

New Items 2024



The Longest Passenger Train in the World

03111 RhB World Record Book

This is a book about the world record of the RhB's "THE LONGEST PASSENGER TRAIN IN THE WORLD". It contains the story of the world record on October 29, 2022, and the background to it. The protagonists are also presented in word and image. Images of the construction of the RhB Albula Line are also included.

240 pages, format 21 x 29.7 cm / 8-1/4" x 11-11/16".

Highlights:

- The protagonists in word and image
- Live material of the world record
- Information with figures, data, and facts

The entire world record line at a glance



märklin



Dear Märklin Fans,

This year we are again presenting many fascinating models for your gauge in our new items brochure. Playing from the bottom of our hearts may be done with the theme worlds at Märklin my world or Märklin Start up. In addition, there are a lot of new things for advanced modelers, collectors, and anyone wanting to become one.

Railroading has left its stamp on the life of entire regions over many generations and has linked urban areas with fantastically beautiful vacation areas. It is no wonder then that we always provide passenger train service as models with a special meaning. These Märklin new items tell it from the cozy branch lines with their "Rebuild" cars down to the modern electric rail cars of the current times. With power and a mighty push freight also goes on a trip. Come with us through the eras of railroad history and experience finely modelled Märklin classics equally as well as the guarantors of present-day train service.

Whether it is in H0 Gauge, Z Gauge, or in Märklin 1 Gauge, there are great models in all three gauges waiting to be discovered by you.

Your Märklin Team

The right location ...

Many people may find it strange to discover by chance railroad enthusiasts along a rail line with camera, a folding tripod, or even set up ladders. Insiders know that here the topic is correctly prepared railroad fans waiting for the perfect moment to photograph one of their favorite locomotives at the right moment. How do we get to that moment? In the preparations for these new items, we actively thought how we could photograph our models even better from the perspective of a railroad fan. In the process many photos came to us from train spotters, as they like to call themselves, that we have devoted one or the other illustration in these new items as a tribute to the commitment of these fans. Get ready for a surprise!



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Important Note!

The products shown in this brochure/catalog are high quality collector and model railroad items with a recommended age of 15 years and older. We recommend our Märklin Start up assortment for children aged 6 years and above. This is not suitable for children under the age of three years.

Innovations

Märklin is starting off the new year with many great models. The Märklin development engineers have created numerous innovations in the past few months and years which have now found their way into more and more models. They are making locomotives and cars even more prototypical, and they are offering the highest level of operating enjoyment at the latest level of technology.

The breadth of these further developments affects a broad spectrum of features on the models from the wheels, to the interiors, to the roof equipment and pantographs.

The digital functions are also becoming more varied.

An overview of the most important innovations on the new models:

Special highlights of these new items are:

Fine pantographs: The new tooling for the type DBS 54 comes without a central mounting screw. Instead, the pantograph sits prototypically on the insulators.

⇒ Example: 39132 on page 40.



Multi-colored interiors:

Newly designed interiors in various colors and including typical details.

⇒ Example: 43768 on page 14.



For example:

- **3D imprinting:** An experience for more than just the eyes, the new relief imprinting can be felt with your fingers.
⇒ Example: 45902 on page 99.
- **Pantographs that can be raised and lowered electrically:** Digitally controlled pantographs that can be raised and lowered. ⇒ Example: 38463 on page 68.
- **Telex couplers:** Couplers that can be controlled using a digital function. They are made of a memory alloy that enables-uncoupling. ⇒ Example: 26621 on page 16.
- **Current-conducting couplers:** For reliable current supply to the LED interior lighting in an entire car consist.
⇒ Example: 43768 on page 14.

Current buffer capacitors:

For bridging short spots without current on a layout so that the LED car lighting constantly shines.

⇒ Example: 43767 on page 12.



➤ **Dynamic smoke exhaust:** A smoke unit that can be activated digitally produces dynamic smoke exhaust.

⇒ Example: 38445 on page 96.

➤ **Detailed roof equipment:** Many multi-colored, extra separately applied details of the roof appliances and equipment are prototypically modelled.

⇒ Example: 39332 on page 84.

➤ **Individually controlled headlights / marker lights:**

Various types of lighting for switching and special purposes can be controlled using digital functions.

⇒ Example: 39338 on page 90.

Buffer height adhering to the NEM: Prototypical low buffer position adhering to the “European Model Railroad Norms”.

⇒ Example: 39151 on page 44.

Wheel imitation:

Fine detailing of locomotive wheels using separately applied wheel structure components like the prototype:

⇒ Example: 39151 on page 44.

Z Gauge running gear:

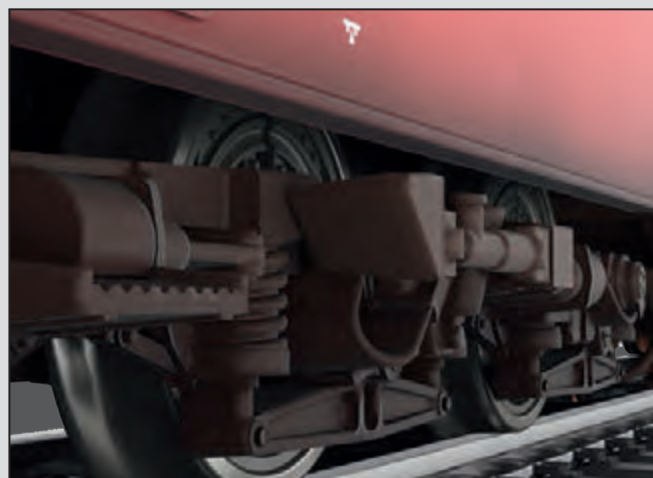
Prototypically fine and fully working valve gear.

⇒ Example: 88976 on page 110.

1 Gauge steam and smoke spectacle:

In addition to multi-step cylinder steam there is also the appearance of steam from a steam whistle, smoke from an exhaust stack, and steam from a safety valve.

⇒ Example: 55990 on page 124.







One-Time Series for 2024


The Märklin Dealer Initiative MHI is an association of medium size toy and model train specialty dealers. For over 30 years, the MHI has been active for its member firms – the “brick and mortar” specialty stores.

Close proximity, personal contact, and individual service characterize the approximately 700 specialty dealers with their trained employees. Here a perfectly balanced model railroad environment awaits the enthusiastic model railroader, the discerning collector, and the interested younger generation. Should there be no MHI dealer in your area, most dealers have a web shop and would be happy to answer your inquiries.

The MHI produces exclusively unique special series in limited editions, which can only be purchased through the specialty dealers of this association. These models feature special paint schemes and imprinting as well as technical innovations.

Insider and Trix Club members will always find competent help at their MHI specialty dealer, who can help them with all questions about the club and about the exclusive club models. He is the partner authorized by Märklin to accept orders and make delivery of these models produced only for club members.

The younger generation will also find the right way to get started at the MHI dealer. The MHI also uses large-scale marketing campaigns to support youth development in addition to special products.

All MHI special products are identified by the pictogram  and include a warranty for 5 years.

Find MHI dealers in your area at: www.mhi.de

Märklin classic of the Sixties



30111 Class E 44 Electric Locomotive

Prototype: German State Railroad Company (DRG) class E 44 electric locomotive. Bluish gray basic paint scheme. Double-arm pantographs included. Locomotive road number E 44 024. The locomotive looks as it did around 1934.

Model: This is a reissue of a Märklin classic. The locomotive has an mfx digital decoder. It also has controlled, high-efficiency propulsion. 2 axles powered. Traction tires. Dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The 3rd headlight under the roof is merely indicated. The locomotive body and frame are constructed of metal. There are coupler hooks at both ends of the locomotive. The packaging has a colored representation of the locomotive based on the historic packaging of that time. Length over the buffers 16.5 cm / 6-1/2".

Highlights:

- Locomotive to go with the Karwendel Express
- Packaging based on the historic design of the Sixties
- Contemporary with an mfx digital decoder

One-time series.

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

A Märklin Classic Newly Issued for the first time in a bluish gray paint scheme



40361

30111

⚡ This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 144 for warranty terms. A current explanation of the symbols can be found on the Internet at www.maerklin.de

They still delight Märklin fans all over the world with their timeless elegance: The rugged Märklin locomotives constructed of die-cast metal from the Fifties and Sixties. The E 44 undoubtedly counts among the especially beautiful models of that time. It conquered the hearts of model railroaders between 1954 and 1968. Now Märklin is issuing this icon again in the old form with modern digital technology. The fascinating Märklin era of the Economic Miracle years now comes to life again with the “tin-plate” “Karwendel Express” cars constructed of metal – on a layout or as genuine eyecatchers in a display case.



Off to the Mountains



40361 "Karwendel Express" Express Train Car Set

Prototype: 4 different types of German State Railroad (DRG) four-axle express train cars. Bluish black / brilliant blue paint scheme. 1 type B4ü passenger car, 2nd class. 2 type C4ü passenger cars, 3rd class. 1 type Pw4ü baggage car. Train route: Berchtesgaden-Rosenheim-Munich-Augsburg-Ulm-Stuttgart. The cars look as they did around 1934.

Model: All the cars have Relex couplers and diaphragm car corridor connections. The train route signs are imprinted. The cars have different car numbers. Each car is individually packaged in marked boxes. The packaging is based on the historic design of the passenger car packaging from that time. There is also a master package. Length over the buffers per car 22 cm / 8-5/8".

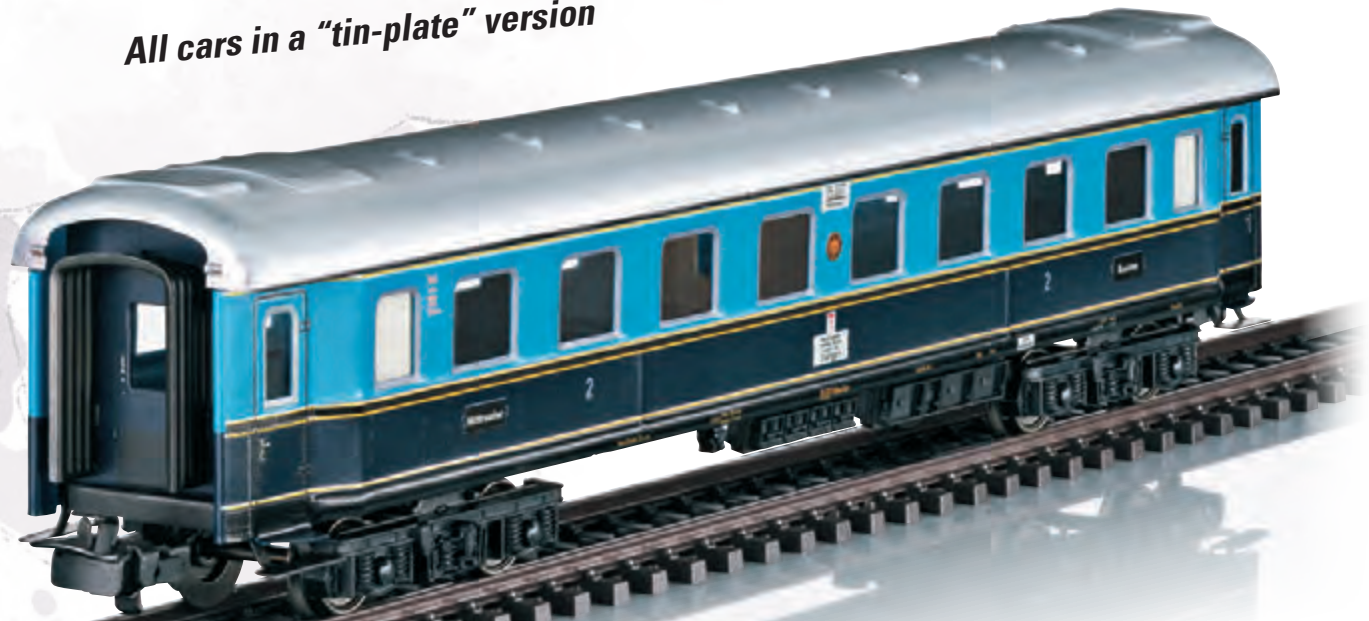
One-time series.



Highlights:

- Train route Berchtesgaden-Munich-Stuttgart as the "Karwendel-Express"
- All the cars in a "tin-plate" version constructed of metal
- Express train car set to go with the E 44 electric locomotive
- Packaging is based on the historic design of that time

All cars in a "tin-plate" version



40361

30111

FD Königssee



37829 Class 120.1 Electric Locomotive

Prototype: German Federal Railroad (DB) class 120.1 electric locomotive. Orient red basic paint scheme. Road number 120 120-1. The locomotive looks as it did starting in 1987.

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 using cardan shafts. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. There is a double A light function. Cab lighting changes over with the direction of travel and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The pantographs can be raised and lowered digitally. There are separately applied grab irons, UIC sockets, and roof conductor lines. The buffer height conforms to the NEM. There is a seated locomotive engineer in Cab 1. Brake lines and prototype couplers to mount on the locomotive are included separately. Length over the buffers 22.1 cm / 8-11/16".

Highlights:

- **First time including pantographs, which can be raised and lowered digitally**
- **Figure of locomotive engineer seated in Cab 1**
- **Locomotive frame and body constructed of metal**
- **mfx+ decoder with extensive light and sound functions**

One-time series.

Single-arm pantographs that can be raised and lowered digitally



Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Main Relay
Pantograph control						Procedure function
Electric locomotive op. sounds						Surrounding sounds
Horn						Station Announcements
Pantograph control						Conductor's Whistle
Direct control						Opening side cab window
Sound of squealing brakes off						
Engineer's cab lighting						
Headlights locomotive end 2 off						
Whistle for switching maneuver						
Switching range + switching light						
Headlights locomotive end 1 off						
Blower motors						
Compressor						
Letting off Air						
Sanding						

– With Update 3.55 also up to 32 functions for the MS2

TRIX

This model can be found in the Trix H0 assortment under item number 22198.

Cab lighting can be controlled digitally, changes over with the direction of travel

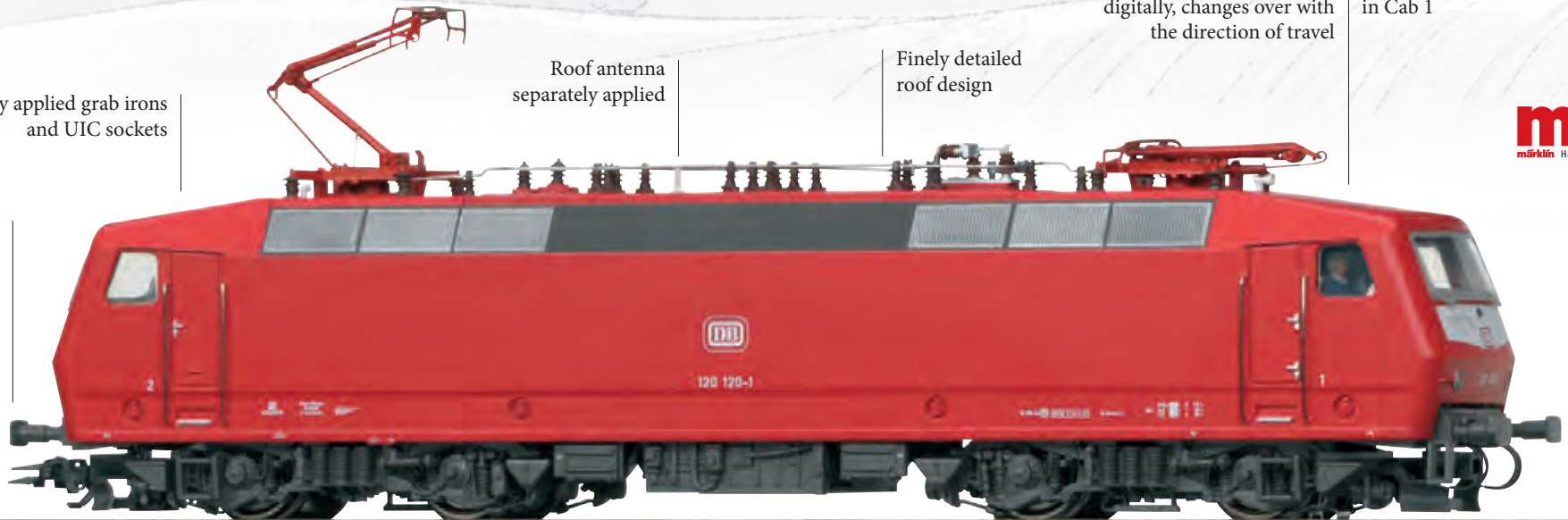
Locomotive engineer in Cab 1

Separately applied grab irons and UIC sockets

Roof antenna separately applied

Finely detailed roof design

Buffer height conforms to the NEM



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märklin Händler-Initiative

Family vacation by train: Board the train, feel comfortable, enjoy the scenery passing by, and arrive fully relaxed at your holiday destination. For decades that was no fiction in this country, but rather an offer that opened up the most beautiful and popular holiday areas in Germany. At first it was through cars that brought people in search of recuperation directly to the places of longing. In the Economic Miracle years large organizers such as Touropa or Scharnow and later TUI even introduced their own tourism trains that very successfully defied the rubber competition and the introduction of air tourism. The German Federal Railroad brought full tourism trains into the plan at the end of the Seventies. There was a desire to mix

in this market with its own concept. In 1983, a new train class then appeared in the schedule books: The long-distance express, shortened to FD, was planned to produce “fast and comfortable direct connections from the urban areas to areas of interest to tourists”. Analog to the extremely successful IC79 trains the railroad insisted exclusively on daytime trains. They connected Northern Germany and the Ruhr area all year with destinations of interest to tourists chiefly in Southern Germany and Austria. Modern, 200 km/h / 125 mph fast cars pulled by new three-phase current class 120 locomotives offered a comfortable trip similar to trains such as the TEE and InterCity trains. In addition to winter sports fans, hiking vacationers, and spa guests, the DB

also wanted to appeal to families for whom a trip by auto for hours over clogged freeways was often a form of torture. For that reason, the FD “Königssee” Hamburg – Berchtesgaden, the longest domestic German FD train run, ran a children’s car in the consist. A cafeteria was set up in one half of the car and in the other half a spacious children’s play area.

Read more at:

<https://www.maerklin.de/products/37829>



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FD Königssee passenger cars to go with this locomotive can be found on the following pages.

FD Königssee



43767 FD Königssee Passenger Car Set

Prototype: Three different design passenger cars for the long-distance express FD 1980 "Königssee". One type ARmz 211.0 half dining car and two type Bpmz 291.2 open seating cars, 2nd class, painted and lettered for the German Federal Railroad (DB). Train route: FD 1980 from Berchtesgaden to Hamburg Altona. Car sequence numbers 65 and 277 (through car Klagenfurt-Hamburg). Dining car without a sequence number. The cars look as they did in 1988.

All the FD Königssee cars include interior lighting, buffer capacitors, and multi-color interiors

Model: The type ARmz 211.0 half dining car is partially new tooling and includes a built-in mfx digital decoder and extensive light and sound functions. Table lamps, open seating area lighting, dining area lighting, and galley/bar lighting can be controlled separately in digital operation. The interior details are multi-colored. All the cars have factory-installed LED interior lighting. A buffer capacitor is built into each car to bridge over temporary spots without current. The cars are equipped with operating, current-conducting close couplers. The interior lighting works in conjunction with the dining car. The assigned order of the cars must be maintained for this purpose. The interior lighting for the entire car consist can be turned on and off digitally using the decoder in the dining car. The interior lighting is turned on in conventional operation. The trucks, roof

shapes, side walls, underbodies, and skirting are specific to the types of cars. One type Bpmz 291.2 open seating car has factory-installed marker lights. The car route signs and sequence numbers are imprinted on the cars. Toilet downpipes for the dining car are included separately for installation on this car. The minimum radius for operation is 360 mm / 14-3/16". All the cars are individually packaged and there is also a master package. Length over the buffers approximately 84.6 cm / 33-5/16".

One-time series.



Factory-installed marker lights



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This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 144 for warranty terms. A current explanation of the symbols can be found on the Internet at www.maerklin.de

Highlights:

- Type ARmz 211.0 half dining car as partially new tooling
- Extensive light and sound functions using the built-in decoder in the dining car
- Operating, current-conducting close couplers
- Many separately applied details

Multi-color interior details and table lamps that can be controlled separately in digital operation



Partially new tooling for the type ARmz 211.0 half dining car with a pantograph, buffer capacitor, sound, and lighted table lamps

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Interior lighting for the dining area					
Interior lights					
Table Lamps					
Current-conducting coupler					
Interior lights					
Loading					
Loading					
Train announcement					
Order					
Order					
Dialog					
Dialog					
Order					
Enjoy					
Dialog					
Paying					
Train announcement					

– With Update 3.55 also up to 32 functions for the MS2

TRIX

This model can be found in the Trix H0 assortment under item number 23142.



Image shows the first model as a hand sample



43768 FD Königssee Passenger Car Set

Prototype: Two different design passenger cars for the long-distance express FD 1980 "Königssee". One type Avmz 111.1 compartment car, 1st class, and one type Bpmz 291.2 open seating car, 2nd class with a children's play area, painted and lettered for the German Federal Railroad (DB). Train route: FD 1980 from Berchtesgaden to Hamburg Altona. Car sequence numbers 61 and 63. The cars look as they did in 1988.

Model: The interior details of the cars are multi-colored. The interior of the "Kinderland-Wagen" / "Children's Land Car" is newly designed with separately installed details such as play tables and a slide. Both cars have factory-installed LED interior lighting. A buffer capacitor is built into each car to bridge over temporary spots without current. The cars are equipped with operating, current-conducting close couplers. The interior lighting works in conjunction with the dining car from the 43767 car set. The assigned order of the cars must be maintained for this purpose. The trucks, roof shapes, side walls, underbodies, and skirting are specific to the types of cars. The car route signs and sequence numbers are imprinted on the cars. The minimum radius for operation is 360 mm / 14-3/16". Both cars are individually packaged and there is also a master package. Length over the buffers approximately 56.4 cm / 22-3/16".

One-time series.

Operating, current-conducting close couplers

Extensively modelled children's compartment

Factory-installed LED interior lighting with buffer capacitors

Multi-colored interior details


The children's car with a prototypical play area



TRIX

This model can be found in the Trix H0 assortment under item number 23143.



 This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 144 for warranty terms. A current explanation of the symbols can be found on the Internet at www.maerklin.de



43769 FD Königssee Passenger Car

Prototype: German Federal Railroad (DB) type Bpmz 291.2 open seating car, 2nd class. Ocean blue / ivory basic paint scheme. Train route: FD 1980 from Berchtesgaden to Hamburg Altona. Car sequence number 64. The car looks as it did in 1988.

Model: The interior details of the car are multi-colored. The car has factory-installed LED interior lighting. A buffer capacitor is built into the car to bridge over temporary spots without current. The car is equipped with operating, current-conducting close couplers. The interior lighting works in conjunction with the dining car from the 43767 car set. The assigned order of the cars must be maintained for this purpose. The

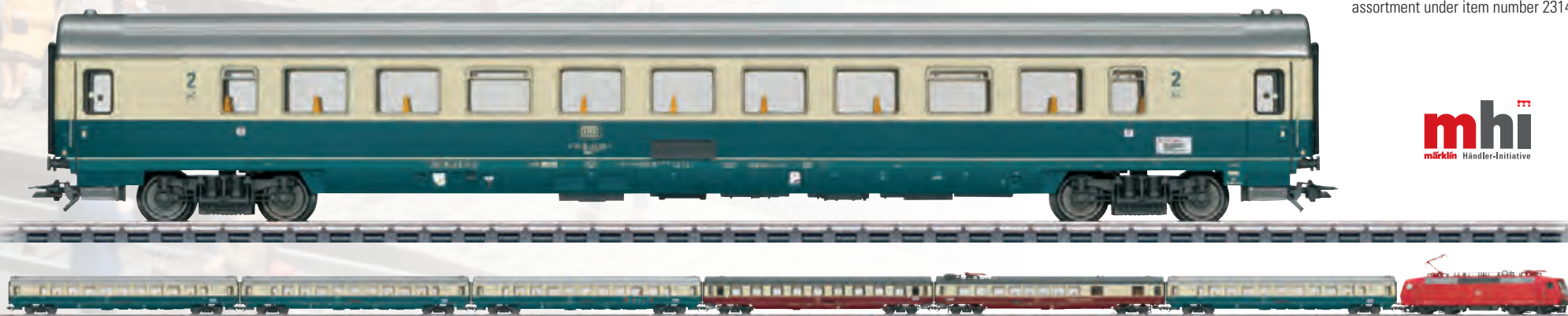
underbody is specific to the type of car. The trucks are type MD 52. The car route signs and sequence numbers are imprinted on the car. The minimum radius for operation is 360 mm / 14-3/16". Length over the buffers approx. 28.2 cm / 11-1/8".

One-time series.

TRIX

This model can be found in the Trix H0 assortment under item number 23144.

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Track Laying Group



26621 "Track Laying Group" Train Set

Prototype: German Railroad, Inc. (DB AG), DB Track Laying Group. Class 335 (Köf III) small diesel locomotive. Version with an enclosed cab. Gold yellow basic paint scheme. 1 type Res 687 stake car, 1 type Fcs 092 side dump hopper car, 1 workshop car. Locomotive road number 335 220-0. The train looks as it did around 2016.

Model: The small diesel locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion. Both axles powered. 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, there is the double A light function.

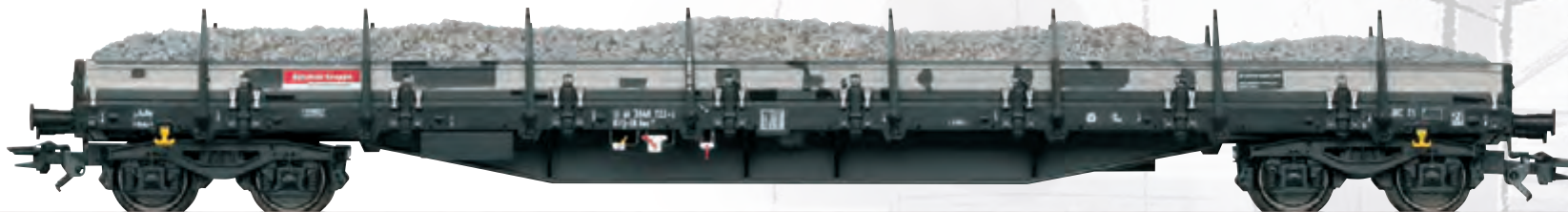
Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has a new Telex coupler at both ends, which can be controlled separately in digital operation. A coupler maneuver can also be activated. There are separately applied metal grab irons. The stake car has aluminum side walls, stakes that can be folded over, and it is loaded with ballast. The side dump hopper car is intricately constructed with many separately applied details. The workshop car is based on the type BD3yg (Rebuild car).

Total length over the buffers approximately 59 cm / 23-1/4".

One-time series.



Loaded with ballast



Since January 1, 2020, several firms responsible for track laying have been operating under the name DB Railroad Construction Group, Inc. This enterprise is a one hundred percent subsidiary of the German Railroad, Inc. Its area of activity encompasses all services involving the railroad infrastructure. This includes planning, construction, and chiefly maintenance of the railroad infrastructure. Over 3,000 employees are active across Germany at 40 locations. In addition, the Railroad Construction Group also maintains a roster of 400 powered units. They consist in part of former powered rail cars of the German Railroad, which were taken over after being retired. Class 218 units are also in use for the DB Railroad Construction Group.

Smaller activities are handled competently by the class 335 small locomotives. These units, also known as Köf III, thereby have a new and varied area of activity. The good old three-axle "Rebuild" cars have been converted into rolling workshops so that particular tasks can also be handled underway out in the field. They are particularly striking with their light bright yellow paint scheme and together with other former cars from DB Cargo they bring variety and operating fun to your layout. Here the switching maneuvers always necessary in construction site work provide a lot of enjoyment.

Highlights:

- **Coupler maneuver included**
- **mfX+ World of Operation digital decoder and extensive sound functions**
- **Stake car includes a load of ballast**

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						
Telex coupler on the rear						Sound of uncoupling
Diesel locomotive op. sounds						Surrounding Sounds 1
Horn						Surrounding Sounds 2
Telex coupler on the front						Switching range + switching light
Direct control						
Rear Headlights off						
Whistle for switching maneuver						
Front Headlights off						
Sound of squealing brakes off						
Blower motors						
Brake Compressor						
Letting off Air						
Replenishing diesel fuel						
Coupler procedure for uncoupling						
Sound of Couplers Engaging						

- With Update 3.55 also up to 32 functions for the MS2

Köf III includes Telex couplers front and rear, which can be controlled separately in digital operation



Our Insider Model for 2024: A train writes history

Once upon a time! Most fairytales begin this way and there actually is a train, which became famous in Europe and Canada and whose story is like a fairytale.

It began in 1957, when the Trans Europe Express (TEE) raised traveling by rail in Europe to a new level. The Dutch State Railroad (NS), from which the TEE initiative originated, cooperated with the Swiss Federal Railways (SBB) in the development of the train. Together they purchased five four-part powered trains with a motor performance of 2,000 horsepower, which held its own in terms of comfort and design with the DB icon, the class VT 11.5. The active career of the trains designated as the RAm or DE4 began with a lot of promise, among other things with the TEE “Edelweiss” on the route Zürich – Basle – Strasbourg – Luxembourg – Brussels – Amsterdam, whose running time represented an almost sensational achievement for that time. This TEE required only 9 hours and 30 minutes with 13 intermediate stops for the 1,050 kilometer / 656 mile trip, which meant an average speed of 110 km/h / 69 mph. The “Edelweiss” was in 1974 the last service of the RAm/DE4 after train number RAm 501 had been destroyed three years before as TEE “Bavaria” in the tragic accident at Aitrang, Germany.

Unexpectedly a prince came from distant Canada and kissed the remaining RAm and DE4 units awake. In distant Ontario, the state Ontario Northland Railway (ONR) wanted to usher in a new era in passenger service. On June 9, 1977, the once European TEE

finally started from Union Station in Toronto for the first time as the “Northlander” on a Northland run to Timmins, around 750 km / 469 miles. Before that the trains were overhauled in the Netherlands and Switzerland. This involved the installation of new headlights, marker lights, number boards, horns, and bells adhering to Canadian standards. The elegant ONR paint scheme of yellow/blue was also applied to the trains in their old home. The “TEE Trains” quickly became a big success, especially since the “Northlander” ran through a fabulous landscape. The running time of around 11 hours was absolutely acceptable by Canadian standards. The unusually comfortable travel experience stood in the foreground. After numerous failures, the susceptible motor cars were replaced at the start of the Eighties however by proven GM type FP7 A units. The “Northlander” ran with this consist until 1992.

