipes for the transformer oil. The cabs and engine room are modelled. Sanding equipment is included on the groups of driving wheels. The roof equipment is detailed with heating resistors, roof conductors, insulators, and roof walk boards as well as double-arm pantographs with double contact strips. The minimum radius for operation is 360 mm / 14-3/16”. Brake hoses, imitations of prototype couplers, and access ladders are included. Length over the buffers 22.1 cm / 8-11/16”.

### Highlights:

- Tooling changes prototypical for the “Köfferli” in the fir green paint scheme
- Highly detailed metal construction
- “World of Operation” mfx+ digital decoder and a wide variety of operation and sound functions included
- Cab lighting and engine room lighting can be controlled digitally
- Buffer capacitor for bridging over short areas without current







Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Rail Joints
Marker light(s)						Brake Compressor
Electric locomotive op. sounds						Conductor's Whistle
Locomotive whistle						Doors Closing
Direct control						Sound of Couplers Engaging
Engine room lighting						Operating Sounds 1
Engineer's cab lighting						Switching maneuver
Whistle for switching maneuver						Light Funct.-Swiss oncoming train light
Engineer's cab lighting						
Sound of squealing brakes off						
Headlight(s): Cab1 End						
Headlight(s): Cab2 End						
Blower motors						
Letting off Air						
Pantograph Sounds						
Sanding						

**TRIX**

This model can be found in the Trix H0 assortment under item number 22963.

The complete story about the "Köfferli" / "Little Suitcases" can be found online:

<https://www.maerklin.de/products/39521>



## 46173 Refrigerator Car Set

**Prototype:** Two different type 2-axle refrigerator cars. 1 type Tnoms 35 refrigerator car, with smooth walls of car construction panels. 1 type Ths 42 refrigerator car, with vertical board sheathing. Both cars include end ice hatches and control platforms. German Federal Railroad (DB) refrigerator cars, leased to the Federation of MIGROS Cooperatives Zürich, Switzerland. The cars look as they did around 1966/67.

**Model:** The cars have end ice hatches and separately applied control platforms. Both cars have different car numbers and come individually packaged and marked. There is also a master package. Length over the buffers per car 13.9 cm / 5-1/2". DC wheelset E700580.

### Highlights:

- Type Ths 42 refrigerator car for the first time with ice hatches and control platforms as tooling changes
- Attractive and extensive design
- Both cars go very well as an add-on to the Märklin H0 Insider annual car from 2006







## 37279 Class 59 Diesel Locomotive



**Prototype:** Belgian State Railways (SNCB/NMBS) class 59 diesel locomotive. Version with double lamps below and an additional headlight above. Rectangular buffers. Locomotive road number 5905.

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

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Stat. Announce. – Fren.					
Diesel locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Whistle for switching maneuver					
Headlight(s): Cab1 End					
Station Announcements					
Blower motors					
Conductor's Whistle					
Compressor					
Letting off Air					
Sanding					
Switching maneuver					

*Buffer capacitor included to bridge over short areas without current*







## 38700 US Shay Design Gear Drive Steam Locomotive

The type class D with three cylinders, four power trucks, and its characteristic boiler offset to the left in the version as Western Maryland locomotive Number 5 as it looked in the Forties.

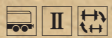


[www.maerklin.de/youtube](http://www.maerklin.de/youtube)

Experience our Shay and its prototypical propulsion along with the sound of an original Shay in action.



Additional details and insights for this model can be found in the special brochure



## 45600 US Flat Car Set

Three four-axle 40-foot Western Maryland Railroad US flat cars loaded with mining timber as the cars looked in the Forties.

Cars constructed mostly of metal







## 26498 Museum Train Set with the Albatros

**Prototype:** Set consisting of the class 498.1 heavy steam express locomotive with a tender and four different UIC-Y design passenger cars. Version as museum locomotive 498.104 of the Železnice Slovenskej Republiky (ŽSR). Passenger cars in the museum version of the Czechian Railways (ČD). Two type Ba 256 cars, 2nd class, one type ABa 350 car, 1st/2nd class, and one type Aa 150 car, 1st class. The train looks as it did around 2018.

**Model:** The locomotive has an mfx+ digital decoder and extensive light and sound functions. It also has controlled, high-efficiency propulsion with a flywheel mounted in the boiler. Four axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. There is a factory-installed smoke unit with speed-dependent, dynamic smoke exhaust, and it can be controlled digitally. Triple headlights on the locomotive and dual lights on the tender change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The upper headlight can be controlled separately. Lighted locomotive number

boards are built in on the upper headlight and will work. The cab lighting can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. There is an adjustable close coupling with a guide mechanism between the locomotive and the tender. There is also a close coupler with a guide mechanism and an NEM pocket on the rear of the tender. The buffer beam on the locomotive and tender adheres to the NEM. Brake hoses, imitation prototype couplers, and an air tank for installation on the tender are included. The minimum radius for operation is  $R2 = 437.5 \text{ mm} / 14\text{-}1\frac{1}{4}"$ . Various detail parts are included for the passenger cars. Total length over the buffers approximately  $142.2 \text{ cm} / 56"$ .

