märklin

New Items 2023

E

The “Albatros”

39498 Class 498.1 “Albatros” Steam Locomotive

Prototype: Class 498.1 heavy express train steam locomotive with a tender. Version as museum locomotive road number 498.104 of the Železnice Slovenskej Republiky (ŽSR) / Slovak Republic Railways. The locomotive looks as it currently does in real life, i.e. as the operational locomotive currently based in Bratislava.

Model: The locomotive has an mfx+ decoder and extensive light and sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The locomotive also has a factory-installed smoke unit with speed-dependent, dynamic smoke exhaust. The locomotive has triple headlights and the tender has dual headlights. These lights change over with the direction of travel and can be controlled digitally. The upper headlight on the locomotive can be controlled separately. There is a working lighted locomotive number board built into the upper headlight. The cab lighting can be controlled digitally. Maintenance-free warm white LEDs are used for lighting. There is an adjustable close coupling with a guide mechanism between the locomotive and tender. There is a close coupler with a guide mechanism and an NEM pocket on the back of the tender. The buffer height on the locomotive and the tender adheres to NEM standards. Brake hoses, imitation prototype couplers, and an air tank for installation on the tender are included. Piston rod protection sleeves are also included.
The minimum radius for operation is R2 = 437.5 mm / 17-1/4“.
Length over the buffers approximately 29.3 cm / 11-1/2”.

Highlights:

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

Prototypically realized and realistic in detail

Welcome to the Märklin new items for the model railroad year 2023
Come with us through the eras of railroad history and experience finely modelled Märklin classics as well as the powerhouses of today's train service. Travel here plays an important role with these new items. Passenger cars, whether as the elegant EDELWEISS PARLOR CAR EXPRESS, InterRegio, in the class ET 85 rechargeable battery powered rail car or simply as a suburban train with its typical "rebuild cars" of the Sixties. What they all have in common is they let their passengers forget the world around them, even if just for a short moment now and then.
A lot of freight also goes traveling in these new items with power and a mighty push on the wheels, such as in our mixed set of freight cars from Era III, in which the new tooling for the type Rms/Rmrs 31 is ready for loading. Don't forget, our extensively and individually weathered tank cars, which impressively brings an Era IV unit train on your main line with our Taiga Drum as completely new tooling. This has been just a brief excerpt from the new items assortment on the following 160 pages.

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

Your Märklin Team

30 Years of Insider …

How time passes so quickly.

It was in 1992, when Märklin surprised the model railroad community with a brand-new offer, „A club for discerning model railroad customers and Märklin fans".
To go with the start that followed 30 years ago, the Club is now presenting the Insiders with a special version of the class 44 in H0 and Z Gauge.
Two models, which will not be done in this version a second time. The two anniversary locomotives can be found in your gauge at the beginning of the special MHI pages and they can be ordered by any Insider.

Page 20/113

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


1114

märklín

märklín Händler-Initiative

One-Time Series for 2023

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

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

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

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

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

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

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

mfx DCC III

30130 Class 1100 Electric Locomotive

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

Prototype: Dutch State Railways (NS) class 1100 electric locomotive. Steel blue basic paint scheme. Double-arm pantographs included. Locomotive road number 1114. The locomotive looks as it did in Era III.

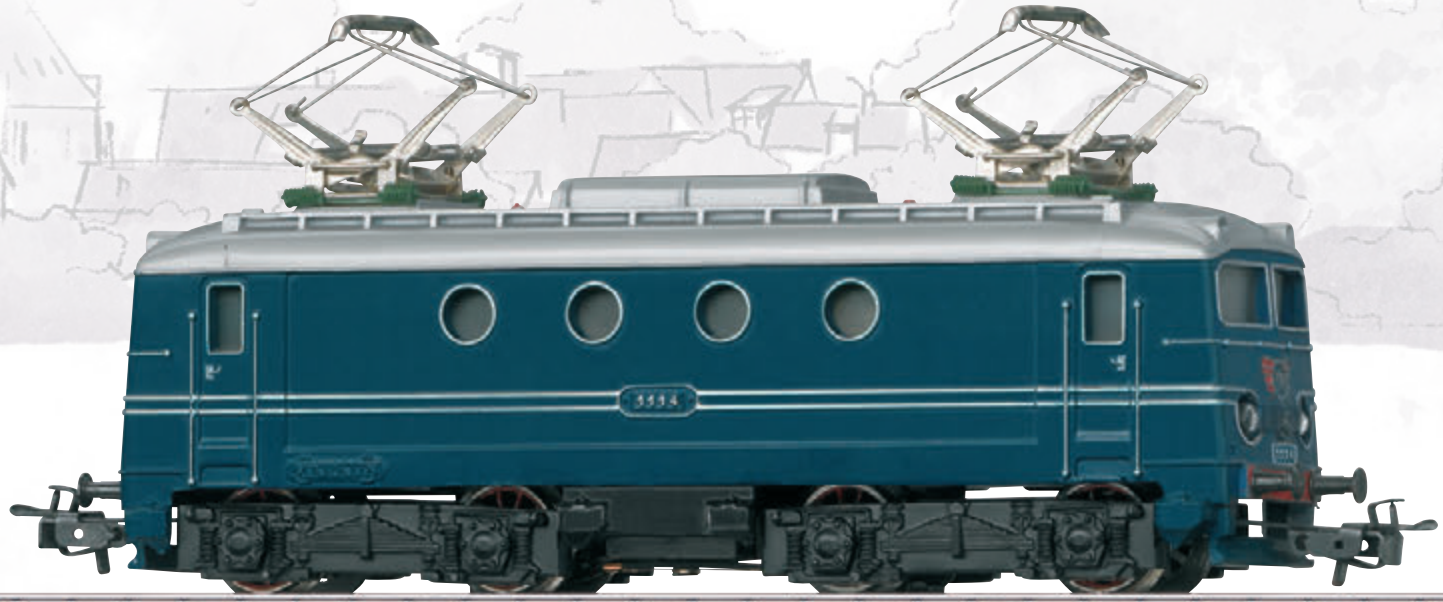
Model: This is a reissue of a Märklin classic. The locomotive has an mfx digital decoder. It also has controlled high-efficiency propulsion. 2 axles powered. Traction tires. Dual headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally.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

Highlights:

- **Märklin classic of the Sixties**
- **New locomotive road number 1114**
- **Packaging based on the colored packaging of that time**
- **Contemporary with an mfx digital decoder**

One-time series.

Märklin classic of the Sixties



40851 30130

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 160 for warranty terms.

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

1964/65 Catalog

"Marvelous reproductions of a Dutch locomotive", was the way the model of the class 1100 for the Nederlandse Spoorwegen was once presented in 1964. Currently, this class is one of the most popular classics from our company after almost 60 years.
Reason enough to celebrate this model in the well-known look with an all-metal body, flathead screws, and very traditional light bulbs.

Today as then…

40851 "Tin-Plate" Rheingold Car Set

Prototype: 4 different German Federal Railroad (DB) four-axle TEE passenger cars. TEE paint scheme of crimson/ivory. 1 type Ap4üm-62 TEE open seating car, 1st class. 1 type WR4üm-64 TEE dining car. 1 type AD4üm-62 TEE vista dome car, 1st class. 1 type Av4üm-62 TEE compartment car, 1st class with marker lights. The cars look as they did around 1965.

Model: All the cars have Relex couplers and rubber bead diaphragms. Train destination signs are imprinted on the cars. The cars have different car numbers. The compartment car has factory-installed marker lights. Each car is individually packaged in a marked box, which is based on the historic packaging design of that time. There is also a master package. Length over the buffers per car 24 cm / 9-7/16".

One-time series.

Last car
includes marker lights

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 160 for warranty terms.
A current explanation of the symbols can be found on the Internet at www.maerklin.de

Highlights:

- The prototype is the Rheingold cars of 1965 in the classic TEE paint scheme
- All cars in the "Tin-Plate" version constructed of metal
- Train route Hoek van Holland – Geneva Central Station or Milan Central Station
- The car set to go with the Dutch State Railways (NS) class 1100 electric locomotive

"Tin-Plate" version with a length of 24 cm / 9-7/16"

40851 | 30130

Parade Locomotive in Orient Red

39152 Class 103 Electric Locomotive

Prototype: German Federal Railroad (DB) class 103 electric locomotive. Version with "short" cabs, single-arm pantographs, and buffer cladding. Orient red basic paint scheme. Road number 103 144-2. The locomotive looks as it did starting 1989.

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 changes over with the direction of travel and can be controlled digitally.

The engine room lighting can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The pantographs can be raised and lowered digitally. The locomotive engineer figure in both cabs can move and be controlled digitally. The locomotive has separately applied control wheel imitations, grab irons, windshield wipers, UIC sockets, and roof conductors. The buffer height adheres to the NEM. The locomotive is lightly weathered. Brake lines, steps, and prototype couplers that can be mounted on the locomotive are included.
Length over the buffers approximately 22.4 cm / 8-13/16".

One-time series.

The pantographs on the orient red class 103 can be raised and lowered digitally

Locomotive engineer figure in both cabs can move

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 160 for warranty terms. A current explanation of the symbols can be found on the Internet at www.maerklin.de

Highlights:

- **Pantographs can be raised and lowered digitally**
- **Cab lighting and engine room lighting can be controlled digitally**
- **Locomotive engineer figure in both cabs can move**
- **Separately applied control wheel imitations**
- **Locomotive frame and body constructed of metal**
- **Prototypical tooling changes in the roof area**
- **Lightly weathered**
- **mfx+ decoder with extensive light and sound functions**
- **Buffer height adheres to the NEM**

At first glance not
immediately seen,
our extremely clean modelling
of the drive mechanisms

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

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

TRIX

This model can be found in the Trix H0 assortment
under item number 22929.

43901 | 43902 | 43900 | 39152

In the InterRegio Bistro Café through the German countryside

There was once a railroad called the German Federal Railroad and in 1988 it put a really innovative type of train into service: The completely newly designed InterRegio trains were planned to attract not only new customers with an unusual design concept, but also integrate attractive regions and cities outside of the established IC stops into the German long-distance network. The IR trains in their heyday served at least 320 stops (compared to 80 for the IC/ICE trains). Among other things, they ran to the Emsland region, to the Harz region, to Saarland, through the Sauerland region, and through Saxony, to the Allgäu region, and from Hamburg and Kassel via the Black Forest line to Lake Constance and to Konstanz. Beautiful routes, which you could experience on warm days at an open window or enjoy with coffee and cake in the likewise newly designed Bistro Café. These Bord-bistro dining cars were very stylish at that time and provided a perfect excursion atmosphere. Their unusual division of space also provided pleasant contact among the passengers. The InterRegio trains with the Bistro-Cafés were planned to link the travel experience and fast transport together without a lot of train transfers.

Unfortunately, this remarkable DB era only lasted a bit more than a decade. The IR 2670 train disappeared right after the schedule year 2001/2002. What remains is the memory of beautiful times in railroading and of the quaint Bord-bistro dining cars, still running today “redesigned” and repainted in the IC trains.

The InterRegio car family as completely new tooling

In the Bistro Café

43900 InterRegio Passenger Car Set

Prototype: One type Aim 260.5 passenger car, 1st class, one type Bimz 264.2, passenger car, 2nd class, and one type ARkimbz 262.2 "Bistro Café" half dining car. Car sequence numbers 49, 50, and 51.

Model: The cars are completely new tooling for the InterRegio car family. **They have multiple color interior details.** All the cars have factory-installed LED interior lighting. Each car has a built-in buffer capacitor to bridge short-term spots without current. The cars feature operating, current-conducting close couplers. The interior lighting works in conjunction with the marker light car from the set 43901 set. A fixed defined car order is stipulated to do this. There are red transparent marker light inserts at the ends of the cars. The underbodies are specific to the car types and include many separately applied details. The buffer height adheres to the NEM. The cars have type MD 366/367 trucks with and without separately applied generators. The vents on the car bodies are separately applied. There are imprinted car route signs on the cars. The cars are individually packaged in a master package. The minimum radius for operation is 360 mm / 14-3/16".
Length over the buffers approximately 84.6 cm / 33-5/16".

Highlights:

- **Completely new tooling for the InterRegio car family**
- **Multiple color interior details**
- **Factory-installed LED interior lighting with buffer capacitors**
- **Operating, current-conducting close couplers**
- **Buffer height adheres to the NEM**
- **Many separately applied details**

One-time series.

Different design InterRegio cars of the German Federal Railroad (DB) in light gray / distant blue basic paint scheme with pastel blue decorative striping.
Train route: IR 2670 from Konstanz to Kassel.
The cars look as they did in 1993.

TRIX

This model can be found in the Trix H0 assortment under item number 23200.

Convincingly realized: the multiple-colored interior details of the stylish design concept for the InterRegio.

mhi märklin Händler-Initiative

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 160 for warranty terms.
A current explanation of the symbols can be found on the Internet at www.maerklin.de

43901 InterRegio Passenger Car Set

Prototype: One type Bimz 264.7 passenger car, 2nd class, and one type Bimdz 268.2 passenger car with a bicycle compartment, 2nd class. Car sequence numbers 44 and 45.

Model: The cars have multiple color interior details with modelling of bicycle stands in the bicycle compartment. The current pickup is done using the type Bimdz 268.2 car. The interior lighting works in the car consist. A fixed defined car order is stipulated to do this. One car has factory-installed marker lights. The cars have type MD 366 trucks without separately applied generators.
Length over the buffers approximately 56.4 cm / 22-3/16".

All additional information can be found under item number 43900.

One-time series.

Factory-installed marker lights

Bicycle rack modelled in the bicycle compartment

43902 InterRegio Passenger Car

Prototype: One type Bim 263.5 passenger car, 2nd class.
Car sequence number 48.

Model: The cars has type MD 366 trucks with a separately applied generator. Length over the buffers 28.2 cm / 11-1/8".

One-time series.

All additional information can be found under item number 43900.

TRIX

These models can be found in the Trix H0 assortment under item numbers 23201 and 23202.

43901 | 43902 | 43900 | 39152

Our Insider Model for 2023

39760 Class 01.10 Older Design Steam Locomotive

Prototype: German Federal Railroad (DB) class 01.10 express train steam locomotive with an older design boiler and a type 2´3 T38 coal tender. Black/red basic paint scheme. Version without streamlining. Striking crosswise mounted feedwater heater on the smoke box. Dual headlights. Witte smoke deflectors and inductive magnet on one side. The locomotive looks as it did around 1950.

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 and tender are constructed mostly of metal. The locomotive has a factory-installed smoke unit, with speed-dependent dynamic smoke exhaust. Dual headlights, which change over with the direction of travel, will work in conventional operation and can be controlled digitally. The cab lighting, firebox flickering, and running gear lights can be controlled separately in digital operation. Maintenance-free, warm white and red LEDs are used for the lighting. There is a 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. The buffer height on the locomotive and tender adheres to the NEM. The minimum radius for operation is 360 mm / 14-3/16". Piston rod protection sleeves and brake hoses are included.
Length over the buffers 27.7 cm / 10-7/8".

Order deadline February 28, 2023

The horizontally mounted Knorr feedwater heater and the flattened smoke box door became the unmistakable face of the class 01.10 units.

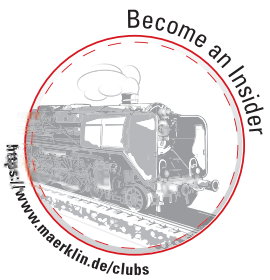
Locomotive/tender connection includes a guide mechanism and tapered cab window deflectors for an open view to the rear

Tender body constructed of die-cast zinc

Locomotive body constructed of die-cast zinc and has a detailed representation of the complete valve gear and side/ drive rods

Built-in smoke generator with dynamic smoke exhaust

This model still has two typical German State Railroad lanterns below and goes with early Era III



Exclusively for Insider Club Members.

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 160 for warranty terms.
A current explanation of the symbols can be found on the Internet at www.maerklin.de

Highlights:

- **Completely new tooling**
- **Class 01.10 with an older design boiler and a striking feedwater heater for the first time in the Märklin program**
- **Especially intricate metal construction**
- **A variety of separately applied details**
- **Factory-installed smoke unit and speed-dependent dynamic smoke exhaust**
- **Cab lighting, firebox flickering, and running gear lights controlled digitally**
- **World of Operation mfx+ digital decoder with extensive light and sound functions**
- **Buffer height adheres to the NEM**

One of the features of the overhaul at Henschel: The smokebox access step does not extend up to the boiler.

The mechanism for the automatic load-proportional braking system is mounted on the supports for the former streamlining.

In the past, the streamlining covered the horizontally mounted Knorr feedwater heater as well as the flattened smoke box door.

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

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

TRIX

This model can be found in the Trix H0 assortment under item number 25011 exclusively for Club members..

mhi märklin Händler-Initiative

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

A set of express train passenger cars to go with this locomotive including Group 29 passenger cars as new tooling is being offered under item number 42529 also exclusively only for Insider members in 2023.

42529 | 39760 |

The car set to go with our Insider model can be found on the following page.

Car Set for Our Insider Model

42529 Standard Design 1928 to 1930 Express Train Passenger Car Set

Prototype: 6 different German Federal Railroad (DB) standard design express train passenger cars from 1928 to 1930 (Application Group 29). 1 type Pw4ü-29 baggage car. 2 type C4ü-28 express train passenger cars, 3rd class. 1 type WR4ü DSG dining car. 1 type AB4ü-28 express train passenger car, i1st/2nd class. 1 type ABC4ü-29 express train passenger car, 1st/2nd/3rd class. Train route: Mönchengladbach-Düsseldorf-Essen-Dortmund-Hamm-Soest-Paderborn-Kassel-Bebra-Erfurt-Leipzig. Day coaches and baggage car in bottle green basic paint scheme. Dining car in ruby red. The cars look as they did around 1951.

Model: The cars have detailed construction and are full-scale length. The minimum radius for operation is 360 mm / 14-3/16". The trucks are type Görlitz II heavy. The ends of the cars have separately applied ladders and grab irons. The passenger cars and dining car have multi-color interior details. All the cars have factory-installed LED interior lighting, with warm white LEDs. The express train passenger car, 1st/2nd/3rd class, has marker lights at one end. The pickup shoe on this car supplies current pickup to the entire train consist using the factory-installed current-conducting close coupler heads. A fixed defined car order is stipulated to do this. The normal new close coupler heads for lower buffer heights are used at both ends of the car consist. The buffer height on all cars adheres to the NEM. Total length over the buffers 151 cm / 59-7/16".

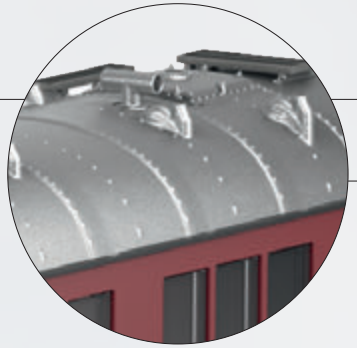
TRIX

This express train passenger car set can be found in a DC version in the Trix H0 assortment under item number 23629 exclusively for Trix Club members.

Marker lights factory-installed at one end

Exclusively for Insider Club Members.

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 160 for warranty terms.
A current explanation of the symbols can be found on the Internet at www.maerklin.de



The short roof walks are also completely newly modelled

All cars include detailed interiors and built-in interior lighting

Highlights:

- **Completely new tooling for the standard design express train passenger cars from 1928 to 1930 (Application Group 29)**
- **Train route: Mönchengladbach-Düsseldorf-Essen-Dortmund-Hamm-Soest-Paderborn-Kassel-Bebra-Erfurt-Leipzig**
- **All the cars include factory-installed LED interior lighting and buffer capacitors**
- **Current-conducting close coupler heads between the individual cars**
- **Multi-color interior details**
- **Separately applied ladders at the car ends**
- **Separately applied grab irons at the entry doors and dummy receptacles for electric heating lines**
- **Buffer height adheres to the NEM**

42529 | 39760 |


01 1088

Anniversary Locomotive

39745 Class 44 Steam Locomotive with a Tub-Style Tender

Prototype: German Federal Railroad (DB) class 44 heavy freight steam locomotive with a type 2´2´T30 tub-style tender. Black/red basic paint scheme. Witte smoke deflectors, dual headlights, smoke box with central locking, without an inductive magnet. Locomotive road number 44 1143. The locomotive looks as it did around 1950.

