märklin

Summer New Items 2024

E

DB

Welcome to the Summer New Items for 2024

Regardless of whether you are a fan of old steam locomotives or of modern freight service, these summer new items have something to offer for every model railroad heart. This applies mostly to the impressive locomotive models for various eras in H0. No less interesting are the car sets and individual cars in summer new items.

Because where have you seen silo cars with at least 5 different basic colors, customized, and weathered in a total display offered all at once?

A special highlight of these new items is certainly the Swiss Giruno, as it made its way in 2018 in its striking paint scheme on its test run in the direction of Milan.

A true collector passion and an almost forgotten vision of the future awaits you in our Z Gauge. A drive system using storage batteries was already being installed in various powered rail cars in the imperial period. This technology was taken up again in the Fifties in the development of the ETA 150, whose ocean blue / beige version adds to the Era IV of our summer new items. Detailed and with many light functions, a "Storage Battery Blitz" or also a "Caterwauler" is making an entrance to your home main station.

The history of the "Schorsch" continues to be written in 1 Gauge with these new items. Realized as a variation in green and with oil firing, it will be able to run on your layout as it did starting in 1968 in real life. Or how would it be with a 1 Gauge model as a chic attention getter in a display case in your living room? Pulsating life and agile big city flair greets you with the special edition of the white Crocodile for the New York Central Lines as homage to the hand sample produced at that time in Thirties.

We hope you enjoy browsing in the Summer New Items for 2024.
Your Märklin Team

Italian-Swiss Erl King .....

It is a success story: The latest high-speed train from Switzerland, called by the SBB "Giruno" ("Buzzard") and called congenially by the builder Stadler SMILE (Fast Multisystem-Capable Innovative Lightweight Express Train). We introduced the standard version back in 2022. Now comes the model of the RABe 501 004, which was given a promotionally effective design for permission runs with the Swiss and Italian flags on the end cars and Alpine themes on the intermediate cars. This "Buzzard" thus flew almost like an Erl King for a time through the Swiss Alps and announced the glowing future of cross-border express service. Our new model keeps the memory of this unusually elegant SMILE alive.

Starting on page 26

Page	4	MHI Exclusive H0 .....
Page	8	Märklin H0 .....
Page	34	Märklin H0 Store Locomotive/Car .....
Page	37	Märklin Magazin H0 Annual Car .....
Page	38	MHI Exclusive Z Gauge.....
Page	39	Märklin Z Gauge Manufacturer Model .
Page	40	Märklin Z Gauge .....
Page	41	Märklin Magazin Z Gauge Annual Car ..
Page	42	Märklin 1 Gauge .....
Page	47	Literature .....
Page	47	Index to the Item Numbers.....
Page	48	Imprint.....

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.

Created for Freight Service

In their type plan for standardized electric locomotives, the new German Federal Railroad defined a unit for freight service in the class 140. This design corresponded chiefly to the class 110, with a gear reduction adapted to the tasks of a freight locomotive. It was also used to pull passenger trains and was omnipresent thanks to the enormous quantity of 879 units. Delivery began in January of 1957. In August of 1973, the DB was finally able to take delivery of the last 140. Consequently, there were many small design differences. Several locomotives were thus equipped with buffer beams with expendable parts and multiple unit control for double-heading and shuttle train operation. The class 140 locomotives are still in use on privately owned railroads. DB Cargo has not used these units since October of 2016.

Tooling changes with worn buffer beams

New: Engine room lighting can be controlled digitally

Newly designed type DBS 54 pantographs can be raised and lowered digitally

mfx+ digital decoder with extensive light and sound functions

Cab lighting can be controlled digitally
Figure of a locomotive engineer seated in Cab 1

Buffer height adheres to the NEM and close couplers with a guide mechanism

00723 | 37407

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 47 for warranty terms. A current explanation of the symbols can be found on the Internet at www.maerklin.de

37407 Class 140 Electric Locomotive

Prototype: German Federal Railroad (DB) class 140. Version with buffer beams with expendable parts. Ocean blue / ivory basic paint scheme. Road number 140 800-4. The locomotive looks as it did starting in 1986.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered 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 End 2 and 1 can be turned off separately in digital operation. The locomotive has a Double A Light function. The cab lighting 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 and includes newly designed 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 a guide mechanism. There is a figure of a locomotive engineer seated in Cab 1. Brake lines and prototype couplers are included as parts that can be mounted separately on the locomotive.
Length over the buffers approximately 19 cm / 7-1/2".

One-time series.

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Sanding	
Pantograph control						Main Relay	
Electric locomotive op. sounds						Opening cab door	
Horn						Train radio	
Pantograph control						Opening side cab window	
Direct control						Coupler sounds	
Sound of squealing brakes off						Operating sounds	
Engineer's cab lighting						Windshield wiper sounds	
Headlights locomotive end 2 off						Operating sounds	
Whistle for switching maneuver							
Switching range + switching light							
Headlights locomotive end 1 off							
Engine room lighting							
Blower motors							
Compressor							
Letting off Air							

– 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 22640.

The type Ucs 908 silo car to go with this model can be found on the following pages.

12 Totally Different Silo Cars

Fine-grained and dust-forming products such as aluminum hydroxide, aluminum sodium sulfate, quartz sand, cement, or food products such as sugar or salt cannot take moisture. They are transported in containers that have filling openings and unloading equipment. The type Ucs 908 is a car meeting these requirements. In the Fifties and Sixties over 1,000 units of these cars were purchased. In each case the car was assigned exclusively to one type of freight load (chemical materials or food products). They differ from each other in things such as the presence or form of a manual brake platform. Over the course of time the DB leased or bought quite a number of these cars such as to the Railroad Freight Service Stock Company (EVA) or the Central German Railroad Company. These 8.54 meter / 27 foot 9 inch long cars ran in mixed freight trains or as unit trains for specific customers.

The entire set stands out with the different basic paint colors and repaired areas

Metal ladders and brakeman's platforms

7 cars in the set without brakeman's platforms

NEW IV

00723 Type Ucs 908 Silo Car Display

Prototype: 12 German Federal Railroad (DB) and Railroad Freight Service Stock Company (EVA) two-axle type Ucs 908 silo cars. The cars look as they did around 1988.

Model: All the cars include separately applied metal ladders. Five cars include separately applied brakeman's platforms, seven cars do not have brakeman's platforms. There are different basic paint schemes and repaired areas on the cars as well as authentic weathering.
All the cars in the display are individually packaged.
Length over the buffers per car 10.0 cm / 3-15/16".
DC wheelset per car E700580.

One-time series.

All the cars have repaired areas and are authentically weathered

5 silo cars equipped with brakeman's platforms

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 47 for warranty terms. A current explanation of the symbols can be found on the Internet at www.maerklin.de

Ideal for unit trains

Individual sale of cars from the display

All the cars are authentically weathered

12 weathered silo cars with various basic paint schemes, custom repaired areas, and different car numbers

Four cars with car frames set off in black

00723

37407

Getting Started with Märklin Digital

mfx DCC VI

29065 "Modern Switching Operations with a DHG 500" Digital Starter Set

Prototype: MVV Industrial Park, Gersthofen, Germany Henschel DHG 500 diesel switch engine, a type Kls stake car, a gondola with a load insert, and a container car loaded with two 20-foot containers.

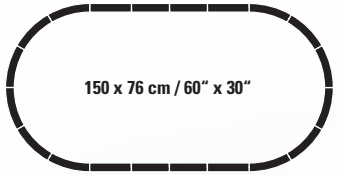
Model: The locomotive has an mfx digital decoder and a special motor. 1 axle powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There is a blinking light on the cab roof. The coupler hooks on the locomotive can be swapped and the cars have Relex couplers. Train length 50.2 cm / 19-3/4".

Contents: 12 no. 24130 curved track, 4 no. 24188 straight track, 4 no. 24172 straight track. The set has a track connector box, a 36 VA / 230 volt switched mode power pack, and a Mobile Station. There is an illustrated instruction book with many tips and ideas. This set can be expanded with the C Track extension sets and with the entire C Track program.

Highlights:

- **Locomotive includes lighting and a warning light on the roof**
- **Automatic registration at the Mobile Station with the built-in mfx decoder**
- **Easy to set up C Track layout**
- **Cars include Relex couplers for more play fun**
- **The containers can be removed, opened, and loaded**

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Flashing Warning Light					
Direct control					



29065

The ideal way to get started in the digital world of Märklin H0

38323 Steam Locomotive, Road Number 18 323

Prototype: Express steam locomotive, road number 18 323, with a type 2´2 T29,6 tender, German Federal Railroad (DB). Former Baden class IVh. Experimental locomotive at the German Federal Railroad Experimental Office in Minden. Black/red basic paint scheme. Witte smoke deflectors and an inductive magnet on the engineer's side. Smokestack with a Caledonian rim. The locomotive looks as it did around 1966.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel in the boiler. 3 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. There is a factory-installed smoke generator in the locomotive. It has dynamic smoke exhaust that varies with the locomotive speed and is digitally controlled. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The cab lighting, running gear lights, and firebox flickering can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. There is an adjustable close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with an NEM pocket on the tender. The buffer height on the locomotive and tender adheres to the NEM. The minimum radius for operation is 360 mm / 14-3/16". More tightly mounted entry steps below the cab are included for installation for large radius curves or display cases. Piston rod protection sleeves and heating and brake hoses are also included. Length over the buffers 27.2 cm / 10-11/16".