### Highlights:

- Attractive museum train
- Especially intricate metal construction
- Many separately applied details
- Factory-installed smoke unit with speed-dependent, dynamic smoke exhaust
- Cab lighting that can be controlled digitally
- World of Operation mfx+ decoder and extensive light and sound functions included
- Buffer height on the locomotive, tender, and cars adheres to the NEM



The passenger cars are a cooperative project with the firm PIKO Toys, Inc., Sonneberg, Germany.





Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Injectors
Smoke generator						Sanding
Steam locomotive op. sounds						Replenishing water
Locomotive whistle						Replenishing coal
Direct control						Replenishing sand
Sound of squealing brakes off						Sound of Couplers Engaging
Engineer's cab lighting						Sound of uncoupling
Flickering Light in Fire Box						Generator Sounds
Whistle for switching maneuver						Safety Valve
Switching maneuver						Station Announcements
Letting off Steam						Station Announcements
Coal being shoveled and firebox flickering						Station Announcements
Light Function						
Grate Shaken						
Air Pump						
Water Pump						



# Store Locomotive for 2025



## 39279 Class 218 Diesel Locomotive

**Prototype:** Class 218 diesel locomotive in a fictitious black basic paint scheme. Road number 218 202-5. The locomotive looks as it did fictitiously in 2025.

**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 four axles powered. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. There is the Double “A” Light function. The long-distance headlights can be controlled digitally. The cab lighting changes over with the direction of travel. The engine room lighting and the cab lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has a buffer capacitor. There are separately applied metal grab irons on the sides and ends of the locomotive. The buffer beams are detailed and include snowplows typical for this class. The buffer height conforms to the NEM. The locomotive has close couplers with guide mechanisms. Brake hoses, prototype couplers, and closed snowplows are included for installation on the locomotive. Length over the buffers 18.9 cm / 7-7/16”.

### Highlights:

- Model comes with collector’s display case and certificate of authenticity
- Digitally controlled engine room lighting
- Locomotive frame and body constructed of metal
- Model equipped with striking snowplows on both ends
- Cab lighting and long-distance lighting digitally controlled
- Close couplers with guide mechanisms
- mfx+ digital decoder with extensive light and sound functions
- Buffer height conforms to the NEM
- Buffer capacitor included to bridge over short areas without current

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Sanding
Engineer’s cab lighting						Opening cab door
Diesel locomotive op. sounds						Operating sounds
Horn						Warning announcement
Direct control						Replenishing diesel fuel
Sound of squealing brakes off						Coupler sounds
Engine room lighting						Rail Joints
Long distance headlights						
Headlights locomotive end 2 off						
Switching range + switching light						
Whistle for switching maneuver						
Headlights locomotive end 1 off						
Blower motors						
Compressor						
Letting off Air						
Horn						







## 47478 Type Sdggmrss 738 Double Pocket Car

**Prototype:** German Railroad, Inc. (DB AG) type Sdggmrss 738 (T3000e) 6-axle double pocket car with articulation. Modern flat car for combined load service. Traffic red basic paint scheme. Version with two side folding tie bars. The car looks as it did starting in 2020. Loaded with two 40-foot box containers. The car looks as it did starting in 2020. Loaded with two 40-foot box containers.

**Model:** Both flat car halves are constructed of metal and are mounted to pivot on the middle truck. Side folding tie bars are installed at the factory. The cars can be folded for the transport of containers or interchangeable bodies. There are many separately applied details such as crossover grills, steps, brake lines, and grab irons at the ends of the cars. The trucks are type Y25. The buffer height conforms to the NEM. There is a pocket for a jack, holders for high and low version kingpins, brakeman's steps, and an air tank for the ends of the cars are included separately as parts for installation on the cars. The cars are loaded with two 40-foot box containers for the fictitious freight forwarder Märklin Container. Length over the buffers 39.3 cm / 15-1/2". DC wheelset E700580.

### Highlights:

- Attractive load included
- Detailed construction mostly of metal
- Folding tie bars mounted and functional
- Many separately applied details
- Buffer height adheres to the NEM



**Special model for 2025 and only available in the Märklin Stores**  
(D: Göppingen, Mainz, Essen, Stuttgart, Neustadt/Donau, Mühlheim/Main, Munich.  
NL: Utrecht. IT: Bergamo. JP: Osaka)

Additional container transport cars from recent years have appeared under item numbers 47812, 47133, 47165, 47690, 47583, and 47584 exclusively for the Märklin Stores.



