

New Items for 2020





450557500 Piccolo
VW T1 DoKa with a Trailer and VW Beetle #53



Preproduction Models



452655400 Edition 1 : 87
Set of 4 Strong Brands VW T1 Bus Knorr, VW T1 Panel Truck Maggi



Preproduction Models



452655300 Edition 1 : 87
Set of 3 DB LCL MB L322, Hanomag F55, VW T2 Panel Truck



Sample Image

452653800 Edition 1 : 87
Display of 16 Märklin T1 Panel Truck, T1 Flatbed/ Tarp, T2 Panel Truck, T3 Panel Truck, 4 of each



Preproduction Model

450041300 Edition 1 : 18
BMW Isetta Yellow/Beige with Sun Screen, Trunk



Preproduction Models



Preproduction Model

450785400 Edition 1 : 32
VW T1 Panel Truck MÄRKLIN, as per former 1:18





Märklin Dealer Initiative 6



Märklin my world 20



Märklin H0 36



Accessories 120/145/159



Märklin Z Gauge 122



Märklin 1 Gauge 146

Dear Märklin Fans,

This year we are again presenting you many fascinating models for your gauge with our new items brochure. You can play to your heart's content with the new theme worlds at My World or Start up. (Returning) beginners will find for themselves technically perfected and visually impressive locomotives such as a Köf III switch engine.

Starting on page 36, there are many new items for advanced model railroaders, collectors, and anyone wanting to become one or the other. The railroad has left its stamp on the life of entire cities and regions for many generations. For many rural areas in the past, it was even the lifeline connecting everyone with each other. It is thus no wonder that we always attach special importance to freight service in our models. This year we are putting the entire range on model railroad rails. Whether it's the rugged T3 from early Era I or the vigorous class 44 steam locomotive of the Sixties. It gets modern with a locomotive type that has pulled a lot on the rails with its power. We are talking about the locomotive series of the Class 66, which is taking up its service for the first time in the proven Märklin quality.

Join us in exploring thoughts about the many facets of passenger service by train. A class 78 / class 078 thus starts running steaming and hissing in shuttle train service as completely new tooling on your layout. It is accompanied by a car consist authentic for that time. You will find perfection down to the smallest detail with our Z Gauge. For example in the form of a whole set for the 175th anniversary of railroading in Württemberg or a blue class 03.10 and a skirted car express train – a realistic train consist from the Fifties – conjuring up a breath of nostalgia on your layout.

It gets really impressive in 1 Gauge. Here you can see up close the change in the use of the gigantic V 320. With an impressive size of over 70 cm / 27 inches and an incredible weight of 7 kilograms / 15 pounds. We are presenting this locomotive with its history over a time span from 1965 to 2015 in six different variations. Experience a terrific locomotive through the years and through the changes in its tasks.

Welcome to the Märklin World and to our new items for 2020! We hope you have a lot of fun building, collecting, and discovering.

Your Märklin Team

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



Your Märklin YouTube Channel

Many helpful tips and explanation videos that can be called up at any time!

Often a few pictures say more than a thousand words. Based on this assumption many helpful tips await you on the newly created Märklin YouTube channel.

Have a look right now.

At <https://www.youtube.com/maerklin-gp>

Many Tips about the CS3, Mobile Station, Signals, Turnouts, Setup and, and, and...



Märklin Instructions – Controlling turnouts digitally with the CS3



Instructions – 2 Mobile Station units on a layout



Creating a track plan for an H0 model railroad – Instructions for the Märklin CS3

Test our new Märklin YouTube channel

Class 66

Diesel Locomotive Class 66 (EMD JT42CWR)

In 1985, the American builder Electro-Motive Division (EMD), a 100% subsidiary of General Motors (GM), built an affordable diesel locomotive for the first time for the British market. The result was a six-axle diesel electric unit of the type EMD JT26CW-SS in a squared off design and with a 2,460 kilowatt / 3,297 horsepower GM 16-645E3C diesel motor. It was designated as the class 59 and its external dimensions fit the smaller British clearance gauge. As a basis, EMD used the type SD40-2 American diesel locomotives built in large quantities, which were very reliable due to their proven, simple construction. EMD initially overhauled and improved the class 59 in the mid-Nineties for British rail companies as externally largely unchanged locomotives with a 2,350 kilowatt / 3,150 horsepower GM motor, type 12N-710G3B-EC as the class 66 (Type JT42CWR), which initially went into opera-

tion starting in 1998 on the British EVU. Its diesel motor powered an M AR8/CA6 type three-phase generator, which provided the electrical power for the six series-wound commutator traction motors, which were mounted in the trucks and drove the wheelsets by means of an axle-hung gearbox. Their three-axle trucks had radially adjustable end wheelsets and a middle wheelset with side play. The two end cabs were connected with each other by a corridor through the engine room. The engineer sat on the left side instead of the right because the locomotives were originally designed only for use Great Britain. With a maximum speed of 120 km/h / 75 mph, they could keep up with other trains on electrified main lines.

Due to tougher exhaust regulations starting January 1, 2009, in 2005 this type series had to be overhauled in order to comply

with the exhaust standard in effect at that time, EU Level IIIa. The result by the end of 2005 was the lower emissions variation as JT42CWRM (in Great Britain: JT42CWR-T1) with an improved 2,420 kilowatt / 3,244 horsepower type 12-710G3B-T2 diesel motor. The locomotives also had better sound insulation in the cabs, optional installation of an air conditioning system, a third door on one side due to partial removal of the continuous side corridor in the locomotive body, two-part side cab windows, as well as larger ventilation fan louvres.

The first railroad company to bring the class 66 to Germany was the Cologne Harbor and Freight Service, Inc. (HGK), today RheinCargo, Inc. (RCH). In 1999, this railroad company initially leased 2 locomotives as road numbers DE 61 and 62, which it then bought in 2000/01. At almost the same time, the class 66 came into

Class 66

other European countries and you can thus presently find these locomotives in France, Belgium, Denmark, the Netherlands, Luxembourg, Norway, Poland, and Sweden. Forty-one of the JT42CWRM even reached Egypt. By the time production was stopped in 2016, 651 units had been delivered to European customers, 436 units as JT42CWR and 215 units as JT42CWR(M/-T1). Many class 66 locomotives belong to leasing companies such as Porterbrook Leasing Company, Eversholt Rail, Beacon Rail Leasing, or Macquarie European Rail, which lease the locomotives to third parties in numerous European countries. Paint schemes and lettering therefore vary a great deal and change constantly.



39060 Class 66 Diesel Locomotive
Page 80



39062 Class 66 Diesel Locomotive
Page 102



39061 Class 66 Diesel Locomotive
Page 101



39063 Class 66 Diesel Locomotive
Page 112



The Märklin Classics! – Continuously Available

Continuously Available.

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

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

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

What does this mean for me as a customer?

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



36244 Class 24 Steam Locomotive



4314 Passenger Car



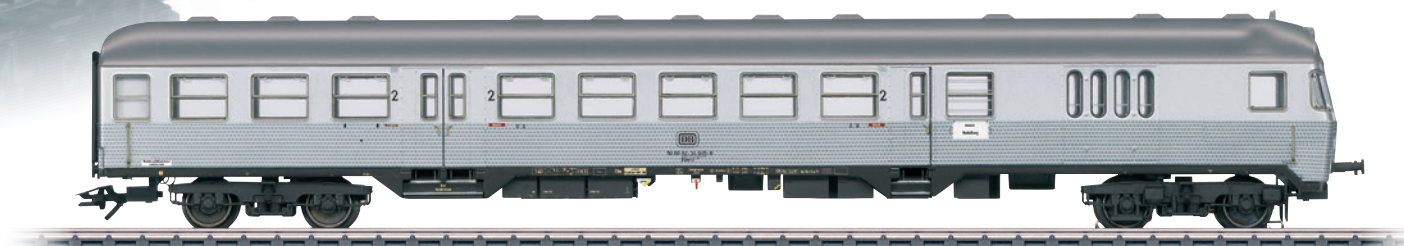
The entire overview of the current classics can be found online at:
<https://www.maerklin.de/de/lp/2018/maerklin-klassiker>



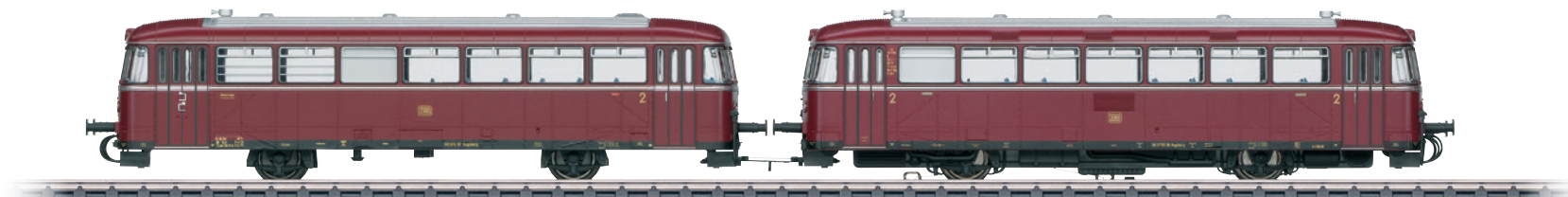
37108 Class 110.1 Electric Locomotive



37806 Class V 200.0 Diesel Locomotive



43899 Cab control car



39978 Class VT 98.9 Powered Rail Car





30 ^{JAHRE} **mhi** 
märklin Händler-Initiative

2020 – 30 Years of the Märklin Dealer Initiative – 30 Years of Unique Series

The Märklin Dealer Initiative MHI is an association of medium size toy and model train specialty dealers. For 30 years, the MHI has been committed to its member dealers – the stationary specialty dealer.

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



40691 French "Tin-Plate" Express Train Passenger Car Set

Prototype: 4 different design French State Railways (SNCF) four-axle express train passenger car in a green / light gray basic paint scheme. 1 type A9 car, 1st class. 1 type A4B5x car, 1st/2nd class. 2 type B10 cars, 2nd class. The cars look as they did in the mid-Seventies.

Model: All of the cars have Relex couplers. The cars have different car numbers. Each car is packaged individually in marked boxes, which are based on the passenger car packaging design of that time. There is also a master package.

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


One-time series.



40691

30380



 This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 169 for warranty terms. See Page 168 for an explanation of the symbols and age information.



30380 Class BB 9200 Electric Locomotive

Prototype: French State Railways (SNCF) class BB 9200 electric locomotive. Green basic paint scheme. With double arm pantographs. Locomotive road number BB 9278. The locomotive looks as it did in the mid-Seventies.

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. The 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. Both ends of the locomotive have coupler hooks with the advance uncoupler. The packaging has a colored representation of the locomotive based on the historic packaging of that time. Length over the buffers 18 cm / 7-1/8".

Highlights:

- Märklin classic from the Sixties / Seventies.
- Packaging based on the colored packaging of that time.
- Contemporary with an mfx digital decoder.

One-time series.

Continuation of the retro series of old Märklin classics

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



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The Reliable Class 74 in Shuttle Service



43146 Passenger Car Set with a Cab Control Car

Prototype: German Federal Railroad (DB) corridor cars and a cab control car. The set consists of 3 "Donnerbüchsen" / "Thunder Boxes", two type Ci, 3rd class, and one type BCi, 2nd/3rd class, and one type Pwif-41/52 passenger train baggage car with a cab. The cars look as they did in the mid-Fifties.

Model: All of the cars have factory-installed LED interior lighting that can be controlled from the cab control car. The cab control car has an mfx digital decoder and many sound and light functions. The cab control car also has triple headlights and dual red marker lights that change over with the direction of travel, and can be controlled digitally. The cars have couplers in NEM pockets with guide mechanisms. Total length over the buffers approximately 60 cm / 23-5/8".

Highlights:

- All of the cars include LED interior lighting.
- Cab control car includes headlight / marker light changeover.

This car set can be found in DC in the Trix H0 assortment under item number 23456.

One-time series.

Digital Functions	CU	MS	MS2	CS1	CS2-3
Interior lights					
Headlight(s)					
Load area door					
Electric cart					
Conductor – delay					
Dialog					
Loading – malfunction					
Dialog					
Conductor – departure					
Shipping documents					
Conductor – toilet					
Bell					
Operating sounds					
Surrounding sounds					
Station Announcements					
Rail Joints					

Cab control car includes an mfx decoder and a variety of sound and light functions



The headlights / marker lights on the cab control car change according to the direction





36746 Class 74 Steam Locomotive

Prototype: German Federal Railroad (DB) class 74 tank locomotive, former Prussian T12. Road number 74 867. Era III. The locomotive looks as it did around 1955.

Model: The locomotive has an mfx digital decoder and a special motor with a flywheel. 3 axles powered. Traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has many separately applied details. Length over the buffers 12.7 cm / 5".

Highlights:

- Detailed, affordable beginner's model.
- mfx decoder and full sound included.
- Locomotive engineer included.

This locomotive can be found in a DC version in the Trix H0 program under item number 22550.

One-time series.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)	█	█	█	█	█
Rear Headlights off	█	█	█	█	█
Locomotive operating sounds	█	█	█	█	█
Locomotive whistle	█	█	█	█	█
Direct control	█	█	█	█	█
Sound of squealing brakes off	█	█	█	█	█
Bell	█	█	█	█	█
Switching maneuver	█	█	█	█	█
Letting off Steam	█	█	█	█	█
Front Headlights off	█	█	█	█	█
Sound of coal being shoveled	█	█	█	█	█
Conductor's Whistle	█	█	█	█	█
Air Pump	█	█	█	█	█
Whistle for switching maneuver	█	█	█	█	█
Ticket please	█	█	█	█	█
Station Announcements	█	█	█	█	█

First time with expanded, digitally controlled light and sound functions as well as white/red headlight / marker light changeover



43146

36746

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 169 for warranty terms. See Page 168 for an explanation of the symbols and age information.

Touristikzug



43879 "Touristikzug" Passenger Car Set

Prototype: Five different design German Railroad, Inc. (DB AG) passenger cars. One type Bvmkz 810 passenger car, two type Bpmz 811 passenger cars, one type WRmz 137 dining car, and one type Dmsdz 813 baggage car. Version with "Touristikzug" / "Tourism Train" paint scheme. The cars look as they did in 1995.

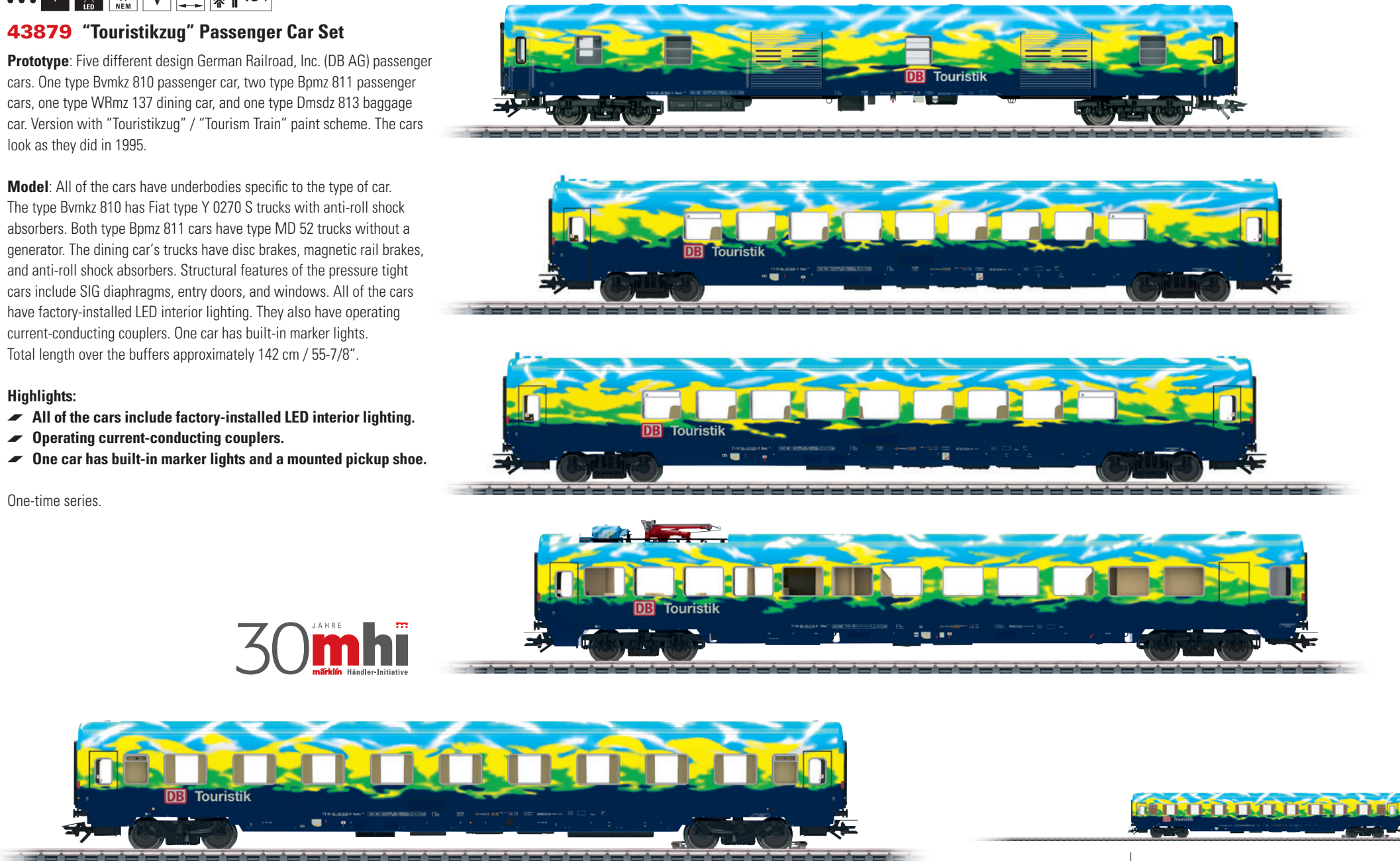
Model: All of the cars have underbodies specific to the type of car. The type Bvmkz 810 has Fiat type Y 0270 S trucks with anti-roll shock absorbers. Both type Bpmz 811 cars have type MD 52 trucks without a generator. The dining car's trucks have disc brakes, magnetic rail brakes, and anti-roll shock absorbers. Structural features of the pressure tight cars include SIG diaphragms, entry doors, and windows. All of the cars have factory-installed LED interior lighting. They also have operating current-conducting couplers. One car has built-in marker lights. Total length over the buffers approximately 142 cm / 55-7/8".

Highlights:

- All of the cars include factory-installed LED interior lighting.
- Operating current-conducting couplers.
- One car has built-in marker lights and a mounted pickup shoe.

One-time series.

30 JAHRE **mhi**
märklin Händler-Initiative



 This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 169 for warranty terms. See Page 168 for an explanation of the symbols and age information.



39171 Class 103.1 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 103.1 electric locomotive. Version with lengthened cabs, without buffer cladding, and without end skirting. Road number 103 220-0. "Touristikzug" / "Tourism Train" paint scheme. The locomotive looks as it did in 1995.

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 through cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. 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 movable figure of a locomotive engineer in both cabs can be controlled digitally. The locomotive engineer also changes in analog operation with the change in direction. The pantographs can be controlled digitally. The locomotive has separately applied windshield wipers. It also has separately applied metal grab irons and roof conductors. Brake lines, prototype couplers, and steps that can be mounted on the locomotive are included. Length over the buffers approximately 23.2 cm / 9-1/8".

Highlights:

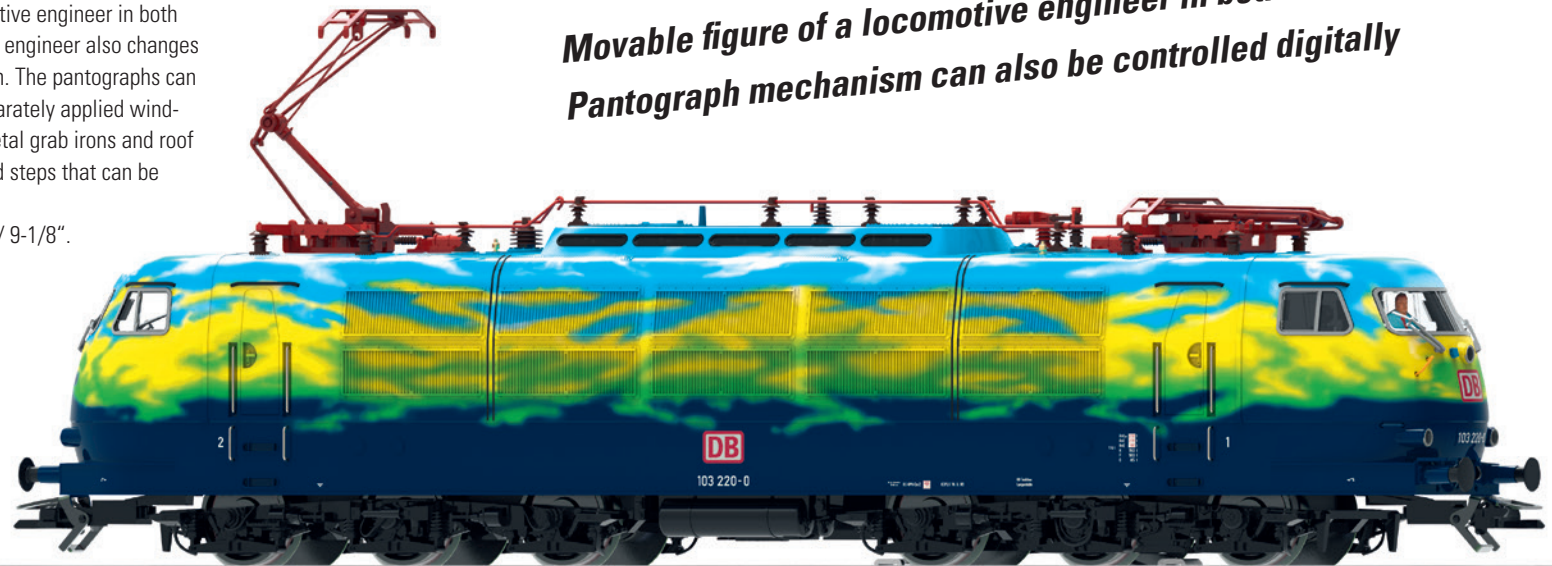
- Extensive light and sound functions.
- Locomotive engineer changes in analog operation with the change in direction.
- Pantographs can be controlled digitally.
- Cab lighting.
- Engine room lighting.

One-time series.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Compressor
Pantograph control						Letting off Air
Electric locomotive op. sounds						Sanding
Special Function						Switching maneuver
Pantograph control						Conductor
Locomotive engineer						Procedure function
Rear Headlights off						Warning announcement
Whistle for switching maneuver						Surrounding sounds
Front Headlights off						
Direct control						
Sound of squealing brakes off						
Engineer's cab lighting						
Conductor's Whistle						
Interior lights						
Locomotive whistle						
Blower motors						

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

*Movable figure of a locomotive engineer in both cabs
Pantograph mechanism can also be controlled digitally*



43879

39171



36292 Class 247 Diesel Locomotive

In 2020, the Märklin Dealer Initiative MHI is celebrating its 30th anniversary. In 1990, 49 toy and model railroad dealers in Germany joined forces to establish the Märklin Dealer Initiative. The focus of the association was optimal marketing of Märklin models in cooperation with the retail market. Interesting models in one-time series, available exclusively at MHI dealers were intended to awaken enthusiasm among collectors. Today – 30 years later – the Märklin Dealer Initiative still stands for innovative and interesting products.

The new MHI logo will adorn all MHI special productions in the future and stand as a symbol for an innovative, fresh, and modern future.

A new model has been created to go with it. It is intended to symbolize both tradition and modernity. A very current class 247 diesel locomotive (Vectron DE) in the timeless paint scheme of the classic V 200, prototype for one of the best known Märklin models. Naturally, this model is being issued in limited quantities only one time for the Märklin Dealer Initiative.

Prototype: Class 247 diesel electric locomotive (Vectron DE). German Railroad, Inc. (DB AG). Locomotive road number 247 030-0. The locomotive looks as it currently does in real life.

Model: This is a diesel locomotive constructed of metal. It has a fictitious design in the classic V 200 design in a crimson basic paint scheme, with a “V” shaped bib at both ends and lettered along the sides “Deutsche Bundesbahn”. The locomotive has an mfx digital decoder and extensive sound functions. It also has special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends of the locomotive, then the double “A” light function is on at both ends. Warm white and red LEDs are used for the lighting. Length over the buffers 22.9 cm / 9”.

Highlights:

- Locomotive includes a built-in mfx decoder and a variety of sound functions.
- Detailed, affordable beginner’s model with extensive features.
- Attractive and original design for the birthday “30 Years of the MHI – a powerful association”.

One-time special series for the birthday of the MHI.

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



This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 169 for warranty terms. See Page 168 for an explanation of the symbols and age information.





39706 Class RAm TEE "EDELWEISS" Diesel Powered Railcar Train

Prototype: Swiss Federal Railways (SBB) class RAm TEE diesel powered railcar train as the TEE "EDELWEISS", with the train route Amsterdam – Brussels North – Luxembourg – Strasbourg – Basle – Zürich. 4-part set in a crimson/beige basic paint scheme. 1 motor car, 1 compartment car, 1 dining car, 1 open seating car with a cab control compartment. Diesel powered railcar train road number 501. The train looks as it did at the end of the Fifties.

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, centrally mounted in the motor car. Two of the 3 driving wheelsets in each of the two 3-axle trucks are powered through cardan shafts. Traction tires. The train has factory-installed interior lighting in the compartment, dining, and open seating cars. The triple headlights and dual marker lights that change over with the direction of travel as well as the interior lighting will work in conventional operation and can be controlled digitally. The interior lighting in the baggage compartment of the motor car can be controlled separately in digital operation. The engine room lighting in the motor car, the cab lighting in the motor car and in the cab control compartment of the open seating car, and table lamps in the dining car can each be controlled separately in digital operation.

Maintenance-free warm white and red LEDs are used for the lighting. There is a multi-conductor special current-conducting coupling with a guide mechanism between the powered railcar train units for a continuous electrical connection for the entire train. The train has a pickup shoe circuit with current pickup at the front of the train, either the motor car or the open seating car with a cab control compartment. The train has many separately applied details. The Scharfenberg coupler (non-working) is modelled at both ends of the train. The minimum radius for operation is 437.5 mm / 17-1/4". The train can also be run on Radius 1 if you ignore the clearance gauge. Total length of the powered railcar train over the couplers approximately 113 cm / 44-1/2".

This model can be found in a DC version in the Trix H0 assortment under item number 22976 exclusively for Trix Club members.

The class RAm TEE diesel powered railcar train is being produced in 2020 in a one-time series only for Insider members.

Highlights:

- **Completely new tooling.**
- **Train constructed completely of metal.**
- **mfx+ World of Operation digital decoder with extensive sound and light functions.**
- **Factory-installed interior lighting and table lamps, can be controlled digitally.**
- **Factory-installed engine room and cab lighting included, can be controlled digitally.**
- **Controlled high-efficiency propulsion with a flywheel in the motor car, 4 axles powered.**



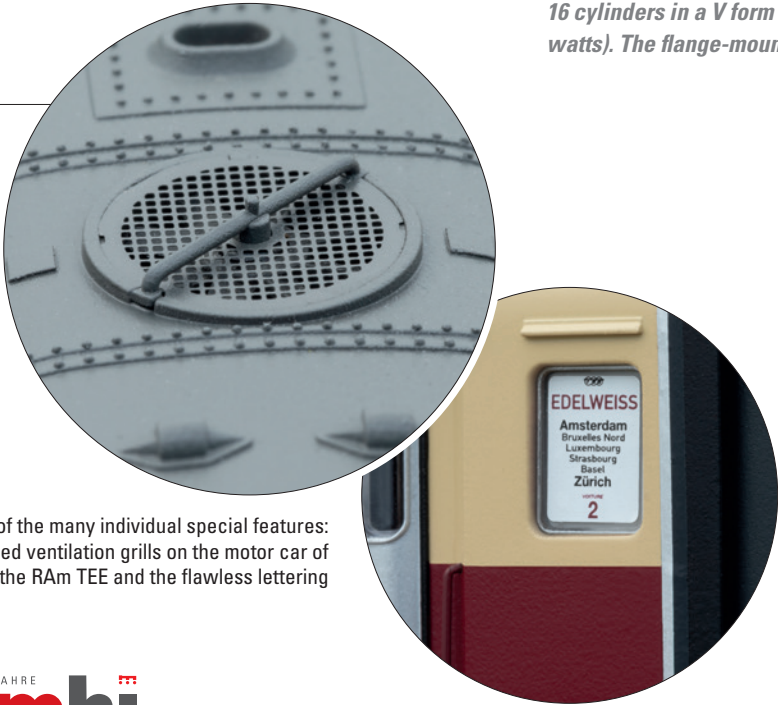
Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Interior lights					
Diesel locomotive op. sounds					
High Pitch Horn					
Direct control					
Sound of squealing brakes off					
Engineer's cab lighting					
Low Pitch Horn					
Engineer's cab lighting					
Operating Sounds 1					
Blower motors					
Table Lamps					
Light Function 1					
Light Function 2					
Replenishing fuel					
Sanding					

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

SBB Class RAM Diesel Powered Railcar Train, TEE "EDELWEISS"

After the introduction on June 2, 1957 of a high-quality TEE network agreed in 1954, the Swiss Federal Railways (SBB) and the Dutch Railways (Nederlandse Spoorwegen – NS) agreed in 1955 on the joint development of a new diesel powered railcar train in the configuration VT+VM+VM+VS. The power units were built by Werkspoor in Amsterdam. Switzerland with SIG in Neuhausen for the intermediate cars and the cab control car and Brown-Boveri in Baden for the electrical equipment was responsible for the rest of the train. The striking shape of the ends of the end cars is due to the industrial designer Elsebeth van Blerkom employed at Werkspoor, which took the egg shape as a prototype. The body of the power car was done as a torsion-resistant, self-supporting tube design with a cab, engine room, baggage compartment, rest areas, and an employee's toilet. In the engine room were two supercharged Werkspoor type RUHB 1616 diesel motors with 16 cylinders in a V form (each motor 1,000 horsepower / 735 kilowatts). The flange-mounted main generators respectively provided

the current for two each BBC traction motors (each 292 kilowatts continuous output), which were geared to the end wheelsets of both three-axle trucks. A third four-stroke diesel motor, Werkspoor type RUB 168, with eight cylinders and 300 horsepower output powered the onboard network, the air conditioning, and the dining car galley by means of a generator. The bodies for the intermediate cars and the cab control car were also constructed as self-supporting, stiff tube designs similar to the SBB lightweight steel cars and they were equipped with a standard SBB truck design. In order to provide passengers with pleasant travel, special comfort features were made available such as double-glazing of the large windows with blinds in between, which could be operated easily by passengers by means of a crank handle. Each car had air conditioning to maintain a constant temperature and continuous freshening of the air. All of the individual seats were extendable, equipped with adjustable seatbacks, and covered with top quality upholstery material.



Only two of the many individual special features: The finely etched ventilation grills on the motor car of the RAM TEE and the flawless lettering

All five powered railcar trains (SBB RAM 501–502, NS DE IV 1001–1003) were based in Zürich and used for the following TEE trains: "EDELWEISS" Zürich – Amsterdam, June 1957 – May 1974), "Étoile du Nord" (Amsterdam – Paris, June 1957 – August 1964), "L'Oiseau bleu" (Paris – Amsterdam, June 1957 – May 1964), "L'Arbalète" (Zürich – Paris, August 1964 – September 1969), and "Bavaria" (Zürich – Munich, August 1969 – February 1971). After the disastrous accident of the "Bavaria" at Aitrang on the evening of February 9, 1971, the remaining trains were still in use until the end of May 1974 as the TEE "EDELWEISS". In 1977, they were sold to the Canadian Ontario Northland Railway for use on their 388 kilometer / 242 mile long line Toronto – Timmins. After the end of their use in 1992, two cab control cars, two compartment cars, and a dining car were brought back to Europe in 1998, where they are currently being refurbished in the Netherlands.