TRIX

This model can be found in the Trix H0 assortment under item number 25323.

Highlights:

- **Completely new tooling**
- **Especially intricate metal construction**
- **A variety of separately applied details**
- **Buffer height on the locomotive and tender adheres to the NEM**
- **Factory-installed smoke unit and dynamic smoke exhaust that varies with the locomotive speed can be controlled digitally, included**
- **Cab lighting, running gear lights, and firebox flickering can be controlled separately in digital operation**
- **World of Operation mfx+ decoder and extensive operation and sound functions included**
- **Folding walkover plate between the cab and the front of the tender**

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

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

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

Highly detailed construction with full steam locomotive sound and dynamic smoke

Experience more with the new episode of Märklin TV.
https://www.youtube.com/watch?v=rTPptrdzmQM

Passenger cars correct for the era and to go with steam locomotive 18 323 are presented on the following pages.

On Trips with Road Number 18 323

Applies to all cars:

Prototype: German Federal Railroad (DB) standard design from 1928 to 1930. Bottle green basic paint scheme. Arched roof, end ladders, and diaphragm connections. The car looks as it did in Era IIIb.

Model: The car is a detailed version in full scale length. The minimum radius for operation is 360 mm / 14-3/16". The trucks are type Görlitz II heavy. There are separately applied ladders on the ends of the car and separately applied grab irons. The car has a multi-colored interior. The 7319 current-conducting couplings or the 72022 current-conducting couplers, the 73406 pickup shoe, and the 73410/73411 LED interior lighting can be installed on the car. Length over the buffers 25.0 cm / 9-7/8". DC wheelset E700600.

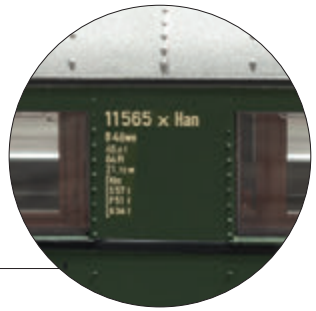
Highlights:

- **Scale version in 1 : 87**
- **Separately applied ladders at the ends of the car**
- **Separately applied grab irons**
- **Multi-colored interior**
- **Buffer height adheres to the NEM**

LED NEM III

42500 Type B4üwe Express Train Passenger Car, 2nd Class

Prototype: Type B4üwe four-axle express train passenger car, 2nd class.



LED NEM III

42510 Type AB4üwe Express Train Passenger Car, 1st/2nd Class

Prototype: Type AB4üwe four-axle express train passenger car, 1st/2nd class.

LED NEM III

42520 Type B4üwe Express Train Passenger Car, 2nd Class

Prototype: Type B4üwe four-axle express train passenger car, 2nd class.

LED NEM III

42521 Type B4üwe Express Train Passenger Car, 2nd Class

Prototype: Type B4üwe four-axle express train passenger car, 2nd class.

Highlights:

- **Different car number from that for 42520**

42530 Type WR4ü(e) Express Train Dining Car

Prototype: Type WR4ü(e) four-axle express train dining car. Privately owned car of the German Dining Car and Sleeping Car Company (DSG), used on the German Federal Railroad (DB). Ruby red basic paint scheme. Arched roof, end ladders, and diaphragm connections. The car looks as it did in Era IIIb.

© R. Palm, Eisenbahnstiftung

© Fischer, Eisenbahnstiftung

42540 Type Pw4üe Express Train Baggage Car

Prototype: Type Pw4üe four-axle express train baggage car. Arched roof and a cupola for the conductor.

42521 | 42500 | 42530 | 42510 | 42520 | 42540 | 38323

IV

46154 Type Gbkl 238 Freight Car

Prototype: German Federal Railroad (DB) type Gbkl 238 boxcar from the earlier Interchange Design type GI "Dresden". Short version without hand brake, brakeman's platform, and brakeman's cab. Version without end wall doors. The car looks as it did around 1972.

Model: The car does not have suggested end wall doors, does have truss rods and additional board steps.
Length over the buffers 13.9 cm / 5-1/2".
DC wheelset E700580. Trix Express wheelset E258259.

IV

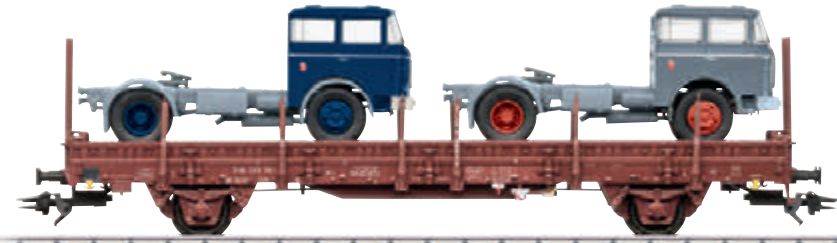
46406 Vehicle Transport Freight Car Set

Prototype: Four German State Railroad (DR/GDR) type Ks 3300 and Ks 3301 rotary stake cars. Reddish brown basic paint scheme.
The cars look as they did around 1980.

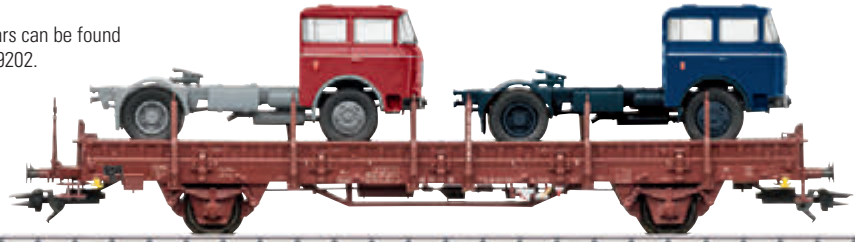
Model: All the cars include separately applied brake rigging, brake control elements, and rotating stakes. One stake on each side of the cars is imprinted with the car's number. The load surfaces have the look of wooden planks. There are mounts on the ends of the cars for inserting stakes included with the cars. The buffer heights adhere to the NEM. The type Ks 3300 has separately applied beams and is constructed without a brakeman's platform as well as short end stakes. The car has rectangular buffer plates. The type Ks 3301 has separately applied truss rods and is constructed with an end walkway as well as short end stakes. The car has round buffer plates. The buffer heights adhere to the NEM. Each of the cars is loaded with two Skoda LIAZ 706 tractors. Chock blocks and end stakes are included. Models of the tractors come from the firm Brekina.
Total length over the buffers approximately 65 cm / 25-5/8".
DC wheelset E700580.

Highlights:

- **Folding, rotating stakes**
- **One stake on each side of the cars imprinted with the car's number**
- **Many separately applied details**
- **Buffer height adheres to the NEM**
- **Attractive load**



Motive power to go with these cars can be found under item numbers 39200 and 39202.



39231 Class 023 Passenger Steam Locomotive

Prototype: German Federal Railroad (DB) class 023 passenger steam locomotive with a type 2´2´T31 coal tender. Locomotive from the first production run. Witte smoke deflectors. Locomotive road number 023 011-0. The locomotive looks as it did around 1970.

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. 3 axles powered. Traction tires. A 7226 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. The headlights and the smoke generator, which can be installed in the locomotive will work in conventional operation and can be controlled digitally. The headlights are maintenance-free, warm white LEDs. The locomotive and tender are constructed mostly of metal. There is a close coupling with a guide mechanism between the locomotive and the tender. The front of the locomotive and the back of the tender have a close coupler with a guide mechanism and an NEM coupler pocket. Minimum radius for operation is 360 mm / 14-3/16". Separate parts for brake hoses and piston rod protection sleeves are included. Length over the buffers 24.5 cm / 9-5/8".

Digital Functions	CU	MS	MS2	CS1	CS2-3		CS2-3
Headlight(s)						Replenishing sand	
Smoke generator contact						Sanding	
Steam locomotive op. sounds						"Switcher Double ""A"" Light"	
Locomotive whistle						Switching range + switching light	
Direct control						Generator Sounds	
Sound of squealing brakes off						Light Function	
Air Pump						Rail Joints	
Whistle for switching maneuver						Safety Valve	
Letting off Steam						Sound of Couplers Engaging	
Water Pump							
Injectors							
Sound of coal being shoveled							
Tipping grate							
Conductor's Whistle							
Replenishing coal							
Replenishing water							

– 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 25231.