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 tub-style tender are constructed mostly of metal. The 7226 smoke unit can be installed in the locomotive. The dual 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 rear of 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 prototype couplers are included.
Length over the buffers 26 cm / 10-1/4".

First time from Märklin!
A class 44 with a tub-style tender

Order deadline April 30, 2023

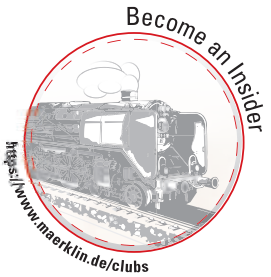
TRIX

This model can be found in the Trix H0 assortment under item number 25745 exclusively for Club members..

This class 44 steam locomotive with a tub-style tender is being produced in 2023 as an anniversary model for the 30th anniversary of the Insider Club in a one-time series exclusively only for Insider members.

Highlights:

- **Version with a tub-style tender for the first time**
- **Tooling changes include a new smoke box door and central locking**
- **Dual headlights**
- **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 be controlled in digital operation**
- **Partially open bar frame with mostly clear view between the running gear and the boiler**
- **High-efficiency propulsion with a flywheel, mounted in the boiler**
- **One-time anniversary model for the 30th anniversary of the Insider Club**



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

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

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

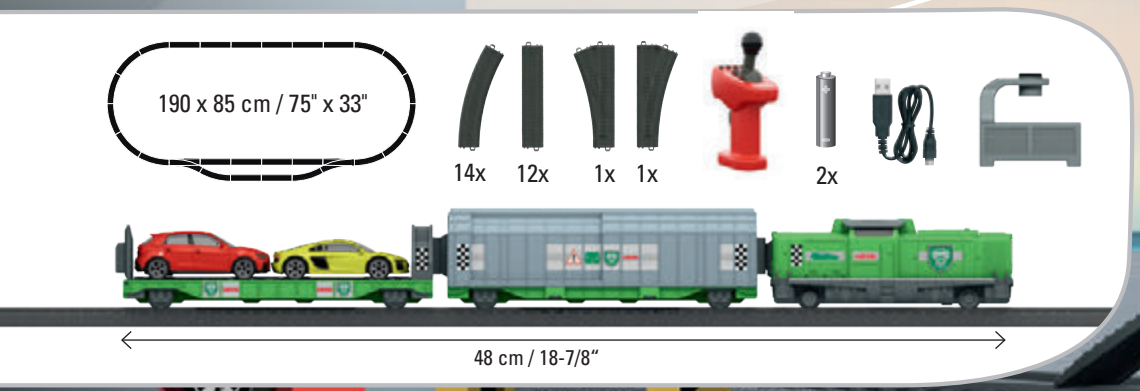
Smoke box door with locking wheel and dual headlights

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI).
There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 160 for warranty terms. A current explanation of the symbols can be found on the Internet at www.maerklin.de

29347 „Auto Transport“ Starter Set

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

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



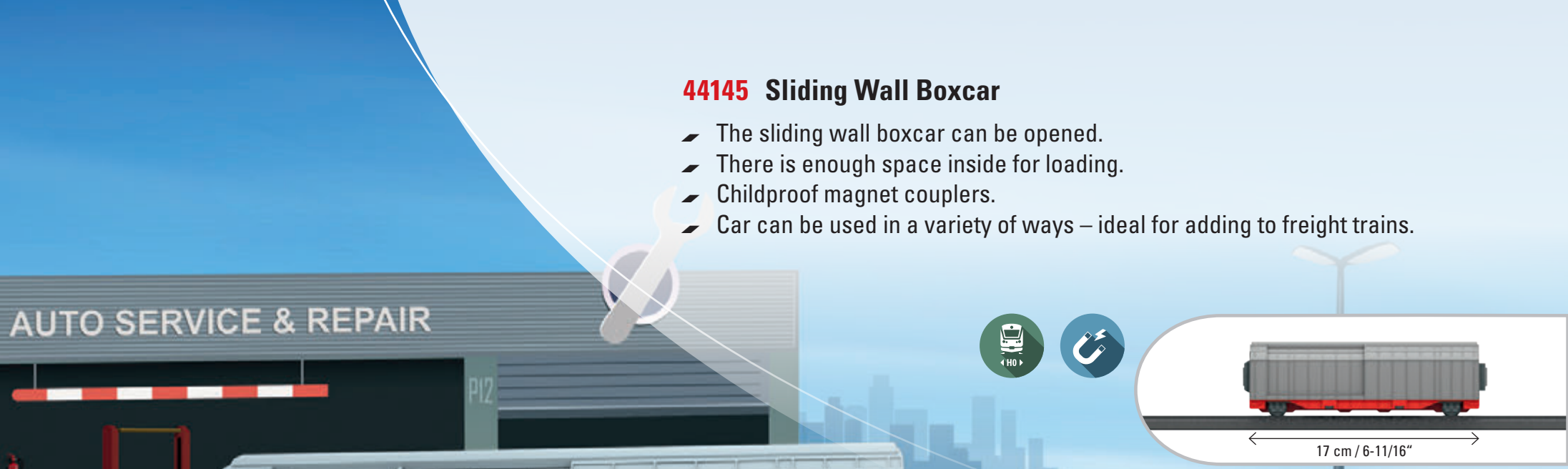
märklin
my world

By Rail to the Road

The automobile dealer joyfully expects delivery of the two sports cars. Your freight train with the powerful diesel locomotive safely transports these two classy luxury cars on the special auto transport car by rail. Naturally, you also supply your customers at the same time with important accessories.
You bring new tires in the sliding wall boxcar including the open grill transport box.

44145 Sliding Wall Boxcar

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



More Variety and Play Fun for Logistics Pros

You can even move the heaviest freight effortlessly with the crane car. Simply extend the loading supports and you're ready to go. Thanks to the sheet of stickers included in this package, you can decorate the 40-foot container including the transport car the way you would like to use them. Whether as a command center for your fire department, as an office for your management at the construction site, or simply as a baggage container – there no limits to your imagination.

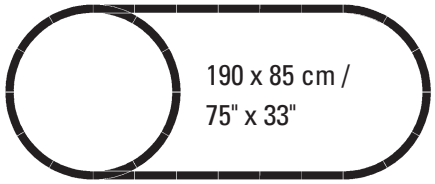
44347 Add-On Package for Loading

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

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

29348 „Glacier Express“ Starter Set

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



märklin
my world

Through the Mountains in the Panorama Train

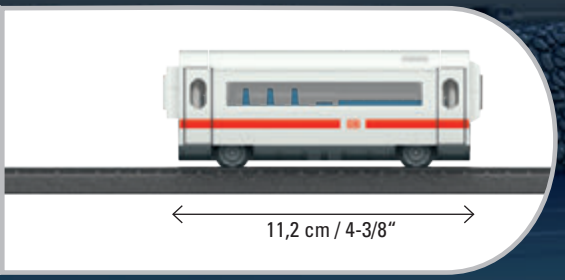
Your passengers will enjoy the marvelous backdrop of the Swiss Alps through the immense windows of both panorama cars. The fresh mountain air naturally creates an appetite. In the dining car, you will pamper your passengers with specialties typical of this part of Switzerland. While the passengers relax gloriously with the view of mountains and valleys, the Glacier Express overcomes enormous ascending and descending grades seemingly with no effort thanks to the powerful electric locomotive.

44122 Container Transport Car

- Freight car with 2 removable containers.
- Individual decoration possibilities for the car by putting on stickers.
- Containers can be loaded magnetically with the freight loading station and the harbor crane.
- Container can be opened and loaded.

44123 Add-On Car for the ICE 3

- Car includes a removable roof.
- ICE open seating car includes interior details.
- Childproof magnet couplers.
- Ideal add-on for the ICE 3 starter set.

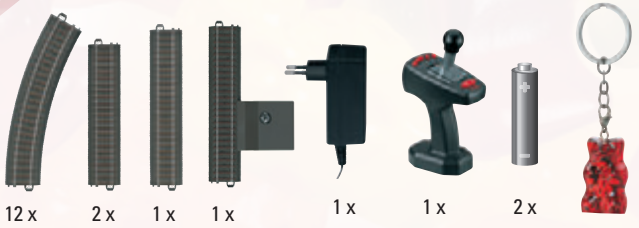


HARIBO

(Gold) Strong as a Bear Trio

Not just for Gold Bears! You can transport all of the tasty treats of this world famous Bonn candy producer from Bonn to any location on your model railroad with this three-part freight train with a steam locomotive, dump car, and freight car in the colorful Haribo design.

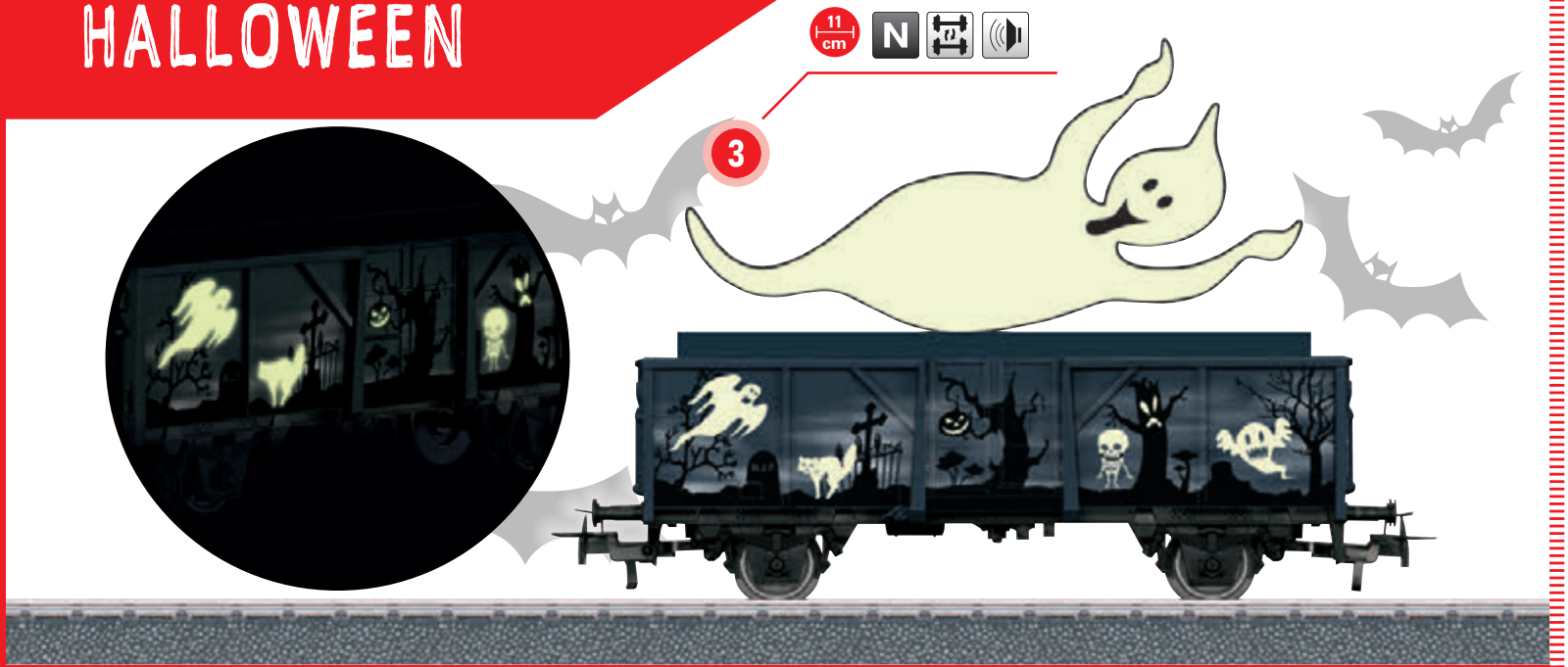
34 cm | N



1

power FEATURES

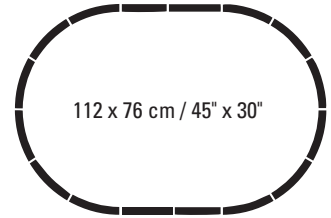
HALLOWEEN



märklin
START UP

1 **29132 „HARIBO“ Starter Set**

- Train in an appealing, colorful HARIBO design.
- Rugged train – ideal for children aged 6 and above.
- Ergonomic Power Control Stick for control of up to 4 locomotives as well as 5 functions.
- Freedom of movement around the layout because of the wireless infrared controller.
- C Track layout easy to set up.



2 **44251 „HARIBO“ Refrigerator Car**

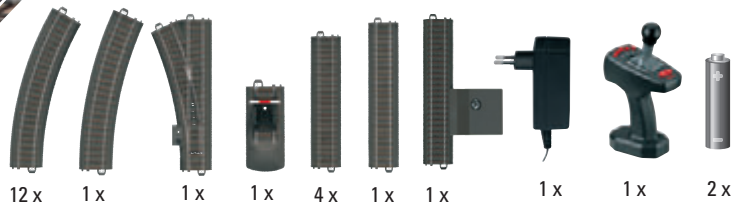
- Unique car design.
- The end platforms are made of metal.

4 **44234 Glow in the Dark Ghost Car**

- Glow in the Dark – imprinting and ghost glow in the dark.
- Battery powered sound module with ghostly howling.
- Built-in recording function for your own sound function.
- Car can be loaded and unloaded.

CONSTRUCTION SITE

45 cm | N



130 x 76 cm /
51" x 30"

1

power FEATURES

FIRE DEPARTMENT

44752 | 29722

märklin
START UP

1 29188 „Construction Site“ Starter Set

- Rugged locomotive with an mfx digital decoder and triple headlights.
- Ergonomic Power Control Stick for control of up to 4 locomotives as well as 5 functions.
- Freedom of movement around the lay-out because of the wireless infrared controller.
- C Track layout easy to set up.
- Barriers, signs, and wheel loader for playing and loading included.

2 29722 „Fire Department“ Starter Set

- Rugged train – ideal for children aged 6 and above.
- Rugged locomotive with an mfx digital decoder and triple headlights.
- A variety of play possibilities all around the theme of the fire department.
- Ergonomic Power Control Stick for control of up to 4 locomotives as well as 5 functions.
- 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.


DB

From Transport Talents in Freight Service and Experts in Passenger Service

Most of the time they are unspectacular in their effect, the specialists in freight service. It may be the various car types of past eras or of the present. However, if you look somewhat closely, you will discover the individual special features. Such as on our new tooling for the type Rms/ Rmrs 31 with truss rods and storage boxes. Here it is definitely worth a second look at the details. These new items include more than just cars in heavy-duty freight service, for there are three locomotives as new tooling waiting to take up service on your layout. In commuter and long-distance service, we are starting the new items with a classic set consisting of a class V 100 and rebuild cars to go with it in order to be replaced by the pioneer in electric commuter service. Completely new tooling and with very detailed construction in the interior area as well as externally, the class ET 85 with a total length of over 46 cm / 18-1/8" is bringing railroad dreams to your model railroad layout.

Let's leap into traveling in the present. Which German diesel locomotive would be in your eyes the currently most multifaceted in use? For many people it is the popular class 218 and good enough reason to equip the class 218 with new sound and overhaul its design. Turn to page 54, and there the class 218.4 is awaiting you.

In addition to these new items just presented, there are many more models waiting for your layout on the following pages. It might be as already written transport talents and experts in passenger service.

We hope you have a lot of fun discovering this year's Märklin H0 pages.

Your Märklin Team

Getting Started with Märklin Digital

29479 "Regional Express" Digital Starter Set

Prototype: German Railroad, Inc. (DB AG) class 245 diesel electric locomotive and 2 bi-level commuter cars. 1 type DABza 756 bi-level car, 1st/2nd class, and 1 type DBza 751 bi-level car, 2nd class.

Model: The locomotive is constructed of metal and has an mfx digital decoder and controllable sound functions. 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. Maintenance-free, warm white and red LEDs are used for the lighting. The cars have tinted side windows. Train length 75.3 cm / 29-5/8".

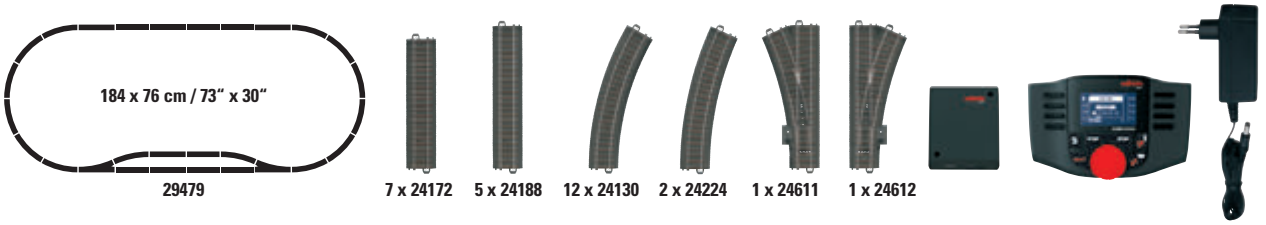
Contents: 12 no. 24130 curved track, 5 no. 24188 straight track, 7 no. 24172 straight track, 2 no. 24224 curved track, and 1 pair of 24611 and 24612 turnouts. Track connector box, 36 VA / 230 volt switched mode power pack, and a Mobile Station are included. An illustrated instruction manual with many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

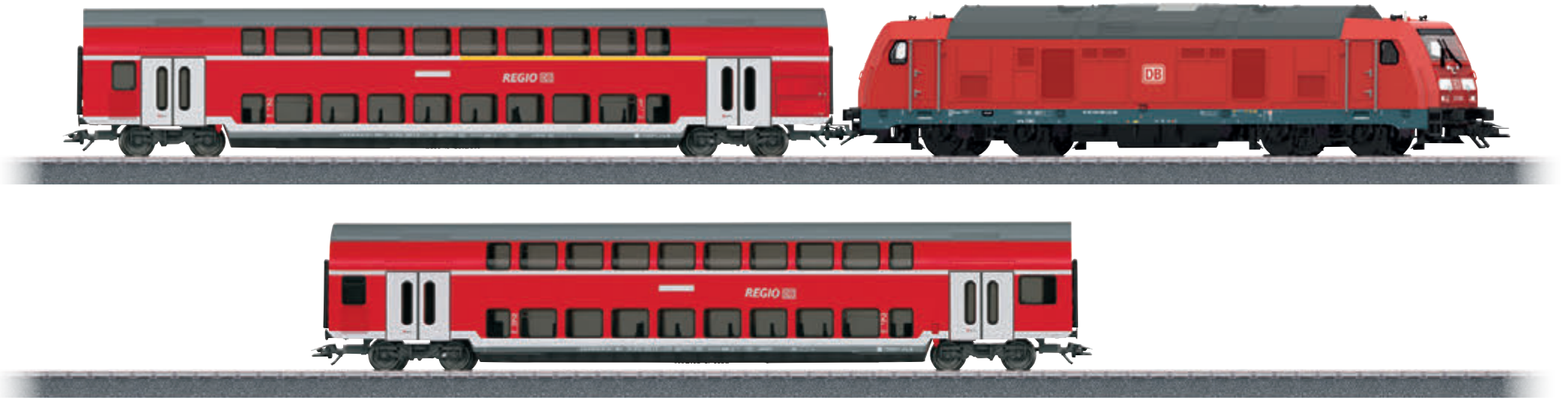
Highlights:

- **Automatic registration at the Mobile Station with the built-in mfx decoder**
- **Easy-to-set-up C Track layout**

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Sound of Couplers Engaging					
Diesel locomotive op. sounds					
Direct control					
Sound of squealing brakes off					
Horn					

The ideal entry into the digital world of Märklin H0





78479 "Regional Express" Theme Extension Set

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

Model: This is an add-on of a bi-level cab control car to the Regional Express. The cab control car has tinted side windows and 2 red marker lights at the cab end of the car.
Length over the buffers 27.3 cm / 10-3/4".

Contents: 5 no. 24188 straight track, 4 no. 24172 straight track, 1 no. 24224 curved track, 1 no. 24612 right turnout, and 1 no. 24977 track bumper.

Highlights:
- **DB Inc. bi-level cab control car, 2nd class**
- **Track material to expand the C Track layout**

78479 | 29479

The Ideal Way to Get Started

29244 "Branch Line with a Class 24" Digital Starter Set

Prototype: German Federal Railroad (DB) branch line train. Class 24 steam locomotive with a tender and including Wagner smoke deflectors, 1 type ABiwe standard design "Donnerbüchse" / "Thunder Box" car, 1st/2nd class, and 2 type Bie standard design "Donnerbüchse" / "Thunder Box" cars, 2nd class.