Ask your specialty dealer about the exclusive Märklin poster brochure



This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 169 for warranty terms. See Page 168 for an explanation of the symbols and age information.





Märklin my world – Play Fun Right from the Start

Welcome to Märklin my world.

Unpack, set up, and you're ready to run. Little railroad fans like this a lot. With Märklin my world, you can experience exactly that. The sets are ideal for children ages 3 and above and are resilient. Whether battery-driven or thanks to USB rechargeable battery-driven trains – endless play fun with light and sound! The sturdy trains just right for children provide all sorts of creative, carefree play fun with their magnet couplers and especially rugged components.

New in the Märklin my world Product World:

It gets exciting and thrilling right away in a child's playroom, because the construction site train arrives at the construction site with a clear toot of

its horn. The diesel locomotive has three cars with it so that it can handle the many jobs. Everything possible can be transported with the freight cars. Look out the dump car is dumping its load. The power shovel is already coming to shovel it away. The cement car provides the necessary supplies for the construction.

In addition, a multi-faceted crane car can be used. The new construction site station just right for children offers immense play fun on two levels with several entrances. Here the construction site vehicle finds its way. At the construction site, there is always something to do and discover.

A child can get involved in the world of construction sites with fantasy and curiosity. There are roads to build, rip up, pipe to lay, rocks to dig out, or rails to lay. The construction site starter set offers a child's fantasy ma-

ny endless possibilities. With the big assortment of accessories, Märklin my world means limitless running fun on all routes.

For a child!

You give the signal – the doors close – and the trip is already starting. Your construction site goes powerfully to its next job. Press on the button on the Power Control Stick and sound the horn.

This is real fun!

3+ Suitable for kindergarten aged children



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



Removable Roof
The roof can be removed on these cars.



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



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



Battery Operation
These trains are battery operated.



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



Steaming Smokestack
Steam generator based on water.



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



Water spray function



Construction Site Theme World



44118 Crane Car

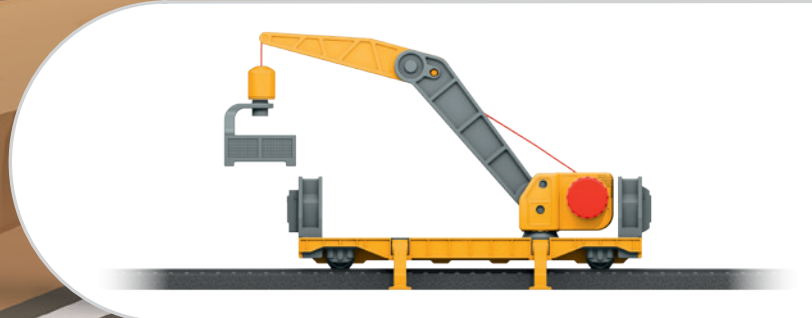
Prototype: Crane car with a crane for loading and unloading freight.

Model: The car has a crane, which can be ideal for loading and unloading all kinds of freight. The crane can be turned 360°, thus allowing the train to be loaded and unloaded. The containers from the my world assortment can be loaded and unloaded using the crane boom. In addition, the load box is ideal for transporting other smaller freight. 4 supports provide enough stability for loading and unloading. The supports and the folding crane boom can be folded in for safe movement in a train. The car has magnet couplers. Total car length 18.5 cm / 7-1/4".

Highlights:

- Crane can be turned 360°.
- Loading and unloading of all kinds of freight is possible.
- Load box included.

The construction site train available under item number 29341 can be used to make up a train.



Construction Site Theme World



29341 "Construction Site Train" Starter Set

Prototype: Construction site train consisting of a diesel locomotive, a dump car, a gondola, and a loaded cement mixing car.

Model: The freight train has a great construction site design. The locomotive has a battery drive and a magnet coupler on the back end. The motor, rechargeable battery, and all of the electronics are designed to be inaccessible for children. The locomotive can be recharged with the charging cable included with the set. The locomotive has 3 speed levels in both forward and reverse, 3 sound functions, and triple headlights that can be controlled with the Märklin Power Control Stick designed for children. The dump car has a dump container that can be tipped and the gondola is ideal for transporting construction site freight. The cement mixing car has a mixer container that can be rotated manually including little balls as a load. The mixer container can be opened and closed so that it can be loaded with different types of freight. The freight cars have magnetic couplers designed for children. Train length 48 cm / 18-7/8".

Contents: The set has 12 sections of curved plastic track, 4 sections of straight plastic track (172 mm / 6-3/4"), 2 sections of straight plastic track (188 mm / 7-13/32"), 1 section of curved plastic track (turnout curve), and 1 left turnout, and 1 track bumper. A wireless easy-to-use Märklin Power Control Stick is included. A USB charging cable for the locomotive and 2 each AAA batteries for the controller are included with this set. The train can be operated with 2 different frequencies thus allowing another battery-powered train to be operated with this set at the same time. This set can be expanded with the 23300 plastic track extension set.

The train can be operated with 2 different frequencies (G/H) in order to allow the addition of another battery-driven train.

A construction site station is available under item number 72222 to go with the construction site theme world.

Functions
Light
Construction Site Sounds
Horn
Construction Site Vehicle



Highlights:

- ✔ Operation easy for children to handle thanks to the infrared Märklin Power Control Stick.
- ✔ Quick setup with rechargeable batteries and a USB charging cable.
- ✔ Exciting construction site and lights included.
- ✔ Working freight cars for loading and unloading.
- ✔ Cement mixing car with a mixer container that can be rotated manually that can be opened, little balls as a load included.
- ✔ Construction site vehicle included.
- ✔ Four (4) part train 48 cm / 18-7/8".
- ✔ Train goes with the construction site theme world.



Construction Site Theme World

3+

72222 Construction Site Station

Prototype: Construction site station with a large crane and many other play functions, as a kit in a child's version.

Model: The construction site station has many different play functions – the highlight is the large crane in the center of the construction site station. A construction site vehicle, a fast start ramp for vehicles, windows that can be turned, construction site walls that can be moved, a bowling alley, and other functions bring lots of fun for creative playing to the theme of a construction site. The two building halves can be positioned in different angles using a pivot point. Different variations are possible for the track connection. One possibility is to use the track for the Märklin world elevated railroad in combination with the construction site station. In addition, the track can be laid through the construction site tunnel, as an ideal position for loading and unloading the train. The building can be combined at the same time with various and different track patterns using the different variations for track connections on Levels 0 and 1. The road connections are compatible with the Majorette Creatix road system. The construction site station is a sturdy building kit suitable for children ages 3 and above. Glue sheets and building instructions are included. The model is delivered in individual pieces.

Highlights:

- Large crane as a central play element.
- Construction site vehicle included.
- Maximum play enjoyment with a plug-together building kit made for children, with all kinds of play possibilities.
- A multifaceted play world that will thrill children is the result of combining with the "Construction Site" starter set.
- Playing on several levels.
- Different variations for track connections.
- Imaginative playing from the many play possibilities integrated into the building.
- Compatible with the Majorette Creatix road system – therefore many additional play possibilities.

The Construction Site Station is the ideal add-on to the 29341 "Construction Site" starter set.

Fully compatible with

MAJORETTE

thus many additional
play options

CREATIX





See Page 20 for an explanation of the symbols and age information.

Jim Button and the Wild 13



29199 "Jim Button" Starter Set

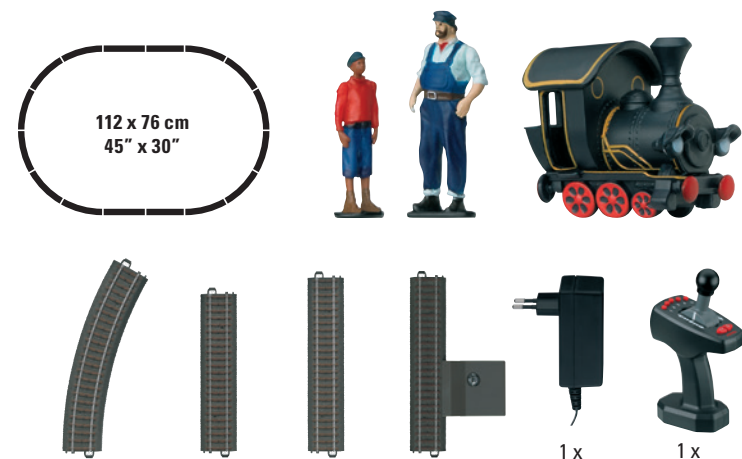
The trip begins... dive into the theme "Jim Button and the Wild 13" and start your trip together with the "Emma" locomotive, Jim Button, and Lukas the locomotive engineer. Experience the adventure and discover along with the other "Jim Button" products the world of the movie of the same name "Jim Button and the Wild 13".

Prototype: "Emma" locomotive as well as Jim Button, Lukas the locomotive engineer, and the small locomotive "Molly" from the movie "Jim Button and the Wild 13".

Model: The "Emma" locomotive has an mfx digital decoder and two sound functions that vary with the speed. It also has dual headlights that will work in conventional operation and that can be controlled digitally. Warm white LEDs are used for the lighting. The locomotive frame and body are made of plastic. 1 axle powered. Traction tires. The locomotive has coupler hooks.

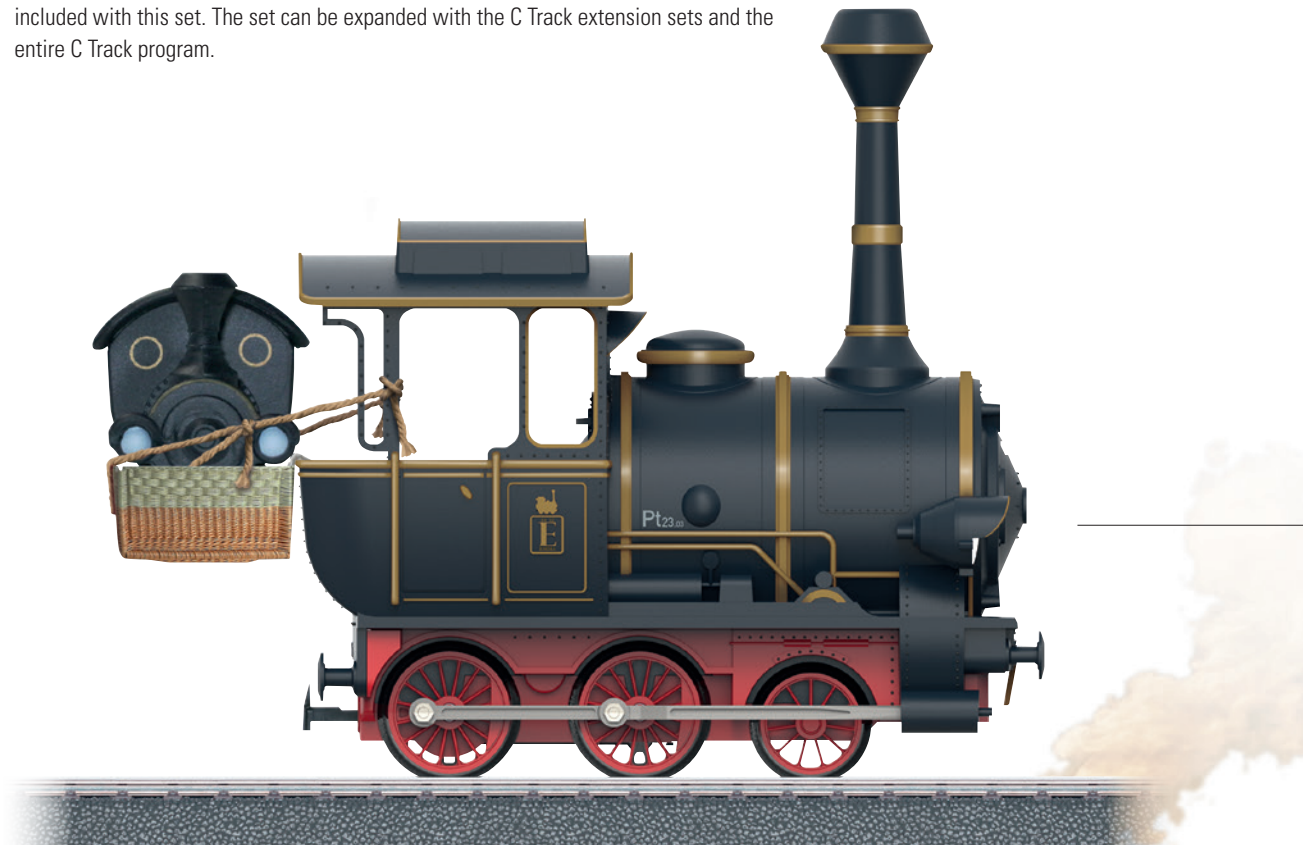
The "Emma" locomotive has a removable roof so that the toy figures Jim and Lukas can ride along in the locomotive cab. The "Emma" locomotive comes in an enlarged version (not 1:87 scale) for running on HO C Track. Jim, Lukas, and the small locomotive "Molly" are included as toy figures and provide great play value. A cutout sheet for Molly's little basket is included so that Emma can take her little Molly "piggyback" on the trip.

Dimensions for the Emma locomotive are length over the buffers 100 mm / 3-15/16", width 60 mm / 2-3/8", and height 105 mm / 4-1/8". Toy figure Jim: height approximately 36 mm / 1-7/16". Toy figure Lukas: height approximately 45 mm / 1-3/4". Molly locomotive: height approximately 42 mm / 1-5/8".



Contents: 12 no. 24130 curved track, 2 no. 24172 straight track, 1 no. 24188 straight track, 1 base station, 1 switched mode power pack, and a wireless, easy-to-use infrared controller, the Märklin Power Control Stick, are included. 2 each AAA batteries are included with this set. The set can be expanded with the C Track extension sets and the entire C Track program.

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



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



Michael Ende

JIM KNOPF UND DIE WILDE 13



Preliminary representation of the film teaser



Highlights:

- "Emma" locomotive includes a removable roof, and sound and light functions.
- Toy figures of Jim Button and Lukas the locomotive engineer, which can be put in the "Emma" locomotive cab, as well as the small locomotive "Molly" provide great play fun and accompany you on your adventure.
- Molly's little basket is included so that Emma can take her little Molly "piggyback" on the trip.
- Safe, easy for children to handle and simple control of functions thanks to the Märklin Power Control Stick.
- Digital infrared controller for control of up to 4 trains.
- Freedom of movement around the layout with the wireless infrared controller.
- The C Track layout is easy to set up.



Going backpacking with the little basket on the trip

See Page 168 for an explanation of the symbols and age information.



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Warner Bros. Entertainment GmbH
www.jimknopf.de

Jim Button and the Wild 13



44821 "Different Lands of Jim Button" Freight Car Set

Prototype: Car set consisting of 3 boxcars for the theme "Jim Button and the Wild 13".

Model: This car set has 3 boxcars with custom designs for the theme "Jim Button and the Wild 13". Each car has a unique design for different lands from the story "Jim Button and the Wild 13".

The cars have Relex couplers.

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



Each car in a unique design



The product images show preliminary designs from the current work for the beginning of the film in the fall of 2020





44822 "Treasure of the Wild 13" Pirates Freight Car Set

Prototype: Car set consisting of 2 dump cars for the theme "Jim Button and the Wild 13".

Model: This car set has 2 dump cars with custom designs for the Treasure of the Wild 13. The dump car buckets can be tipped to either side and locked in the middle position. The car set has gold nuggets for additional play value, and they can serve as a load. A pirate's eye patch made of card stock is included. The cars have Relex couplers. Length over the buffers per car 11.5 cm / 4-1/2". DC wheelset E700580.

Highlights:

- Cars in custom designs for the Treasure of the Wild 13.
- Gold nuggets included as a carload.
- Pirate's eye patch included.



There are other great products to go with the theme "Jim Button and the Wild 13".



44819 "Marine Lights" Gondola

Prototype: Gondola with lighting for the theme "Jim Button and the Wild 13".

Model: This is a gondola in a great design for the theme "Jim Button and the Wild 13". The car has magic marine phosphorescent lighting – luminous sea waves with a shimmering surface. The car has Relex couplers. Length over the buffers 11.5 cm / 4-1/2". DC wheelset E700580.

Car includes luminous sea waves as a load

WILDE 13

Preliminary representation



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www.jimknopf.de

Container Train Theme World

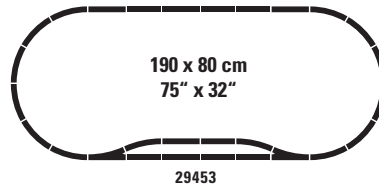
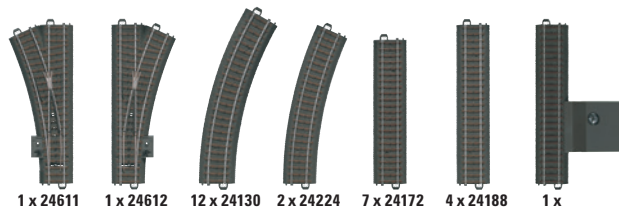


29453 "Container Train" Starter Set



Prototype: Henschel design DHG 700 fictitious diesel switch engine and 3 container flat cars painted and lettered for the German Railroad, Inc. (DB AG), loaded with different containers.

Model: The locomotive has an mfx digital decoder and a factory-installed sound functions. 1 axle powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional oper-



ation, and can be controlled digitally. There is a blinking light on the cab roof. The locomotive has coupler hooks. The 3 container flat cars are loaded with different types of containers (20-foot container, 40-foot container, and 20-foot tank container). All of the cars have Relex couplers. All of the containers can be removed from the cars and opened for loading. Train length 59.2 cm / 23-5/16".

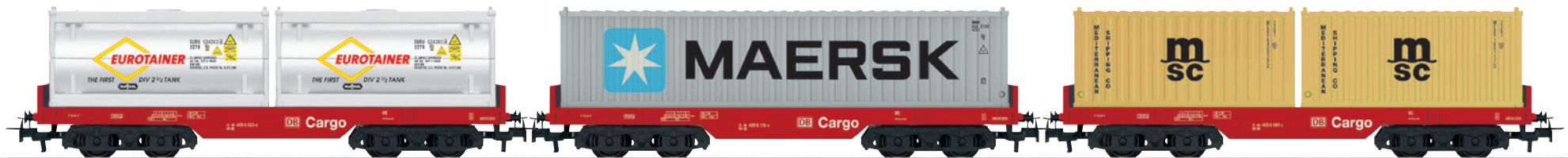
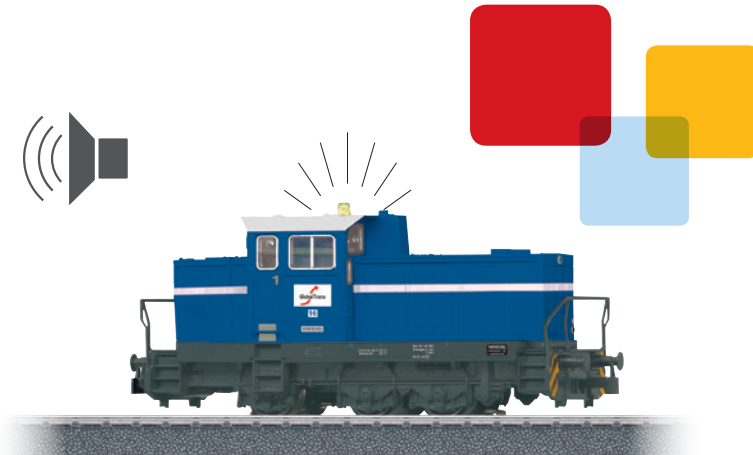
Contents: 12 no. 24130 curved track, 4 no. 24188 straight track, 1 base station, 7 no. 24172 straight track, 2 no. 24224 curved track, 1 no. 24611 left turnout and 1 no. 24612 right turnout. A switched mode power pack and a wireless, easy-to-use infrared controller, the Märklin Power Control Stick, are included. 2 each AAA batteries are included with this set. The set can be expanded with the C Track extension sets and the entire C Track program. The 74492 electric mechanism can be installed in the turnouts.

The 72453 Container Set, the 44452 car set, the 44700 car, and the 72452 Container Terminal are ideal to expand the theme world of container logistics.

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)	█	█	█	█	█
Flashing Warning Light	█	█	█	█	█
Diesel locomotive op. sounds	█	█	█	█	█
Horn	█	█	█	█	█

Highlights:

- Rugged train – ideal for children ages 6 and above.
- Container flat cars and the different types of containers designed for children.
- Locomotive includes a blinking light and sound functions.
- Safe, easy for children to handle and simple control of functions for train control thanks to the Märklin Power Control Stick.
- Digital infrared controller for control of up to 4 trains.
- Freedom of movement around the layout with the wireless infrared controller.
- The C Track layout is easy to set up.





72453 Container Set

Prototype: Containers with different types of container classes for container trains and container flat cars.

Model: The container set consists of 6 containers: two 20 foot tank containers, two 20 foot containers, and two 40 foot containers.

Highlights:

- Containers can be opened for loading.
- Ideal add-on for the play world of container logistics.

These containers go with the 29453 Container Train starter set, with the 44452 Container Loading/Unloading car set, with the 44700 Container Car, and with the 72452 Container Terminal.



72452 Container Terminal

Prototype: Modern gantry crane for loading and unloading containers.

Model: This modern container terminal features solid, sturdy construction. The model has been specially designed for the needs of children. The traveling crane can be pushed by hand. The equipment for loading and unloading containers can be raised and lowered. The entire gantry crane is mounted on wheels and can be pushed. This model comes in individual parts requiring assembly.

This container terminal goes with the 29453 "Container Train" starter set and can also have the 44452 car set and the 44700 car added to it.

Highlights:

- A variety of play possibilities around the theme of container logistics.
- Sturdy construction made for children – specially designed for the needs of children ages 6 and above.



Reissue

A variety of play possibilities around the theme of container logistics

Halloween



36872 Halloween Glow in the Dark Steam Locomotive

Steam locomotive in a custom Halloween design.

Model: This steam locomotive has a scary Halloween design. It has custom imprinting elements and the triple headlights glow in the dark. An mfx digital decoder is included. 1 axle powered. Traction tires. The locomotive has coupler hooks. Length over the buffers 10.8 cm / 4-1/4".

The imprinting and triple headlights glow in the dark



48620 Halloween Passenger Car – Glow in the Dark

Passenger car in a custom Halloween design.

Model: The passenger car has a gruesome Halloween design. Individual imprinting elements and the windows glow in the dark. The car has Relex couplers. Length over the buffers 11 cm / 4-5/16". DC wheelset E700600.

The imprinting and the windows glow in the dark





36509 Electric Locomotive

Prototype: Henschel type EA 500 electric locomotive.

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. The pantograph can be raised and lowered manually. The locomotive has coupler hooks. Length over the buffers 10.5 cm / 4-1/8".

Highlights:

- **Sturdy locomotive – ideally suited for children ages 6 and above.**
- **mfx digital decoder – locomotive can be controlled digitally.**
- **Pantograph for raising and lowering manually.**

Digital Functions
Headlight(s)



My Start with Märklin



29133 "My Start with Märklin" Digital Starter Set



Prototype: Tank locomotive, type Kklm 505 low side car to transport a bulldozer, and a dump car.

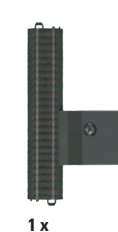
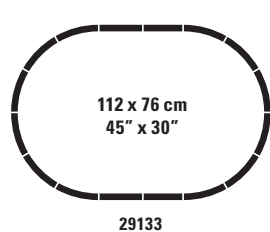
Model: The tank locomotive has an mfx digital decoder and a special motor. 1 axle powered. Traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has coupler hooks. There is 1 loaded low side car and 1 dump car, each with Relex couplers. Train length 34.0 cm / 13-3/8".

Contents: 12 no. 24130 curved track, 2 no. 24172 straight track, 1 no. 24188 straight track, 1 base station, 1 switched mode power pack, and a wireless, easy-to-use infrared controller, the Märklin Power Control Stick, are included. 2 each AAA batteries are included with this set. The set can be expanded with the C Track extension sets and the entire C Track program.

Functions
Headlight(s)

Highlights:

- Safe, easy for children to handle and simple control of functions thanks to the Märklin Power Control Stick.
- Digital infrared controller for control of up to 4 trains.
- Freedom of movement around the layout with the wireless infrared controller.
- The C Track layout is easy to set up.
- A vehicle included as a load.



mit / with
Märklin Power
Control Stick

Theme Area of Fire Department



29722 "Fire Department" Starter Set



Prototype: Fictitious fire department locomotive based on a Henschel type EA 500 electric locomotive. A low side car to transport a fire department ladder truck, a stake car with a command post, and an "Extinguishing Water" tank car painted and lettered for the DB Emergency Group.

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. The loaded low side car has a removable model of a ladder truck constructed of metal. A card stock cutout sheet of a "Command Post" is included to load on the stake car. The tank car has a brakeman's platform. All of the cars have Relex couplers. Train length 45.5 cm / 17-7/8".

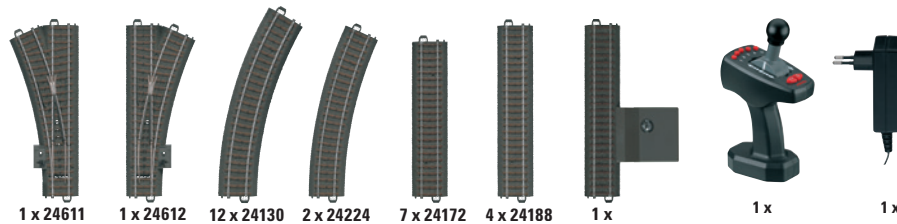
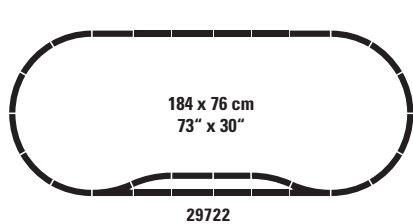
Contents: 12 no. 24130 curved track, 4 no. 24188 straight track, 1 base station, 7 no. 24172 straight track, 2 no. 24224 curved track, 1 no. 24612 right turnout and 1 no. 24611 left turnout. A switched mode power pack and a wireless, easy-to-use infrared controller, the Märklin Power Control Stick, are included with this set. 2 each AAA batteries are included with this set. The set can be expanded with the C Track extension sets and the entire C Track program. The 74492 electric mechanism can be installed in the turnouts.

Functions
Headlight(s)

Highlights:

- Rugged train – ideal for children ages 6 and above.
- A variety of play possibilities all around the theme of the fire department.
- Safe, easy for children to handle and simple control of functions for train control thanks to the Märklin Power Control Stick.
- Digital infrared controller for control of up to 4 trains.
- Freedom of movement around the layout with the wireless infrared controller.
- The C Track layout is easy to set up.
- Fire department vehicle included as a load.

The 78752 theme extension set and the 44752 car set are ideal to expand the theme world of the fire department.







Of Steam Train Trips with Elegant Beauties and Powerhouses with Special Appeal

The year 2020 at Märklin is a year of travel across all of the eras. Whether it is elegant passenger trains across national borders or the transport of all types of freight into commercial and production centers. Three great locomotive models are taking varied car sets right for their eras under clouds of smoke and steam on their runs. With tremendous thundering follows a remarkable powerhouse for your main line. Coupled to it are realistically weathered standard design tank cars on their way to be unloaded. In addition to many other real locomotive types, the class 78 as completely new tooling is arriving on Track 1.

As one of the most important locomotives of Eras III and IV, our class 78 will win you over with particularly intricate metal construction and a large number of separately applied details.

For 20 years, the Class 66 powerhouse has been at home in our broad expanses. It has become a permanent component on motive power rosters for almost all of Europe’s railroads. It is also now time to put this locomotive as new tooling for the first time in the line-up of Märklin models.

In addition to these models, there are many other surprises waiting to be discovered by you such as our Swedish class Da with its tin-plate cars limited worldwide to 1,499 pieces.

We hope you have a lot of fun browsing in the new items brochure for 2020.

Your Märklin Team

The Exceptional One

There were just 18 units of the subclass with gigantic 2 meter / 78-3/4" inch driving wheels in addition to the other units of the class S 3/6. Now this beauty is also available for the first time in the famous Märklin precision!

Completely and finely detailed new tooling



39436 Class S 3/6 Steam Locomotive, the "Hochhaxige" / "High Stepper"

Prototype: Royal Bavarian State Railways class S 3/6 express steam locomotive, road number 3624, built in 1912 and the first locomotive of this subclass.

This locomotive can be found in a DC version in the Trix assortment under item number 22403.

Highlights:

- Driving wheels modelled to scale with a diameter 2 meters / 78-3/4".
- Control rod prototypically picked out in color.
- Oncoming train light can be controlled digitally.
- Excellent running characteristics and pulling power.
- Flawless imprinting.
- 31 functions in mfx operation.
- The first subclass with a straight cab now as a model.



Our "New One" is impressive right down to the details. Realized for the first time as a Märklin model, our model impresses with a prototypical boiler construction and a unique view through the bar frame. No less impressive is the execution of the cab. Like the prototype, the boiler back wall is dotted with instruments, levers, and a prototypical control wheel picked out in color.



Ask your specialty dealer about the exclusive Märklin poster for this locomotive

The ideal add-ons for the “High Stepper” are the famous K.Bay.Sts.B. express train passenger cars with new car numbers, new overhaul dates, and a new train route from Nurnberg to Halle (S.)

41358 Type CCü Express Train Passenger Car



41359 Type CCü Express Train Passenger Car



41369 Type ABBü Express Train Passenger Car



41379 Type PPü Express Train Baggage Car



Digital Functions	CU	MS	MS2	CS1	CS2-3	CS2-3
Headlight(s)						Conductor's Whistle
Smoke generator contact						Rail Joints
Locomotive operating sounds						Coupler sounds
Locomotive whistle						Sanding
Direct control						Switching maneuver
Sound of squealing brakes off						Replenishing fuel
Light(s) for Oncoming Train						Replenishing fuel
Whistle for switching maneuver						Replenishing fuel
Engineer's cab lighting						Safety Valve
Letting off Steam						Dialog
Operating sounds						Dialog
Tipping grate						Conductor
Air Pump						Surrounding sounds
Water Pump						Station Announcements
Injectors						
Sound of coal being shoveled						

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



175 Years of Railroading in Württemberg



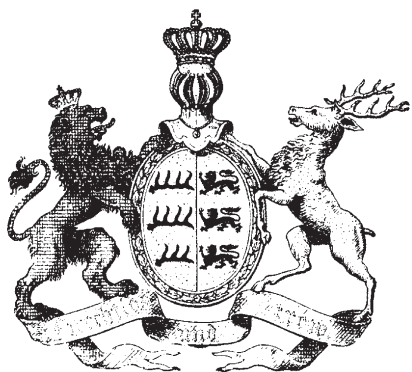
45175 "175 Years of Railroading in Württemberg" Freight Car Set

Prototype: 5 different design Württemberg State Railways (Württ.St.B) freight cars. 1 boxcar with a brakeman's cab, 1 tank car with a brakeman's cab, 1 stake car, 1 acid transport car with a brakeman's cab, and 1 beer car with a brakeman's cab. The cars look as they did around 1919.

Model: All of the cars have different car numbers. The stake car has a load of hay modelled. All of the cars are individually packaged and have a master package. Total length over the buffers approximately 60 cm / 23-5/8". DC wheelsets E700580, E700630, E36667900, E36669200.

Highlights:

- 175 Years of Railroading in Württemberg (1845-2020).
- First line opening Cannstatt-Untertürkheim on October 22, 1845.