The fairytale appeared to end again at a graveyard for retired rail vehicles. Then the Swiss association TEE Classics brought five cars back to Europe. Moreover, with significant help from the firm Märklin, which was able to present this famous train soon after its arrival in Göppingen, Germany. Road number V 200 007

handled the transport from Hamburg Harbor to Swabia. The small “Northlander” is thus an eye-catcher in German miniature landscapes too. Especially since there is no TEE train able to ascend to the double TV star. The video producer Eisenbahn-Romantik devoted two episodes to these trains: “From the TEE to the Northlander” describes with unique historic scenes the train’s use in Europe and mostly in Canada. “Ontario – the Northland and Return” depicts the adventurous return from North Bay in Ontario right up to the train’s arrival in Hamburg Harbor. Both episodes can be called up in the ARD Media Library and on YouTube.

And what about the happy ending that every fairytale ought to have? It is there in a number of ways: The five former “Northlander” cars are currently at the Netherlands Transportation Museum (www.nederlandstransportmuseum.nl) where the overhaul has begun. The real life “Northlander” discontinued in 2012 is to return starting in 2025 or 2026 with modern Siemens-powered trains on its old route and the legendary European-Canadian train will remind people of a quite unusual train with the perfect Märklin Insider model at least in a small scale.





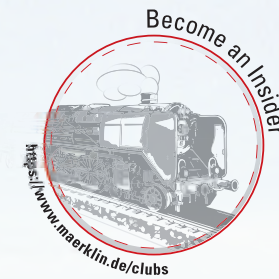
The number boards can be controlled separately in digital operation



Interior lighting, engine room and cab lighting included



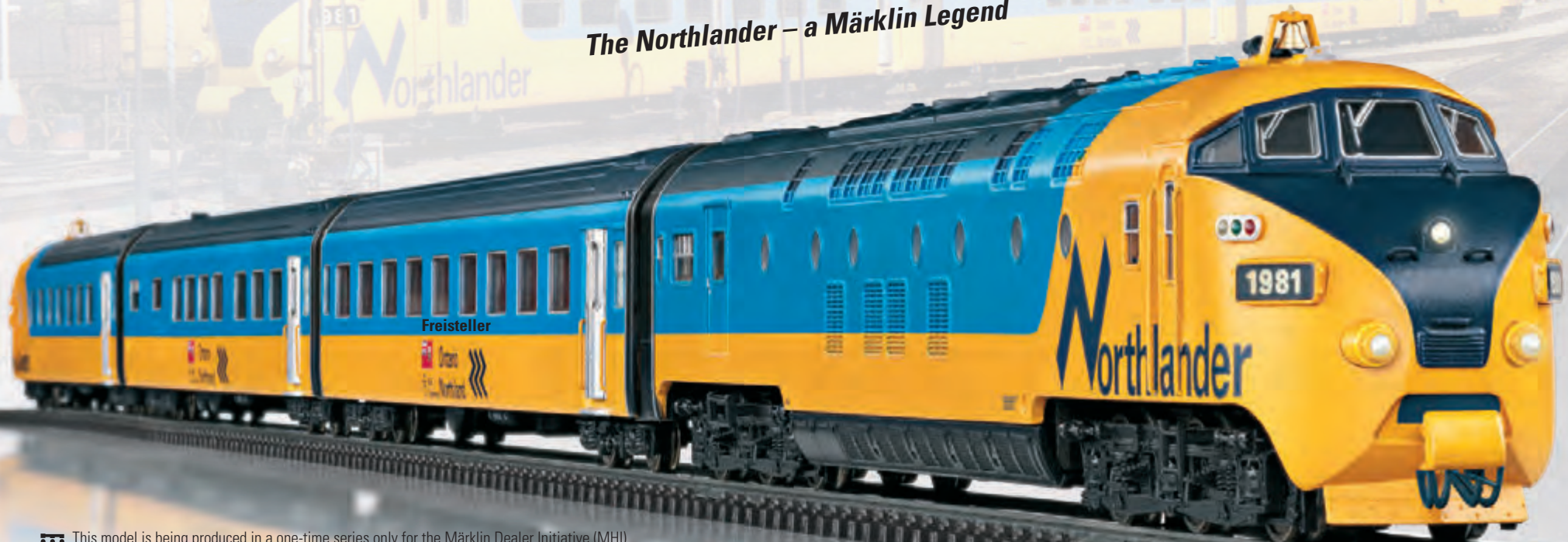
Classification Lights – they are designated as limit lights and give information about the status of the train



Additional details and views of our current Insider model can be found in the special brochure.



The Northlander – a Märklin Legend



© Barry Lewis, Wikipedia

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 144 for warranty terms. A current explanation of the symbols can be found on the Internet at www.maerklin.de

Our Insider Model for 2024: A train writes history



39705 "Northlander" Diesel Powered Train

Prototype: Ontario Northland Railway (ONR), Canada (former class RAm TEE diesel powered train) "Northlander" diesel powered train. 4-part set in azure/yellow basic paint scheme. 1 motor car, 1 compartment car, 1 dining car, 1 open seating car with a control cab. Road number 1981. The train looks as it did in the Eighties.


Model: This is a 4-part unit. It has an mfx+ digital decoder and extensive sound and light functions. It also has controlled, high-efficiency propulsion with a flywheel in the motor car, centrally mounted. Two of three driving wheelsets in the two 3-axle trucks are powered using cardan shafts. Traction tires. There is factory-installed interior lighting in the compartment, dining, and open seating cars. Triple headlights and dual red marker lights

change over with the direction of travel. They and the interior lighting will work in conventional operation and can be controlled digitally. The interior lighting in the baggage area of the motor car can be controlled separately in digital operation. The engine room lighting in the motor car and cab lighting in the motor car and control cab of the open seating car can all be controlled separately in digital operation. The classification lights on the ends of this train can be controlled digitally. Maintenance-free, warm white and various colored LEDs are used for the lighting. There are multiple conductor special couplings with guide mechanisms between the train units for a continuous electrical connection of the entire train. There is pickup shoe changeover with current supply depending on the direction of travel from the motor car or the open seating car with a control cab,

depending on which car is at the front of the train. There are many separately applied details. The two ends of the train have a Scharfenberg coupler (no function) modelled. The minimum radius for operation is 437.5 mm / 17-1/8". The train can be run on Radius 1 if you ignore the clearance profile. Total length of the powered train over the couplers approximately 113 cm / 44-1/2".

Order deadline February 29, 2024



 This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 144 for warranty terms. A current explanation of the symbols can be found on the Internet at www.maerklin.de

Welcome to the World of Märklin my world!

3+

With the Märklin my world toy trains for children ages 3 and above getting started is quite easy: With the Märklin my world assortment children can get involved in different theme worlds with great trains, large buildings, and many accessories. Here track can be laid, stations built, signals set, and trains can be run through tunnels. Children are creative here and learn to use their hands playfully.

The locomotives are powered by batteries or rechargeable batteries, they have lights, and they play different sounds. Magnetic couplers provide lightning-fast coupling, and a long train can be made. The wireless Power Control Stick is made especially for small hands – you can control the train, the lights, and all the sounds with it.

The track is completely made of plastic, it has no sharp edges, points, or metal parts and it conducts no current. Despite this, it can be connected to the well-known Märklin C Track and thus making it easy to go to Dad's or Grandpa's layout.

Educationally valuable – Playing makes us smart!



Creativity



Motor skills



Logical thinking

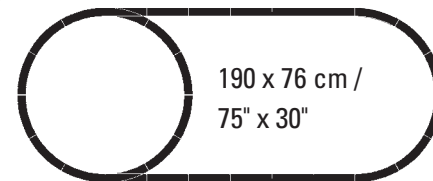
! All the new items from Märklin my world can be found in the joint children's catalog with the assortments from Märklin my world and Start up.

29348 "Glacier Express" Starter Set

- Quick charging of the locomotive with rechargeable battery technology and a USB charging cable.
- Electric locomotive with typical sounds and lights for the Glacier Express.
- Roofs on all cars can be removed. The cars have interior details.
- Childproof magnet couplers.
- Very realistic train design.



Panorama cars include transparent roofs.



50 cm / 19-11/16"

29347 "Auto Transport" Starter Set

- Quick charging of the locomotive with rechargeable battery technology and a USB charging cable.
- Powerful diesel locomotive with different sounds and lights.
- Sliding wall boxcar with a transport box for loading.
- Auto transport car with folding loading ramp.
- Autos and wheels for additional play options.

Ideal expansion with the 44347 add-on package for loading.



190 x 85 cm / 75" x 33"



48 cm / 18-7/8"

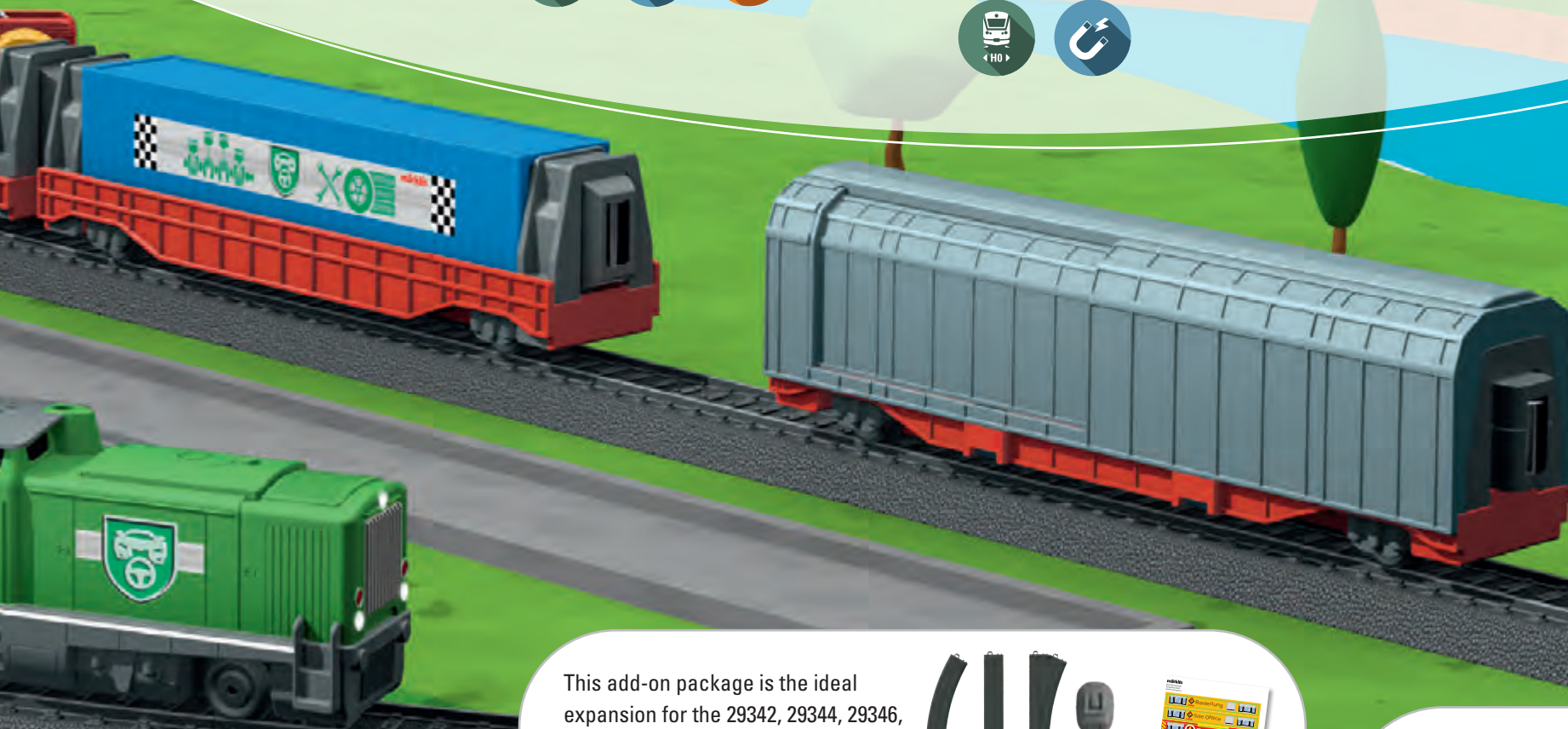
44347 Add-On Package for Loading

- Variety of play options with container and crane.
- Track material designed for easy expansion of all available track patterns in the Märklin my world assortment.
- Custom decoration possibilities for the container by affixing stickers.

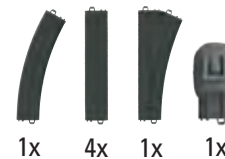


44145 Sliding Wall Boxcar

- The sliding wall boxcar can be opened.
- There is enough space inside for loading.
- Childproof magnet couplers.
- Car can be used in a variety of ways – ideal for adding to freight trains.



This add-on package is the ideal expansion for the 29342, 29344, 29346, and 29347 starter sets.



← 17 cm / 6-11/16" × 17 cm / 6-11/16" →



← 17 cm / 6-11/16" →

Start up – An Invitation to Play



 mfx I-VI

36873 KLVM Tank Locomotive

Prototype: Wet steam unit based on a provincial railroad design.
0-6-0 wheel arrangement.

Model: The locomotive has an mfx digital decoder. 1 axle powered.
Traction tires. The locomotive has coupler hooks.
Length over the buffers 10.8 cm / 4-1/4".



44252 "Zott Monte" Refrigerator Car

Prototype: Privately owned car, design for Zott SE & Co. KG,
Mertingen, Germany.

Model: The car has Relex couplers for fast, easy coupling.
Car length 11.5 cm / 4-1/2".
DC wheelset E700580.



*Unique car design
Continuation of the Start up
refrigerator car series*

44831 Graffiti Container Transport Car

This is a container transport car in a striking, modern graffiti design. The corrugated sheet metal structure is imprinted on the smooth container using a 3D digital printing technology. The flat car has Relex couplers.
Car length 11.5 cm / 4-1/2".
DC wheelset E700580.

Highlights:

- 30 foot container in a unique graffiti design
- The corrugated sheet metal structure of the container is imprinted in relief using a 3D digital printing technology
- Relex couplers for fast, easy coupling



*Container with graffiti and
corrugated sheet metal look*



40400 Regional Express Bi-Level Car, 1st/2nd Class

Prototype: German Railroad, Inc. (DB AG) type DABz 756 Regional Express bi-level commuter car, 1st/2nd class.

Model: The car has tinted windows on the sides. This car is a version with Relex couplers. Car length 26.8 cm / 10-9/16". DC wheelset E700580.

All the cars include tinted side windows and they are lettered as prototypical commuter cars

The cars can be converted to the 357874 close coupler heads



40401 Regional Express Bi-Level Car, 2nd Class

Prototype: German Railroad, Inc. (DB AG) type DBz 751 Regional Express bi-level commuter car, 2nd class.

Model: The car has tinted windows on the sides. This car is a version with Relex couplers. Car length 26.8 cm / 10-9/16". DC wheelset E700580.



40402 Bi-Level Cab Control Car, 2nd Class

Prototype: German Railroad, Inc. (DB AG) type DBbzf 761 Regional Express bi-level commuter cab control car, 2nd class with a cab compartment.

Model: The car has tinted windows on the sides and 2 red marker lights on the cab end. This car is a version with Relex couplers. Car length 27.3 cm / 10-3/4".

Cab control car includes red marker lights



40402

40401

40400

36218

Christmas Time is Märklin Time



29124 "Christmas" Starter Set

Fictitious Christmas train in a colorful design. The train consists of a tank locomotive, a passenger car, and a gondola.

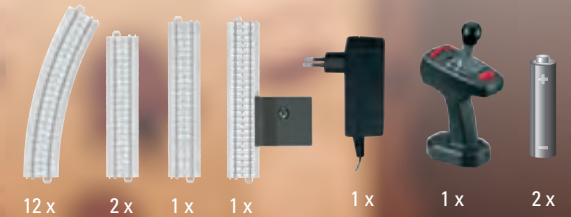
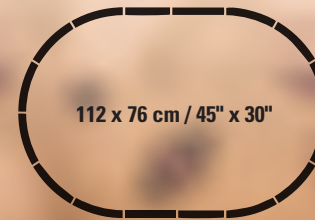
Model: The locomotive has an mfx digital decoder. 1 axle powered. Traction tires. The locomotive has coupler hooks. All the cars include Relex couplers.

Train length approximately 33.3 cm / 13-1/8".

Contents: 12 each R1 curved track, 2 each 171.2 mm / 6-3/4" straight track, 1 each 188.3 / 7-13/32" straight track, and 1 base station. All the track is white with a glitter effect. There is a cut-out sheet of "Christmas Gifts". The set has a switched mode power pack and a wireless, easy to use infrared controller, the Märklin Power Control Stick. 2 AAA batteries are included with the set. This set can be expanded with the 20124 "Snow-Covered Track" C Track extension set.

Highlights:

- Train in an appealing Christmas design
- Rugged train – ideally suited for children aged 6 and above
- Ergonomic Power Control Stick for controlling up to 4 locomotives as well as 5 functions
- Freedom of movement around the layout with the wireless infrared controller
- Easy to set up C Track layout with a snow look
- Base station decorative mode can be activated and includes an extension of the shutoff automation to 4 hours
- Packaging designed as a gift



Something special for under the Christmas tree can be found in the LGB new items for 2024.



44224 Christmas Car

Gondola in an appealing Christmas design.

Model: The gondola comes in a Christmas design. The car is loaded with a battery powered sound module, including a Christmas sleigh that can be mounted on the car. The sound module has a permanently programmed Christmas sound function. The recording function offers special play value for another sound function you create on your own. The car has Relex couplers. Batteries included.

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

DC wheelset E700580.

Highlights:

- Car in an appealing Christmas design
- Battery powered sound module with Christmas sounds
- Built-in recording function for your own sound function
- Car can be loaded and unloaded



20124 "Snow-Covered Track" C Track Extension Set

Different C Track sections with a snow look.

Contents: 2 each straight track 171.7 mm / 6-3/4", 1 each curved track (turnout curve), 1 left turnout, 1 track bumper. All of the track in white with a glitter effect. Setup instructions are included.

Ideal for expanding the 29124 "Christmas" starter set.

Highlights:

- C Track in a snow look
- Packaging designed as a gift







Perfectly realized models are waiting to greet you at Märklin H0 in 2024.

It may be the steam giants of early eras, the electric and diesel locomotives of the Seventies or Eighties, or the modern units of the present. In this new items program, we are introducing many new designs such as our completely new tooling for the class 86. Still known to model railroaders of the early period as the TT800 or as item number 3096 of the Seventies, it is now appearing to scale as a contemporary model with digital technology. Our class 151 electric locomotive is also coming into the program as completely new tooling. With the finest detailing that is prototypical, with new fine pantographs, and many digital functions, it is being presented in high-quality metal construction. Modern loadmasters in the form of double deep-well flat cars are being presented for the first time at Märklin.

The T3000e articulated deep well flat cars are used all over Europe. Extensively designed, they will find their way in different prototypical versions to a model railroad.

Let's remain in the present: An entirely new unit on the tracks of the German Railroad will also run in the future on model railroad layouts in H0 Gauge too – our new tooling for the Desiro HC electric powered train from Siemens, prototypically constructed with the modelling of all details and a variety of digital functions such as controllable train destination displays and controllable long-distance headlights to increase the operating enjoyment of this unit and to get even closer as a model to the prototype.

In addition to the new items presented here, many more attractive models for your layout are waiting on the following pages.

We hope you have a lot of pleasure leafing through the Märklin new items program before you.

Your Märklin Team

Cladding to Protect against Frost Included



39532 Class 52 Steam Locomotive

Prototype: German State Railroad (DR) class 52 heavy freight locomotive with a type 2'2'T30 tub-style tender. Dark gray basic paint scheme. Without smoke deflectors. Frost protection cladding for the air compressor and clad lubrication line. The pilot truck wheelset includes solid wheels. Locomotive road number 52 1400. The locomotive looks as it did around 1943/44.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, in the boiler. 5 axles powered. Traction tires. The locomotive and the tub-style tender are constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. Dual headlights, which change over with the direction of travel, and the smoke unit, which can be installed, will work in conventional operation and can be controlled digitally. Cab lighting can also be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with a guide mechanism in an NEM pocket on the rear of the tender and the front of the locomotive. Also, the buffer height on the front adheres to the NEM. The minimum radius for operation is 360 mm / 14-3/16". Protective piston rod sleeves, brake hoses, and imitation prototype couplers are included. Length over the buffers 26.4 cm / 10-3/8".

Prototypically designed boiler with free-standing lines

Buffer height conforms to the NEM and the pilot truck wheelset has solid wheels

Highlights:

- Detailed version constructed mostly of metal
- Prototypical cladding for protection against frost
- Buffer height on the front adheres to the NEM and the coupler is flat
- World of Operation mfx+ digital decoder and numerous operation and sound functions included
- Intricate running gear with mostly open view between the running gear and the boiler
- High-efficiency propulsion with a flywheel, in the boiler

Model constructed mostly of metal and because of the blackish gray paint scheme recognizable as a wartime locomotive of that time

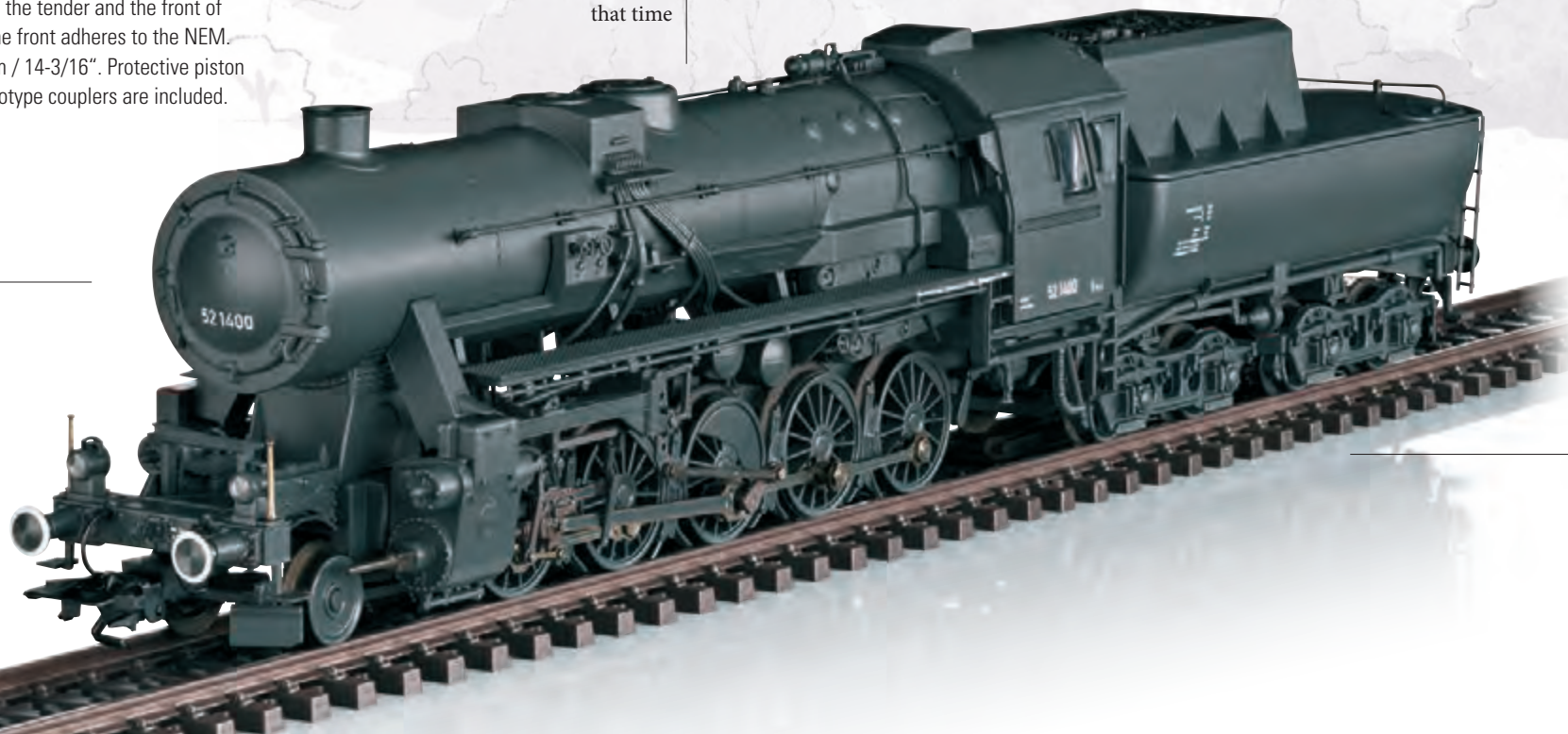
Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Replenishing water
Smoke generator contact						Replenishing coal
Steam locomotive op. sounds						"Switcher Double ""A"" Light"
Locomotive whistle						Switching range + switching light
Direct control						Generator Sounds
Sound of squealing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

– With Update 3.55 also up to 32 functions for the MS2

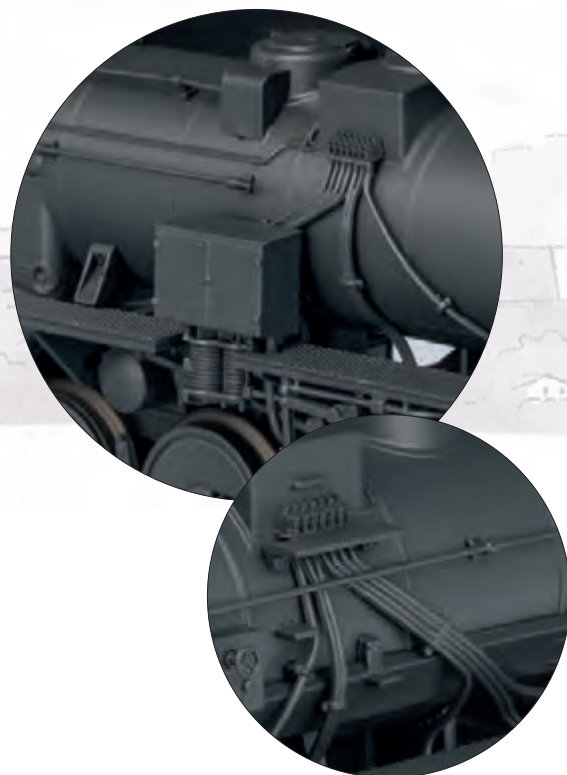
Cab lighting

TRIX

This model can be found in the Trix H0 assortment under item number 25532.



Prototypally realized on the model of the class 52, the cladding on the air compressor to protect against frost and the clad lubrication lines



48660

48660

39532

The heavy-duty flat car set to go with this locomotive can be found on the following page.

Under a Protective Tarp



48660 Type SSyms Köln Heavy-Duty Flat Car Set

Prototype: Three 6-axle type SSyms Köln heavy-duty flat cars for transporting heavy freight. German State Railroad (DR). Handbrakes, platform railings, stakes, and brakes that can be set from the ground are included. Each car is loaded with a vehicle under a protective tarp. The cars look as they did around 1942.

Model: The heavy-duty flat car subframes include side sills constructed of metal. Stakes for installation on the cars are included in a flat package. Each car includes a load frame under a protective tarp for fixing a vehicle in place. All the heavy-duty flat cars have different car numbers and are individually packaged. There is a master package. Total length over the buffers approximately 46 cm / 18-1/8". DC wheelset E700580.

Highlights:

- All the heavy-duty flat cars have different car numbers
- Vehicle loads can be fixed in place using load frames



48660

48660

39532



Strong, Nimble, and Rugged – the 86, a Jack-of-All-Trades



37086 Class 86 Steam Locomotive

Prototype: German Federal Railroad (DB) Class 86.0-8 steam tank locomotive. Black basic paint scheme and red running gear. Version with 4 boiler appliances. Welded water tanks with long cutouts over the cylinders and rounded edges. Triple headlights with DB Reflex glass lamps. Bell and turbo dynamo on the left, smoke box door without central locking and with a number board centrally mounted, without inductive magnet, coal bunker with a straight applied board. Road number 86 507. Stationed at Wuppertal District, Dieringhausen maintenance facility. The locomotive looks as did around 1964.

Model: The locomotive has an mfx+ digital decoder and extensive light and sound functions. It also has controlled, high-efficiency propulsion with a flywheel in the boiler. 4 axles powered. Traction tires. The locomotive is constructed mostly of metal. The 72270 smoke unit can be installed in the locomotive. Triple headlights change over with the direction of travel. They and the smoke unit contact will work in conventional operation and can be controlled digitally. Dual red marker lights can be controlled separately in digital operation. Cab lighting can also be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. There are numerous separately applied metal grab irons and lines. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protective sleeves, brake hoses, and imitation prototype couplers are included separately. Length over the buffers 16.0 cm / 6-5/16".

*Highly detailed new tooling
of the popular class 86*

The image shows the locomotive with the brake hoses and prototype coupler included from the factory as accessory parts.

It is a must for every Märklin railroader committed to Era III. The class 86 was an important jack-of-all-trades on the German Federal Railroad. The 86 is now being issued again – as a finely detailed model with high-tech features. Whether it is pulling a short limited-stop fast passenger train, long passenger trains, local branch line consists, or in freight service: The class 86 will bring variety to a model railroad. Stories can be told from the heyday of railroading when freight was still transported by rail to every corner of West Germany.

*The new 86:
A Märklin legend returns*



Highlights:

- Completely new tooling
- Intricate construction mostly of metal
- Prototype selection is the longer variant of the class 86
- Welded water tanks
- Long cutout on the water tanks
- Triple headlights with DB Reflex glass lamps
- Cab lighting can be controlled separately in digital operation
- Red marker lights can be controlled separately in digital operation
- 72270 smoke unit can be installed
- World of Operation mfx+ digital decoder with a variety of light and sound functions
- Buffer height conforms to the NEM



Welded water tanks with long cutouts and rounded upper edge

Boiler rich in details, including many separately applied lines

Turbo dynamo for electric lighting and bell between the smoke stack and steam feedwater dome

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

– With Update 3.55 also up to 32 functions for the MS2

Class 86 for the first time starting in 1951 as TT800 and then starting in the Seventies as 3096 in the program



This model can be found in the Trix H0 assortment under item number 25086.

Learn more about the prototype:
<https://www.maerklin.de/products/37086>



Passenger cars such as the "Donnerbüchsen" / "Thunder Boxes" or appropriate freight cars to go with this locomotive can be found in the current Märklin H0 assortment. Another freight car set can be found in the Trix H0 assortment under item number 24140 along with information about the necessary AC wheelsets.



24140 (Trix)

37086

Load Master



46660 Type Rms 31 Freight Car

Prototype: German Federal Railroad (DB) type Rms 31 low side car. Version with low side walls, friction bearings, and stamped sheet steel stakes. The car looks as it did around 1961.

Model: The car has truss rods and storage boxes on the underframe, friction bearings, and headpieces with cutouts. Stakes for installation on the car are included.

Length over the buffers approximately 13.9 cm / 5-1/2".

DC wheelset E700580.

Highlights:

- Type Rms 31 gondola for the first time as an individually available car
- Stakes for installation on the car included

Type Rms 31 available for the first time as an individual car



48264 Type Kds 67 Powder Silo Car Set

Prototype: Three type Kds 67 two-axle powder silo cars. Version with three dark gray silo containers on each car. German Federal Railroad (DB). The cars look as they did in Era III.