Model: The locomotive with a tender has an mfx digital decoder and extensive sound functions. There is a special motor mounted in the boiler. 3 axles powered. Traction tires. The boiler and running gear are constructed of metal. The locomotive has a factory-installed 72270 smoke unit. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Warm white LEDs are used for lighting. There is a close coupling with a guide mechanism between the locomotive and the tender. The rear of the tender has an NEM pocket with a close coupler and a guide mechanism. The front of the locomotive has an NEM pocket with a close coupler. The 72270 smoke unit can be installed on the locomotive. All the cars have close couplers with guide mechanisms. Train length 67.4 cm / 26-1/2".

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

Highlights:

- **Locomotive includes a built-in smoke unit**
- **The ideal way to get started in the digital world of Märklin H0**
- **The locomotive has a built-in mfx digital decoder that registers automatically in the Mobile Station**
- **The locomotive includes digitally controlled light and sound functions for even more play value**
- **The C Track layout is easy to set up**
- **Typical Era III branch line train**

Digital Functions	CU	MS	MS 2	CS1	CS2-3
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			■	■	■
Grate Shaken			■	■	■
Injectors			■	■	■
Generator Sounds			■	■	■

Now with a smoke unit

29244 | 4 x 24172 | 4 x 24188 | 12 x 24130

mfx DCC III IV

29464 "Belgian Freight Train with a Class 8000" Digital Starter Set

Prototype: Belgian State Railways (SNCB/NMBS) DHG 700 diesel switch engine lettered as a class 8000. One stake car, a tank car, and a boxcar. Era III – IV transition period.

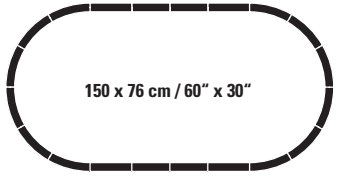
Model: The locomotive has an mfx digital decoder and a variety of sound functions. 1 axle powered. Traction tires. The triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. There is a blinking light on the cab roof that can be controlled digitally. 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.

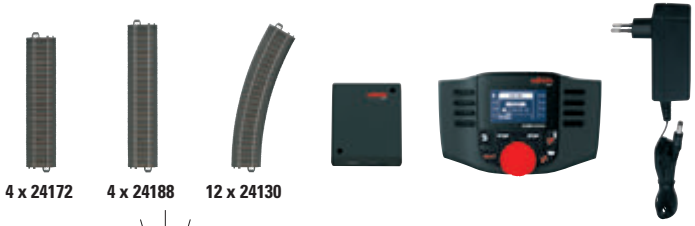
Highlights:

- **The ideal way to get started in the digital world of Märklin H0**
- **The locomotive has a built-in mfx digital decoder that registers automatically in the Mobile Station**
- **Locomotive includes digitally controlled light and sound functions for more play value**
- **The C Track layout is easy to set up**

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Flashing Warning Light					
Diesel locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Buffer to buffer					
Sound of Couplers Engaging					
Operating Sounds 1					
Whistle for switching maneuver					
Switching maneuver					
Conductor's Whistle					
Rail Joints					
Sanding					



29464



4 x 24172 4 x 24188 12 x 24130

Industrious Switching Locomotive

38940 Class 94.5-17 Steam Locomotive

Prototype: German Federal Railroad (DB) class 94.5-17 (former Prussian T16.1) steam tank locomotive, with bell and pre-warmer on the top of the boiler, with radio antenna for switching, older design buffers, and buffer plate warning stripes. Road number 94 539.The locomotive looks as it did around 1960/61.

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

Highlights:

- **World of Operation mfx+ digital decoder and extensive operation and sound functions included**
- **Switching antenna included on cab roof**

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

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

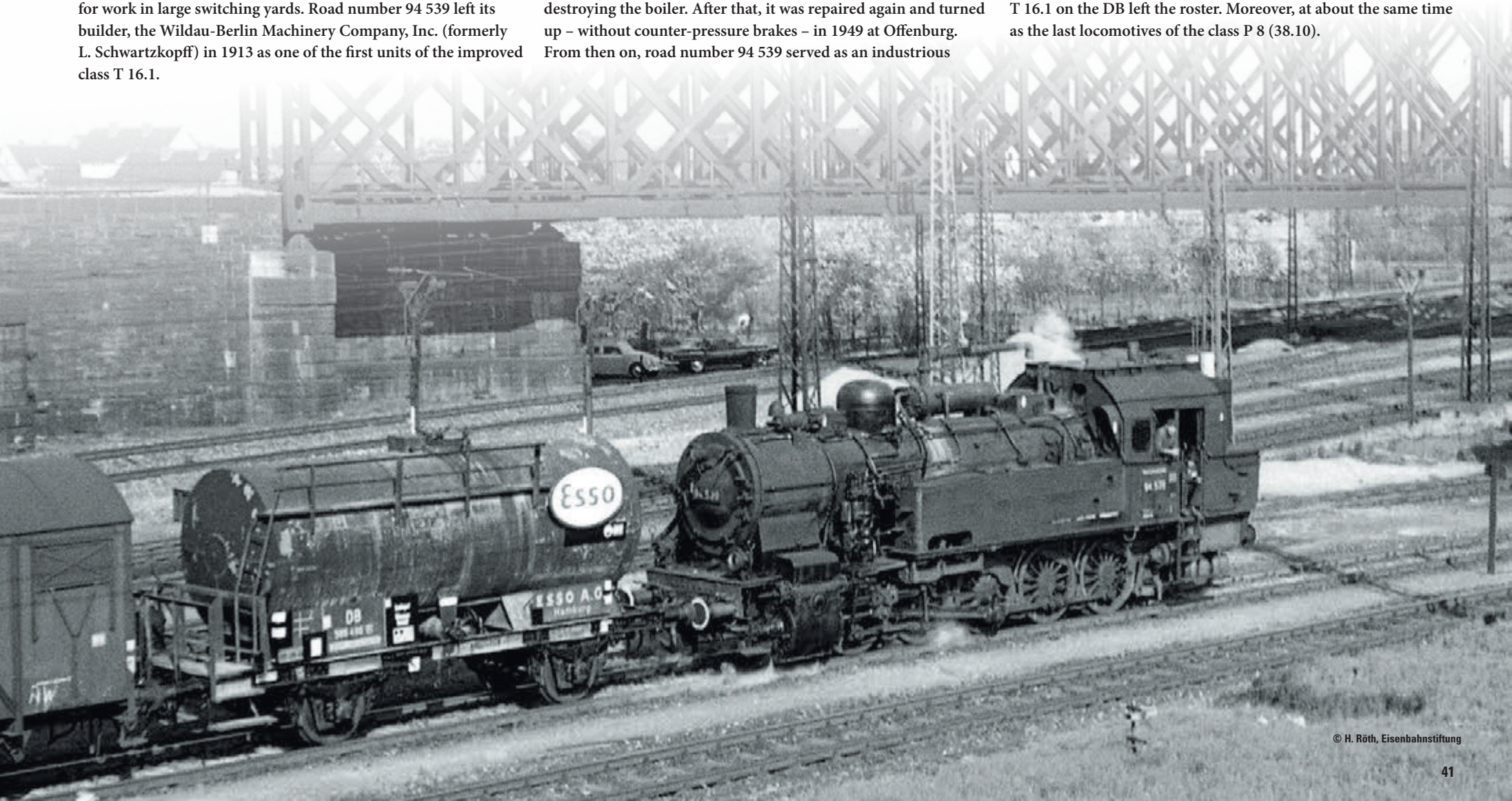
TRIX

This model can be found in the Trix H0 assortment under item number 25940.

48820 | 46662 | 38940

Next to the largely famous P 8 (class 38.10) passenger locomotive, the Royal Prussian State Railroad also landed a big success at the beginning of the 20th century with the class T 16 and T 16.1 heavy tank locomotives. Between 1906 and 1924, a proud 1,591 units of this locomotive type with five driving axles were placed in service. With a maximum speed of 60 km/h / 38 mph and an output of over 1,000 horsepower, the class T 16.1 was especially ideal motive power for branch lines with steep grades and for work in large switching yards. Road number 94 539 left its builder, the Wildau-Berlin Machinery Company, Inc. (formerly L. Schwartzkopff) in 1913 as one of the first units of the improved class T 16.1.

This locomotive was initially based in Kassel and in 1925 it was given road number 94 539 in the German State Railroad's numbering plan. Later, this unit was transferred to the Stuttgart District to Heilbronn, which used it – equipped with counter-pressure brakes – among other things on the Koch Valley Line Waldenburg – Künzelsau – Forchtenberg. There, it was overtaken by a sad fate on September 13, 1944. During an attack from low-flying airplanes, the locomotive received a direct hit destroying the boiler. After that, it was repaired again and turned up – without counter-pressure brakes – in 1949 at Offenburg. From then on, road number 94 539 served as an industrious switch engine in the switchyards at Offenburg and Mannheim. In the late Fifties, it was even given switching radio communication. Its last years of service were spent at Mannheim. The DB renumbering plan of 1968 even planned the computer-generated road number 094 539-4 for this old-timer of 55 years. This proud class 94.5 however did not experience this modern era. It was retired in advance. The use of the class 94.5 at Mannheim ended in July of 1969, and about five years later, the last five units of the class T 16.1 on the DB left the roster. Moreover, at about the same time as the last locomotives of the class P 8 (38.10).



Transport Talents

46662 Freight Car Set

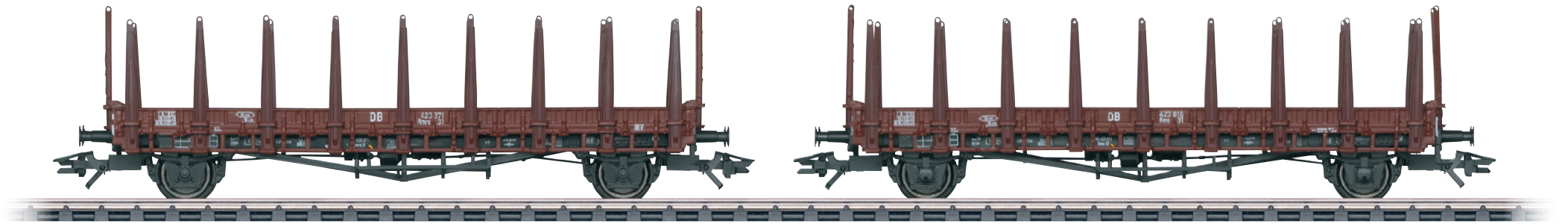
Prototype: Four different design German Federal Railroad (DB) freight cars. One type Rms 31 freight car with low side walls and stakes of pressed sheet metal, one type Rmrs 31 freight car with low side walls and stakes of pressed sheet metal, one type Ommi 51 dump car without rail clamps, and one type Hbcs 300 / Gltmms 62 boxcar with end doors. The cars look as they did starting in 1962.

Model: The type Rms and Rmrs cars have truss rods and storage boxes on the underbody. The type Rms includes friction axle bearings and axle caps with openings. The type Rmrs includes roller axle bearings and axle caps without openings. Stakes for installing on the cars are included. The dump car does not have a brakeman's platform and is loaded with scale-sized ballast. End wall doors are modelled on the boxcar.
All the cars have different car numbers and are individually packaged.
Total length over the buffers approximately 55 cm / 21-5/8".
DC wheelset E700580.

Highlights:

- **New tooling for the type Rms/Rmrs 31 cars**
- **Dump car loaded with scale-sized ballast**

The type Rms/Rmrs 31, in the assortment for the first time



NEM III

48820 Type G 10 Boxcar

Prototype: German Federal Railroad (DB) type G 10 Association Design two-axle boxcar, with a short brakeman's cab (economy brakeman's cab) and end field reinforcement. The car looks as did around 1958.

Model: The car has sliding doors that can be opened.
Length over the buffers 11 cm / 4-5/16". DC wheelset E700270.

The sliding doors on the type G10 can be opened.

First time for the type G 10 with an economy brakeman's cab sold as an individual car

48820 | 46662 | 38940

In a Double Package

43175 Pair of Passenger Cars

Prototype: German Federal Railroad (DB) type AB3yge "Rebuild Car", 1st/2nd class, and type B3yge "Rebuild Car", 2nd class, each car with three wheelsets. Permanently coupled double cars in real life. Chrome oxide green paint scheme. The cars look as they did in 1965.

Model: Length over the buffers approximately 30.5 cm / 12".
All other information can be found in the model description for 43186.

Both cars include factory-installed interior lighting and current-conducting couplers

43186 Pair of Passenger Cars

Prototype: Two German Federal Railroad (DB) type B3yge "Rebuild Cars", 2nd class each car with three wheelsets. Permanently coupled double cars in real life. Chrome oxide green paint scheme. The cars look as they did in 1965.

Model: The cars have factory-installed LED interior lighting. They also have operating, current-conducting couplers between the car halves and at the outer ends of the cars. Current-conducting plug in couplers are included. A locomotive or car with a current-conducting coupler is needed to supply power to the cars.
Length over the buffers approximately 30.5 cm / 12".

43186 | 43175 | 37176

37176 Class V 100.20 Diesel Locomotive Diesel Locomotive

Prototype: German Federal Railroad (DB) class V 100.20 diesel locomotive. Crimson version for Era III. The locomotive looks as it did starting in 1965. Road number V 100 2209.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. All 4 axles powered by cardan shafts. There are current-conducting couplers front and rear, which can be controlled digitally. 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. Warm white and red LEDs are used for the lighting. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included.
Length over the buffers 14.1 cm / 5-9/16".

Highlights:

- **Current-conducting couplers, which can be controlled digitally**
- **mfx+ digital decoder**
- **Extensive sound functions**
- **Crimson paint scheme**

Digital Functions	CU	MS	MS2	CS1	CS2-3		CS2-3
Headlight(s)						Sound of Couplers Engaging	
Current-conducting coupler						Sound of uncoupling	
Diesel locomotive op. sounds						Switching range + switching light	
High Pitch Horn						Replenishing diesel fuel	
Direct control						Station Announcements	
Sound of squealing brakes off						Station Announcements	
Headlight(s): Cab2 End						Grade crossing	
Low Pitch Horn							
Headlight(s): Cab1 End							
Conductor's Whistle							
Doors Closing							
Blower motors							
Compressor							
Letting off Air							
Switching maneuver							
Sanding							

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

Pioneer in Electric Commuter Service

39853 Class ET 85 Powered Rail Car


© Flodur44, Wikipedia

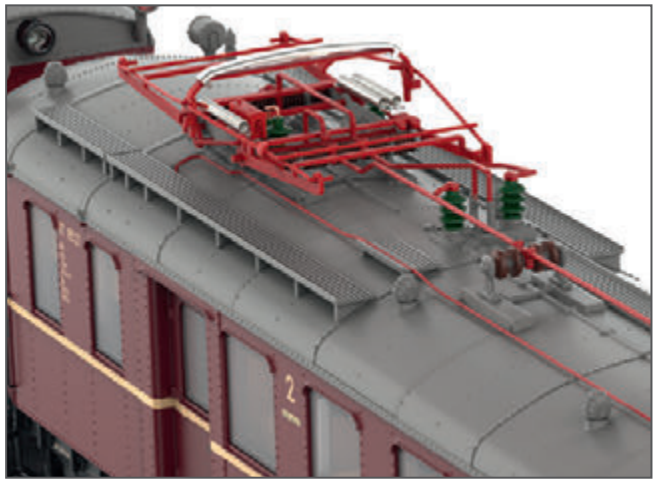
Prototype: German Federal Railroad (DB) class ET 85 electric powered rail car with a class ES 85 control car. Version with marker light lanterns mounted above, in a crimson paint scheme. Road numbers ET 85 21 and ES 85 20. Based in Munich. The units look as they did starting in 1958.

Model: The class ET 85 car is a powered unit and includes an mfx+ digital decoder and extensive sound functions. It has controlled high-efficiency propulsion. Four axles powered. Traction tires. Triple headlights and dual red marker lights on the outer ends of both cars change over with the direction of travel and can be controlled digitally. Both units are permanently coupled together using a single-conductor coupling. The interior lighting in the class ET 85 powered car and the class ES 85 control car will work in conventional operation and can be controlled digitally. Maintenance-free warm white LED's are used for the lighting. The headlights and marker lights on Power Car End 1 and Control Car End 2 can be turned off separately in digital operation. The cab lighting on the outer cabs can be controlled separately in digital operation. The construction of the frames and bodies is very detailed. The car bodies and car floors are constructed of metal. The interior details are done in multiple parts and multiple colors. Brake lines and two close coupler heads are included with this model. Total length over the buffers approximately 46.8 cm / 18-7/16".

TRIX

This model can be found in the Trix H0 assortment under item number 25853.

The class ET 85 as new tooling is presented modelled closely according to the prototype and rich in detail.



A view inside the class ET 85 is always worthwhile. Even the hat and luggage racks are extremely well modelled.

The ends are likewise convincing, here with the marker lights on.

Highlights:

- **Completely new tooling**
- **Car bodies and car floors constructed of metal**
- **Factory-installed LED interior lighting**
- **Power car and cab control car in different and very detailed construction**
- **Custom interior details and done in several colors**
- **mfx+ digital decoder included**
- **Cab lighting can be controlled digitally**

The class ET 85 as completely new tooling

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

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

Our pioneer is also impressive to see in the dark

Control and power car are connected using a multi-conductor coupling

Cab lighting can be controlled separately in digital operation

Running gear constructed in detail

Underway with the Köf

26616 "DB Less-than-Carload-Lot" Train Set

Prototype: Class 323 (Köf II) small diesel locomotive. Version with enclosed cab. 2 type Gbs 254 boxcars with panel walls and truss rods, 1 Mercedes Benz type LP 608 truck. German Federal Railroad (DB). Locomotive road number 323 490-3. The units look as they did around 1978.

Model: The small diesel locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. Both axles powered. The locomotive has track adhesion magnets for improved pulling power. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights / marker lights can be turned off separately at Locomotive End 2 and 1. There is the double "A" light function. Maintenance-free warm white and red LEDs are used for lighting. The new Telex coupler is on the front and rear and each can be controlled separately in digital operation. The couplers are programmed for an uncoupling maneuver ("Kupplungswalzer"). The locomotive has separately applied metal grab irons. The 2 boxcars have repaired / dirty areas. The model of a Mercedes Benz LP 608 truck includes a cubic designed cab, a flatbed, and a tarp, from the firm Schuco. 1 set of figures of a loading crew from the firm Preiser. Total length over the buffers approximately 40 cm / 15-3/4".

Highlights:

- **Telex coupler front and rear can be controlled separately**
- **World of Operation mfx+ digital decoder and extensive sound functions**
- **Truck from the firm Schuco and a set of figures of a loading crew from the firm Preiser included**
- **Freight cars include repaired areas**

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Telex coupler on the front					
Diesel locomotive op. sounds					
Horn					
Telex coupler on the rear					
Direct control					
Rear Headlights off					
Whistle for switching maneuver					
Front Headlights off					
Sound of squealing brakes off					
Switching range + switching light					
Brake Compressor					
Letting off Air					
Replenishing diesel fuel					
Coupler procedure for uncoupling					

A small locomotive shed to go with this model can be found on page 107.

Hinged roof covers can be opened and closed

46302 Type Tdgs Hinged Roof Car

Prototype: German Federal Railroad (DB) type Tdgs 930 dump car with a hinged roof, in a reddish brown paint scheme with advertising lettering "Westdeutsche Quarzwerke Dr. Müller" (Dr. Müller West German Quartz Movements). The car looks as it did starting in 1970.

Model: The car is finely detailed, with many separately applied details. There is a separately applied chute extension. The hinged roof can be opened and closed. There is a model of a Mercedes Benz LP 608 ("Wörther 1") truck included from Schuco. A model of a conveyor belt from Preiser is included.
Length over the buffers approximately 11.2 cm / 4-3/8".
DC wheelset E700580.

Highlights:
- **Model of a Mercedes Benz LP 608 truck included**
- **Model of a conveyor belt included**
- **Car type ideal for unit trains**
- **Very finely detailed construction**

46335 Type Tdgs Hinged Roof Car Set

Prototype: Three German Federal Railroad (DB) type Tdgs 930 dump cars with hinged roofs, in a reddish-brown paint scheme with advertising lettering "Westdeutsche Quarzwerke Dr. Müller" (Dr. Müller West German Quartz Movements). The cars look as they did starting in 1970.