175 Jahre Eisenbahnen
in Württemberg



45175

37586



37586 Class G 12 Steam Freight Locomotive

Prototype: Württemberg State Railways (W.St.E.) class G 12 steam freight locomotive. Olive green provincial railroad paint scheme. Road number 1901 built in 1919 under builder number 3865 by the Esslingen Machinery Company. The locomotive looks as it did when delivered around 1919.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The cab lighting can be controlled separately in digital operation. Maintenance-free warm white LEDs are used for the lighting. A factory-installed smoke unit is included. There is a permanent close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with an NEM coupler pocket and guide mechanism on the front of the locomotive. There is a close coupler with an NEM coupler pocket and guide mechanism on the rear of the tender. The locomotive has many separately applied details such as piping and sand pipes. Piston rod protection sleeves and brake hoses are included. Length over the buffers 21.2 cm / 8-3/8".

Highlights:

- 175 Years of Railroading in Württemberg (1845-2020).
- First line opening Cannstatt-Untertürkheim on October 22, 1845.

This model can be found in a DC version in the Trix H0 assortment under item number 22458.



The imprinting is razor-sharp and authentically recreated from the prototype

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

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

A factory-installed smoke unit is included







The Rugged T 3 with Freight Cars



46394 Freight Car Set

Prototype: 1 acid transport car with 12 acid pots and a handbrake / brakeman's cab for the firm Chemical Factory of Kalk, Inc., Cöln-Kalk. 1 type Ommk(u) gondola. 1 type Gm boxcar. All of the cars used on or owned by the KPEV. Era I around 1914.

Model: The acid transport car has detailed, intricate half-timber supports. It is loaded with acid containers. The gondola has a load of real, scale-sized coal. The type Gm boxcar has a high-mounted brakeman's cab.

All of the cars are individually packaged.

Length over the buffers approximately 33 cm / 13". DC wheelset E700580.



46985 Freight Train Baggage Car

Prototype: Royal Prussian Railroad Administration (KPEV) type Pg (later Pwg Pr 14) freight train baggage car. The car looks as it did around 1914.

Model: The freight train baggage car includes a roof cupola. The car has a reddish brown paint scheme. Its car number is Halle 4095.

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



Angled entry and the peephole for the "view to the rear" included





37148 Class T 3 Steam Locomotive

The variety of the Prussian class T 3 undoubtedly made it among the most popular German steam locomotives. Henschel delivered the first example of a three-axle wet steam locomotive for branch line service to the Prussian State Railways (KPEV). The T 3 impressed people with its easy maintenance, ruggedness, and versatility. The KPEV therefore purchased the immense number of 1,345 units from 1881 to 1910. This led to this lovable tank locomotive being used all over Prussia and its domains.

Prototype: Royal Prussian Railroad Administration (KPEV) class T 3 steam tank locomotive, later the class 89.70-75. Road number 6135 HALLE. This locomotive was built in 1898 by Henschel in Kassel under builder number 4938.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has a miniature motor in the boiler. 3 axles powered. Traction tires. The locomotive has detailed running gear with a representation of the Allan valve gear. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a clear view through the cab. The locomotive has many separately applied details. Brake hoses are included. Length over the buffers 9.9 cm / 3-7/8".

Highlights:

- **Very beautiful Prussian paint scheme.**
- **Older design buffers.**
- **Provincial railroad lanterns.**
- **mfx+ World of Operation digital decoder and extensive operating and sound functions included.**
- **For still more operating enjoyment in the Märklin "World of Operation".**

This model can be found in a DC version in the Trix H0 assortment under item number 22914.

In addition, another car set to go with this locomotive can be found in the Trix H0 assortment under item number 24148.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Steam locomotive op. sounds					
Locomotive whistle					
Direct control					
Sound of squealing brakes off					
Brake Compressor					
Locomotive whistle					
Letting off Steam					
Sound of coal being shoveled					
Injectors					
Coupler sounds					
Grate Shaken					
Replenishing fuel					
Replenishing fuel					
Conductor's Whistle					



46985

Trix 24148

46394

37148

DRB Freight Transport in Era II



46017 Freight Car Set for the Class 95 Steam Locomotive

Prototype: Seven different German State Railroad (DRB) type freight cars, Era II. 1 type Om Königsberg gondola with a brakeman's cab and a load of coal. One type H Regensburg pair of rotary load cradle cars with logs. 1 type O Nürnberg gondola with a load of coal. 1 beer refrigerator car for the brewery Aldersbach with a high-mounted brakeman's cab. 1 type G Kassel boxcar, and 1 type Ghs Oppeln boxcar with a brakeman's platform and a brakeman's cab. The cars look as they did around 1939.

Model: The type Om Königsberg and O Nürnberg gondolas have a load of real scale-sized coal. The pair of rotary load cradle cars is loaded with real logs. All of the cars are individually packaged and also have a master package.

Total length over the buffers approximately 78 cm / 30-11/16".

DC wheelset: Beer car E36669200, the rest of the cars E700580.



Load of real scale-sized coal

A varied car set correct for the era



See Page 168 for an explanation of the symbols and age information.



39098 Class 95.0 Steam Locomotive

Road number 95 004 was built by Borsig in 1922 under builder number 11108. It was delivered on January 31, 1924. From March of 1923 to May of 1936, it was based in Dresden-Friedrichstadt, and from June of 1936 to May of 1941 in Pressig-Rothkirchen.

Prototype: German State Railroad (DRB) class 95.0 (former Prussian T 20) freight tank locomotive. Version with 3 domes, water tanks riveted from inside without visible rivets and with openings, German State Railroad lanterns. Road number 95 004. The locomotive looks as it did around 1939.

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 is constructed chiefly of metal. A 7226 smoke unit can be installed in the locomotive. The dual headlights change over with the direction of travel. They and the smoke unit contact will work in conventional operation and can be controlled digitally. In addition, the cab lighting can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting.

There is a close coupler with an NEM pocket and a guide mechanism at both ends of the locomotive. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included.

Length over the buffers 17.4 cm / 6-7/8".

Highlights:

- **Especially intricate metal construction.**
- **Partially open bar frame and many separately applied details.**
- **Cab lighting can also be controlled digitally.**
- **World of Operation mfx+ decoder and extensive operation and sound functions.**
- **For still more operating fun in the Märklin "World of Operation".**

This model can be found in a DC version in the Trix H0 assortment under item number 25098.

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						
Direct control						
Sound of squealing brakes off						
Engineer's cab lighting						
Bell						
Letting off Steam						
Sound of coal being shoveled						
Operating sounds						
Air Pump						
Water Pump						
Injectors						
Switching maneuver						
Whistle for switching maneuver						
						Rail Joints
						Sanding
						Replenishing fuel
						Replenishing fuel
						Replenishing fuel
						Coupler sounds

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



46017

39098





Thundering Unit Train



00727 Display with 12 "Standard Design Tank Cars"

Prototype: 12 four-axle standard design tank cars, used on the German Federal Railroad (DB). Older design with pressed metal trucks and brakeman's platforms. Privately owned cars for VTG Vereinigte Tanklager und Transportmittel GmbH / United Tank Farm and Transport Service, Inc., Hamburg, Germany, the Eisenbahn-Verkehrsmittel-AG / Railroad Transportation Service, Inc., Düsseldorf (Eva), Germany, and the BP Benzin und Petroleum AG / BP Gasoline and Petroleum, Inc., Hamburg, Germany. The cars look as they did at the start of the Sixties.

Model: The cars have special smooth running trucks. They also have separately applied ladders and catwalks. Some of the cars have separately applied tank signs. All of the cars have different car numbers and are individually packaged and labelled. All of the cars have different weathering.

Length over the buffers per car 14.2 cm / 5-5/8".
DC wheelset per car E32376004.

Highlights:

- 12 different "Standard Design Tank Cars".
- Authentic weathering included.
- Cars can be sold individually from the display.
- Ideal for unit trains.



All of the cars have different weathering



See Page 168 for an explanation of the symbols and age information.



39881 Class 44 Steam Locomotive

Prototype: German Federal Railroad (DB) class 44 heavy steam freight locomotive, with a type 2'2'T34 standard design coal tender. Black/red basic paint scheme. Standard design Witte smoke deflectors, pilot truck wheel set with spoked wheels, without smoke box central locking, with an inductive magnet on one side. Road number 44 1374. The locomotive looks as it did around 1962/63.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive and the coal tender are constructed mostly of metal. The 7226 smoke unit can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. The cab lighting, firebox flickering, and flickering at the ash pan can also be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with an NEM pocket and a guide mechanism on the tender and on the front of the locomotive. The minimum radius for operation is 360 mm / 14-3/16". Protective sleeves for the piston rods, brake hoses, and imitation couplers are included as detail parts. Length over the buffers 26 cm / 10-1/4".

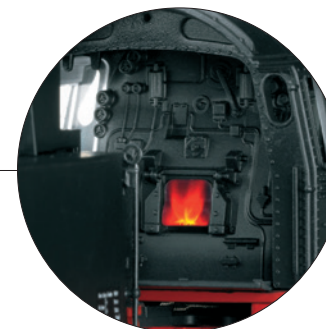
Highlights:

- **Version with a coal tender based on the new tooling for the class 44 steam locomotive.**
- **World of Operation mfx+ digital decoder and a variety of operation and sound functions included.**
- **Cab lighting, firebox flickering, and flickering at the ash pan can also be controlled digitally.**
- **Partially open bar frame with a mostly clear view between the running gear and the boiler.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**

This model can be found in a DC version in the Trix H0 assortment under item number 22980.

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

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



It's being fired up again!
The class 44 and its firebox flickering



00727

39881

In Shuttle Service in the Sixties



39786 Class 78 Steam Locomotive

Designed originally in 1911 for faster handling of passenger train service on the Isle of Rügen, the T 18 (later the class 78) resulted in one of the most successful German tank locomotives with its symmetrical design with three coupled wheel sets, two trucks, large fuel and water tanks, and a maximum speed of 100 km/h / 62.5 mph in both directions of travel. Executed as an impressive, highly detailed model of probably the most successful locomotive classes that ever ran on Germany's rails.

Prototype: German Federal Railroad (DB) class 78 (former Prussian class T18) steam tank locomotive. Version with three boiler domes (D-D-S), and a rectangular sand dome. Riveted water tanks, cab roof with a rectangular top part, triple headlights with DB Reflex glass lamps. Road number 78 516. Based in Essen. The locomotive looks as it did around 1965.

Model: The locomotive has an mfx digital decoder. It has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke generator contact will work in conventional operation and can be controlled digitally. Dual red marker lights can be controlled separately in digital operation. The cab lighting can also be controlled in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has numerous separately applied grab irons and piping. The minimum radius for operation is 360 mm / 14-3/16". Protective piston rod sleeves and brake hoses are included. Length over the buffers approximately 17 cm / 6-11/16".

Highlights:

- **Completely new tooling.**
- **Especially intricate metal construction.**
- **Many separately applied details.**
- **Cab lighting can be controlled digitally.**
- **Marker lights can be controlled separately in digital operation.**
- **A 72270 smoke generator can be installed.**

This model can be found in a DC version in the Trix H0 assortment under item number 22876.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)	█	█	█	█	█
Smoke generator contact	█	█	█	█	█
Marker light(s)	█	█	█	█	█
Engineer's cab lighting	█	█	█	█	█
Direct control	█	█	█	█	█
Front Headlights off	█	█	█	█	█
"Switcher Double "A" Light"	█	█	█	█	█
Switching maneuver	█	█	█	█	█



The image shows the first realization as a rendering

DB Tank Locomotive Road Number 78 516

Designed originally in 1911 for faster handling of passenger train service on the Isle of Rügen, the T 18 resulted in one of the most successful German tank locomotives with its symmetrical design with three coupled wheel sets, two trucks, large fuel and water tanks, and a maximum speed of 100 km/h / 62.5 mph in both directions of travel. It had two-cylinder hot steam running gear with externally mounted, horizontal cylinders positioned between the wheel sets of the pilot truck. Propulsion went to the second coupled wheel set and there was a two-axle truck front and rear, each with 40 mm / 1-9/16" of side play. The T 18 had a rugged frame. The annoying jerks still present on the prototype of 1912 at speeds of more than 60 km/h 37.5 mph were soon reduced by improved mass balancing. The T 18 was therefore authorized for 100 km/h / 62.5 mph despite its relatively small driving wheel diameter of 1,650 mm / 65".

By 1927, the DRG rostered all total 460 Prussian (and clones) as well as 20 Württemberg T 18 units as road numbers 78 001-282 and 351-528. In 1935, the Saar units (78 283-328) were added. After nationalization of the Eutin-Lübeck Railroad (ELE) in 1941, the DRG acquired its T 18 units as 78 329 and 330. About 420 units survived in the Western Zones after the end of World War II. After retiring locomotives damaged in the war, the DB still rostered 377 operational units on July 1, 1950, including 32 units on the railroad in Saarland. By the mid-Sixties, the class 78 units were an everyday sight in many railroad districts.

Road number 78 516 serving as the Märklin prototype was part of the next to the last delivery of the T 18. It was built in 1924 like almost all units at the Stettin Vulcan Works and had almost the last design of the former Prussian units with improved roof vents by virtue of a rectangular installation with adjustable hatches on the cab roof. It also had three domes (sand box, steam dome, and feed water dome) on the top of the boiler, older design buffers, continuous Knorr compressed air brakes, and De Limon lubrication pumps. Road number 78 516 took up service in the Essen

District, which it kept all of its working life. Its assignments were Mülheim/Ruhr-Speldorf, Oberhausen Main Station, Dortmund (there equipped with shuttle train control), Duisburg Main Station, Essen Main Station, and finally Paderborn. From the end of 1958 to the start of 1965, the Essen District roster had always vacillated between 50 and 62 units, of which at least 20 were shuttle train

locomotives. Starting in July of 1966, only Paderborn in the Essen District still hosted operational T 18 units, including road number 78 516. Yet it was also evident there that these locomotives could no longer be used rationally. Road number 78 516 was soon put in storage on March 1, 1967 and retired shortly thereafter on May 22, 1967.



Typical DR Worker Transport



46395 Passenger Car Set for the Class 75

Prototype: 3 German State Railroad (DR/GDR) passenger cars, 2nd class. 2 type DR B 541 cars and one type DR Btr-541 car (former type Cd-21b/33) for passengers with baggage. The cars look as they did around 1963.

Model: The 3 passenger cars, 2nd class, are bottle green in color and have no external identification for 2nd class. One car has a baggage compartment. All of the cars have new, different car numbers and are individually packaged. Length over the buffers 48 cm / 18-7/8". DC wheelset E32376004.



46395

39758



39758 Class 75.4 Steam Locomotive

Road number 75 1116 was built in 1921 under builder number 2148 by the Karlsruhe Machinery Production Company. The original Baden road number was Vlc 1120. The locomotive was based from 1949 to 1969 in Bautzen. It was retired at the Bautzen maintenance facility on August 14, 1969.

Prototype: German State Railroad (DR/GDR) class 75.4 (former Baden VI c) general-purpose steam tank locomotive. Version with dual headlights with DRB design electric lamps and riveted water tanks. Road number 75 1116. The locomotive looks as it did around 1964.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive is constructed largely of metal. The locomotive has a factory-installed smoke unit. The dual headlights change over with the direction of travel. They and the built-in smoke will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for lighting. The locomotive has numerous separately applied metal grab irons and lines. The minimum radius for operation is 360 mm / 14-3/16". Protective piston rod sleeves and brake hoses are included. Length over the buffers 14.6 cm / 5-3/4".

Highlights:

- **Especially intricate metal construction.**
- **Numerous separately applied metal grab irons and lines.**
- **mfx+ digital decoder and a wide variety of operation and sound functions included.**
- **Factory-installed smoke unit.**

This model can be found in a DC version in the Trix H0 assortment under item number 22792.

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	█	█	█	█	█	█
Bell	█	█	█	█	█	█
Whistle for switching maneuver	█	█	█	█	█	█
Letting off Steam	█	█	█	█	█	█
Air Pump	█	█	█	█	█	█
Sound of coal being shoveled	█	█	█	█	█	█
Conductor's Whistle	█	█	█	█	█	█
Grate Shaken	█	█	█	█	█	█
Injectors	█	█	█	█	█	█
Switching maneuver	█	█	█	█	█	█
Coupler sounds	█	█	█	█	█	█
Surrounding sounds						█
Sanding						█
Safety Valve						█
Replenishing fuel						█
Grade crossing						█
Squeaking sounds from wheels						█
Replenishing fuel						█
Replenishing fuel						█

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

New tooling: smoke box door and water tanks



Brawny Powerhouse



37063 Class 80 Steam Locomotive

Prototype: German State Railroad (DR/GDR) class 80 tank locomotive. The locomotive looks as it did around 1960.

Model: The locomotive has a multi-protocol digital decoder with extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has many separately applied details. Length over the buffers 11.1 cm / 4-3/8”.

Highlights:

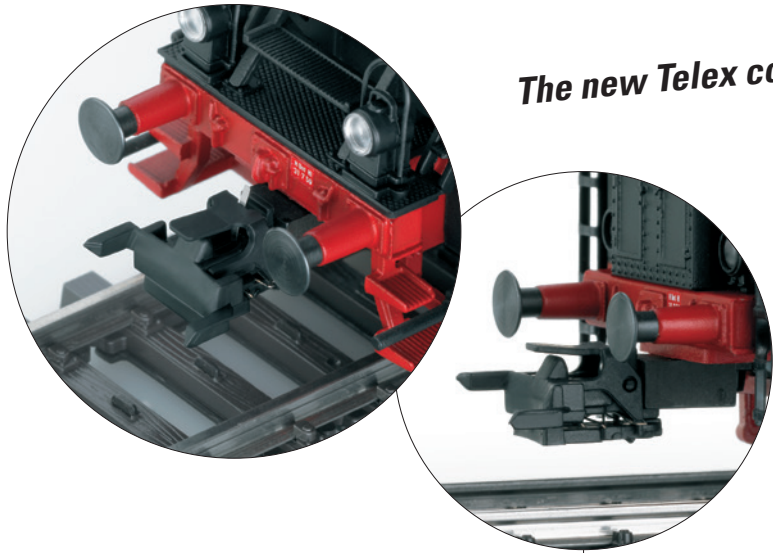
- **mfx decoder and additional sound functions included.**
- **Many separately applied details.**

Cars to go with this locomotive can be found in the Trix H0 assortment under item numbers 24134, 24135, and 24128.

This model can be found in a DC version in the Trix H0 program under item number 22113.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Telex coupler on the front					
Steam locomotive op. sounds					
Locomotive whistle					
Telex coupler on the rear					
Sound of squealing brakes off					
Sound of coal being shoveled					
Whistle for switching maneuver					
Direct control					
Letting off Steam					
Grate Shaken					
Conductor's Whistle					
Switching maneuver					
Rail Joints					
Air Pump					
Sanding					

The new Telex coupler included front and rear



Trix 24128

Trix 24135

Trix 24134

37063

See Page 168 for an explanation of the symbols and age information.



Typical for Era III



39741 Class V 160 Diesel Locomotive

Prototype: German Federal Railroad (DB) class V 160 "Lollo" general-purpose locomotive in the pre-production version. Paint scheme for the prototype series. The sides of the locomotive have different arrangements of vents and windows. Road number V 160 006. The locomotive looks as it did in 1961.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. The locomotive also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional

operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double 'A' Light" function is on at both ends. Maintenance-free warm white and red LEDs are used for the lighting. Metal grab irons are separately applied on the sides and ends. The locomotive has detailed buffer beams. Brake hoses that can be mounted on the locomotive are included. Length over the buffers approximately 18.4 cm / 7-1/4".

This model can be found in a DC version in the Trix H0 assortment under item number 22162.

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Warning announcement
Diesel locomotive op. sounds						Replenishing fuel
High Pitch Horn						Coupler sounds
Direct control						Coupler sounds
Sound of squealing brakes off						Surrounding sounds
Rear Headlights off						
Low Pitch Horn						
Front Headlights off						
Auxiliary diesel						
Blower motors						
Conductor's Whistle						
Brake Compressor						
Letting off Air						
Sanding						
Switching maneuver						
Operating sounds						

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



Learn more about the history of this locomotive online at: <https://www.maerklin.de/de/produkte/details/article/39741>



46171 Type Tnoms 35 Refrigerator Car

Prototype: German Federal Railroad (DB) 2-axle type Tnoms 35 refrigerator car. With insulated, smooth side walls and a high-mounted platform and icing opening on both ends. The car looks as it did in the Sixties.

Model: The car has separately applied icing platforms at both ends. Length over the buffers 13.9 cm / 5-1/2". DC wheelset E700580.



New refrigerator car type, not previously in the program



Whether With or Without – Switching Fun in Crimson



36345 Class Köf III Diesel Locomotive

Prototype: German Federal Railroad (DB) class Köf III diesel hydraulic switch engine with the designation Köf II. Crimson paint scheme. Road number 11 142. 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. 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. Maintenance-free warm white and red LEDs are used for the lighting. The lights can be turned off at both ends. The locomotive has a new Telex coupler front and rear that can be controlled separately. The grab irons are separately applied. Brake lines are included. Length over the buffers approximately 9 cm / 3-1/2".

Highlights:

- Extensive sound functions included.
- A new Telex coupler front and rear included.
- mfx+ digital decoder included.



Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)					
Telex coupler on the rear					Telex coupler on the rear
Diesel locomotive op. sounds					Train radio
Horn					Telex coupler on the front
Telex coupler on the front					Train radio
Direct control					Replenishing fuel
Rear Headlights off					Coupler procedure for uncoupling
High Pitch Horn					
Front Headlights off					
Sound of squealing brakes off					
Blower motors					
Coupler sounds					
Compressor					
Letting off Air					
Coupler sounds					
Switching maneuver					

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



36346 Class Köf III Diesel Locomotive

Prototype: German Federal Railroad (DB) class Köf III diesel hydraulic switch engine with the designation Köf II. Crimson paint scheme. Road number 11 142. The locomotive looks as it did around 1966.

Model: The locomotive has an mfx digital decoder. 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. Maintenance-free warm white and red LEDs are used for the lighting. The lights

can be turned off at both ends. The locomotive has a new Telex coupler front and rear that can be controlled separately. The grab irons are separately applied. Brake lines are included. Length over the buffers approximately 9 cm / 3-1/2".

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)					
Rear Headlights off					
Front Headlights off					
Switching maneuver					
Direct control					



The Class 078 with a Separately Applied Inductive Magnet



39785 Class 078 Steam Locomotive



Prototype: German Federal Railroad (DB) class 078 (former Prussian class T18) steam tank locomotive. Version with three boiler domes (D-D-S), and a rectangular sand dome. Riveted water tanks, cab roof with a rectangular top part, triple headlights with DB Reflex glass lamps. Road number 078 256-5. Based in Aalen. The locomotive looks as it did around 1969.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 3 axles powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke generator contact will work in conventional operation and can be controlled digitally. Dual red marker lights can be controlled separately in digital operation. The cab lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has numerous separately applied grab irons and piping. The minimum radius for operation is 360 mm / 14-3/16". Protective piston rod sleeves and brake hoses are included. Length over the buffers approximately 17 cm / 6-11/16".

Highlights:

- Completely new tooling.
- Especially intricate metal construction.
- Many separately applied details.
- Cab lighting can also be controlled digitally.
- Marker lights can be controlled separately in digital operation.
- A 72270 smoke generator can be installed.
- An mfx+ digital decoder and a variety of operation and sound functions included.

This model can be found in a DC version in the Trix HO assortment under item number 22875.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						
Smoke generator contact						
Steam locomotive op. sounds						
Locomotive whistle						
Direct control						
Engineer's cab lighting						
Front Headlights off						
Bell						
Marker light(s)						
Sound of squealing brakes off						
Sound of coal being shoveled						
Conductor's Whistle						
Letting off Steam						
Switching maneuver						
Whistle for switching maneuver						
Air Pump						
Water Pump						
Injectors						
Sanding						
Safety Valve						
Tipping grate						
Generator Sounds						
Replenishing fuel						
Replenishing fuel						
Replenishing fuel						

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



The image shows the first realization as a rendering



Traveling in the Lightweight Express Train



43120 Passenger Car, 1st/2nd Class

Prototype: German Federal Railroad (DB) passenger car, 1st/2nd class, for so-called lightweight express trains (LS). Type ABymb 411. Colloquially also known as "center entry cars". Version with small marker lights at the ends near the top of the car and one-piece windows at the entries on the ends of the car. Chrome oxide green paint scheme. The car looks as it did around 1969.

Model: The car has factory-installed LED interior lighting and current-conducting couplers. The interior lighting works only in conjunction with

the center entry cab control car and can be turned on and off digitally with a decoder in the cab control car. There are red transparent marker light inserts on the ends of the car. The underbody is specific to the type of car. The trucks are type Minden-Deutz heavy with double brake shoes. The minimum radius for operation is 360 mm / 14-3/16". Restroom downpipes and push/pull train control lines are included as separately mounted parts for presentation in a display case. Length over the buffers 28.2 cm / 11-1/8".

Highlights:

- **Factory-installed LED interior lighting.**
- **Operating current-conducting couplers.**
- **Interior lighting for the entire car consist can be digitally controlled with a decoder in the cab control car.**

This model can be found in a DC version in the Trix H0 assortment under item number 23120.



43160 Passenger Car, 2nd Class

Prototype: German Federal Railroad (DB) passenger car, 2nd class, for so-called lightweight express trains (LS). Type Bymb 421. Colloquially also known as "center entry cars". Version with small marker lights at the ends near the top of the car and one-piece windows at the entries on the ends of the car. Chrome oxide green paint scheme. The car looks as it did around 1969.

All additional information can be found under item number 43120.

This model can be found in a DC version in the Trix H0 assortment under item number 23160.





43330 Cab Control Car

Prototype: German Federal Railroad (DB) cab control car, 2nd class, for so-called lightweight express trains (LS). Type Bymf 436 without a baggage area. Colloquially also known as “center entry cars”. Version with small marker lights at the ends near the top of the car and one-piece windows at the entries on the ends of the car. Chrome oxide green paint scheme. The car looks as it did around 1969.

Model: The car has an mfx digital decoder. It also has triple headlights and dual red marker lights that change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The car has factory-installed LED interior lighting that can be controlled digitally. The cab lighting can also be controlled digitally. The current-conducting couplers can be controlled digitally. The underbody is specific to the type of car. There are red transparent marker light inserts on the end of the car without a cab. The trucks are type Minden-Deutz heavy with double brake shoes. The truck at the end of the car with a cab has rail clearance devices, a “Sifa” (deadman’s control system) relay box, inductive magnets, and a type D 62 generator. The minimum radius for operation is 360 mm / 14-3/16”. Restroom downpipes and push/pull train control lines are included as separately mounted parts for presentation in a display case. Length over the buffers 28.2 cm / 11-1/8”.

Highlights:

- **mfx digital decoder included.**
- **Headlights and marker lights, controlled digitally.**
- **Factory-installed LED interior lighting, controlled digitally.**
- **Cab lighting, controlled digitally.**
- **Operating current-conducting couplers, controlled digitally.**
- **Interior lighting for the entire car consist can be controlled digitally with a decoder in the cab control car.**

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)	█	█	█	█	█
Current-conducting coupler	█	█	█	█	█
Interior lights	█	█	█	█	█
Engineer’s cab lighting	█	█	█	█	█

This model can be found in a DC version in the Trix H0 assortment under item number 23170.



Cab control car includes red marker light / white headlight changeover



43330

43160

43120

39785

Powerful Pressure in the Boiler



37928 Class 041 Steam Locomotive

The Berlin Machinery Company, Inc. Schwartzkopff delivered the first class 41 express freight locomotives in 1936. These units proved to be general-purpose locomotives for medium heavy trains. Between 1936 and 1941, 366 locomotives of this class were built, of which most were acquired after the war by the German Federal Railroad and the German State Railroad (East Germany).

Prototype: German Federal Railroad (DB) class 041 steam freight locomotive with a tender and coal firing. Rebuilt design version with new design high-performance boiler, type 2'2'T34 coal tender, Witte smoke deflectors, DB Reflex glass lamps, inductive magnet on one side, and buffer plate warning stripes. Road number 041 282-5. The locomotive looks as it did around 1969/70.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel,

mounted in the boiler. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. A 7226 smoke unit can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke unit that can be installed in the locomotive will work in conventional operation and can be controlled digitally. Maintenance-free warm white LEDs are used for the lighting. There is a close coupling with a guide mechanism between the locomotive and tender that can be adjusted for the track curves. The rear of the tender and the front of the locomotive have close couplers with NEM pockets and guide mechanisms. The minimum radius for operation is 360 mm / 14-3/16". Protective piston sleeves, brake hoses, and imitation prototype couplers are included.

Length over the buffers 27.5 cm / 10-13/16".

Highlights:

- **Partially open bar frame and many separately applied details.**
- **High-efficiency propulsion with a flywheel, mounted in the boiler.**
- **World of Operation mfx+ digital decoder and a variety of operational and sound functions included.**

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						
Direct control						
Sound of squealing brakes off						
Air Pump						
Whistle for switching maneuver						
Letting off Steam						
Sound of coal being shoveled						
Tipping grate						
Water Pump						
Injectors						
Replenishing fuel						
Replenishing fuel						
Replenishing fuel						
Sanding						
"Switcher Double ""A"" Light"						
Switching maneuver						
Generator Sounds						
Operating Sounds 1						
Rail Joints						
Safety Valve						
Sound of Couplers Engaging						

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

This model can be found in a DC version in the Trix H0 assortment under item number 22841.





37180 Class 94 Steam Locomotive

Prototype: German Federal Railroad (DB) class 094 (former class 94.5-17) steam freight tank locomotive, with a bell and a feed water heater on the top of the boiler as well as older design buffers. Road number 094 232-6. The locomotive looks as it did around 1969 in Crailsheim.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive is constructed mostly of metal. A 72270 smoke generator can be installed in the locomotive. The triple headlights change over with the direction of travel. They and the smoke generator 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. Protective piston rod sleeves and brake hoses are included. Length over the buffers 14.6 cm / 5-3/4".

Highlights:

- **mfx+ World of Operation digital decoder and extensive operation and sound functions included.**
- **DB Reflex glass lamps included, switching radio antenna not on the cab roof.**
- **Telex couplers included.**

The tub transport cars for coking coal and regular coal to go with this locomotive can be found in the Trix H0 assortment under item numbers 24175 and 24177 along with information about the required AC wheelsets.

This locomotive can be found in the Trix H0 program under item number 22863.

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

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

New Telex couplers included



Trix 24177

Trix 24175

37180

Oil-Fired in Occasional Border Schedules



39097 Class 95.0 Steam Locomotive with Oil Firing

Prototype: German State Railroad (DR/GDR) class 95.0 (former Prussian T 20) freight tank locomotive. Version with oil firing. Also included are triple headlights, turbo-dynamo, German State Railroad lanterns, 3 domes, and welded water tanks. Road number 95 0041-4. The locomotive looks as it did around 1978.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 5 axles powered. Traction tires. The locomotive is constructed chiefly of metal. The 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. In addition, the cab lighting can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. There is a close coupler with an NEM pocket and a guide mechanism at both ends of the locomotive. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included. Length over the buffers approximately 17.5 cm / 6-7/8".