Model: The cars feature detailed construction with separately applied details such as entry ladders, grab irons, and lines in the underbody area. All the powder silo cars have different car numbers. The cars are individually

packaged and there is a master package. Additional parts for installation on the cars are included in a flat package.

Length over the buffers per car 13.5 cm / 5-5/16".

Total length over the buffers approximately 40.7 cm / 16".

Highlights:

- Different car numbers
- Cars individually packaged
- New freight car type in the Märklin assortment

A steam locomotive to go with these cars can be found in the Märklin H0 assortment for example as the class 86 (item number 37086) or the class 50 (item number 37897).



This item is a cooperative project with the firm PIKO Toys, Inc., Sonneberg, Germany.

Massive Pressure in the Boiler

In 1936, the Schwartzkopff Berlin Machinery Construction Company, Inc. delivered the first class 41 fast freight locomotives. These units turned out to be general-purpose locomotives for medium weight trains. Between 1936 and 1941, a total of 366 locomotives of this class were built, of which most were taken over after the war by the German Federal Railroad and the German State Railroad.



37931 Class 042 Steam Locomotive

Prototype: Class 042 freight steam locomotive with oil main firing and a type 2'2'T 34 standard design oil tender. Converted version with a new construction high-power boiler. German Federal Railroad (DB). Black/red basic paint scheme. Witte smoke deflectors, DB Reflex glass lamps, and inductive magnets on both sides. Locomotive road number 042 206-3. The locomotive looks as it did around 1970.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion with a flywheel, mounted in the boiler. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The 7226 smoke unit can be installed in the locomotive. Triple headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. The close coupling with a guide mechanism between the locomotive and tender can be adjusted for different curves. There is a close coupler with

a guide mechanism and an NEM pocket on the back of the tender and the front of the locomotive. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves, brake hoses, and prototype coupler imitations are included. Length over the buffers 27.5 cm / 10-13/16".

Highlights:

- **Intricate model, constructed mostly of metal**
- **Partially open bar frame and many separately applied details**
- **Controlled high-efficiency propulsion with a flywheel, mounted in the boiler**
- **World of Operation mfx+ digital decoder with a variety of operation and sound functions**

Early Era IV version around 1969/70

Learn more about the prototype:
<https://www.maerklin.de/products/37931>



TRIX

This model can be found in the Trix H0 assortment under item number 25042.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Sanding
Smoke generator contact						"Switcher Double ""A"" Light"
Steam locomotive op. sounds						Switching range + switching light
Locomotive whistle						Generator Sounds
Direct control						Operating Sounds 2
Sound of squealing brakes off						Rail Joints
Air Pump						Safety Valve
Whistle for switching maneuver						Sound of Couplers Engaging
Letting off Steam						
Operating Sounds 1						
Water Pump						
Injectors						
Bell						
Replenishing fuel						
Replenishing water						
Replenishing sand						

– With Update 3.55 also up to 32 functions for the MS2

Freight cars to go with this locomotive can be found in the current Märklin H0 assortment.



Made for Heavy Loads



39132 Class 151 Electric Locomotive

Prototype: German Federal Railroad (DB) class 151 electric locomotive. Chrome oxide green basic paint scheme. Road number 151 034-6. 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. Two axles in each truck powered using cardan shafts. Traction tires. Triple headlights and dual red marker lights

change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. There is a double A light function. Cab lighting changes over with the direction of travel. It and engine room lighting can be controlled digitally. An approach 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. The roof equipment is detailed with new tooling for the type DBS 54

pantographs. The pantographs can be raised and lowered digitally. There are many separately applied parts such as control wheel imitations in the cabs, grab irons, sand boxes, UIC sockets, and roof conductors. The buffer height conforms to the NEM. Brake lines, prototype couplers, and various sockets are included separately for installation on the locomotive. Length over the buffers approximately 22.4 cm / 8-13/16".

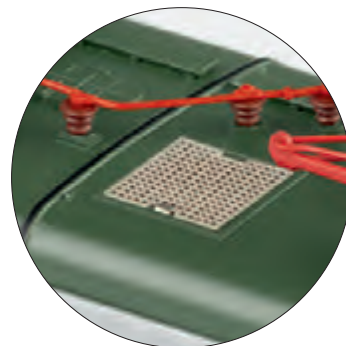


24968 (Trix)

Completely new tooling with highly detailed metal construction



New tooling for type DBS 54 pantographs that can be raised and lowered



Many separately applied details, such as wheel imitations

The vent grills are also modelled prototypically by being set off in color and made as separately etched parts

Cab and engine room lighting can be controlled digitally

Buffer height conforms to the NEM

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						
Pantograph control						Letting off Air
Electric locomotive op. sounds						Sanding
Horn						Train control warning sound
Pantograph control						Coupler sounds
Direct control						Coupler sounds
Engineer's cab lighting						Opening cab door
Sound of squealing brakes off						
Engine room lighting						
Headlights locomotive end 2 off						
Whistle for switching maneuver						
Switching range + switching light						
Headlights locomotive end 1 off						
Approaching train lamp						
Blower motors						
Brake Compressor						

– With Update 3.55 also up to 32 functions for the MS2

TRIX

This model can be found in the Trix H0 assortment under item number 25651.



Approach lamp can be controlled separately in digital operation



Unloading Using Gravity



00730 Type Tals 968 Hinged Roof Car Display

Prototype: 24 German Federal Railroad (DB) type Tals 968 four-axle, high-capacity hinged roof cars. Used to transport moisture-sensitive bulk freight. Reddish brown basic paint scheme. All the cars have 2 transition platforms. 12 cars have a handbrake at one transition platform and 12 do not have a handbrake. Type 665 trucks. The cars look as they did around 1984.

Model: These hinged roof cars are to scale and are detailed in their construction with many separately applied details. There are 24 different car numbers. All the cars have 2 separately applied transition platforms, and 12 cars have a brake wheel at Car End 2. The side of each car includes a step for boarding the car and boarding grab irons as well as boarding holes on the upper body. The hinged roof can be swung manually to the side. All the cars in the display are individually packaged. The buffer height on all the cars conforms to the NEM. Length over the buffers per car 14.4 cm / 5-11/16". DC wheelset per car E700580.

Completely new tooling to scale
All 24 cars include different car numbers

Highlights:

- **Completely new tooling for the type Tals 968 hinged roof car**
- **Scale construction in 1:87**
- **Many separately applied details**
- **24 different car numbers**
- **Ideal for unit trains**
- **Buffer height conforms to NEM**
- **Individual sale from the display**



The hinged roofs can be tipped prototypically to the side

A hinged roof car display with another 12 car numbers can be found in the Trix H0 assortment under item number 24968 along with information about the necessary AC wheelsets.



24968 (Trix)



The long unit trains belong to the trains that attract all the attention in the prototype as well as the models. They usually consist of a car type. For example, the “Long Henry”, is an ore train that was still pulled in the Seventies by the mighty class 043 steam locomotives. It is still remembered very well. There are also freight loads that are very sensitive to moisture and therefore they cannot be transported in cars such as the type Falns 182. Starting in 1982 Talbot thus built 140 units of a car with the designation Tals 968 for the German Federal Railroad. These cars had a hinged roof that protected the load very well, in this case salt for

the chemical industry. Visually the type Tals 968 attracted notice due chiefly to its offset roof struts, which lengthened the car body in the upper area at the ends and made it look even more massive. With a weight empty of around 25 metric tons, the freight load can be a maximum of 65 metric tons. So, in the prototype with 24 cars the total load was considerable thus requiring a powerful piece of motive power. Here is where the very powerful class 151 can shine. The type Tals 968 hinged roof car not only runs in unit trains, but it can also be seen in mixed trains. Here as there it always cuts a good figure, either on a layout or in the display case.





The Powerful One



39151 Class 103 Electric Locomotive

Prototype: German Federal Railroad (DB) class 103 electric locomotive. Version with "short" cabs, single-arm pantographs, end skirting, and buffer cladding. Crimson/beige basic paint scheme. Road number 103 152-5. The locomotive looks as it did starting in 1979.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion with a fly-wheel, centrally mounted. Two axles in each truck powered using cardan shafts. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. There is a double A light function. Cab lighting changes over with the direction of travel. It and engine room lighting can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The roof equipment is detailed with new tooling for the type DBS 54 pantographs. The pantographs can be raised and lowered digitally. There are many separately applied control wheel imitations in the cabs, grab irons, windshield wipers, UIC sockets, and roof conductors. The buffer height conforms to the NEM. Brake lines, sockets, steps, prototype couplers, and close skirting are included separately for installation on the locomotive. Length over the buffers approximately 22.4 cm / 8-13/16".

Highlights:

- **Another Märklin classic**
- **Cab and engine room lighting can be controlled digitally**
- **Separately applied control wheel imitations in the cabs**
- **Locomotive frame and body constructed of metal**
- **mfx+ digital decoder with extensive light and sound functions**
- **Buffer height conforms to the NEM**

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)	█	█	█	█	█	█
Engineer's cab lighting	█	█	█	█	█	█
Electric locomotive op. sounds	█	█	█	█	█	█
Locomotive whistle	█	█	█	█	█	█
Direct control	█	█	█	█	█	█
Sound of squealing brakes off	█	█	█	█	█	█
Interior lights	█	█	█	█	█	█
Headlights locomotive end 2 off	█	█	█	█	█	█
Whistle for switching maneuver	█	█	█	█	█	█
Switching range + switching light	█	█	█	█	█	█
Headlights locomotive end 1 off	█	█	█	█	█	█
Blower motors	█	█	█	█	█	█
Compressor	█	█	█	█	█	█
Letting off Air	█	█	█	█	█	█
Coupler sounds	█	█	█	█	█	█
Station Announcements	█	█	█	█	█	█

– With Update 3.55 also up to 32 functions for the MS2

Cab lighting

Engine room lighting

NEM buffer height and wheel disc imitations

TRIX

This model can be found in the Trix H0 assortment under item number 22931.



© Ulrich Budde



| 43861

| 43872

| 43852

| 39151



Comfortable Travel



43852 Type Avmz 111 Express Passenger Car

Prototype: German Federal Railroad (DB) type Avmz 111 express compartment car, 1st class. Crimson/beige basic paint scheme. The car looks as it did starting in 1980.

Model: The car entrances have folding steps. The underbody and skirting are specific to the car type. The trucks are type Minden-Deutz heavy (type 367) with disk brakes, magnetic rail brakes, and anti-roll devices. The car has a pitched roof with a continuous rain gutter. 7319 current-conducting couplings or 72022 current-conducting couplers, the 73406 pickup shoe, the 73410/73411 interior lighting, and the 73407 marker lights can be installed on the car. The minimum radius for operation is 360 mm / 14-3/16". Length over the buffers 28.2 cm / 11-1/8". DC wheelset E700580.

Highlights:

- Another Märklin classic
- Type Minden-Deutz heavy (type 367) trucks

All the cars include a steep pitched roof, continuous rain gutters, original design windows, and entries with folding steps



43861 Type Apmz 121 Express Passenger Car

Prototype: German Federal Railroad (DB) type Apmz 121 express open seating car, 1st class. Crimson/beige basic paint scheme. The car looks as it did starting in 1980.

All additional information can be found under item number 43852.





43872 Type WRmh 132 Dining Car

Prototype: German Federal Railroad (DB) type WRmh 132 express dining car. Crimson/beige basic paint scheme. The car looks as it did starting in 1980.

Model: The trucks are type Minden-Deutz heavy (type 361) with disk brakes and magnetic rail brakes. There are separately applied generators on both trucks. The car has a pitched roof with a continuous rain gutter and various vents. The car has separately applied table lamps.

Highlights:

- Type Minden-Deutz heavy (type 361) trucks with many separately applied parts
- Separately applied table lamps

All additional information can be found under item number 43852.

Detailed trucks with disc brakes, magnetic rail brakes, and separately applied generators



43861

43872

43852

39151

The "Pants Crease"



39125 Class 110 Electric Locomotive

Prototype: German Federal Railroad (DB) class 110 electric locomotive. Locomotive body includes aerodynamic ends, the so-called pants crease, with continuous ventilation bands, continuous rain gutter, and end grab irons. Cobalt blue basic paint scheme. Road number 110 461-1. The locomotive looks as it did starting in 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 four axles powered using cardan shafts. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can

be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. There is a double A light function. Cab lighting can be controlled separately in digital operation. Maintenance-free, warm white and red LEDs are used for the lighting. The roof equipment is detailed with new tooling for the 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 sockets. The buffer height conforms to the NEM. There are close couplers with guide mechanisms. Brake lines and prototype couplers are included separately for installation on the locomotive. Length over the buffers 18.9 cm / 7-7/16".

Highlights:

- Type DBS 54 pantographs as new tooling
- Pantographs can be raised and lowered digitally
- Cab lighting can be controlled digitally
- Close couplers with guide mechanisms
- mfx+ digital decoder with extensive light and sound functions
- Buffer height conforms to the NEM

Double-arm pantographs as new tooling

Cab lighting

Continuous rain gutter and separately applied grab irons on the ends

Close couplers with guide mechanisms included

Buffer height conforms to the NEM





© Ulrich Budde

The “Pants Crease” or rather prosaically the class E 10.3: There is hardly a German locomotive type which left its mark so vividly on the heyday of the German Federal Railroad starting in the Sixties as the elegant and streamlined units of the class E 10.3. Their impressive success story began in the Fifties when the new German Federal Railroad pressed ahead with electrification and ordered the E 10 in large numbers as a powerful and fast electric locomotive type. The first production runs (E 10.0 and E 10.1) still had a mundane, squared off locomotive body. In 1962, the first units appeared with aerodynamic ends. This striking design with the “crease” in the middle soon gave this variant rostered as the class E 10.3 the name “Pants Crease”. For decades, the class E 10 units were workhorses in high-quality DB passenger service and the “Crease” was certainly one of the stars on German rails. Starting in 1990 the E 10 units wandered into regional service and performed their duties dependably there. The last “Pants Crease” units with millions of miles or kilometers under their belts did not go into retirement until 2013.



New tooling for type DBS 54 pantographs that can be raised and lowered



The conductors on the roof insulators also run prototypically

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						
Pantograph control						Station Announcements
Electric locomotive op. sounds						Conductor's Whistle
Horn						Opening cab door
Pantograph control						Coupler sounds
Direct control						Coupler sounds
Sound of squealing brakes off						Train radio
Engineer's cab lighting						
Headlights locomotive end 2 off						
Whistle for switching maneuver						
Switching range + switching light						
Headlights locomotive end 1 off						
Blower motors						
Compressor						
Letting off Air						
Sanding						

– With Update 3.55 also up to 32 functions for the MS2

TRIX

This model can be found in the Trix H0 assortment under item number 22774.

**New: Close couplers with guide mechanisms,
Buffer height conforms to the NEM**



43953

43934

43925

43914

39125

From City to City



43914 Type Am 203 Express Passenger Car

Prototype: German Federal Railroad (DB) type Am 203 express passenger car, 1st class. Ocean blue / ivory basic paint scheme. The car looks as it did around 1980.

Model: The car entrance doors have one-piece door windows. The entries have fixed steps. The underbody is specific to the car type. The trucks are type Minden-Deutz heavy (type 361) with disk brakes and without

magnetic rail brakes. The car has a separately applied generator on one truck. 7319 current-conducting couplings or 72022 current-conducting couplers, the 73406 pickup shoe, the 73410/73411 interior lighting, and the 73407 marker lights can be installed on the car. The minimum radius for operation is 360 mm / 14-3/16".

Length over the buffers 28.2 cm / 11-1/8". DC wheelset E700580.

Highlights:

- Separately applied axle generator
- Type Minden-Deutz heavy (type 361) trucks
- Entry doors with one-piece door windows

Entries include fixed steps



43925 Type Bm 234 Express Passenger Car

Prototype: German Federal Railroad (DB) type Bm 234 express passenger car, 2nd class. Ocean blue / ivory basic paint scheme. The car looks as it did around 1980.

All additional information can be found under item number 43914.

Entries include folding steps



| 43953 | 43934 | 43925 | 43914 | 39125 |



43934 Type ABm 225 Express Passenger Car

Prototype: German Federal Railroad (DB) type ABm 225 express passenger car, 1st/2nd class. Ocean blue / ivory basic paint scheme. The car looks as it did around 1980.

All additional information can be found under item number 43914.

Entries include fixed steps



43953 Type BDms 273 Half Baggage Car

Prototype: German Federal Railroad (DB) type BDms 273 express half baggage car, 2nd class. Ocean blue / ivory basic paint scheme. The car looks as it did around 1980.

Model: Prototypical with two different car ends.

All additional information can be found under item number 43914.

Highlights:

- Separately applied axle generator
- Entries include fixed steps
- Prototypical with two different car ends

The type BDms 273 half baggage car with two different ends





The Living Legend of the German Federal Railroad



39215 Class 218 Diesel Locomotive

Prototype: German Federal Railroad (DB) class 218 diesel locomotive. Ocean blue / ivory basic paint scheme. Road number 218 401-8. The locomotive looks as it did starting in 1976.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion. 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. Headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. There is a double A light function. Cab lighting changes over with the direction of travel. It and the engine room lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons on the sides and ends. The buffer height conforms

to the NEM. There are close coupler with guide mechanisms. Brake lines and prototype couplers are included separately for installation on the locomotive.

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

Highlights:

- **Another Märklin classic**
- **First time to include digitally controlled engine room lighting**
- **Locomotive frame and body constructed of metal**
- **Prototypical roof construction of the class 218.4 with large cooling vents**
- **Cab lighting can be controlled digitally**
- **Close couplers with guide mechanisms**
- **mfx+ digital decoder with extensive light and sound functions**
- **Buffer height conforms to the NEM**

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						
Engineer's cab lighting						
Diesel locomotive op. sounds						
Horn						
Direct control						
Engine room lighting						
Sound of squealing brakes off						
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						
Opening cab door						
Operating sounds						
Train control warning sound						
Replenishing diesel fuel						
Coupler sounds						
Conductor's Whistle						
Rail Joints						

- With Update 3.55 also up to 32 functions for the MS2

Cab lighting

Engine room interior details including lighting

Roof includes separately applied vent grills as etched parts and prototypically without hoods



Buffer height conforms to the NEM and coupling with a guide mechanism

TRIX

This model can be found in the Trix H0 assortment under item number 22431.



© Foto: A. Lehnert, Slg: Peter Wittmann



| 43899

| 43898

| 43897

| 39215

Sorted According to Postal Code



42850 Postal Car Set

Prototype: A type Post mr-a railroad postal car for the German Federal Postal System (DBP), used on the German Federal Railroad (DB) and a German Federal Railroad (DB) type BDüms 273 half baggage car, 2nd class. Version of the railroad postal car as a general-purpose postal car with an exhaust hood for a coal oven, side air intake fins, and air changeover equipment. Car routing for the railroad postal car: Ulm – Friedrichshafen/Ravensburg. Car routing for the half baggage car: Ulm – Lindau. Car sequence number 20. Chrome oxide green paint scheme. The cars look as they did around 1978.

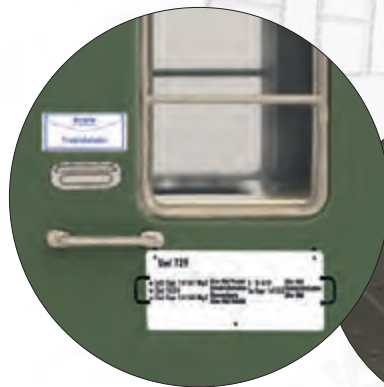
Model: The type Post mr-a railroad postal car is completely new tooling. This is a version of the railroad postal car as a general-purpose postal car with type 330 heavy Minden-Deutz (MD) trucks with a type D 150 cardan shaft generator on the right side of the car on both trucks. The half baggage car has type 330 heavy Minden-Deutz (MD) trucks with a type D 150 cardan shaft generator on the right side of the car on one truck. 7319 current-conducting coupling drawbars or 72022 current-conducting close couplers can be installed on both cars. 73410/73411 and a 73406 pickup shoe can be installed on both cars. 73407 marker lights can be installed on the half baggage car. The cars have underbodies specific to the car types. Both cars have imprinted car route sides. The minimum radius for operation is 360 mm / 14-3/16". Total length over the buffers 56.5 cm / 22-1/4". DC wheelset E700580.

Hauling mail and baggage by rail was once a lively everyday event and since the early period of service by rail an obvious self-evident fact. When the new, comfortable 26.4 meter / 86 foot 7 inch express cars conquered the German Federal Railroad rails starting in the Fifties, the German Federal Postal System purchased 685 new railroad postal cars to go with them. Following the old tradition, there was a slot for depositing letters, and work went on during the train's run in the postal compartment of these cars.



Read more at:

<https://www.maerklin.de/products/42850>



Letter slot and direction sign included



Exhaust hood for the coal stove included



Prototypically equipped with Minden-Deutz (MD) heavy type 330 trucks including a type D 150 cardan axle generator

Completely new tooling for the type Post mr-a

**Car routing:
Ulm – Friedrichshafen – Lindau**



TRIX

The railroad postal car can be found with another car number Trix H0 assortment under item number 23150.



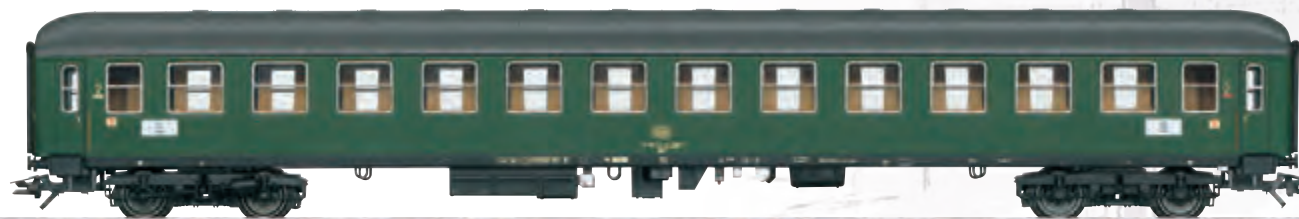
43936 Express Passenger Car Set

Prototype: Three German Federal Railroad (DB) UIC-X (m cars) design express passenger cars. Two type Bm 234 compartment cars, 2nd class and one type ABm 225 compartment car, 1st/2nd class. All the cars in chrome oxide green basic paint scheme. Car routing for train E 419: Ulm – Friedrichshafen – Lindau. The cars look as they did around 1978.

Model: The cars have a chrome oxide green basic paint scheme. All the cars have type Minden-Deutz (MD) heavy 330 trucks with a type D 150 cardan generator on the right side of the car on one truck. 7319 current-conducting couplings or 72022 current-conducting couplers, the 73406 pickup shoe, the 73410/73411 interior lighting, and the 73407 marker lights can be installed on all the cars. There are unlighted red marker light inserts on the ends of the cars. The minimum radius for operation is 360 mm / 14-3/16". Length over the buffers 84.8 cm / 33-3/8". DC wheelset E700580.

Highlights:

➤ Car route of train E 419: Ulm – Friedrichshafen – Lindau



43936

42850

23150 (Trix)

39215

Taiga Drum or Simply Just "The Pistol"



39201 Class 220 Diesel Locomotive

Prototype: German Railroad, Inc. (DB AG) class 220 diesel locomotive, also known under the nickname "Taigatrommel" / "Taiga Drum". Includes Soviet design muffler, intake grille with vertical fins and cooling vents with fluttering fins. The locomotive looks as it did in 1994. Road number 220 274.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. Two axles powered in each truck using cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double A light function is on. The cab lighting changes over with the direction of travel and can be controlled digitally. The engine room lighting can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has separately applied metal side grab irons. The end skirting can be swapped for closed skirting. The DB AG logo is included as a decal. Length over the buffers approximately 20.2 cm / 7-15/16".

Highlights:

- Soviet design muffler included
- Buffer height conforms to the NEM
- Locomotive frame and body constructed mostly of metal
- Metal grab irons separately applied on the sides
- Cab lighting can be controlled digitally
- Engine room lighting can be controlled digitally
- World of Operation mfx+ decoder with a variety of light and sound functions
- Extensively detailed trucks



Prototypical roof cupola

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Switching maneuver
Engineer's cab lighting						Sanding
Diesel locomotive op. sounds						Operating sounds
Low Pitch Horn						Replenishing diesel fuel
Direct control						Sound of Couplers Engaging
Sound of squealing brakes off						Sound of uncoupling
Headlight(s): Cab2 End						
High Pitch Horn						
Headlight(s): Cab1 End						
Engine room lighting						
High Pitch Horn						
Blower motors						
Compressor						
Letting off Air						
SIFA warning sound						
Low Pitch Horn						

– With Update 3.55 also up to 32 functions for the MS2

TRIX

This model can be found in the Trix H0 assortment under item number 25201.

We are writing in 1966. The German State Railroad (DR) of the GDR had quite successfully pursued for several years the conversion to diesels of its locomotive fleet with GDR units such as the V 100 and the V 180. Shortly before, the big brother Soviet Union had decreed in consultation for mutual economic aid however, that from that point on large diesel locomotives for the socialist brother nations were only to be built at the Soviet locomotive builder in Luhansk. At that time, it was one of the largest locomotive builders in the world. It had German roots, because it had been founded in 1896 as the Russian Machinery Company by Gustav Hartmann in Luhansk. The founder was the son of Richard Hartmann, the owner of the Saxon Machinery Company in Chemnitz. In 1965, the German State Railroad finally ordered out of necessity a first series of six-axle diesel electrics, the type M 62. The 12-cylinder diesel motor built by the firm Kolomna put out 2,000 horsepower leading to the designation V 200 on the DR.

The first units attracted a lot of attention in the GDR. However, not in a positive sense. The infernal noise of the two-stroke diesel motors pulled residents out of their sleep at night and gave rise to the legend that silverware was shaken from coffee tables. These monsters were soon called “Taiga Drums”, “Stalin’s Final Revenge”, or simply “Pistol”. Since the two-stroke diesel motor of the V 200 had an idling speed of 400 rpm and peak revs of 750 rpm, it produced a sound reminding one of a drum. The main reason for the excessive noise of the first 177 units was the lack of a muffler. After massive complaints from the population, the maintenance facility at Meiningen developed an effective noise control system, which was installed in the first 108 locomotives. The rest of the “Pistols” had a muffler installed, which was developed in Luhansk. The sound background of the V 200, however, remained very high. When a “Drum” was approaching with a heavy freight train, you knew immediately what kind of motive power it had. The “Taiga Drums” were therefore a cult for many railroad fans. A pain for some, a pleasure for others. Working railroaders were also mostly satisfied with the per-

formance and reliability of the V 200, which because of a lack of train heating was seen pulling passenger trains only in isolated cases in the summer. Its main area of use was heavy freight service because its maximum speed was limited to 100 km/h / 63 mph.

In 1975, Luhansk delivered the 378th “Pistol” to the DR and that was the end. The successor to this locomotive type now designated as the class 120 was the more powerful and newer “Ludmillas”, the classes 130, 131, 132, and 142.

When freight traffic fell off massively on the German State Railroad after the reunification of East and West Germany in 1989, the “Drums” ended up more and more on sidings. On the one hand, a lot had been demanded of these units for years. On the other hand, they were considered as real oil guzzlers. In 1992, the DR reclassified 200 “Drums” as the class 220. However, three years later the end came already for probably the loudest diesel locomotive on German rails. Numerous locomotives were then sold abroad and to private railroads. Thus, 29 “Pistols” went to Lithuania, 33 to North Korea, and 31 to Poland. Starting in 2011 no Luhansk “Drums” drummed any more through the German countryside, until the Erfurt Railroad Service bought back from Poland in 2021 road number 220 507 and put it through an overhaul. Since January 27, 2022, this cult locomotive can be admired again in operation in this country. However, without a great drum roar, because this unit has a quieter class 232 motor. This locomotive is still a real “Pistol” however.



Freshly Cut Logs for the Sawmill



47154 Stake Car Set for Wood Transport

Prototype: Five German Railroad, Inc. (DB AG) type Snps 719 double stake cars. Used to transport wood.

Model: The double stakes are finely detailed, fixed double stakes with tension levers. The load area on each color is picked out in color. Each car has two stacks of real wood as a load. Each car is individually packaged. Total length over the buffers approximately 120 cm / 47-1/4". DC wheelset E700580.

Highlights:

- Attractive load of real wood
- Each car individually packaged
- Different car numbers



Attractive load of real wood





47154

39201

Silver Arrow on Rails

Travel is not just travel. Anyone going by commuter train simply wants to get to his destination quickly. It is different on long-distance trips. Above all, when you are going as a business traveler. The railroads have always made offers to this affluent audience. The TEE concept was groundbreaking here. Yet eventually this proved no longer contemporary, because after the introduction of second-class cars, the utilization of the trains had increased. So the DB AG decided on a new product for a target group wanting comfort on trips between large cities. An independent under-

taking, the “Metropolitan Express Train, Inc.,” was founded for this purpose. The new train impressed people with its extremely luxurious ambiance, which had been designed for the most varied needs of the customers. In the Quiet Area, the use of cell phones was strictly prohibited. Yet, there was also an Office car, in which radio waves were even enhanced.

The cars were completely new developments and demonstrated very smooth running even at a travel speed of 200 km/h / 125 mph. Instead of plastic upholstery, tasteful wood dominated.

Naturally, the high quality leather seating and the folding or permanently installed wooden tables were adjustable. In addition, each seat had a power socket available. The wall paneling consisted of Swiss pear wood.

The “Metropolitan” entered service on August 1, 1999 with such luxury. In keeping with the new spirit, the two locomotives for the train, road numbers 101 130 and 131, were of course painted and lettered accordingly. They also showed the new logo and the classy silver-colored paint scheme. Their maximum speed was



raised for the “Metropolitan” to 220 km/h / 138 mph. The two trains ran between Hamburg and Cologne. They clearly stood out from the monotony of the German Railroad, Inc. In every respect. Tickets for the train could be booked online right from the start. Despite persistent efforts and several discount promotions, the railroad did not succeed in bringing the utilization into a profit zone, which resulted in the train being withdrawn as early as December of 2004. Initially, the cars were to be put into storage, but fortunately a better decision was taken and they were

used in IC service, certainly not in the decorative silver anymore. In December of 2021, the cars were then taken out of service. A remarkable chapter in the German travel culture thus came to an end.

*Limited worldwide to 2,500 train sets
Scale new tooling for the express train cars in 1:87*



Silver Arrow on Rails



26931 Metropolitan Express Train (MET) Train Set

Prototype: MET train set consisting of a class 101 express locomotive, 1 each type Apmz 116.0 express train car, sequence number 1, 1 each type Apmz 116.2 express train car, sequence number 2, 1 each type Apmz 116.6 express train car, sequence number 3, 1 each type Apmz 116.4 express train car, sequence number 4, 1 each type Apmz 116.6 express train car, sequence number 5, 1 each type Apmz 116.6 express train car, sequence number 6, and 1 each type Apmbzf 116.8 express train cab control car, sequence number 7. The locomotive and the express train cars are in a silver gray basic paint scheme with “Metropolitan” logos.