Model: The cars are finely detailed, with many separately applied details. There are separately applied chute extensions. The hinged roofs can be opened and closed. All the cars have different car numbers and are individually packaged in a master package.
Length over the buffers per car approximately 11.2 cm / 4-3/8".
DC wheelset E700580.

Highlights:
- **Hinged roof covers can be opened and closed**
- **Car type ideal for unit trains**
- **Very finely detailed construction**

Taiga Drum or Simply Just “The Pistol”

39200 Class 120 Diesel Locomotive

Prototype: German State Railroad (DR/GDR) class 120 diesel locomotive, also known under the nickname “Taigatrommel” / “Taiga Drum”. The locomotive looks as it did starting in 1976. Road number 120 052.

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

Highlights:

- **Completely new tooling**
- **Buffer height adheres to the NEM**
- **Locomotive frame and body constructed mostly of metal**
- **Separately applied metal side grab irons**
- **Cab lighting can be controlled digitally**
- **Engine room lighting can be controlled digitally**
- **World of Operation mfx+ digital decoder and a variety of light and sound functions included**
- **Extensively designed trucks**
- **Prototypical sound**

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Switching maneuver	
Engineer’s cab lighting						Sanding	
Diesel locomotive op. sounds						Operating sounds	
Low Pitch Horn						Replenishing diesel fuel	
Direct control						Sound of Couplers Engaging	
Sound of squealing brakes off						Sound of uncoupling	
Headlight(s): Cab2 End							
High Pitch Horn							
Headlight(s): Cab1 End							
Engine room lighting							
High Pitch Horn							
Blower motors							
Compressor							
Letting off Air							
SIFA warning sound							
Low Pitch Horn							

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

TRIX

This model can be found in the Trix H0 assortment under item number 25200.

Very striking sound

The front of the locomotive with the new buffer height adhering to the NEM is shown effectively

The trucks on the Taiga Drum are shown especially detailed

A car set to go with this locomotive can be found in the Märklin H0 assortment under item number 46538 and in the Trix H0 assortment under item number 24145.

24145 (Trix) | 46538 | 39200

We are writing in 1966. The German State Railroad (DR) of the GDR had quite successfully pursued for several years the conversion to diesels of its locomotive fleet with GDR units such as the V 100 and the V 180. Shortly before, the big brother Soviet Union had decreed in consultation for mutual economic aid however, that from that point on large diesel locomotives for the socialist brother nations were only to be built at the Soviet locomotive builder in Luhansk. At that time, it was one of the largest locomotive builders in the world. It had German roots, because it had been founded in 1896 as the Russian Machinery Company by Gustav Hartmann in Luhansk. The founder was the son of Richard Hartmann, the owner of the Saxon Machinery Company in Chemnitz.

In 1965, the German State Railroad finally ordered out of necessity a first series of six-axle diesel electrics, the type M 62. The 12-cylinder diesel motor built by the firm Kolomna put out 2,000 horsepower leading to the designation V 200 on the DR.

The first units attracted a lot of attention in the GDR. However, not in a positive sense. The infernal noise of the two-stroke diesel motors pulled residents out of their sleep at night and gave rise to the legend that silverware was shaken from coffee tables. These monsters were soon called "Taiga Drums", "Stalin's Final Revenge", or simply "Pistol". Since the two-stroke diesel motor of the V 200 had an idling speed of 400 rpm and peak revs of 750 rpm, it produced a sound reminding one of a drum.

The main reason for the excessive noise of the first 177 units was the lack of a muffler. After massive complaints from the population, the maintenance facility at Meiningen developed an effective noise control system, which was installed in the first 108 locomotives. The rest of the "Pistols" had a muffler installed, which was developed in Luhansk. The sound background of the V 200 however remained very high. When a "Drum" was approaching with a heavy freight train, you knew immediately what kind of motive power it had. The "Taiga Drums" were therefore a cult for many railroad fans. A pain for some, a pleasure for others.

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

Read more at:
https://www.maerklin.de/products/39200

Oil Train

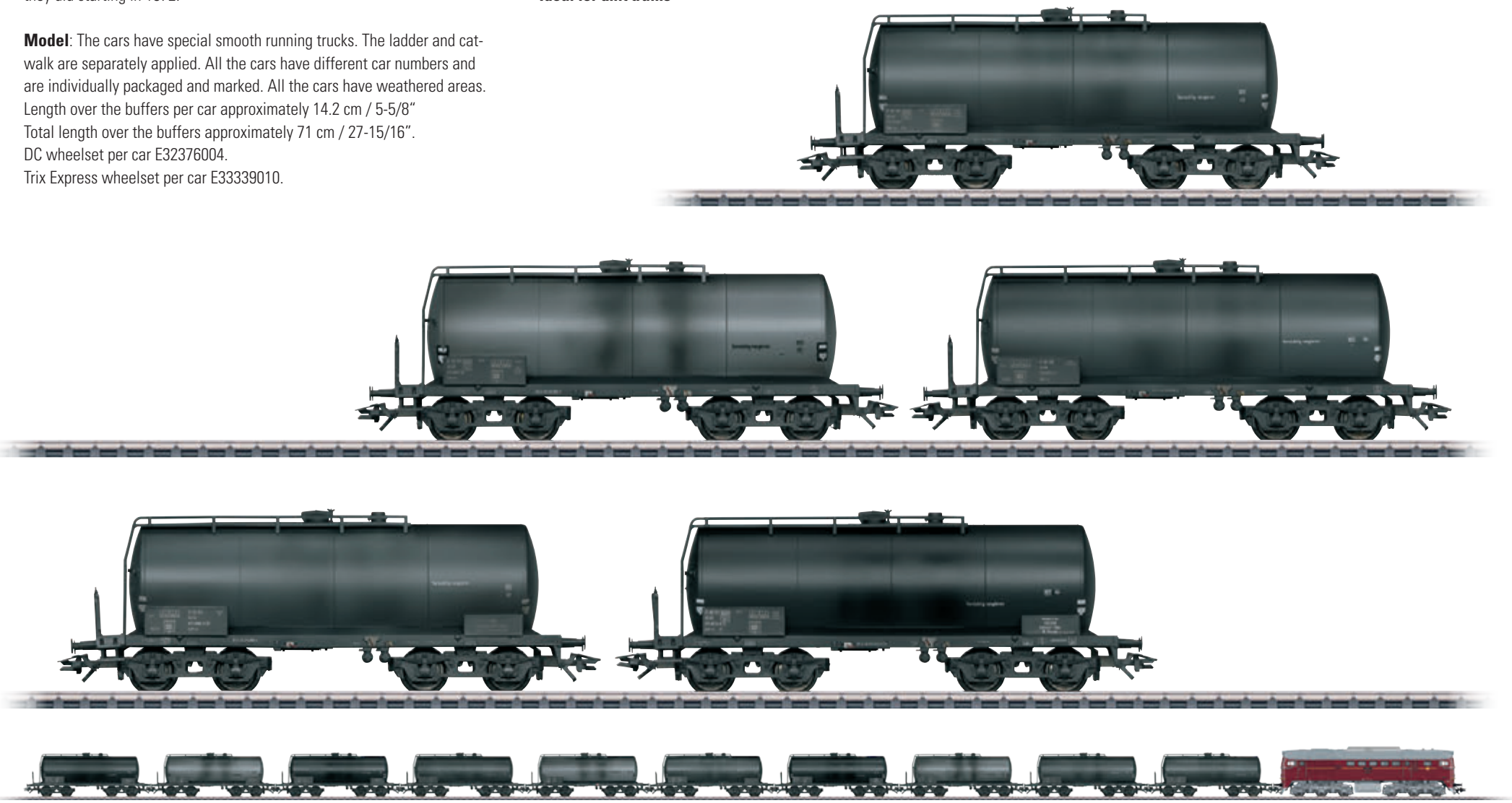
NEM IV

46538 Standard Design Tank Car Set

Prototype: Five German State Railroad (DR) Uerdingen design four-axle standard design lightweight tank cars for petroleum oil. Older type with pressed sheet metal trucks and a brakeman's platform. The cars look as they did starting in 1972.

Model: The cars have special smooth running trucks. The ladder and catwalk are separately applied. All the cars have different car numbers and are individually packaged and marked. All the cars have weathered areas.
Length over the buffers per car approximately 14.2 cm / 5-5/8"
Total length over the buffers approximately 71 cm / 27-15/16".
DC wheelset per car E32376004.
Trix Express wheelset per car E33339010.

Highlights:
- **Five different "Standard Design Tank Cars"**
- **Authentic weathered areas**
- **Ideal for unit trains**



24145 (Trix) | 46538 | 39200

NEM IV

45042 Circus Busch Freight Car Set

Prototype: German State Railroad (DR/GDR) type Ks 3300 and Ks 3301 stake cars with rotating stakes. Both cars are loaded with different circus vehicles for Circus Busch, the state circus of the GDR. Reddish brown basic paint scheme. The cars look as they did at the end of the Eighties.

Model: The type Ks 3300 (later Ks 446) and Ks 3301 (later Ks 447) stake cars with rotating stakes are completely new tooling. Both cars include separately applied brake rigging, brake control elements, and rotating stakes. One stake on each side of the cars is imprinted with the car's number. The load surfaces have the look of wooden planks. There are mounts on the ends of the cars for inserting stakes included with the cars. The buffer heights adhere to the NEM. The type Ks 3300 has separately applied beams and is constructed without a brakeman's platform as well as short end stakes. The car has rectangular buffer plates. The type Ks 3301 has separately applied truss rods and is constructed with an end walkway as well as short end stakes. The car has round buffer plates. One car is loaded with an open baggage wagon as well as a toilet wagon and the other car is loaded with a tent pole wagon. Chock blocks, end stakes, and parts for mounting on the circus wagons are included. Models of the circus wagons come from the firm Preiser.
Total length over the buffers approximately 32.5 cm / 12-13/16".
DC wheelset E700580.

Highlights:

- **Completely new tooling for the type Ks 3300 and Ks 3301 stake cars with rotating stakes**
- **Folding, rotating stakes**
- **One stake on each side of the cars imprinted with the car's number**
- **Many separately applied details**
- **Buffer height adheres to the NEM**
- **Attractive load with various circus vehicles**
- **Continuation of the theme "Circus Busch"**

Additional items with vehicles for Circus Busch can be found in the Märklin H0 assortment under item numbers 45040 and 45041.

The class 254 locomotive to go with these cars can be found under item number 39991.

45041 | 45042 | 45040 | 39991

The popular class 218

39216 Class 218 Diesel Locomotive

Prototype: German Railroad, Inc. (DB AG) class 218 diesel locomotive. Traffic red basic paint scheme. Road number 218 499-2. The locomotive looks as it did starting in 2011.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled, high-efficiency propulsion with a fly-wheel, centrally mounted. All four axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. The cab lighting changes over with the direction of travel and can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The buffer beams are detailed and include snowplows typical for this class.
Length over the buffers 18.9 cm / 7-7/16".

Highlights:

- **Newly created sound project for the class 218**
- **Equipped with striking snowplows on both ends of the locomotive**
- **Prototypical roof version for the class 218.4 with large cooling fans**
- **Cab lighting can be controlled digitally**
- **Locomotive frame and body constructed of metal**
- **Centrally mounted motor, all four axles powered**
- **mfx+ decoder with extensive light and sound functions**

Prototypical roof version for the class 218.4 with large cooling fans

The class 218 with new sound

Equipped with striking snowplows

© C. Ballsieper

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Doors Closing	
Engineer's cab lighting						Operating sounds	
Diesel locomotive op. sounds						Warning announcement	
Horn						Replenishing fuel	
Direct control						Sound of Couplers Engaging	
Sound of squealing brakes off						Coupler sounds	
Rear Headlights off							
Whistle for switching maneuver							
Switching range + switching light							
Front Headlights off							
Blower motors							
Conductor's Whistle							
Compressor							
Letting off Air							
Sanding							
Horn							

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

TRIX

This model can be found in the Trix H0 assortment under item number 25499.

Hardly any other German diesel locomotive was used on rail lines in so many different ways as the class 218

43831 | 43816 | 43806 | 39216

Reissues with New Car Numbers

43831 Cab Control Car, 2nd Class

Prototype: German Railroad, Inc. (DB AG) type Bnrdzf 477 cab control car, 2nd class. "Silberling" / "Silver Coin" design in the traffic red basic paint scheme. Updated "Karlsruhe cab" end without a baggage area with bicycle compartment. The car looks as it did starting in 2012.

Model: The underbody is specific to the car type. The trucks have disk brakes. There are separately applied grab irons on the ends of the car. The triple headlights and dual red marker lights change over with the direction of travel and will work in analog and digital using a drag switch. Maintenance-free warm white and red LEDs are used for the lighting. The minimum radius for operation is 360 mm / 14-3/16". The 7319 current-conducting couplings or the 72020/72021 current-conducting close couplers, and the 73410/73411 lighting kit can be installed on this car. Length over the buffers 28.2 cm / 11-1/8".

Headlight / marker light changeover will work in analog and digital

When operated control car last (locomotive at the front of the train), red marker lights shine.

43831 | 43816 | 43806 | 39216

43806 Passenger Car, 2nd Class

Prototype: German Railroad, Inc. (DB AG) type Bnrz 451.0 passenger car, 2nd class. "Silberling" / "Silver Coin" design in the traffic red basic paint scheme with a rounded roof. The car looks as it did starting in 2009.

Model: The underbody is specific to the car type. The trucks have disk brakes. There are separately applied grab irons on the ends of the car. The minimum radius for operation is 360 mm / 14-3/16". The 7319 current-conducting couplings or the 72020/72021 current-conducting close couplers, the 73406 pickup shoe, the 73400/73401 (2 per car), and the 73409 marker light kit can be installed on this car.
Length over the buffers 28.2 cm / 11-1/8".
DC wheelset E700580. Trix Express wheelset E33357811.

Separately applied grab irons on the ends of the car

43816 Passenger Car, 1st/2nd Class

Prototype: German Railroad, Inc. (DB AG) type ABnrz 418 passenger car, 1st/2nd class. "Silberling" / "Silver Coin" design in the traffic red basic paint scheme with a rounded roof. The car looks as it did starting in 2009.

Model: Length over the buffers 28.2 cm / 11-1/8".
DC wheelset E700580. Trix Express wheelset E33357811.
All other information can be found in the model description for 43806.

Modern Commuter Service

37714 Class 648.2 Diesel Powered Commuter Rail Car

TRIX

This model can be found in the Trix H0 assortment under item number 25714.

Prototype: German Railroad, Inc. (DB AG) class 648.2 (LINT 41) diesel powered commuter rail car. Traffic red basic paint scheme. Version with low entries. Used in the service area Koblenz, Germany. Train destination display "RE25 Gießen" included. Diesel powered commuter car road numbers 648 206-0 and 648 706-9. The train looks as it did around 2016.

Model: The train has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion with a flywheel, located in the Jakobs truck. 2 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Powered Rail Car Ends 2 and 1 can be turned off separately in digital operation. The train has factory-installed interior lighting. Maintenance-free warm white and red LEDs are used for the headlights, marker lights, and interior lighting. Yellow LEDs are used as in the prototype for the train destination displays. The headlights, train destination displays, interior lights, and dual red marker lights will work in conventional operation and can be controlled digitally. The frame and body have detailed construction. There is an open view through the cars, a closed diaphragm, and a guide mechanism on the Jakobs truck between the train halves. The ends of the train have a representation of the center buffer couplers.
Total length approximately 48.1 cm / 18-15/16".

Highlights:

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

Digital Functions	CU	MS	MS2	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					
Replenishing diesel fuel					

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

Lighted train destination displays "RE25 Gießen"

Prototypical train destination signs also at the entry

märklin HO

39070 Class 77 Diesel Locomotive

Prototype: Type JT42CWRM diesel electric freight locomotive, better known as Class 77. DB Cargo, Inc. diesel locomotive. The locomotive looks as it did in 2021.

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 using cardan shafts. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. 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 stoplights can be controlled digitally. Maintenance-free, warm white and red LEDs are used for the lighting. The locomotive has a factory-installed smoke generator with dynamic smoke exhaust. It also has many separately applied details. The locomotive has detailed buffer beams. Brake hoses that can be installed on the locomotive are included.
Length over the buffers approximately 24.7 cm / 9-3/4".

Highlights:

- **Cab lighting can be controlled digitally**
- **Control desk lighting can be controlled digitally**
- **Factory-installed smoke generator with dynamic smoke exhaust**
- **mfx+ digital decoder**

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

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

TRIX

This model can be found in the Trix H0 assortment under item number 25300.

With dynamic smoke exhaust

The lighting for the control desks and the cabs can be controlled in digital operation

The Vectron now as a switching master too

39290 Class 249 Dual Power Locomotive

Prototype: DB Cargo, Inc. class 249 dual power locomotive (Vectron Dual Mode light). From the Vectron product family from Siemens. Road number 249 002. The locomotive looks as it did in May of 2022.

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

Highlights:

- **Completely new tooling**
- **Buffer height adheres to the NEM**
- **Frame and body constructed mostly of metal**
- **Numerous separately applied details**
- **Cab lighting can be controlled digitally**
- **Engine room lighting can be controlled digitally**
- **mfx+ digital decoder and extensive sound functions included**

A view into the engine room just like the prototype

The Vectron with additional switching platform and imitation of the automatic switching coupler

TRIX

This model can be found in the Trix H0 assortment under item number 25290.

After the successful introduction of the Vectron Dual Mode, German freight railroading also emerged. In September of 2020, still before the German Federal Railroad Bureau had officially declared permission, there was activity. At DB Cargo, the purchasing agents were getting serious. There was a big first order at Siemens Mobility with a master agreement about the delivery of up to 400 hybrid locomotives. Initially, the freight sector of the DB gave a binding order for 100 units of the class 249. Here it was about a kind of "248 light" with somewhat less output. The level of investment for the master agreement is over a billion Euros according to an announcement of this railroad unit. With such an extensive order, particular attention is paid to the wishes of the customer. The locomotives are delivered "with specific adjustments for DB Cargo's planned range of uses". The fixed order of 100 locomotives is to be delivered as early as 2023. DB Cargo is looking forward to these new units, because they fit in well with the strategy of being "large, green, and efficient". According to DB Cargo, the environmental friendliness of the rails is being underpinned in this manner, which would account for the numbers, because the savings potential for the hybrid locomotives from the current order is annually around 8 million liters / 2.11 million gallons of fuel and 17,000 metric tons of CO2. The maintenance costs could be less than for pure diesel locomotives.

Read more at:
https://www.maerklin.de/products/39290

Digital Functions	CU	MS	MS2	CS1	CS2-3		CS2-3
Headlight(s)						Compressor	
Electric locomotive op. sounds						Letting off Air	
Diesel locomotive op. sounds						Sanding	
Low Pitch Horn						Opening cab door	
Direct control						Windshield wiper sounds	
Headlight(s): Cab2 End						SIFA warning sound	
High Pitch Horn						Train control warning sound	
Headlight(s): Cab1 End						Sound of Couplers Engaging	
Sound of squealing brakes off						Sound of uncoupling	
Engineer's cab lighting						Switching range + switching light	
Long distance headlights						Sound of Couplers Engaging	
Engine room lighting						Sound of uncoupling	
Blower motors						Replenishing diesel fuel	
Blower motors						Sound of railr. cross. gates closing	
Horn						Sound of railr. cross. gates opening	
Switching maneuver							

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

Additional door handles separately applied

© Siemens Mobility GmbH

Eye-Catcher

VI

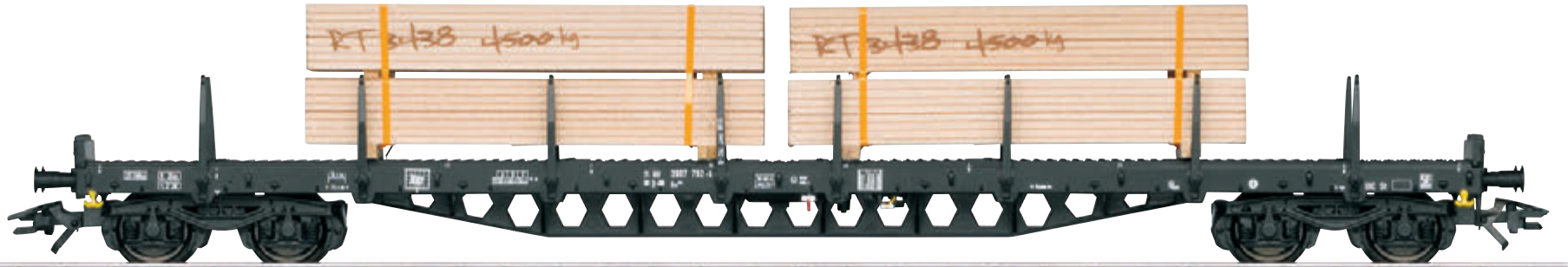
47151 Type Rs 684 Stake Car

Prototype: German Railroad, Inc. (DB AG) type Rs 684 four-axle stake car. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with folding stakes and round buffers. Deepblack basic paint scheme. The car looks as it did starting in 2019.