Highlights:

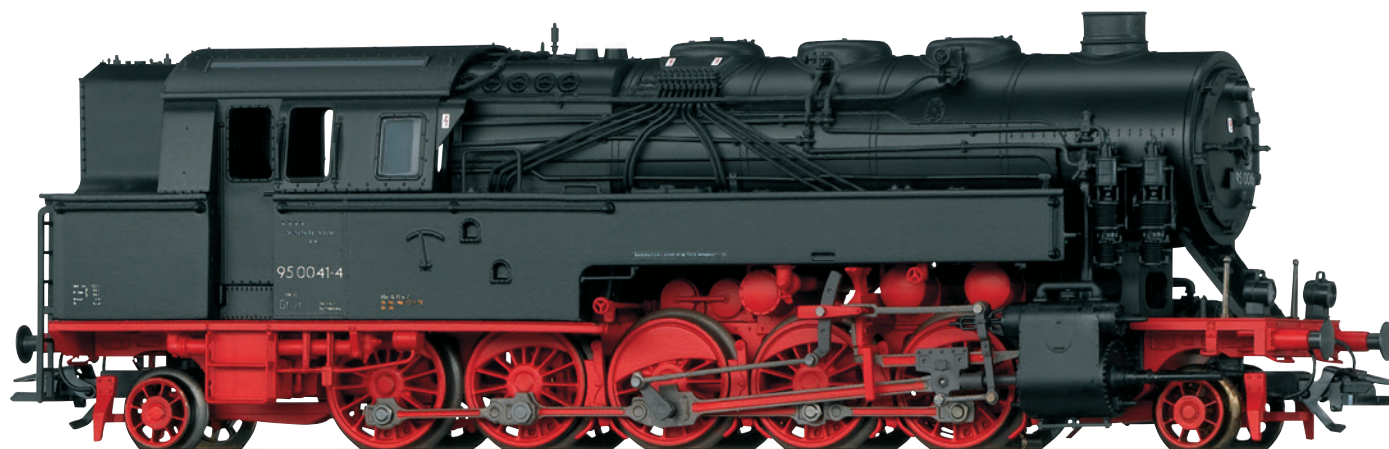
- **Partially new tooling.**
- **Especially finely executed metal construction.**
- **Partially open bar frame and many separately applied details.**
- **Cab lighting can also be controlled digitally.**
- **mfx+ World of Operation decoder and extensive operation and sound functions.**

This model can be found in a DC version in the Trix H0 assortment under item number 25097.

Digital Functions	CU	MS	MS 2	MS 2 CST	CS2-3	CS2-3
Headlight(s)						Sanding
Smoke generator contact						Replenishing fuel
Steam locomotive op. sounds						Replenishing fuel
Locomotive whistle						Replenishing fuel
Direct control						"Switcher Double "A" Light"
Sound of squealing brakes off						Rail Joints
Engineer's cab lighting						Coupler sounds
Bell						
Letting off Steam						
Operating Sounds 1						
Operating Sounds 2						
Whistle for switching maneuver						
Water Pump						
Injectors						
Switching maneuver						
Air Pump						

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

*First time with oil firing
Many parts redesigned to realize oil firing*





43147 "Silberlinge" / "Silver Coins" Passenger Car Set

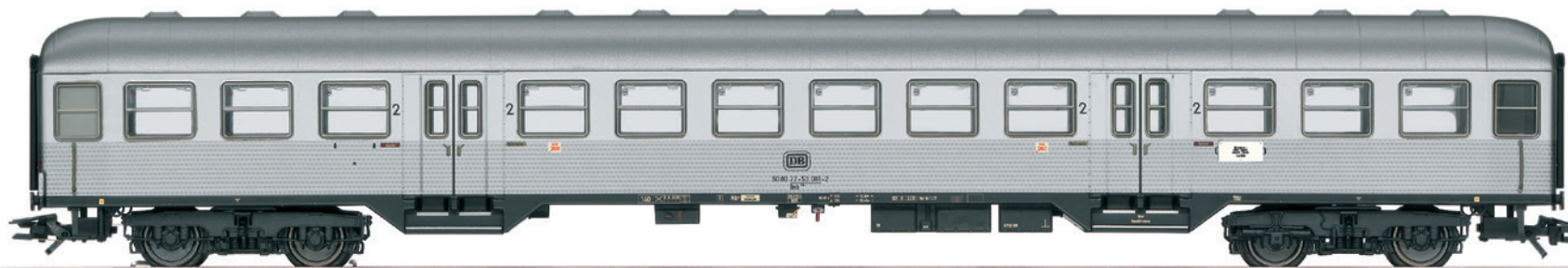
Prototype: Two German Federal Railroad (DB) fast train passenger cars, known colloquially as "Silberlinge" / "Silver Coins". Both cars 2nd class. Fast train E 2002 from Ludwigstadt to Saalfeld. The cars look as they did at the end of the Seventies.

Model: The minimum radius for operation is 360 mm / 14-3/16". The underbodies are specific to the car types. The trucks have conventional brake shoes. Both cars have factory-installed LED interior lighting, each car with operating current-conducting couplers. Downpipes and switchman's steps are included. Total length over the buffers approximately 57 cm / 22-7/16".

Highlights:

- **Factory-installed LED interior lighting included.**
- **Operating current-conducting couplers included.**

The right fast train passenger car set for the oil-fired class 95



43147

39097

The firecracker for commuter service



39470 Class 141 Electric Locomotive

Prototype: German Federal Railroad (DB) class 141 electric locomotive. Version with 5 lamps, without a continuous rain gutter, and with rounded air vents. Chrome oxide green basic paint scheme. The locomotive looks as it did in the mid to end of the Eighties.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered 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 turned off at both ends, the double "A" lights are on. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. The engineer's cabs have interior details. The locomotive has separately applied roof walks. The locomotive has detailed buffer beams. Brake hoses and coupler hoses to mount on the locomotive are included as detail parts. Length over the buffers 18.0 cm / 7-1/8".

Highlights:

World of Operation mfx+ digital decoder and a variety of light and sound functions included.

This model can be found in a DC version in the Trix H0 assortment under item number 25470.

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
On/off function					
Electric locomotive op. sounds					
Locomotive whistle					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Bell					
Headlight(s): Cab1 End					
Sanding					
Blower motors					
Letting off Air					
Whistle for switching maneuver					
Sound of Couplers Engaging					
Conductor's Whistle					
Switching maneuver					



Popular Locomotive Type



37765 Class 218 Diesel Locomotive

Hardly any other German diesel locomotive was used with such versatility on the rail lines as the class 218

Prototype: German Federal Railroad (DB) class 218 diesel locomotive in a crimson paint scheme. Diesel hydraulic locomotive with electric train heating. Based in Regensburg. The locomotive looks as it did around 1984.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion. All axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons on the sides and ends. The buffer beams are detailed. Length over the buffers approximately 18.9 cm / 7-7/16".

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

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

World of Operation mfx +/DCC decoder and full sound included



High Voltage Specialist



39973 Class 701 Powered Catenary Maintenance Rail Car

Prototype: Class 701 standard powered catenary maintenance rail car as a maintenance vehicle for the Cologne-Nippes catenary department, includes a work platform and double arm pantograph as well as a 2-axle catenary construction car. German Federal Railroad (DB). Gold yellow basic paint scheme for DB maintenance vehicles. Used for servicing and checking catenary. Powered catenary maintenance rail car number 701 018-4. The unit looks as it did in the Eighties.

Model: The unit has an mfx+ digital decoder and extensive operation and sound functions. It also has controlled, high-efficiency propulsion. The unit has a compact-design, maintenance-free motor. 2 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights can be turned off separately front and rear. The unit has the double "A" light function. Maintenance-free warm white and red LEDs are used for the lighting. The engineer's cab has interior details. The work platform can be raised, lowered, and

turned in digital operation. It is controlled using the control knob on the locomotive controller. Function button F1 is used to select running of the unit or activation of the work platform when the unit is stopped. The double arm pantograph can be raised and lowered in digital operation. The pantograph does not pick up power from the catenary. The unit has a special drawbar for coupling the catenary construction car to the powered catenary maintenance rail car. The catenary construction car is loaded with rolls of cable and frames for guiding the cable. Total length over the buffers approximately 32 cm / 12-5/8".

This model can be found in a DC version in the Trix H0 assortment under item number 22973.



The work platform in use

Digitally controlled platform
Full sound and 32 functions



See Page 168 for an explanation of the symbols and age information.

Modern Commuter Service



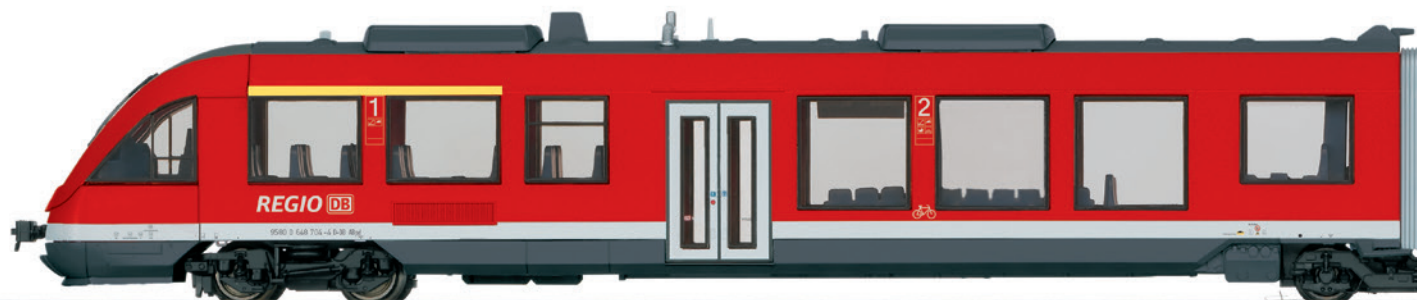
37716 Class 648.2 Diesel Powered Commuter Rail Car

Prototype: German Railroad, Inc. (DB AG) class 648.2 (LINT 41) diesel powered commuter rail car. "Traffic Red" basic paint scheme. Version with low mounted entries. Used in the Koblenz service area, with the train destination display "RE25 Koblenz Hbf". Powered rail car road numbers 648 204-5 and 648 704-4. The rail car looks as it did around 2016.

Model: The model has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel mounted in the Jakobs truck. 2 axles powered. Traction tires. The triple headlights and 2 red marker lights change over with the direction of travel, will work in conventional operation and can be controlled digitally. The headlights at powered rail car ends 2 and 1 can be turned off separately. The powered rail car has a "Double ‚A‘ Light Function". The model

has factory-installed interior lighting. Maintenance-free, warm white and red LEDs are used for the headlights, marker lights, and interior lighting. The destination displays are prototypically correct with yellow LEDs. The headlights, destination displays, and interior lights will work in conventional operation and can be controlled digitally. The running gear and the

body are well detailed. There is a clear view through the windows. The model has a closed diaphragm and a guide mechanism on the Jakobs truck between the two halves of the unit. Center buffer couplers are represented at the ends of the model. Total length approximately 48.1 cm / 18-15/16".



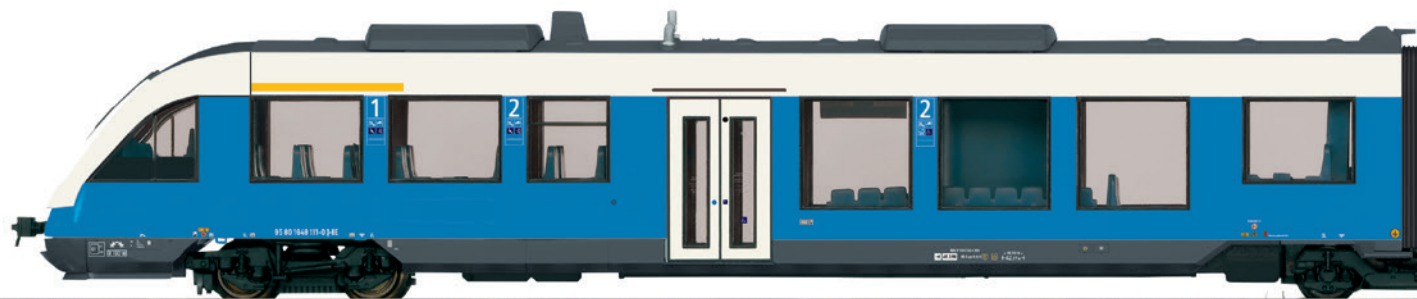
37717 LINT 41 Diesel Powered Commuter Rail Car

Prototype: Bentheim Railroad, Inc. (BE) class 648 (LINT 41) diesel powered commuter rail car. Sky blue basic paint scheme. Version with low mounted entries. With the train destination display "RB56 Bad Bentheim". Powered rail car road numbers 648 111-0 and 648 611-9. The rail car looks as it did around 2019.

Model: The model has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel mounted in the Jakobs truck. 2 axles powered. Traction tires. The triple headlights and 2 red marker lights change over with the direction of travel, will work in conventional operation and can be controlled digitally. The headlights at powered rail car ends 2 and 1 can be turned off separately. The powered rail car has a "Double ‚A‘ Light Function". The model

has factory-installed interior lighting. Maintenance-free, warm white and red LEDs are used for the headlights, marker lights, and interior lighting. The destination displays are prototypically correct with yellow LEDs. The headlights, destination displays, and interior lights will work in conventional operation and can be controlled digitally. The running gear and the

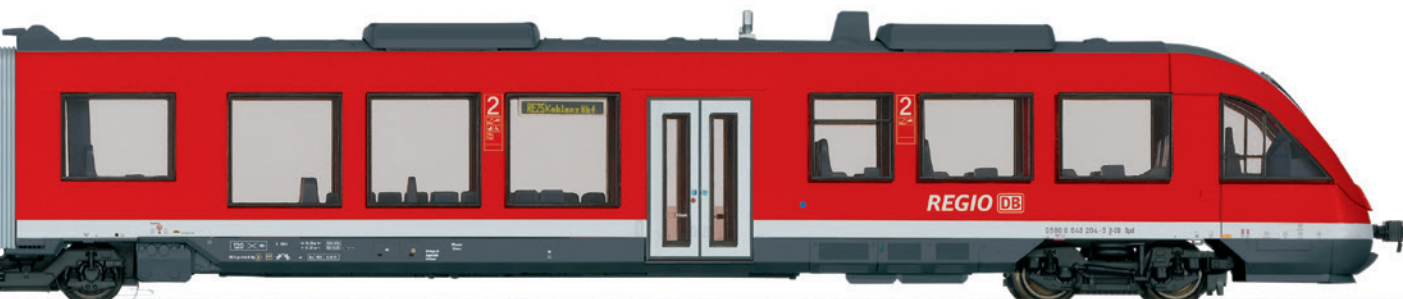
body are well detailed. There is a clear view through the windows. The model has a closed diaphragm and a guide mechanism on the Jakobs truck between the two halves of the unit. Center buffer couplers are represented at the ends of the model. Total length approximately 48.1 cm / 18-15/16".



Highlights:

- **Factory-installed LED interior lighting.**
- **mfx+ World of Operation digital decoder and a variety of light and sound functions included.**
- **Lighted train destination displays.**

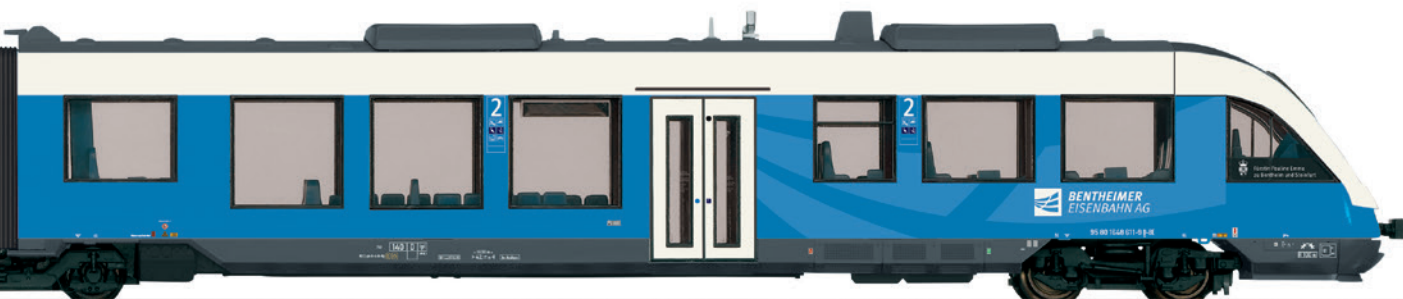
This model can be found in a DC version in the Trix H0 assortment under item number 22489.



Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Interior lights					
Diesel locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Station Announcements					
Headlight(s): Cab1 End					
Doors Closing					
Conductor's Whistle					
Train announcement					
Train announcement					
Train announcement					
Train announcement					
Letting off Air					

Highlights:

- **Factory-installed LED interior lighting.**
- **World of Operation mfx+ digital decoder and a variety of light and sound functions included.**
- **Lighted train destination displays.**



Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Interior lights					
Diesel locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Station Announcements					
Headlight(s): Cab1 End					
Doors Closing					
Conductor's Whistle					
Train announcement					
Train announcement					
Train announcement					
Train announcement					
Letting off Air					

See Page 168 for an explanation of the symbols and age information.

The Flagship of Long Distance Service



39714 ICE 4 Class 412/812 Powered Railcar Train

Prototype: German Railroad, Inc. (DB AG) ICE 4 high-speed train as the class 412/812. 1 type EW 1.2-H end car, class 812, 1st class. 1 type RW "Bordrestaurant" dining car, class 812, 1st class. 1 type TW 2.2 service car, class 412, 2nd class. 1 type MW 2-H intermediate car, class 812, 2nd class. 1 type EW 2.2-H end car, class 812, 2nd class. Powered Railcar Train 9010 as ICE 786, for the train route Munich Main Station – Würzburg Main Station – Fulda – Hamburg-Altona. The train looks as it did in 2019.

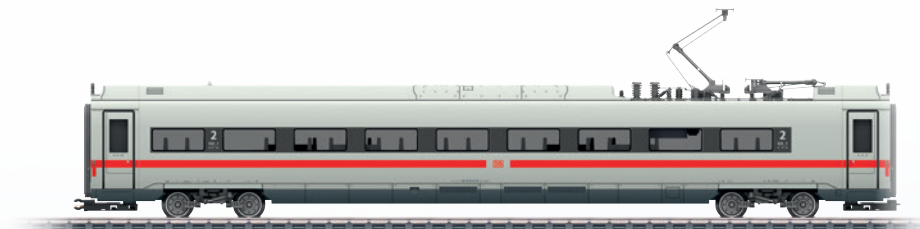
Available starting in the 2nd half of 2020
Presented in the full-line catalog for 2019/2020





43724 Add-On Car Set for the ICE 4

Prototype: Add-on cars for the German Railroad, Inc. (DB AG) ICE 4 high-speed train, class 412/812. 1 type MW 1 intermediate car, class 812, 1st class. 1 type TW 1.2 intermediate car, class 412, 1st class. 1 type MW 2.2-HP intermediate car, class 812, 2nd class. Add-on to the powered railcar train 9010 as ICE 786, for the train route Munich Main Station – Würzburg Main Station – Fulda – Hamburg-Altona. The cars look as they did in 2019.



The 39714 basic train can be extended with the 43724 add-on set and the individual 43725 intermediate car. You can model a full 12-car ICE 4 by adding more individual intermediate cars.



43725 Add-On Car for the ICE 4

Prototype: Add-on car for the German Railroad, Inc. (DB AG) ICE 4 high-speed train, class 412/812. Type TW 2.2 intermediate car, class 412, 2nd class. Add-on to the powered railcar train 9010 as ICE 786, for the train route Munich Main Station – Würzburg Main Station – Fulda – Hamburg-Altona. The car looks as it did in 2019.



Germany's Fastest Climate Protector



39716 Class 412/812 ICE 4 Powered Railcar Train with a Green Stripe



Prototype: German Railroad, Inc. (DB AG) ICE 4 high-speed train as the class 412/812 with a green stripe and plug symbol on the two end cars to indicate the train's run is done 100% with ecological current. 1 type EW 1.2-H end car, class 812, 1st class. 1 type RW "Bordrestaurant" dining car, class 812, 1st class. 1 type TW 2.2 service car, class 412, 2nd class. 1 type MW 2-H intermediate car, class 812, 2nd class. 1 type EW 2.2-H end car, class 812, 2nd class. The train looks as it did in 2019.

The basic train for the ICE 4 high-speed train can be found in a DC version in the Trix H0 assortment under item number 25976.

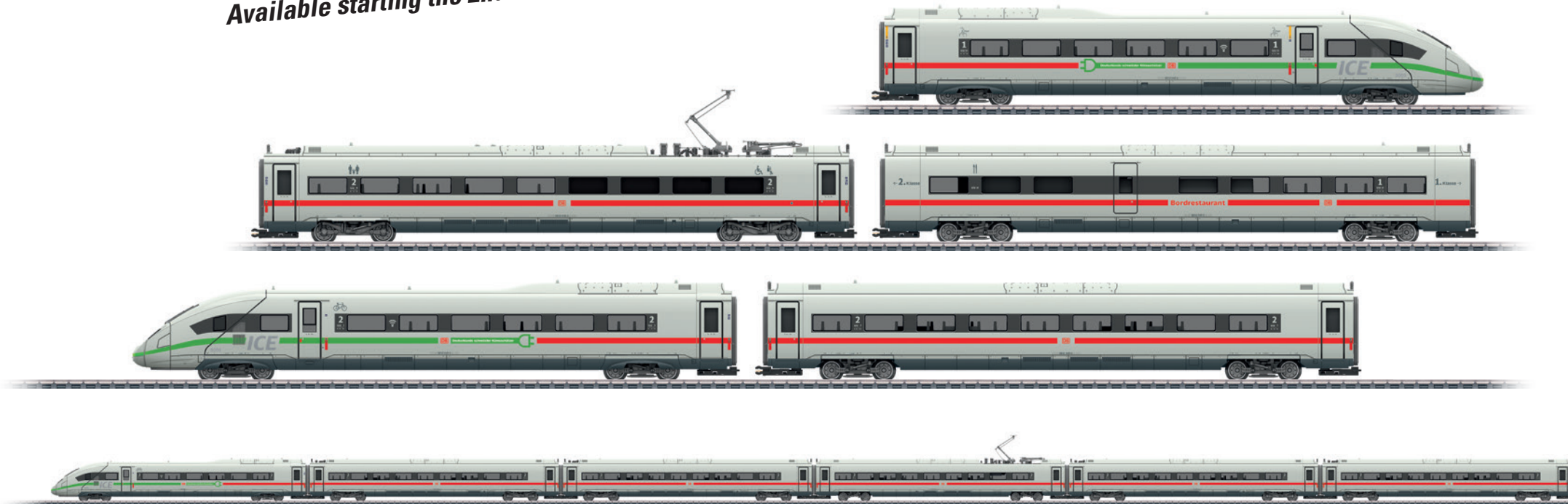
Version with a green stripe and plug symbol on the two end cars to indicate the train's run is done 100% with ecological current.

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Whistle for switching maneuver
Interior lights						Train announcement
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
Interior lights						Engineer's cab lighting
Pantograph control						Engineer's cab lighting
Station Announcements						
Station Announcements						
Long distance headlights						
Station Announcements						
Conductor's Whistle						
Doors Closing						
Train announcement						

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

The 39716 basic train can be extended with the 43726 add-on set and the individual 43728 intermediate car. You can model a full 12-car ICE 4 by adding more individual intermediate cars.

Available starting the 2nd half of 2020



39716

43728

43728

43726

43728

43728

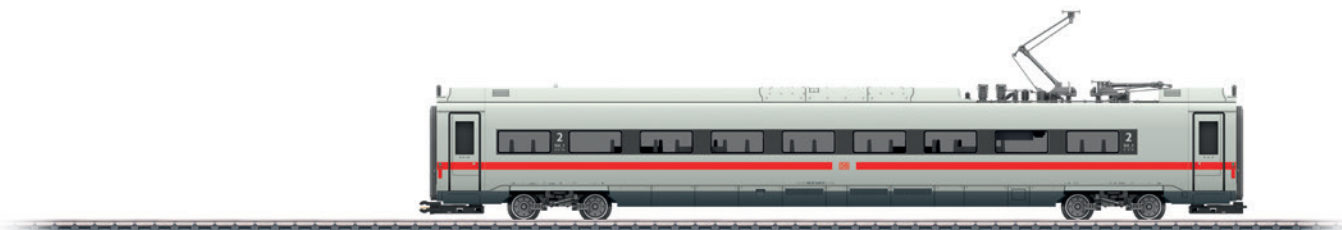


43726 Add-On Car Set for the ICE 4



Prototype: Add-on cars for the German Railroad, Inc. (DB AG) ICE 4 high-speed train, class 412/812. 1 type MW 1 intermediate car, class 812, 1st class. 1 type TW 1.2 intermediate car, class 412, 1st class. 1 type MW 2.2-HP intermediate car, class 812, 2nd class. Add-on to the ICE 4 with a green stripe and plug symbol on the two end cars. The cars look as they did in 2019.

This add-on car set for the ICE 4 can be found in a DC version in the Trix H0 assortment under item number 23976.



43728 Add-On Car for the ICE 4

Prototype: Add-on car for the German Railroad, Inc. (DB AG) ICE 4 high-speed train, class 412/812. Type TW 2.2 intermediate car, class 412, 2nd class. Add-on to the powered railcar train 9010 as ICE 786, for the train route Munich Main Station – Würzburg Main Station – Fulda – Hamburg-Altona. The car looks as it did in 2019.

This add-on intermediate car for the ICE 4 can be found in a DC version in the Trix H0 assortment under item number 23978.



39716

43726

39716

Used All Over Europe



36181 Class 193 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 193 (Vectron) electric locomotive. DB Cargo freight service area. Locomotive road number 193 304-3. The locomotive looks as it did around 2018.

Model: This locomotive has an mfx digital decoder and extensive sound functions. It is constructed mostly of metal. The locomotive has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. Triple headlights and two red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double, A' Light" function is on at both ends. Warm white and red LEDs are used for the lighting. There are 4 mechanically working pantographs (no power pickup from catenary). Length over the buffers 21.8 cm / 8-9/16".

Highlights:

➤ **mfx digital decoder and a variety of sound functions included.**

*Version with 4 pantographs
Digital full sound model*

Digital Functions	CU	MS	MS 2	CS 1	CS 2,3
Headlight(s)					
Buffer to buffer					
Electric locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
High Pitch Horn					
Headlight(s): Cab1 End					
Sound of Couplers Engaging					
Operating Sounds 2					
Blower motors					
Conductor's Whistle					
Brake Compressor					
Letting off Air					
Whistle for switching maneuver					



The Traxx without flex panels



36636 Class 187 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 187.0 electric locomotive without flex panels. Built by Bombardier as a regular production locomotive from the TRAXX 3 type program. Road number 187 131-8. The locomotive looks as it did in 2019.

Model: The locomotive has mfx digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual

red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double ,A' Light" function is on at both ends. Warm white and red LEDs are used for the lighting. There are 2 mechanically working pantographs (no power pickup from catenary). The sides are prototypically modelled. Length over the buffers 21.7 cm / 8-1/2".

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					
Rear Headlights off					
High Pitch Horn					
Front Headlights off					
Station Announcements					
Blower motors					
Coupler sounds					
Compressor					
Letting off Air					
Coupler sounds					
Sanding					



The Class 66 on the HGK



39060 Class 66 Diesel Locomotive

Cologne Harbor and Freight Service, Inc. (HGK) Class 66
 In 1999, the Cologne Harbor and Freight Service, Inc. (HGK) initially leased 2 locomotives as road numbers DE 61 and 62, which it then bought in 2000/01. Other units were available for lease so that the HGK (today RheinCargo, Inc. RCH) currently has a roster of nine units. Since the start of unit services, etc., tank car trains to Braunschweig, Ingolstadt, Marktredwitz, and Aichstetten are often powered the entire way with a class 66. These locomotives can also be seen pulling unit trains with different loads.

Prototype: Type JT42CWR diesel electric freight locomotive, better known as Class 66. Cologne Harbor and Freight Service, Inc. (HGK) diesel locomotive. The locomotive looks as it did in 2012.

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. End skirting is included that can also be installed on the buffer beam. Length over the buffers approximately 24.7 cm / 9-3/4".

Highlights:

- **New tooling.**
- **Cab lighting can be controlled digitally.**
- **Control desk lighting can be controlled digitally.**
- **Factory-installed smoke generator.**

This model can be found in a DC version in the Trix H0 assortment under item number 22691.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Low Pitch Horn
Smoke generator						High Pitch Horn
Diesel locomotive op. sounds						Switching maneuver
High Pitch Horn						Coupler sounds
Direct control						Replenishing fuel
Sound of squealing brakes off						Coupler sounds
Rear Headlights off						
Low Pitch Horn						
Front Headlights off						
Engineer's cab lighting						
Blower motors						
Light Function						
Compressor						
Letting off Air						
"Switcher Double "A" Light"						
Sanding						

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

Dynamic smoke exhaust included



The image shows the first realization as a rendering

See Page 168 for an explanation of the symbols and age information.



Eye-Catcher



47105 Type Rils 652 Sliding Tarp Car

Prototype: German Railroad, Inc. (DB AG), DB Schenker freight division, type Rils 652 four-axle sliding tarp car. Traffic red basic paint scheme. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with rectangular buffers and without locking brakes. The car looks as it did around 2017.

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



45027 "Maisel's Weisse" Beer Car

Prototype: Privately owned type lbpqqs beer refrigerator car painted and lettered for the brewery Gebr. Maisel KG, Bayreuth, Germany. Design includes advertising theme "Maisel's Weisse".

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



See Page 168 for an explanation of the symbols and age information.





42388 Swiss Old-Timer Passenger Car Set

Prototype: Swiss Federal Railways (SBB/CFF/FFS) older design in a fir green basic paint scheme. 1 type F4 baggage car. 2 type C4 passenger cars, 3rd class. 1 type BC4 passenger car, 2nd and 3rd class. The cars look as they originally did.

Model: The baggage car has a cupola. The passenger cars have separately applied roof vents. There are retracted and extended diaphragms that can be swapped. The 7335 lighting kit can be installed in all of the cars. Total length over the buffers 90.4 cm / 35-5/8". DC wheelset per car E700580.



42388

39510



39422 Class Re 4/4 I Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Re 4/4 (later the class Re 4/4 I) electric locomotive from the first production series. Sapphire blue basic paint scheme. Original version with crossover doors and crossover plates on the ends. Road number 409. The locomotive looks as it did around 1957-59.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and 1 white marker light (Swiss headlight/marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. The locomotive has the "double ‚A‘ light" function. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has separately applied roof walkways. It also has separately applied metal grab irons. The end crossover plates and grab irons are represented. Length over the buffers 17.1 cm / 6-3/4".

Highlights:

- **Prototypical elegant dark blue paint scheme.**
- **World of Operation mfx+ digital decoder and extensive operation and sound functions included.**

This model can be found in a DC version in the Trix H0 assortment under item number 22422.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Doors Closing
Conductor's Whistle						Sanding
Electric locomotive op. sounds						Sound of Couplers Engaging
Locomotive whistle						
Direct control						
Sound of squealing brakes off						
Headlight(s): Cab2 End						
Whistle for switching maneuver						
Headlight(s): Cab1 End						
Blower motors						
Compressor						
Main Relay						
Letting off Air						
Stat. Announce. – Swiss						
Pantograph Sounds						
Switching maneuver						

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







43651 Passenger Car Set

Prototype: Four Swiss Federal Railways (SBB/CFF/FFS) passenger cars. Three type EW IV standard design cars and a 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 in 2019.

Model: All of the cars have factory-installed LED interior lighting and operating current-conducting couplers. The cars have adjustable buffers. All of the cars are individually packaged. Total length over the buffers approximately 106.5 cm / 41-15/16".

Highlights:

- All of the cars include factory-installed LED interior lighting.
- Panorama car includes factory-installed LED interior lighting for the first time.
- Operating current-conducting couplers.



43651

39461



39461 Class 460 Electric Locomotive

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class Re 460 fast general-purpose locomotive. Neutral fire red basic paint scheme. Locomotive name: "Munot". Version with end emblems in relief. Road number 460 106-8. The locomotive looks as it did in 2018.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. 4 axles powered. Traction tires. The triple headlamps and a white marker light (Swiss headlight / marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlamps at Locomotive Ends 2 and 1 can be turned off separately in digital operation. Long-distance headlamps can be controlled digitally. You can switch between the Swiss headlight / marker light code and a white headlight / red marker light code. The cab lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has new, intricate single arm pantographs. It also has separately applied metal grab irons. The cabs have interior details. Length over the buffers approximately 21.3 cm / 8-3/8".

Highlights:

- **Version with end emblem in relief.**
- **New, intricate single arm pantographs.**
- **Four axles powered.**
- **Cab lighting.**
- **European and Swiss headlight / marker light changeover.**

This model can be found in a DC version in the Trix H0 assortment under item number 22969.