Used on the route Hamburg – Cologne with intermediate stops in Essen and Düsseldorf. German Railroad, Inc. (DB AG), Metropolitan Express Train, Inc. / DB Travel and Tourism Business Area.

Locomotive road number 101 130-3. The train looks as it did between August of 1999 and September of 2001.

Locomotive includes World of Operation mfx+ digital decoder with a variety of operations and sound functions

Consecutively numbered certificate of authenticity included

Long-distance headlights and cab lighting in the locomotive can be controlled digitally



Model: The express locomotive has an mfx+ digital decoder and extensive sound functions. The locomotive also has controlled, high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered using cardan shafts. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Long-distance headlights and cab lighting can be controlled separately in digital operation. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, there is a double A light function. There is a 2-conductor coupler in a standard pocket at Locomotive End 2. It serves as the electrical connection to express car 1. All the cars have factory-installed indirect LED interior lighting, which can be dimmed and controlled digitally using a decoder in the cab control car. There are buffer capacitors to bridge short spots without current. The cab control car has an mfx digital decoder. The car also has triple headlights

and dual red marker lights, which will work in conventional operation, and can be controlled digitally. Long-distance headlights, cab lighting, and control desk lighting in the cab control car can be controlled separately in digital operation. There is a 4-conductor current-conducting coupler between the express cars. Maintenance-free, warm white and red LEDs are used for lighting on the locomotive and the cars. Car 1 is aligned with the locomotive with a rubber diaphragm connection. The interior details are modelled in detail in multiple colors. There is a pickup shoe switch-over circuit between the locomotive and the cab control car. A defined car sequence is specified for full functionality of the entire train. The minimum radius for operation is 360 mm / 14-3/16", ignoring the clearance profile. For larger curves, the factory-installed skirting in the area of the couplers at the ends of the cars can be replaced by the skirting included separately. Total length of the train set over the buffers approximately 236 cm / 92-7/8".

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)	█	█	█	█	█	█
Long distance headlights	█	█	█	█	█	█
Electric locomotive op. sounds	█	█	█	█	█	█
Low Pitch Horn	█	█	█	█	█	█
Direct control	█	█	█	█	█	█
Engineer's cab lighting	█	█	█	█	█	█
Headlights locomotive end 2 off	█	█	█	█	█	█
High Pitch Horn	█	█	█	█	█	█
Headlights locomotive end 1 off	█	█	█	█	█	█
Sound of squealing brakes off	█	█	█	█	█	█
Station Announcements	█	█	█	█	█	█
Conductor's Whistle	█	█	█	█	█	█
Blower motors	█	█	█	█	█	█
Compressor	█	█	█	█	█	█
Letting off Air	█	█	█	█	█	█
Pantograph Sounds	█	█	█	█	█	█

– With Update 3.55 also up to 32 functions for the MS2



© B. Wiesmüller, Eisenbahnstiftung



Silver Arrow on Rails



*Express train cars
include factory-installed
LED interior lighting*



*2-conductor operating
coupler between the
locomotive and Car 1*



*4-conductor operating couplers
between the cars*



Silver Arrow on Rails

Headlight / marker light changeover, long-distance headlights, cab and control desk lighting in the cab control car can all be controlled digitally

mfX digital decoder in the cab control car

All the cars have factory-installed indirect LED interior lighting, which can be dimmed and controlled digitally using a decoder in the cab control car

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)	█	█	█	█	█
Long distance headlights	█	█	█	█	█
Engineer's cab lighting	█	█	█	█	█
Control desk lighting	█	█	█	█	█
Interior lights	█	█	█	█	█





Commuter Service with Many Talents



38463 Siemens Desiro HC Electric Powered Train

Prototype: German Railroad, Inc. (DB AG) Siemens Desiro HC electric powered train as the class 1462/1862. One class 1462.0 end car, 2nd class, one class 1862.0 intermediate car, 2nd class, one class 1862.5 intermediate car, 2nd class, and one class 1462.5 end car, 1st/2nd class. The train is part of the Rhine Valley Network. Painted and lettered in the provincial design for Baden-Württemberg (bw in motion). The train looks as it did starting in 2020.

Model: The train has an mfx+ digital decoder and extensive sound and light functions. It also has controlled, high-efficiency propulsion with a flywheel, built centrally into End Car A. All four axles powered in both trucks using cardan shafts. Traction tires. The current supply changes over with the direction of travel and is picked up at the end car at the front of the train. There are special close couplers with a guide mechanism. Triple

headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There is a double A light function. Long-distance headlights prototypically have two levels of brightness. They, the cab and control desk lighting as well as lighting for the train destination signs at the ends and on the sides can be controlled digitally. There is factory-installed LED interior lighting. A buffer capacitor is built into each car to bridge over temporary spots without current. The interior lighting receives current using the continuous electrical connection for the entire train. Maintenance-free warm white and red LEDs are used for all of the train's lighting. The interior details are multi-colored. The pantographs can be raised and lowered digitally. There are many separately applied details. The minimum radius of operation is 360 mm / 14-3/16". Length of the train approximately 112.6 cm / 44-5/16".

Highlights:

- **Completely new tooling with highly detailed construction**
- **Factory-installed LED interior lighting with buffer capacitors**
- **Multi-color interior details**
- **Pantographs can be raised and lowered digitally**
- **Train destination sign lighting can be controlled digitally**
- **Long-distance headlights can be controlled digitally with two levels of brightness**
- **Cab and control desk lighting can be controlled digitally**
- **World of Operation mfx+ decoder with extensive light and sound functions**
- **Many separately applied details**

TRIX

This model can be found in the Trix H0 assortment under item number 25463.



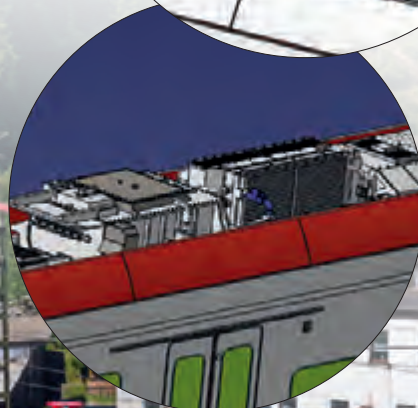


38462 Siemens Desiro HC Electric Powered Train

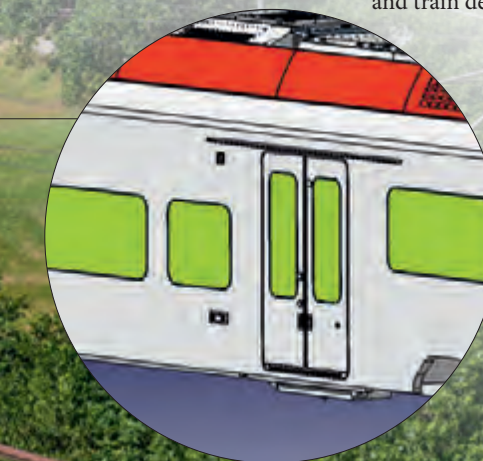
Prototype: German Railroad, Inc. (DB AG) Siemens Desiro HC electric powered train as the class 1462/1862. One class 1462.0 end car, 2nd class, one class 1862.0 intermediate car, 2nd class, one class 1862.5 intermediate car, 2nd class, and one class 1462.5 end car, 1st/2nd class. The train is part of the Franconian-South Thuringian Network. Traffic red basic paint scheme. The train looks as it did starting in December of 2023.

All additional information can be found under item number 38463.

Finely detailed, single-arm pantographs included as new tooling



Prototypical inclusion in the model of the air conditioning equipment and auxiliary equipment with all their lines, outlets and intakes



Prototypical modelling of all differences in shape in the area of the doors, windows, and train destination signs.

Digital Functions 38462/38463	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Long distance headlights
Pantograph control						Train announcement
Electric locomotive op. sounds						Train announcement
Horn						SIFA warning sound
Pantograph control						Station Announcements
Direct control						Conductor's Whistle
Sound of squealing brakes off						Doors Closing
Interior lights						Blower motors
Engineer's cab lighting						
Rear Headlights off						
Whistle for switching maneuver						
Switching range + switching light						
Front Headlights off						
Light Function						
Train destination sign						
Long distance headlights						

– With Update 3.55 also up to 32 functions for the MS2

TRIX

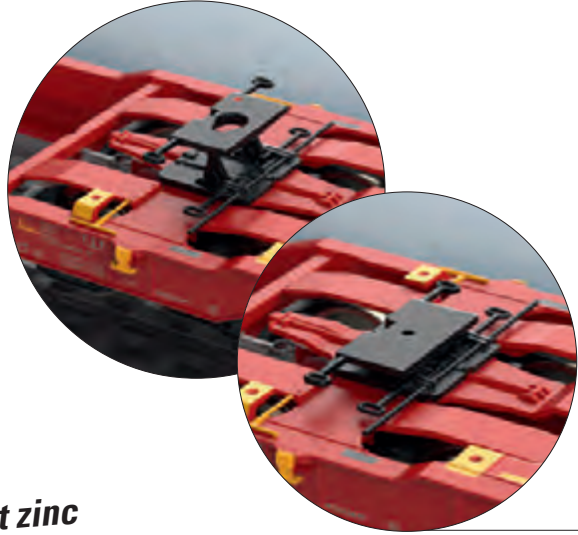
This model can be found in the Trix H0 assortment under item number 25462.



47470 Type Sdggmrss 738 Double Deep Well Flat Car

Prototype: German Railroad, Inc. (DB AG) type Sdggmrss 738 (T3000e) 6-axle double deep well flat 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: The cars are loaded with two curtain tarp semi rigs lettered for the freight forwarder DB Schenker. All other information can be found in the model description for 47472.



*Completely new tooling constructed of die-cast zinc
Highly detailed construction with many separately applied details
All the folding tie bars work and come from the factory installed*



Buffer height adheres to the NEM

The separately applied crossover plate is absolutely prototypical

The two position variations for the support blocks included with the cars can be changed depending on the load

Just like the prototype, all the folding tie bars can be folded down. General Purpose, depending on the transport task

TRIX

Another double deep well flat car with a different car number and load can be found in the Trix H0 assortment under item number 24470 with information about the necessary exchange wheelsets.

The class 185, 187, 189, or 193 modern electric locomotives to go with this car can be found in the Märklin H0 assortment.





47472 Type Sdggmrss Double Deep Well Flat Car

Prototype: MFD Rail, Inc. type Sdggmrss 6-axle double deep well flat car with articulation and curved sides. Modern flat car for combined load service. Granite gray basic paint scheme. Version with four side folding tie bars. The car looks as it did starting in 2021. Loaded with two curtain tarp semi rigs lettered for the freight forwarder Mars.

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 Mars. Length over the buffers approximately 39.3 cm / 15-1/2". DC wheelset E700580.

*Completely new tooling constructed of die-cast zinc
Highly detailed construction with many separately applied details
All the folding tie bars work and come from the factory installed*

Containers to go with this car for an authentic load change can be found on page 103.

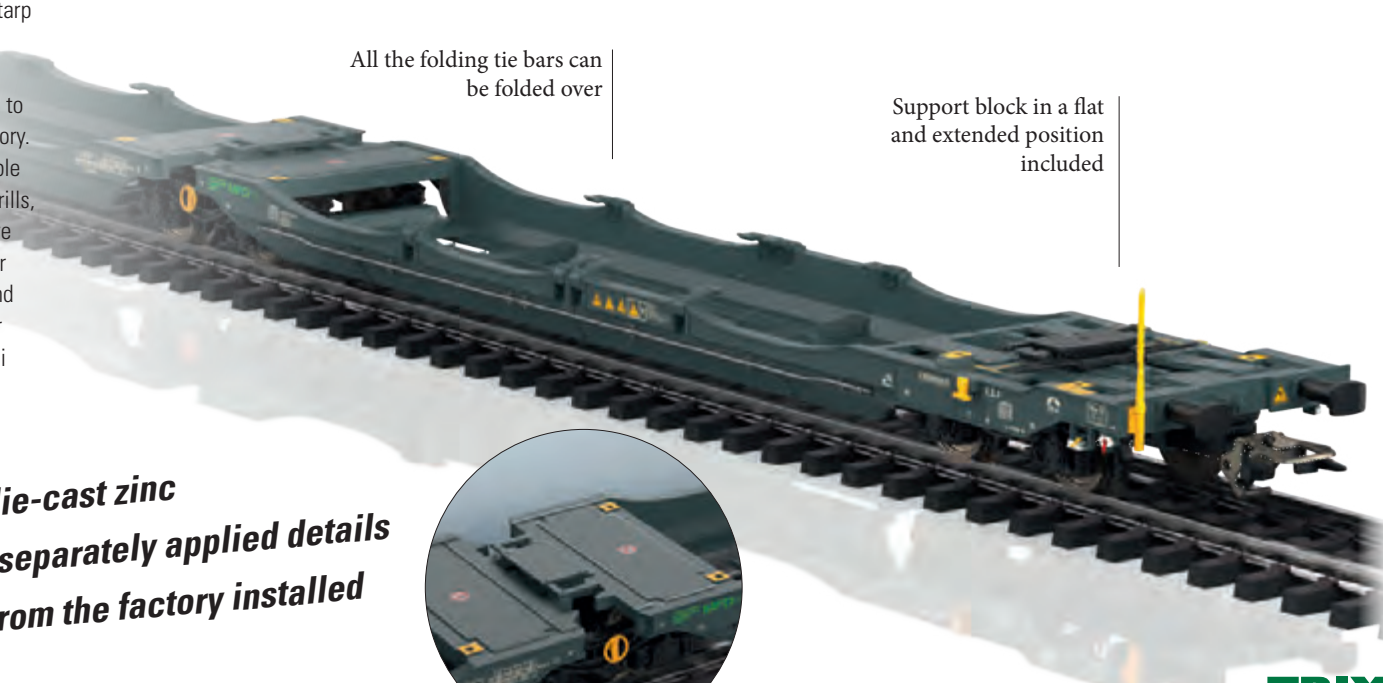
76552 40-Foot Container Set

76553 20-Foot Container Set



All the folding tie bars can be folded over

Support block in a flat and extended position included



Buffer height adheres to the NEM

Prototypical modelling of the car walkover plates



TRIX

Another double deep well flat car with a different car number and load can be found in the Trix H0 assortment under item number 24472 with information about the necessary exchange wheelsets.

From the MRCE Fleet



36643 Class 187 Electric Locomotive

Prototype: MRCE class 187 electric locomotive without Flex panels. Built by Bombardier as a regular production locomotive from the TRAXX 3 type program. Deep black basic paint scheme. Road number 187 108-6. The locomotive looks as it did starting in 2022.

Model: The locomotive has an mfx digital decoder and extensive sound functions. 4 axles powered through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights at both ends of the locomotive are turned off, then there is a double "A" light function at both ends. Warm white and red LEDs are used for the lighting. The locomotive has 2 mechanically working pantographs. The sides of the locomotive are prototypically modelled without Flex panels. Length over the buffers approximately 21.7 cm / 8-1/2".

Highlights:

- **Striking MRCE design**
- **Metal body and frame**
- **Side surfaces without Flex panels**
- **Separately applied grab irons on the ends**
- **An mfx decoder and a wide variety of light and sound functions included**

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)					
Station Announcements					
Electric locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Headlights locomotive end 2 off					
Switching range + switching light					
Whistle for switching maneuver					
Headlights locomotive end 1 off					
Blower motors					
Sound of Couplers Engaging					
Compressor					
Letting off Air					
Sanding					
Rail Joints					

TRIX

This model can be found in the Trix H0 assortment under item number 22618.

Prototypical with ribbed side walls

Era VI freight cars to go with this locomotive can be found in the Märklin H0 assortment.





47155 Type Rilns Sliding Tarp Car

Prototype: 4-axle type Rilns sliding tarp car. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. AAE Cargo privately owned car, registered in Germany. Violet blue basic paint scheme with a large VTG logo. The car looks as it did starting in 2015.

Model: The underbody is specific to the car type. There are many separately applied details. The car has rectangular buffers and a handwheel for setting the brakes. The trucks are type Y25. There is a metal insert for good running characteristics. A closed tarp is modelled on the car. Length over the buffers 22.9 cm / 9". DC wheelset E700580.

Highlights:

- Attractive AAE/VTG design
- Many separately applied details



47180 Type Laaeks 553.1 Double Auto Transport Car

Prototype: German Railroad, Inc. (DB AG), DB Cargo Logistics, Inc., Kelsterbach, Germany, type Laaeks 553.1 double auto transport car. Traffic red basic paint scheme. The car looks as it did around 2017.

Model: Both upper decks can be lowered at the ends of the car. The lower and upper approach ramps each have two movable loading hatches. Chock blocks for model autos are included. There is a close-coupled special connection with standard coupler pockets between the car halves. Length over the buffers 31 cm / 12-3/16". DC wheelset E700580.



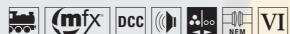
45031 Type Iboqqs Beer Refrigerator Car

Prototype: Privately owned type Iboqqs beer refrigerator car for the private brewery Ernst Barre, Inc., Lübbecke, Germany. Painted and lettered with "Zuhause im Barre-Land" / "At Home in Barre Land", Barre Pilsener advertising theme.

Model: The car has separately applied roof vents. It also has separately applied ladders on the ends. Length over the buffers approximately 13.4 cm / 5-1/4". DC wheelset E32376004. Trix Express wheelset E36660700.



The Star of the IMA for 2023



39296 Class 248 Dual Power Locomotive

Prototype: Alpha Trains Luxembourg S.à r.l, leased to LEONHARD WEISS, Inc. and Company KG, Göppingen, Germany, class 248 dual power locomotive (Vectron Dual Mode). From the Vectron Product Family of Siemens. Road number 248 040. The locomotive looks as it did in 2023.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 4 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. When the headlights are off at both ends of the locomotive, the double A light function is on at both ends. The cab lighting changes with the direction of travel and can be controlled digitally. Long-distance headlights can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. Brake hoses are included for installation on the locomotive. Length over the buffers approximately 23 cm / 9-1/16".

Highlights:

- Exclusively from Märklin and Trix
- Buffer height conforms to the NEM
- The body and frame are constructed mostly of metal
- Numerous separately applied details
- Cab lighting can be controlled digitally
- Engine room lighting can be controlled digitally
- mfx+ digital decoder and extensive sound functions included



The LEONHARD WEISS Vectron is also impressive with its depth of detail

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						
Electric locomotive op. sounds						
Diesel locomotive op. sounds						
Low Pitch Horn						
Direct control						
Headlight(s): Cab2 End						
High Pitch Horn						
Headlight(s): Cab1 End						
Sound of squealing brakes off						
Engineer's cab lighting						
Long distance headlights						
Engine room lighting						
Blower motors						
Blower motors						
Horn						
Switching maneuver						
Compressor						
Letting off Air						
Sanding						
Opening cab door						
Windshield wiper sounds						
SIFA warning sound						
Train control warning sound						
Switching range + switching light						
Horn						
Coupler sounds						
Replenishing diesel fuel						
Station Announcements						
Sound of railroad crossing gates closing						
Sound of railroad crossing gates opening						

– With Update 3.55 also up to 32 functions for the MS2

As presented at the IMA

TRIX

This model can be found in the Trix H0 assortment under item number 25298.





39295 Class 248 Dual Power Locomotive

Prototype: BUG Transportation Construction SE, Berlin, Germany class 248 dual power locomotive (Vectron Dual Mode). From the Vectron Product Family of Siemens. Road number 248 024-2. The locomotive looks as it did starting in 2023.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. All four axles powered using cardan shafts. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. There is the double A light function. The cab lighting changes with the direction of travel and can be controlled digitally. Long-distance headlights can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The buffer height conforms to the NEM. Brake hoses are included for installation on the locomotive. Length over the buffers approximately 23 cm / 9-1/16".

Highlights:

- Exclusively from Märklin and Trix
- The body and frame are constructed mostly of metal
- Numerous separately applied details
- Cab lighting can be controlled digitally
- Engine room lighting can be controlled digitally
- mfx+ digital decoder and extensive sound functions included
- Buffer height conforms to the NEM

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Compressor
Electric locomotive op. sounds						Letting off Air
Diesel locomotive op. sounds						Sanding
Low Pitch Horn						Opening cab door
Direct control						Windshield wiper sounds
Headlight(s): Cab2 End						SIFA warning sound
High Pitch Horn						Train control warning sound
Headlight(s): Cab1 End						Switching range + switching light
Sound of squealing brakes off						Horn
Engineer's cab lighting						Horn
Long distance headlights						Coupler sounds
Engine room lighting						Replenishing diesel fuel
Blower motors						Station Announcements
Blower motors						Sound of railroad crossing gates closing
Horn						Sound of railroad crossing gates opening
Switching maneuver						

– With Update 3.55 also up to 32 functions for the MS2

*Exclusive model
Attractive BUG design
Extensive imprinting*

TRIX

This model can be found in the Trix H0 assortment under item number 25295.





39596 Class Be 6/8 II "Crocodile" Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Be 6/8 II "Crocodile" electric locomotive. Design from the first production series. Fir green basic paint scheme. Two cab doors, wide switching steps on the hood sections, bow-shaped grab irons, sleeve-style buffers, without end walkover plates, with oncoming train lights, and Signum-Integra magnets included. Locomotive road number 13254. The locomotive looks as it did between 1960 and 1965.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has 2 controlled high-efficiency propulsion systems with flywheels, 1 motor for each power truck. 3 axles and jackshaft powered in each power truck. Traction tires. The locomotive frame is articulated to enable the locomotive to negotiate sharp curves. The triple headlights and 1 white marker light (Swiss headlight / marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. When the locomotive is running "light" the lighting can be changed to 1 red marker light. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has highly detailed metal construction with many separately applied details. The locomotive body comes in 3 parts with hoods that swing out separately. The roof equipment is detailed with safety grills beneath the pantographs. Length over the buffers 22.3 cm / 8-3/4".

Highlights:

- **Highly detailed metal construction**
- **Details adapted to the prototype with only 2 cab doors and wide switching steps**
- **Locomotive powered with 2 high-efficiency propulsion systems, each with a flywheel**
- **World of Operation mfx+ digital decoder and extensive operation and sound functions included**

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						
Marker light(s)						
Electric locomotive op. sounds						
Locomotive whistle						
Direct control						
Sound of squealing brakes off						
Main Relay						
Whistle for switching maneuver						
Special sound function						
Sound of Couplers Engaging						
Blower motors						
Pantograph Sounds						
Sanding						
Rail Joints						
Letting off Air						
Conductor's Whistle						
Compressor						
Switching maneuver						

- With Update 3.55 also up to 32 functions for the MS2

Highly detailed metal construction

TRIX

This model can be found in the Trix H0 assortment under item number 25596.

Model includes 2 propulsion systems

Variation with only two cab doors and wide switching steps





38860 Class RCe 2/4 Fast Powered Rail Car

Prototype: Class RCe 2/4 “Roter Pfeil” / “Red Arrow” electric fast powered rail car, 3rd class, as a museum unit maintained for extra runs by the Oensingen-Balsthal Railroad, Inc. (OeBB). Overhauled to reproduce the powered rail car’s external appearance in the mid-Fifties in an SBB crimson basic paint scheme. Powered rail car road number 607. The unit looks as it did in 2023.

Model: The car has an mfx+ digital decoder and extensive light and sound functions. It also has controlled, high-efficiency propulsion. There is a special motor with a flywheel and a cardan shaft to the power truck. 2 axles powered. Traction tires. The car has the Swiss light changeover, triple headlights and 1 white marker light, which will work in conventional operation, and can be controlled digitally. The white marker light can be changed to a red marker light. The car has factory-installed interior lighting. Maintenance-free, warm white and red LEDs are used for the headlights, marker lights, and interior lights. Various background sounds can be activated using function buttons. Length over the buffers 25.7 cm / 10-1/8”.

Highlights:

- 125th anniversary of the opening of the Oensingen-Balsthal Line
- Powered rail car with factory-installed interior lighting
- Warm white LEDs for the headlights and interior lights
- The marker light can be switched to a red light
- World of Operation mfx+ decoder with a variety of operation and sound functions

The class RCe 2/4 607 “Roter Pfeil” / “Red Arrow” fast powered rail car was overhauled to be operational again just in time for the 125th anniversary of the opening of the Oensingen-Balsthal Line. This powered rail car can currently be rented again for special runs.

Museum car in the current crimson paint scheme



Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)	█	█	█	█	█
Interior lights	█	█	█	█	█
Locomotive operating sounds	█	█	█	█	█
Locomotive whistle	█	█	█	█	█
Direct control	█	█	█	█	█
Sound of squealing brakes off	█	█	█	█	█
Marker light(s)	█	█	█	█	█
Stat. Announce. – Swiss	█	█	█	█	█
Conductor’s Whistle	█	█	█	█	█
Doors Closing	█	█	█	█	█
Pantograph Sounds	█	█	█	█	█
Brake Compressor	█	█	█	█	█
Rail Joints	█	█	█	█	█
Train announcement	█	█	█	█	█
Train announcement	█	█	█	█	█
Dialog	█	█	█	█	█

TRIX

This model can be found in the Trix H0 assortment under item number 25860.



38590 Class Ae 8/14 Electric Locomotive, Road Number 11852

Prototype: Swiss Federal Railways (SBB) class Ae 8/14 "Landilok" heavy double electric locomotive. Dark green basic paint scheme. Version with 2 pantographs. Sleeve buffers with rectangular buffer plates. Locomotive road number 11852. The locomotive looks as it did at the start of the Seventies.

Model: This locomotive has an mfx+ digital decoder and extensive light and sound functions. Each locomotive half has controlled, high-efficiency propulsion with a flywheel. 4 axles in each locomotive half powered. Triple headlights and 1 white marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. This lighting can be switched to 1 red marker light when the locomotive is running "light". There is a double A light function. Maintenance-free,

warm white and red LEDs are used for the lighting. The lights for running against traffic, cab lighting, and engine room lighting can be controlled digitally. There are close couplers with guide mechanisms at the ends of the locomotive and an operating close coupler between the locomotive halves. The roof equipment is detailed with roof conductors, insulators, and roof walkways as well as double-arm pantographs. Both pantographs can be raised and lowered digitally. The minimum radius for operation is 360 mm / 14-3/16". The cutouts in the end skirting next to the standard coupler pocket can be closed with fill-in pieces included with the locomotive. Brake hoses and prototype coupler imitations are included. Length over the buffers 39.1 cm / 15-3/8".

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Pantograph 2
Marker light(s)						Sanding
Electric locomotive op. sounds						Rail Joints
Locomotive whistle						Brake Compressor
Light Function – Swiss oncoming train light						Conductor's Whistle
Engine room lighting						Opening cab door
Engineer's cab lighting						Sound of uncoupling
Whistle for switching maneuver						Special sound function
Engineer's cab lighting						Switching maneuver
Direct control						Buffer to buffer
Sound of squealing brakes off						
Headlight(s): Cab2 End						
Headlight(s): Cab1 End						
Blower motors						
Letting off Air						
Pantograph 1						

– With Update 3.55 also up to 32 functions for the MS2

Cab and engine room lighting can be controlled digitally

TRIX

This model can be found in the Trix H0 assortment under item number 25590.

Buffer height conforms to the NEM

The red running authorization light can be controlled digitally

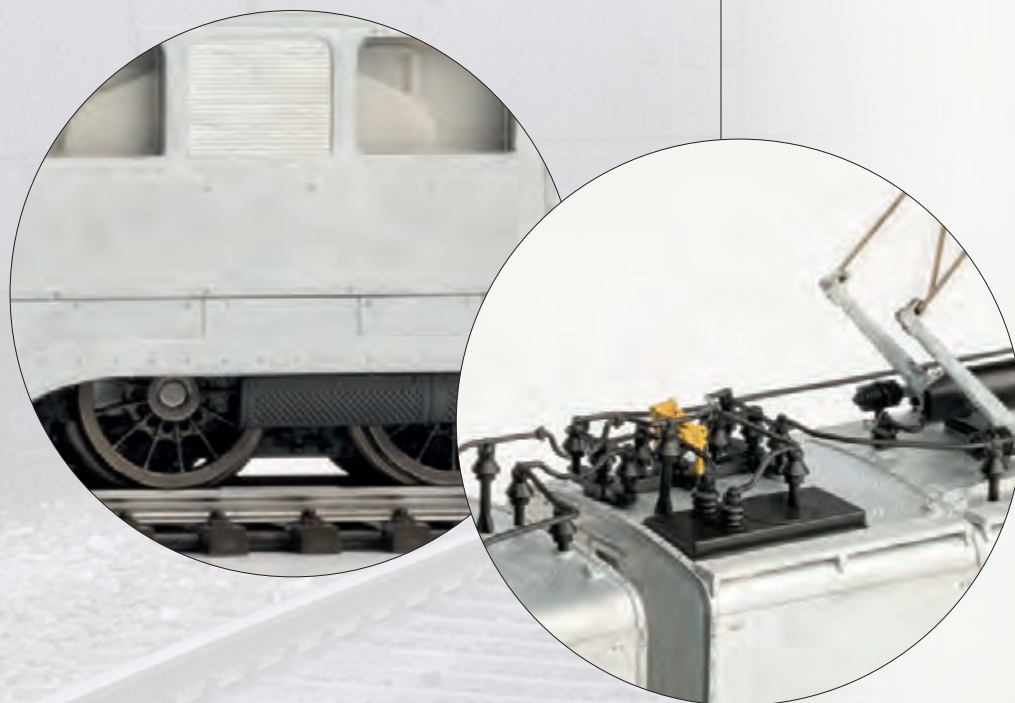
World of Operation mfx+ digital decoder with extensive operation and sound functions

Model includes 2 propulsion systems

Road number Ae 8/14 11852 was the third of the large double locomotives built for heavy service on the Gotthard. It was so to speak a further development of road number 11851, whose running gear and drive – apart from the higher performance – were adopted. The streamlined locomotive body was new, of lightweight construction to compensate for the heavier weight of the electrical equipment. The locomotive was presented at the Swiss Provincial Exhibition in 1939, hence the nickname “Landilok”. With a performance of 8,170 kilowatts – around 11,000 horsepower – for a long time it was the most powerful locomotive in the world, and it was used almost exclusively on the Gotthard. In 1971, the locomotive suffered a cable fire while running in the old Gotthard tunnel. It was damaged so much in this fire that it was not worth repairing. The locomotive was at any rate made visually presentable again and from time to time it is exhibited at the Swiss Transportation Museum in Lucerne. It presently belongs to the foundation SBB Historic.

Completely new tooling in highly detailed metal construction

Its shape is beautiful and at almost 40 cm / 16 inches in length, this model of the “Landilok” is already impressive as a first hand sample





47471 Type Sdggmrss Double Deep Well Flat Car

Prototype: Wascosa, Inc. type Sdggmrss (T3000e) 6-axle double deep well flat car with articulation. Modern flat car for combined load service. Light reddish orange basic paint scheme. Version with four side folding tie bars. The car looks as it did starting in 2019. Loaded with four 20-foot tank containers lettered for the freight forwarder Bertschi.