Intricate model, constructed mostly of metal

World of Operation mfx+ digital decoder included with a wide variety of operation and sound functions

Controlled high-efficiency propulsion with a flywheel in the boiler

7226 smoke generator can be installed in the locomotive

The German Wine Road by Rail

IV

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

Prototype: A 3-axle pair of "Rebuild Cars", type WG3yge, and a 4-axle type WGye 839 passenger car. All the cars as entertainment cars in beige / cobalt blue basic paint scheme with the lettering "Deutsche Weinstraße". German Federal Railroad (DB). The cars look as they did around 1982.

Model: All the cars include factory-installed LED interior lighting. Both 3-axle "Rebuild Cars" are permanently coupled together with current-conducting drawbars. There are current-conducting close couplers at the two outer ends of the cars. The 4-axle passenger car has current-conducting close couplers at the car ends as well as a truck with a pickup shoe for current pickup.
Total length over the buffers approximately 55 cm / 21-5/8".

Factory-installed LED interior lighting

All the cars include current-conducting couplers

Discover, experience, and enjoy a small glass of fine wine: The German Federal Railroad once offered this in a true-to-style ambience on its tracks. “Deutsche Weinstraße / German Wine Road” was the name of a special train, which the DB sent out regularly from Ludwigshafen am Rhein into more than just the most beautiful wine regions. On board cheerful wine connoisseurs, who could leave everyday life behind them in wine tasting cars, arbor cars, dance/bar cars, and wine barrel cars. The rustic, two-color cars provided with lettering were converted in 1967 from three-axle rebuild passenger cars and four-axle limited stop fast train passenger cars. The first wine road train in use until 1983 enjoyed great popularity at that time. The new Märklin models harken back to this fascinating railroad era, when the German Federal Railroad still offered a variety of travel experiences. As in the past in the prototype you can use these models in a variety of ways – behind steam, diesel, and electric locomotives.

A class 218 diesel locomotive to go with this set of cars can be found as a new item for 2024 in the Märklin H0 classics assortment under item number 39215.

43189 | 39215

IV

48016 Type Hbbillns 305 Sliding Wall Boxcar

Prototype: German Federal Railroad (DB) type Hbbillns 305 2-axle high-capacity sliding wall boxcar. Reddish brown basic paint scheme, sliding walls in white aluminum. The car looks as it did around 1989.

Model: The frame includes fish belly side sills and separately applied details.
Length over the buffers 17.9 cm / 7-1/16". DC wheelset E700580.

V

42830 Express Freight Car Set

Prototype: Three different design German Federal Railroad (DB) baggage cars. One type Dm 903 baggage car in a product paint scheme, one type Dms 905.0 baggage car with a steeply pitched roof in ocean blue / ivory, and one type Dm 902 baggage car in ocean blue / ivory. The cars look as they did in 1993.

Model: The type Dm 903 baggage car has type Minden-Deutz heavy (type 330) trucks, with double brake shoes. The 7319 current-conducting coupling or the 72022 current-conducting couplers and the 73406 pickup shoe as well as the 73400/73401 interior lighting (2 each), 73410 or 73411 lighting can be installed on this car.
The type Dms 905.0 and Dm 902 cars have disc brakes and a separately applied generator. The 7319 current-conducting coupling or the 72020/72021 current-conducting couplers and the 73406 pickup shoe as well as the 73400/73401 interior lighting (2 each), 73410 or 73411 lighting, and the 73407 marker lights can be installed on these cars.
The underbodies are specific to the type of car.
The minimum radius for operation is 360 mm / 14-3/16".
Length over the buffers per car approximately 28.2 cm / 11-1/8".
DC wheelset E700580.

42830 37019

TRIX

The type Dm 903 baggage car with another car number can be found in the Trix H0 assortment under item number 23100.

New tooling for the type Dm 903 baggage car

The type Dm 903 with type Minden-Deutz heavy trucks with double brake shoes, here Truck 2 with a type D150 axle generator on the right side of the car

In Express Train Service

The procurement program of the new German Federal Railroad was also supposed to include an electric locomotive for express trains. The result was the class E 10, designated later as the class 110, which came out with a chic cobalt blue paint scheme. Its maximum speed was 150 km/h / 94 mph. This tempo, however, appeared to be too low for the railroad strategists over the course of time and the sub-class 110.3 was thus created. On these units the speedometer was allowed to climb higher and displayed 160 km/h / 100 mph. Optically these locomotives beguiled many people, due to their aerodynamic ends, which soon also resulted in their nickname "Bügelfalte" or "Pants Crease". The class 110.3 once hauled famous trains such as the "Rheingold" and attracted a lot of attention here. Later these locomotives were allowed to prove themselves pulling auto passenger trains. Pulling these trains, they came via Austria up to the Slovenian border to Jensenice. They then earned their daily keep pulling regional trains from Munich to Innsbruck. Naturally, the class 110.3 units were also given the popular Orient red paint scheme with the typical "bibs". Thanks to their elegant appearance, any paint scheme worn by them over the course of their long years of use looked amazingly good on these locomotives.

Pantographs can be raised and lowered digitally

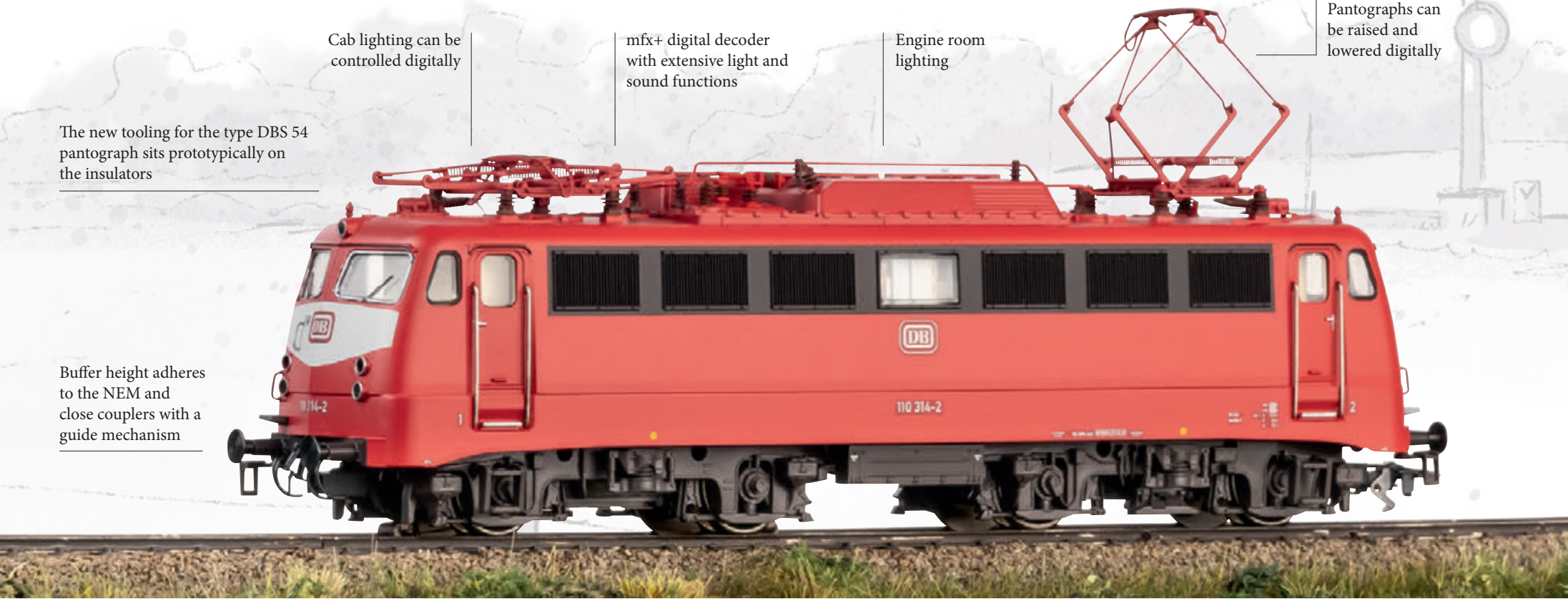
Cab lighting can be controlled digitally

mfx+ digital decoder with extensive light and sound functions

Engine room lighting

The new tooling for the type DBS 54 pantograph sits prototypically on the insulators

Buffer height adheres to the NEM and close couplers with a guide mechanism



42830 | 37019

37019 Class 110.3 Electric Locomotive

Prototype: German Federal Railroad (DB) class 110.3. Express locomotive with aerodynamic ends, including the so-called "Pants Crease". Orient red paint scheme. Rebuilt version with rectangular Klatte ventilation grills, rectangular engine room windows, without a continuous rain gutter, without skirting, and without buffer cladding. Road number 110 314-2. The locomotive looks as it did around 1993.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered 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 End 2 and 1 can be turned off separately in digital operation. The locomotive has a Double A Light function. The cab lighting 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 roof equipment is detailed and includes type DBS 54 pantographs. The pantographs can be raised and lowered digitally. There are many separately applied parts such as grab irons, steps, and UIC sockets. The buffer height conforms to the NEM. There are close couplers with a guide mechanism. Brake lines and prototype couplers are included as parts that can be mounted separately on the locomotive.
Length over the buffers approximately 18.9 cm / 7-7/16".