Digital Functions	CU	MS	MS 2	CST	CS2-3	CS2-3
Headlight(s)						Sanding
Long distance headlamps						Switching maneuver
Electric locomotive op. sounds						Train announcement
Horn						Light Function
Direct control						Doors Closing
Engineer's cab lighting						Light Function
Rear Headlamps off						Stat. Announce. – Swiss
Locomotive whistle						Stat. Announce. – Ital.
Front Headlamps off						Stat. Announce. – Swiss
Sound of squealing brakes off						Stat. Announce. – Ital.
Blower motors						Train announcement
Conductor's Whistle						Train announcement
Light Function						Train announcement
Compressor						Stat. Announce. – Fren.
Light Function						
Letting off Air						

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



Tooling change: new end registers with the SBB logo in relief

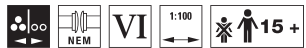
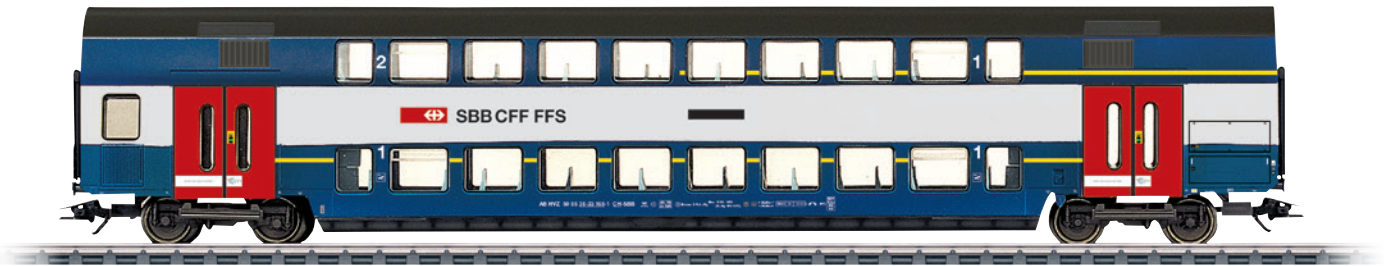




43574 "Zürich S-Bahn" Bi-Level Car Set

Prototype: Swiss Federal Railways (SBB) 1 type HVZ bi-level intermediate car, 1st/2nd class and 1 type HVZ bi-level intermediate car, 2nd class, in use for the Zürich S-Bahn service. The cars look as they did around 2019.

Model: The 7319 plug-in current-conducting couplings or the 72020/72021 operating current-conducting couplers can be installed in the cars. The 73140 interior lighting can be installed in the cars. Length over the buffers 26.8 cm / 10-9/16". DC wheelset E700580.



43575 "Zürich S-Bahn" Bi-Level Cab Control Car

Prototype: Swiss Federal Railways (SBB) type DBZplus Bt bi-level cab control car, 2nd class, in use for the Zürich S-Bahn service. The car looks as it did around 2019.

Model: The car has a detailed buffer beam with separately end skirting. It also has a lighted train destination sign. The 7319 plug-in current-conducting couplings or the 72020/72021 operating current-conducting couplers can be installed in the car. The 73140 interior lighting can be installed in the car. When pushed by the locomotive (cab control car in the front), white triple headlights shine on the cab control car. When pulled by

the locomotive (cab control car in the rear), dual red marker lights shine on the cab control car. Length over the buffers 27.3 cm / 10-3/4".



43575

43574

37304



37304 Class Re 420 Electric Locomotive



Prototype: Swiss Federal Railways (SBB) class Re 4/4 II electric locomotive as a class Re 420. Rebuilt version as part of the LION modernization project for the Zürich S-Bahn service. “Fire Red” basic paint scheme. Road number 420 202-4. The locomotive looks as it did around 2019.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and 1 white marker light (Swiss headlight / marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The light code can be switched to a red marker light when the locomotive is running “light”. 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 as a red emergency stop light. Long-distance headlights, cab lighting, and engine room lighting can be controlled separately in digital operation. Warm white and red LEDs are used for the lighting. The locomotive has separately applied metal grab irons. The couplers can be replaced by end skirting included with the locomotive. Length over the buffers 17.1 cm / 6-3/4”.

Highlights:

- **First time with a centrally mounted motor and all 4 axles powered by means of cardan shafts.**
- **World of Operation mfx+ digital decoder and a variety of extensive light and sound functions included.**

This model can be found in a DC version in the Trix H0 assortment under item number 22849.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2
Headlight(s)	█	█	█	█	█	█
Marker light(s)	█	█	█	█	█	█
Electric locomotive op. sounds	█	█	█	█	█	█
Locomotive whistle	█	█	█	█	█	█
Sound of squealing brakes off	█	█	█	█	█	█
Light Function	█	█	█	█	█	█
Engineer's cab lighting	█	█	█	█	█	█
Long distance headlights	█	█	█	█	█	█
Engineer's cab lighting	█	█	█	█	█	█
Direct control	█	█	█	█	█	█
Headlight(s): Cab2 End	█	█	█	█	█	█
Headlight(s): Cab1 End	█	█	█	█	█	█
Blower motors	█	█	█	█	█	█
Letting off Air	█	█	█	█	█	█
Pantograph Sounds	█	█	█	█	█	█
Sanding	█	█	█	█	█	█
Doors Closing						█
Compressor						█
Sound of Couplers Engaging						█
Conductor's Whistle						█
Main Relay						█
Whistle for switching maneuver						█
Switching maneuver						█

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





43613 Type Bcm Accompanying Car

Prototype: Type Bcm accompanying car, or passenger car for Ralpin, Inc., Olten, Switzerland. The car looks as it did at the end of 2011.

Model: The car is based on a type Bmz passenger car, 2nd class. The minimum radius for operation is 360 mm / 14-3/16". The underbody is specific to the type of car. The car has Fiat type Y0270 S trucks with

anti-roll shock absorbers and magnetic rail brakes. The 7319 current-conducting couplings or the 72021 operating current-conducting couplers, E73400/73401 interior lighting, 73406 pickup shoe, and 73407 marker lights can be installed on the car.

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



Image shows the left side of the car



37327 Class Re 620 Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Re 6/6 as the class Re 620 heavy electric locomotive, used for the SBB Cargo freight service area. Version in a "Fire Red" / ultramarine blue basic paint scheme. Rectangular headlights, UIC plugs, diagonal grab irons on the ends, a maintenance hatch on one side for air conditioning. Locomotive road number 620 011-7, with the locomotive coat-of-arms for "Rüti ZH". The locomotive looks as it did around 2019.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. 4 axles powered (both axles in each of the outer trucks) by means of cardan shafts. Traction tires. The triple headlamps and 1 white marker light (Swiss headlight / marker light code) change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlamps at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlamps are off at both ends, the double "A" lights are on at both ends. The lighting can be switched to 2 red marker lights. Long-distance headlamps, 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. The locomotive has separately applied metal entry grab irons. The couplers can be replaced by detailed end skirting. The minimum radius for operation is 360 mm / 14-3/16". Length over the buffers 22.2 cm / 8-3/4".

Highlights:

- **First time to include a central motor and 4 axles in the outer trucks powered by means of cardan shafts.**
- **Frame and body constructed of heavy metal.**
- **World of Operation mfx+ digital decoder and a variety of light and sound functions included.**
- **Long-distance headlamps, cab lighting, and engine room lighting can be controlled in digital operation.**

This model can be found in a DC version in the Trix H0 assortment under item number 22883.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Letting off Air
Light Function 1						Main Relay
Electric locomotive op. sounds						Stat. Announce. – Swiss
Locomotive whistle						Conductor's Whistle
Long distance headlamps						Sanding
Engineer's cab lighting						Replenishing fuel
Headlight(s): Cab2 End						Sound of Couplers Engaging
Engineer's cab lighting						Switching maneuver
Headlight(s): Cab1 End						
Direct control						
Sound of squealing brakes off						
Light Function 2						
Whistle for switching maneuver						
Pantograph Sounds						
Blower motors						
Compressor						

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



46333

37327



47106 Type Sgnss Container Transport Car

Prototype: Swiss Federal Railways (SBB/CFF/FFS), "SBB Cargo" business area, type Sgnss 4-axle container transport car. Traffic gray basic paint scheme. The car looks as it currently does in real life.

Model: The car has type Y 25 trucks. The prototypically partially open flat car floor is constructed of metal with striking fish belly style side sills. The container car is unloaded. A load with 3 each 20-foot containers or 1 each 20-foot and 1 each 40-foot container is possible. Length over the buffers about 22.7 cm / 8-15/16". DC wheel set E700580.



47406 Freight Car Set

Prototype: Two type Saadkmms depressed floor flat cars, used on the Swiss Federal Railways (SBB/CFF/FFS). Privately owned cars painted and lettered for the firm HUPAC S.A. for transit traffic on the "Rollende Landstraße" / "Rolling Road".

Model: Each car has 2 hinged and removable buffer beams. Chock blocks for truck models and special couplers for depressed floor flat cars are included. Special close couplers for coupling to cars and locomotives with standard couplers are included. Total length over the buffers approximately 44.6 cm / 17-9/16". DC wheelset E432950.





46333 "Holcim" Hopper Car Set

Prototype: Six four-axle hopper cars painted and lettered for the firm Holcim. Type Faccs. Used in Switzerland. The cars look as they did in Era VI.

Model: The hopper cars are in the Holcim paint scheme of "Blood Orange" with different registration and car numbers. The hopper cars have separately applied details.

Total length over the buffers approximately 81.5 cm / 32-1/8".
DC wheelset E700580.

Highlights:

- All of the cars have different registration and car numbers.
- Individually packaged.
- Ballast insert included.

Lettering prototypically positioned





37249 Class 1020 Electric Locomotive

Prototype: Austrian Federal Railways (ÖBB) class 1020 heavy freight electric locomotive, former E 94. Blood orange basic paint scheme. Locomotive road number 1020.28. The locomotive looks as it did at the start of the Eighties.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It has controlled high efficiency propulsion. 3 axles powered. Traction tires. The locomotive has an articulated frame to allow it to negotiate curves better. The 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 turned off at both ends, the double "A" light function is on. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has separately applied grab irons. Length over the buffers 21 cm / 8-1/4".

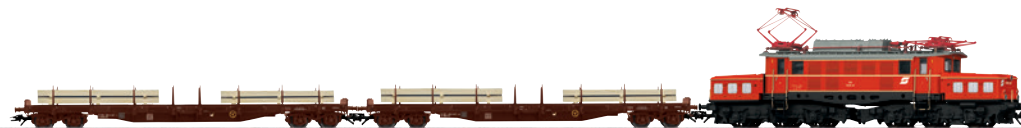
Highlights:

- **World of Operation mfx+ digital decoder and extensive operation and sound functions included.**
- **Locomotive constructed mostly of metal.**

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Operating Sounds 1
Sound of Couplers Engaging						Conductor's Whistle
Electric locomotive op. sounds						Doors Closing
Warning Sound						Compressor
Direct control						Blower motors
Sound of squealing brakes off						Operating Sounds 2
Headlight(s): Cab2 End						Station Announcements
Whistle for switching maneuver						Station Announcements
Headlight(s): Cab1 End						Warning announcement
Station Announcements						Brake Compressor
Switching maneuver						Sanding
Train radio						
Blower motors						
Blower motors						
Pantograph Sounds						
Letting off Air						

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

In blood orange



47150

37249



47150 "Lumber" Flat Car Set

Prototype: 2 Austrian Federal Railways (ÖBB) type Rs Series 390 8 stake cars. With side hand wheels for locking brakes. Mahogany brown paint scheme. The cars look as they did at the beginning of the Eighties.

Model: Both cars are each loaded with 2 stacks of lumber and have different car numbers. The cars each have 8 folding stakes per side. They also have separately applied hand wheels.

Total length over the buffers approximately 46 cm / 18-1/8".
DC wheelset E700580.

Both cars are each loaded with 2 stacks of lumber



47225 Sliding Tarp Car Set

Prototype: 3 type Shimmns short four-axle sliding tarp cars painted and lettered for Rail Cargo Wagon – Austria GmbH (RCW). The cars look as they currently do in real life.

Model: All of the cars have closed tarps. The cars' end walls are rounded at the top and include side hand wheels. The cars have type Y 25 welded trucks. All of the cars have different car numbers and are each individually packaged. There is also a master package.

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

Highlights:

- Technical specifications vary.
- Individually packaged.
- RCW lettering.





36371 Class 130 TB Steam Locomotive

Prototype: Société Nationale des Chemins de Fer Français (SNCF) class 130 TB tank locomotive, former class 74. Era III.

Model: The locomotive has an mfx digital decoder and a special motor with a flywheel. 3 axles powered. Traction tires. The dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive has many separately applied details. Length over the buffers 12.7 cm / 5".

Highlights:
 ✦ mfx decoder and full sound included.



Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Locomotive operating sounds					
Locomotive whistle					
Bell					
Direct control					
Sound of squealing brakes off					
Switching maneuver					
Letting off Steam					
Sound of coal being shoveled					
Conductor's Whistle					
Air Pump					
Whistle for switching maneuver					
Conductor					
Stat. Announce. – Fren.					



42042 Compartment Car Set

Prototype: Four different Prussian design French State Railways (SNCF) 3-axle compartment cars from Era III. Two cars, 3rd class with a brakeman's cab (type C6tf), one car, 3rd class without a brakeman's cab (type C6t), and one car, 3rd class with a baggage area, without a brakeman's cab (type C3Dp).

Model: The compartment cars have a center axle with side play to negotiate curves better. Total length over the buffers 54.9 cm / 21-5/8". DC wheelset E700630.



| 42042 | 36371 |



29023 "Dutch Freight Train" Digital Starter Set

Prototype: NS class 700 diesel switch engine, one type KIs stake car, one type U tank car, and one type Gs boxcar. Train in blue, yellow, and brown. Era VI.

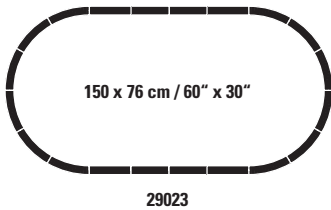
Model: The locomotive has an mfx digital decoder and a variety of sound functions. 1 axle powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There is a blinking light on the cab roof. The locomotive has coupler hooks. Train length approximately 49.9 cm / 19-5/8".

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

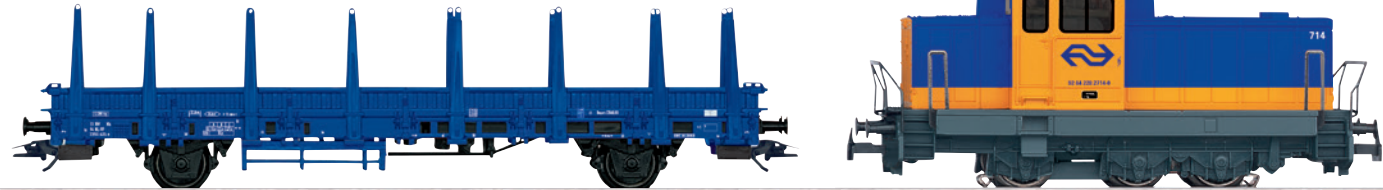
Highlights:

- The ideal way to get started in the digital world of Märklin HO.
- The locomotive has a built-in mfx digital decoder that registers automatically in the Mobile Station.
- The C Track layout is easy to set up.

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3
Headlight(s)					
Flashing Warning Light					
Diesel locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Operating Sounds 1					
Sound of Couplers Engaging					
Operating Sounds 2					
Whistle for switching maneuver					
Switching maneuver					
Station Announcements					
Conductor's Whistle					
Rail Joints					
Sanding					



*Everything you need to get started
Full sound, blinking light, and much more included*





47189 "Wood Chips Transport" High Side Gondola Set

Prototype: Six type Ealnos 201 high side gondolas used by the Dutch Railways (NS) Cargo. Loaded with wood chips.

Model: The cars have separately applied grab irons. They also have new, different car numbers. The cars are individually packaged and weathered. Total length over the buffers approximately 108 cm / 42-1/2". DC wheelset E700580.

Three cars with other different car numbers to go with this set can be found in a DC version in the Trix H0 assortment under item number 24367.

Highlights:

- Cars in blue.
- New car numbers.
- Load of "wood chips" included.
- Realistic weathering that varies with each car.



*First time with newly developed extensions
All cars realistically weathered*

All of the cars are convincing with separate weathering





39061 Class 66 Diesel Locomotive

Rotterdam Rail Feeding (RRF) Class 66

The Rotterdam Rail Feeding was established in 2004 and started operations the next year. On April 15, 2008, it was taken over by the American railroad company Genesee & Wyoming. Since 2009, this company has been running freight service in all of the Netherlands and it also leases several class 66 units temporarily for this purpose.

Prototype: Type JT42CWR diesel electric freight locomotive, better known as Class 66. Rotterdam Rail Feeding (RRF) diesel locomotive. The locomotive looks as it did in 2017.

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.

Other light functions such as special switching signs and warning signals 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. End skirting is included that can also be installed on the buffer beam.

Length over the buffers approximately 24.7 cm / 9-3/4".

Highlights:

- **New tooling.**
- **Cab lighting can be controlled digitally.**
- **Control desk lighting can be controlled digitally.**
- **Factory-installed smoke generator.**

This model can be found in a DC version in the Trix H0 assortment under item number 22692.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						High Pitch Horn
Smoke generator						Switching maneuver
Diesel locomotive op. sounds						Letting off Air
High Pitch Horn						Sanding
Direct control						Coupler sounds
Sound of squealing brakes off						Replenishing fuel
Rear Headlights off						Coupler sounds
Low Pitch Horn						
Front Headlights off						
Engineer's cab lighting						
Blower motors						
Light Function 1						
Compressor						
Light Function 2						
Light Function 3						
Low Pitch Horn						

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

Dynamic smoke exhaust included

The image shows the first realization as a rendering





39062 Class 66 Diesel Locomotive

LINEAS Group Class 66

The Belgian railroad company designated since 2017 as LINEAS was established for freight service in 2005 as a subsidiary of the state-owned SNCB. After privatization in 2011 and the entry of a private investor in 2015, the company has been operated since 2017 as LINEAS with a continuing 31% participation of SNCB. LINEAS has more than 200 locomotives and 7,000 freight cars on its roster, among them a leased class 66 as road number 513-10 with the NVR number 92 80 1266 037-1 D-BRLL with the firm's colors applied as adhesive sheets.

Prototype: Type JT42CWR diesel electric freight locomotive, better known as Class 66. LINEAS Group diesel locomotive. The locomotive looks as it did in 2017.

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. Other light functions such as special switching signs and emergency stop 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. End skirting is included that can also be installed on the buffer beam.

Length over the buffers approximately 24.7 cm / 9-3/4".

Highlights:

- **New tooling.**
- **Cab lighting can be controlled digitally.**
- **Control desk lighting can be controlled digitally.**
- **Factory-installed smoke generator.**

This model can be found in a DC version in the Trix H0 assortment under item number 22693.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						
Smoke generator						
Diesel locomotive op. sounds						
High Pitch Horn						
Direct control						
Sound of squealing brakes off						
Rear Headlights off						
Low Pitch Horn						
Front Headlights off						
Engineer's cab lighting						
Blower motors						
Light Function 1						
Compressor						
Light Function 2						
Light Function 3						
Low Pitch Horn						

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

Dynamic smoke exhaust included

The image shows the first realization as a rendering





46875 Freight Car Set

Prototype: 5 different design Belgian State Railways (SNCB) four-axle freight cars. 3 type Shimmms short sliding tarp cars and 2 type Shimms flat cars with telescoping covers. The cars look as they currently do in real life.

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

Highlights:

- All of the cars include different car numbers.





48953 Container Flat Car for Medium Sized Containers

Prototype: Two-axle container flat car for medium sized containers. Privately owned Belgian freight car with a yellow container for Albemarle Corp. Used on the Belgian State Railways (SNCB). The car looks as it did in Era V around 2001.

Model: The flat car has car number 23 88 411 0 110-4. It has a brakeman's platform and a separately applied destination board. The yellow container has the number 7550. Restraint clamps for fixing the container in place are included. Length over the buffers 11.4 cm / 4-1/2". DC wheelset E700580. Trix Express wheelset E33357811.



47160 Flat Car Set

Prototype: Three stake cars. One type Rnss car in blue, one type Res car, and one type Rs car, both in brown. All of the cars painted and lettered for the Luxembourg State Railways (CFL) Cargo, Inc. The cars look as they did in 2019.

Model: All of the cars are loaded with iron girders. The cars have new and different car numbers. Some of the cars have separately applied hand wheels. All of the cars are individually packaged. Total length over the buffers approximately 68.7 cm / 27-1/16". DC wheelset E700580.

Highlights:

- All of the cars loaded with iron girders.
- Suitable weathering included.
- Individually packaged.

*Load of iron girders
Realistic repaired areas and weathering*





39685 Class MV Diesel Locomotive



Prototype: Danish State Railways (DSB) class MV diesel locomotive. NOHAB general-purpose locomotive in the black and red paint scheme of Era IV. Road number 1102. The locomotive looks as it did in 1983.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. 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 cab lighting can be turned off separately in digital operation at Locomotive End 1 and 2. The switching lights can be controlled. The blinking lights at the ends of the locomotive can be used to signal a train is ready to depart. The blinking lights can be controlled digitally on the left and right. Maintenance-free, warm white, red, and orange LEDs are used for the lighting. The locomotive has separately applied metal grab irons. The engineer's cabs and the engine room have interior details in relief. Length over the buffers 21.7 cm / 8-1/2".

Highlights:

- **First time with alternating blinking lights to signal a train is ready to depart.**

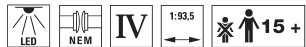
This model can be found in a DC version in the Trix H0 assortment under item number 22677.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						"Switcher Double "A" Light"
Light Function						Station Announcements
Diesel locomotive op. sounds						Operating sounds
Horn						Coupler sounds
Direct control						Grade crossing
Light Function						Replenishing fuel
Rear Headlights off						
Horn						
Front Headlights off						
Sound of squealing brakes off						
Engineer's cab lighting						
Blower motors						
Conductor's Whistle						
Compressor						
Letting off Air						
Switching maneuver						

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

First time with alternating blinking lights to signal a train is ready to depart





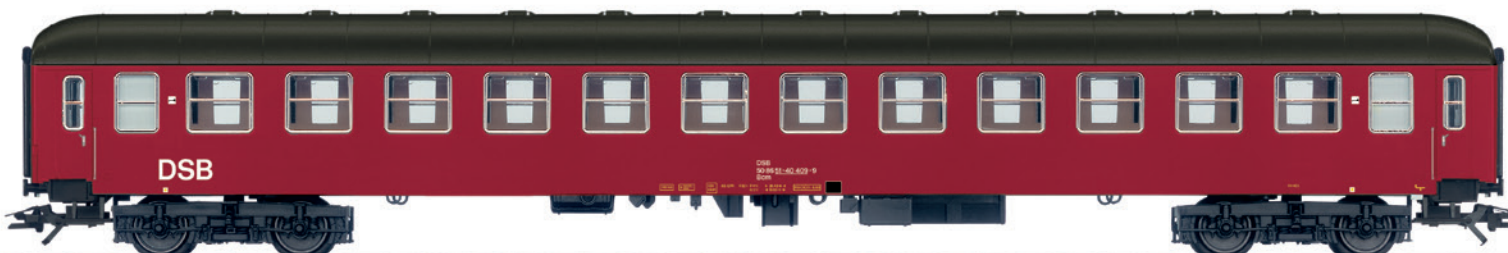
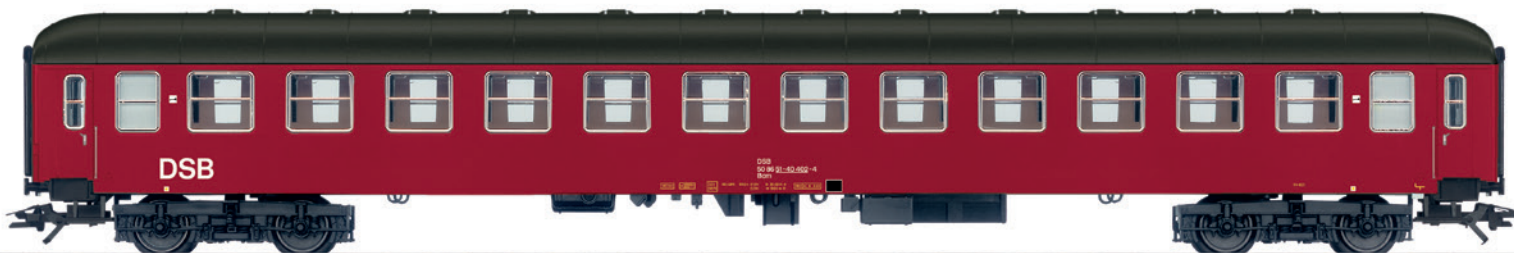
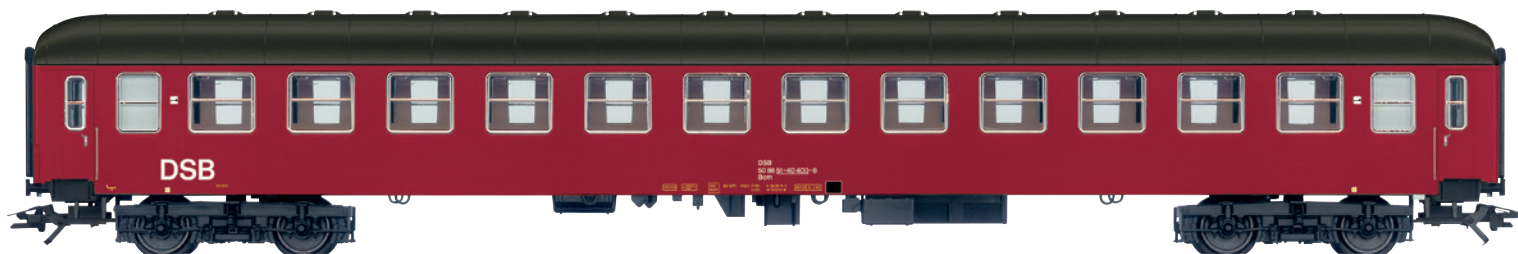
42694 Passenger Car Set

Prototype: Three Danish State Railways (DSB) type Bcm passenger cars, 2nd class. Ruby red basic paint scheme.

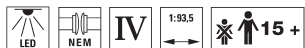
Model: The 7319 current-conducting couplings or the 72021 operating current-conducting couplers as well as interior lighting (E73400/73401)

can be installed in all of the cars. The minimum radius for operation is 360 mm / 14-3/16".

Total length over the buffers approximately 85 cm / 33-7/16".
DC wheelset E700580.



| 42694 | 42695 | 42694 | 42695 | 39685 |



42695 Passenger Car Set

Prototype: Two Danish State Railways (DSB) type Bcm passenger cars, 2nd class. Sapphire blue paint scheme with a red stripe.

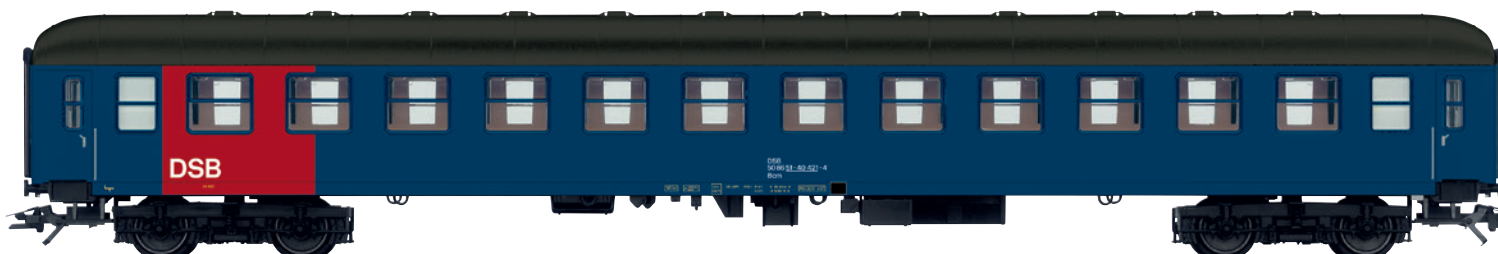
Model: The 7319 current-conducting couplings or the 72021 operating current-conducting couplers as well as interior lighting (E73400/73401) can be installed in both cars. The minimum radius for operation is 360 mm / 14-3/16".

Total length over the buffers approximately 85 cm / 33-7/16".

DC wheelset E700580.



Night Train 590 with 5 of the "new" slumber coaches during a brake test in Korsör around 5 in the morning, in the summer of 1987. Several of the cars have already been repainted in the new blue look. (Photo John Poulsen)





47109 "Carlsberg and Tuborg" KLV (Combination Load Service) Freight Car Set

Prototype: One AAE Cargo, Inc. four-axle deep well flat car. Type Sdgmns for transporting containers, interchangeable truckload units, or semi-truck trailers. Loaded with a curtain tarp semi-truck trailer for Carlsberg. One DB AG type Sgns four-axle container car. Loaded with 2 swap bodies for Carlsberg and Tuborg. The cars look as they currently do in real life.

Model: KLV (Combination Load Service) deep well flat car from AAE. The frame, floor, and load cradles are constructed of metal. The car has special low design trucks. It also has many separately applied details. The car has rectangular buffers. The load restraints are adjustable. The car has a curtain tarp semi-truck trailer from the brewery Carlsberg as a load. The container transport car has a prototypically partially open flat car

floor constructed of metal with striking fish belly style side sills. There is a hand wheel for the locking brakes. The car is loaded laden removable 2 containers.

Length over the buffers approximately 42 cm / 16-1/2".
DC wheelsets E320577 and E700580.



Prototypical loads for Carlsberg and Tuborg



37296 Class G 2000 BB Vossloh Diesel Locomotive

Prototype: Class G 2000 BB Vossloh heavy diesel locomotive with symmetrical cabs. Locomotive owned by the railroad service company Hectorrail, registered in Sweden. The locomotive looks as it did in Era VI.

Model: The locomotive has an mfx+ digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by means of cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, the "double ‚A‘ light" function is on at both ends. The cabs have lighting and it can be controlled separately at both ends in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has many separately applied details. The side handrails on the frame are constructed of metal. The locomotive has detailed buffer beams. Brake hoses that can be mounted on the end of the locomotive are included. End covers are included and can be mounted on the buffer beam. Length over the buffers 20 cm / 7-7/8".

Highlights:

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

This model can be found in a DC version in the Trix H0 assortment under item number 25296.

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						
Engineer's cab lighting						
Diesel locomotive op. sounds						
Warning Sound						
Engineer's cab lighting						
Sound of squealing brakes off						
Headlight(s): Cab 2 End						
Whistle for switching maneuver						
Headlight(s): Cab 1 End						
Direct control						
Sanding						
Sound of Couplers Engaging						
Blower motors						
Letting off Air						
Buffer to buffer						
Replenishing fuel						
Conductor's Whistle						
Switching maneuver						
"Switcher Double "A" Light"						

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



47726 Type Lgns Container Flat Car Set

Prototype: 3 Swedish State Railways (SJ), Green Cargo Business Area, type Lgns two-axle container flat cars. Loaded with 40-foot and 20-foot Boxcontainers. The cars look as they did around 2019.

Model: All of the cars have prototypically partially open flat car floors constructed of metal. The frames have side truss rods. The cars have separately applied destination boards. The cars are loaded with 40-foot

and 20-foot containers. The containers are removable and can be stacked. All of the containers and flat cars have different car and registration numbers. Each flat car with container(s) is individually packaged, and there is a master package. Length over the buffers per car 16.9 cm / 6-5/8". Total length over the buffers 51.2 cm / 20-1/8". DC wheelset per car E700580. Trix Express wheelset E33357811.

Highlights:

- **Cars ideal for unit trains.**



See Page 168 for an explanation of the symbols and age information.