47478

47478

47478

39279



# Through the History of Märklin Catalog Title Pages

The painting adorning this car shows the scenery at a snowy country station in the foothills of the Alps with a mighty mountain in the background early in the afternoon around 2:05. The station name definitely ends with "...dorf", since the station sign on the station building ends with "...rf".

The conductor or the station supervisor – also known as the "Rotkäppchen/Red Cap" – stands with the Zp9 signal paddle in his hand on the station platform and greets the locomotive engineer on the class 01 express Pacific – definitely coupled to a high quality heavy express racing through the station. On the opposite track comes a Swiss prototype brown electric locomotive, possibly with a commuter train headed to the Alps.



## 45906 Märklin Catalog Car for 1934

**Prototype:** Privately owned type Iboqqq refrigerator car with the title page of the Märklin catalog from 1934.

**Model:** The car has separately applied roof vents as well as separately applied ladders on the ends.

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

DC wheelset E32376004.

Trix Express wheelset E36660700.



Continuation of the journey through the history of Märklin catalog title pages of long since bygone days.

The theme is printed in relief on the cars! What an incredible effect!

# Märklin Magazin Annual Car



## 48525 Märklin Magazin H0 Annual Car for 2025

**Prototype:** Type Ibdlps 383 (former Tnfs 38) two-axle refrigerator car. Privately owned car for the Märklin Magazin, Göppingen, Germany, used on the German Federal Railroad (DB). Without end ice hatches and control platforms. The car looks as it did around 1990.

**Model:** Length over the buffers 13.9 cm / 5-1/2".

DC wheelset E700580.



Still no subscription?

Go here for one:

<https://www.maerklin.de/mmsub>





# The special gift idea for Christmas



## 36025 Class 185.2 Christmas Locomotive

**Prototype:** Class 185.2 electric locomotive in a fictitious version for the Christmas Railroad (WB).

**Model:** The locomotive has an mfx digital decoder and extensive sound functions. There is a special motor, centrally mounted. All four axles powered using cardan shafts. Traction tires. The triple headlights and dual red marker lights work in conventional operation and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned separately in digital operation. When the headlights at both ends of the locomotive are turned off, then there is the function of the Double "A" Light at both ends. Maintenance-free warm white and red LEDs are used for the lights. There are separately applied grab irons at the ends of the locomotive. There are two mechanically working pantographs plated with 24-carat gold. The coupler loops are plated with 24-carat gold. Length over the buffers 21.7 cm / 8-1/2".

### Highlights:

- Model decorated for Christmas
- Pantographs and coupler loops plated with high quality 24-carat gold
- Locomotive body constructed of metal
- Separately applied grab irons on the ends of the locomotive
- mfx decoder with extensive light and sound functions
- Special sound functions: "Ihr Kinderlein kommet" / "Come all ye children" and "Fröhliche Weihnacht überall" / "Merry Christmas Everywhere"

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)					
Special sound function					
Electric locomotive op. sounds					
Horn					
Special sound function					
Sound of squealing brakes off					
Headlights locomotive end 2 off					
Whistle for switching maneuver					
Headlights locomotive end 1 off					
Direct control					
Blower motors					
Compressor					
Letting off Air					
Sound of Couplers Engaging					
Sound of uncoupling					
Sanding					
Switching maneuver					

Right side of locomotive

Left side of locomotive

12509

Additional Christmas products can be found online or in our current new items

<https://www.maerklin.de/de/weihnachten/weihnachtszeit>



## 48425 H0 Christmas Car for 2025

**Prototype:** Type Fad 155 (former 00tz 41 / Erz IIIId) four-axle hopper car with a Christmas decoration as a privately owned car of the Christmas Railroad (WB).

**Model:** The detailed construction includes a brakeman's platform and a control wheel on the end of the car. A load insert of "gold nuggets" is included.

Length over the buffers approximately 11.5 cm / 4-1/2".  
DC wheelset E700580.

### Highlights:

- Model decorated for Christmas
- Loaded with "gold nuggets"





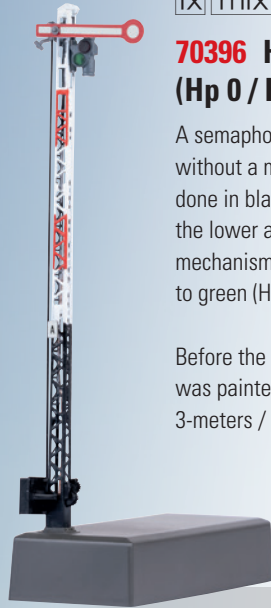


fx mfx dcc II III

## 70396 Home Signal with a Lattice Mast (Hp 0 / Hp 1)

A semaphore blade and a partially open lattice mast without a mast sign are included. The lattice mast is done in black, white, and red. The prototypical height of the lower area is in black when using below-baseboard mechanism mounting. The signal changes from red (Hp 0) to green (Hp 1).