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 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 four 20-foot tank containers lettered for the freight forwarder Bertschi.

Length over the buffers approximately 39.3 cm / 15-1/2".
DC wheelset E700580.

*Completely new tooling constructed of die-cast zinc
All the folding tie bars work and come from the factory installed*

Highlights:

- Completely new tooling
- Detailed construction mostly of metal
- Folding tie bars mounted and functional
- Many separately applied details
- Buffer height adheres to the NEM
- Loaded with four tank containers



Prototypical with 4 folding tie bars per side for custom changing between 40-foot, 20-foot, or swap bodies

Support blocks in flat and extended positions included



Other double deep well flat cars with prototypical design differences can be found in the Märklin H0 assortment under item numbers 47470 and 47472 as well as in the Trix H0 assortment under item numbers 24470 and 24472.

The class 185, 187, 189, or 193 modern electric locomotives to go with this car can be found in the Märklin H0 assortment.

Prototypical without a crossover grill between the two cars



TRIX
Another double deep well flat car with a different car number and load can be found in the Trix H0 assortment under item number 24471 with information about the necessary exchange wheelsets.



46346 Grain Silo Car Set

Prototype: Three different versions of the type Uagps grain silo cars (Cerealier) for the firm Ermewa SA, registered in France. Traffic gray basic paint scheme. The cars look as they did starting in 2017.

Model: This set consists of two cars with a curved cross section of the load area and one car with smooth side walls. There are many separately applied details. The cars have type Y25 trucks. The cars each have a metal insert for a low center of gravity and smooth running. All the cars are individually packaged and there is also a master package. Total length over the buffers approximately 51.5 cm / 20-1/4". DC wheelset E700580.

Highlights:

- Many separately applied details
- All the cars individually packaged





39090 Class 1189 Electric Locomotive

Prototype: Austrian Federal Railways (ÖBB) class 1189 “Austrian Crocodile” electric locomotive. Blood orange basic paint scheme. Road number 1189.02. The locomotive looks as it did in the mid/end of the Seventies.

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. Two axles in both drive frames powered using cardan shafts. Traction tires. The running gear is articulated for negotiating curves. Triple headlights and a red marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The lighting can be switched to a white marker light. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. There is a double A light function. Cab lighting and engine room lighting can be controlled separately in digital operation. Maintenance-free, warm white and red LEDs are used for the lighting. There is highly detailed metal construction with many separately applied details. Brake hoses and prototype couplers are included separately for installation on the locomotive. Length over the buffers approximately 23.4 cm / 9-3/16”.

Highlights:

- Tooling changes for prototypical modelling of road number 1189.02
- mfx+ digital decoder with extensive operation and sound functions

TRIX

This model can be found in the Trix H0 assortment under item number 25090.

Highly detailed metal construction with many separately applied details

Cab and engine room lighting can be controlled digitally



Articulated running gear for negotiating curves



24121 (Trix)

24121 (Trix)

The Austrian Federal Railways (BBÖ) decided as early as the Twenties to electrify its most important routes as fast as possible. The seven class 1100 (class 1089 on the ÖBB) mountain express train locomotives developed on the basis of a Swiss prototype especially for the grades in the mountains were delivered to the BBÖ in 1923/24. The 20,350 mm / 66 foot 9 inch long units consisted of two close coupled sets of driving wheels, on which a short machinery bridge with a transformer, a sliding relay, and two cabs was mounted with articulation. The name “Crocodile” quickly entered popular conversation due to the

locomotive’s long, low, and narrow hoods on the driving groups of wheels. These units looked the most like a crocodile of all “Crocodiles”. Since this locomotive turned out so well, nine more units were delivered in 1926/27 as road numbers 1100.101-109 (ÖBB: 1189.01-09). They reached a higher speed due to an altered gear reduction and were equipped with more powerful motors.

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						
Marker light(s)						
Electric locomotive op. sounds						
Locomotive whistle						
Direct control						
Engine room lighting						
Sound of squealing brakes off						
Engineer’s cab lighting						
Headlights locomotive end 2 off						
Switching range + switching light						
Whistle for switching maneuver						
Headlights locomotive end 1 off						
Engineer’s cab lighting						
Blower motors						
Letting off Air						
Pantograph Sounds						
						Sanding
						Rail Joints
						Brake Compressor
						Opening cab door
						Coupler sounds
						Operating sounds
						Train radio
						Main Relay

– With Update 3.55 also up to 32 functions for the MS2



24121 (Trix)

46231

39090



46231 Hopper Car Set

Prototype: Three Austrian Federal Railways type Fad (former DRB type 00tz 43) four-axle type hopper cars. Version with medium height upper superstructures and brakeman’s platforms. Used to transport limestone. Standard design pressed sheet trucks, without lower beams welded in as reinforcement. The cars look as they did around 1971.

Model: The hopper cars have detailed construction with different car numbers. All of the cars have brakeman’s platforms and set wheels at the ends. The hopper cars have scale sized load inserts. All of the cars are individually packaged and have a master package. Length over the buffers per car 11.5 cm / 4-1/2". DC wheel set E700580. Trix Express wheel set E258259.

Highlights:

- Reissue with new car numbers
- Ideal for unit trains
- Attractive load included

A hopper car set with three additional car numbers can be found in the Trix H0 assortment under item number 24121 along with information about the required AC wheel sets.

TRIX



46231

46231

39089

39090





39332 Class 193 Electric Locomotive

Prototype: Siemens Dispo, Inc. class 193 (Vectron) electric locomotive, leased to MRCE, subleased to Mercitalia Rail S.r.l. (Rome). Road number X4 E – 643. The locomotive looks as it did in 2016.

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 cab lighting can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double “A” lights are on at both ends. Lights for running against traffic and for long-distance lights can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. Length over the buffers approximately 21.9 cm / 8-5/8”.

Highlights:

- Locomotive body and frame are constructed of die-cast zinc
- Many separately applied details
- Cab lighting can be controlled digitally
- Numerous controllable light functions
- World of Operation mfx+ digital decoder and extensive operation and sound functions included

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						
Engineer's cab lighting						
Electric locomotive op. sounds						
Low Pitch Horn						
Direct control						
Sound of squealing brakes off						
Headlight(s): Cab2 End						
High Pitch Horn						
Headlight(s): Cab1 End						
Long distance headlights						
Light function for oncoming train for IT and DK						
Blower motors						
Light Function – Light test						
Compressor						
Horn						
Switching range + switching light						

– With Update 3.55 also up to 32 functions for the MS2

TRIX

This model can be found in the Trix H0 assortment under item number 25195.

Model includes four pantographs

Against traffic lights and long-distance headlights can be controlled separately in digital operation





47228 Sliding Tarp Car Set

Prototype: Two Mercitalia Rail S.r.l. (Rome), type Shimmns 4-axle sliding tarp cars, Greenbrier (Swidnica) builder. The cars look as they did around 2019.

Model: The cars are type Shimmns 718. They have closed tarps and separately applied grab irons. There is a handwheel for setting the brakes from the floor of the car. The trucks are type Y25. The cars have different car numbers and are individually packaged. There is a master package. Total length over the buffers approximately 27.7 cm / 10-7/8". DC wheelset E700580.

Highlights:

- Both cars have different car numbers
- Individually packaged



| 47228

| 47228

| 47228

| 39332



30131 Class 1100 Electric Locomotive

Prototype: Dutch State Railways (NS) class 1100 electric locomotive. Turquoise green basic paint scheme. Double-arm pantographs included. Locomotive road number 1117. The locomotive looks as it did between 1950 and 1954.

Model: This is a reissue of a Märklin classic. The locomotive has an mfx digital decoder. It also has controlled, high-efficiency propulsion. 2 axles powered. Traction tires. Dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive body and frame are constructed of metal. There are Relex couplers at both ends of the locomotive. The packaging has a colored representation of the locomotive based on the historic packaging of that time.

Length over the buffers 16.5 cm / 6-1/2".

Highlights:

- Märklin classic of the Fifties
- New locomotive road number 1117
- Packaging based on the historic design of that time
- Contemporary with an mfx digital decoder

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)	█	█	█	█	█
Direct control	█	█	█	█	█



48659 Heavy-Duty Flat Car Set for Transporting Rails

Prototype: Two 6-axle type Salmmps heavy-duty flat cars as privately owned cars lettered for Voestalpine Track Solutions Netherlands B.V., formerly Railpro. Ultramarine blue basic paint scheme. The cars look as they did starting in 2020.

Model: The heavy-duty flat car frames are constructed of metal. There are many separately applied details. The three-axle trucks are special designs. One car has and one car does not have handwheels for setting brakes. The cars are loaded with stacks of rails. Stakes, crossover plates, and supports are included as separate parts for installation on the cars. Both cars are individually packaged and there is a master package. Total length over the buffers approximately 37.8 cm / 14-7/8". DC wheelset E700580.

Highlights:

- Attractive cars for laying track
- Metal frames
- Many separately applied details
- Rusty rails as a freight load

Rusty rails as a freight load





39721 Class 1800 Electric Locomotive

Prototype: Strukton Rail B.V. class 1800 electric locomotive. Yellow basic paint scheme with striking design on the sides for Strukton Rail. Road number 1824 "Nicole". The locomotive looks as it did starting at the end of 2021 with additional adhesive sign for "100 Years of Strukton".

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 using cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. Additional light functions such as various switching lights and danger lights can be controlled separately. Cab lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The pantographs can be raised and lowered digitally. The locomotive has separately applied windshield wipers, ventilation grills, grab irons, and roof conductors. The buffer height adheres to the NEM. Brake lines are included as separate parts for installation on the locomotive. Length over the buffers approximately 20.3 cm / 8".

Highlights:

- **Intricate metal construction including many separately applied details**
- **Pantographs can be raised and lowered digitally**
- **Cab lighting can be controlled digitally**
- **Many controllable switching lights and special lights**
- **mfx+ digital decoder with extensive operation and sound functions**
- **Buffer height adheres to the NEM**

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Letting off Air
Pantograph control						Light Func. – Dutch switching light
Electric locomotive op. sounds						Light Func. – Dutch switching light
Horn						Light Func. – Dutch switching light
Pantograph control						Opening cab door
Direct control						Sanding
Sound of squealing brakes off						Light Function
Engineer's cab lighting						Light Function
Headlights locomotive end 2 off						
Whistle for switching maneuver						
Switching range + switching light						
Headlights locomotive end 1 off						
Coupler sounds						
Coupler sounds						
Blower motors						
Compressor						

– With Update 3.55 also up to 32 functions for the MS2

Very finely detailed trucks

Pantographs that can be raised and lowered digitally

TRIX

This model can be found in the Trix H0 assortment under item number 25161.

This model is available in H0 Gauge exclusively from Märklin and Trix.

Cab lighting

Buffer height adheres to the NEM



48659

48659

39721



36817 Köf II Diesel Switch Engine

Prototype: Luxembourg State Railways (CFL) Köf II diesel switch engine. Version with an open cab. Locomotive road number 1002. The locomotive looks as it did in the Fifties.

Model: The locomotive has an mfx+ digital decoder. 2 axles powered. Traction tires. Track adhesion magnets are included to improve pulling power. The locomotive has Telex couplers front and rear, which can be controlled separately in digital operation. There is a coupler maneuver. Dual headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights can be turned off separately at both ends in digital operation. When the switching range is activated or the headlights are turned off at both ends, the double A light is active at both ends. Metal grab irons are separately applied. Length over the buffers 7.4 cm / 2-7/8".



46358 CFL Dump Car Set

Prototype: 2 Luxembourg State Railways (CFL) type STCwf two-axle dump cars. Graphite gray basic paint scheme. Brakeman's stand and handbrake included. The cars look as they did at the end of the Fifties.

Model: The cars feature detailed construction with partially open frames and separately mounted hoppers. Both dump cars have different car numbers. Both cars are individually packaged and there is a master package. Total length over the buffers 21 cm / 8-1/4". DC wheelset E700580.

Highlights:

- Telex couplers front and rear, which can be controlled separately in digital operation
- World of Operation mfx+ decoder included

Open cab included



Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)					
Telex coupler on the front					
Telex coupler on the rear					
Coupler procedure for uncoupling					
Direct control					
Rear Headlights off					
Front Headlights off					
Switching range + switching light					

Highlights:

- Very intricate construction
- Both cars include different car numbers and are individually packaged



| 46358 | 46358 | 36817 |



47164 Type Rils Sliding Tarp Car

Prototype: Set consisting of two Belgian State Railways (SNCB), B Cargo business area, type Rils 4-axle sliding tarp cars. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. The car looks as it did starting in 2010.

Model: The underbody is specific to the car type. There are many separately applied details. The car has rectangular buffers and a hand-wheel for setting the brakes. The trucks are type Y25. There is a metal insert for good running characteristics. A closed tarp is modelled on the car. Both cars are individually packaged. There is a master package. Length over the buffers 22.9 cm / 9". DC wheelset E700580.

Highlights:
 ✦ Many separately applied details



Norway


47158 Type Laaeks Double Auto Transport Car

Prototype: Type Laaeks double auto transport car. Privately owned car of Motortransport AS, Drammen, Norway used on the Norwegian State Railways (NSB). Mint green basic paint scheme. The car looks as it did in the Nineties.

Model: Both upper decks can be lowered at the ends of the car. The lower and upper approach ramps each have two movable loading hatches. Chock blocks for model autos are included. There is a close-coupled special connection with standard coupler pockets between the car halves. Length over the buffers 31 cm / 12-3/16". DC wheelset E700580.

The upper decks can be lowered at both ends of the cars





39338 Class EB 3200 Electric Locomotive

Prototype: Danish State Railways (DSB) class EB 3200 (Vectron) electric locomotive. The locomotive looks as they currently do 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. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double "A" lights are on at both ends. Long-distance headlights can be controlled separately. The cab lighting can be controlled digitally. Light functions for switching lights and for running against traffic can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. Brake hoses for installation on the locomotive are included separately. Length over the buffers 21.9 cm / 8-5/8".

Highlights:

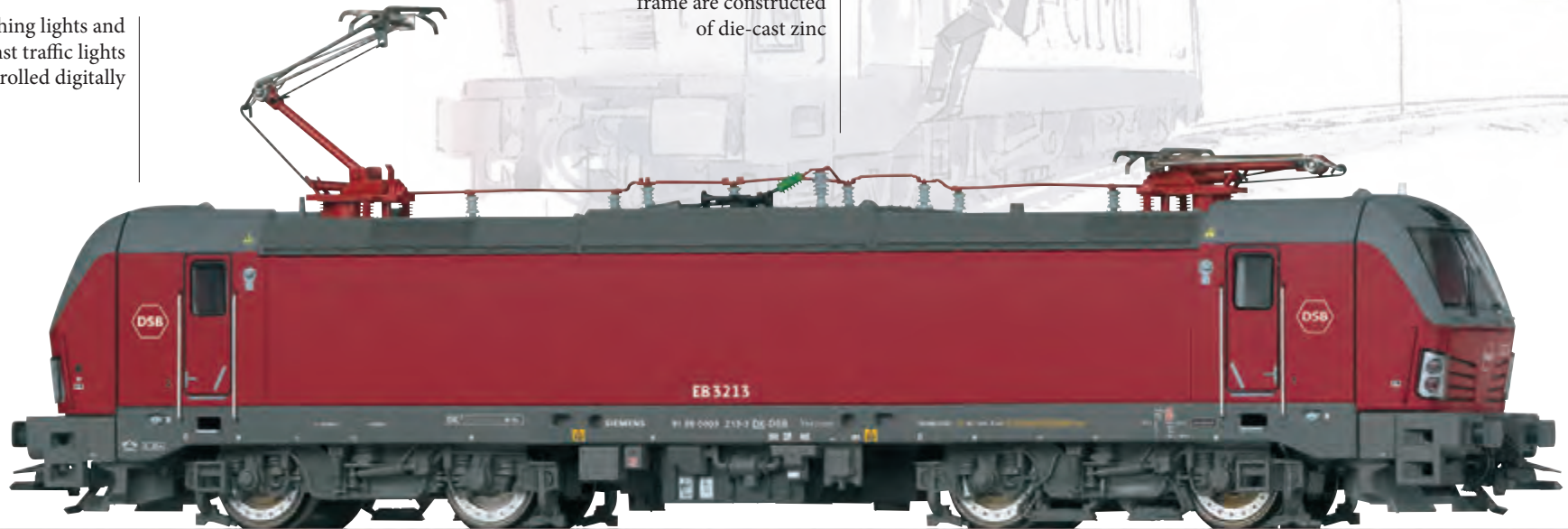
- **Locomotive body and frame are constructed of die-cast zinc**
- **Many separately applied details**
- **Numerous digitally controllable light functions**
- **World of Operation mfx+ digital decoder and extensive operation and sound functions included**

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Letting off Air
Engineer's cab lighting						Sanding
Electric locomotive op. sounds						Operating sounds
Low Pitch Horn						Window
Direct control						Operating sounds
Sound of squealing brakes off						SIFA warning sound
Headlight(s): Cab2 End						Sound of Couplers Engaging
High Pitch Horn						Sound of uncoupling
Headlight(s): Cab1 End						
Long distance headlights						
Blower motors						
Light Function						
Light Function						
Horn						
Switching maneuver						
Compressor						

- With Update 3.55 also up to 32 functions for the MS2

Special switching lights and against traffic lights can be controlled digitally

Locomotive body and frame are constructed of die-cast zinc





42698 DSB Passenger Car Set

Prototype: 3 Danish State Railways (DSB) four-axle passenger cars as slumber cars, type Bcm, 2nd class. Saphyr blue paint scheme with red stripes. Various designs with the themes of ice crystals, fireworks, the moon, and stars. The cars look as they did at the start to the Mid-Nineties.

Model: 7319 current-conducting coupling drawbars or 72021 current-conducting operating close couplers or 72022 current-conducting operating close couplers for lower buffer heights can be installed on all the cars. 73400/73401 (2 each) or 73410/73411 (1 each) interior lighting as well as the 73406 pickup shoe and 73407 marker lights can be installed on

all the cars. All the cars have different car numbers, are individually packaged, and have a master package. The minimum radius for operation is 360 mm / 14-3/16".

Length over the buffers per car 28.2 cm / 11-1/8".
DC wheelset per car E700580.



42698

39630

Sweden – Powerful and Elegant King of the Rails

They were once kings of the European rails: the four-cylinder express locomotives from Saxony, Baden, Württemberg, Bavaria, and also from Sweden. Inspired by the German rail stars, the Swedish State Railroad (SJ) had eleven class F Pacific express locomotives built by NOHAB between 1914 and 1916. Their design was based on the famous Württemberg Class C. In the process the Swedes also laid emphasis on an elegant, shapely appearance including a streamlined “wind splitter” cab. The class F locomotives soon conquered the important main routes Stockholm – Malmö and Stockholm – Göteborg, which however were already operated completely electrically in the Thirties. Starting in 1937, the powerful class F finally found a new home in Denmark. They ran there as the class E until well into the Sixties, their Danish copies even a bit longer. The impressive class F units were not forgotten in their old home of Sweden. As early as 1963 the Swedish Railroad Museum bought back the former road number F 1200, in 1999 followed road number F 1202. Currently, road number 1200 is shown perfectly restored in operational condition at the museum in Gävle. Its paint scheme reminds people of its prototype, the Württemberg steam locomotive king



In addition to the dual headlights, the emergency light on the smoke box door can be controlled separately in digital operation.

the class C. In real life the two majesties can no longer meet because all of the class C units were scrapped. Therefore, only the Märklin railroad still remains where both kings can celebrate a big appearance.



Prototypically built and imprinted the locomotive as seen from the side too.





39490 Class F 1200 Steam Locomotive

Prototype: Swedish State Railways (SJ) class F 1200 steam locomotive with a tender. The locomotive looks as it currently does in real life operationally based in Gävle, Sweden.

Model: The locomotive and tender are constructed mostly of metal. 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. One axle powered, two axles driven using side rods. Traction tires. Dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The emergency light on the smoke box door can be controlled separately in digital operation. The cab lighting and the flickering of the fire in the firebox can also be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has a factory-installed smoke unit, which will work in conventional operation and can be controlled digitally. There is an adjustable coupling with a guide mechanism between the locomotive and tender. There is a close coupler with a guide mechanism and an NEM pocket on the tender. The minimum radius of operation is 360 mm / 14-3/16". Various details such as access steps, brake hoses, piping, and prototype coupler imitations are included for installation on the locomotive. Length over the buffers approximately 24.5 cm / 9-5/8".

The prominent red rail clearance devices are included and can be mounted for presentation

Highlights:

- Prototypical tooling changes for the version as the class F 1200
- Especially intricate metal construction
- Factory-installed smoke unit
- Cab lighting can be controlled separately in digital operation
- Flickering fire in the firebox can be controlled digitally
- Emergency light can be controlled separately in digital operation

In the Swedish Museum version

Digital Functions	CU	MS	MS 2	CS 1	CS 2,3	CS 2,3
Headlight(s)						
Smoke generator						
Steam locomotive op. sounds						
Locomotive whistle						
Direct control						
Sound of squealing brakes off						
Light Function						
Engineer's cab lighting						
Flickering Light in Fire Box						
Sound of coal being shoveled						
Tipping grate						
Letting off Steam						
Air Pump						
Whistle for switching maneuver						
Switching maneuver						
Water Pump						
Injectors						
Sanding						
Sound of Couplers Engaging						
Sound of uncoupling						
Replenishing water						
Replenishing coal						

– With Update 3.55 also up to 32 functions for the MS2

TRIX

This model can be found in the Trix HO assortment under item number 25490.





39202 Diesel Locomotive, Road Number T 679.1266

Prototype: Czechoslovakian State Railways (ČSD) diesel locomotive, road number T 679.1266, also known under the nickname “Taigatrommel” / “Taiga Drum”. Includes Soviet design muffler, intake grille with vertical fins and cooling vents with a grill. The locomotive looks as it did around 1980.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. Two axles powered in each truck using cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the double A light function is on. The cab lighting changes over with the direction of travel and can be controlled digitally. The engine room lighting can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has separately applied metal side grab irons. The end skirting can be swapped for closed skirting. Length over the buffers approximately 20.2 cm / 7-15/16”.

Highlights:

- **Buffer height conforms to the NEM**
- **Locomotive frame and body constructed mostly of metal**
- **Metal grab irons separately applied on the sides**
- **Cab lighting can be controlled digitally**
- **Engine room lighting can be controlled digitally**
- **World of Operation mfx+ decoder with a variety of light and sound functions**
- **Extensively detailed trucks**

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Switching maneuver
Engineer's cab lighting						Sanding
Diesel locomotive op. sounds						Operating sounds
Low Pitch Horn						Replenishing diesel fuel
Direct control						Sound of Couplers Engaging
Sound of squealing brakes off						Sound of uncoupling
Headlight(s): Cab2 End						
High Pitch Horn						
Headlight(s): Cab1 End						
Engine room lighting						
High Pitch Horn						
Blower motors						
Compressor						
Letting off Air						
SIFA warning sound						
Low Pitch Horn						

– With Update 3.55 also up to 32 functions for the MS2

Soviet design muffler included



TRIX

This model can be found in the Trix H0 assortment under item number 25202.



46463

46463

39202

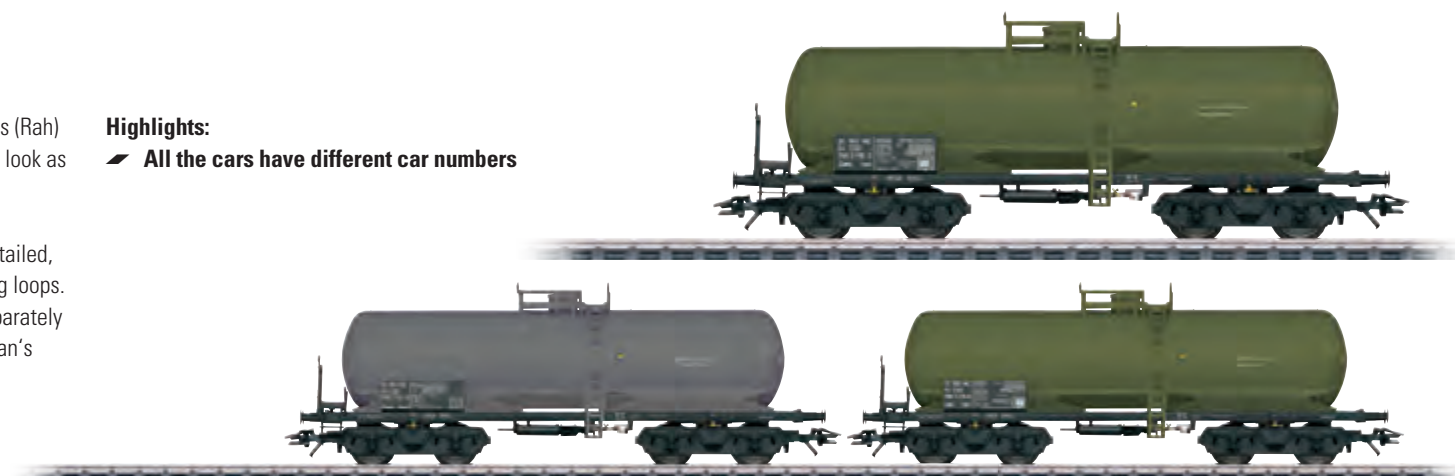


46463 Tank Car Set

Prototype: Three Czechoslovakian State Railways (ČSD) type Zaes (Rah) 4-axle tank cars. Reed green or dusty gray paint scheme. The cars look as they did around 1982.

Model: All the cars have different car numbers. The cars have detailed, partially open frames. The outer side sills are U shapes with lifting loops. The trucks are type Minden-Dorstfeld. The work platforms are separately applied and include ladders. There are separately applied brakeman's platforms. Reinforced buffer beams are modelled. Total length over the buffers approximately 44 cm / 17-5/16". DC wheelset E700580.

Highlights:
 ➤ All the cars have different car numbers



42745 Passenger Car, 2nd Class

Prototype: Czech Railways (ČD) type Bmz 235 passenger car, 2nd class. Modernized Eurofima car, not pressure-proof. The car looks as it did starting in 2015.

Model: The car has an underbody specific to the car type. It also has Fiat type Y0270 S trucks with lateral motion shock absorbers and magnetic rail brakes. Length over the buffers 28.2 cm / 11-1/8". DC wheelset E700580.

Both cars are reissues with new car numbers. The 7319 current-conducting couplings or the 72022 current-conducting close couplers, the 73410/73411 lighting kits, the 73406 pickup shoe, and the 73407 marker light kit can be installed in the car. The minimum radius for operation is 360 mm / 14-3/16".



43762 Passenger Car, 1st Class

Prototype: Czech Railways (ČD) type Apmz 143 passenger car. Blue-gray paint scheme. The car looks as it did starting in 2016.

Model: This car is based on a type Bpmz 293.2 open seating car. The car has type MD trucks without a generator. Length over the buffers 28.2 cm / 11-1/8". DC wheelset E700580.





38445 Type GE ES44AC Diesel Locomotive

Prototype: Type General Electric ES44AC heavy diesel electric freight locomotive painted and lettered for Norfolk Southern (NS). Basic paint scheme in Tuscan Red of the former Pennsylvania RR. Road number 8102. The locomotive looks as it currently does as a Heritage Locomotive.

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. Two axles powered in each truck using cardan shafts. Traction tires. The locomotive has four headlights on the front and two lamps on the rear of the locomotive. These lights change over with the direction of travel, will work in conventional operation, and

can be turned off in pairs in digital operation. The cab lighting, number board lighting, long-distance headlights, and the blinking function of the headlights can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has a factory-installed smoke generator with dynamic smoke exhaust, and it can be controlled digitally. It also has many separately applied details. The NEM pockets can be fixed in place using shims included with the locomotive for operation with knuckle couplers. A pilot with a small cutout for the front, brake hoses, and two shims for the NEM pocket are included. Length over the couplers approximately 27 cm / 10-5/8".

This model is being issued in a one-time series in 2024, and it is limited worldwide to 1,500 pieces. A consecutively numbered certificate of authenticity is included.

Start of the collector series of heritage locomotives

TRIX

This model can be found in the Trix HO assortment under item number 25445.



Highlights:

- Limited special model with a consecutively numbered certificate of authenticity
- Locomotive frame and body constructed of metal
- Tooling changes with additional lamps on the rear catwalk
- Factory-installed smoke generator with dynamic smoke exhaust
- Many controllable light and sound functions
- Cab lighting can be controlled digitally
- Lighted number boards can be controlled digitally
- Long-distance headlights can be controlled
- Centrally mounted motor, four axles powered using cardan shafts
- Operation possible with knuckle couplers and normal close couplers
- mfx+ decoder

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						
Smoke generator						
Diesel locomotive op. sounds						
Horn						
Direct control						
Sound of squealing brakes off						
Engineer's cab lighting						
Switching maneuver						
Whistle for switching maneuver						
Number Board Lights						
Long distance headlights						
Light Function						
Front Headlights off						
Cab Radio						
Front Headlights off						
Blower motors						
						Bell
						Sound of Couplers Engaging
						Sound of uncoupling
						Special sound function
						Rear Headlights off
						Rear Headlights off
						Letting off Air
						Sanding
						Compressor
						Replenishing diesel fuel
						Procedure function
						Cab Radio
						Cab Radio
						Doors Closing

- With Update 3.55 also up to 32 functions for the MS2

**Limited worldwide to 1,500 pieces
Certificate of authenticity**



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48882 SMILEY® Car for 2024

Created in 1971 by Franklin Loufrani, editor of the newspaper France Soir, to emphasize happy news in the newspaper, Smiley developed over the decades into a symbol for making the future positive. Be part of this movement.

Length over the buffers 13.9 cm / 5-1/2". DC wheelset E700580.



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smiley.com

 **SMILEY MOVEMENT**

We support changemakers protecting our planet and our communities. Join us on smileymovement.org

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For the first time, relief printing is providing enduring impressions in the world of model railroading. Here we have succeeded in effectively applying the specific 3D effect of relief printing in model imprinting. What is more suitable here than a journey through the historic world of a Märklin catalog, in order to present this high quality character and elegant feel?

Experience a new collector series, which will show you the historic themes in a unique and tangible manner and which will invite you to immerse yourself in the stories of each individual title page.

Highlights:

- Specific 3D effect
- The first time in H0 model imprinting
- Clearly tangible printing
- Unique collector series

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



45902 Märklin Catalog Car for 1931

The painting adorning this car shows a scene at a large station with four trains spanned by a signal bridge as well as a gantry-style signal tower. To the far left the well-positioned observer sees a class 95 steam locomotive (former Prussian T20) with a mixed freight train. Next to it – in the background a BBÖ class 214 can be recognized... Next to this locomotive is a brown old design electric locomotive with a limited stop fast train as well as to the far right in the painting an important express train with a MITROPA dining car.

Prototype: Privately owned type Iboqqq refrigerator car with the title page of the Märklin catalog from 1931.