30302 Class Da Electric Locomotive


Prototype: Class Da electric locomotive. Museum locomotive of the Bergslagens Järnvägssällskap (BJ), Göteborg, Sweden. Locomotive road number Da 896. The locomotive looks as it currently does in the museum.

Model: This is a replica model based on the Märklin classic item number 3030. It has an mfx digital decoder. The locomotive has controlled high-efficiency propulsion. 3 axles powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The locomotive body and frame are constructed of metal. "Märklin" and the item number are in raised lettering on the locomotive body. Both ends of the locomotive have Relex couplers. Length over the buffers 14.7 cm / 5-3/4".

Highlights:

- Replica model based on the Märklin classic item number 3030.
- The right locomotive to go with the "tin-plate" passenger cars from item number 41921.
- Packaging with a colored representation of the locomotive derived from the historic packaging for the class Da.

This locomotive is limited to 1,499 pieces and is being offered in a one-time edition worldwide.

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

Certificate of authenticity included, limited to 1,499 pieces



41921

30302



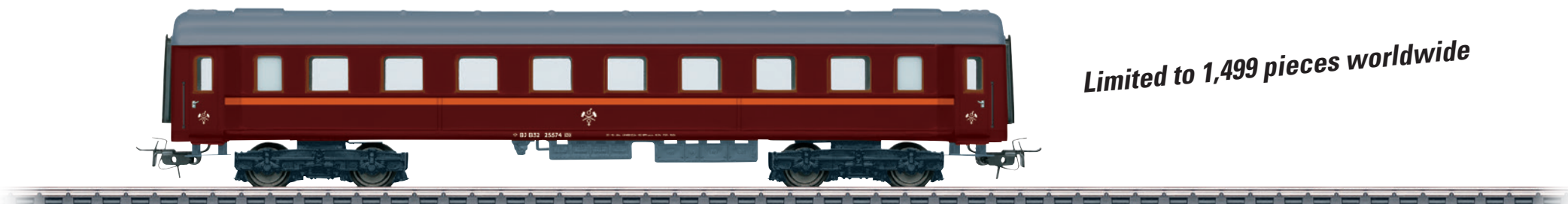
41921 "Tin-Plate" Passenger Car Set

Prototype: 4 different design four-axle passenger cars. Museum cars based on cars of the Bergslagens Järnvägssällskap (BJ), Göteborg. The cars look as they currently do in the museum.

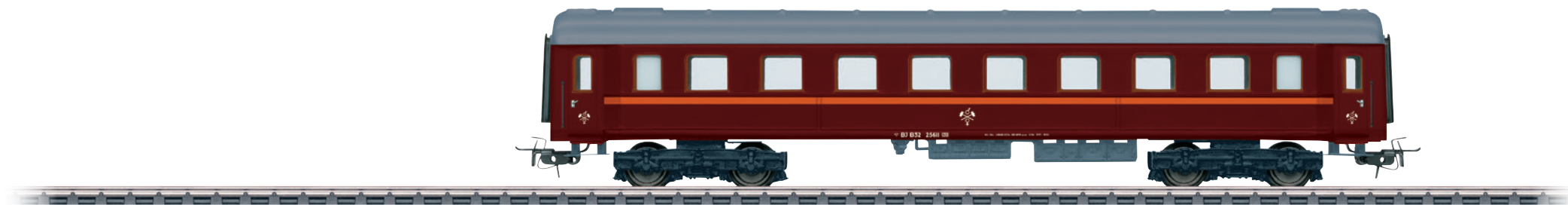
Model: All of the cars have Relex couplers. The cars have different car numbers. Each car is packaged individually in marked boxes, which are based on the passenger car packaging design of that time. There is also a master package.

Length over the buffers per car 22 cm / 8-5/8".

This passenger car set is limited to 1,499 pieces and is being offered in a one-time edition worldwide.



Limited to 1,499 pieces worldwide



See Page 168 for an explanation of the symbols and age information.



39063 Class 66 Diesel Locomotive



Prototype: Type JT42CWR diesel electric freight locomotive, better known as Class 66. CargoNet Group diesel locomotive. The locomotive looks as it did in 2012.

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. Other light functions such as long-distance headlights, special switching signs, and warning lights 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. End skirting is included that

Length over the buffers approximately 24.7 cm / 9-3/4".

Highlights:

- **New tooling.**
- **Cab lighting can be controlled digitally.**
- **Control desk lighting can be controlled digitally.**
- **Factory-installed smoke generator.**

This model can be found in a DC version in the Trix H0 assortment under item number 22694.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						
Smoke generator						
Diesel locomotive op. sounds						
High Pitch Horn						
Direct control						
Sound of squealing brakes off						
Rear Headlights off						
Low Pitch Horn						
Front Headlights off						
Engineer's cab lighting						
Long distance headlights						
Light Function						
Light Function1						
Light Function 2						
Light Function 3						
Low Pitch Horn						
						Blower motors
						Light Function
						High Pitch Horn
						Switching maneuver
						Compressor
						Letting off Air
						Sanding
						Coupler sounds
						Replenishing fuel
						Coupler sounds

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

Dynamic smoke exhaust included



The image shows the first realization as a rendering



36201 Class 380 Electric Locomotive

Prototype: Czech State Railroad (ČD) class 380 (Škoda Type 109 E) electric locomotive. Road number 380 004-2 in a special paint scheme for the 100th anniversary of the founding of the Czechoslovakian State. The locomotive looks as it did in 2019.

Model: The locomotive has an mfx digital decoder and extensive sound functions. It also has a special motor, centrally mounted. 4 axles powered by means of cardan shafts. Traction tires. Triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights at both ends are turned off, then the "Double, A' Light" function is on at both ends. Warm white and red LEDs are used for the lighting. There are 2 mechanically working pantographs (no power pickup from catenary). Length over the buffers approximately 20.7 cm / 8-1/8".

This model can be found in a DC version in the Trix H0 assortment under item number 22454.

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

Special paint scheme for the 100th anniversary of the founding of the Czechoslovakian State





37997 Class 4000 Steam Locomotive

Prototype: Union Pacific Railroad (UP) class 4000 "Big Boy" heavy steam freight locomotive. Version with oil firing. Road number 4014. The locomotive looks as it did in 2019.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 8 axles powered. Traction tires. 2 each 7226 smoke generators can be installed in the locomotive. The headlight changes over with the direction of travel. The headlight, the backup light on the tender, the number board lights, and the smoke unit contacts will work in conventional operation and can be controlled digitally. The engineer's cab lighting can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has an articulated frame enabling it to negotiate sharp curves. It also has Boxpok driving wheels. Steam lines are mounted to swing out and back with the cylinders. There is a close coupling between the locomotive and tender. There is a powerful speaker in the tender and the volume can be adjusted. Coupler hooks can be inserted in the pilot on the front of the locomotive. The locomotive has separately applied metal grab

irons. There are many separately applied details. Figures of a locomotive engineer and fireman for the engineer's cab are included. Length over the couplers approximately 46.5 cm / 18-5/16". The locomotive comes in a wooden case.

Highlights:

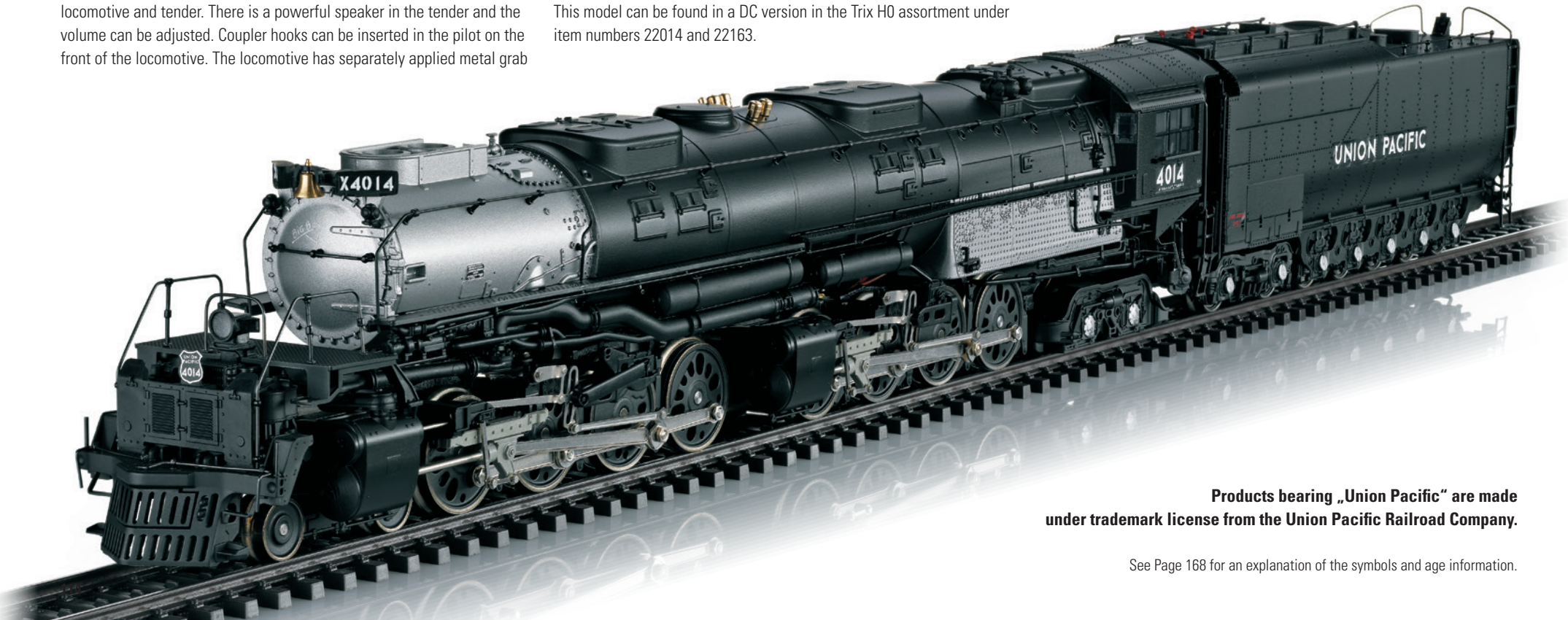
- **One-time series of the "Big Boy", road number 4014, with oil firing, put back into operation by Union Pacific in the prototype.**
- **Prototypical execution of the model.**

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

This model can be found in a DC version in the Trix H0 assortment under item numbers 22014 and 22163.

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Coupler sounds
Smoke generator contact						Replenishing fuel
Steam locomotive op. sounds						Replenishing fuel
Locomotive whistle						Replenishing fuel
Direct control						Headlight(s)
Sound of squealing brakes off						Switching maneuver
Engineer's cab lighting						Rail Joints
Whistle for switching maneuver						
Number Board Lights						
Bell						
Operating sounds						
Air Pump						
Injectors						
Auxiliary Blower						
Conductor's Whistle						
Cab Radio						

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



Products bearing „Union Pacific“ are made under trademark license from the Union Pacific Railroad Company.

The “Big Boy”, Road Number 4014

The Union Pacific Railroad (UP) class 4000 known as the “Big Boy” is surely one of the most popular American steam giants, if not even worldwide. Initially, 20 of this articulated locomotive (road numbers 4000-4019) with a 4-8-8-4 wheel arrangement were built in 1941 at ALCO resulting from the continuation of the “Challenger” concept, the extremely successful UP articulated locomotive with a 4-6-6-4 wheel arrangement. Another small series of five units (road numbers 4020-4024) followed in 1944. The conception of the “Big Boys” resulted from the usual requirements as with all other American large locomotive designs: Fewer locomotives were supposed to pull heavier trainloads at higher speeds. The UP bought the 25 units only for a single line: From Cheyenne, Wyoming 830 km / 519 miles west through the foothills of the Rocky Mountains across Sherman Hill to Ogden, Utah. The result was thus a gigantic unit for fast freight service with a service weight of 548 tons (including the tender). In July of 1959, the Big Boy era was finally past and the fire in all of the locomotives was put out. Yet on May 10, 2019, the 150th anniversary of

the completion of the transcontinental railroad (“150 Years of the Golden Spike”) was due to be celebrated. After all, the Union Pacific was one of the two railroads, which had accomplished this grandiose achievement. Therefore, something spectacular should honor this event fittingly. Thus in 2013 the first rumors started that a “Big Boy” was supposed to be put into operation again. At least eight units were still in existence. The UP’s steam locomotive specialists checked out each of the eight surviving locomotives in order to find the best candidate for restoration. Finally, the final selection fell to road number 4014 at the RailGiants Train Museum in Pomona, since the mild California climate had attacked the locomotive the least and its boiler was in the best condition of all the preserved units. However, the locomotive now had to be transported to Cheyenne. Its transfer to Cheyenne was finally over on May 8, 2014 after a trip of several days. It was soon determined that about 60% of the parts had to be replaced due to decades of standing idle and the rest required a complete restoration. The UP steam shops with its nine workers originally planned five years for the restoration of the Big Boy. Yet, a main overhaul of

the UP steam locomotive, road number 844, had to be done in the same timeframe, so that in the end putting road number 4014 back into operating condition required a timeframe of only two and a half years. It was not until February 6, 2019 that an important milestone could be successfully mastered in the restoration of road number 4014. It passed the water pressure test for the boiler. The work now accelerated rapidly. On April 9, the oil burner for road number 4014 was lit for the first time. Yet time was getting short, because the locomotive was supposed to be seen under steam on May 9 at a big event in Ogden. A short test was thus scheduled for road number 4014 on May 2 and was successfully completed. According to estimates, the UP had had to spend at least four million US dollars for the restoration. Yet from this day on this railroad was again running the largest and most powerful operational steam locomotive in the world in its roster. The special run of road number 4014 together with road number 844 May 4 – 19 from Cheyenne to Ogden and back for the anniversary “150 Years of the Golden Spike” formed a first absolute highlight and of course also a mass spectacle.





43617 Passenger Car Set

Prototype: Six Union Pacific Railroad (U.P.) express train passenger cars. Two baggage cars, two vista dome cars, and two coaches.

Model: The cars are based on the streamliner express train passenger cars. The car bodies for all of the cars are constructed of aluminum. Total length approximately 150 cm / 59-1/16". DC wheelset E700580.



43617



37997

See Page 168 for an explanation of the symbols and age information.

Toy Fair Locomotive for 2020



39523 Class Ce 6/8 I "Köfferli" Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Ce 6/8 I "Köfferli" / "Little Suitcase" electric freight locomotive. Version when it was first delivered. Fictitious black basic paint scheme with gray running gear and red wheels. With older design buffers, cab doors without windows at the ends of the locomotive, and with walkover plates, with sanding equipment, without an oncoming train light, and without an inductive magnet. Road number 14 2020. The locomotive looks as it did in the Twenties.

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

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

Highlights:

- **World of Operation mfx+ digital decoder and extensive operation and sound functions included.**
- **Cab lighting and engine room lighting can be controlled digitally.**

This model can be found in a DC version in the Trix H0 assortment under item number 22869.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Rail Joints
Marker light(s)						Brake Compressor
Electric locomotive op. sounds						Conductor's Whistle
Locomotive whistle						Doors Closing
Direct control						Sound of Couplers Engaging
Interior lights						Operating Sounds 1
Engineer's cab lighting						Special Function
Whistle for switching maneuver						Switching maneuver
Engineer's cab lighting						
Sound of squealing brakes off						
Headlight(s): Cab1 End						
Headlight(s): Cab2 End						
Blower motors						
Letting off Air						
Pantograph Sounds						
Sanding						

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

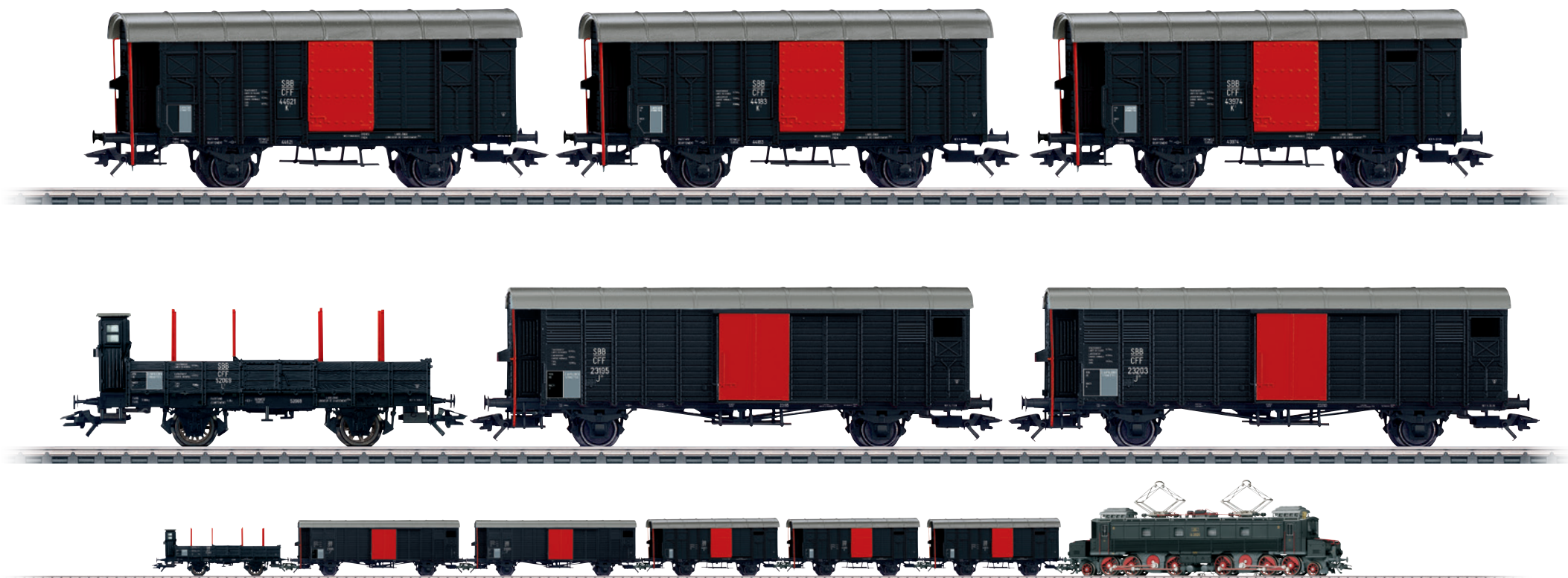




46050 Freight Car Set for the "Köfferli"

Prototype: 6 different design Swiss Federal Railways (SBB) freight cars in a fictitious black basic paint scheme. 3 type K3 boxcars with brakeman's cabs. 2 type J3 boxcars with brakeman's cabs. 1 type L2 low side car with a brakeman's cab. All of the cars look as they did in the Twenties.

Model: The type K3 and J3 boxcars have sliding doors that can be opened. Stakes are included that can be installed on the low side car. All of the cars are individually packaged. There is also a master package. Total length over the buffers approximately 74 cm / 29-1/8". DC wheelsets E700580, E32301211.



46050

39523



18036 Krupp Front Wheel Steering Flatbed Truck with a "Märklin Werksverkehr" / "Märklin Factory Transport" Tarp Superstructure

Prototype: Krupp "Märklin Werksverkehr" / "Märklin Factory Transport" front wheel steering flatbed truck.

Model: The truck is approximately 1:45 scale. The truck superstructure is constructed of die-cast metal, and the floor is constructed of sheet steel. The truck has metal wheels as turned parts with rubber tires. The radiator grill, windshield wipers, taillights, and other details are set off with different color. The cab has inset windows. The flatbed has a tarp superstructure. This truck is the right add-on to the models of the replica series and others.

Vehicle length approximately 12.5 cm / 4-15/16".

This Krupp truck with a tarp is being produced in 2020 in a onetime series only for Insider members.

Highlights:

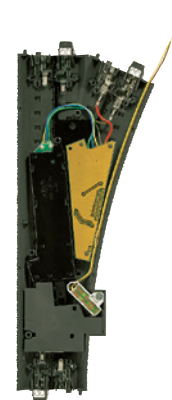
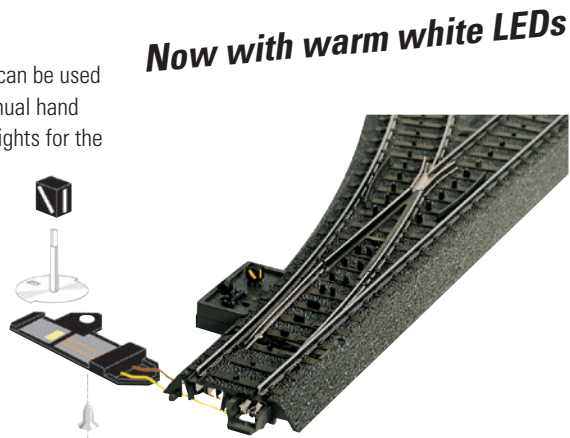
- Variation of an absolute classic: the Krupp front wheel steering truck from the Sixties.
- Approximately 1:45 scale.
- Manufactured from the original tooling of the earlier 8034 model.
- Cardstock packaging in an historic design.
- The Krupp "Märklin Werksverkehr" / "Märklin Factory Transport" truck comes with a certificate of authenticity.





74471 Warm White Turnout Lantern Kit

This is for retrofitting 2 C Track turnouts. The turnout lanterns can be used right, left, or three-way turnouts. They can be used with a manual hand lever and/or with the 74491 electric turnout mechanism. The lights for the lanterns are maintenance-free warm white LEDs.



Turnout Lantern with Warm White LED Lighting.

All of the C Track turnouts, with manual hand levers or electric turnout mechanisms, conventionally or digitally controlled, can be equipped with lighted turnout lanterns. The installation procedure is simple; the light insert also fits into the permanent lantern on the double slip switch. Maintenance-free miniature LED's make it possible to have a scale size for the lanterns.

Note: A permanent lantern with prototypical lighting is already built into the 24624 double slip switch.



03083 "Digital Control with the Central Station 3" Manual

Complete description of the Märklin Digital System. This book contains all of the essential information about the Central Station 3 with Software Version 2.0: Includes Control with the Central Station 3, Converting to Digital Running, Tips for Automated Procedures. Over 190 pages in the Din A4 Format. German language edition.

Highlights:

- Contains all of the essential information about the Central Station 3 with Software Version 2.0.





Perfection in a Scale of 1:220

Perfection in a scale of 1:220, at Märklin for many model railroad fans this is the popular Z Gauge. As a symbol for exclusive precision engineering in model railroad construction, it has also been affectionately called "Mini-Club".

Go with us on a journey through the different eras of railroad time and be guided to the beginning of railroading in Württemberg with our anniversary set. Executed with a wealth of details, a T9 greets you there with a car set typical for that time. The puffing iron horses of Era III, whether as an express train sprinter or a specialist for steeply graded lines is also waiting to greet you. It then gets modern with our diesel and electric locomotives for recent eras. For example, our completely new tooling and finely detailed Siemens Vectron, which will soon dominate the mountain ranges of your layout.

Also attractive this year is our large assortment of passenger and freight cars. From congenial passenger commuter service to heavy freight transport, there is a lot for you to discover.

Three-Phase Current Pioneer



88527 Class 120 Electric Locomotive

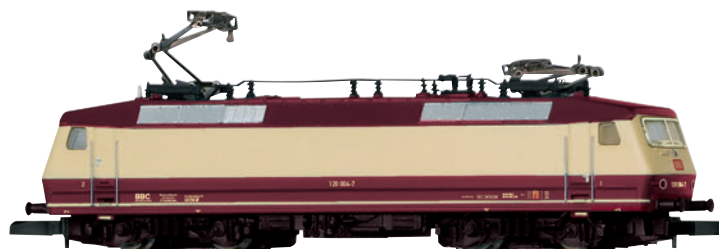
Prototype: German Federal Railroad (DB) class 120 express general-purpose locomotive. The locomotive looks as it did in Era IV.

Model: The locomotive has a motor with a bell-shaped armature. Both trucks powered. The locomotive has dark wheel treads. It also has triple headlights and marker lights that change over with the direction of travel. The locomotive can pick up power from catenary. The catenary selector switch is located out of side in the body. Length over the buffers 87 mm / 3-7/16".

The 88527 electric locomotive is being produced only in a one-time series for the Märklin Dealer Initiative (MHI).

Highlights:

➤ **Motor with a bell-shaped armature.**



30 JAHRE **mhi**
märklin Händler-Initiative



87210 Entertainment Car

Prototype: German Federal Railroad (DB) type WGmh 824 entertainment car. Ocean blue / ivory paint scheme. The car looks as it did in the summer of 1985.

Model: The car has built-in flickering "disco lighting" in different colors such as red, yellow, green, blue, etc. The car has a current buffer and close coupler hooks. Length over the buffers 120 mm / 4-3/4".

The 87210 car is being produced once only for the Märklin Dealer Initiative (MHI).

Entertainment car with DISCO lights



30 JAHRE **mhi**
märklin Händler-Initiative





87211 "Compartment Car" Passenger Car Set

Prototype: 3 German Federal Railroad (DB) compartment cars. The cars look as they did in Era IV and consist of a type Am 203 compartment car, 1st class, in an ocean blue / light ivory paint scheme, and 2 type Bm 234 compartment cars, 2nd class, in an ocean blue / light ivory paint scheme.

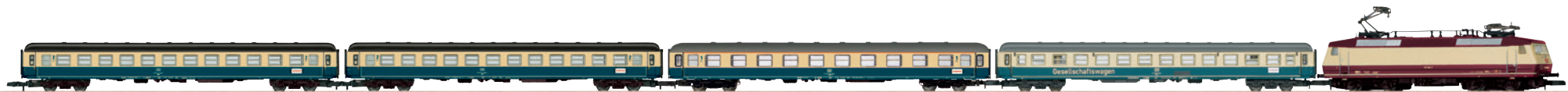
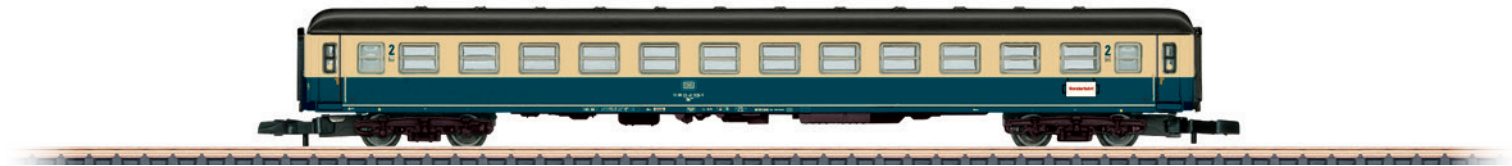
Model: All of the cars are realistically painted and lettered. The cars have interior lighting with a current buffer, different interior details, and close coupler hooks.

Total length over the buffers approximately 365 mm / 14-3/8".

The 87211 set is being produced once only for the Märklin Dealer Initiative (MHI).

Highlights:


- Realistic paint schemes and lettering.
- Close coupler hooks.
- Interior details.
- Interior lighting with a current buffer.



87211

87210

88527

 This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). 5 years warranty on all MHI/Exclusiv items and club items (Märklin Insider and Trix Club) starting in 2012. See Page 169 for warranty terms. See Page 168 for an explanation of the symbols and age information.

The locomotive building industry developed the class 41 2-8-2 locomotive for fast freight trains as part of the DRG's standardized locomotive program. Schwartzkopff delivered two sample units in 1936. The frame was a new development; the boiler was the same as on the class 03, but was designed on the class 41 for 20 atmospheres or 290 pounds pressure per square inch. The axle load could be set at 18 tons or 20 tons per axle. The resulting class 41 was for the first time a general-purpose locomotive that could be used anywhere. The two pre-production units were followed by 364 regular production locomotives that were improved somewhat

and that were delivered by almost all of the German locomotive builders by 1941. These locomotives could run at 90 km/h or 56 mph and had 1,900 horsepower; they were used almost everywhere.

After World War II, there were 216 locomotives on the DB's roster. It was soon found out that the type St47K boilers were worn out. Since the class 41 was indispensable, the DB developed a completely welded, high-performance boiler with a combustion chamber as a replacement. Compared to the previous long tube

boiler, this version had a higher ratio of premium radiant heating surface and could therefore support a greater load. Between 1957 and 1961, 102 class 41 locomotives were equipped with this new boiler at the maintenance facility in Braunschweig. Together with the front skirting being removed, this resulted in a considerably new look for the class 41 locomotives. Forty (40) of these converted locomotives were also equipped for oil firing. The last grate-fired converted units were retired in 1971.



88275 Class 41 Oil Steam Locomotive

Prototype: German Federal Railroad (DB) class 41 steam freight locomotive with a new design high-performance boiler and a type 2'2'T34 oil tender. The locomotive looks as it did in Era IIIb.

Model: The locomotive is mostly new tooling that is finely detailed with a high-performance boiler (new design). The locomotive body is constructed of metal and has inset cab windows along with correct modeling of the details (smoke stack, cab, vents, etc.). The sanding pipes, imitations of brakes, inductive magnet, track clearance devices, and other details on

the underside of the locomotive are modelled. The valve gear and drive/side rods are finely detailed and fully functional. The locomotive has a motor with a bell-shaped armature. All four driving axles are powered. Warm white LEDs are used for the headlights. The tender has spoked wheels. The minimum radius for operation is 195 mm / 7-11/16". Total length over the buffers approximately 112 mm / 4-3/8".

One-time production only for Märklin Insider members.

Highlights:

- Mostly new tooling.
- Locomotive running gear and body constructed of metal.
- Finely detailed valve gear and drive/side rods.
- Modeling of the braking system, inductive magnet, track clearance devices, etc.
- Motor with a bell-shaped armature.
- Inset cab windows.
- Warm white LEDs for the headlights.





UNT.
15.5.87

175 Years of Railroading in Württemberg



81390 "175 Years of Railroading in Württemberg" Train Set

Prototype: Royal Württemberg State Railways (K.W.St.E.) freight train with passenger service (GmP) consisting of a class T9 steam locomotive, 1 corridor coach, 3rd class, 1 beer refrigerator car, 1 gondola with a load of coal, and 1 acid car.

The locomotive and cars look as they did in Era I around 1907.

Model: The locomotive has a reworked mechanism and a motor with a bell-shaped armature. It also has prototypical, fully working valve gear, imitation brakes, and dual headlights with warm white LEDs.

All of the cars are prototypically imprinted and have spoked wheels. Length over the buffers approximately 245 mm / 9-5/8".

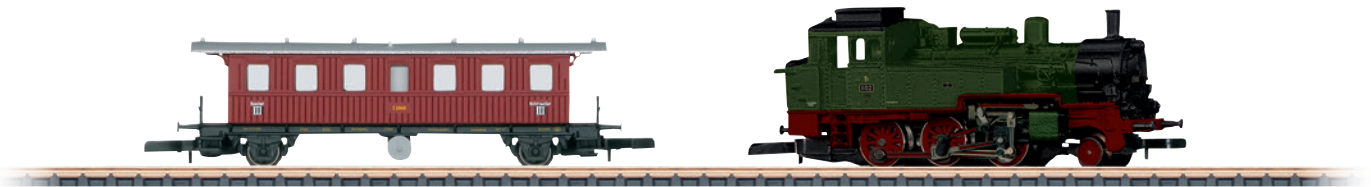
Highlights:

- Motor with a bell-shaped armature.
- All of the cars prototypically equipped with spoked wheels.
- Anniversary set "175 Years of Railroading in Württemberg".

One-time series for the anniversary of railroading in Württemberg.



175 Jahre Eisenbahnen
in Württemberg



See Page 168 for an explanation of the symbols and age information.