Before the red/white mast sign was introduced, the mast was painted in white and red. The lower area (up to 3-meters / 9 feet 9 inches) was in black.

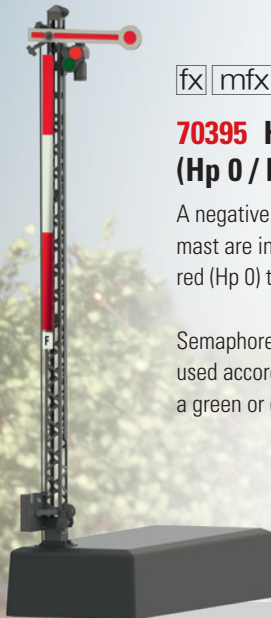


fx mfx dcc II III

## 70416 Home Signal with a Lattice Mast (Hp 0 / Hp 1 / Hp 2)

Two uncoupled semaphore blades and a partially open lattice mast without a mast sign are included. The lattice mast is done in black, white, and red. The prototypical height of the lower area is in black when using below-baseboard mechanism mounting. The signal changes from red (Hp 0) to green (Hp 1) or red (Hp 0) to green/yellow (Hp 2).

Before the red/white mast sign was introduced, the mast was painted in white and red. The lower area (up to 3 meters / 9 feet 9 inches) was in black. Another clear difference is the semaphore blade setting in "Slow Run" in green instead of a yellow lens on the lower blade.

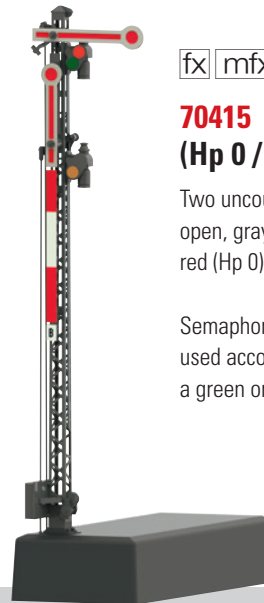


fx mfx dcc III IV

## 70395 Home Signal with a Lattice Mast (Hp 0 / Hp 1)

A negative semaphore blade and a partially open, gray lattice mast are included. The signal changes from red (Hp 0) to green (Hp 1).

Semaphore signals with "Negative Semaphore Blades" were used according to earlier signal regulations at locations with a green or dark background (example: buildings).



fx mfx dcc III IV

## 70415 Home Signal with a Lattice Mast (Hp 0 / Hp 1 / Hp 2)

Two uncoupled negative semaphore blades and a partially open, gray lattice mast are included. The signal changes from red (Hp 0) to green (Hp 1) or red (Hp 0) to green/yellow (Hp 2).

Semaphore signals with "Negative Semaphore Blades" were used according to earlier signal regulations at locations with a green or dark background (example: buildings).





### 88239 Class 193 Electric Locomotive

**Prototype:** Vectron class 193 electric locomotive of ELL Germany, Inc., leased to FlixTrain, Inc., Munich, Germany. The locomotive looks as it did in Era VI.

**Model:** The locomotive features super fine construction. The frame is constructed of metal and the locomotive body is made of plastic. The locomotive has an extensive paint scheme and lettering. It is equipped with a motor with a bell-shaped armature. Both trucks are powered. The locomotive has separately applied details. The warm white and red LEDs for headlights and marker lights change over with the direction of travel. Both trucks are powered. Length over the buffers approximately 86 mm / 3-3/8".

One-time series.

#### Highlights:

- Finely detailed model
- Motor with a bell-shaped armature
- Warm white and red LEDs for headlights and marker lights



One-time series.

*The cars are all finely imprinted and are equipped with close coupler hooks and interior details*



### 87403 Express Train Car Set

**Prototype:** 3 type Bmmz 264.4F and 264.4 express train cars, 2nd class. Light green basic paint scheme. Privately owned cars of the firm Trainpool, Inc., leased to FlixTrain, Inc., Munich, Germany. The cars look as they did around 2020.

**Model:** Total length 366 mm / 14-3/8".



One-time series.



### 87404 Express Train Car Set 2

**Prototype:** 2 type Bmmdz 268.7F and 264.4F express train cars, 2nd class. Light green basic paint scheme. Privately owned cars of the firm Trainpool, Inc., leased to FlixTrain, Inc., Munich, Germany. The cars look as they did around 2020.