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Letting off Air	
Pantograph control						Sanding	
Electric locomotive op. sounds						Opening cab door	
Horn						Coupler sounds	
Pantograph control						Coupler sounds	
Direct control						Operating sounds	
Sound of squealing brakes off						Operating sounds	
Engineer's cab lighting						Operating sounds	
Headlights locomotive end 2 off						Windshield wiper sounds	
Whistle for switching maneuver						Operating sounds	
Switching range + switching light						Main Relay	
Headlights locomotive end 1 off						Operating sounds	
Engine room lighting						Sound of Relays Clicking	
Conductor's Whistle							
Blower motors							
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 22831.

In the “InterCity” Design

39276 Class 218 Diesel Locomotive

Prototype: German Federal Railroad (DB) class 218 diesel locomotive. Light gray basic paint scheme. Road number 218 341-6. The locomotive looks as it did starting in 2024.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. The locomotive has a Double A Light function. The cab lighting changes over with the direction of travel and it, and the engine room lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. There are metal grab irons on the sides and ends. The buffer beams are detailed and have snowplows typical for this class. The buffer height conforms to the NEM. There are close couplers with a guide mechanism. There is a figure of a locomotive engineer seated in Cab 1. Brake lines, prototype couplers, and closed snowplows are included as parts that can be mounted separately on the locomotive. Length over the buffers approximately 18.9 cm / 7-7/16“.

Highlights:

- **Locomotive frame and body constructed of metal**
- **mfx+ digital decoder with extensive light and sound functions**

With its IC paint scheme, this unit represents a special one-of-a kind among diesel locomotives

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)	■	■	■	■	■	Opening cab door	■
Engineer’s cab lighting	■	■	■	■	■	Operating sounds	■
Diesel locomotive op. sounds	■	■	■	■	■	Train control warning sound	■
Horn	■	■	■	■	■	Replenishing diesel fuel	■
Direct control	■	■	■	■	■	Coupler sounds	■
Engine room lighting		■	■	■	■	Rail Joints	■
Sound of squealing brakes off		■	■	■	■	Conductor’s Whistle	■
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			■	■	■		

– 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 22662.

Digitally controlled engine room lighting

Cab lighting can be controlled digitally

Buffer height adheres to the NEM and close couplers with a guide mechanism

Equipped with striking snowplows at both ends of the locomotive

The 399 regular production locomotives of the class 218 characterized for decades the image of the non-electrified routes in the DB's network. Several of these overall popular units are still currently in IC service through the Allgäu Region to Stuttgart or they are indispensable high in the North of Germany. They can also be seen pulling red bi-level cars in regular schedules. They have acquired a cult status in the meantime! In the course of their long working life, the class 218 units have been adapted to the various DB paint schemes. Initially, they were crimson and presently they are traffic red. However, not all, several were wrapped in an unusual color scheme such as road number 218 341, which was given an elegant IC look at the plant in Cottbus. The light gray locomotive body features chic red striping, which goes excellently with this unit. It thereby takes on a special position because one-of-a-kind units always attract increased attention, in the prototype and of course on a layout.

© Marcel Bärlauch

Diesel power on six axles

39074 Class 77 Diesel Locomotive

Prototype: Type JT42CWRM diesel electric freight locomotive, better known as Class 77. Euro Cargo Rail diesel locomotive leased to DB Cargo AG.

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. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the "Double ‚A' Light" function is on. The cab lighting can be controlled digitally. The control desk lighting can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has a factory-installed smoke generator. It also has many separately applied details. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included. Length over the buffers approximately 24.7 cm / 9-3/4".

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)	■	■	■	■	■	Sanding	■
Smoke generator		■	■	■	■	Low Pitch Horn	■
Diesel locomotive op. sounds		■	■	■	■	High Pitch Horn	■
High Pitch Horn	■	■	■	■	■	Switching range + switching light	■
Direct control	■	■	■	■	■	Sound of Couplers Engaging	■
Sound of squealing brakes off		■	■	■	■	Replenishing diesel fuel	■
Headlight(s): Cab2 End		■	■	■	■	Sound of uncoupling	■
Low Pitch Horn		■	■	■	■	SIFA warning sound	■
Headlight(s): Cab1 End		■	■	■	■	Warning announcement	■
Engineer's cab lighting		■	■	■	■	Opening cab door	■
Blower motors		■	■	■	■		
Control desk lighting		■	■	■	■		
Compressor		■	■	■	■		
Letting off Air		■	■	■	■		
"Switcher Double ""A"" Light"		■	■	■	■		
Switching maneuver					■		

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

The lighting for the control desk and the cab is digitally controlled

mfx+ digital decoder included

Dynamic smoke exhaust included

TRIX

This model can be found in the Trix H0 assortment under item number 22695.

Vectron Dual Mode light for DB Cargo

39293 Class 249 Dual Power Locomotive

Prototype: Class 249 dual power locomotive (Vectron Dual Mode Light) with special adhesive lettering in a divided Ludmilla / V90 design for DB Cargo, Inc. From the Vectron product family from Siemens. Road number 249 001. The locomotive looks as it does in 2024.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. The locomotive 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 End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, then 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 and a switching coupler are included, which can be mounted on the locomotive.
Length over the buffers approximately 23.6 cm / 9-1/4".

Highlights:

- **Frame and body constructed mostly of metal**
- **Cab lighting can be controlled digitally**
- **mfx+ digital decoder and extensive sound functions included**

Attractive, current special paint scheme included

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						Sound of Couplers Engaging	
Sound of squealing brakes off						Sound of uncoupling	
Engineer's cab lighting						Switching range + switching light	
Long distance headlights						Horn	
Engine room lighting						Horn	
Blower motors						Coupler sounds	
Blower motors						Replenishing diesel fuel	
Horn						Grade crossing	
Switching maneuver							

– 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 25293.

© V. Emersleben

Used all over Europe

47129 Type Res Low Side Car

Prototype: German Railroad, Inc. (DB AG) type Res 687 four-axle low side car. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with aluminum side walls, folding stakes, and rectangular buffers. The car looks as it did starting in 2018.

Model: The underbody is specific to the type of car. There are many separately applied details such as folding stakes. The car has type Y 25 trucks. Length over the buffers 22.9 cm / 9". DC wheelset E700580.

Reissue with a new car number

The type Res low side car with folding stakes and good running characteristics

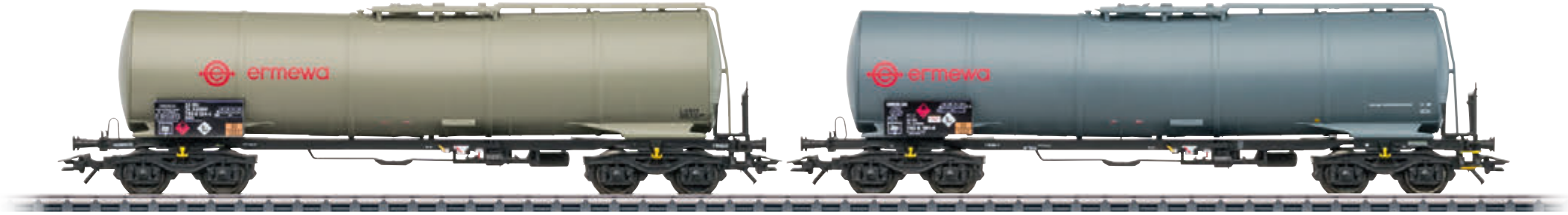
46545 ermewa Tank Car Set

Prototype: Three type Zans four-axle tank cars. Version with uninsulated funnel-flow tanks and end ladders. Privately own cars for ermewa SAS, registered in Sweden. The cars look as they did starting in 2015.

Model: The cars have detailed, partially open frames and many separately applied parts. All the cars are individually packaged in a master package.
Total length over the buffers approximately 54.5 cm / 21-1/2".
DC wheelset E700580.

Detailed construction with many separately applied details

Cars individually packaged in a master package



mfx DCC NEM IV V

39253 Class C 5/6 "Elephant" Steam Locomotive with a Tender

Prototype: Swiss Federal Railways (SBB) class C 5/6 "Elephant" Gotthard steam locomotive, with a 3-axle tender, for use in freight and express train service on the Gotthard route. Version as it looked as a memorial locomotive in front of the SLM production plant in Winterthur. Locomotive road number 2969. The locomotive looks as it did in Era IV/V.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and tender are constructed chiefly of metal. The locomotive has a factory-installed 72270 smoke unit. The triple headlights on the locomotive and 2 lights on the tender change over with the direction of travel. They and the built-in smoke unit will work in conventional operation and can be controlled digitally. The cab lighting can also be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. There is an adjustable coupling with a guide mechanism between the locomotive and tender. The front of the locomotive has an NEM pocket and a close coupler. The rear of the tender has an NEM pocket, a close coupler, and a guide mechanism. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and imitation prototype couplers are included.
Length over the buffers 22.3 cm / 8-3/4".