Model: The underbody is specific to the type of car. There are many separately applied details such as folding stakes. The car has type Y 25 trucks. There is a metal insert for good running characteristics. The car is loaded with two stacks of sawn lumber. Length over the buffers 22.9 cm / 9".
DC wheelset E700580.

One stake on each side of the car is imprinted with the car number

Attractive load of sawn lumberg



45030 Type Ibopqs Beer Refrigerator Car

Prototype: Privately owned type Ibopqs beer refrigerator car for the private brewery Jacob Stauder GmbH & Co. KG, Essen, Germany. Design with a Stauder Premium Pils advertising theme.

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

39546 ROBEL Powered Track Car

Prototype: ROBEL powered track car based on the class 54.20 for the firm Leonhard Weiss, Göppingen, Germany. With a movable loading crane. Used for maintenance and monitoring. Gold yellow basic paint scheme. The unit looks as it did starting in 2020.

Model: The model has an mfx+ digital decoder and extensive sound functions. It has controlled high-efficiency propulsion. The model has a compact design maintenance-free motor. 2 axles powered. The model has separately applied grab irons on the cab. The triple headlights and dual red marker lights change over with the direction of travel and can be controlled digitally. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. The model has the double "A" light function. Maintenance-free warm white and red LEDs are used for the lighting. The cab has interior details and controllable interior lighting. The loading crane can be turned by a motor and can be controlled digitally. Length over the buffers 13.4 cm / 5-1/4".

Highlights:

- **Loading crane can be controlled digitally**
- **mfx+ digital decoder and full sound features included**

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Surrounding sounds	
Rotate Crane Boom						Cab Radio	
Diesel locomotive op. sounds						Dialog	
On/off function F3						Dialog	
Direct control						Dialog	
Sound of squealing brakes off						Surrounding sounds	
Rear Headlights off							
Flashing Warning Light							
Front Headlights off							
Engineer's cab lighting							
Horn							
Locomotive whistle							
Compressor							
Surrounding sounds							
Surrounding sounds							
Surrounding sounds							

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

This product was done in cooperation with the firm Viessmann Modelltechnik GmbH.

Loading crane can be turned by a motor and can be controlled digitally

Continuation of the Leonhard Weiss series and add-on for the Unimog. Available exclusively at the Märklineum Store, Göppingen, Germany.

Tradition Meets Modern

39291 Class 248 Dual Power Locomotive

Prototype: Railsytems RP, Inc. class 248 dual power locomotive (Vectron Dual Mode). From the Vectron product family from Siemens. Road number 248 002. The locomotive looks as it did in 2021.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. The locomotive has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The triple headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. When the headlights are off at both ends, then the double "A" light function is on at both ends. The cab lighting changes with the direction of travel and can be controlled digitally. Long-distance headlights can be controlled separately in digital operation. Maintenance-free warm white and red LEDs are used for the lighting. Brake hoses are included, which can be mounted on the locomotive.
Length over the buffers approximately 23 cm / 9-1/16".

Highlights:

- **Completely new tooling**
- **Buffer height adheres to the NEM**
- **Frame and body constructed mostly of metal**
- **Numerous separately applied details**
- **Cab lighting can be controlled digitally**
- **Engine room lighting can be controlled digitally**
- **mfx+ digital decoder and extensive sound functions included**

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

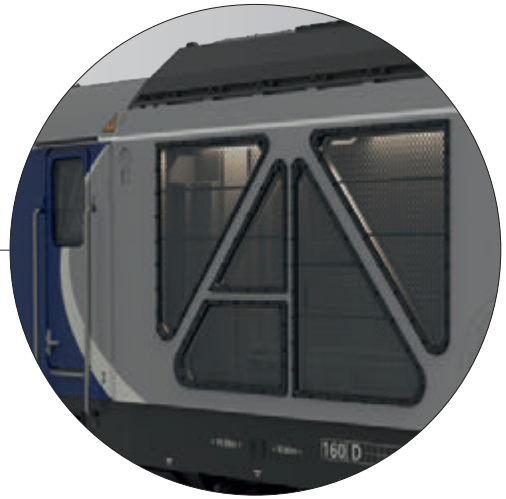
– With Update 3.55 also up to 32 functions for the MS2

TRIX

This model can be found in the Trix H0 assortment under item number 25291.

Both sides of the locomotive have different designs

Right side of locomotive



A view into the engine room just like the prototype

Left side of locomotive

The “Habersack” / “Haversack”

37191 “Habersack” Class Eb 3/5 Steam Tank Locomotive

Prototype: Swiss Federal Railways (SBB) class Eb 3/5 “Habersack” / “Haversack”. Road number 5815. The locomotive looks as it did at the end of the Fifties.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. It also has controlled high-efficiency propulsion. 3 axles powered. Traction tires. Triple headlights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. Warm white LEDs are used for the lighting. There are Telex couplers front and rear, which can be controlled separately in digital operation. The couplers are programmed for an uncoupling maneuver (“Kupplungswalzer”). The locomotive has separately applied rail clearance devices. It also has separately applied grab irons and lines constructed of metal. Piston rod protection sleeves and brake hoses are included.
Length over the buffers 14.6 cm / 5-3/4“.

Highlights:

- **Locomotive constructed of metal**
- **First time to include Telex couplers front and rear, which can be controlled separately in digital operation**
- **Triple headlights as LED lighting**
- **World of Operation mfx+ digital decoder and a variety of operation and sound functions included**

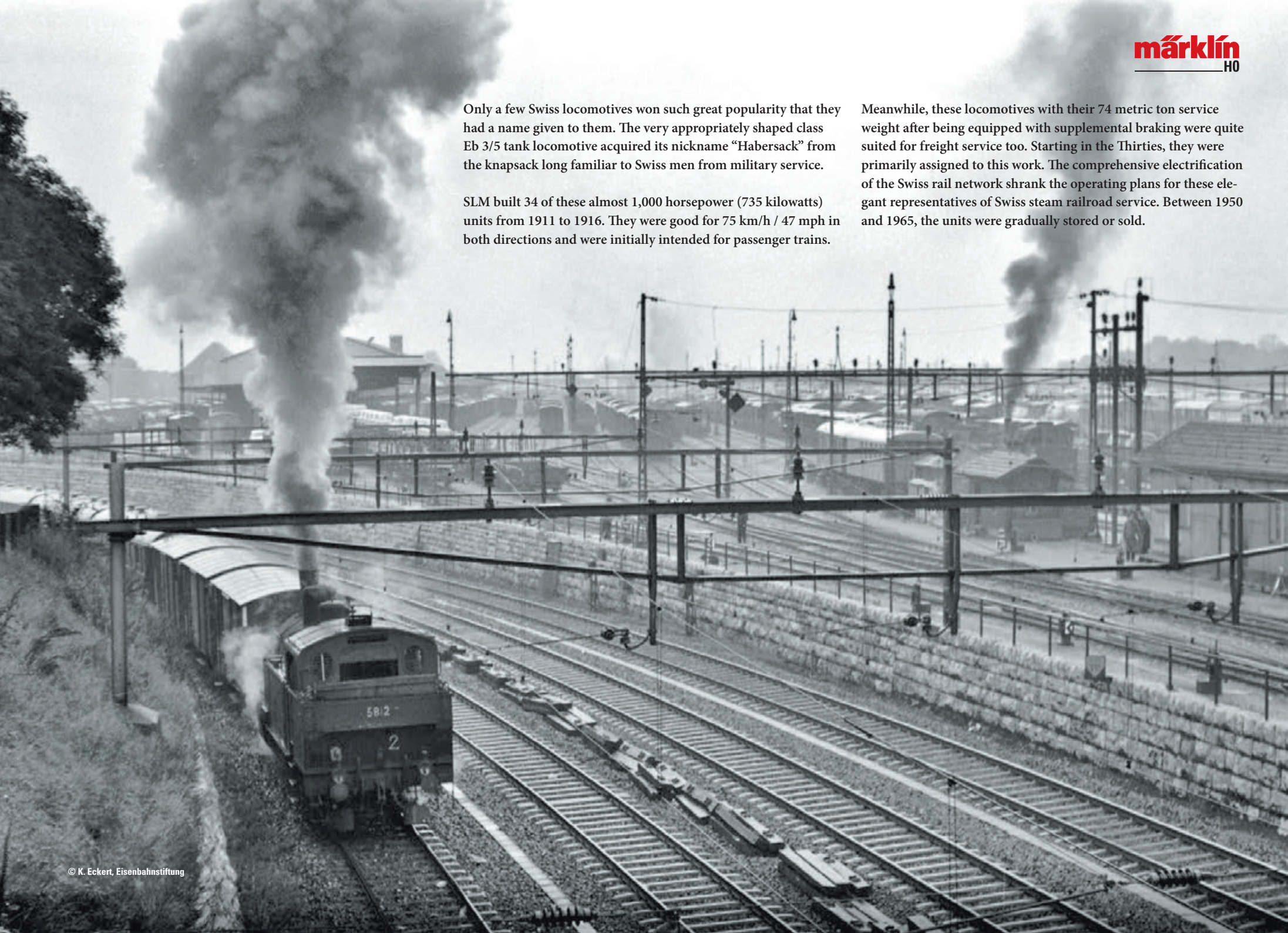
Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Conductor‘s Whistle	
Telex coupler on the rear						Replenishing coal	
Steam locomotive op. sounds						Replenishing water	
Locomotive whistle						Replenishing sand	
Telex coupler on the front						Sanding	
Direct control						Sound of Couplers Engaging	
Coupler procedure for uncoupling						Safety Valve	
Whistle for switching maneuver							
Letting off Steam							
Sound of squealing brakes off							
Sound of coal being shoveled							
Grate Shaken							
Air Pump							
Water Pump							
Injectors							
Rail Joints							

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

The Habersack with Telex couplers for the first time

Digitally controlled Telex coupler front and rear included

46568 | 37191



Only a few Swiss locomotives won such great popularity that they had a name given to them. The very appropriately shaped class Eb 3/5 tank locomotive acquired its nickname "Habersack" from the knapsack long familiar to Swiss men from military service.

SLM built 34 of these almost 1,000 horsepower (735 kilowatts) units from 1911 to 1916. They were good for 75 km/h / 47 mph in both directions and were initially intended for passenger trains.

Meanwhile, these locomotives with their 74 metric ton service weight after being equipped with supplemental braking were quite suited for freight service too. Starting in the Thirties, they were primarily assigned to this work. The comprehensive electrification of the Swiss rail network shrank the operating plans for these elegant representatives of Swiss steam railroad service. Between 1950 and 1965, the units were gradually stored or sold.

46568 Freight Car Set with Type K3 Boxcars

Prototype: 3 Swiss Federal Railways (SBB) different version type K3 boxcars with brakeman's cabs. All the cars look as they did at the end of the Fifties.

Model: The cars have sliding doors that can be opened. All the cars have different car numbers, are individually packaged, and marked. There is also a master package.
Length over the buffers per car 11 cm / 4-5/16".
DC wheelset E700580.

The cars have sliding doors that can be opened

46568 | 37191

39423 Class Re 4/4 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. Fir green basic paint scheme. Original version with crossover doors and crossover plates on the ends. Road number 10011. The locomotive looks as it did around 1958.

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:

- **Swiss headlight / marker light changeover**
- **Original version with end crossover doors and footplates**
- **Two different locomotive sides**
- **Locomotive's left side includes striking vent grills**
- **World of Operation mfx+ digital decoder and extensive operation and sound functions included**

This model can be found in the Trix H0 assortment under item number 25423.

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

Locomotive's left side includes striking vent grills

Switzerland

46917 Type Eaos Gondola

Prototype: Swiss Federal Railways (SBB/CFF/FFS) type Eaos gondola. The car looks as it did around 1991.

Model: The car has a factory-installed, red blinking LED marker light. This is a Swiss marker light. Current pickup is done by a center pickup shoe. There is a load insert representing scrap metal.
Length over the buffers 16.1 cm / 6-3/8".

Red blinking marker light

Load insert

46918 Type Eaos Gondola

Prototype: Swiss Federal Railways (SBB/CFF/FFS) type Eaos gondola. The car looks as it did around 1991.

Model: The car has a type Y25 welded trucks. There is a load insert representing scrap metal.
Length over the buffers approximately 16.1 cm / 6-3/8".
DC wheelset E700580.

Load insert

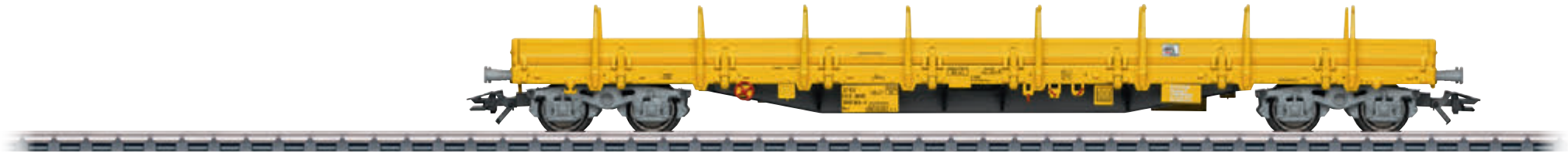
47100 Type Res Low Side Car

Prototype: Type Res four-axle low side car. Privately owned car for the firm On Rail, Inc., leased to SBB Infra, registered in Germany. Traffic yellow basic paint scheme. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with smooth side walls, folding stakes, and rectangular buffers. The car looks as it does in Era VI.

Model: The stakes can be folded. The trucks are type Y 25. There is a metal insert for good running characteristics. The underbody is specific to the type of car. There are many separately applied details.
Length over the buffers 22.9 cm / 9".
DC wheelset E700580.

A spot of color on a layout

Folding stakes



37295 Class G 2000 BB Vossloh Diesel Locomotive

Prototype: Class G 2000 BB Vossloh heavy diesel locomotive with symmetrical cabs, as the Swiss Federal Railways (SBB) class Am 840, used for the freight area SBB Cargo. Fire red / ultramarine blue basic paint scheme with basalt gray frame. Locomotive road number Am 840 002-0. 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**
- **Double "A" light can be controlled**
- **World of Operation mfx+ digital decoder and extensive operation and sound functions included**

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Conductor's Whistle	
Engineer's cab lighting						Switching maneuver	
Diesel locomotive op. sounds						"Switcher Double ""A"" Light"	
Warning Sound							
Engineer's cab lighting							
Sound of squealing brakes off							
Headlight(s): Cab2 End							
Whistle for switching maneuver							
Headlight(s): Cab1 End							
Direct control							
Sanding							
Sound of Couplers Engaging							
Blower motors							
Letting off Air							
Buffer to buffer							
Replenishing diesel fuel							

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

TRIX

This model can be found in the Trix H0 assortment under item number 22881.

39463 Class Re 460 Electric Locomotive

Prototype: Swiss Federal Railways (SBB) (SBB/CFF/FFS) class Re 460 electric locomotive. Neutral fire red basic paint scheme. Locomotive name: “Hohle Gasse”. Version with end signets in relief.
Road number: 460 067-2. The locomotive looks as it did starting in 2021.

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 headlights 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. You can switch between the Swiss headlight / marker light code and a white headlight / red marker light code. The headlights at Locomotive Ends 2 and 1 can be turned off separately in digital operation. Long-distance headlights can be controlled digitally. The cab lighting can be controlled digitally. Warning lights and running authorization lights can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. There are intricate, single-arm pantographs. The locomotive has separately applied metal grab irons.
Length over the buffers approximately 21.3 cm / 8-3/8“.

Version with end signets in relief

TRIX
This model can be found in the Trix H0 assortment under item number 22624.

Passenger cars to go with this locomotive can be found in the Märklin H0 assortment under item numbers 42153, 42154, and 42177.

Highlights:

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

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Sanding	
Long distance headlights						Switching range + switching light	
Electric locomotive op. sounds						Train announcement	
Horn						Light Function	
Direct control						Doors Closing	
Engineer's cab lighting						Light Function	
Headlight(s): Cab2 End						Stat. Announce. – Swiss	
Locomotive whistle						Stat. Announce. – Ital.	
Headlight(s): Cab1 End						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

Switzerland

42154 Mark IV Type A Express Train Passenger Car Set

Prototype: 2 Swiss Federal Railways (SBB/CFF/FFS) passenger cars. Mark IV Type A standard design cars, 1st class. Painted and lettered in the current InterCity design, with striking red doors. The cars look as they currently do in real life.

Model: Total length over the buffers 53 cm / 20-7/8".
DC wheelset per car E700580.

All additional information can be found under item number 42153.

42177 Mark IV Type Bt Express Train Cab Control Car

Prototype: Swiss Federal Railways (SBB/CFF/FFS) express train cab control car. Mark IV Type Bt standard design car, 2nd class. Painted and lettered in the current InterCity design, with striking red doors. The car looks as it currently does in real life.

Model: The car has adjustable buffers. There is light changeover from triple white to single red using a drag switch. This light changeover will work in analog and digital operation. Maintenance-free warm white and red LEDs are used for the lighting. 7319 current-conducting couplings or the 72020/72021 current-conducting couplers as well as the 73150 lighting kits can be installed in the car.
Length over the buffers 27.5 cm / 10-13/16".

Highlights:

- **Current InterCity paint scheme in the new SBB design**
- **Express train cab control car to go with the SBB class Re 460 locomotive**
- **New car numbers**

Express train cab control car to go with the SBB class Re 460 locomotive

42177 | 42153

NEM VI 1:100

42153 Mark IV Type B Express Train Passenger Car Set

Prototype: 3 Swiss Federal Railways (SBB/CFF/FFS) passenger cars. Mark IV Type B standard design cars, 2nd class. Painted and lettered in the current InterCity design, with striking red doors. The cars look as they currently do in real life.

Model: All the cars have adjustable buffers. The 7319 current-conducting couplings or the 72020/72021 current-conducting couplers as well as the 7330 lighting kits can be installed in the cars. All the cars have different car numbers and are individually packaged. There is also a master package.
Total length over the buffers 79.6 cm / 31-3/8".
DC wheelset per car E700580.

Highlights:

- **Current InterCity paint scheme in the new SBB design**
- **Express train passenger cars to go with the SBB class Re 460 locomotive**
- **New car numbers**

42154 39463

39888 Class 44 Steam Locomotive

Prototype: Austrian Federal Railways (BBÖ) class 44 heavy steam freight locomotive, with a type 2´2´T34 standard design coal tender. Black basic paint scheme. Standard design Wagner smoke deflectors, German State Railroad lamps, pilot truck wheel set with spoked wheels, with smoke box central locking, and without inductive magnets. Road number 44 542. The locomotive looks as it did around 1949.

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 dual 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 the flickering in 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:

- **Tooling changes**
- **Version with Wagner smoke deflectors**
- **Air compressor and feedwater pump moved to the running board**
- **Prototypical tooling changes to the running board**
- **Running boards run to the smoke box door and diagonally down to the buffer beam**
- **German State Railroad lamps included as dual headlights on the locomotive and tender**
- **World of Operation mfx+ digital decoder and a variety of operation and sound functions included**
- **Cab lighting, firebox flickering, and flickering in the ash pan can be controlled digitally**
- **Partially open bar frame with mostly clear view between the running gear and the boiler**
- **High-efficiency propulsion with a flywheel, mounted in the boiler**

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

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

TRIX

This model can be found in the Trix H0 assortment under item number 25888.

NEM III

46755 Old-Timer Tank Car Set

Prototype: Three 2-axle old-timer tank cars with brakeman's platforms. Privately owned cars for MARTHA Petroleum Oil Limited Liability Company, Vienna, Austria, used on the Austrian Federal Railways (ÖBB). The cars look as they did in the mid-Fifties.