**Model:** Total length 242 mm / 9-1/2".



87404

87403

88239

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club). The warranty terms and a current explanation of the symbols can be found on the Internet at [www.maerklin.de](http://www.maerklin.de)





## 88668 Class 101 Electric Locomotive

**Prototype:** German Railroad, Inc. (DB AG) class 101 express electric locomotive. Promotional design "100 Jahre BR 01" / "100th Anniversary of the Class 01". The locomotive looks as it did in 2025. Soon to be in operation in real life.

**Model:** The locomotive is equipped with a motor with a bell-shaped armature. Both trucks are powered. Maintenance-free warm white and red LEDs are used for the lighting. The current pickup can be switched to catenary. Length over the buffers 86 mm / 3-3/8".

### Highlights:

- Attractive design for the 100th anniversary of the class 01
- Motor with a bell-shaped armature

One-time series.

*Soon to be in operation in real life*



## 88147 Kittel Steam Powered Rail Car (DRG Ci dT Wü 05)

**Prototype:** German State Railroad (DRG) Ci dT Wü 05. Kittel design from the Esslingen Machinery Company. The unit looks as it did in Era II.

**Model:** This is a steam-powered rail car with a motor with a bell-shaped armature and fine detailing. The frame is constructed of metal. The powered rail car has many separately applied parts. The powered rail car has larger buffer plates. The rear of the car has a Z Gauge system coupler. The buffer beam is prototypically modelled on the front of the car. The car has dual headlights with warm white LEDs that change over with the direction of travel. Both axles are powered.

Length over the buffers approximately 51 mm / 2".

### Highlights:

- The model's frame is constructed of metal
- Motor with a bell-shaped armature
- Highly detailed
- Warm white LEDs for the headlights
- Rear of the model includes Z Gauge system coupler
- Buffer beam modelled correctly on the front
- Many separately applied parts





III

### 82303 Maintenance Tank Car with a Brakeman's Cab

**Prototype:** German Federal Railroad (DB) 2-axle maintenance tank car with a brakeman's cab for the transport of combustion fuel. The car looks as it did in Era IIIb.

**Model:** The tank car has a brakeman's cab. It also has black solid wheels. Length over the buffers 40 mm / 1-9/16".



III

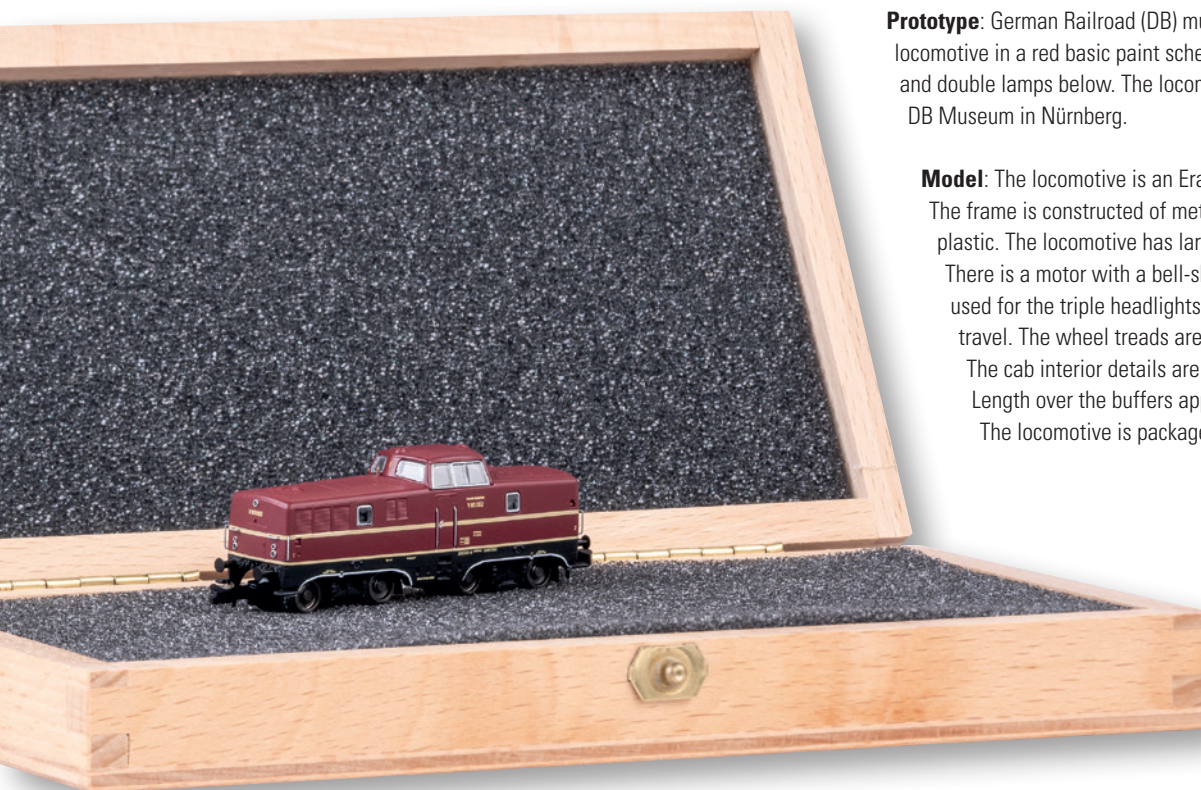
### 88801 Road Diesel Locomotive, Road Number V 80 002