Highlights:

- **Locomotive road number 2969 as it looked as a memorial locomotive in front of the SLM production plant in Winterthur**
- **Cab lighting can also be controlled digitally**
- **Factory-installed smoke unit**
- **World of Operation mfx+ decoder and extensive operation and sound functions included**

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

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

The most powerful SBB steam locomotive, with the nickname "Elephant"

TRIX

This model can be found in the Trix H0 assortment under item number 25254.

The image shows the first model as a rendering

39811 Class RABe 501 Giruno High-Speed Rail Car Train

Prototype: Swiss Federal Railways (SBB) EC 250 electric high-speed rail car train as the class RABe 501 "Giruno". 1 type A (Bt1) end car, 2nd class. 1 type D (B9) intermediate car, 2nd class, with a pantograph. 1 type E (B8) intermediate car, 2nd class. 1 type F (B7) intermediate car, 2nd class, with handicapped entries and a pantograph. 1 type G (WR61), with a dining area. 1 type H (A5) intermediate car, 1st class, with handicapped entries and a pantograph. 1 type L (At2) end car, 1st class. Permission planned for use in Germany and Austria. Train number RABe 501 004. Presentation train with striking Swiss/Italian design on the end cars. The train looks as it did around 2018/2019.

Model: This is a 7-part basic set. The dining car G and the two intermediate cars F and H arranged on the left and right are coupled permanently to each other with Jakobs trucks. The train has an mfx+ digital decoder and extensive sound and light functions. It also has controlled, high-efficiency propulsion with a flywheel, centrally mounted in the dining car. All 4 axles in both Jakobs trucks on the left and right of the dining car are powered using cardan shafts. Traction tires. The cabs in the end cars have interior details. Current pickup is done from the end car at the front of the train and changes with the direction of travel. There is a guide mechanism in the Jakobs trucks. 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 train can be switched to a white marker light (Swiss headlight / marker light code). There are additional separately controlled light functions. The train has factory-installed interior lighting. The interior lighting is supplied with power from a continuous electrical connection throughout the entire train. The cab and control desk lighting are also each controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for all of the lighting. The pantographs on the D, F, and H intermediate cars can each be raised and lowered separately as a digital function. The train is modelled true-to-scale. The minimum radius for operation is 360 mm / 14-3/16".
Length of the basic set approximately 152 cm / 59-7/8".

Highlights:

- **Factory-installed LED interior lighting**
- **Cab and control desk lighting can be controlled digitally**
- **Train number RABe 501 004**

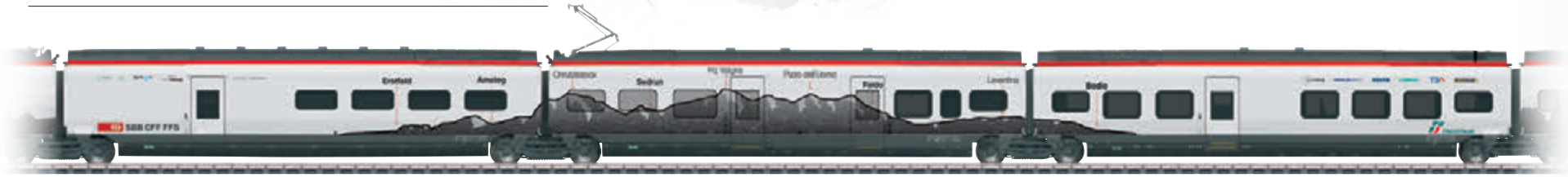
Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Horn	
Interior lights						Light Function1	
Electric locomotive op. sounds						Train announcement	
Warning Sound						Station Announcements	
Direct control						Pantograph control	
Sound of squealing brakes off						Pantograph control	
Pantograph control						Light Function 2	
Light Function						Engineer's cab lighting	
Pantograph control						Engineer's cab lighting	
Station Announcements						Light Function 3	
Station Announcements						"Switcher Double ""A"" Light"	
Long distance headlights							
Station Announcements							
Conductor's Whistle							
Doors Closing							
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 25811.

Pantographs on the D, F, and H intermediate cars can be raised and lowered as a digital function



The 39811 7-part basic set can be expanded to a prototypical 11-part powered rail car train with the 43466 and 43467 2-part add-on car sets.

The Models:
Add-on cars for the Swiss Federal Railways (SBB) class RABe 501 "Giruno" high-speed powered rail car train.
The cars go with train number RABe 501 004.

This is a 2-part add-on car set to expand the class RABe 501 "Giruno" high-speed powered rail car train to an 11-part unit. The cars have factory-installed interior lighting with maintenance-free warm white LEDs. The interior lighting is supplied with power from a continuous electrical connection throughout the entire train. It can only work and be controlled digitally in conjunction with the basic set. The pantograph on an intermediate car can also be raised and lowered as a digital function only in conjunction with the basic set and using the latter's decoder. Both intermediate cars are coupled permanently to each other. There is a guide mechanism in the Jakobs trucks. The train is modelled true-to-scale.
The minimum radius for operation is 360 mm / 14-3/16".
Length of the pair of cars 40.2 cm / 15-13/16".

TRIX

These models can also be found in the Trix H0 assortment under item numbers 23284 and 23285.

Factory-installed LED interior lighting
Add-on cars for train number RABe 501 004

VI

43466 Add-On Car Set 1 for the Class RABe 501 Giruno

Prototype: 1 type B (B11) intermediate car, 2nd class, with a pantograph. 1 type C (B10) intermediate car, 2nd class. The cars look as they did around 2018/2019.

Highlights:
- **Pantograph can be raised and lowered as a digital function only in conjunction with the basic set**

© Stefan Wohlfahrt

VI

43467 Add-On Car Set 2 for the Class RABe 501 Giruno

Prototype: 1 type J (A4) intermediate car, 1st class. 1 type K (A3) intermediate car, 1st class. The cars look as they did around 2018/2019.

39426 Class ICM-1 “Koploper” Electric Rail Car Train

Prototype: Dutch State Railways (NS) class ICM-1 three-part “Koploper” Intercity electric rail car train. Version in the design for “Martinair Holland”. 1 motor car as a type mBk end car, 2nd class, 1 type AB intermediate car, 1st/2nd class, 1 type sBk cab control car as an end car, 2nd class. Train road number 4012. The train looks as it did in June of 1986.

Model: The train has an mfx+ digital decoder and extensive sound functions. It comes in a three-part version. The powered end car has a die-cast frame. The train has controlled, high-efficiency propulsion with a flywheel. 2 axles in one truck powered. Traction tires. The engineer’s cabs in both end cars have interior details. The train has power pickup in the end car at the front of the train; the power pickup changes with the direction of the train. It also has special close couplers with a guide mechanism. The train has factory-installed interior lighting. The triple headlights, 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 headlights at car ends 2 and 1 can be turned off separately in digital operation. Light yellow and red LEDs are used for the headlights and marker lights. Warm white LEDs are used for the interior lighting. The construction of the running gear and the bodies is detailed. There is a representation of the “Scharfenberg” coupler on the end cars. A rigid drawbar coupling is included for multiple unit operation. The end cars come from the factory with closed crossover doors. A plug-in part included with the train makes it possible to represent swinging doors with a diaphragm pushed to the side on one end car.
Total train length 86.6 cm / 34-1/8“.

Highlights:

- **Factory-installed LED interior lighting**
- **World of Operation mfx+ digital decoder and extensive operation and sound functions included**
- **Train destination signs: Amsterdam CS, Schiphol**

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Interior lights					
Locomotive operating sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Stat. Announce. – Dutch					
Headlight(s): Cab1 End					
Doors Closing					
Conductor’s Whistle					
Pantograph Sounds					
Rail Joints					
Train announcement					
Letting off Air					
Switching maneuver					

TRIX

This model can be found in the Trix H0 assortment under item number 25426.

© Jan-Willem Köne

The Netherlands shines with many special features. This also holds true for railroading in the neighboring country of Germany. The railroad placed special value quite early on its own locomotive and car creations, which often attracted attention outside of Holland with unusual designs. When the Dutch State Railways (NS) wanted to modernize its intercity service in the Seventies, it developed a rather unusual powered rail car train in cooperation with the German car builder Talbot. This train featured panorama cabs above the car connection corridors. This gave the ICM, as the NS designated its new train sets, a really massive appearance. Since passengers could go into the next unit at the end units, these modern but quaint units were called "Koploper". The 144 "Koploper" trains built soon left an impact on modern intercity service in the Netherlands. When the Amsterdam Schiphol Airport was connected to the railroad network in 1986, the NS painted two "Koploper" trains in the colors of the two national airlines. ICM-4011 received the paint scheme for the Royal Dutch Airline Company KLM. The brawny end shape of this train reminded people of the famous jumbo jets. ICM 4012 ran across the country at that time in the white/red Martinair design and also attracted a lot of attention – as a sleek jetliner on rails.

III

46018 Pair of Gondolas with Hinged Covers

Prototype: Belgian State Railways (SNCB) type 1520 B pair of gondolas with hinged covers. With and without brakeman's platforms. Reddish brown basic paint scheme. Both cars coupled together permanently. The cars look as they did around 1960.