Model: The brakeman's platforms and ladders are separately applied. All the cars have different car numbers and are individually packaged and marked. There is also a master package.
Length over the buffers per car 10.2 cm / 4". DC wheelset E700580.

46755 | 46755 | 39888

39244 EST Class 13 Express Train Steam Locomotive

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

Model: The locomotive has an mfx+ digital decoder and extensive light and sound functions. It also has controlled high-efficiency propulsion with a flywheel, mounted in the boiler. 4 axles powered. Traction tires. The locomotive and tender are constructed mostly of metal. The model has a factory-installed 72270 smoke unit. The dual headlights on the locomotive and tender change over with the direction of travel. They and the built-in smoke unit will work in conventional operation and can be controlled digitally. There is also cab lighting that can be controlled digitally. Maintenance-free warm white LEDs are used for lighting. There is an adjustable coupling with a guide mechanism between the locomotive and tender. The rear of the tender has a close coupler in an NEM pocket with a guide mechanism. The minimum radius for operation is 437.5 mm / 17-1/4". Brake hoses, heating lines, and imitation prototype couplers are included. There is also a frame without a wheel cutout for the trailing truck, which can be swapped with the factory-installed trailing truck for display case use for example.
Length over the buffers 30.4 cm / 12".

Highlights:

- **Tooling changes for the version as the French East Railroad (EST) class 13**
- **Very detailed realization of the model**
- **Cab lighting can be controlled digitally**
- **Equipped with a factory-installed smoke unit**
- **World of Operation mfx+ decoder and extensive light and sound functions included**

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

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Replenishing water	
Smoke generator						Replenishing coal	
Steam locomotive op. sounds						Replenishing sand	
Locomotive whistle						Sanding	
Direct control						Conductor's Whistle	
Sound of squealing brakes off						Safety Valve	
Engineer's cab lighting						"Switcher Double ""A"" Light"	
Whistle for switching maneuver						Switching range + switching light	
Light Function1						Sound of Couplers Engaging	
Letting off Steam							
Sound of coal being shoveled							
Tipping grate							
Air Pump							
Water Pump							
Injectors							
Rail Joints							

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

Read more at:
https://www.maerklin.de/products/39244

TRIX

This model can be found in the Trix H0 assortment under item number 25241.

Like the locomotive, the tender is equipped with dual headlights

42470 | 39244 |

EDELWEISS PARLOR CAR EXPRESS

Compagnie Internationale des Wagons-Lits CIWL – A grand name from the heyday of railroading. This firm founded in the second half of the 19th century by the Belgian entrepreneur Georges Nagelmackers quickly became the epitome of luxurious travel. Shortly before World War I, numerous CIWL deluxe trains steamed on regular schedules throughout Europe. They had melodious names such as Orient Express, Calais Mediterranean Express, or South Express. They were mostly sleeping car trains offering luxurious sleeping compartments featuring all kinds of comfort.

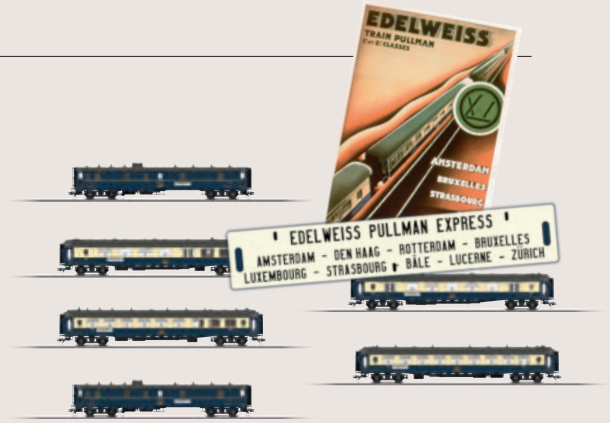
In the Golden Twenties, the market for first class travel recovered very quickly and starting in 1925 the CIWL introduced the first deluxe trains for daily service, which caused a stir from the beginning as parlor car expresses. The CIWL bought new, extremely luxurious open seating cars or parlor cars for these train routes, some cars equipped with galleys. One each car with and without a galley formed a "Couplage". There were also trains with a "Triplage" (two cars, 2nd class without a galley, and one car, 1st class with a galley). Meals were served at your seat, and exclusive porcelain china and silver place settings contributed to the special ambiance. However, there were no special dining cars. The new parlor cars sparkled with more than just excellent inner values. Their outer appearance also radiated an impressive elegance.

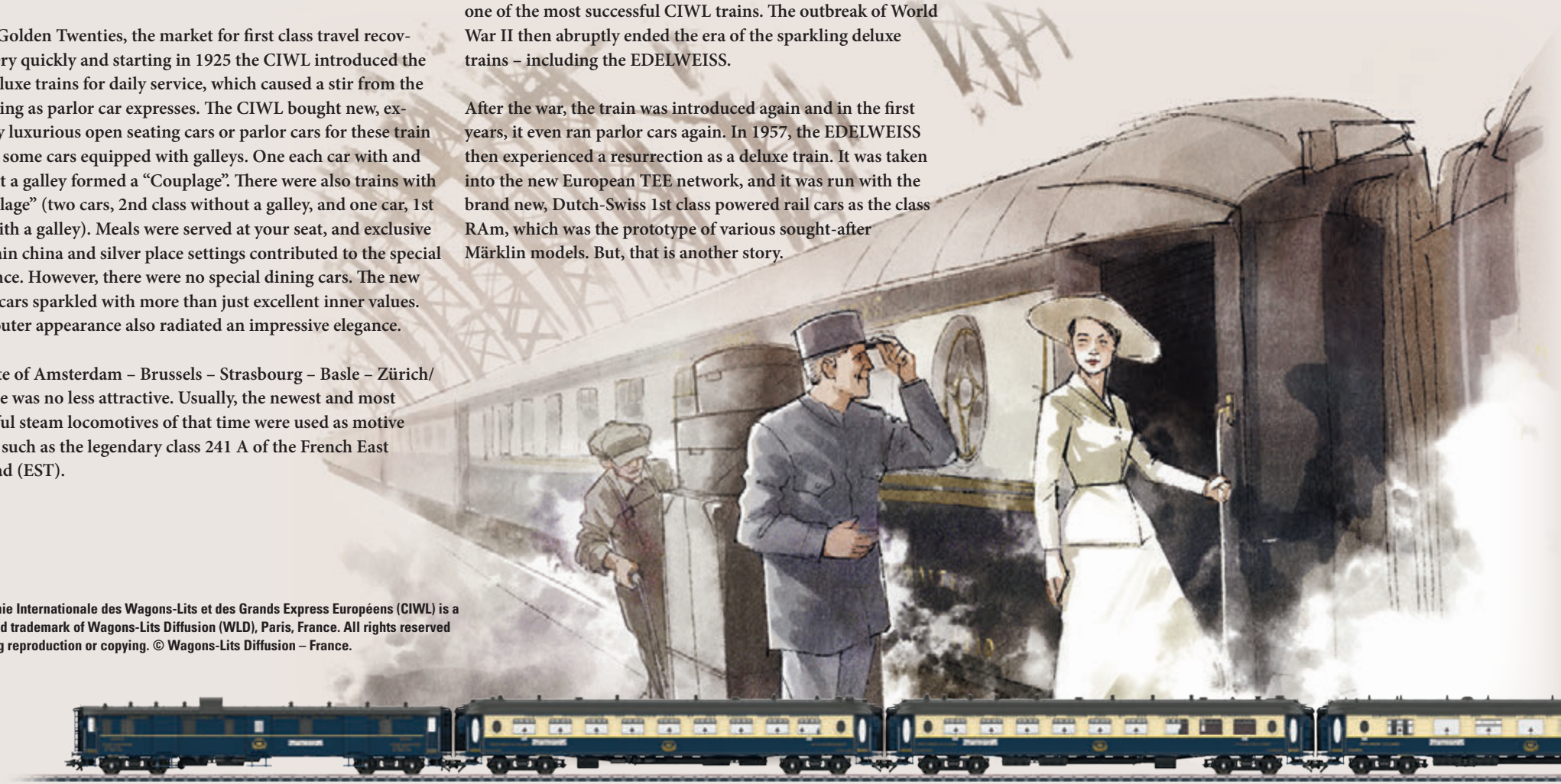
Its route of Amsterdam – Brussels – Strasbourg – Basle – Zürich/ Lucerne was no less attractive. Usually, the newest and most powerful steam locomotives of that time were used as motive power, such as the legendary class 241 A of the French East Railroad (EST).

The itinerary of the EDELWEISS PARLOR CAR EXPRESS to Basle was 31 kilometers / 19 miles longer than the Rheingold train and it had to overcome the northern foothills of the Vosges between Namur and Luxembourg as well as between Metz and Strasbourg. The EDELWEISS with a running time of 10 hours and 8 minutes was almost as fast (Rheingold 9 hours 46 minutes). At that time, not many steam-powered trains achieved an average speed of 80 kilometers per hour / 50 miles per hour.

In the Thirties, the EDELWEISS PARLOR CAR EXPRESS was one of the most successful CIWL trains. The outbreak of World War II then abruptly ended the era of the sparkling deluxe trains – including the EDELWEISS.

After the war, the train was introduced again and in the first years, it even ran parlor cars again. In 1957, the EDELWEISS then experienced a resurrection as a deluxe train. It was taken into the new European TEE network, and it was run with the brand new, Dutch-Swiss 1st class powered rail cars as the class RAm, which was the prototype of various sought-after Märklin models. But, that is another story.





42470

42470 "EDELWEISS" Parlor Car Set

Prototype: Six different parlor cars painted and lettered for the Compagnie Internationale des Wagons-Lits et des Grands Express Européens (CIWL) as EDELWEISS PARLOR CAR EXPRESS. Two type DD3 baggage cars, one type VPC "Côte d´Azur" parlor car with a galley, one type VP "Côte d´Azur" parlor car without a galley, one type VPC "Étoile du Nord" parlor car with a galley, and one type VP "Étoile du Nord" parlor car without a galley. Train route Amsterdam – The Hague – Rotterdam – Brussels – Luxembourg – Strasbourg – Basle – Lucerne– Zürich. The cars look as they did in 1937.

The model description for the car set and the other cars can be found on the following pages.

An impressive complete set with over 150 cm / 59" length as EDELWEISS PARLOR CAR EXPRESS

All cars as prototypical new tooling and including interior lighting

All cars are intricately built, imprinted as cleanly as possible, and feature very detailed construction.

Type DD3 baggage car

VPC Type "Côte d´Azur" parlor car with a galley

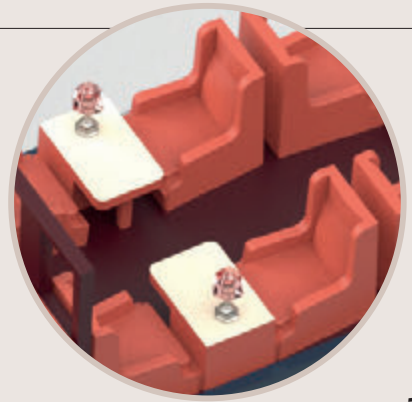
39244

EDELWEISS PARLOR CAR EXPRESS

Model: All the cars have factory-installed LED interior lighting and factory-installed operating, current-conducting close couplers. The parlor cars have lighted table lamps. One baggage car includes marker lights. Each car has a built-in buffer capacitor to bridge short-term spots without current. The interior lighting works in conjunction with the baggage car with marker lights. All the cars have different construction and include many separately applied details. There are also separately applied metal grab irons. The interior details for the parlor cars are custom modelled and come in multiple colors. The buffer height adheres to the NEM. Four main air lines are included for each car. Extended and retracted diaphragms are included. There is a pickup shoe on one baggage car for current pickup. The minimum radius for operation is 360 mm / 14-3/16". Length over the buffers for the baggage carapproximately 23.9 cm / 9-3/8".
Length over the buffers for the parlor car approximately 26.9 cm / 10-5/8".
Total length over the buffers approximately 156.5 cm / 61-5/8".

Highlights:

- **Completely new tooling**
- **Factory-installed LED interior lighting including buffer capacitors**
- **Parlor cars include lighted table lamps**
- **One baggage car includes marker lights**
- **Current-conducting close couplers**
- **All the cars have different and very detailed construction**
- **Interior details for the parlor cars are custom modelled and come in multiple colors**
- **Buffer height adheres to the NEM**



The interior details of the parlor cars are individually designed and done in multiple colors

VP Type "Côte d´Azur" parlor car without a galley

VPC Type "Étoile du Nord" parlor car with a galley

TRIX

This model can be found in the Trix H0 assortment under item number 26470.

Parlor cars include lighted table lamps

VP Type “Étoile du Nord” parlor car without a galley

Type DD3 baggage car

Baggage car includes prototypical marker lights

All cars feature different and very detailed construction

47460 Type Sgns Container Transport Car Set

Prototype: AAE type Sgns 19 container transport cars, leased to Cemat S.p.A. Loaded with a 40-foot Lloyd Triestino container and two 20-foot Italia containers. The cars look as they did around 2015.

Model: The cars have type Y 25 trucks. The prototypically partially open flat car floor is constructed of metal with striking fish belly style side sills. The cars are loaded with a 40-foot Lloyd Triestino container and two 20-foot Italia containers. The cars have different car numbers and are individually packaged. There is also a master package.
Total length over the buffers approximately 46 cm / 18-1/8".
DC wheel set E700580.

NEM IV

47316 "Frico" Freight Car Set

Prototype: Three standard type Gbs 14 m refrigerator cars for the firm Frico, used on the Dutch State Railways (NS). Design with walls of boards.

Model: All the cars have different car numbers. Each car is individually packaged. There is also a master package.
Total length over the buffers approximately 48.8 cm / 19-1/4".
DC wheelset E700580.

Netherlands

The ICM came out of the desire of the NS to purchase new units for its fast intercity services. These trains had to have flexible utilization, faster and easier coupling and uncoupling at junction stations, as well as the possibility for passengers to change from one unit to another during a trip. These stipulations caused engineer's cabs to be quickly raised up one level and these powered rail cars were equipped with crossovers at the ends, which gave the "Koplopers" (= Kopfläufer = Head Runner) a brawny, unusual look and their nickname. The NS initially purchased an advance series of seven three-part units in 1977 from Talbot in Aachen (road numbers 4001-4007) as the class IC3 (later the class ICM-0). Regular production as the class ICM-1 began in 1983 with numerous improvements. Chopper control was added starting with road number 4051 and the class changed to ICM-2. Between 1990 and 1994, 50 four-part units were built as the class ICM-3 (4201-4230) and ICM-4 (4231-4250). In contrast to the three-part units with only one powered end car, these trains also featured powered wheelsets on the truck of the intermediate car just behind powered end car. The mechanical part of the "Koplopers" came from Talbot, while CEM Oerlikon and Holec were responsible for the electrical part. The ICM regular production trains, road numbers 4011–4097 and 4201–4250, were gradually updated from 2006 to 2011 as the class ICMm: Due to low usage, the characteristic corridor connections were discontinued. The interior space of these trains was completely renovated, handicapped restrooms were installed, air conditioning and passenger information displays were put in, and the number of seats was increased by 13%.

39425 Class ICM-1 “Koploper” Electric Rail Car Train

Prototype: Dutch State Railways (NS) class ICM-1 three-part “Koploper” Intercity electric rail car train. Yellow/blue basic paint scheme in the standard version. 1 motor car as a type mBk end car, 2nd class, 1 type AB intermediate car, 1st/2nd class, 1 type sBk cab control car as an end car, 2nd class. Train destination sign: Hoek van Holland. Train road number 4237. The train looks as it did in Era IV, as delivered from 1984 to 1988.

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

Highlights:

- **Factory-installed LED interior lighting**
- **Various Dutch station and train announcements included**
- **World of Operation mfx+ digital decoder and extensive operation and sound functions included**
- **Train destination signs: Hoek van Holland**

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

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

TRIX

This model can be found in the Trix H0 assortment under item number 25425.

37424 Class ICM-1 "Koploper" Electric Rail Car Train

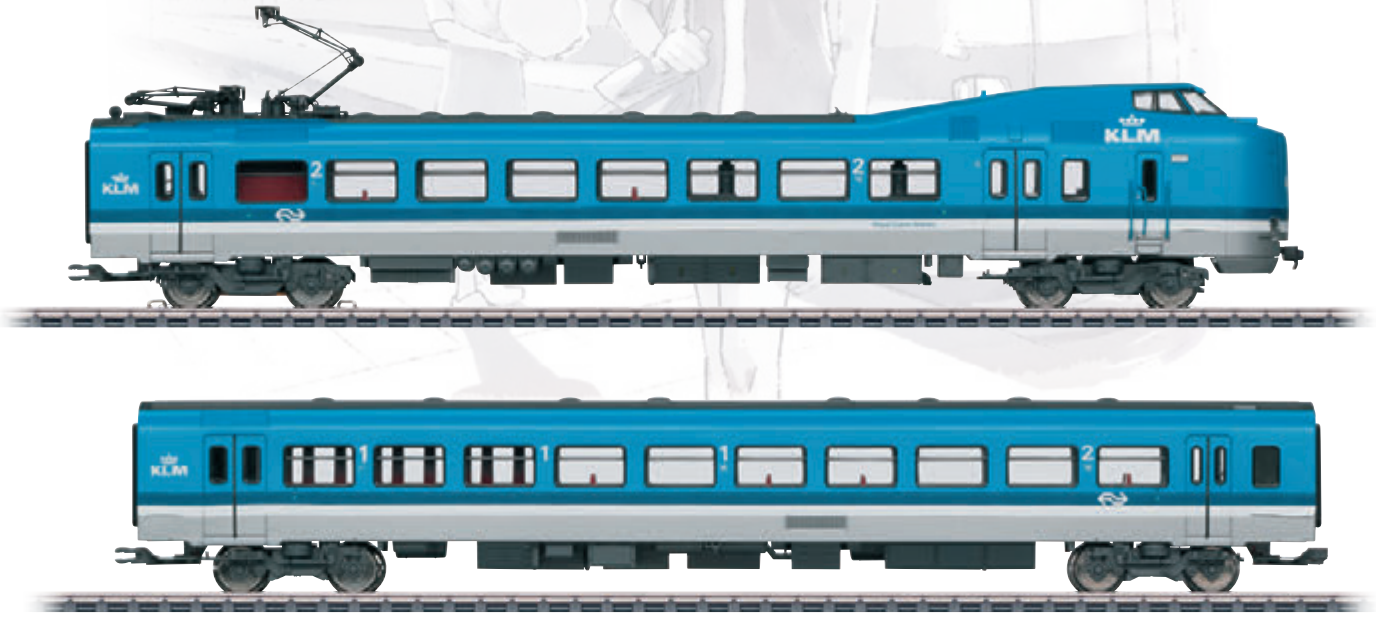
Prototype: Dutch State Railways (NS) "Koploper" as class ICM-1 Intercity three-part electric rail car train. Version in a KLM paint design. 1 motor car as a type mBk end car, 2nd class, 1 type AB intermediate car, 1st/2nd class, 1 type sBk cab control car as an end car, 2nd class. Road number 4011. The train looks as it did around 1986/87.

Model: The train has an mfx+ digital decoder and extensive sound functions. It comes in a 3-part version. The powered end car has a die-cast frame. The train has controlled, high-efficiency propulsion with a flywheel. 2 axles in one truck powered. Traction tires. The engineer's cabs in both end cars have interior details. The train has power pickup in the end car at the front of the train; the power pickup changes with the direction of the train. It also has special close couplers with a guide mechanism. The train has factory-installed interior lighting. The triple headlights and dual red marker lights change over with the direction of travel. They and the interior lighting will work in conventional operation and can be controlled digitally. The headlights at car ends 2 and 1 can be turned off separately in digital operation. Prototypical light yellow and red LEDs are used for the headlights and marker lights. Warm white LEDs are used for the interior lighting. The construction of the running gear and the bodies is detailed. There is a representation of the "Scharfenberg" coupler with a cover on the end cars. A rigid drawbar coupling is included for multiple unit operation. The end cars come from the factory with closed crossover doors. A plug-in part included with the train makes it possible to represent swinging doors with a diaphragm pushed to the side on one end car. Total train length 86.6 cm / 34-1/8".