**Prototype:** German Railroad (DB) museum general-purpose class V 80 diesel locomotive in a red basic paint scheme. Version with a single lamp above and double lamps below. The locomotive looks as it did in 2000 at the DB Museum in Nürnberg.

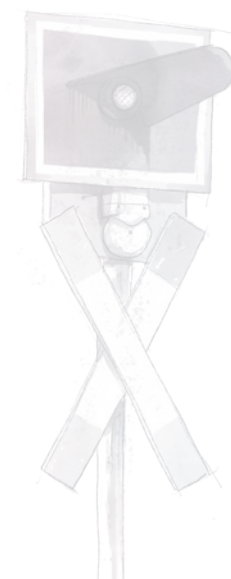
**Model:** The locomotive is an Era III version with round metal buffers. The frame is constructed of metal/plastic and the body is made of plastic. The locomotive has larger buffer plates. All axles are powered. There is a motor with a bell-shaped armature. Warm white LEDs are used for the triple headlights and change over with the direction of travel. The wheel treads are dark nickel-plated. The cab interior details are modelled. Length over the buffers approximately 58 mm / 2-1/4". The locomotive is packaged in genuine wooden box.

#### Highlights:

- New motor generation
- LED headlights
- Genuine wooden box



*Museum Locomotive*







© M. Hubrich, Eisenbahnstiftung

## Elephantastic Congratulations

With garlands, confetti, and a blast from a horn the little blue Elephant on the Elephant Express is celebrating its 50th anniversary. Its first appearance on television remains unforgettable when the mouse got its best friend ever in 1975.

This television appearance remains unforgettable with this unmistakable and so typical special mouse creation.

*50 Year of the Elephant – a Blast of a Horn to Friendship!*



### 88417 Class 110.3 Electric Locomotive

**Prototype:** Train Rental, Inc. (TRI) class 110 electric locomotive. Locomotive body with aerodynamic ends, the so-called Pants Crease, with rectangular Klatte ventilation grills and engine room windows. Road number 110 469-4. The locomotive looks as it did starting in January of 2025 in the striking design as the “Elephant Express”.

**Model:** The locomotive is in an Era VI version with round buffers. The locomotive has a motor with a bell-shaped armature. The locomotive can be run electrically off of catenary. There is a reversing screw inside the locomotive for catenary operation. The locomotive has enlarged buffer plates. Both trucks and all axles are powered. There are triple headlights that change over with the direction of travel. Warm white LEDs are used for the lighting. The locomotive has dark nickel-plated wheel treads. Length over the buffers 76 mm / 3”.

#### Highlights:

- Motor with a bell-shaped armature
- Special design

One-time series for the 50th anniversary of the elephant from the “Show with the Mouse”



Would you also like to send congratulations?

Then visit the elephant at:

<https://www.wdrmaus.de/elefant50.php5>



© I. Schmitt-Menzel / Friedrich Streich / WDR mediagroup GmbH





## 88730 Class RAe TEE II Express Powered Rail Car Train



**Prototype:** Swiss Federal Railways (SBB) class RAe TEE II electric express powered rail car train. The train looks as it did in Era IV.

**Model:** This is completely new tooling for a 6-part class RAe in cooperation with the firm AZL. The train is modelled in plastic and metal. The motor car is prototypically powered. Warm white LEDs are used for the headlights in the powered end cars. The headlights and marker lights change over with the direction of travel from 3 x white to 2 x red. The cars all have built-in interior details. Traction tires. There are special close coupled connections between the units that only work with this train. Length of the train 670 mm / 26-3/8".

### Highlights:

- Completely new tooling
- Swiss headlight / marker light code
- Powered motor car





## 80635 Z Gauge Christmas Car for 2025

**Prototype:** Type Ci through corridor car.

**Model:** "Donnerbüchse" / "Thunder Box" passenger car, 3rd class, in a decorative Christmas design. Length over the buffers 63 mm / 2-1/2".