Model: The two cars are connected together with a plug-in coupling. The hinged covers can be opened. Both cars have light traces of limestone. Length over the buffers 15.3 cm / 6". DC wheelset E700580.

Hinged hatches that can be opened and light traces of limestone

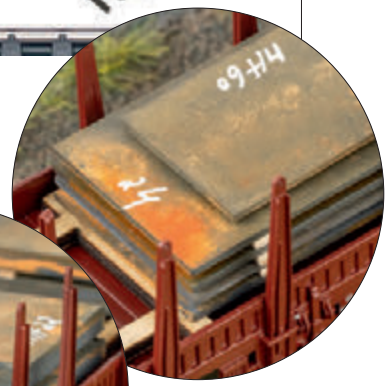
IV

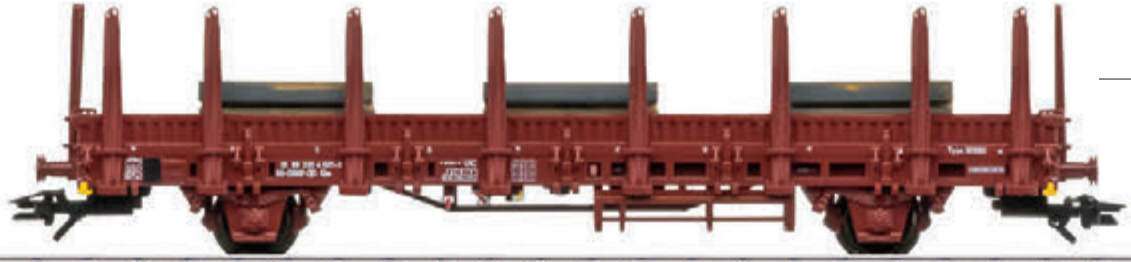
46932 Stake Car Set

Prototype: 2 Belgian State Railways (SNCB) type Kbs two-axle stake cars. With truss rods and stake mounts. The cars look as they did around 1974.

Model: One stake car is loaded with a reproduction of steel plates, and the other stake car is loaded with a reproduction of sheet steel. Stakes for mounting on both stake cars are included. Both cars come individually packaged and there is a master package.
Total length over the buffers is 31.6 cm / 12-7/16".
DC wheelset E700580.

Loaded with steel plates and sheet steel





45080 DSB Stake Car

Prototype: Danish State Railways (DSB) type TF stake car. Mahagony brown basic paint scheme. The car looks as it did in the mid-Fifties.

Model: The car includes separately applied truss rods. It is loaded with two VW T1 "Bulli" vehicles painted and lettered for FAXE Brewery. The vehicles come from Schuco. Stakes that can be installed on the car and restraints for the two vehicles are included.
Length over the buffers 13.9 cm / 5-1/2". DC wheelset E700580.

The class Litra E 991 steam locomotive to go with this car can be found in the Märklin H0 assortment under item number 39491.

Highlights:
- **Many separately applied details**
- **Attractive load for the stake car including two VW T1 Bulli vehicles for FAXE Brewery**
- **The ideal add-on for the 48834 freight car set**

47439 Lauritzen Pocket Car

Prototype: AAE Cargo, Inc. type Sdgms pocket car. Flat car for the transport of containers, interchangeable truck load units, or semitruck trailers. Loaded with two interchangeable load units for the freight forwarder Lauritzen. Nut brown basic paint scheme. The car looks as it did around 2000.

Model: The frame, floor, and load well are constructed of metal. There are many separately applied details. The special trucks are a low design. The car has rectangular buffers. The load restraints can be adjusted.
Length over the buffers approximately 19 cm / 7-1/2". DC wheelset E320577.

Highlights:
- **Loaded with two attractive interchangeable load units**

37946 Class Di 7 Heavy Diesel Locomotive

Prototype: Class Di7 (T44) heavy diesel locomotive. Golden yellow / red basic paint scheme. Norwegian State Railways (NSB). Locomotive road number 7 634. The locomotive looks as it did around 1995.

Model: The locomotive has an mfx+ digital decoder and extensive operation and sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered through cardan shafts. Traction tires. The 4-light headlights and a red marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Additional light functions can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has Telex couplers front and rear, which can be controlled separately in digital operation. The locomotive also has coupler maneuvers. The locomotive has a representation of the engineer's cab interior. It also has separately applied metal railings and grab irons. Length over the buffers 17.7 cm / 6-15/16".

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Sanding	
Light Function1						Buffer to buffer	
Diesel locomotive op. sounds						Coupler sounds	
Light Function 2						Rail Joints	
Horn						Headlights locomotive end 2 off	
Sound of squealing brakes off						Headlights locomotive end 1 off	
Telex coupler on the front							
Coupler procedure for uncoupling							
Telex coupler on the rear							
Direct control							
Switching light							
Blower motors							
Compressor							
Letting off Air							
Switching maneuver							
Replenishing diesel fuel							

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

Highlights:

- **World of Operation mfx+ decoder with extensive operation and sound functions**
- **Different light functions that can be controlled digitally**
- **Telex couplers front and rear, which can be controlled separately in digital operation**
- **Coupler maneuvers included**

Telex coupler front and rear

The 1,650 horsepower class T44 freight locomotive is among the most successful locomotive designs built in the largest quantities in Scandinavia. The Swedish State Railways (SJ) had 123 units built between 1968 and 1987 at the domestic railroad builders NOHAB and KVAB. The Norwegian State Railroad (NSB) borrowed T44 units from the SJ on a regular basis. In 1993, the Norwegians bought a unit, repainted it, and designated it as Di 7 634 in their locomotive roster. Three years later this one-of-a-kind went to Malmtrafikk, which operated ore trains on the ore line out of Kiruna. Numerous T44 units have been updated in the meantime and are equipped with MTU diesel motors.

Full light and sound features included

Snowplows set off in golden yellow

Version with end railings

Rectangular buffers included

Store Locomotive for 2024

39299 Class 249 Dual Power Locomotive

Prototype: Class 249 dual power locomotive (Vectron Dual Mode Light). Locomotive in a fictitious black basic paint scheme as a privately own locomotive, registered in Germany. From the Vectron product family from Siemens. Road number 249 202-4. The locomotive looks as it currently does in 2024.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. The locomotive has controlled high-efficiency propulsion, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, then the double "A" light function is on at both ends. The cab lighting changes with the direction of travel and can be controlled digitally. The engine room lighting 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 and a switching coupler are included, which can be mounted on the locomotive.
Length over the buffers approximately 23.6 cm / 9-1/4".

Highlights:

- **Locomotive delivered with a collector display case and a certificate of authenticity**
- **World of Operation mfx+ digital decoder and extensive operation and sound functions included**
- **Buffer height adheres to the NEM**
- **Frame and body constructed mostly of metal**

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						Sound of Couplers Engaging	
Sound of squealing brakes off						Sound of uncoupling	
Engineer's cab lighting						Switching range + switching light	
Long distance headlights						Horn	
Engine room lighting						Horn	
Blower motors						Coupler sounds	
Blower motors						Replenishing diesel fuel	
Switching light						Grade crossing	
Switching maneuver							

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

Additional door handles separately applied

The Vectron with additional switching platform

Engine room and cab lighting can be controlled digitally

47165 Type Sgns 691 Container Transport Car

Prototype: Four-axle type Sgns 691 container transport car for combined load service. Traffic red basic paint scheme. German Railroad, Inc. (DB AG), registered in Germany. Loaded with three 20-foot tank containers. The car looks as it did around 2020.

Model: The trucks are type Y 25. The flat car floor is constructed of metal and is prototypically partially with striking fish belly type side sills. It is loaded with three 20-foot tank containers. The containers are removable and can be stacked.
Length over the buffers 22.7 cm / 8-15/16". DC wheelset E700580.

Special model for 2024 and only available in the Märklin Stores (D: Göppingen, Mainz, Essen, Stuttgart, Neustadt/Donau, Mühlheim/Main, Munich, Hamburg. NL: Utrecht. IT: Bergamo. JP: Osaka)

The tank containers are elaborately and attractively realized in color

This car is an add-on to the previously issued container transport cars 47812, 47133, 47690, 47583, and 47584, to form a container train with for example the class 193 electric locomotive, item number 36161, the G2000 diesel locomotive, item number 37217, the class 66 diesel locomotive, item number 39075, the class 294 diesel switch engine, item number 39904, or the new class 249 dual power locomotive, item number 39299 also exclusively for Märklin-Stores.

47165 | 47165 | 47165 | 39299

Through the History of Märklin Catalog Title Pages

Continuation of the journey through the history of Märklin catalog title pages of long since bygone days. The theme is printed in relief on the cars! What an incredible effect!