Full Steam on the Steep Rail Line

It took a long time to complete the rail line from Freiburg/Breisgau to the Black Forest via the Höllental Line. At first, the technical options at that time or an extremely costly routing hampered railroad construction. Since a purely adhesion rail line was too expensive, the plan was to conquer the steepest section between Hirschsprung and Hinterzarten on a path with the help of a cogwheel rack. This variation was realized at the start of the 1880s under the leadership of the brilliant railroad builder Robert Gerwig. The steep section between Hirschsprung and Hinterzarten at up to 5.5% was equipped with a cogwheel rack based on the Bissinger-Klose System up to the Posthalde Station at a length of 6,525 meters / 4.078 miles. After over three years of construction

time, continuous operation between Freiburg and Neustadt/Black Forest was finally started on May 23, 1887 in the presence of the Grand Duke of Baden. A continuation to Donaueschingen had to wait almost ten years. Finally, the decision was made to use this variation via Löffingen. A curving and longer right-of-way as accepted in order to tie as many communities as possible to the so-called "Rear Höllentalbahn Line" than what would have been necessary on a more direct path. Train operations between Neustadt and Donaueschingen finally began on August 20, 1901. At the start of the Thirties, the DRG decided to electrify the Höllentalbahn Line between Freiburg and Neustadt as well as the Dreiseenbahn Line. In a departure from the customary

railroad current system of 15 kilovolts / 16.7 Hertz, the plan here was to use an experimental electrical operating system with the so-called industrial current of 20 kilovolts and 50 Hertz, which was then done until the fall of 1935. There were problems starting in mid-1956, when the two current systems met in the Freiburg Station after electrification of the Baden main line Mannheim – Basle. In order to eliminate Freiburg as a system change station and to maintain efficient operations, the DB decided to convert both lines by May 20, 1960 to the standard current system of 15 kilovolts and 16.7 Hertz. Yet since the spring of 2018, big changes are casting their shadows. As part of the comprehensive plan "Breisgau S-Bahn 2020", the German Railroad has



88931 Class 85 Steam Locomotive

Specialist for Steep Rail Lines – Originally, the 10 class 85 heavy three-cylinder tank locomotives placed into service were built for the Höllental Line in the Black Forest previously operated with expensive and time-consuming cogwheel technology. The brawny class 85 units were in a position to master this difficult line exclusively with more economical adhesion operation. There they turned in excellent results up to the conversion to electric motive power. Then several of these athletic units took up service on other steep German lines such as Erkrath-Hochdahl until the end of their operation.

Prototype: German Federal Railroad (DB) class 85. The locomotive looks as it did in Era IIIa.

Model: The model is finely detailed and has fully functional valve gear and drive/side rods. The imitations of brakes, sanding pipes, and track clearance devices are modelled. The locomotive has a motor with a bell-shaped armature. All driving axles are powered. Maintenance-free warm white LEDs are used for the headlights and they change over with the direction of travel. The locomotive has inset cab windows. Length over the buffers 74 mm / 2-7/8".

Highlights:

➤ **Motor with a bell-shaped armature.**



begun extensive construction work to modernize and expand the infrastructure on the Höllentalbahn Line. Starting March 1, 2018, the western section Freiburg – Neustadt/Black Forest was completely closed in order to enable extensive conversion work for S-Bahn operations. This included new catenary installation on many parts, new 55 cm / 22" inch high, 210 meter / 683 foot long and at least 2.50 meter / 8 foot wide platforms including handicapped access at all stations as well as overhauling the track installations including improvements to the infrastructure in order to enable better containment of disruptions and delays in the future. Starting April 1, 2019 continuous operation from Freiburg to Neustadt will be possible again. The Rear Höllental-

bahn Line between Freiburg and Donaueschingen has also been closed since May 1, 2018 for these measures. It is being electrified, whereby the track in the five tunnels on the line in particular is being prepared for installation of catenary by lowering the track by up to 70 cm / 27-1/2". Since part of the construction sites are difficult to access, a large part of the transport of material is being done by rail. Of course, all of the stations on the Rear Höllentalbahn Line are being expanded without barriers and the track installations are being overhauled. These measures are supposed to be completed by October 31, 2019. The new S-Bahn concept on the Höllentalbahn and Dreiseenbahn lines will then take effect with the change in schedules in December of 2019.

Instead of the previous bi-level shuttle trains and diesel-powered rail cars, modern three or four-part Alstom "Coradia Continental" type (class 1440) electric-powered rail cars will then be running. With the electrification of the Rear Höllentalbahn Line, continuous train connections on hourly schedules will be possible in the future: from Villingen via Donaueschingen, Löffingen, Neustadt, Hinterzarten, and Kirzarten to Freiburg as well as further to Breisach or Endingen am Kaiserstuhl.



Indispensable Motive Power



88856 Class 03.10 Express Locomotive with a Tender

Prototype: German Federal Railroad (DB) class 03.10 steam locomotive in F-Zug express steel blue with Witte smoke deflectors. The locomotive looks as it did in Era IIIa.

Model: The locomotive is a finely detailed model. The locomotive body is constructed of metal and has inset cab windows. The locomotive has extensive lettering and paint. The imitation brakes, sand pipes, inductive magnet, track clearance devices, etc. on the underside of the locomotive are modelled. The fully working valve gear and drive/side rods are detailed. The locomotive has enlarged buffer plates. The locomotive has a motor with a bell-shaped armature. All 3 driving axles are powered. Warm white LEDs are used for the headlights. The tender has spoked wheels. Length over the buffers approximately 112 mm / 4-3/8".

Highlights:

- **Modeling of the braking system, inductive magnet, sand pipes, etc.**
- **Motor with a bell-shaped armature.**
- **LED headlights.**

*Locomotive running gear and body constructed of metal
Finely detailed valve gear and drive/side rods*





87357 Express Train Skirted Car Set

Prototype: German Federal Railroad (DB) type AB4ü express train passenger cars, 1st/2nd class. German Sleeping Car and Dining Car Company (DSG) type WR4üe, skirted dining car, used on the German Federal Railroad (DB). The cars look as they did around 1953.

Model: This is a five-part express train passenger car set consisting of four 1st/2nd class skirted express train passenger cars and a DSG dining car (skirted car). The cars have the correct paint scheme and lettering. All of the cars have close coupler hooks. Total length over the buffers 520 mm / 20-1/2".

The 88856 locomotive goes perfectly with this car set.

Highlights:
➤ Close coupler hooks.



87357

88856

Ideal for unit trains



82325 "Aral" Tank Car Set

Prototype: BV-ARAL, Inc., Bochum, Germany, 2-axle tank car with a brakeman's cab, used on the German Federal Railroad (DB). BV-ARAL, Inc. Büssing tank truck. The tank car and truck look as they did in Era IIIb.

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

The Büssing tank truck is constructed of metal. It has rubber tires and can be rolled.



86090 Freight Train Baggage Car

Prototype: German Federal Railroad (DB) type Pwg Pr 14 as it looked in Era III.

Model: This freight train baggage car has been reworked and has sliding doors that can be opened. The new prototypical doors have no windows and are lasered and painted to have the look of wood. Length over the buffers 40 mm / 1-9/16".

Highlights:
➤ New prototypical doors.

Angled entry and the peephole for the "view to the rear" included



86689 Freight Car Set

Prototype: 3 German State Railroad (DR) type Eas 5949/5971 (DB Eaos) 4-axle gondolas (DR). The cars look as they did in Era IV.

Model: This set has 3 four-axle freight cars. The car bodies are made of plastic and they are prototypically lettered. The cars have solid wheel sets. Total length over the buffers approximately 190 mm / 7-1/2".



See Page 168 for an explanation of the symbols and age information.

“Silver Coins” Car with Advertising



87162 Commuter Passenger Car

Prototype: German Federal Railroad (DB) type Bnb 719 commuter car, 2nd class, in silver / ocean blue with lettering advertising “Quelle”. The car looks as it did in Era IV.

Model: The car has an extensive paint scheme. It also has interior details and close coupler hooks.

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

Highlights:

- Realistic, prototypical paint scheme and lettering.
- Close coupler hooks.
- Interior details modelled.



87073 “Deutsche Weinstraße” Pair of Cars

Prototype: Type WG3yge/WG3yge pair of rebuild cars, 2nd class, lettered with the advertising “Deutsche Weinstraße” (“German Wine Road”). The cars look as they did in Era IV around 1980.

Model: The pair of cars are permanently coupled and prototypically painted.

Length over the buffers approximately 122 mm / 4-13/16”.

The theme “Deutsche Weinstraße” (“German Wine Road”) will be continued in 2021.

Highlights:

- Pair of cars permanently coupled.



In Heavy-Duty Service



88791 Class 216 Diesel Locomotive

Prototype: German Railroad, Inc. (DB AG) DB Cargo class 216.

Model: The locomotive model has a reworked mechanism and a motor with a bell-shaped armature. It looks as it did in Era V. Both trucks with all axles powered. Triple warm white / dual red LED headlights and marker lights change over with the direction of travel. The locomotive has dark nickel-plated wheel treads.

Length over the buffers 75 mm / 2-15/16".

Highlights:

➤ **Motor with a bell-shaped armature.**



82229 Heavy-Duty Transport Car Set

Prototype: German Federal Railroad (DB) type Ssy 45 4-axle heavy-duty flat cars, used to transport Panzer tanks. Loaded with Leopard 1A1 tanks. The railroad cars and the tanks cars look as they did in Era III.

Model: This set has 3 DB heavy-duty flat cars as new tooling, each car loaded with a Leopard 1A1 tank. The heavy-duty flat car bodies are constructed of metal and stakes are included. The tanks are new tooling made of plastic and the turrets can be turned.

Length over the buffers approximately 150 mm / 5-7/8".

*New tooling
Car bodies constructed of metal
Leopard 1A1 tank is also new tooling*



See Page 168 for an explanation of the symbols and age information.



88545 Class 103.1 Electric Locomotive

Prototype: German Federal Railroad (DB) class 103.1 electric locomotive in an orient red paint scheme with a grayish brown border around the vents. The locomotive looks as it did in Era around 1992.

Model: The model has a locomotive body for the first time made of plastic impregnated with metal. The locomotive is finely and extensively painted and lettered. It is equipped with a motor with a bell-shaped

armature. The skylights in the engine room have window inserts and the engine room is lit. Both trucks powered. The locomotive has a concealed switch for the working catenary operation. Length over the buffers 88 mm / 3-7/16".

Metal-impregnated body



*Extensively imprinted cars
Equipped with close coupler hooks*



87340 IC Compartment Car

Prototype: German Federal Railroad (DB) type Avmz 207 IC compartment car, 1st class. Version in "Product Colors". The car looks as it did in 1992.

Model: The minimum radius for operation is 195 mm / 7-11/16". Length over the buffers 120 mm / 4-3/4".



87241 IC Compartment Car

Prototype: German Federal Railroad (DB) type Avmz 111.2 IC compartment car, 1st class. Version in "Product Colors". The car looks as it did in 1992.

Model: The minimum radius for operation is 195 mm / 7-11/16". Length over the buffers 120 mm / 4-3/4".



87252 IC Open Seating Car

Prototype: German Federal Railroad (DB) type Apmz 121.1 IC open seating car, 1st class. Version in "Product Colors". The car looks as it did in 1992.

Model: The minimum radius for operation is 195 mm / 7-11/16". Length over the buffers 120 mm / 4-3/4".



87742 IC Dining Car

Prototype: German Federal Railroad (DB) type WRmz 7 IC dining car. Version in "Product Colors". The car looks as it did in 1992.

Model: The pantograph is black nickel-plated. The minimum radius for operation is 195 mm / 7-11/16". Length over the buffers 120 mm / 4-3/4".



Used all over Europe



88231 Class 193 Electric Locomotive

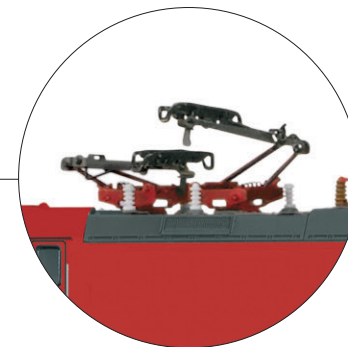
Prototype: German Railroad, Inc. (DB AG) class 193 multi-system electric locomotive (Siemens Vectron) in a traffic red basic paint scheme. The locomotive looks as it did in Era VI around 2017.

Model: The locomotive is completely new tooling. The frame is constructed of metal, and the locomotive body is made of plastic. This is very fine construction with an extensive paint scheme and lettering. The locomotive has a motor with a bell-shaped armature. Both trucks powered. The locomotive has separately applied details, warm white / red LED headlights and marker lights that change over with the direction of travel. Both trucks powered. Length over the buffers 86 mm / 3-3/8".

Highlights:

- Completely new tooling, finely detailed.
- Motor with a bell-shaped armature.
- Warm white / red LED headlights and marker lights.

A locomotive for all situations:
With 4 pantographs on Europe's rail lines



82426 Sliding Tarp Car Set

Prototype: 2 German Railroad, Inc. (DB AG) type Rils 652 four-axle tarp cars with tarp lettering for DB Schenker.

Model: The cars have fine, prototypical paint schemes and lettering. They also have different car numbers. The car floors are constructed of metal. These models are not available separately. Total length over the buffers 182 mm / 7-3/16".

Highlights:

- Car floors constructed of metal.





88232 Class 193 Electric Locomotive



Model: The locomotive is completely new tooling. The frame is constructed of metal, and the locomotive body is made of plastic. This is very fine construction with an extensive paint scheme and lettering. The locomotive has a motor with a bell-shaped armature. Both trucks powered. The locomotive has separately applied details, warm white / red LED headlights and marker lights that change over with the direction of travel. Both trucks powered. Length over the buffers approximately 86 mm / 3-3/8".

Highlights:

- **Completely new tooling, finely detailed.**
- **Motor with a bell-shaped armature.**
- **Warm white / red LED headlights and marker lights.**

Prototype: Swiss Federal Railways (SBB) Cargo International class 193 multi-system electric locomotive (Siemens Vectron). The locomotive looks as it did in Era VI around 2018.



82384 Type Hbbins Sliding Wall Boxcar

Prototype: Type Hbbins sliding wall boxcar. Privately owned car painted and lettered for the Swiss paper manufacturer Tela Schweiz, used on the Swiss Federal Railways (SBB). The car looks as it did in Era V, in the mid-Nineties.

Model: The model is made of plastic. It has black metal wheelsets and prototypical imprinting. Length over the buffers 64 mm / 2-1/2".





88880 Class 2016 Diesel Locomotive

Prototype: Austrian Federal Railways (ÖBB) class 2016 (Hercules) general-purpose locomotive. The locomotive looks as it did in Era V.

Model: The locomotive has a reworked mechanism and a new motor with a bell-shaped armature. Both trucks with all axles powered. Triple warm white / dual red maintenance-free LED headlights and marker lights change over with the direction of travel. The locomotive has a prototypical paint scheme and lettering.
Length over the buffers 87 mm / 2-7/16".

Highlights:

- Motor with a bell-shaped armature.



87343 ÖBB Passenger Car Set

Prototype: 3 Austrian Federal Railways (ÖBB) Eurofima express train passenger cars. 1 type Amoz express train passenger car, 1st class, 2 type Bmoz express train passenger cars, 2nd class.

Model: All of the cars are finely imprinted and have close coupler hooks.
Total length over the buffers 366 mm / 14-3/8".





88637 Class MV Diesel Locomotive

Prototype: Danish State Railroad (DSB) class MV NOHAB general-purpose diesel locomotive. The locomotive looks as it did in Era IV. Diesel electric Europa locomotive from the cooperation of GM/NOHAB/AFB.

Model: The locomotive has a motor with a bell-shaped armature. Both trucks powered. The locomotive has prototypical truck side frames. It also has warm white LED headlights that change over with the direction of travel. The locomotive has dark wheel treads. The body is made of plastic impregnated with metal for improved pulling power. Length over the buffers 88 mm / 3-7/16".

Highlights:

- Motor with a bell-shaped armature.
- Prototypical truck side frames.



*Body made of plastic impregnated
with metal*





88484 Class RE 14 Electric Locomotive

Prototype: Swedish State Railroad (SJ) class RE 14 electric express locomotive used for the Green Cargo Freight Service Area.

Model: The locomotive has a motor with a bell-shaped armature. All axles powered. LED warm white headlights and red marker lights are included. The locomotive has dark nickel-plated wheel treads. The pantographs can pick up power from catenary. The model has an extensive paint scheme. Length over the buffers 87 mm / 3-7/16”.



Highlights:

- Motor with a bell-shaped armature.
- All axles powered.
- LED warm white headlights and red marker lights change over with the direction of travel.



82533 “Green Cargo” Freight Car Set

Prototype: 2 DB Schenker Rail type Sdgkms 707 deep-well flat cars and 2 type Zacns funnel flow tank cars for Ermewa, Inc. The cars look as they did in Era VI. The deep-well flat cars are for transporting interchangeable transport units for trucks and the funnel-flow tank cars are for transporting airplane fuel.

Model: The deep-well flat car frames are constructed of metal. Each deep-well flat car is loaded with 2 removable interchangeable transport units for trucks lettered with advertising for “Green Cargo” for Ermewa, Inc. The funnel-flow tank cars for Ermewa, Inc. are for transporting airplane fuel and are finely detailed. The cars are finely painted and

lettered. All of the cars have different car numbers and the interchangeable transport units have different registration numbers. The cars have close coupler hooks. Total length over the buffers approximately 315 mm / 12-3/8”.



82532

82533

88484





88615 GP 38-2 Diesel Electric Locomotive

Prototype: Atchison, Topeka and Santa Fe Railroad GP 38-2 4-axle diesel electric locomotive built by General Motors/EMD in America.

Model: The locomotive has a high-efficiency motor. All axles on both trucks powered. Traction tires, thus a high level of pulling power. Warm white LEDs are used for the headlights. The locomotive is finely detailed and has a prototypical paint scheme and lettering. The locomotive has Märklin system couplers front and rear. Length approximately 79 mm / 3-1/8".

This model is a cooperative project with the firm AZL.



82498 American Freight Car Set

Prototype: 5 different American freight cars, 2 gondolas painted and lettered for Western Pacific and Penn Central, 2 boxcars painted and lettered for Northern Pacific and Rock Island, and 1 tank car painted and lettered for Western Pacific. The cars look as they did in Era IV.

Model: This is a freight car set with 5 different freight cars. All of the cars include custom imprinting. Total length approximately 355 mm / 14". These cars are not available individually.

Highlights:

- Ideal car set to go with things such as 88615.



82498

88615



88669 Class V 216 Diesel Locomotive

Prototype: Württemberg Railroad Company (WEG) class V 216 (former V 160 Lollo) diesel hydraulic locomotive. B-B wheel arrangement. The locomotive looks as it did around 1990.

Model: The locomotive model has a reworked mechanism and a motor with a bell-shaped armature. It looks as it did in Era IV. Both trucks with all axles powered. The locomotive has larger buffer plates with buffer plate warning striping. Triple warm white / dual red LED headlights and

marker lights change over with the direction of travel. The locomotive has dark nickel-plated wheel treads. Length over the buffers 75 mm / 2-15/16". The locomotive is packaged in a quality real wooden box.

Highlights:

- Motor with a bell-shaped armature.
- Buffer plate warning striping.

Packaged in a quality real wooden box



Happy Easter



80420 Z Gauge Easter Car for 2020

Prototype: High side gondola.

Model: The car is decorated for Easter. The car comes in a transparent Easter rabbit in an Easter basket filled with Easter grass. Length over the buffers 54 mm / 2-1/8".

One-time series exclusively in 2020.



Includes basket, Easter grass, and lovingly designed packaging



Accessories



89011 Kit for 6 Railroad Telephone Booths

Prototype: Corrugated sheet metal railroad telephone booths as could be seen for many decades and even still in isolated examples today near rail lines.

Model: This model consists of 6 kits for a railroad telephone booth as constructed of corrugated sheet metal. The booths are intricate laser-cut models that fit together precisely. The base and corrugated sheet metal surface are made of architectural quality hard cardstock, small but fine equipment details for layout building, executed in prototypical dimensions. Wood glues available in hobby shops and home improvement centers can be used to cement the kits together. Dimensions for each booth approximately 5.5 x 5.5 x 11 mm / 1/4" x 1/4" x 7/16" (L x W x H)

Highlights:

- Suitable for many eras (II-VI).
- Intricate model.
- Important equipment details.





TWE

DB

V 320 001



The Real Size: Märklin 1 Gauge

Märklin 1 Gauge models are models for the Royal Gauge. There, where other gauges can only indicate the detailing and look of a prototype, 1 Gauge models truly show their prototypes down to the details. Moreover, for over 50 years now!

It was 1969 when Märklin took a chance on a new start with the new 1 Gauge. Initially, the first passenger and freight cars were pulled with class 80 steam locomotives and a small diesel locomotive. Fifty-one years later, we are presenting the giant of the Allgäu Line, with an impressive size of over 70 cm / 27" and a weight of an incredible 7 kilograms / 15 pounds. Moreover, in 6 different variations over a time span of 1965 to 2015.

Experience a magnificent locomotive in the course of time and in the changes to its tasks.

Beyond the locomotives, it is getting just as lively with a complete set all about the theme of livestock transport in Era III. For at that time animals were also sent off on trips by train in addition to wood, coal, and other freight. Take a look. On page 157, a whole flock of goats is bleating.

This year, many other 1 Gauge models will also bring a lot of play and operating fun to your layout. Get ready for excitement.

The Giant of the Allgäu Line



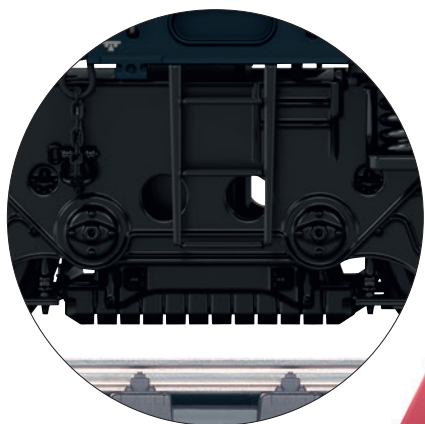
55320 Class V 320 Diesel Locomotive

Prototype: German Federal Railroad (DB) class V 320 heavy diesel locomotive, for use in high-value passenger service on the Allgäu Line. Based in Kempten. Original version in crimson basic paint scheme. Road number V 320 001. The locomotive looks as it did around 1965.

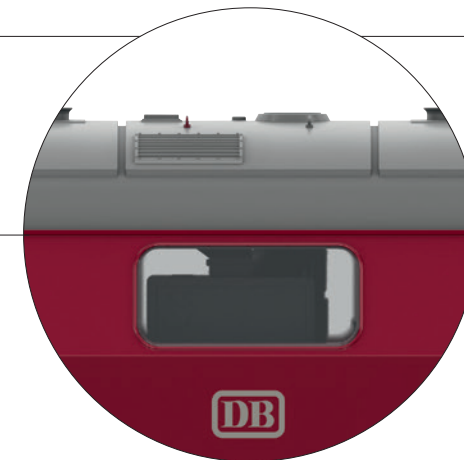
Highlights:

- Diesel locomotive with 2 motors.
- Completely new tooling constructed of metal with separately applied brass parts.
- Motor-driven roof vents with sound, can be turned off.
- Smoke exhaust at both exhaust stacks.
- Fully equipped with sound.
- Built-in adjustable current buffer.
- Engine room lighting can be controlled.
- Cab lighting.
- All axles powered.

An open view of the steam heat boiler and the open exhaust gas openings on the roof included



The V 320 as a model like its prototype with magnetic rail brakes



A complete description of the model can be found online at:
<https://www.maerklin.de/de/produkte/details/article/55320/>

See Page 168 for an explanation of the symbols and age information.

Model: This locomotive is completely new tooling. The running gear with the main frame and locomotive body are constructed of metal. The locomotive has many separately applied brass parts and separately applied metal parts such as grab irons, metal signs, windshield wipers, etc. The locomotive has a DCC-Digital decoder, extensive sound functions as well as running sounds that vary with the speed, a locomotive whistle, warning horn, compressed air being released, vent sounds, and much more. The locomotive can be operated with AC, DC, Märklin Digital, and mfx. The locomotive has a built-in buffer capacitor, whose parameters can be adjusted. It also has two high-efficiency motors with drive to all axles and a high level of pulling power. The LED white headlights / red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There is white LED lighting in the cab that changes over with the direction of travel and that can

be turned off. All of the vents include sound. They are prototypically driven and can be turned off. There is smoke exhaust from all of the exhaust stacks and it can be controlled electrically. The engine room lighting / corridor lighting can be controlled. The engine room and cab interior details are modelled. The cab doors can be opened, and Cab 1 has a figure of an engineer. The buffer beams have sprung buffers and separately applied brake lines. There is a factory-installed, electrically working Telex coupler at the back of the locomotive. The front has a prototype coupler. Each factory-installed type of coupler can be replaced by the other type, which is included with the locomotive. Gloves are included with the locomotive. Minimum radius for operation 1,020 mm / 40-3/16". Length over the buffers 71.9 cm / 28-5/16". Weight approximately 7 kilograms / 15 pounds.

Digital Functions	CU	MS	MS 2	CS1	CS2-3	CS2-3
Headlight(s)						Special sound function
Diesel locomotive op. sounds						Blower motors
Telex coupler on the rear						Blower motors
Horn						Train announcement
Marker lights						Special sound function
Whistle for switching maneuver						Brake Compressor
Engineer's cab lighting						Conductor's Whistle
Sanding						Operating sounds
Direct control						Switching maneuver
Sound of squealing brakes off						"Switcher Double ""A"" Light"
Interior lighting for the corridor						Surrounding sounds
Letting off Air						Special sound function
Auxiliary diesel						Doors Closing
Replenishing fuel						Rail Joints
Replenishing fuel						Special sound function
Smoke generator						Telex coupler on the front

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



The Giant after the Change to Computer Numbering



55322 Class 232 Diesel Locomotive

With the introduction of computer road numbers, road number V 320 001 mutated starting January 1, 1968 to road number 232 001. Starting in the fall of 1971, it had to do freight train service after the end of its use in heavy express train service. This went just as well, because it had a switching device with the combination of high speed (160 km/h / 100 mph) and lower pulling power for express trains or low speed (100 km/h / 63 mph) and higher pulling power for freight trains. For the first time it was able to make full use of its performance range pulling heavy freight trains.

Prototype: Diesel locomotive, road number 232 001 (Henschel DH 4000). German Federal Railroad (DB) lease locomotive in the crimson paint scheme of Era IV. The locomotive looks as it did around 1972, period of use at Kempten. With metering boxes on the trucks to the right rear and left rear, without rain gutters above the cab windows.

Model: All other information can be found online or towards the front at the 55320 model on pages 148/149.



The detail shows the entry on the handsample

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Special sound function
Diesel locomotive op. sounds						Blower motors
Telex coupler on the rear						Blower motors
Horn						Whistle for switching maneuver
Marker lights						Special sound function
Whistle for switching maneuver						Brake Compressor
Engineer's cab lighting						Conductor's Whistle
Sanding						Operating sounds
Direct control						Switching maneuver
Sound of squealing brakes off						"Switcher Double "A" Light"
Interior lighting for the corridor						Surrounding sounds
Letting off Air						Special sound function
Auxiliary diesel						Doors Closing
Replenishing fuel						Buffer to buffer
Replenishing fuel						Special sound function
Smoke generator						Telex coupler on the front

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

Refined models down to the details:
Even the auxiliary diesel motor and the air compressor are in their place behind the entrances



A complete description of the model can be found online at:
<https://www.maerklin.de/de/produkte/details/article/55322/>



See Page 168 for an explanation of the symbols and age information.

The Powerhouse on the Hersfeld County Railroad

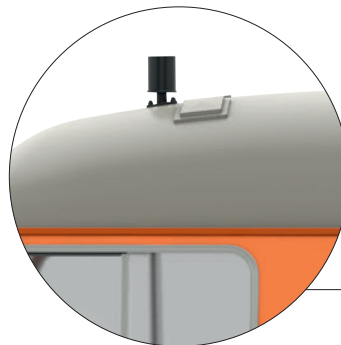


55323 Diesel Locomotive

After the end of the lease period with the DB on June 28, 1974, road number V 320 001 was acquired in October of 1975 by the Hersfeld County Railroad (starting in 1984: Hersfeld Railroad Company – HEG). Heavy potash trains (up to 1,600 metric tons) were hauled on this line with its many grades and curves between the mining area near Heimbaldshausen and Schenklengsfeld. With the high-performance “powerhouse”, now designated as V 30II, pusher or additional locomotives were largely done away with on these trains. The purchase of two new diesel locomotives in 1988 then ended the guest appearance of the V 320 on the HEG.

Prototype: Hersfeld County Railroad diesel locomotive, road number 30 (former road number V 320 001 and Henschel DH 4000) in the light reddish orange paint scheme of Era IV around 1976/1977. With metering boxes on the trucks to the right rear and left rear, with wind deflectors on the cab windows, with a pan-shaped antenna above Cab 2, and with rain gutters above the cab windows.

Model: All other information can be found online or towards the front at the 55320 model on pages 148/149.



The distinguishing feature in addition to its striking color – the pan-shaped antenna for the radio

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Special sound function
Diesel locomotive op. sounds						Blower motors
Telex coupler on the rear						Blower motors
Horn						Train announcement
Marker lights						Special sound function
Whistle for switching maneuver						Brake Compressor
Engineer's cab lighting						Conductor's Whistle
Sanding						Operating sounds
Direct control						Switching maneuver
Sound of squealing brakes off						"Switcher Double "A" Light"
Interior lighting for the corridor						Train radio
Letting off Air						Special sound function
Auxiliary diesel						Doors Closing
Replenishing fuel						Bell
Replenishing fuel						Special sound function
Smoke generator						Telex coupler on the front

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

**Order deadline
March 31, 2020**



A complete description of the model can be found online at:
<https://www.maerklin.de/de/produkte/details/article/55323/>

As a Powerhouse in Track Building



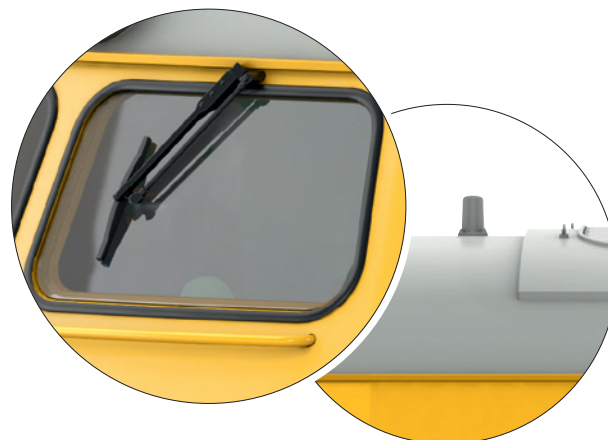
55326 Diesel Locomotive

The spectacular reimport of the V 320 to Germany by the track building firm WIEBE was done in 1999. After extensive restoration and a complete overhaul, it ran on German rails again in construction train service from March of 2000 on, then was soon designated as 320 001-1 (WIEBE 7). There it kept on going until 2015, when wheelset bearing damage ended its use forever. Still, at 16 years in service it spent more time at WIEBE than at all of the other railroads. Since 2017, it has enriched the manufacturing plant in Kassel (presently Bombardier) as a showpiece.

Prototype: Diesel locomotive, road number 320 001-1 (former road number V 320 001 and Henschel DH 4000) of the track building firm Wiebe as it looked in Era VI around 2015. With wind deflectors on the cab windows on both sides, with a small train radio antenna, and without rain gutters above the cab windows.

Model: All other information can be found online or towards the front at the 55320 model on pages 148/149.

In 2021, cars to go with this model will be offered if there is enough demand.



Important for smooth operation, the V 320 now had a small train route radio antenna for the switching operations radio

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Special sound function
Diesel locomotive op. sounds						Blower motors
Telex coupler on the rear						Blower motors
Horn						Whistle for switching maneuver
Marker lights						Special sound function
Whistle for switching maneuver						Brake Compressor
Engineer's cab lighting						Horn
Sanding						Operating sounds
Direct control						Switching maneuver
Sound of squealing brakes off						"Switcher Double "A"" Light"
Interior lighting for the corridor						Special light function
Letting off Air						Special sound function
Auxiliary diesel						Doors Closing
Replenishing fuel						Bell
Replenishing fuel						Special sound function
Smoke generator						Telex coupler on the front

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



A complete description of the model can be found online at:
<https://www.maerklin.de/de/produkte/details/article/55326/>

See Page 168 for an explanation of the symbols and age information.