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



Previous models of the collector series:



45900 Märklin Catalog Car for 1929



45901 Märklin Catalog Car for 1930

Toy Fair Locomotive for 2024



37480 Class E 70.2 Electric Locomotive

Prototype: German Federal Railroad (DB) class E 70.2 electric locomotive. Fictitious black basic paint scheme. Locomotive road number E 70 24. The locomotive looks as it did around 1950.

Model: The locomotive has an mfx+ digital decoder and extensive sound and light functions. It also has controlled, high-efficiency propulsion with a flywheel. 2 axles and a jackshaft powered in one drive frame. 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. There is a double A light function. The light changeover can be switched to dual headlights and dual red marker lights. Maintenance-free warm white and red LEDs are used for the lighting. The running gear is articulated for better operation on curves, and it is mounted to pivot under the fixed hoods. Brake hoses and prototype coupler imitations to mount on the locomotive are included separately. Length over the buffers 14.3 cm / 5-5/8".

Highlights:

- **Toy Fair locomotive for 2024**
- **World of Operation mfx+ decoder with light and sound functions**
- **The locomotive running gear and body are constructed mostly of metal**

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Letting off Air
Locomotive whistle						Conductor's Whistle
Electric locomotive op. sounds						Rail Joints
Light Function						Sanding
Direct control						Switching maneuver
Sound of squealing brakes off						Switching range + switching light
Headlights locomotive end 2 off						
Bell						
Headlights locomotive end 1 off						
Whistle for switching maneuver						
Pantograph Sounds						
Buffer to buffer						
Sound of Couplers Engaging						
Sound of uncoupling						
Blower motors						
Brake Compressor						

– With Update 3.55 also up to 32 functions for the MS2

*The class E 70.2 in a fictitious and noble black paint scheme
Entries on both sides*

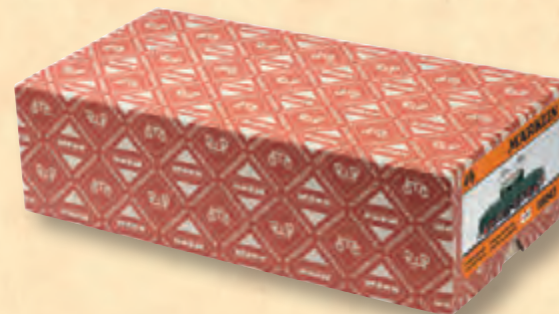


TRIX

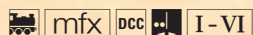
This model can be found in the Trix H0 assortment under item number 25748.

Replica – Model of the first Crocodile hand sample for H0 Gauge from Märklin

Originally, the model of the Crocodile in H0 was planned as early as 1936, and it was supposed to come out in the marketplace under item number CCS 700. However, it remained as a prototype – not least because of circumstances of the times. An H0 model of the Crocodile was not presented until 1947 as item number CCS 800 – later 3015.



In special historic cardstock packaging



18045 Crocodile Replica

This is a reproduction of the first H0 Gauge Crocodile prototype ever made at Märklin from 1936. The frame and body are constructed of die-cast zinc. Both trucks are powered with jackshafts and side rods. The locomotive has a factory-installed mfx decoder, so that it can be used on present day layouts. Sufficient clearance must be ensured due to the reproduction of this historic sample. The headlights change over with the direction of travel and will work in analog operation. There are sprung pantographs without an electrical function. Length over the buffers 21 cm / 8-1/4".

One-time series with a certificate of authenticity.

Highlights:

- **Reproduction of the very first sample of an H0 Gauge Crocodile**
- **Die-cast zinc**
- **mfx digital decoder included**

As on the prototype, it can be run with two center pickup shoes

Pantographs affectionately modelled 1:1 in sheet metal

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)	█	█	█	█	█
Direct control	█	█	█	█	█

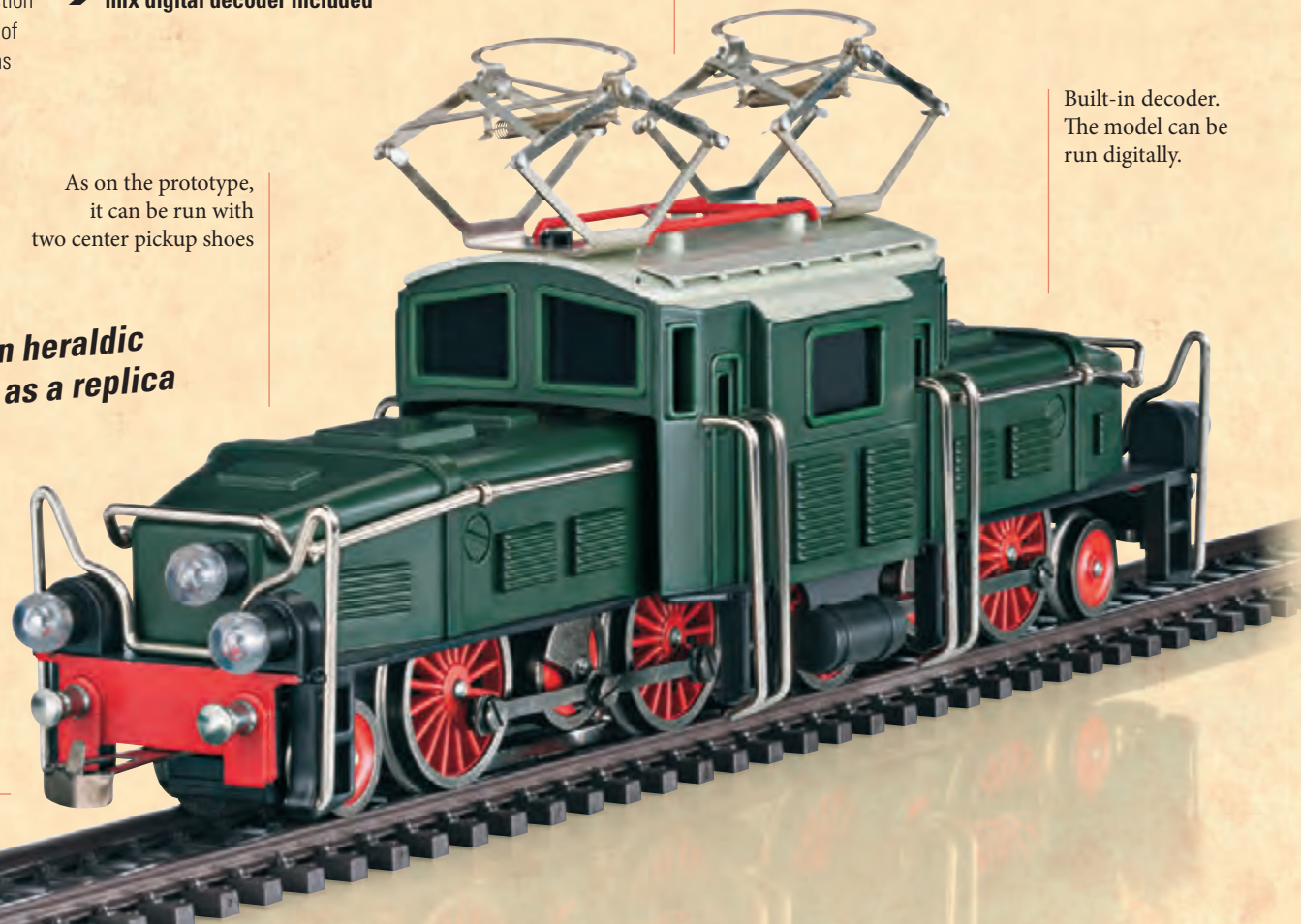
Built-in decoder. The model can be run digitally.

The prototype of all Märklin heraldic animals for H0 Gauge now as a replica



Additional details and interior views of our replica can be found in the special brochure.

Simple hook coupler



New Software Version 2.5 for Central Station 3



Further developments in the software bring new functions to users of the Central Station 3, whereby model railroad control becomes even better. The free update to Version 2.5 also includes model time in addition to improves operation with Smartphones.

The Central Station 3 and the CS3+ (item numbers 60226, 60216) have been developed in such a way that you can expand the functional possibilities with updated software. With the new Version 2.5 not only the operation at the controller is improved, but a model railroad can now be controlled in comfort from other devices in the same network as the CS3. This means computers, Notebooks, Tablets, or Smartphones become additional operating devices. No special software or app needs to be installed in these units. Operation of the CS3 is done on these devices using an accessible Web browser such as Google Chrome, Mozilla Firefox, Microsoft Edge, or Apple Safari. The only precondition is a common network with the CS3 that does not have to be linked with the Internet. Details for setup are in the instructions. You only need to enter the IP address of the CS3 in the Web browser on the end devices in the same network. The CS3 interface is already displayed. Here in addition to the display for large monitors (on which you can also do settings for locomotives and items) is a cell phone view especially improved for Smartphones. Locomotives,

track plans, and also events can be operated easily with it. The CS3 cab can thus be left sometimes without giving up the control.

Model time is new in the world of the CS3 and offers more potential for automation. In the future a schedule plan can be maintained when a model railroader links routes and other functions with the model time. This means popular events can be linked with the clock time, such as the departures of a shuttle train, station announcements, or also turning lighting on and off. Naturally, the model time factor can be set so that 24 hours in the model world runs faster than in reality.

Märklin has improved even more in the software and adapted the improvement to new devices such as the MS WLAN (item number 60667). The complete change log can be found at: www.maerklin.de/cs3/changelog
You can install the software directly from the Internet onto the CS3 or you can store it temporarily from www.maerklin.de at Service – CS3-Updates onto a USB stick. Tip: In any event you should first back up the current CS3 data in the system settings.

Introduction of Model Time Editing the Web Views



Model time can be added as an element on an accessory controller or a panel. The model time factor can be defined in the settings.



Various gateways to the operation of a CS3 are displayed in the Web interface and they can also be reached using the QR code.



New cab views and locomotive images are also included in the update.

Free or charge – The big CS3 update New Control Interfaces on Smartphones New Locomotive Images and Cabs Integration of the MS WLAN



A red dot on the CS3 indicates the availability of an update. Details are in the operating instructions.

The cell phone view has been improved for operation on Smartphones.



60524 Märklin Software "Track Planning 2D/3D", Version 11.0

This is track planning software on a USB stick for Märklin, Trix, and LGB model railroad layouts. This is the new Version 11.0. There are many useful planning tools for fast and easy generation of a desired layout up to 15 square meters / 161 square feet in up to 99 levels. There is a fast selection of track pieces and accessories from tables, automatic connecting of the track ends and laying parallel tracks. Grades and through heights can be calculated. Track can be displayed in variable ways. There is a library with symbols for many types of buildings. There is also the possibility of displaying circuit plans and layout substructures. This software has practical printing formats for views and additional editing of the track plan. The parts list for a layout is automatically generated. There is a 3D view to display the layout and its substructure.

System Requirements:

Starting with Windows 98/ME/2000/XP/Vista, Windows 7, and Windows 10. Pentium II with a minimum of 500 megahertz. Free USB A slot. VGA graphics card. 128 MB main memory (RAM).

Note: The Märklin Software "Track Planning 2D/3D" is only available in a German language version.



Highlights:

- **Newest Version 11.0**
- **2D/3D Track Planning**
- **Märklin HO/1/Z, LGB, Trix HO, and Minitrix**
- **Includes 25 selected 3D models**
- **Includes a track plan library**

60525 Märklin Software "Track Planning 2D/3D", Version 11.0

This is the activation code for track planning software for Märklin, Trix, and LGB model railroad layouts.

All additional information can be found under item number 60524.

*Available exclusively from
our Online Shop*

VI

76552 40-Foot Container Set

Prototype: Four 40-foot standard box containers for various firms. The containers look as they currently do in Era VI.

Model: This set consists of four 40-foot standard box containers in various designs for adding to and going with all existing Märklin/Trix type Sgns and Lg(n)s container transport cars as well as type Sgrrs double container transport cars.



VI

76553 20-Foot Container Set

Prototype: Four 20-foot standard box containers for various firms. The containers look as they currently do in Era VI.

Model: This set consists of four 20-foot standard box containers in various designs for adding to and going with all existing Märklin/Trix type Sgns and Lg(n)s container transport cars as well as type Sgrrs double container transport cars.



*The ideal add-on
for any container train
The containers can be stacked*





Perfection in 1:220 Scale

Perfection in 1:220 Scale, this is the ever popular Z Gauge among Märklin model railroad fans. As a symbol for exclusive precision engineering in railroad model building, it has also been affectionately called "Mini-Club" for over five decades.

Traveling in Era I is the subject of these new items at the MHI. A P 8 modelled correctly for the era goes prototypically on its route with a set of compartment cars. The Wismar rail bus has also been realized as completely new tooling for Insider members in this gauge. With a frame and hoods constructed of metal and with extensive modelling of the shock absorbers at both ends without couplers – a model meeting all the expectations of Insiders.

A class 78 brings you to Rügen, improved for use on the Isle of Rügen for the first time with Witte smoke deflectors as the locomotive looked on the DR/GDR. Prototypically it is accompanied by a mixed train of Thunderbox cars and freight cars.

From the Alps to the sea, you will go with a class 218 in its parade colors of ocean blue / beige. The class 218 is virtually indispensable in present-day train service. On the lines to Fehmarn and Sylt in the North as well as in the South in the IC trains to Oberstdorf.

Things turn Orient red in cross-border train service with the EC "Mozart", pulled by a class 103.

Our large offering of other new items for your Z Gauge is also attractive. From the cozy passenger commuter service to heavy freight transport, there is a lot to discover.

Your Märklin Team

Traveling in Era I



88995 Class P8 Steam Locomotive

Prototype: Royal Prussian Railroad Administration (KPEV) class P8 steam locomotive with a type 2'2'T21,5 box-style tender. The locomotive looks as it did in Era I around 1915.

Model: This locomotive had a motor with a bell-shaped armature. It also has prototypical fully working valve gear, imitation brakes, rail clearance devices, rod buffers, and dual headlights with warm white LEDs. The tender has spoked wheels. Length over the buffers 90 mm / 3-1/2".

Highlights:

- Motor with a bell-shaped armature
- Bar-style buffers
- Tender includes spoked wheels

One-time series.



87568 Car Set with 3 Compartment Cars

Prototype: Royal Prussian Railroad Administration (KPEV) four-axle compartment cars. 2 type C cars, 3rd class (Sample Sheet Ib4), 1 type ABC car, 1st/2nd/3rd class (Sample Sheet Ib2). All the cars are the original version with a brakeman's cab.


Model: The car frames have truss rods and underbody details. The steps, ladders, and grab irons are separately applied. Total length 258 mm / 10-1/8".

One-time series.



87568

88995

 This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 144 for warranty terms. A current explanation of the symbols can be found on the Internet at www.maerklin.de

A Rustic Icon on German Tracks

When currently one of the numerous preserved Wismar rail busses comes on stage, even steam locomotives retreat to the background. “Pig Snouts” are the name given to these powered rail cars, which during the world economic crisis kept many small and branch lines from being abandoned. The design was ingeniously simple and at the same time extremely cost effective: A simple welded car body was used and a mass-produced drive system from the truck industry was installed in each direction of

travel. As with road trucks there was a motor hood at both ends, commonly called a snout. Most cars had a roof baggage rack for baggage or small freight. The car builder Wismar built 57 units between 1932 and 1941. Railroaders and passengers loved their rustic rattling boxes and gave them the nickname “Pig Snouts”. Currently, the Wismar rail busses enjoy an absolute cult status. This is not the only reason a snout belongs on the roster of every model railroader. In addition, the German Federal Railroad had three Wismar units for a short time on its roster after 1949. The red “Pig Snouts” thus goes on any Era III layout.



88820 Class VT 88.9 Rail Bus

Prototype: German Federal Railroad (DB) class VT 88.9 (Cvt 34) rail bus as it looked in Era III.

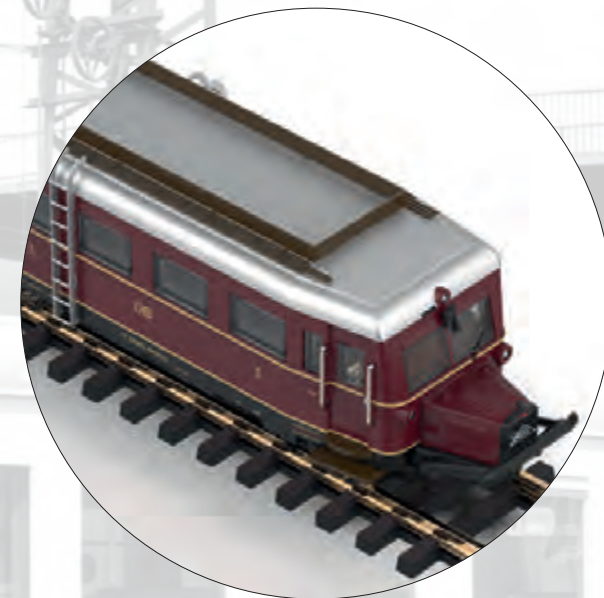
Model: This is the DB rail bus known as the “Pig Snout” in a red/ivory paint scheme. This is completely new tooling and is finely detailed. The frame and motor hoods on the body are constructed of metal. There are many separately applied details. There are enlarged buffer plates. Both ends have correct modelling of the buffer beams without couplers. Triple white headlights and dual red marker lights change over with the direction of travel. Warm white and red LEDs are used for the lighting. The rail bus has a motor with a bell-shaped armature. Both axles powered. Interior details and the engineer’s cabs are modelled. There is LED interior lighting, separately applied access ladders, and roof racks for baggage. The solid wheels are black/black nickel plated. Length over the buffers approximately 53 mm / 2-1/16”.

Order deadline February 29, 2024

Highlights:

- Completely new tooling
- Frame and motor hoods on the body are constructed of metal
- Newest generation of high-performance motor
- Headlights include warm white LEDs
- Correct modelling of the buffer beams
- Baggage racks and access ladders
- Interior lighting
- Many separately applied details

Exclusively for Insider Club Members.



© Joachim Bügel, Eisenbahnstiftung

The image shows the first model as a rendering



Additional details and views of our current Insider model can be found in the special brochure.

The powerhouse on the hump track



88510 Class V 90 Diesel Hydraulic General-Purpose Locomotive

Prototype: German Federal Railroad (DB) class V 90 general-purpose diesel locomotive in the crimson basic paint scheme of Era III. The locomotive looks as it did around 1967.

Model: This locomotive is completely new tooling in the Era III version with round metal buffers. The frame is constructed of metal/plastic, the body is made of plastic. The locomotive has metal buffers. All axles powered. The locomotive has a motor with a bell-shaped armature and triple headlights and dual marker lights with warm white / red LEDs that change over with the direction of travel. The wheel treads are dark nickel-plated. The cab interior is modelled. Length over the buffers approximately 65 mm / 2-9/16".

New tooling for the popular V 90

Highlights:

- Completely new tooling
- Motor with a bell-shaped armature
- LED headlights / marker lights



86235 Type Off 52 Auto Transport Car Set

Prototype: 2 pairs of German Federal Railroad (DB) type Off 52 cars (double unit) as they looked in Era III.

Model: The cars are new tooling.

Contents: 2 pairs of cars. Two cars form a prototypical permanently coupled double unit. Crossover plates are suggested. The platforms are made of plastic. The cars are for available automobile models from the Märklin program.

Total length approximately 186 mm / 7-5/16".

The models are not available individually.

Highlights:

- New tooling



86235

88510

III IV V

86004 Boxcar in Real Bronze

Prototype: Type G1mhs boxcar.

Model: The car body and floor are cast in bronze using extensive hand-work and have a transparent protective coating. The solid wheelsets are black nickel-plated.

Length over the buffers 54 mm / 2-1/8".

There is special product packaging.

Highlights:

- From the Märklin Z Manufacturer Model Investment Casting Edition
- Car body and floor cast in real bronze

One-time series.



Previous models from the Märklin Z Manufacturer Models Investment Casting Edition:



86606 Type VH 14 Boxcar



82170 Type G1 Dresden Boxcar



82389 Refrigerator Car



86236 Type Omm 52 Gondola



82310 Acid Car



88569 Class Ce 6/8 III "Crocodile" Electric Locomotive



88597 Class Re 4/4 II Electric Locomotive



88565 Class Ce 6/8 III "Crocodile" Electric Locomotive



88932 Class 85 Steam Locomotive



88207 Class V 200 Diesel Locomotive



© Bubinator, Wikimedia

Altenbeken Memorial Locomotive – “The Egge Giant”

“Z Gauge and Altenbeken” – These two now belong inseparably with each other! Using this synergy, road number 044 389-5 was selected as a museum locomotive for 2024. Road number 44 389 was built in 1941 by Henschel & Son in Kassel under builder number 25998 and it was delivered on March 6, 1941. This locomotive was based in Paderborn between 1947 and 1973, in January and February of 1973 for a week in Gelsenkirchen-Bismarck, then from February 4, 1973, until June 2, 1973, in Paderborn again. Then it came to Ottbergen, where it did its decommissioning from the roster from June 3, 1973, to June 26, 1976. Contrary to the signage for the current memorial locomotive, this unit was never stationed in Altenbeken during its service years. According to planning documents, class 44 locomotives were merely stationed in the Forties/Fifties in Altenbeken. This changed in October of 1977, when road number 44 389 was lettered as road number 044 389-5 according to its last

operational condition (Era IV with a computer-generated control number), and it was set up with its type T 2'2'34 tender after visual overhauling as a memorial in front of the Egge Museum in Altenbeken. Right up to the present it reminds people as a representative of the class BR 44, of the important use of the “Jumbos” pulling heavy freight trains in the Egge Mountains from and to Ottbergen and Kassel.

After being retired in 1976 by the GDL (German Locomotive Engineers' Union – Local Office Altenbecken) this locomotive was saved from the scrapping torch and is still owned by this group.

Read more at:

<https://www.maerklin.de/products/88976>



88976 Steam Locomotive 044 389-5

Prototype: German Federal Railroad (DB) class 044 heavy freight locomotive. Version with coal firing (type 2'2'T34 tender) and Witte smoke deflectors. Used for heavy freight trains. The locomotive looks as it did around 2022, road number 044 389-5, memorial locomotive in Altenbeken.

Model: This model has a motor with a bell-shaped armature. All the driving axles are powered. The wheel treads and valve gear parts are dark

plated. The locomotive has complete, working valve gear and rods. The brakes, rail clearance devices, sand pipes, and inductive magnets are both sides are modelled. The buffer plates are enlarged. The paint scheme and lettering are prototypical. The tender is correct with a mix of solid and spoked wheels.

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

Highlights:

- Motor with a bell-shaped armature
- Locomotive body constructed of metal
- Prototypical, working rods and valve gear
- Brakes, inductive magnets, and rail clearance devices modelled
- All driving axles powered
- Warm white LEDs for headlights
- Continues the series of museum locomotives

Prototype modelling of the tender truck wheelsets. While Truck 1 has spoked wheelsets, Truck 2 has solid wheelsets

Authentically realized with modelling of the inductive magnets, brakes, and rail clearance devices

Museum Locomotive

First coal-fired class 44 as it looked in Era VI in correct renumbering with computer-generated control number as a class 044 in the Z Gauge program



A Successful Combination



88986 Class 055 Steam Locomotive

Prototype: German Federal Railroad (DB) class 055 steam locomotive with a type 3T 16,5 tender. The locomotive looks as it did in Era IV.

Model: The locomotive has a motor with a bell-shaped armature. It also has fine, fully working valve gear, imitation brakes, older design buffers, and LED headlights. All driving axles powered. Length over the buffers 84 mm / 3-5/16".



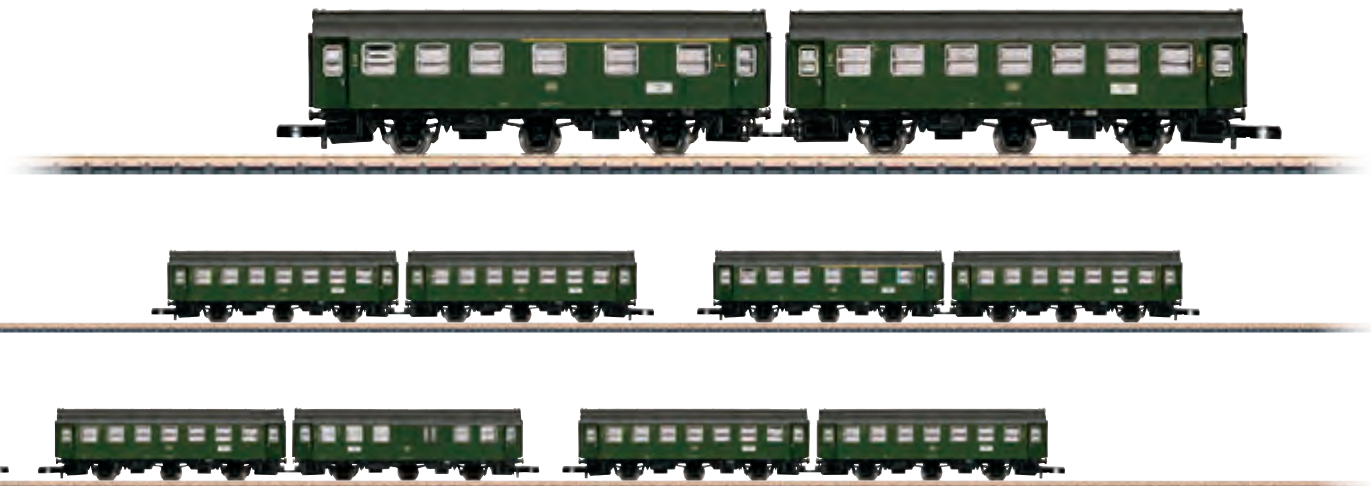
87061 Set with 6 Pairs of Rebuild Cars in a Display

Prototype: Pairs of passenger cars consisting of German Federal Railroad (DB) 3-axle rebuild cars. Pair of rebuild cars, type AB3yge 756, 1st/2nd class, and type B3yge 761, 2nd class, pair of rebuild cars, type B3yge 761, 2nd class, and pair of rebuild cars, type B3yge 761 2nd class, and type BD3yge 766 with a baggage area, 2nd class.

Model: The pairs of cars are included in the display, 2 each with different car numbers. Each pair of cars is permanently coupled together and individually packaged. Length over the buffers per pair of cars approximately 122 mm / 4-1/8".

Highlights:

- 6 pairs of cars from which to choose
- In a clearly arranged display at your specialty dealer



Commuter Service at Usedom and Rügen



88069 Class 78 Passenger Train Tank Locomotive

Prototype: DR/GDR class 78 steam locomotive as it looked in Era III.

Model: This is the first time for this locomotive with smoke deflectors as it looked on the DR/GDR. The model has a motor with a bell-shaped armature and fine, complete, fully working valve gear. There are also imitation brakes, sand pipes, and rail clearance devices. All driving axles powered. Maintenance-free warm white LEDs are used for the lighting, and they change over with the direction of travel. Length over the buffers 70 mm / 2-3/4".



Highlights:

- Smoke deflectors constructed of metal
- Motor with a bell-shaped armature
- Fine, working valve gear
- Imitation brakes and sand pipes are modelled

Locomotive to go with 87503 to make up a mixed-use train for the Rügen Sunbathers Railroad.



87503 "Rügen Sunbathers Mixed Use Train" Car Set

Prototype: "Rügen Sunbathers Mixed Use Train" for the DR/GDR, Era IIIb, consisting of 3 type Bi 341 corridor cars, 2nd class, one type G-04 boxcar, and one type Zd foodstuffs tank car with promotional lettering "Aiga".

Model: This is a car set for a mixed use passenger and freight train consisting of: 3 each passenger cars, 2nd class, 1 each boxcar without a brakeman's cab, 1 each two-axle tank car with a with a brakeman's cab and promotional lettering. The cars are made of plastic with individual car numbers. These models are not available individually. Total length approximately 277 mm / 10-7/8".



Oh, land of the dark groves,
Oh, splendor of the blue sea,
Oh, isle that I fancy,
How I long for thee!
After flight and after train
Far across the land and sea,
My cozy little home Rügen,
How much I am reminded of thee!

Ernst Moritz Arndt wrote these lines about the area of his childhood over 150 years ago.

87503 is the perfect add-on for the 88069 steam locomotive.



87503

88069



88018 Class 01.5 Steam Locomotive

Prototype: Class 01.5 express steam locomotive. Former German State Railroad (DR/GDR) "Reko" version as it looked in Era IV, with spoked wheels, type 2'2'T34 standard design box-style coal tender, and special design Witte smoke deflectors for the class 01.5.

Model: The class 01.5 is the first time for a model of this locomotive as it looked in regular operation on the German State Railroad of the former GDR. This version has a metal body and a motor with a bell-shaped armature as well as finely detailed valve gear and side rods / drive rods.

The inductive magnets, imitation brakes, rail clearance devices, and sanding pipes are modelled. There are warm white LED headlights on the front of the locomotive. Length over the buffers 114 mm / 4-1/2".

Highlights:

- Locomotive body constructed of metal
- Motor with a bell-shaped armature



82156 Type Hbis-t 299 Sliding Wall Boxcar

Prototype: Type Hbis-t 299 two-axle privately owned sliding wall boxcar for the firm Staatl. Fachingen used on the German Federal Railroad (DB). Car for transporting moisture-sensitive freight.

Model: The car body is made of finely detailed and imprinted plastic. It is also prototypically lettered. The solid wheels are dark nickel-plated. Length over the buffers approximately 64 mm / 2-1/2".



82092 Carbide Container Car Set

Prototype: 5 carbide container cars. Privately owned cars for SKW Trostberg, Inc., used on the German Federal Railroad (DB). All of the cars look as they did in Era IV.

Model: The cars have different car numbers and container numbers. The construction is intricate with partially open car floors constructed of metal. The removable carbide containers are finely detailed. These models are not available individually. Total length 288 mm / 11-3/8".



Toy Fair Locomotive for 2024



88211 Class V 125 Diesel Locomotive

Prototype: Württemberg Railroad Company (WEG) class V 125 (former V 100) diesel hydraulic locomotive, B-B wheel arrangement. The locomotive looks as it did in Era V.

Model: This locomotive model has been prototypically altered for the version in Era V, a motor with a bell-shaped armature is included. Both trucks with all axles powered. There are enlarged buffer plates with buffer plate warning stripes. The headlights and marker lights are warm white / red LEDs that change over with the direction of travel. The wheel treads are dark nickel-plated. Length over the buffers 60 mm / 2-3/8".

Highlights:

- Motor with a bell-shaped armature
- Separately applied vents on the long hood

One-time series.



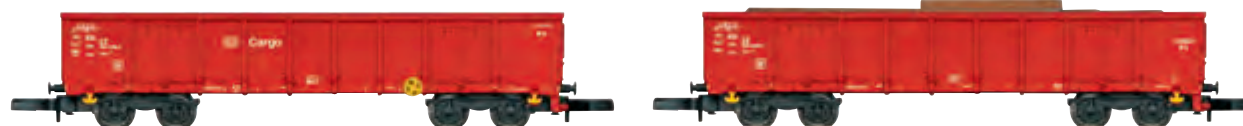
82542 Type Eanos High-Side Gondola Set

Prototype: 4 German Railroad, Inc. (DB AG) type Eanos-x 052 four-axle gondolas with Y 25 trucks, for transporting scrap metal, etc.