The painting adorning this car shows Austria's largest steam locomotive, the class 12 of the BBÖ. It is running on the directional track of a main line with a heavy, important express train of the Thirties of the previous century. The baggage car behind the steam locomotive still has a cupola at the center of the roof. On the opposite track the observer will recognize probably the most striking distant signal of the world of railroading. It is also affectionately designated as the "Fried Egg". This steam train has just passed under a large viaduct, which is also used by a main line. However, in this case an electrified main line! The "Köfferli", class Ce 6/8 I of the SBB, also known as the mother of the legendary "SBB Crocodile" Ce 6/8 II or III, is running on this line with a mixed freight train that does not seem to end. A caption to go with this image could be: Swiss electric meets Austrian steam locomotive giant. The remarkable thing is the fact that the class 12 of the BBÖ is shown on several historic Märklin catalog title pages of that time. The prototype was built from 1928 to 1936, and at this time it was brand new and was still being built. However, this locomotive was never done by Märklin as a model.

45903 Märklin Catalog Car for 1932

Prototype: Privately owned type Ibopqs refrigerator car with the title page of the Märklin catalog from 1932.

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.

Peach Fuzz

48554 PANTONE Color of the Year for 2024 Car

PANTONE 13-1023 Peach Fuzz is a velvety gentle peach whose all-embracing spirit enriches mind, body, and soul. A warm and cozy shade highlighting our desire for togetherness with others and the feelings this creates, PANTONE 13-1023 Reach Fuzz presents a fresh approach to new softness.

One-time series.

Friendly, gentle, and challenging

Color of the Year 2024

PANTONE
13-1023
Peach Fuzz

Length over the buffers 16.2 cm. 6-3/8". DC wheelset E700580.

Pantone LLC Color of the Year 2024 © Pantone LLC, 2024.
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Christmas 2024

48424 H0 Christmas Car for 2024

Prototype: Type Tms 851 sliding roof gondola with brakeman's cab and hand brake as a privately owned car of the Christmas Railroad (WB).

Model: The sliding roof on the gondola can be opened.
Length over the buffers 12.2 cm / 4-13/16". DC wheelset E700580.

The special gift idea for Christmas

Sliding roof can be opened

Model decorated for Christmas

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

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

Märklin Magazin Annual Car

48524 Märklin Magazin H0 for 2024

Prototype: Type Tbis 870 two-axle sliding roof / sliding wall car. Privately owned car for the Märklin Magazin, Göppingen, Germany, used on the German Federal Railroad (DB). End ladders and operating platforms included. Brakeman's platform at one end of the car. Sliding doors of convex construction. The car looks as it did around 1990.

Model: The high mounted operating platforms and ladders at the ends of the car are separately applied. There is a brakeman's platform at one end of the car. The 2-part car roof is constructed of metal and each part can be opened. Length over the buffers 16.5 cm / 6-1/2". DC wheelset E700580.

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https://www.maerklin.de/en/experience/maerklin-magazin

The Märklin Magazin annual car for Z Gauge can be found on page 41.

Ahead of the Times MHI Exclusive

Electric mobility has been extremely fashionable for some time. Here, the by no means outdated German Federal Railroad had developed as early as the Fifties an ingenious concept for running trains electrically on non-electrified routes. Starting in 1954, the DB purchased 242 rechargeable battery powered rail cars as the class ETA 150, which were underway ecologically for decades in the north, south, east, and west. The units called "Rechargeable Lightning Bolts" or "Whistle Buoys" ran mostly in conjunction with the control cars (class ESA 150) made to go with them. Their very powerful Siemens traction motors even allowed the units to pull through cars, mail cars, or freight cars. Charging stations were set up in the respective areas of use for these units affectionately nicknamed "Rechargeable Lightning Bolts" or "Whistle Buoys". The range, depending on the type of battery, was an astonishing 250 – 500 kilometers / 156 – 312 miles. Numerous "Whistle Buoys" underwent the paint scheme change introduced in 1975 of ocean blue / ivory. Yet, the star for these progressive units began to sink. In 1995, the last set, designated since 1968 as 515/815 was retired. Two units remain preserved in Bochum-Dahlhausen and Nördlingen.

© W. Bügel, Eisenbahnstiftung

IV

88251 Class 515 Rechargeable Battery Powered Rail Car with Class 815 Control Car

Prototype: German Federal Railroad (DB) class 515 rechargeable battery powered rail car and class 815 control car in an ocean blue / ivory paint scheme for Era IV. The units look as they did around 1978.

Model: The frames are constructed of metal, and the bodies are made of plastic. Both trucks of the powered rail car are driven by a motor with a bell-shaped armature. Triple warm white LED headlights and dual red LED marker lights change over with the direction of travel. The rear headlights and marker lights on the motor car can be turned off. The cabs are modelled with LED interior lighting. The passenger area is suggested and includes lighting. There is a very high level of detailing with a fine and extensive paint scheme and lettering. A high model weight provides good pulling power.
Length over the buffers approximately 217 mm / 8-1/2".

One-time series.

Highlights:
- **Motor with a bell-shaped armature**
- **Warm white LED headlights and red LED marker lights change over with the direction of travel**
- **Rear headlights and marker lights on the motor car can be turned off**
- **Frames constructed of metal, and bodies made of plastic**
- **Cab lighting and cab interior details**
- **Suggested interior details including passenger area lighting**

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 47 for warranty terms. A current explanation of the symbols can be found on the Internet at www.maerklin.de

88099 Diesel Pneumatic Compressed Air Locomotive V 3201

Prototype: German State Railroad Company (DRG) class V 3201.

Model: The locomotive body is constructed of real die-cast bronze, produced using hand work, and has a protective clear coat. The locomotive has a finely balanced color design with bronze and black tones. The locomotive has a motor with a bell-shaped armature and dual white LED headlights that change over with the direction of travel. All driving axles are powered. The lettering is reduced in favor of the bronze look.
Length over the buffers 70 mm / 2-3/4".
The locomotive comes in special high quality wooden packaging and a certificate of authenticity.

Highlights:

- **Model from the Märklin Z Investment Casting Edition**
- **One-time production of the model with a locomotive body finely cast in bronze**
- **Motor with a bell-shaped armature**

Certificate of authenticity included and quality wood packaging

Locomotive body constructed of real bronze casting

LED headlights that change over with the direction of travel

V

88241 Class Re 620 Electric Locomotive

© Titane8226, wikimedia

Prototype: SBB Cargo (Swiss Federal Railways Freight Service Area) class Re 620 electric locomotive as it looked in Era V.

Model: A motor with a bell-shaped armature is included. The outer trucks are powered. The body is made of plastic and the frame is constructed of metal. The intricate grab irons are separately applied. The locomotive has improved pantographs. Maintenance-free, warm white LEDs are used for the headlights and marker lights (3 x white at the front, 1 x white right rear – Swiss headlight / marker light changeover). The rail pilots on both trucks pivot. The cab interiors as well as the engine room interior is realistically modelled.
Length over the buffers approximately 88 mm / 3-1/2".

Highlights:
- **Motor with a bell-shaped armature**
- **Pivoting rail pilots**
- **Cab interiors modelled**
- **LED lighting with Swiss headlight / marker light changeover**

Peach Fuzz

82164 PANTONE Color of the Year for 2024 Car

PANTONE 13-1023 Peach Fuzz is a velvety gentle peach whose all-embracing spirit enriches mind, body, and soul. A warm and cozy shade highlighting our desire for togetherness with others and the feelings this creates, PANTONE 13-1023 Reach Fuzz presents a fresh approach to new softness.

One-time series.

Friendly, gentle, and challenging

Length over the buffers 64 mm / 2-1/2".

Color of the Year 2024

PANTONE
13-1023
Peach Fuzz

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Christmas 2024

80634 Z Gauge Christmas Car for 2024

Prototype: Württemberg type CI WÜ 04/05.

Model: This is a passenger car in a decorative Christmas design.
Length over the buffers 60 mm / 2-3/8".

Continuation of the popular series of Christmas cars.
The product packaging continues the car design.

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

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

Märklin Magazin Annual Car

IV

80834 Märklin Magazin Z Gauge Annual Car for 2024

Prototype: Privately owned 4-axle bottle car for the Märklin Magazin, used on the German Federal Railroad (DB), designed for the transport of carbide. The car looks as it did in Era IV.

Model: This is a continuation of the series of Märklin Magazin cars.
This is a one-time edition in 2024. The car is finely imprinted.
Length over the buffers 56 mm / 2-3/16".

Continuation of the popular Märklin Magazin Annual Car series.

The Märklin Magazin annual car for H0 can be found on page 37.

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https://www.maerklin.de/en/experience/maerklin-magazin

In Green and with Oil

mfx DCC III

55126 Steam Locomotive 18 314

Prototype: Express steam locomotive and experimental locomotive, road number 18 314, for the VES-M Halle (Saale) (Railroad Research and Development Locomotive Management Department). Baden class IVh in the rebuilt version of the German State Railroad with a "Reko" rebuilt boiler, partial streamlining, and oil firing. The locomotive looks as it did in Era III, in 1968 shortly after conversion to oil firing.

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

One-time edition.