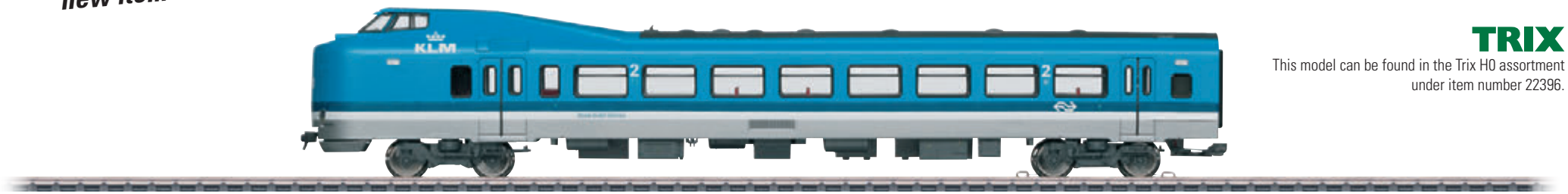
Highlights:

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

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



Advance notice:
Can be ordered starting with the summer new items for 2023



TRIX

This model can be found in the Trix H0 assortment under item number 22396.

39679 Class 52 Diesel Locomotive

Prototype: Belgian State Railways (SNCB/NMBS) class 52 diesel locomotive. Version with four lamps at the ends, electric brakes, and a heating boiler. Green paint scheme with yellow stripes. Road number 5209.

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 dual headlights and dual red marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The headlights at Locomotive End 2 and 1 can be turned off separately in digital operation. The cab lighting can be controlled digitally and changes over with the direction of travel. The switching range can be controlled digitally along with the switching lights. 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 in relief.
Length over the buffers 21.7 cm / 8-1/2".

Highlights:

- **Buffer height adheres to the NEM**
- **Cab lighting can be controlled digitally**
- **mfx+ digital decoder included**
- **Separately applied metal grab irons**

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Switching maneuver	
Engineer's cab lighting						"Switcher Double ""A"" Light"	
Diesel locomotive op. sounds						Replenishing diesel fuel	
Horn						Surrounding sounds	
Direct control							
Sound of squealing brakes off							
Headlight(s): Cab2 End							
Horn							
Headlight(s): Cab1 End							
Stat. Announce. – Fren.							
Blower motors							
Station Announcements							
Conductor's Whistle							
Compressor							
Letting off Air							
Sanding							

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

TRIX

This model can be found in the Trix H0 assortment under item number 22678.

47119 Container Car Set

Prototype: Three Belgian State Railways (SNCB/NMBS) container cars. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Two type Regs 3514 D stake cars without parking brakes and one type Rs 3514 B1 stake car with parking brakes. Version with steel side walls, stakes and rectangular buffers. Transport cars loaded with 20-foot box containers for various firms. The cars look as they did around 1985.

Model: The cars have type Y 25 welded trucks. There are metal inserts for good running characteristics. The stakes can be folded down. The underbodies are specific to the types of cars. There are many separately applied details. The transport cars are loaded with 20-foot box containers for various firms. The transport cars and containers include different car and registration numbers. Each car with its containers is individually packaged. There is also a master package.
Total length over the buffers approximately 69 cm / 27-1/8".
DC wheelset E700580.

Highlights:

- **Transport cars and containers include different car and registration numbers**
- **Ideal cars for unit container trains**

47119 | 39679

NEM V

48433 "Minéralier" Ore Car Set

Prototype: 5 type Fal ore cars (Minéraliers), privately owned cars painted and lettered for Aciéries Réunies de Burbach-Eich-Dudelange (ARBED), used on the Luxembourg State Railways (CFL). The cars look as they did starting in 1992.

Model: All the cars feature 2 end platforms and a load insert of iron ore. The cars have type Y25 trucks. They also come individually packaged and there is a master package.
Total length over the buffers approximately 64 cm / 25-3/16".
DC wheel set E700580.

Highlights:

- **Load inserts of iron ore included**
- **Different paint versions**
- **Cars individually packaged**

NEM V

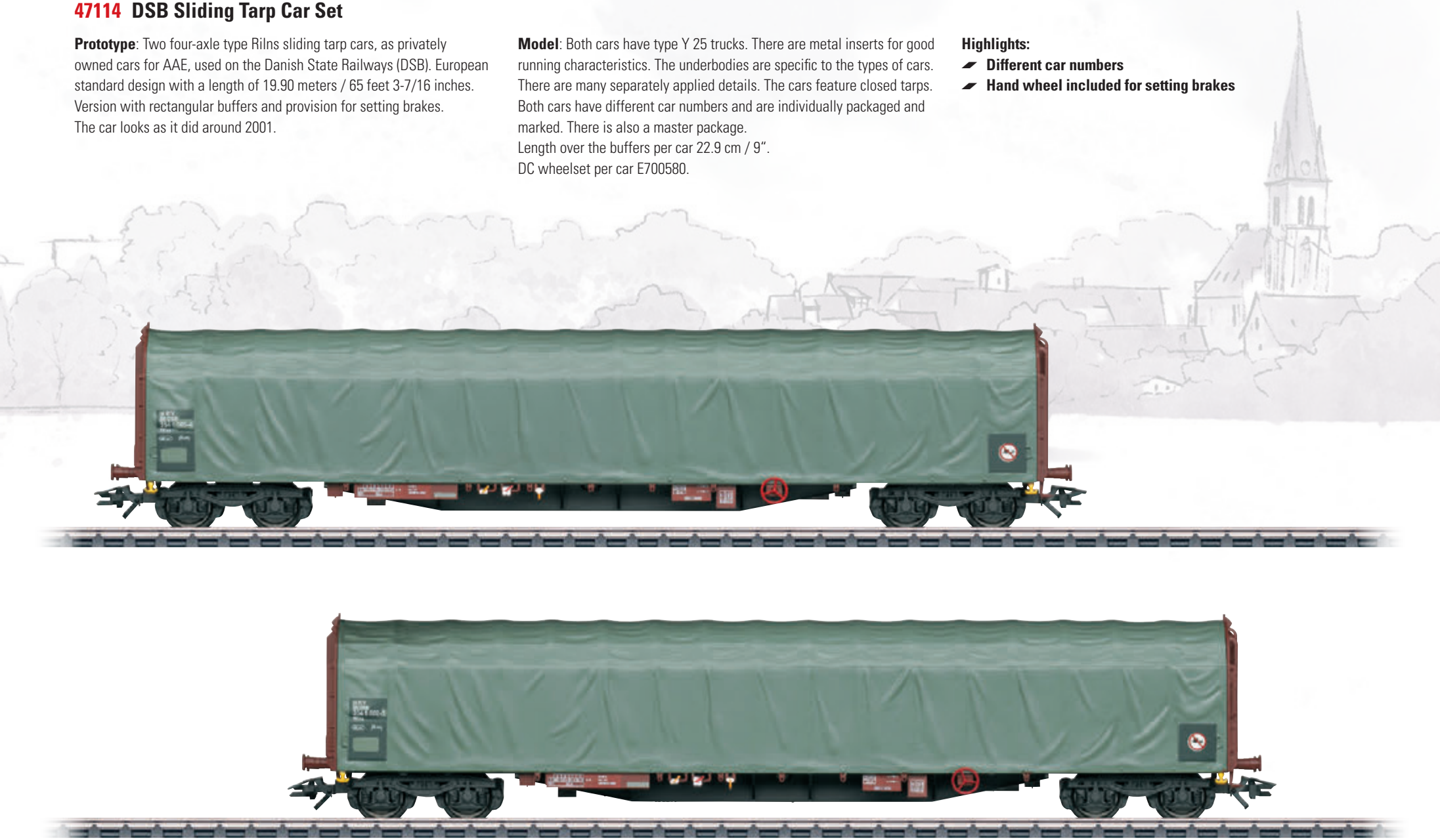
47114 DSB Sliding Tarp Car Set

Prototype: Two four-axle type Rilns sliding tarp cars, as privately owned cars for AAE, used on the Danish State Railways (DSB). European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with rectangular buffers and provision for setting brakes. The car looks as it did around 2001.

Model: Both cars have type Y 25 trucks. There are metal inserts for good running characteristics. The underbodies are specific to the types of cars. There are many separately applied details. The cars feature closed tarps. Both cars have different car numbers and are individually packaged and marked. There is also a master package.
Length over the buffers per car 22.9 cm / 9".
DC wheelset per car E700580.

Highlights:

- **Different car numbers**
- **Hand wheel included for setting brakes**



47157 Type Rs Container Car

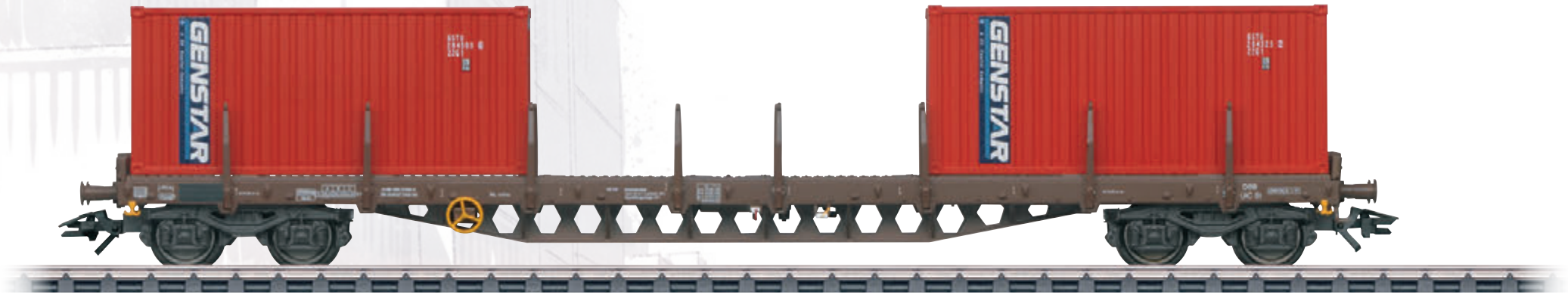
Prototype: Danish State Railways (DSB) type Rs stake car. European standard design with a length of 19.90 meters / 65 feet 3-7/16 inches. Version with stakes and round buffers. Transport car loaded with 20-foot box containers. The car looks as it did starting in 1997.

Model: The car has type Y 25 welded trucks. There is a metal insert for good running characteristics. The stakes can be folded down. The underbody is specific to the type of car. There are many separately applied details. The transport car is loaded with 20-foot box containers. The containers include different registration numbers.
Length over the buffers approximately 22.9 cm / 9".
DC wheelset E700580.

Containers include different registration numbers

Ideal car for unit container trains

Impressive, massive front with buffer height adhering to the NEM



39630 Class MY Diesel Locomotive

Prototype: Danish State Railways (DSB) class MY diesel locomotive. NOHAB general-purpose locomotive in a white and red paint scheme. Road number 1105. The locomotive looks as it did at the end of the Nineties.

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 controlled separately in digital operation. The switching lights can be controlled. The blinking lights can be controlled digitally on the left and right. The blinking lights on the sides of the locomotive can be used to signal a train is ready to depart. Maintenance-free, warm white and red LEDs are used for the lighting. There are 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:

- **Buffer height adheres to the NEM**
- **Alternating blinking lights can be used to signal a train is ready to depart**
- **Cab lighting can be controlled digitally**
- **mfx+ digital decoder included**
- **Separately applied metal grab irons**

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 diesel fuel	
Headlight(s): Cab2 End							
Horn							
Headlight(s): Cab1 End							
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

The NOHAB alternating blinking lights can be controlled digitally

TRIX

This model can be found in the Trix H0 assortment under item number 22788.

The first time this way from Märklin

39281 Class Rc 5 Electric Locomotive

Prototype: Swedish State Railways (SJ) class Rc 5 electric locomotive. Version in an orange basic paint scheme with double arm pantographs. The locomotive looks as it did starting in 1990.

Model: The locomotive has an mfx+ digital decoder and extensive sound functions. The locomotive has controlled high-efficiency propulsion. 4 axles powered. Traction tires. The four headlights and a single red marker light change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The cab lighting can be controlled digitally. When the headlights are off at both ends, then a switching light is on at both ends. Numerous various light signals can be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. There are separately applied plastic and metal grab irons. The buffer height adheres to the NEM. Rearview mirrors are mounted on the locomotive. Brake lines, imitation prototype couplers, and a closed rail clearance device are included.
Length over the buffers 17.7 cm / 7".

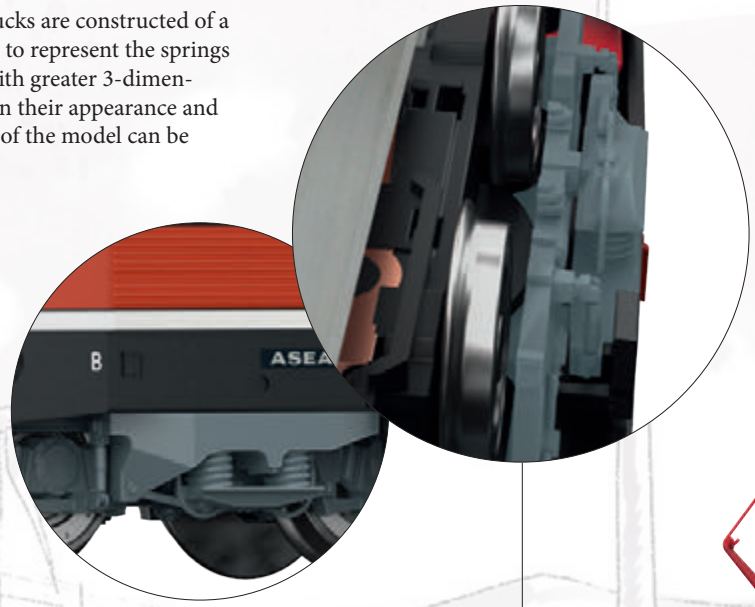
Highlights:

- **Completely new tooling**
- **Buffer height adheres to the NEM**
- **Frame and body constructed mostly of metal**
- **Numerous separately applied details**
- **Cab lighting can be controlled digitally**
- **Numerous various light signals can be controlled digitally**
- **mfx+ digital decoder and extensive sound functions included**

The truck mounts are constructed of a cast alloy for a visually prototypical representation

43787 | 39281

The truck mounts on the trucks are constructed of a cast alloy in order to be able to represent the springs and the anti-roll dampers with greater 3-dimensional prototypical realism in their appearance and so that more detailed depth of the model can be achieved.



Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Sanding	
Light Function						Light Function 3	
Electric locomotive op. sounds						Special light function	
Horn						Blower motors	
Direct control						Operating sounds	
Engineer's cab lighting						Windshield wiper sounds	
Headlight(s): Cab2 End						SIFA warning sound	
Horn						Opening cab door	
Headlight(s): Cab1 End						Switching maneuver	
Sound of squealing brakes off						Pantograph Sounds	
Light Function1						Switching range + switching light	
Conductor's Whistle						Station Announcements	
Light Function 2						Grade crossing	
Blower motors						Coupler sounds	
Compressor							
Letting off Air							

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

TRIX

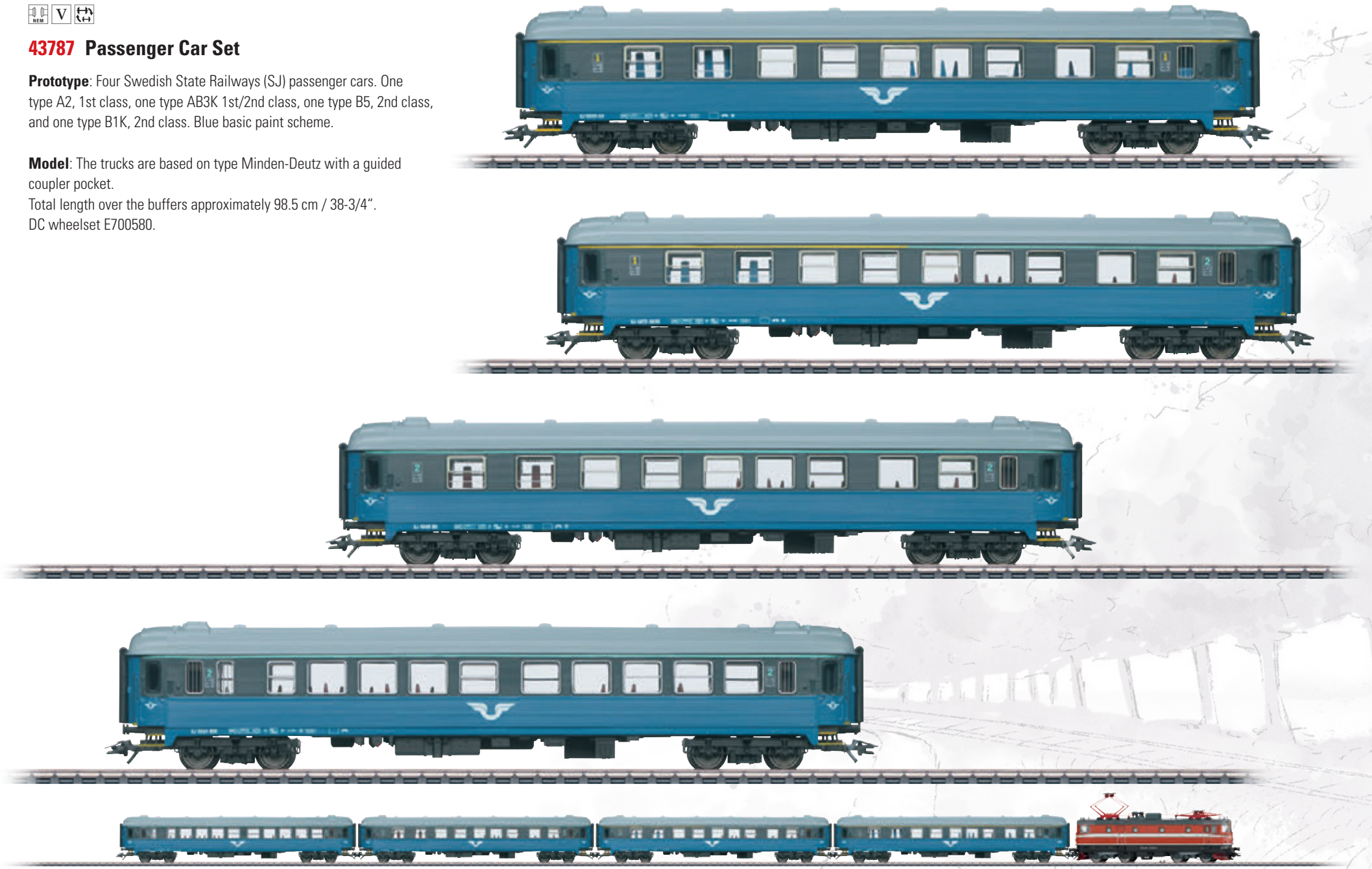
This model can be found in the Trix H0 assortment under item number 25281.

NEM V

43787 Passenger Car Set

Prototype: Four Swedish State Railways (SJ) passenger cars. One type A2, 1st class, one type AB3K 1st/2nd class, one type B5, 2nd class, and one type B1K, 2nd class. Blue basic paint scheme.

Model: The trucks are based on type Minden-Deutz with a guided coupler pocket.
Total length over the buffers approximately 98.5 cm / 38-3/4".
DC wheelset E700580.



43787 | 39281

IV

47303 Type Tbis Sliding Roof / Sliding Wall Car Set

Prototype: 3 Swedish State Railways (SJ) type Tbis two-axle sliding roof / sliding wall cars. All cars in a reddish-brown basic paint scheme with gray sliding doors and sliding roofs. Version with convex sliding doors and without brakeman's platforms. The cars look as they did around 1985.

Model: The cars have separately applied high-mounted operating platforms and ladders on the ends. The cars have a 2-part car roof constructed of metal, which can be opened. All of the cars have different car numbers and are individually packaged. There is also a master package.
Total length over the buffers 48.5 cm / 19-1/8".
DC wheelset per car E700580.

Highlights:

- **Sliding doors of convex construction**
- **2-part sliding roofs constructed of metal, which can be opened**
- **All the cars include different car numbers and are individually packaged**

2-part sliding roofs constructed of metal, which can be opened

39686 Class Di3 Diesel Locomotive

Prototype: Norwegian State Railways (NSB) class Di3 diesel locomotive. NOHAB general-purpose locomotive in the olive-green paint scheme of Era III. Road number 3.613.

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 controlled separately in digital operation, and it changes over with the direction of travel. The switching range along with switching lights can be controlled. Maintenance-free, warm white and red LEDs are used for the lighting. There is a separately applied reproduction of the grill on the end windows, made of plastic. The engineer's cabs have interior details in relief.
Length over the buffers 21.7 cm / 8-1/2".