<https://www.maerklin.de/de/weihnachten/weihnachtszeit>

At the most beautiful time of the year, discover the Märklin Christmas starter sets and other products for big and small girl and boy locomotive engineers.



## Märklin Magazin Annual Car

IV

### 80835 Märklin Magazin Z Gauge Annual Car for 2025

**Prototype:** Privately owned Pwgs 041 freight train baggage car for the Märklin Magazin, used on the German Federal Railroad (DB). The car looks as it did in Era IV.

**Model:** This is a continuation of the series of Märklin Magazin cars. This is a one-time edition in 2025. The car is finely imprinted. Length over the buffers 47 mm / 1-7/8".



The Märklin Magazin annual car for H0 can be found on page 32.



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# L'ÉDELWEISS

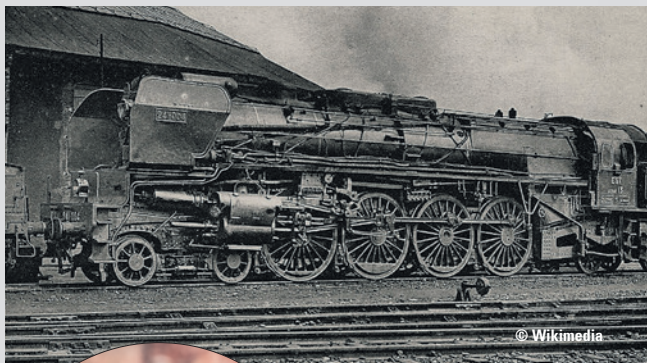




# France – The Legendary 241-A



## 55086 Class 13 Steam Locomotive



**Prototype:** French East Railroad (EST) class 13 (241-A) heavy express train steam locomotive with a tender. Black basic paint scheme with a black frame. Version as a locomotive for the "EDELWEISS" express train passenger car set. Changes to the smoke deflectors specific to the type. Dual headlights with kerosene lamps, with one lamp above and one lamp below. Road number EST 241 004. The locomotive looks as it did around 1931.

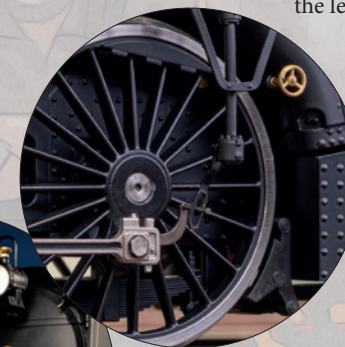


Smoke box door – sash lock – can be opened and load-controlled running sounds synchronized to the wheels

Contemporary dual headlights



30 prototypical light and sound functions included, digitally controlled



Tachometer drive rod on the left side on the last side rod mount



Frame, superstructure, boiler, etc. constructed of die-cast zinc, separately applied parts constructed of brass

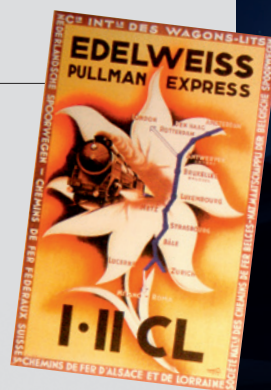
Length over the buffers 83.8 cm / 33"  
Weight approximately 8.2 kilograms / 18 pounds 1 ounce

A complete description of the model can be found online at:  
<https://www.maerklin.de/products/55086>





The mighty class 241 A steam locomotive appeared on France's rails at the start of the Thirties. In the "golden" era of travel before World War II, it pulled heavy express trains between Paris and the Atlantic harbors of Cherbourg and Le Havre as well as between Paris and Basle. The latter assignment also included the famous EDELWEISS PULLMAN EXPRESS. After the end of the war, it ran until 1965 mainly between Paris and Strasbourg as well as Paris and Basle. The class 241 A 1 remains preserved at the Mulhouse Railroad Museum as well as in Switzerland as road number 241 A 65, the largest operational steam locomotive in Europe.



Warning sign prototypically at the end of the coal bunker



Cab prototypically arranged – the locomotive engineer is on the left, the fireman on the right



Inner and outer control rods including golden greasing hand wheels on both sides

"Coale" type safety valves

The dome covers can all be opened

"De Glehn" type four-cylinder compound internal running gear modelled



58000

55086



# France – Extra Class Luxury Train

In the Golden Twenties the market for first class travel recovered very quickly and starting in 1925 the CIWL introduced the first luxury trains for daily service which caused a furor right from the start as the PULLMAN EXPRESS. The CIWL purchased new, extremely luxurious open seating cars for these train routes. Some of them were equipped with galleys. One each car with and without a galley formed as "Couplage".