Highlights:

- **Highly detailed full metal construction**
- **Decoder generation with a current buffer and up to 32 functions**
- **Load-controlled operating sounds synchronized with the wheels**
- **Cab lighting**
- **Firebox flickering**

The "Schorsch" was given a new green paint scheme in 1968, in which the smoke box and the smoke deflectors remained black.

Prototypical valve gear switchover in 5 steps

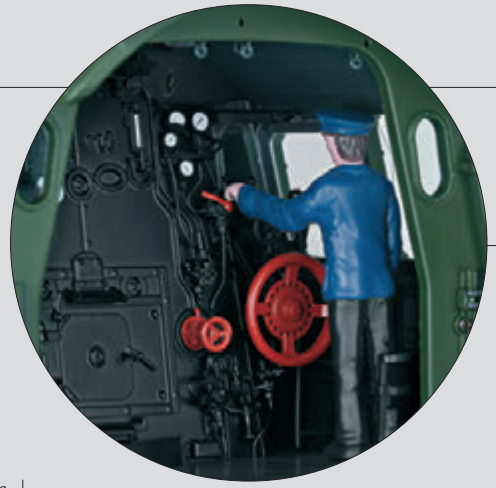
Total length approximately 74 cm / 29". Weight approximately 9.2 kilograms / 20 pounds 4 ounces

The decorative striping was interrupted at the cab from 1968 to 1970

Light color correct for the era and that changes over with the direction of travel

Frame, locomotive body with boiler, etc. are constructed of die-cast zinc, separately applied parts constructed of brass

59960 working display goes with this model



Special function: The locomotive engineer activates the controller (servo activated)

Smoke stack with Caledonian rim and a chromium ring

Built-in buffer capacitor

Smoke box door can be opened

Dome hatches can be opened

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

Smoke unit includes steam exhaust synchronized to the wheels

Model description online at:
https://www.maerklin.de/products/55126

New York Central Lines

EDITION MÄRKLINEUM

mfx DCC II

55688 Class Ce 6/8 III Freight Locomotive

Prototype: Swiss class Ce 6/8 III "Crocodile" freight locomotive. White version of the New York Central Lines, based on a hand sample (one of a kind) produced by Märklin for the USA in the Thirties.

Model: The running gear with the main frame and locomotive body are constructed of die-cast zinc. The locomotive has many separately applied parts of centrifugal 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 centrally mounted 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 oncoming train light on the front 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).
Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers 62.6 cm / 24-5/8".
Weight 6.5 kilograms / 14 pounds 5 ounces.

Highlights:

- **Extremely extensive sound features**
- **Oncoming train light can be controlled**

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Special sound function	
Telex coupler on the rear						Special sound function	
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						Stat. Announce. – Swiss	
Letting off Air						Special sound function	
Light Function						Special sound function	
Light Function						Windshield wiper sounds	
Special sound function						Special sound function	
Light(s) for Oncoming Train						Telex coupler on the front	

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

59960 and 59961 working display goes with this model

Perfectly realized as the "White Crocodile"

Double-arm pantographs that can be raised and lowered with servomotors in digital operation

Built-in buffer capacitor

Telex couplers can be controlled digitally

© ullstein bild – adoc-photos

New York Central Railroad (NYC) – in the Thirties a name of importance in the American world of railroading. At that time, a New York dealer ordered several 0 Gauge locomotives in a white paint scheme, presumably inspired by the light external design of the newly introduced, ultramodern NYC streamliner trains such as the "Twentieth Century Limited", a 5-star hotel on rails for the beautiful and rich. The impressive Swiss locomotive legend for no less famous train legends of the great railroad company of its home town might have been a quite personal American Dream. More than just this dream can be dreamed again with the new 1 Gauge Crocodile in the light-colored NYC outfit.

This elegant beauty is available exclusively at the Märklineum

Highly detailed, prototypical cab interior

The "Märklin Bicycle" adorns both sides elegantly

Highly detailed advanced model with Swiss red and white marker light and headlight changeover

Your Club Moment.

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Register now and reserved your Club benefits!

Literature

03084 Model Railroad Manual “Modellbahn steuern mit der Central Station 3”

German language version.

03094 Model Railroad Manual “Control model railways with the Central Station 3”

English language version.

Comprehensive description of the Märklin Digital System. In this book you get all of the essential information about the Central Station 3 with Software Version 2.5: including digital control with the Central Station 3, conversion to digital operation of locomotives and trains, tips for automated processes, designing track plans. 220 pages in format Din A4.

Highlights:

- **Contains all the essential information about the Central Station 3 with Software Version 2.5**
- **The basics for digital control with the CS 3**

Index to the Item Numbers

A current explanation of the pictograms can be found on the Internet at www.maerklin.de for a product in question. You do this by going across the symbol field with your mouse.

Item no.	Page
00723	6
03084	47
03094	47
29065	8
37019	19
37407	5
37946	32

Item no.	Page
38323	9
39074	22
39231	13
39253	25
39276	20
39293	23
39299	34

Item no.	Page
39426	28
39811	26
42500	10
42510	10
42520	10
42521	10
42530	11

Item no.	Page
42540	11
42830	16
43189	14
43466	27
43467	27
45080	31
45903	36

Item no.	Page
46018	30
46154	12
46406	12
46545	24
46932	30
47129	24
47165	35

Item no.	Page
47439	31
48016	16
48424	37
48524	37
48554	36
55126	42
55688	44

Item no.	Page
80634	41
80834	41
82164	40
88099	39
88241	40
88251	38

Update CS2 4.2

Functionality after update of the CS2 to Version 4.2
(Up to 32 locomotive functions).

Update MS2 3.55

Functionality according to update for MS2 Version 3.55
(Up to 32 locomotive functions).

Your Additional Protection When Buying Märklin Products.
There are situations which you really do not want to experience. Despite this, it is good for this case if you are ideally insured. A claim is also part of these situations. A new product unfortunately no longer works. What can you do now?
The lawmakers include the seller in this case in the liability. An additional possibility is offered by Märklin: **The manufacturer warranty.** This gives you the possibility to go directly to the manufacturer and have the repair or exchange of the product done by him.

The following points about this process are very important:
This manufacturer warranty is valid for 24 months from the date on which the product was bought from an official Märklin specialty dealer, at the latest 60 months from the deletion of the item from the catalog assortment, in the case of MHI products the period of validity is 60 months from the date of purchase from the official Märklin specialty dealer, at the latest 72 months from the deletion of the item from the catalog assortment. Either the warranty form filled out completely or the purchase receipt can be used as proof of purchase. Purchase receipts from some other commercial or private reseller are not acceptable for this purpose. Whether the dealer of your choice is actually an official specialty dealer, can be checked in the dealer search on our Web pages for Märklin, Trix, and LGB. Outside of Germany, you can find these addresses at www.maerklin.com.

The manufacturer warranty cannot stand for all possible damages to a model. It therefore includes claims resulting from manufacturing, design, or material flaws. Incomplete products, shipping damage between the dealer and the customer, or damaged packaging therefore do not belong here and can therefore understandably be claimed only vis-à-vis the seller.

Invalidating warranty claims:

- In the event of disturbances caused by wear or regular wear and tear of parts subject to wear.
- When the installation of certain electronic elements contrary to the manufacturer requirements by people not authorized to do this work.
- When used in applications for a purpose other than that prescribed by the manufacturer.
- When the manufacturer’s notes in the operating instructions are not followed.
- Any claims for defects are excluded from the warranty, guarantee, or compensation, if outside parts are installed in Märklin products, which are not authorized by Märklin, and the defects or damages have been caused by these parts. The same applies to conversions not done by either Märklin or workshops authorized by Märklin. In general, the rebuttable presumption that the cause for the defects or damages are due to the previously mentioned outside parts or conversions applies to the favor of Märklin.

The warranty deadline is not extended by repair or delivery of a replacement. Warranty claims can be submitted either directly to the seller or by sending the claimed part together with the warranty form or the purchase receipt and a defect report directly to the firm Märklin. In the event of repairs, Märklin and the seller do not assume any liability for data or settings that may be stored on the product by the customer. Warranty claims with postage due cannot be accepted. The purchase made at an official specialty dealer therefore offers not only the guarantee of receiving good advice and extensive service, but also reduces the danger of being left with the costs arising from possible later claims.

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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!**

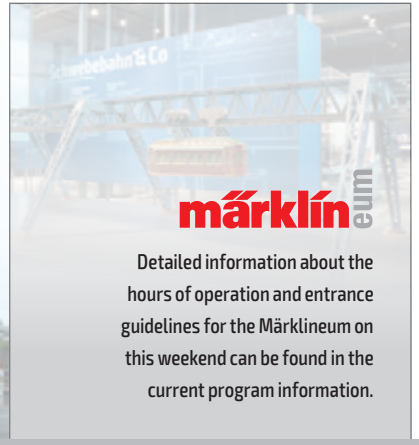
Mark your calendar now!
Current program information: www.maerklin.de

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



märklineum

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

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märklin
www.deutsche-standards.de

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www.tuev-sued.de/ms-zert

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.

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399 102 – 05 2024

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