Model: The car bodies are made of plastic. They are finely detailed, imprinted, and prototypically lettered. The cars have Y 25 trucks with close couplers. All the cars include a "load of scrap metal". Length over the buffers approximately 336 mm / 13-1/4".

Highlights:

- Scrap metal load



"From the Alps to the Sea!"

The class 218 is virtually indispensable in today's train service (commuter and long-distance service). On the lines to Fehmarn and Sylt in the North as well as in the South on the IC trains to Oberstdorf (the motive power is units from Kempten). Class 218 units from Ulm could still be encountered until December of 2021 pulling trains (IC 118/119) on the until recently last, pure diesel main route, the Swabian South Line from Ulm to Lake Constance.



88808 Class 218 Diesel Locomotive

Prototype: German Railroad, Inc. (DB AG) diesel-hydraulic locomotive, road number 218 446-3. B-B wheel arrangement. The locomotive looks as it does in Era VI in an ocean blue / ivory paint scheme.

Model: The locomotive has an extensive, prototypical paint scheme in the Era VI version. It also has a motor with a bell-shaped armature. The locomotive has prototypically enlarged buffer plates. All axles on both trucks powered. The triple headlights and marker lights change over with the direction of travel and have warm white / red LEDs. The locomotive has a dark nickel-plated wheel treads. Length over the buffers 75 mm / 2-15/16".

Highlights:

- One-time special series
- Motor with a bell-shaped armature
- Extensive paint scheme
- Locomotive in this look can be used for both Era VI and Era IV



International Container Transport



82641 Display of Type Sgns Container Flat Cars

Prototype: 8 different type Sgns 691 combined load service flat cars from different railroads as they looked in Era VI.

Model: This display consists of 8 different type Sgns 691 container flat cars manufactured from metal-impregnated plastic and loaded with different containers. The cars are finely detailed and include solid wheels. The containers have individual numbers and are finely lettered.

Total length over the buffers per individual car approximately 90 mm / 3-1/2".

Goes with 88136, etc.

Highlights:

- Car bodies made of metal-impregnated plastic





88594 Class Re 4/4 II Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Re 4/4 II electric locomotive with a single pantograph. The locomotive looks as it currently does in real life.

Model: This model is partially new tooling of the version with a single pantograph and other roof equipment. The locomotive has a motor with a bell-shaped armature. All axles powered. Maintenance-free warm white LEDs are used for the lighting (3 x white front, 1 x white right rear – Swiss light changeover). The rail clearance devices on both trucks pivot. Current pickup can be switched from catenary to track. Length over the buffers 75 mm / 2-15/16”.

Highlights:

- Motor with a bell-shaped armature
- Pivoting rail clearance devices
- LED lighting with Swiss light changeover

The Re 4/4 II – first series – with only one pantograph



87663 Type EW IV Passenger Car Set

Prototype: Four Swiss Federal Railways (SBB/CFF/FFS) passenger cars. Three type EW IV standard design cars and one panorama car. One type EW IV A, two type EW IV B, and one type Apm in the InterCity design. The cars look as they did around 2019.

Model: The cars have extensive prototypical paint schemes and lettering. All the cars have individual car numbers and close coupler hooks. They also have dark plated wheelsets. Train length over the buffers 480 mm / 18-7/8”.

Version in the current “SBB design”



87663

88594

Austria – Freight train on the Brenner Pass



88229 Class 1020 Electric Locomotive

Prototype: Austrian Federal Railways (ÖBB) class 1020 (former DB E 94) as it looked in Era IV.

Model: A motor with a bell-shaped armature is included. The locomotive has electric catenary operation. Warm white LEDs are used for the headlights, and they change over with the direction of travel. Both hoods are constructed of metal. Both trucks are powered. The locomotive has a fine, prototypical paint scheme and lettering. Length over the buffers 85 mm / 3-3/8".

In the classic blood orange version



86684 ÖBB Stake Car Set

Prototype: 3 Austrian Federal Railways (ÖBB) type Res 3936 four-axle stake cars as they looked in Era IV.

Model: The cars have fine, prototypical paint schemes and lettering. The car floors are constructed of metal. These models are not available individually. 1 load of logs is included. Total length 276 mm / 10-7/8".



| 86684

| 88229 |



81282 EC 64 "Mozart" Train Set with a Class 103 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) Eurocity 64 (EC 64) "Mozart" consisting of a class 103.1 electric locomotive in Orient red. 1 ÖBB type Amz compartment car, 1 ÖBB type WRmz dining car, and 3 ÖBB type Bmz compartment cars. The locomotive and cars all look as they did in Era V.

Model: The locomotive has a motor with a bell-shaped armature. The locomotive body is made of metal-impregnated plastic. The paint scheme and lettering are fine and extensive. The locomotive has warm white LED headlights that change over with the direction of travel. The skylights for the engine room have window inserts and lighting for the engine room. Both trucks are powered. The switch for changing the working catenary operation is installed out of sight. All the cars are lettered with custom, prototypical car sequence and car numbering. The cars have close coupler hooks. Length over the buffers approximately 690 mm / 27-1/8".

Highlights:

- Locomotive body constructed of metal-impregnated plastic
- Motor with a bell-shaped armature
- Engine room skylights include window inserts and warm white LED lighting
- Cars include close couplers

*Prototypical train route from
Vienna West Station to Paris (East)*





88362 Diesel Locomotive with Snowplows

Prototype: Class Di3 628 railroad maintenance locomotive of the Rail Network (JBV) arising from the Norwegian State Railways (NSB). Winter equipment with mounted snowplows. Conversion from a NOHAB Di3a general-purpose locomotive.

Model: This is partially new tooling with separately applied snowplows constructed of metal. There are additional separately applied parts constructed of metal. A motor with a bell-shaped armature is included. Both trucks are powered. The truck side frames are prototypical. There are working warning lights on the roof as well as white LED headlights that change over with the direction of travel. The locomotive has dark wheel treads. The body is made of metal-impregnated plastic. Length over the buffers 88 mm / 3-1/2".

Highlights:

- Body made of metal-impregnated plastic
- Separately applied snowplows
- Working warning lights
- Motor with a bell-shaped armature
- Prototypical truck side frames

Working warning lights



Prototypical snowplow included

II III IV V VI

89013 Building Kit for Special Track Bumper

Prototype: Special track bumper for shifted freight loads as they could be found many decades ago on railroad tracks, even currently in isolated instances.

Model: This is a kit for an intricately laser-cut track bumper for shifted loads, for Märklin Z Track. The model is made of precisely cut architectural cardstock with modelling of the gusset plates. The detail features for layout construction are small but fine and the dimensions are prototypical. 2 kits are included. The kits can be cemented with commercially available wood glue (Bindan, Ponal, etc. in Germany. See your local hobby store or hardware store.)

Highlights:

- Suitable for many eras (II-VI)
- Intricate model
- Important detail features



Dimensions per track bumper:
L x W x H approximately 17 mm / 11/16" x 16 mm / 5/8" x 20 mm / 3/4".

III IV

89808 Hanau Main Station Temporary Signal Tower Kit

Prototype: Hanau temporary signal tower based on a type MCI temporary passenger car. During wartime and the postwar period, worn-out railroad cars were often turned into temporary signal towers due to a lack of materials. They were used this way during the transition period.

Model: This is an intricate laser-cut, exact model with numerous details. The model's frame, interior area, and superstructure are made of graphics quality cardstock. Window material is included. The model can be built with and without the base.

Highlights:

- Suitable for many eras
- Intricate, detailed model



Dimensions L x W x H approximately 50 x 12 x 13 mm / 2" x 1/2" x 1/2"
(+ base L x W x H approximately 50 x 12 x 15 mm / 2" x 1/2" x 5/8").

I II III IV V VI

89708 Building Kit for "Jagstzell" Station

Prototype: Jagstzell Station. The Jagstzell Community with its station lies in the provincial county of Ostalbkreis in Baden-Württemberg on the rail line Crailsheim – Ellwangen.

Model: This is a model with very intricate, extremely detailed laser cut, precisely designed, and numerous details. The model's frame, inner area, and structure are made of architectural quality cardstock. The station has fine sandstone engraving as well as window shutters with engraving. The doors and soffits have wooden decoration and window material is included. This kit is made to model different stations. Appropriate lettering (Jagstheim, Schwabsberg) is included. Complete instructions for building the kit are included.

Highlights:

- Suitable for many eras (I-VI)
- Intricate, detailed model
- Different stations can be modelled



Dimensions of the model with a small annex:
L x W x H approximately 80 mm / 3-1/8" x 50 mm / 2" x 52 mm / 2".





Very Close to the Prototype – Our Märklin 1 Gauge

With its 45 millimeter / 1-3/4 inch gauge and its nominal size of 1:32, 1 Gauge is rightly designated by model railroaders as the Royal Gauge. No other gauge can come so close to the prototype in detailing and looks as models in 1 Gauge.

Even in 1 Gauge thanks to new technical possibilities models can be done now in this detailing that would have been unthinkable earlier.

The completely new tooling in Märklin 1 Gauge of the legendary Big Boy stands here as a breathtaking symbol of this giant as it looked in 2019 as part of its "West Coast Steam Tour" when it visited the Pacific Northwest for the first time. **As a model with a length of over 126 cm / 49-13/16" and a weight of believe it or not 15.6 kilograms / 34 pounds 6 ounces, a happy steaming colossus for your layout or an impressive display at home.** A working display case with web-based browser control for the Big Boy provides the appropriate presentation. It shows the model in all its splendor and lets the functions come to life.

This motive power is not the only eye-catcher. Strikingly beautiful cars were also willingly used in various eras such as the "Kuba-Imperial" freight car issued in the basic blue color.

Into the season with Märklin 1



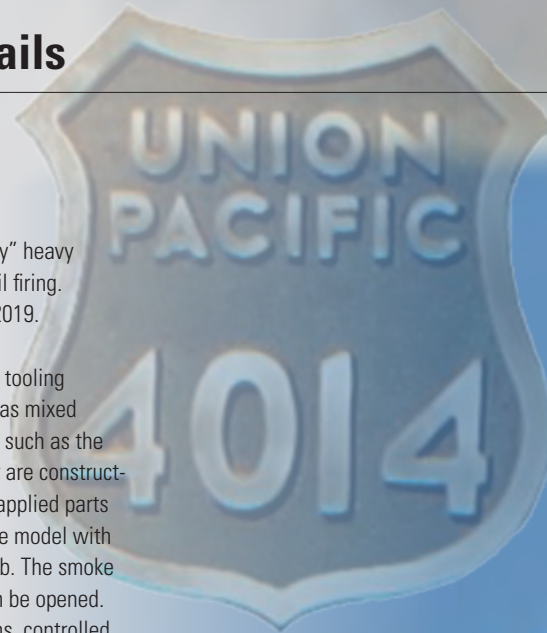
55990 Class 4000 Steam Locomotive

Prototype: Union Pacific Railroad (U.P.) class 4000 “Big Boy” heavy freight steam locomotive. Version of the locomotive with oil firing. Road number 4014. The locomotive looks as it did around 2019.

Model: The locomotive is highly detailed prototypical new tooling constructed of metal. For weight reasons, the locomotive has mixed construction (zinc, aluminum, brass). Essential components such as the frame, boiler, locomotive body, cab, and parts of the tender are constructed of die-cast zinc or die-cast aluminum. Other separately applied parts are mostly constructed of metal (brass). This is an extensive model with many separately applied elements and a highly detailed cab. The smoke box door can be opened. The cab doors and much more can be opened. The locomotive has an mfx digital decoder with 32 functions, controlled high efficiency propulsion, and a sound generator with operating sounds synchronized with the wheels as well as extensive sound functions. It can be operated with AC power, DC power, Märklin Digital, and DCC. The locomotive has a built-in buffer capacitor. All driving axles powered. The locomotive has a built-in smoke unit with smoke exhaust and multi-step cylinder steam synchronized with the wheels, a steam whistle, a smoke exhaust pipe, and a safety valve. The locomotive has running gear lights and other lights that can be controlled. The headlights have a light color correct for the era and that change over with the direction of travel. The headlights will work in conventional operation and can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. There is an approaching train lamp as well as marker lights and road number lighting. The locomotive has a red marker light that can be controlled as well as cab lighting and platform lighting. The firebox has digitally controlled, multi-step firebox lighting (flickering) with a soot light. The valve gear switchover is in 3 steps (forward, reverse, continuous operation). There are built-in figures of a locomotive crew.

An accessory package with a coupler set, smoke fluid, and gloves is included with the locomotive. The locomotive is mounted on an aluminum base painted black for display purposes. Minimum radius for operation 1,020 mm / 40-3/16”, recommended minimum radius 1,394 mm / 54-7/8”. Length approximately 126.5 cm / 49-13/16”.

Weight approximately 15.6 kilograms / 34 pounds 6 ounces.





Highlights:

- Completely new tooling, highly detailed full metal construction
- Frame, superstructure, boiler, etc. constructed of die-cast zinc and aluminum, separately applied parts constructed of brass
- Newly developed decoder generation with a current buffer and up to 32 functions
- Smoke unit with smoke exhaust and f/r cylinder steam synchronized with the wheels, a steam whistle and many other steam functions
- Load-controlled operating sounds synchronized with the wheels and other functions
- Headlights with a light color correct for the era and warm white LEDs
- Red marker light that can be controlled
- Running gear lights, cab lighting, and platform lighting
- mfx decoder for operation with AC power, DC power, Märklin Digital, and DCC
- Valve gear switchover (forward, reverse, continuous operation) in 3 steps with a servomotor

The overhaul and launch of the largest steam locomotive in the world – the Big Boy 4014 – on the occasion of the Golden Spike anniversary in 2019 caused a sensation.

This powerful locomotive was issued now for the first time for Märklin 1 in order to bring the overhauled original perfectly to your 1 Gauge layout.

The many design changes on the prototype were also realized by Märklin on our Märklin 1 Gauge unit.



Red marker light can be controlled



The window elements can be moved back and forth as desired just like the prototype

Boxes for train safety included on the oil tender on the right side in the direction of travel

The silver painted axle bearings on the trailing truck and the tender are very decorative

“Soot light” and the flickering in the firebox, which can be seen externally through the ventilation hatches (firebox ventilation)

Steam exhaust using the so-called “blowdown”

Two generators are included on the boiler to meet the increased demand for current

The handwheels were removed on the prototype as on the model





The safety vents on the model were made of brass to conform to the prototype



Even the steam whistle on the Märklin 1 Gauge Big Boy is authentic in form and sound



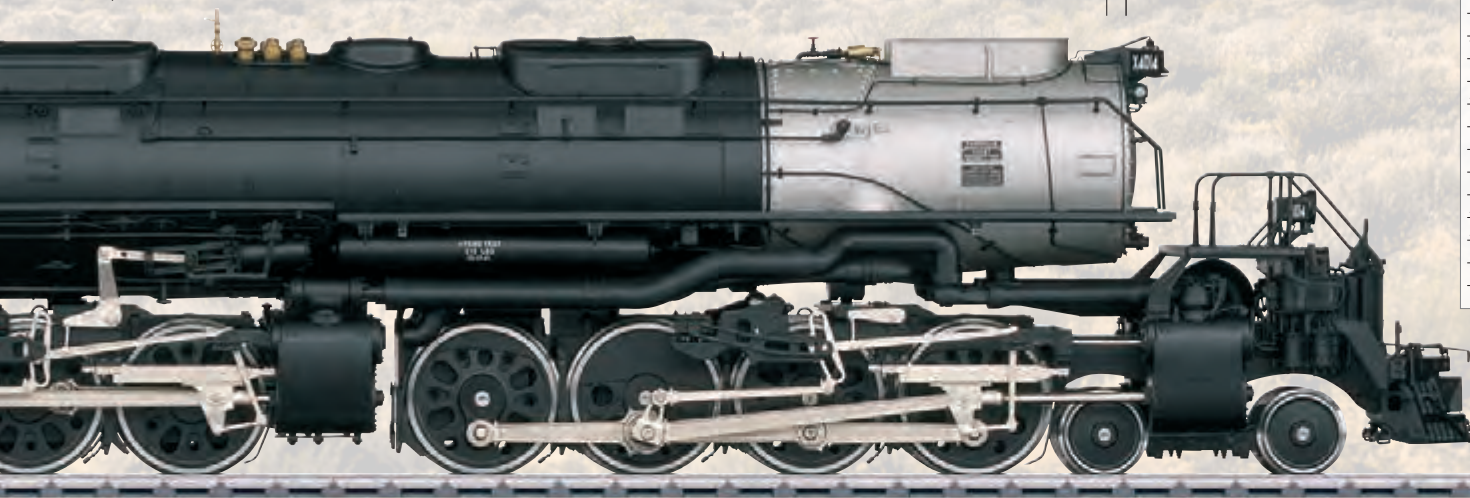
The front coupler is hidden in a refined manner behind two hatches

Running sounds synchronized with the wheels and other functions are load-dependent

Working approach lamp as well as marker lights and road number lighting

BIG BOY

Like the very first Big Boy, this restored prototype, road number #4014, was also given the “chalk writing” Big Boy on the smoke box door. This writing is of course also present on the model.



Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Marker lights
Smoke generator						Whistle for switching maneuver
Steam locomotive op. sounds						Conductor's Whistle
Locomotive whistle						Special light function
Telex coupler on the rear						Whistle for switching maneuver
Engineer's cab lighting						Bell
Approaching train lamp						Number Board Lights
Special light function						Special Function
Direct control						Smoke generator
Sound of squealing brakes off						Special light function
Bell						Flickering Light in Fire Box
Auxiliary Blower						Replenishing fuel
Air Pump						Safety Valve
Injectors						Special sound function
Letting off Steam						Locomotive whistle
Generator Sounds						Special light function

- With Update 3.55 also up to 32 functions for the MS2

Working Display Case

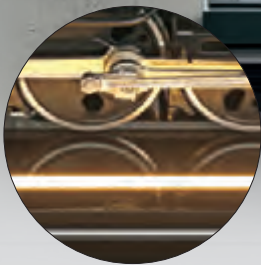
59968 Working Display Case for Märklin 1 Gauge Big Boy

This is a working display case protected against dust and equipped with web-based browser control for the 55990 1 Gauge Big Boy. This is stationary running operation for presentation of a locomotive or a similar unit. Practically all locomotive functions can be controlled on a Smartphone, Tablet, or laptop with a user interface similar to the Märklin Central Station 3. LED lighting built into the display case base and the display case cover can also be controlled and dimmed. The lower part of the display case consists of a black oxidized aluminum shape and the cover is made of Plexiglas with lighting. Electronic circuits and connections are built into the base. A power supply as well as the necessary QR code and appropriate software are included. This display case can be used with all modern operating systems such as Android, IOS, Windows, etc.

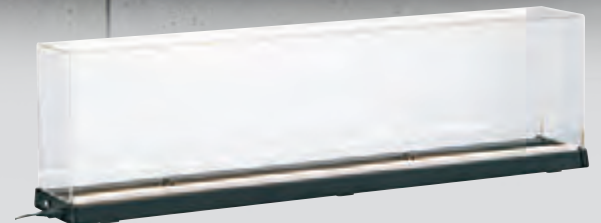
Highlights:

- Control of locomotive functions using a Smartphone, Tablet, Notebook or similar device
- No extensive setup of roller blocks
- Perfect for presenting a locomotive

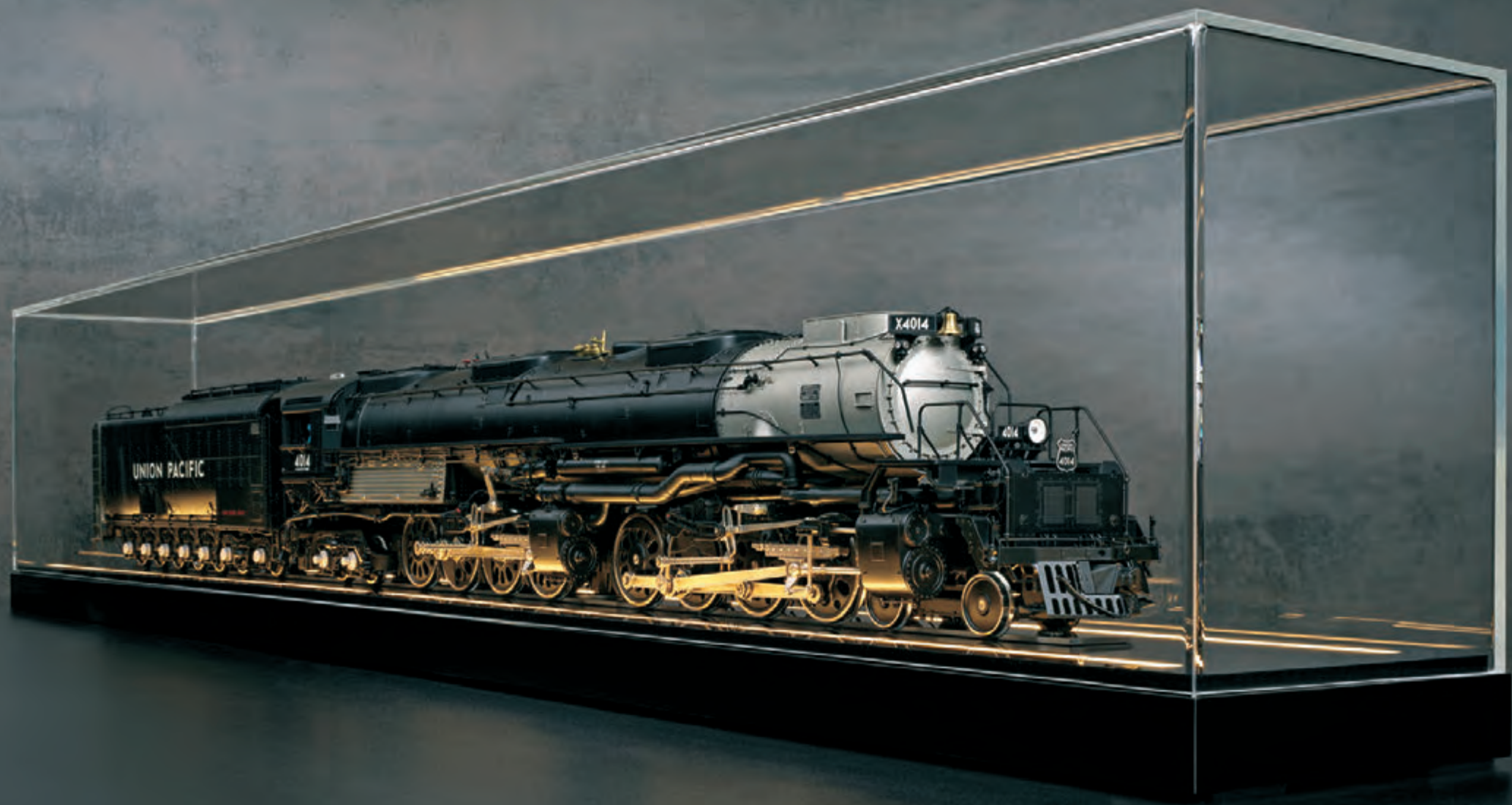
Available exclusively in the European Union countries, in the UK, the USA, Canada, Australia, New Zealand, and Japan



The LED lighting built into the display case base can be controlled and dimmed



Can only be used for 55990 (Big Boy), perfect for the presentation of this unusual locomotive model.



The "Kofferli"



55525 Class Ce 6/8 I Electric Locomotive

Prototype: "Kofferli" ("Little Suitcases" (reference to the small hoods at the ends of the locomotive)) class Ce 6/8 I locomotive in a fir green paint scheme and covered in snow as it looked in Era III, beginning of the Fifties. Road number 14201.

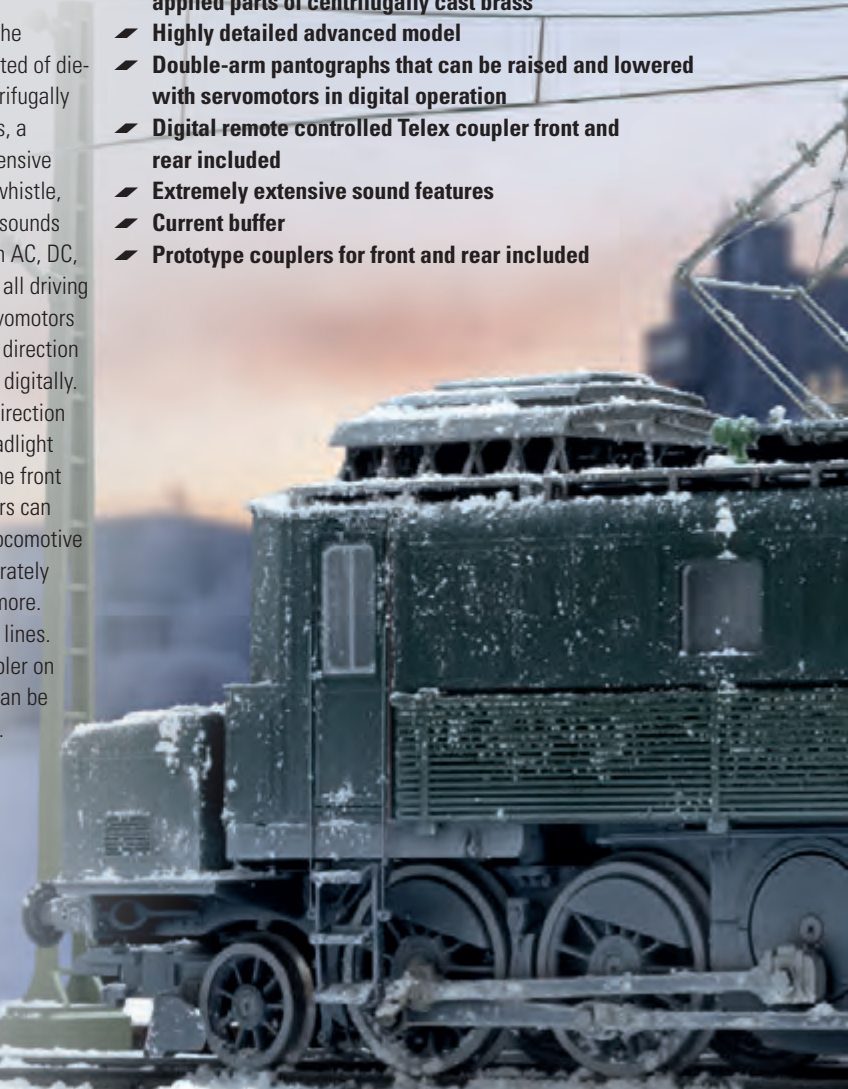
Model: Exclusive one-time series of a "Kofferli" covered in snow. The running gear with the main frame and locomotive body are constructed of die-cast zinc. The locomotive has many separately applied parts of centrifugally cast brass. It also has an mfx digital decoder with up to 32 functions, a built-in current buffer, controlled high efficiency propulsion, and extensive sound functions such as running sounds, vent blowers, locomotive whistle, multiple stop announcements, station announcements, background sounds at the station, and much more. The locomotive can be operated with AC, DC, Märklin Digital, and DCC. It has powerful motors with propulsion to all driving axles. Double-arm pantographs can be raised and lowered with servomotors in digital operation. The white LED headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There is white LED lighting in the cabs that changes over with the direction of travel. The engine room lighting can be controlled. The Swiss headlight / marker light code can be done in red and white, and the light on the front for running against traffic can be controlled separately. The cab doors can be opened, there are interior details, and the cab has a figure of a locomotive engineer. The locomotive has metal grab irons and many other separately applied parts such as signs, windshield wipers, whistle, and much more. The buffer beams have sprung buffers and separately applied brake lines. The locomotive has a factory-installed, remote controlled Telex coupler on the rear and a prototype coupler on the front. Each of the couplers can be replaced by the other type of coupler (included with the locomotive). A certificate of authenticity is included with the locomotive. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 60.3 cm / 23-3/4". Weight approximately 6.3 kilograms / 13 pounds 14 ounces.

Highlights:

- Model covered in snow with exclusive craftsmanship
- Certificate of authenticity
- Constructed of die-cast zinc and including separately applied parts of centrifugally cast brass
- Highly detailed advanced model
- Double-arm pantographs that can be raised and lowered with servomotors in digital operation
- Digital remote controlled Telex coupler front and rear included
- Extremely extensive sound features
- Current buffer
- Prototype couplers for front and rear included

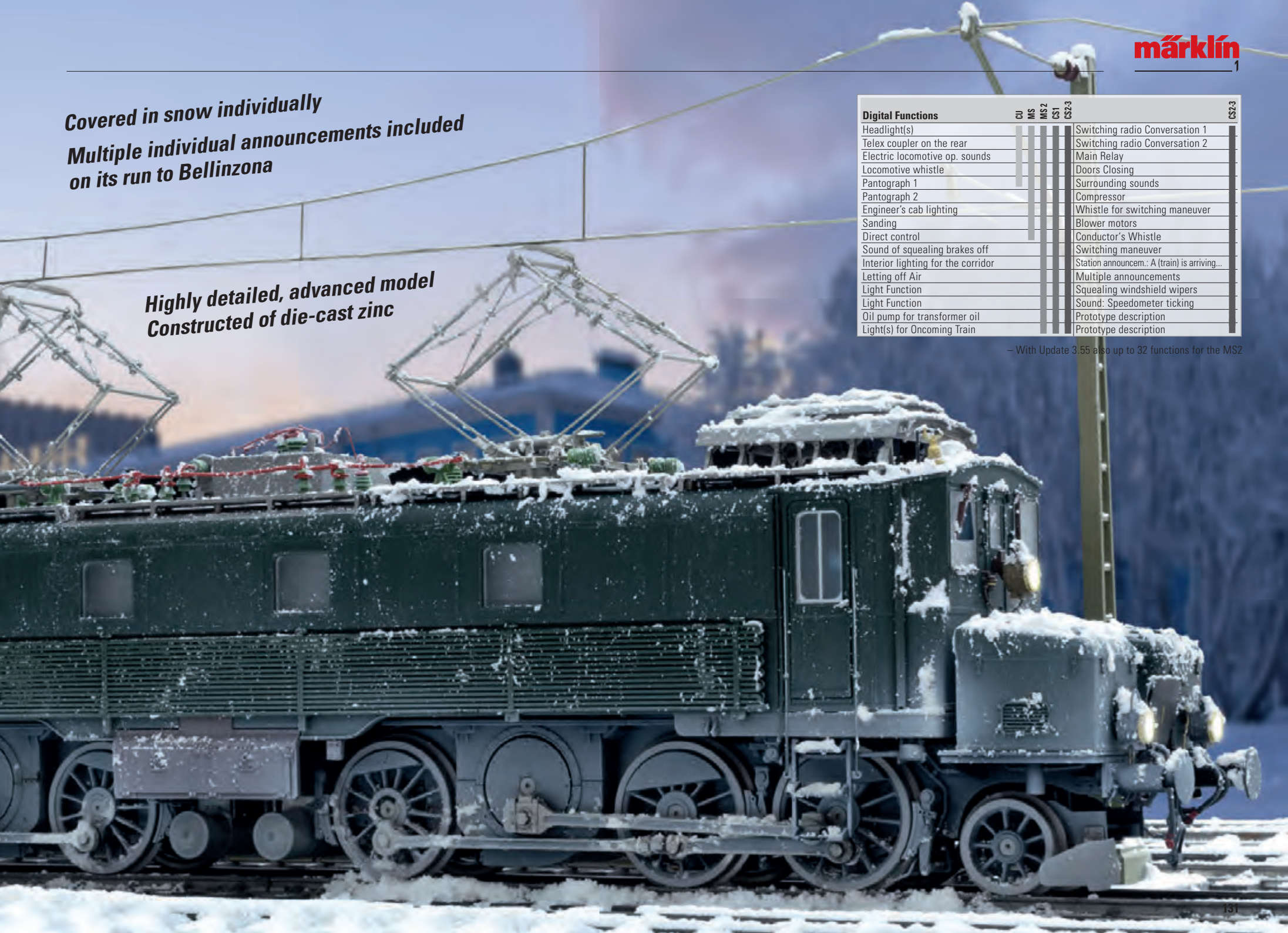


Prototypically modelled, the winter windshield wiper stroke is also shown on the model



*Covered in snow individually
Multiple individual announcements included
on its run to Bellinzona*

*Highly detailed, advanced model
Constructed of die-cast zinc*



Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Switching radio Conversation 1
Telex coupler on the rear						Switching radio Conversation 2
Electric locomotive op. sounds						Main Relay
Locomotive whistle						Doors Closing
Pantograph 1						Surrounding sounds
Pantograph 2						Compressor
Engineer's cab lighting						Whistle for switching maneuver
Sanding						Blower motors
Direct control						Conductor's Whistle
Sound of squealing brakes off						Switching maneuver
Interior lighting for the corridor						Station announcem.: A (train) is arriving...
Letting off Air						Multiple announcements
Light Function						Squealing windshield wipers
Light Function						Sound: Speedometer ticking
Oil pump for transformer oil						Prototype description
Light(s) for Oncoming Train						Prototype description

- With Update 3.55 also up to 32 functions for the MS2

Evocative Furniture Traveling

III

58230 Type GI 11 Boxcar

Prototype: Privately owned type GI 11 high-capacity boxcar used on the German Federal Railroad (DB), "Kuba-Imperial" large promotional lettering included. The car looks as it did in Era III.