Required up to Its Limits



55325 Diesel Locomotive

At the end of the Eighties, the Teutoburg Forest Railroad (TWE) was urgently looking for a powerful diesel locomotive. It was thus fitting that road number V 320 001 was no longer needed at the end of 1988 on the Hersfeld Railroad. At the start of 1989, it was taken over by the TWE. There, it was used urgently – apart from occasional military trains – in steel train service between Lingen and Gütersloh. The around 1,700 metric ton "billets train" was its tour de force achievement here, whereby the numerous grades of the TWE line starting at Ibbenbüren tested the V 320 up to its limits.

Prototype: Teutoburg Forest Railroad (TWE) diesel locomotive, road number V 320 (former road number V 320 001 and Henschel DH 4000) in a traffic orange paint scheme of Era IV around 1989/1990. With metering boxes on the trucks to the right rear and left rear, with wind deflectors on the cab windows, with a pan-shaped antenna above Cab 2, and with rain gutters above the cab windows.

Model: All other information can be found online or towards the front at the 55320 model on pages 148/149.

Order deadline
March 31, 2020



Things now go on with the rain gutter and wind deflectors on the cab side windows, each in the right side of the direction of travel

Prototypical with a large, rectangular switching operations radio

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Special sound function
Diesel locomotive op. sounds						Blower motors
Telex coupler on the rear						Blower motors
Horn						Train announcement
Marker lights						Special sound function
Whistle for switching maneuver						Brake Compressor
Engineer's cab lighting						Conductor's Whistle
Sanding						Operating sounds
Direct control						Switching maneuver
Sound of squealing brakes off						"Switcher Double "A" Light"
Interior lighting for the corridor						Train radio
Letting off Air						Special sound function
Auxiliary diesel						Doors Closing
Replenishing fuel						Bell
Replenishing fuel						Special sound function
Smoke generator						Telex coupler on the front

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



A complete description of the model can be found online at:
<https://www.maerklin.de/de/produkte/details/article/55325/>



55324 Diesel Locomotive

After its deadline in 1992, the V 320 disappeared to Italy to earn its daily living in construction train service. Starting in 1995, it was available to the track construction firm Servizi Ferroviari Srl (SerFer) as road number T2716 (320-001) to haul freight trains as well as in construction service. Yet due to its “over dimensioned size”, it was used rather sporadically so that SerFer was already looking for a buyer in 1998 for this large diesel locomotive and found it in the German track building firm WIEBE.

Prototype: Servizi Ferroviari Srl (SerFer) diesel locomotive, road number 320-001 (former road number V 320 001 and Henschel DH 4000) as it looked in Era V around 1995. With metering boxes on the trucks to the right rear and left rear, with wind deflectors on the cab windows, and with rain gutters above the cab windows.

Model: All other information can be found online or towards the front at the 55320 model on pages 148/149.

Digital Functions	CU	MS	MS 2	CS 1	CS 2-3	CS 2-3
Headlight(s)						Special sound function
Diesel locomotive op. sounds						Blower motors
Telex coupler on the rear						Blower motors
Horn						Train announcement
Marker lights						Special sound function
Whistle for switching maneuver						Brake Compressor
Engineer's cab lighting						Conductor's Whistle
Sanding						Operating sounds
Direct control						Switching maneuver
Sound of squealing brakes off						“Switcher Double “A” Light”
Interior lighting for the corridor						Train radio
Letting off Air						Special sound function
Auxiliary diesel						Doors Closing
Replenishing fuel						Bell
Replenishing fuel						Special sound function
Smoke generator						Telex coupler on the front

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

Order deadline March 31, 2020



With the transfer of the locomotive to Italy, the center dispensing boxes on the rear right and left of the trucks disappeared



A complete description of the model can be found online at:
<https://www.maerklin.de/de/produkte/details/article/55324/>

Freight Service in Era III



58060 Maintenance Tank Car with Gas Tanks

Prototype: Gas tank car with 3 tanks stacked. German Federal Railroad (DB) maintenance car in Era IIIa, around 1953. Car number Stuttgart 1413.

Model: The gas tanks with their applied parts are constructed of metal and are prototypically mounted with real lumber to make a load unit. The flat car has a brakeman's platform. The model's running gear has been reworked extensively and is equipped with additional brake parts. Reproduction prototype couplers and brake hoses are included. Length over the buffers 27.5 cm / 10-13/16".

The gas tanks are prototypically mounted with real lumber to make a load unit



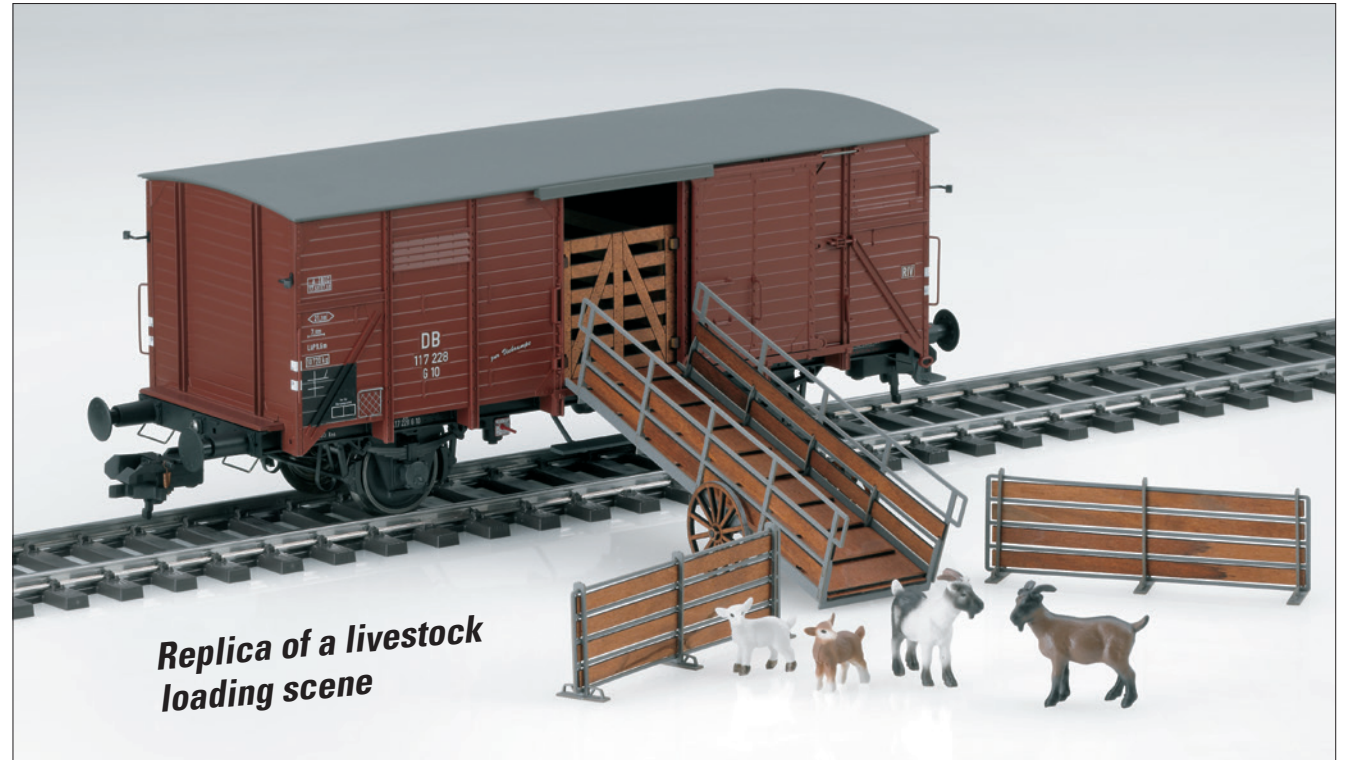


58945 Livestock Car

In the first decades of the DB, mixed freight trains without them were inconceivable: the type G 10 freight cars. Their origin extends back to the Prussian State Railways and with over 120,000 units built, they are the most important and by far the most often purchased of all boxcars. Almost everything could be transported in them and they were thus even suited for transporting livestock. In this case, this honor is claimed by a G 10 with end field reinforcement and without a brakeman's cab.

Prototype: German Federal Railroad (DB) type G 10 Association Design boxcar without a brakeman's cab and with reinforcement of the ends. The car looks as it did in Era IIIb. Car number 117 228. Used as a livestock car.

Model: The boxcar has doors that can be opened and the reinforcement of the ends is modelled. It has separately applied imitations of brakes with the brake valves and associated details, a brake crank, and brake rigging. The car has built-in livestock grill inserts that are laser cut and stained with board joints and nail engravings. A kit is included of a livestock loading ramp that is laser cut from wood and architectural cardstock as well as a kit of 2 barriers. 4 model goats are also included. The minimum radius for operation is 600 mm / 23-5/8". Length over the buffers 30.0 cm / 11-13/16". Brake hoses and prototype couplers are included with the car.



Replica of a livestock loading scene

The easily opened car door provides a fresh breeze



Freight Cars in the East and West



58946 Boxcar

Prototype: German State Railroad (DR) type G boxcar without a brakeman's cab and with reinforcement of the ends, Association Design of the German State Railroad (DR). The car looks as it did in Era IVa. Car number 21 50 112 3836-1.

Model: The boxcar has doors that can be opened and the reinforcement of the ends is modelled. It has separately applied imitations of brakes with the brake valves and associated details, a brake crank, and brake rigging. Brake hoses and prototype couplers are included with the car.

The minimum radius for operation is 600 mm / 23-5/8".
Length over the buffers 30.0 cm / 11-13/16".



58392 "ARAL" Privately Owned Tank Car

Prototype: 2-axle privately owned tank car for the firm BV-ARAL AG, Bochum, Germany, used on the German Federal Railroad (DB). Car number 503 316 P.

Model: The car has a brakeman's platform, side ladders, and a small platform under the tank dome. It also has a separately applied "ARAL diamond". The car has a partially open frame with separately applied details. The car's frame has the brake valves and associated details, a brake crank, and brake rigging. The car has shorter claw couplers. Reproduction prototype couplers and brake hoses are included with the car. The minimum radius for operation is 600 mm / 23-5/8".
Length over the buffers 27.5 cm / 10-13/16".

Highlights:

- Improved detailing.
- Shorter couplers.

These cars are also available with different car numbers:

58393 "ARAL" Privately Owned Tank Car

Car number 503 324 P





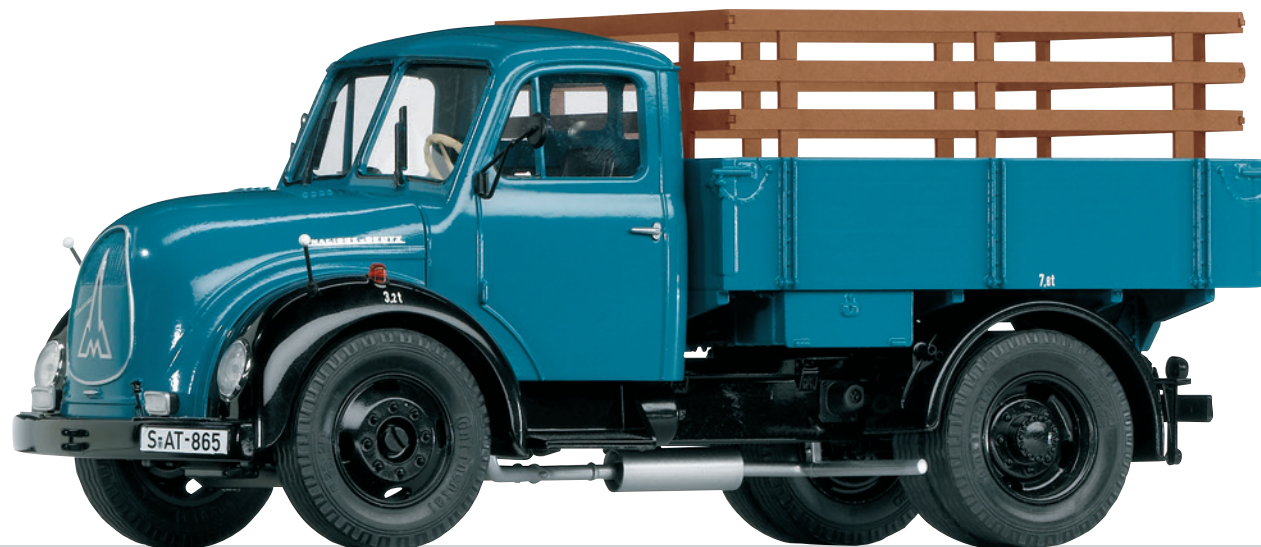
18221 Magirus Mercur 120 S

Prototype: Magirus Mercur 120 S so-called “Rundhauber” / “Curved Hood Truck” with a flatbed and a lattice attachment.

Model: This Magirus Mercur 120 S delivery truck has a flatbed load area. Also included with it is a kit for a reproduction of a wood lattice attachment so that the model can also be equipped with an attachment. The model is finely detailed, is equipped with clearance rods on the fenders and mirrors, and is made of plastic with real rubber tires. This model can be rolled and the front axle can be steered. Vehicle length approximately 17 cm / 6-11/16”.

Highlights:

➤ **Finely detailed.**



Museum Cars for 2020



80031 Z Gauge Museum Car for 2020

Prototype: German Federal Railroad (DB) boxcar with sliding walls and an advertising design for the firm Kopf Galvanizing Plant.

One-time series. Available only in the Märklineum Store in Göppingen.

Model: The freight car has detailed construction with an advertising design for the firm Kopf Galvanizing Plant, Schlierbach, Germany. Length over the buffers 64 mm / 2-1/2"



48120 H0 Gauge Museum Car for 2020

Prototype: German Federal Railroad (DB) type Tbis 871 two-axle sliding roof / sliding wall car. Red basic paint scheme. With advertising for the Kopf Galvanizing Plant, Schlierbach, Germany. Hanomag F55 truck with a flatbed painted and lettered for the Kopf Galvanizing Plant, Schlierbach, Germany. The railroad car and the truck look as they did around 1979.

Model: The freight car has separately applied end platforms. Length over the buffers 16.1 cm / 6-3/8".

A Schuco model of a Hanomag F55 truck is included. In addition, crowd barriers included can be used as a load for the Hanomag truck. Attractive packaging in a metal container, designed in the style of galvanized sheet metal. DC wheelset E700580.



Highlights:

- H0 Museum Car Set for 2020.
- Hanomag F55 truck as new tooling from Schuco.
- Crowd barriers as a load for the Hanomag F55 truck.
- Attractive packaging in a metal container.

One-time series. Available only in the Märklineum Store in Göppingen.





58007 1 Gauge Museum Car for 2020

Prototype: German Federal Railroad (DB) type E 040 high-side gondola with advertising "Verzinkerei Kopf" ("Kopf Galvanizing Plant"). Car number 21 80 507 4202-0. The car looks as it did in Era IV.

One-time series. Available only in the Märklineum Store in Göppingen.

Model: The high-side gondola has an extensive paint scheme and advertising for the firm Willi Kopf Galvanizing Plant, Schlierbach, Germany. Length over the buffers 31.5 cm / 12-3/8". The minimum radius for operation is 600 mm / 23-5/8".



Verzinken ohne Fenster



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info@maerklineum.de



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80330 Z Gauge Insider Annual Car for 2020

Prototype: Interchange type GI Dresden boxcar without a hand brake and a brakeman's platform. Privately owned car painted and lettered for the firm Kuba-Imperial, Wolfenbüttel, Germany, used on the German Federal Railroad (DB). The car has the advertising "Kuba-Imperial Radio-Fernsehen millionenfach bewährt" / "Kuba-Imperial Radio-Television proven over a million times". The car looks as it did around 1960.

Model: The car body and floor are made of finely detailed and imprinted plastic. The car is prototypically lettered. The car has black nickel-plated solid wheels. Length over the buffers 53 mm / 2-1/8".

One-time series only for Märklin Insider members.



48170 H0 Insider Annual Car for 2020

Prototype: 2-axle tank car. Privately owned car painted and lettered for Railroad Transport, Inc. (Eva), Düsseldorf, Germany, used on the German Federal Railroad (DB). The car looks as it did at the end of the Seventies.

Model: The car has a brakeman's platform with an end ladder and a filling platform. The partially open car floor is modelled. Length over the buffers 10.0 cm / 3-15/16". DC wheelset E32376004.

Highlights:
 ➤ H0 Insider Annual Car for 2020.

One-time series only for Märklin Insider members.



Did you already know? At Märklin, there is the exclusive club of all fans of Märklin model trains. An association with many advantages for the club member. You will receive from us exclusive information, benefits, products not available to everyone, and much more. Get information here in detail about the advantages awaiting you and register right now.

Either online at www.maerklin.de/Clubs or fill out the registration form on Page 165 and mail it to us.



Märklin Insider-Club

Postfach 9 60
73009 Göppingen

Germany

Telephone +49 (0) 7161/608-213

Fax +49 (0) 7161/608-308

E-mail insider-club@maerklin.com

Internet www.maerklin.com

The annual membership costs Euro 79.95, CHF 109.95, US \$ 109.00, (as of 2020), including the annual car, an annual chronicle, a year's subscription to the Märklin Magazin, the catalog, Club News, etc.

The Club services* at a glance:

➤ All 6 Issues of the Märklin Magazin

The leading magazine for model railroaders! You will find everything it in about your hobby: extensive instructions about building layouts, product and technical information first hand, exciting reports about the prototype, tips about current events, and much more. The Märklin Magazin subscription price of 33 Euros is included in the club membership dues. Existing Märklin Magazin subscriptions can be carried over.

➤ The Insider Club News 6 Times a Year

You will experience everything about "your brand and your club" in 24 pages and six times a year. Background articles, a look over our shoulders in the production area and the makers of your trains provide deep insight into the world of Märklin.

➤ Exclusive Club Models

Your club membership entitles you to purchase exclusive club models developed and produced for you.

➤ Free Annual Club Car

You can look forward to the attractive annual cars available only for club members, in H0 or Z Gauge. Collect these free models that are different every year. People interested in 1 Gauge will receive as an option an exclusive present instead of the annual car every year.

➤ Annual Chronical

Re-live all of the highlights of the Märklin model railroading year with these DVDs in the comfort of your home.

➤ Catalog / New Items Brochures

Club members receive the annual main catalog free of charge from their dealer. We also send you our new items brochures directly to your home.

➤ Insider Club Card

Your personal club card (it has a new design every year) opens up the world of model railroading to you in a very special way. Because as a member you are more than our premium customer, you also receive a **bundle of advantages at the over 100 partners currently working with us.**

* The services mentioned here refer to 2020. Subject to change.

** Depending on availability.

Among them are the Miniature Wonderland in Hamburg, the Hans-Peter Porsche Dream Works in Anger, or the VGB Railroad Publishing Group. In addition, your personal membership card can be used to order all exclusive club products.

➤ Discounts for Seminars

Club members benefit from lower prices when they book seminars offered by us.

➤ Free Shipping in the Online Shop

Our Online Shop will give you free shipping within Germany. .

➤ Club Trips**

Experience your hobby in a special way and connect model railroading with the prototype. You can also talk shop with like-minded people on our club trips through fantastic landscapes and to extraordinary destinations. On top of that, there is a discount on the trip price.

Moreover, club members enjoy discounted ticket prices to many shows and events.



Z Gauge
Annual Car for 2020



H0 Gauge
Annual Car for 2020



Märklin Insider Club – Registration Form

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

Mr. Mrs./Ms.

Title

*Last Name, First Name (please print)

*Street, Number

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

*Postal Code/Zip Code

*City/State/Province

*Country

Telephone

*Birth Date (DD/MM/YYYY)

@ E-mail address

Desired language for communication

German English
 French Dutch

My dealer

Name Street

Postal Code/Zip Code City/State/Province

I would like to receive my annual car either in

H0 Gauge or Z Gauge

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

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

I am particularly interested in

H0 Gauge Z Gauge 1 Gauge Replicas

I receive my Märklin Magazin as a direct subscription from PressUp

Yes, my Subscription No. _____ no

Fields marked with * must be completed.

Date Signature

I am paying my one year membership fee of EUR 79.95/CHF 109.95/\$ 109.00 U.S. Funds (as of 2020):

D AT BE NL

by means of the following direct debit authorization:

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

Account No. _____

Bank Code _____

at this bank _____

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

*Last Name, First Name (please print)

*Street, Number

*Postal Code

*City/State/Province

CH

By payment order that I receive with the invoice.

All Countries

Bank transfer (after receipt of invoice)

By credit card: Mastercard Visa

Name of the cardholder

Credit card no.

until ____ / ____

If my account cannot cover this amount, the bank is under no obligation to honor it.

Date Signature

Membership Conditions

Register now and become a member. Your personal club year begins with the date of your payment. You will receive all future Club services for 12 months. Retroactive services are no longer possible.

Hand the order form in at your Märklin MHI dealer and then pick up the Club car of the year, catalog and Club models here.

Right of Cancellation

The membership is automatically extended by one year if it is not cancelled in writing by the deadline of 6 weeks before the end of your personal Club year. In the USA the commercial law in effect there applies to right of cancellation.

Subject to change.

Right of Withdrawal:

You can cancel your membership in writing within two weeks without giving a reason. To do this, please contact us at the following address.

Märklin Insider Club – Postfach 9 60 – 73009 Göppingen, Germany.

The deadline begins with the mailing of this application. Mailing in the cancellation promptly will be sufficient to ensure the deadline. I have taken notice of my right of withdrawal.

Data protection notice:

I agree that my data will be stored and may be used by Märklin companies to keep me informed of products, events and other activities. In accordance with Article 28 section 4 of the Federal Data Protection Act I may revoke this agreement at any time.

My data shall be used only for this one Märklin Insider Club transaction and shall not be used for any other contact, marketing or promotional purposes.

You can withdraw your consent at anytime by e-mail at insider-club@maerklin.com or by letter to the club address appearing on the other side of this form, and this withdrawal will be effective in the future.

Date Signature

Your current benefits* at a glance:

All 6 Issues of the Märklin Magazine

The leading magazine for model railroaders! You'll find everything about your hobby here: Detailed information on layout construction, product and other technical information straight from the source, exciting reports on models, tips for forthcoming events, and lots more. The Märklin Magazin subscription price of 33 Euros is included in the club membership dues. Existing subscriptions can be carried over.

The Trix Club News 6 Times a Year

On 24 pages and this six times a year you will find everything about "Your Gauge and Your Club". Behind-the-scene articles and looking over the shoulder of the people in production making your models for an in-depth look at the world of Märklin.

Exclusive Club Models

Club models exclusively developed and produced are available only if you are a club member.

Club Car of the Year, free of charge

Look forward to the attraction of Car of the Year only available to club members. Choose between H0 Gauge or Z Gauge. Each model a collectible every year. People interested in 1 Gauge will receive as an option an exclusive present instead of the annual car every year.

Annual Chronicle

Re-live the highlights of the Märklin model railroading year on DVD whenever and as often as you like.

Catalog / New Items Brochures

Club members receive the annual main catalogue free of charge from their retailer. We also send you our new items brochures direct to your home.

Club Card

Your personal club card with a new design every year opens up the world of model railroading as a hobby in a special way for you. Because as a member you are more than our premium customer, you also receive a **bundle of advantages at the over 100 partners currently working with us.** Among them are the Miniature Wonderland in Hamburg, the Hans-Peter Porsche Dream Works in Anger, or the VGB Railroad Publishing Group. In

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Moreover, club members get discounted entry prices to many shows and events.

**Register right now online at
www.maerklin.de/Clubs. Please
select registration code NH 2020.**

The Club team is available by telephone to members

Monday – Friday from 13:00 PM – 17:00 PM

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

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

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

E-mail insider-club@maerklin.com

Internet www.maerklin.com

* The services mentioned here refer to 2020. Subject to change.

** Depending on availability.

REPLY
Märklin Insider-Club
Postfach 9 60
73009 Göppingen
Germany

CREATED BY NORDSUEDEU



Register now and get the new club magazine by mail!



THE MÄRKLIN START UP CLUB

You'll get at least 6 magazines a year containing cool adventures, tips, construction manuals, product presentations, comic spreads, contests, puzzles and a lot more!



As a club member you have access to interactive specials and games on the club website. Also, you can chat with other model railroad fans on the club forum.

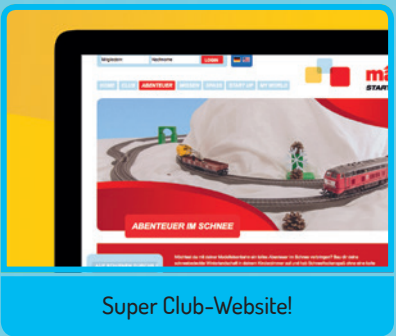
A lot of surprises and special discounts exclusively for members



Own club membership card



SIMPLY REGISTER ONLINE
Join the Märklin Start up Club now or give someone a gift of the fascination of model railroads. It's worth it to join up – and it only costs 12.00 EUR for a whole year's subscription. Simply register online under: www.maerklin.de/Startup



Super Club-Website!

IT IS WORTH IT!



Explanations of Symbols



Metal locomotive frame.



Digital decoder with up to 32 digitally controlled functions. The quantity depends on the controller being used.



Built-in interior lighting.



Exclusive special models for the Märklin Dealer Initiative – produced in a one-time series. The Märklin Dealer Initiative is an international association of mid-sized toy and model railroad specialty dealers (MHI International). These models are produced in a one-time series only for the Märklin Dealer Initiative (MHI). **5-year warranty** on all MHI products and club products (Märklin Insider and Trix Club) from 2012 on. See Page 169 for warranty terms.



Metal frame and mostly metal locomotive body.



Digital decoder mfx+ (Märklin World of Operation).



Built-in LED interior lighting.



LED interior lighting can be installed.



Metal frame and locomotive body.



DCC decoder.



LED



Metal car frame.



Built-in sound effects circuit.



Single headlights that change over with the direction of travel.



Era I (1835 to 1925)



Metal car frame and body.



Dual headlights at the front.



Era II (1925 to 1945)



Car body chiefly made of metal.



Dual headlights that change over with the direction of travel.



Era III (1945 to 1970)



Close couplers with pivot point.



Triple headlights at the front.



Era IV (1970 to 1990)



Close couplers in standard pocket with pivot point.



Triple headlights that change over with the direction of the travel.



Era V (1990-2006)



Close couplers in standard pocket with guide mechanism.



Dual red marker lights.



Era VI (2006 to the present)



Lokomotive/car has sprung buffers.



Dual headlights and dual red marker lights that change over with the direction of travel.



Triple headlights and two red marker lights that change over with the direction of travel.



Triple headlights and a red marker light that change over with the direction of travel.



Triple headlights and a white marker light that change over with the direction of travel.



Automatic claw couplers can be replaced with reproduction prototype couplers.

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)

Service



"Frequently Asked Questions" – FAQs

You will find additional practical tips and a lot of information on our website in the service area at: <http://www.maerklin.de/de/service/kundenservice/haeufig-gestellte-fragen>

Age Information and Warnings



WARNING! Not suitable for children under 3 years. Sharp edges and points required for operation. Danger of choking due to detachable small parts that may be swallowed.



For adults only.

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03083	121	39741	58	48620	32	88931	130
18036	120	39758	55	48953	104	89011	145
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36292	14	43146	10	58946	158		
36345	59	43147	67	72222	24		
36346	59	43160	62	72452	31		
36371	98	43330	63	72453	31		
36509	33	43574	90	74471	121		
36636	79	43575	90	80031	160		
36746	11	43613	92	80330	163		
36872	32	43617	116	80420	145		
37063	56	43651	88	81390	128		
37148	45	43724	75	82229	136		
37180	65	43725	75	82325	134		
37249	96	43726	77	82384	139		
37296	109	43728	77	82426	138		
37304	91	43879	12	82498	144		
37327	93	44118	21	82533	142		
37586	41	44819	29	86090	134		
37716	72	44821	28	86689	134		
37717	72	44822	29	87073	135		
37765	69	45027	82	87162	135		
37928	64	45175	40	87210	124		
37997	114	46017	46	87211	125		
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39062	102	46333	95	87340	137		
39063	112	46394	44	87343	140		
39097	66	46395	54	87357	133		
39098	47	46875	103	87742	137		
39171	13	46985	44	88231	138		
39422	86	47105	82	88232	139		
39436	38	47106	94	88275	126		
39461	89	47109	108	88484	142		
39470	68	47150	97	88527	124		
39510	85	47160	104	88545	137		
39523	118	47189	100	88615	144		
39683	60	47225	97	88637	141		
39685	105	47406	94	88669	145		
39706	16	47726	109	88791	136		
39714	74	48120	160	88856	132		

Märklin MHI Guarantee conditions

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

Warranty Conditions

This warranty applies to Märklin assortment products and individual parts that are purchased by a Märklin MHI specialty dealer worldwide. Either the warranty form filled out in full by the Märklin MHI specialty dealer or the purchase receipt will serve as proof of purchase. We therefore recommend that this warranty form should be kept safe along with the purchase receipt. This warranty includes as selected by the manufacturer correction of any possible defects at no charge or replacement of defective parts at no charge that can be proven to result from design, manufacturing, or material defects, including service performed that is linked to this situation. Other claims outside of the manufacturer's warranty are excluded. The terms of the warranty do not apply.

Contents of the Warranty / Exclusions

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



Come, see, be amazed:

Märklin has open house in Göppingen. Experience plant tours through the production areas, the completely opened Märklineum and special presentations. Something for the entire family – **we look forward to your visit!**

**September 18 and 19, 2020
in Göppingen**

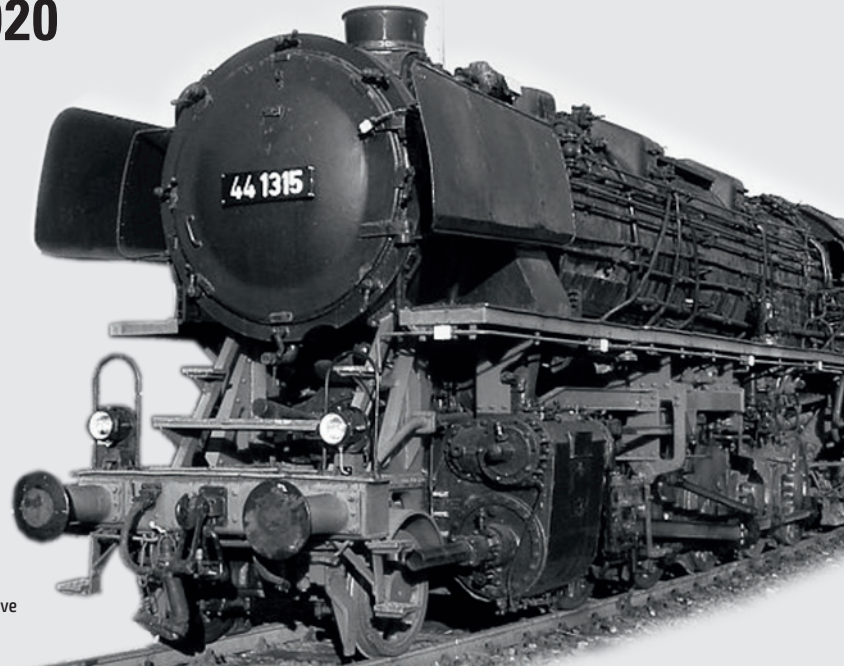
Mark your calendar now!

Current program information: www.maerklin.de



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eum

Visit the completely finished Märklineum, the new Märklin Store, and experience the class BR 44 as the impressive landmark in its new home station!



märklin

**Open
House Day**

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

Current program information: www.maerklin.de



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

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Prices are current as of the print date for this catalog – we reserve the right to change prices between years – prices are in effect until the release of the next price list / next catalog.

Some of the images are hand samples, retouched images, and renderings. The regular production models may vary in details from the models shown.

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

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