## 58000 EDELWEISS Pullman Car Set

**Prototype:** Six different parlor cars painted and lettered for the Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) as EDELWEISS PULLMAN EXPRESS. Two type DD3 baggage cars, one type VPC "Côte d'Azur" parlor car with a galley, one type VP "Côte d'Azur" parlor car without a galley, one type VPC "Étoile du Nord" parlor car with a galley, and one type VP "Étoile du Nord" parlor car without a galley.

The dining compartment for the Couplage "Côte d'Azur" greets you with the tables set



All the salon cars have a length of 73.3 cm / 28-7/8"



Salon car Côte d'Azur with a galley

Separately applied CIWL logos constructed of metal included

Salon Car 4131 includes 32 controllable functions with which you can enjoy a complete evening meal



Salon car Côte d'Azur without a galley

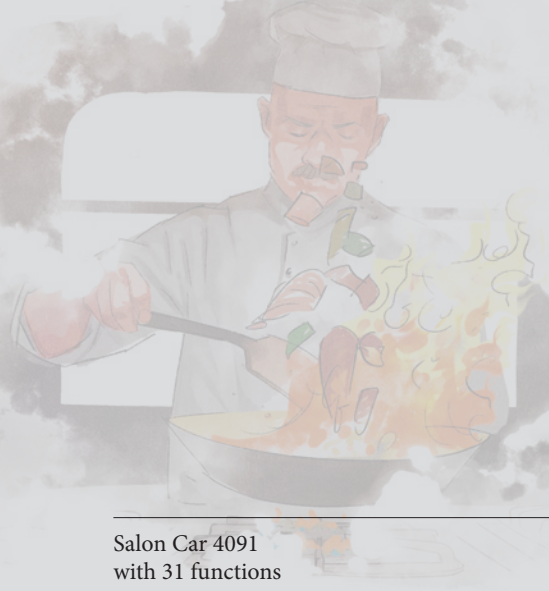


58000

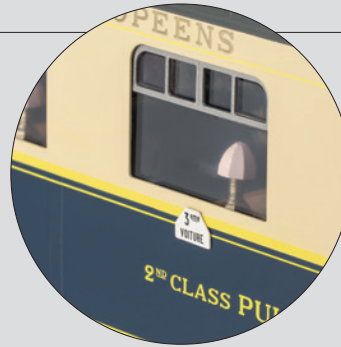


◦ EDELWEISS PULLMAN EXPRESS ◦

AMSTERDAM - DEN HAAG - ROTTERDAM - BRUXELLES  
LUXEMBOURG - STRASBOURG - BASEL



Salon Car 4091  
with 31 functions



The interior areas  
are modelled super fine  
and prototypical

All cars can be controlled individually  
using digital decoders



Salon car Étoile du Nord with a galley

The table lamps can be controlled  
in all the cars

A complete description of the model  
can be found online at:  
<https://www.maerklin.de/products/58000>



The original lettering is done  
with flawless lettering



Salon car Étoile du Nord without a galley

The trucks and car floors are  
prototypically modelled



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55086



The baggage cars will captivate you with the prototypical modelling of their interior spaces, the super detailed modelling of the trucks, and the accurate modelling of the car floors.

In addition to the five controllable light functions, the folding corridor crossover plates and the sliding doors that can also be opened also provide excellent operating features.

In addition, Baggage Car 2 also has marker lights.

All doors can be opened



Realistic operation is provided by the lighting of the corridor and entry areas as well as the three baggage areas of the two cars that can be controlled separately



**Baggage Car 1 Type DD3**

Authentic marker lights included

Individual length of the baggage cars is approximately 65 cm / 25-5/8"



**Baggage Car 2 Type DD3**



Ask your specialty dealer for the special brochure for the EDELWEISS PULLMAN EXPRESS with the extra foldout page!



58000

55086



# PULLMAN Salon Car “Étoile du Nord”



## 58110 CIWL Presentation Passenger Car without a Galley

**Prototype:** Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) EDELWEISS PULLMAN EXPRESS type “Étoile du Nord” parlor car. The car looks as it did in Era II.

Advanced model rich in detail

This salon car is equipped with a digital decoder and a buffer capacitor for prototypical use in model train operations

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Light Function					
Table Lamps					
Passenger area lighting on/off					
Light Function 1					
Light Function 2					

A complete description of the model can be found online at:  
<https://www.maerklin.de/product/58110>



The “Étoile du Nord” salon car as an elegant decorative piece

Handmade presentation model with Plexiglas protective cover/aluminum presentation base and built-in brass figures



Separately applied metal CIWL logos in relief



EDELWEISS PULLMAN EXPRESS  
AMSTERDAM – DEN HAAG – ROTTERDAM – BRUXELLES  
LUXEMBOURG – STRASBOURG – BASEL

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**422 102 – 05 2025**



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