Model: The car has a long body with an arched roof and modelling of board walls. The doors can be opened. There are many separately applied details. The car has a high-quality paint scheme and lettering. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 37.5 cm / 14-3/4".

The sweeping logo of the audio furniture manufacturer Kuba-Imperial is resplendent on this boxcar



IV

58715 Type Sgjs 716 General-Purpose Container Transport Car

Prototype: German Federal Railroad (DB) type Sgjs 716 as it looked in Era IV loaded with three 20-foot containers, 2 for Hapag Lloyd and 1 for Freightliner. Car number 31 80 443 7 572-9. The car looks as it did in Era IV.

Model: This is a four-axle flat car with rotating stakes on the sides. It is loaded with three 20-foot containers. All the containers can be removed. The doors on one end of the containers can be opened as in the prototype. The car frame is constructed mostly of metal. There are crossover ramps that can be moved. The car's wheels are solid. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 65.5 cm / 25-3/4".

Highlights:

- Removable containers
- Different container numbers



Switched mode power packs for connections to and for powering 60216, 60226 Central Station as well as the 60214/60215 Central Station and the 60175 and 60174 Booster.

Input 120 to 240 volts / 50 Hertz / output 19 volts or 22 volts / 100 watts DC voltage.

Connection: 4-pin mini-DIN high current plug.

The wire cross section from the Central Station to the track must be at least 0.5 square mm / approximately 0.0016 square inches or 20 gauge! Recommended only for 1 Gauge.



60152 100 VA, 100-240 Volt Switched Mode Power Pack, UK



60153 100 VA, 100-240 Volt Switched Mode Power Pack, Australia



60156 100 VA, 100-240 Volt Switched Mode Power Pack, JP



Working Display Cases

The new Märklin 1 Gauge working display cases guarantee exclusive presentation and operating enjoyment in one.

Using a QR code registered with a press of a knob, you control all of the functions of the Märklin 1 Gauge locomotive being displayed by using a Smartphone or Tablet as a touchscreen. Whether it is running functions, sound, or light, the working display case has been thoroughly thought out.

Available exclusively in the European Union countries, in the UK, the USA, Canada, Australia, New Zealand, and Japan



<https://youtu.be/Z8A8aaS0pR0>



59961 Working Display Case for 1 Gauge, Short Version

This is a working display case protected against dust and equipped with web-based browser control.

The maximum usable locomotive length is 70 cm / 27-9/16".

Total length approximately 73.2 cm / 29".

The complete product description can be found online at: <https://www.maerklin.de/products/59961>.



Highlights:

- Control of locomotive functions using a Smartphone, Tablet, Notebook or similar device
- No extensive setup of roller blocks
- Perfect for presenting a locomotive

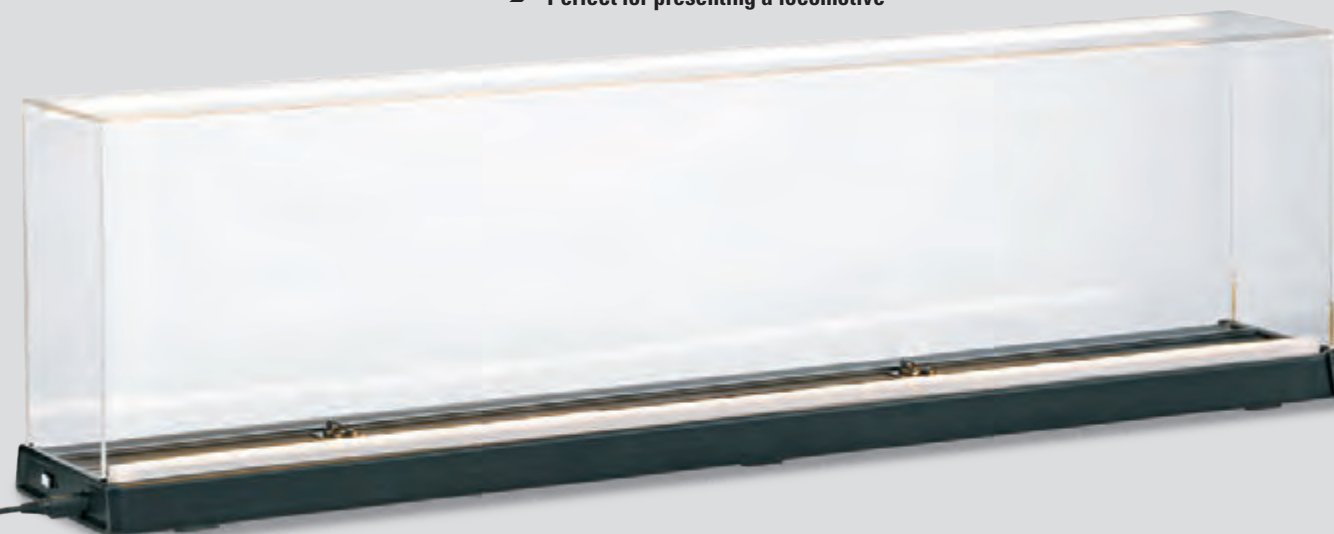
59960 Working Display Case for 1 Gauge, Long Version

This is a working display case protected against dust and equipped with web-based browser control.

The maximum usable locomotive length is 89 cm / 35".

Total length approximately 92.5 cm / 36-1/2".

The complete product description can be found online at: <https://www.maerklin.de/products/59960>.



341062 Presentation Display Case

Display Package with neutral folding sign for the "Köfferli" class Ce 6/8 I electric locomotive covered in snow (55525). This package also goes with item numbers 55523, 55251, 55252, 55254, 55255, 55256, 55257 (Length 75 cm / 29-1/2")



341063 Presentation Display Case

Display packaging with a folding sign to go with the class 38 (55386)



341064 Presentation Display Case

Display package with a folding sign to go with the class VI c / class 75 (55751). This package also goes with 55752 and 55753



365401 Presentation Display Case

Display packaging with a folding sign to go with the DR class 08 (55081)

341071 Presentation Display Case

Display packaging with a folding sign to go with the SNCF steam locomotive, road number 241-A-58 (55085)

341065 Presentation Display Case

Display packaging with a folding sign to go with the class Ce 6/8 II "Crocodile" (55681)



Museumcar 2024



80035 Z Gauge Museum Car for 2024

Prototype: 2-axle type G1 11 boxcar. Privately owned car for the firm Carl Zeiss Oberkochen, Germany, used on the German Federal Railroad (DB). The car looks as it did in Era III.

Model: This freight car features detailed construction in an advertising design for the firm Zeiss.

Length over the buffers 53 mm / 2-1/16".

One-time series. Available only in the Märklineum Shop in Göppingen, Germany.



48124 H0 Gauge Museum Car Set for 2024

Prototype: Two-axle type Pwg freight train baggage car, with advertising lettering on the sides. Oxide red basic paint scheme as a privately owned car for the firm Carl Zeiss, Oberkochen, Germany, used on the German Federal Railroad (DB). One Volkswagen T1 Bulli automobile with a flatbed and a tarp as a company car for the firm Carl Zeiss. The railroad car and the vehicle look as they did around 1960.

Model: The freight train baggage car has a roof cupola. The load area has sliding doors that can be opened.

Length over the buffers 9.6 cm / 3-3/4". DC wheelset E700580.

A model of a Volkswagen VW T1 Bulli from Brekina is included.

Attractive packaging in a metal tin.

Highlights:

- Design based on a sample of the ZEISS Railroad from 1920
- Load area doors can be opened
- A model of a Volkswagen T1 Bulli included
- Attractive packaging in a metal tin

One-time series. Available only in the Märklineum Shop in Göppingen, Germany.



TRIX

Another freight train baggage car in another paint and lettering scheme can be found as a Trix H0 Museum Car for 2024 under item number 24724 with information about the required exchange wheelsets.

ZEISS® is a registered trademark of Carl Zeiss, Inc. and is used with express permission.

III

58004 1 Gauge Museum Car for 2024

Prototype: Privately owned type G1 11 boxcar for the firm Carl Zeiss, Oberkochen, Germany, used on the German Federal Railroad (DB). Car number 512 624 P.

One-time series. Available only in the Märklineum Shop in Göppingen, Germany.

Model: The car has a long body with an arched roof and modelling of board walls. The doors can be opened. There are many separately applied details. A promotional design for the firm Carl Zeiss, Oberkochen, Germany is included. The minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 37.5 cm / 14-3/4".



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for the entire family.**

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 at www.maerklineum.com

Reuschstraße 6
 73033 Göppingen



Märklin Start up Club Annual Car for 2024



47624 Märklin Start up Club Annual Car for 2024

Prototype: Two-axle refrigerator car in a cool graffiti design.

Model: This is a two-axle refrigerator car with Relex couplers. The wooden board structure of the car body is imprinted on the smooth side walls using a 3D digital printing technology. Car length 11.5 cm / 4-1/2". DC wheelset E700580 available separately.

Highlights:

- Car body in a cool graffiti design
- The wooden board structure of the car body is imprinted in relief using a 3D digital printing technology
- Relex couplers for fast and easy coupling

One-time series.



Annual model for members of the Märklin Start up Club and Märklin Insider.

A promotional banner for the Märklin Start up Club. On the left, a cartoon boy wearing a red cap and a blue shirt holds a magazine. The background features a yellow train engine with the number '114'. The banner is primarily purple and yellow. Text on the banner includes '6 CLUBMAGAZINE IM JAHR', 'KOMM IN DEN KINDERCLUB!', 'Club Website + Clubkarte + Clubwagen + Specials', 'FÜR 6-12 JAHRE', and 'JETZT ONLINE REGISTRIEREN'. The Märklin Start up Club logo is in the top right corner. A QR code is in the bottom right corner. The website address 'www.maerklin.de/startup' is at the very bottom. A row of small icons representing various club benefits is at the bottom center.

6 CLUBMAGAZINE IM JAHR

KOMM IN DEN KINDERCLUB!

Club Website + Clubkarte + Clubwagen + Specials

FÜR 6-12 JAHRE

märklin
START UP CLUB

JETZT ONLINE
REGISTRIEREN



www.maerklin.de/startup

The annual Club cars in H0 and Z Gauges have been among the most sought after benefits of a Club membership since the founding of the Märklin Insider Club in 1993.

The members receive an order coupon for this one-time exclusive item as part of the first Club mailing at the end of the year. This can be ordered free at your specialty dealer.

The model is then delivered to the dealer.

These popular cars are sometimes produced from new tooling and become available in late summer.



80334 Z Gauge Insider Annual Car for 2024

Prototype: German Federal Railroad (DB) type Gbkl Dresden Association Design boxcar. Version without a handbrake and a brakeman's platform, with advertising for Telefunken. The car looks as it did around 1972.

One-time series only for Märklin Insider members.

Model: The car body and floor are made of finely detailed and imprinted plastic. The car is prototypically lettered. The car has dark nickel-plated solid wheels.

Length over the buffers 53 mm / 2-1/8".



| 80324 | 80325 | 80326 | 80328 | 80329 | 80330 | 80331 | 80332 | 80333 | 80334 |



48174 Insider H0 Gauge Annual Car for 2024

Prototype: 2-axle tank car. Privately owned car for BP Gasoline and Petroleum Oil, Inc., Hamburg, Germany, used on the German Federal Railroad (DB). The car looks as it did in Era III.

Model: The car has a separately applied brakeman's platform with ladder at one end and a filling platform. There is a separately applied "BP" sign on the side of the tank. The partially open car floor is modelled. Length over the buffers 10.0 cm / 3-15/16". DC wheelset E32376004.



All registrations must be in by **March 31, 2024**

Join the Club and reserve one of the two special models.

You can do this easily and quickly online at www.maerklin.de (see Clubs).

Separately applied sign on the side of the tank included

One-time series only for Märklin Insider members.



| 48165 | 48166 | 48167 | 48168 | 48169 | 48170 | 48171 | 48172 | 48173 | 48174 |

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 144 for warranty terms. A current explanation of the symbols can be found on the Internet at www.maerklin.de

Your Club Moment.

Pure excitement when you are a Club member.

As a Märklin Insider Club member, you are excited about many more moments full of emotion: Get ready to be surprised about the free Club annual car or the Club packet with the Club News and get ready to be astounded when you have your exclusive Club model in your hands. Take pride in becoming a Club member now: club.maerklin.de

Your Club Advantages:

X The Märklin Magazin 6 times a year

The leading magazine for model railroaders! You will find everything in it about your hobby: Complete instructions about building a layout, product and technical information firsthand, exciting prototype articles, current event tips and much more. The Club membership dues includes 36 Euros for the Märklin Magazin subscription price. Existing Märklin Magazin subscriptions can be transferred.

X The Insider Club News 6 Times a Year

You will learn everything about "your brand and your Club" in 24 pages and six times a year. Background articles, a look at production "over the shoulders" of the manufacturers of trains provides a deep insight into the world of Märklin.

X Exclusive Club Models

Club models, exclusively developed and produced, can be acquired only by you as a Club member.

X Free Club Annual Car

Look forward to the attractive annual car available only for Club members, either in H0 or Z Gauge. Collect these free models, which change each year. **1 Gauge fans will receive an exclusive present each year in place of the annual car.**

X Annual Chronicle

Experience the high points of the Märklin model train year in moving images as an exclusive Club film.

X Märklin Catalog

Club members receive the full line catalog available every year at their specialty dealer.

X Early information

about the Märklin new items – in advance by a download link and as a printed version in a Club mailing.

X Club Card

Your personal Club card newly designed every year opens up the world of model railroading to you in a special way. For as a member you are not only our premium customer, but you also receive an **abundance of advantages** from our currently over **100 cooperative partners**. In addition, your personal membership card enables you to order exclusive products offered for everyone in the Club.

X Discounts at seminars

Club members profit from reduced prices when booking our Seminars and Workshops offered in house.

X Free shipping in the Online Shop

Our Online Shop gives members free shipping within Germany.

X Club Trips*

You will experience your hobby in a special way on the Club trips offered through fantastic landscapes and to extraordinary destinations. Club members receive a discount.

* Depending on availability

X A Small Welcome Gift

for each new member – get ready to be surprised.

X Birthday Coupon

Club members receive a coupon by email for our Online Shop on their birthday and a one-time free entrance to the Märkliseum.

X Club Newsletter

by email, which offers interesting Club topics and exclusive content six times a year as a supplement to Club mailings (only in a German language version).

Becoming a Club member is quite easy:

Either online at the Club using club.maerklin.de or fill out the registration form and send it to us by regular mail.

Märklin Insider-Club Telephone: +49 (0) 71 61/608 - 213
Postfach 9 60 Fax: +49 (0) 71 61/608 - 308
73009 Göppingen E-mail: club@maerklin.com
Germany Internet: www.maerklin.de

The Club Team is available to help you personally as follows:
Monday-Friday from 1 PM to 5 PM

The services mentioned here refer to 2024. Subject to change.

powered by:



Märklin Insider Club – Registration Form

Yes, I want to become a member of the Märklin Insider Club

Mr. Mrs./Ms.

Title

*Last Name, First Name (please print)

* Street, Number

*Additional address information (Apt. No. etc.)

*Postal Code/Zip Code

*City/State/Province

*Country

Telephone

*Birth Date (DD/MM/YYYY)

@ E-mail address

Desired language for communication

German

English

French

Dutch

My dealer

Name Street

Postal Code/Zip Code

City/State/Province

I would like to receive my annual car either in

H0 Gauge

or

Z Gauge

(Both are not possible – even for an extra charge)

I am interested in 1 Gauge and am receiving the exclusive annual present.

I receive my Märklin Magazin as a direct subscription from PressUp

Yes, my Subscription No. no

Fields marked with * must be completed.

I am paying my one year membership fee of EUR 89.95/CHF 109.95/\$ 109.00 U.S. Funds (as of 2024):

D AT BE NL

by means of the following direct debit authorization:

I hereby authorize you, subject to revocation, to debit my checking account to pay for the club membership fee

Account No.

Bank Code

at this bank

Name and address of the account holder (if different from the address given above)

*Last Name, First Name (please print)

*Street, Number

*Postal Code

*City/State/Province

All Countries

Bank transfer (after receipt of invoice)

Payment can only be done with online registration.

Your Märklin Insider Club Membership

Thank you very much for your interest in the Märklin Insider Club! We are happy to welcome you!

Please find the application form overleaf. We kindly ask you to take notice of the following information and the terms and conditions governing the membership relationship between you and us,

Gebr. Märklin & Cie. GmbH, Stuttgarter Straße 55 – 57, 73033 Göppingen, Germany:

Membership Fee

The membership fee amounts to EUR 89,95 / CHF 109,95 / US \$ 109.00 at the moment for every membership year (depending on where you have your permanent residence). You may specify your payment method in the form. We offer payment of the membership fee via SEPA Direct Debit Scheme, credit slip, bank transfer or credit card.

Beginning and termination of your membership

Your membership (and thereby your personal club year) begins with receipt of your membership fee by us. You will then receive all future club benefits for the term of one year.

The membership prolongs automatically for another club year if you do not terminate your membership with six weeks notice.

We reserve our right to raise the membership fee or to change these terms and conditions. We will inform you in due time, combined with the right to extraordinarily terminate your membership with three weeks notice. We will advise you explicitly again in such case.

Questions and Customer Service

For any questions, please do not hesitate to contact our Club Team from Monday to Friday from 1:00 p.m. – 5:00 p.m., Tel: + 49 (0) 71 61 / 608-213; E-Mail: club@maerklin.com

Privacy Terms

Your personal data you provide us with in your application will be saved compliant with the stipulations set forth in the German Privacy Act. If you did not agree explicitly to receive advertising via email we will use your data only for administration purposes within the Märklin Insider Club.

You are entitled to demand information about your personal data stored by us and to revoke the use of your data in future and you may let correct, block or delete your personal data. Please refer directly to us:

Gebr. Märklin & Cie. GmbH, Stuttgarter Straße 55 – 57, 73033 Göppingen, Germany or via email to: club@maerklin.com

As part of my club membership, I would also like to receive information about Märklin products, events and other activities by email (you may revoke this consent at any time).

Please use my information only to manage my membership. I do not want any further contact for marketing or promotional purposes. I am aware that I will no longer receive any information by mail, such as the 2-monthly club-exclusive online newsletter, the reminder service for the order deadline of a club model or even the immediate presentation of new products.

How did you hear about the Club?

Retailer

Catalog/New model brochure

Friends/acquaintances

Märklin Magazin

I received an advertisement.

Another model railroad magazine

Model railroad exhibition/event

Social media (Facebook etc.)

Märklineum

Product flier

Website

Flier with online shop order

Newsletter

Campaign

Date

Signature

Date

Signature

Date

Signature

REPLY
Märklin Insider-Club
Postfach 9 60
73009 Göppingen
Germany

Your Club advantages:

✔ The Märklin Magazin 6 times a year

The leading magazine for model railroaders! You will find everything in it about your hobby: Complete instructions about building a layout, product and technical information firsthand, exciting prototype articles, current event tips and much more. The Club membership dues includes 36 Euros for the Märklin Magazin subscription price. Existing Märklin Magazin subscriptions can be transferred.

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by email, which offers interesting Club topics and exclusive content six times a year as a supplement to Club mailings (only in a German language version).

Register right now online at club.maerklin.de

Free Club Annual Car for 2024

Z Gauge



H0 Gauge



The services mentioned here refer to 2024. Subject to change.

The Club team is available by telephone to members
Monday – Friday from 13:00 PM – 17:00 PM

Mailing Address Märklin Insider-Club, Postfach 9 60,
73009 Göppingen, Deutschland

Telephone + 49 / (0) 71 61 / 608-213

Fax + 49 / (0) 71 61 / 608-308

E-mail club@maerklin.com

Internet www.maerklin.de



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 in the Märklinium.

Hours of operation at the Service Point in the Märklinium, Reuschstraße 6, Göppingen, Germany: Tuesday through Sunday from 10:00 AM to 6:00 PM

Gebr. Märklin & Cie. GmbH
Reparaturservice
Stuttgarter Straße 55-57
D-73033 Göppingen

Telephone +49 (0) 71 61 / 608 -222
Fax +49 (0) 71 61 / 608 -225
E-mail service@maerklin.de

Manufacturer's Warranty

The firm of Gebr. Märklin & Cie. GmbH 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. 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.

Important Service Information

Germany

Service Center

Spare parts information, questions about technology, products and repair orders (Monday through Friday 1:00 – 5:00 PM)

Telephone +49 (0) 7161/608-222
Fax +49 (0) 7161/608-225
E-Mail service@maerklin.de

Switzerland / France / Italy

Technical Hotline

Tuesday, Thursday, and Saturday
From 2:00 – 6:00 PM
Contact: Alexander Stelzer

Telephone +41 (0) 56/667 3663
Fax +41 (0) 56/667 4664
E-Mail service@maerklin.ch

Spain

Service Contact

Monday through Friday
9:00 AM – 1:00 PM

Telephone +43 (0) 93 480 15 23
E-Mail lutjens@lutjens.es

Netherlands

Technical Hotline

Available every Monday, Wednesday,
and Friday from 2:00– 4:00 PM
Contact: Sybrân Wiersma

Telephone +31 (0) 522-78 21 88
E-Mail service@marklin.nl

Belgium

Technical Hotline

Monday from 8:00 – 10:00 PM
Sunday from 10:00 AM – 12:00 Noon
Contact: Hans Van Den Berge

Telephone +32 (0) 9 245 47 56
E-Mail customerservice@marklin.be

USA

Technical Hotline

Monday through Friday
From 6:00 AM – 9:00 PM

Contacts: Curtis Jeung &
Rick Sinclair, Digital Consultants
Telephone 650-569-1318
E-Mail digital@marklin.com

Repair Service

Our authorized service stations are available for you with information and service.

A detailed address list can be found on our Internet page at:

www.maerklin.de/de/service/kundenservice/reparaturservice

Index to the Item Numbers/Guarantee conditions

Item	Page	Item	Page	Item	Page
00730	42	43768	14	80334	139
03111	U2	43769	15	81282	119
18045	101	43852	46	82092	113
20124	29	43861	46	82156	113
26621	16	43872	47	82542	114
26931	62	43914	50	82641	116
29124	28	43925	50	86004	109
30111	6	43934	51	86235	108
30131	86	43936	55	86684	118
341062	135	43953	51	87061	111
341063	135	44224	29	87503	112
341064	135	44252	26	87568	106
341065	135	44831	26	87663	117
341071	135	45031	73	88018	113
365401	135	45902	99	88069	112
36643	72	46231	83	88211	114
36817	88	46346	81	88229	118
36873	26	46358	88	88362	120
37086	36	46463	95	88510	108
37480	100	46660	38	88594	117
37829	10	47154	58	88808	115
37931	39	47155	73	88820	107
38445	96	47158	89	88976	110
38462	69	47164	89	88986	111
38463	68	47180	73	88995	106
38590	78	47228	85	89013	121
38860	77	47470	70	89708	121
39090	82	47471	80	89808	121
39125	48	47472	71		
39132	40	47624	138		
39151	44	48124	136		
39201	56	48174	139		
39202	94	48264	38		
39215	52	48659	86		
39295	75	48660	34		
39296	74	48882	98		
39332	84	55525	130		
39338	90	55990	124		
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43767	12	80035	136		

Helpful information all about Märklin, the repair service, general notes, and service contact information can be found at <https://www.maerklin.de/>

A current explanation of the symbols can be found on the Internet at www.maerklin.de by each product respectively by going with your mouse across the symbol field or in the current Märklin full line catalog.

Märklin MHI Guarantee conditions

When you buy these Märklin MHI products (these products are identified with the pictogram), the firm Gebr. Märklin & Cie. GmbH will also grant you independent of the legal, national warranty rights available to you in regard to your Märklin MHI specialty dealer as your contracting partner or your rights from product liability a manufacturer's warranty of 60 months from the date of purchase under the terms given below. This allows you independent of the location of the purchase the possibility to claim defects or malfunctions directly from the firm of Märklin as the manufacturer of the product. The Märklin manufacturer's warranty only applies to the technology of the models. Visual defects or incomplete products can be claimed within the framework of the warranty obligations of the seller of the product.

Warranty Conditions

This manufacturer's warranty is valid for 24 months from the date at which the product was purchased at an official Märklin specialty dealer, maximum of 60 months from the time the item is removed from the catalog assortment. With MHI products, the duration is 60 months from the purchase date from an official Märklin specialty dealer, maximum of 72 months from the time the item is removed from the catalog assortment. Either the warranty form filled out in full by the Märklin MHI specialty dealer or the purchase receipt will serve as proof of purchase. We therefore recommend that this warranty form should be kept safe along with the purchase receipt.

Contents of the Warranty / Exclusions: This warranty includes as selected by the manufacturer correction of any possible defects at no charge or replacement of defective parts at no charge that can be proven to result from design, manufacturing, or material defects, including service performed that is linked to this situation. Other claims outside of the manufacturer's warranty are excluded.

Contents of the Warranty / Exclusions

- In the case of malfunctioning of the product due to wear and tear or in the case of parts that wear out in normal use.
- If the installation of certain electronic elements contrary to the manufacturer's specifications was carried out by individuals not authorized to do such installations.
- In the case of use of the product for a purpose other than that specified by the manufacturer.
- If the references and notes from the manufacturer in the operating instructions were not followed.
- Any and all claims arising from the warranty implied or otherwise or replacement for damages are excluded, if other makes of parts not authorized by Märklin have been installed in Märklin products, and have hereby caused malfunctions or damages. The same applies to conversions that were carried out by neither by Märklin nor by repair centers authorized by Märklin. The irrefutable assumption that the aforementioned non-Märklin parts or conversions are the cause for the malfunction or damages works fundamentally in Märklin's favor.
- The warranty period is not extended by repair or replacement of the product covered under warranty. Warranty claims can be submitted directly to the seller or by sending the claimed item/part together with the warranty card or the proof of purchase and a summary of the defects directly to the firm Märklin. In accepting the product for repair, Märklin and the seller assume no liability for data or settings stored on the product by the consumer. Warranty claims sent shipping collect cannot be accepted.

Our address: Gebr. Märklin & Cie. GmbH · Reparatur-Service
Stuttgarter Straße 55 –57 · 73033 Göppingen · Germany
E-mail: service@maerklin.de · Internet: www.maerklin.de





Come, see, be amazed:

Märklin opens its doors. Experience the production with all of its facets and many other attractions.

There is something offered for the entire family – **We look forward to your visit!**

Mark your calendar now!

Current program information: www.maerklin.de



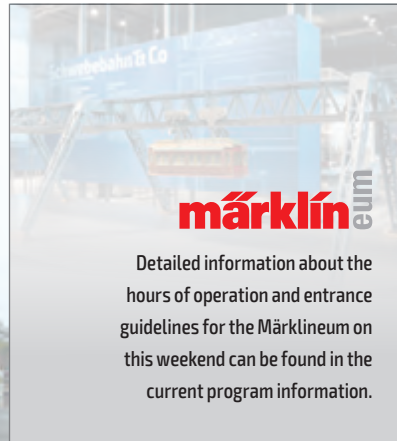
märklin

Open House Day

Admission into the factory from 9:00 AM- 4:00 PM

Current program information: www.maerklin.de

September 13 and 14, 2024 in Göppingen



Detailed information about the hours of operation and entrance guidelines for the Märklineseum on this weekend can be found in the current program information.

märklin



Märklin is again the brand of the century. For the third time in a row, an expert committee of brand experts has chosen Märklin as the brand of the century. Märklin is represented in the globally recognized brand register "German Standards" as the brand of the century.



Märklin fulfills the requirements for a quality management system according to the ISO 9001 Standard. This is regularly checked and certified by the TÜV Süd testing organization. You thereby have the assurance of buying a quality product of a certified firm.



**Gebr. Märklin & Cie. GmbH
Stuttgarter Straße 55–57
73033 Göppingen
Germany**

www.maerklin.de

Service:

Telephone: 650-569-1318

E-mail: digital@marklin.com

We reserve the right to make changes and delivery is not guaranteed. Pricing, data, and measurements may vary. We are not liable for mistakes and printing errors.

Prices are current as of the print date for this catalog – we reserve the right to change prices between years – prices are in effect until the release of the next price list / next catalog. Some of the images are hand samples, retouched images, and renderings. The regular production models may vary in details from the models shown. Märklin reserves the right to cancel announced new items in the event of insufficient demand.

If these edition of the presentation book does not have prices, please ask your authorized dealers for the current price list.

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Printed in Germany

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Please visit our LGB Facebook page too: www.facebook.com/LGB