Highlights:

- **Buffer height adheres to the NEM**
- **Cab lighting can be controlled digitally**
- **Mit mfx+ digital decoder included**
- **Separately applied metal grab irons**
- **Separately applied reproduction of the grill on the end windows**

Digital Functions	CU	MS	MS 2	CS1	CS2-3
Headlight(s)					
Engineer's cab lighting					
Diesel locomotive op. sounds					
Horn					
Direct control					
Sound of squealing brakes off					
Headlight(s): Cab2 End					
Horn					
Headlight(s): Cab1 End					
Conductor's Whistle					
Blower motors					
Compressor					
Letting off Air					
"Switcher Double ""A"" Light"					
Switching maneuver					
Sanding					
Replenishing diesel fuel					

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

Buffer height adheres to the NEM

46067 NSB Freight Car Set

Prototype: Two Norwegian State Railroad (NSB) type Gr boxcars.
Reddish-brown basic paint scheme. The cars look as they did around 1957.

Model: The doors on the cars can be opened. There are steps on the underframe below the sliding doors. Both of the cars are individually packaged and there is also a master package.
Total length over the buffers approximately 21 cm / 8-1/4".
DC wheelset E700580.

Doors on this car set can be opened

Entry steps on underbody frame

Separately applied brakeman's platform included

46067 | 46067 | 46067 | 46067 | 39686

USA

The USA American firm of General Electric has a rich tradition and for decades, it has been one of the world's largest builders of railroad vehicles. In 2005, GE introduced a new locomotive type designed to fulfill stricter emissions standards. This class, called the EVOLUTION series, is focused in its looks on the six-axle DASH locomotives, which have been built for decades. However, GE developed a completely new, 12-cylinder diesel motor with an output of 4,400 horsepower for the drive.

The most successful variation of the EVOLUTION series is the ES44AC, in which 44 stands for the output and AC (Alternating Current) describes its equipment consisting of alternating current traction motors. Over the course of time, GE has sold over 2,500 locomotives of this version, 1,168 of them alone to the Union Pacific Railroad, which uses these reliable workhorses on their entire network. This means the ES44AC has been built in the largest numbers in the USA.

Highlights:

- **Completely new tooling**
- **Factory-installed smoke generator with dynamic s moke exhaust**
- **Many controllable light and sound functions**
- **Cab lighting can be controlled digitally**
- **Lighted number boards can be controlled digitally**
- **Long-distance headlights can be controlled**
- **Centrally mounted motor, four axles powered using cardan shafts**
- **Operation possible with knuckle couplers and normal close couplers**
- **mfx+ decoder**

38440 Type GE ES44AC Diesel Locomotive

Prototype: Type General Electric ES44AC heavy diesel electric freight locomotive painted and lettered for Union Pacific Railroad (UP). Yellow basic paint scheme. Road number 7495. The locomotive looks as it currently does in real life.

Model: The locomotive has an mfx+ digital decoder and extensive sound and light functions. It also has controlled high-efficiency propulsion with a flywheel, centrally mounted. Two axles powered in each truck using cardan shafts. Traction tires. The locomotive has four headlights on the front and two lamps on the rear of the locomotive positioned next to each other. These lights change over with the direction of travel, will work in conventional operation, and can be turned off in pairs in digital operation. The cab lighting, number board lighting, long-distance headlights, and the blinking function of the headlights can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has a factory-installed smoke generator with dynamic smoke exhaust and it can be controlled digitally. It also has many separately applied details. The NEM pockets can be fixed in place using shims included with the locomotive for operation with knuckle couplers. A pilot with a small cutout for the front, brake hoses, and two shims for the NEM pocket are included. Length over the couplers approximately 27 cm / 10-5/8".

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Horn	
Smoke generator						Sound of Couplers Engaging	
Diesel locomotive op. sounds						Sound of uncoupling	
Horn						Special sound function	
Direct control						Rear Headlights off	
Sound of squealing brakes off						Doors Closing	
Engineer's cab lighting						Letting off Air	
Switching maneuver						Sanding	
Whistle for switching maneuver						Compressor	
Number Board Lights						Replenishing diesel fuel	
Long distance headlights						Procedure function	
Light Function							
Front Headlights off							
Cab Radio							
Front Headlights off							
Blower motors							

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

Dynamic smoke exhaust included

TRIX

This model can be found in the Trix H0 assortment under item number 25440.

The additional separately applied parts provide a massive appearance

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

38441 Type GE ES44AC Diesel Locomotive

Prototype: Type General Electric ES44AC heavy diesel electric freight locomotive painted and lettered for Union Pacific Railroad (UP). Yellow basic paint scheme. Road number 7912. The locomotive looks as it currently does in real life.

The complete description for this model can be found on page 103.

TRIX

This model can be found in the Trix H0 assortment under item number 25441.

Impressively modelled from all angles

The NEM pockets can be fixed in place using shims included with the locomotive for operation with knuckle couplers

Dynamic smoke exhaust included

45665 Union Pacific Hopper Car Set

Prototype: Twelve coal transport cars, so-called hopper cars, painted and lettered for the Union Pacific Railroad (UP). Version with five unloading hatches on the car body. The cars look as they currently do in real life.

Model: These cars are completely new tooling and feature detailed construction with different car numbers. The trucks are detailed and include special wheelsets. All the cars have hand wheels on the ends and load inserts with real scale-sized coal. The NEM pockets can be fixed in place with shims for operation with knuckle couplers. These shims are included with this set. All the cars are individually packaged and there is a master package.
Length over the couplers per car approximately 19 cm / 7-1/2".
DC wheelset E320552 (NEM), E320389 (RP25).

Highlights:

- **Completely new tooling**
- **All the cars include load inserts of coal**
- **Operation with knuckle couplers and normal close couplers is possible**
- **Ideal for unit trains**
- **All the cars are individually packaged and there is a master package**

TRIX

An add-on hopper car set with six more cars with other car numbers can be found in the Trix H0 assortment under item number 24903 with information about the necessary exchange wheelsets.

Toy Fair Locomotive for 2023

39322 Class 232 Diesel Locomotive

Prototype: German Federal Railroad (DB) class 232 heavy diesel locomotive. Fictitious TEE paint scheme. For use in high quality TEE passenger service. Locomotive road number 232 001-8. The locomotive looks as did at the start of the Seventies.

Model: The locomotive has an mfx+ digital decoder and extensive sound and light functions. It also has 2 speakers for optimal locomotive sound reproduction. The locomotive has controlled, high-efficiency propulsion with a flywheel, centrally mounted. Two axles in each truck 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. The locomotive has the double "A" light function. The cab and engine room lighting can each be controlled digitally. Maintenance-free warm white and red LEDs are used for the lighting. The locomotive has 4 ventilation fans, each powered by a motor, and controlled digitally in pairs. Different speeds can be set for the ventilation fans. The locomotive has separately applied metal grab irons on the sides and ends. The buffer beams are detailed. Main airlines, heating lines, and coupling hoses are included for installing on the locomotive.
Length over the buffers 26.4 cm / 10-3/8".

Highlights:

- **Largest and most powerful German Federal Railroad diesel locomotive**
- **Locomotive frame and body constructed mostly of metal**
- **Spinning ventilation fans controlled digitally in pairs**
- **Cab and engine room lighting controlled digitally**
- **"World of Operation" mfx+ decoder and extensive light and sound functions included**

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Sound of Couplers Engaging	
Special light function						Sound of uncoupling	
Diesel locomotive op. sounds						Conductor's Whistle	
Horn						Headlight(s): Cab2 End	
Direct control						Headlight(s): Cab1 End	
Sound of squealing brakes off						Switching maneuver	
Engineer's cab lighting						Switching range + switching light	
Whistle for switching maneuver						Station Announcements	
Engineer's cab lighting						Brake Compressor	
Blower Drive						Opening cab door	
Blower Drive						Doors Closing	
Blower motors							
Letting off Air							
Replenishing diesel fuel							
Sanding							
Buffer to buffer							

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

TRIX

This model can be found in the Trix H0 assortment under item number 25322.

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

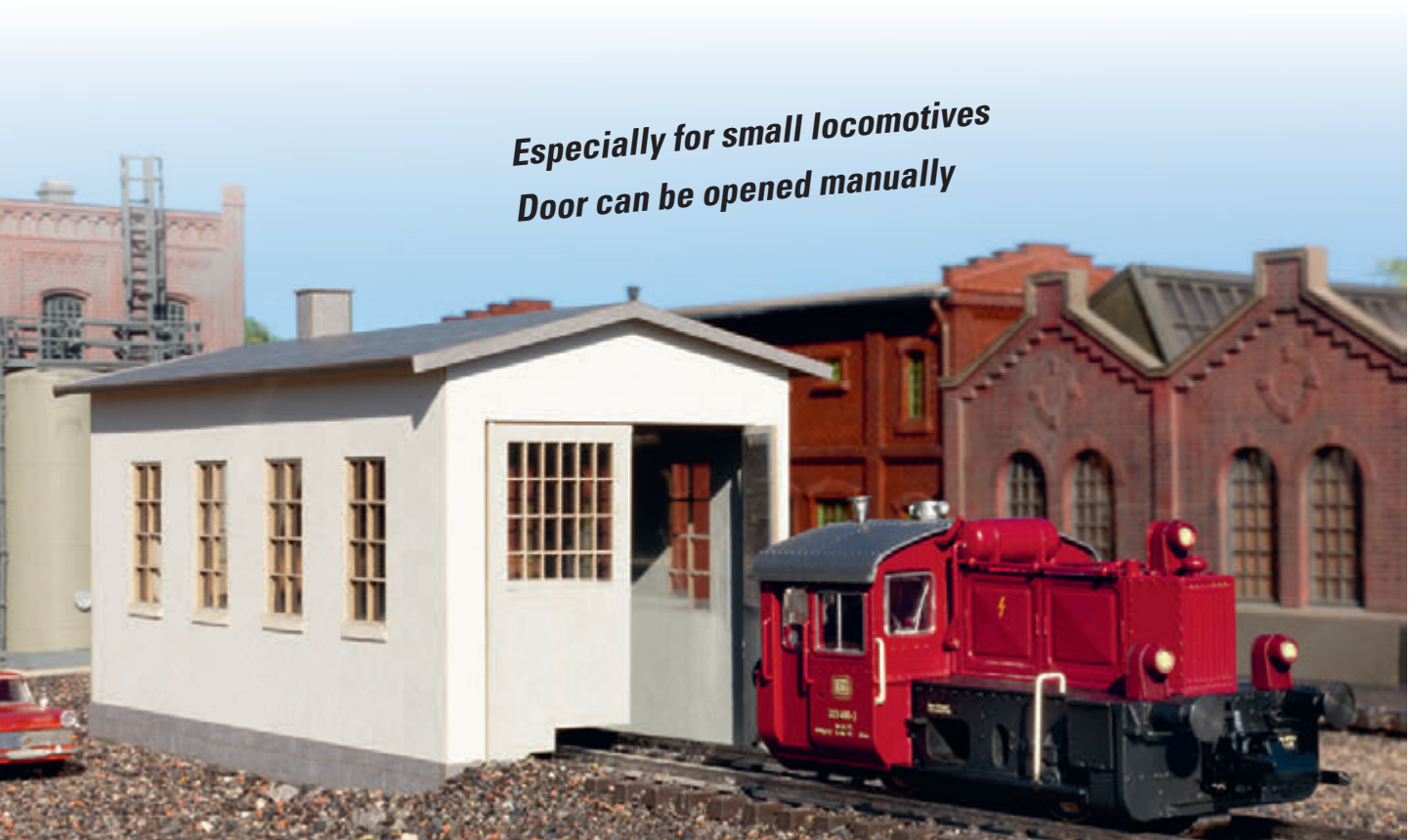
The new current-conducting close coupler head is specially designed for locomotives and cars as new tooling with prototypically lower buffer beams and thereby a lower buffer height above the top of the rails (adhering to NEM 303) to ensure the necessary swing of the close coupler system below the buffer plates.

72025 Current-Conducting Close Coupler Heads for Standard Coupler Pockets

Contents: 10 current-conducting close coupler heads. These are for use on locomotives and cars with standard coupler pockets (NEM 362) and guide mechanisms as well as on locomotives and cars with a lower buffer height adhering to the NEM 303.

Highlights:

- **Package with 10 current-conducting close coupler heads for locomotives and cars with a lower buffer height**



II III IV V VI

72178 Small Locomotive Shed Building Kit

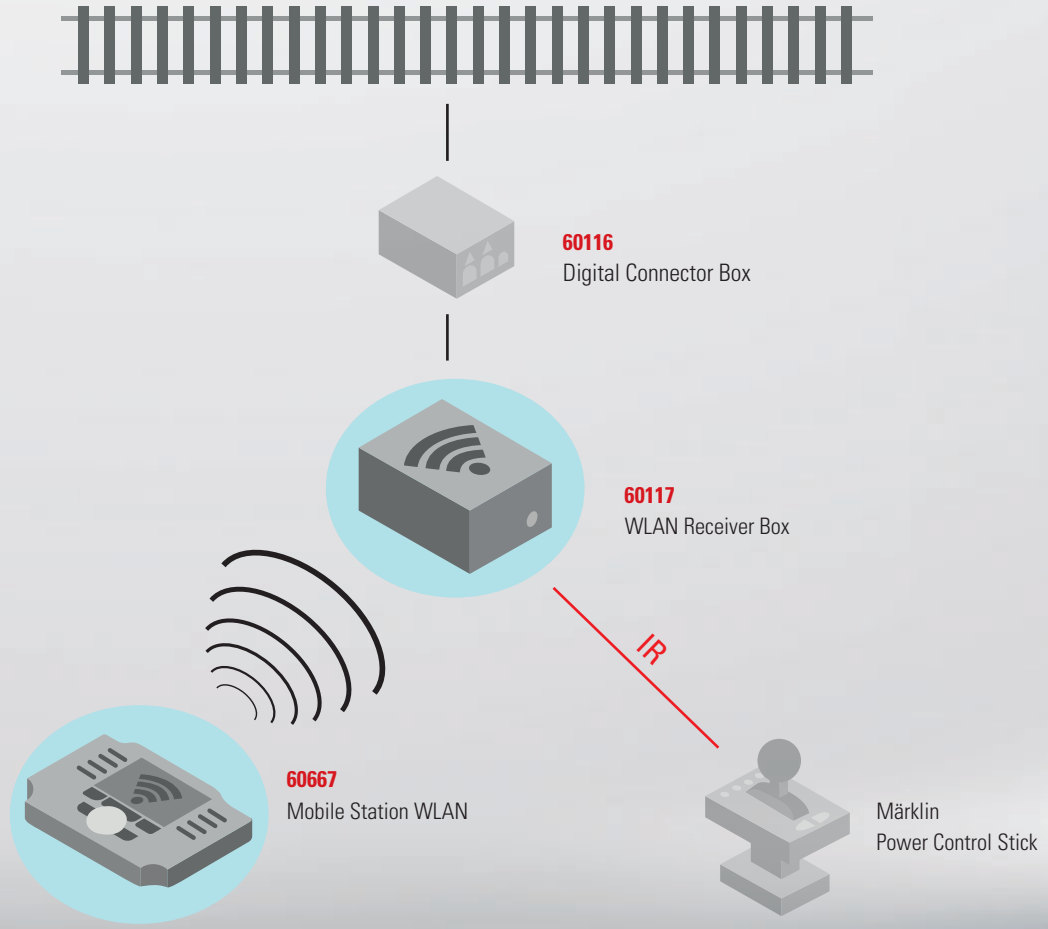
Prototype: Single-stall locomotive shed for small locomotives. It can be used in Eras II to VI.

Model: This locomotive shed is especially for small locomotives such as Köf II, Köf III, etc. All of the parts are precision laser-cut from high-quality architectural cardstock. The door has the look of sheet steel and it can be opened manually. The window sash bars are modelled to look like steel. All of the parts already come in a prototypical basic color scheme. They can also be weathered and painted further with no problem. Dimensions of the finished model approximately: Length approximately 130 mm / 5", width 55 mm / 2", height 70 mm / 3". Dimensions of the door entrance width 42 mm / 1-5/8" x height 50 mm / 2".

Highlights:

- **High-quality architectural cardstock**
- **Realistic color scheme**
- **Suitable for many eras**

The New Wireless Freedom with the Popular Mobile Station



Unlimited Operating Fun

Model railroading has fascinated people for generations. The greatest fascination has been when these small locomotives and cars can be observed on their paths up close and undisturbed. Formerly, there was the control transformer, heavy and permanently mounted at the control panel. You had the choice – observe the models up close or control their movement.

With the Mobile Station, this was reversed as its name says: mobility. With it, you can assume the close-up perspective of an H0 passenger and keep the locomotive being observed safely under control. The cable does however set limits, which limits the radius of movement to about one meter or 39 inches.

Unlimited freedom now begins with the new Mobile Station WLAN: You are right there on the spot when you move the locomotive at the end station on the back edge of the layout, and you accompany your trains close-up on their paths across your layout. You do any possible maintenance and switching work in the staging yard without tightly stretched wiring, in short: Enjoy your model railroad wirelessly and keep the familiar operation with a Mobile Station: WLAN makes it possible everywhere at, on, under, behind, next to, … your layout.

Control a layout wirelessly with the Mobile Station – the WLAN Receiver Box makes it possible

60117 WLAN Receiver Box

This is a WLAN and Infrared adapter for operation at the Digital Connector Box (60114, 60116) or a Central Station (60216, 60226, as well as 60213-60215). This unit allows you to couple the MS WLAN (60667) or the Start-Up infrared controllers.
Simultaneous operation of up to four MS WLAN units (item number 60667) at one 60117 WLAN Receiver Box.

Simple configuration using a WEB application or the Central Station (60216, 60226). WLAN Station or access point mode. Connection to an existing WLAN is thereby possible.
Dimensions 96 x 85 x 40 mm / 3-3/4" x 3-3/8" x 1-9/16".

60667 Mobile Station WLAN

Note: A CS2 or CS3 with a WLAN connection or the 60117 WLAN Receiver Box is required as a receiver for the Mobile Station WLAN.

Digital Hand Controller Unit.
40 locomotives can be controlled with direct access.
Automatic registration of mfx locomotives.
Built-in locomotive database for selecting older Märklin/Trix/LGB locomotives. Manual registration of MM and DCC locomotives using digital addresses is possible. Up to 32 locomotive functions can be switched, and there is a display of the function status. Self-explanatory function pictograms for mfx locomotives and database locomotives. Up to 320 solenoid items can be switched. Lighted Stop button to signal the Stop status. Backlit b/w full graphics display.
Dimensions 160 x 100 x 42 mm / 6-5/16" x 3-15/16" x 1-5/8".

There is a wireless connection with the WLAN Receiver Box (60117) or the Central Station (60216, 60226, as well as 60213-60215), when they are in a WLAN-capable network.

When you are operating the Mobile Station WLAN connected to the Central Station, you can access the complete locomotive list and the solenoid items with the addresses 1 to 320.
Up to four MS WLAN units can be connected to a WLAN Receiver Box (item number 60117).
Four AAA batteries are required to operate this device. They are not included with this unit.

Highlights:
- **Simple, easy operation**
- **Backlit graphics display with self-explanatory pictograms**
- **Up to 32 auxiliary functions can be controlled**
- **320 solenoid items can be controlled**
- **Easy connection to the WLAN Receiver Box and the Central Station**
- **Built-in Märklin digital locomotive database**


VTG
VTG
VTG

Perfection in the Scale of 1:220

Perfection in the scale of 1:220 that is the ever-popular Z Gauge for Märklin model train fans. As a symbol for exclusive precision engineering in railroad model building, it has also been known for decades affectionately as “Mini-Club”.

Electric mobility has been discussed by everyone for some time. The German Federal Railroad as early as the Fifties had developed an ingenious concept for running trains electrically on non-electrified lines. Starting in 1953, the DB purchased 242 rechargeable battery powered rail cars, classes ETA 150 and 176, which were then underway for decades in the North, South, East, and West of Germany in an environmentally friendly manner.
Such a „Rechargeable Blitz“ or also a “Caterwauler” has now been realized as completely new tooling for Insider members. With running gear constructed of metal and LED headlights and marker lights, which change over with the direction of travel, a model that meets the expectations of Insiders in all respects.
You will find exclusive precision engineering in more than just our Club model for this year. Powerful and intricate models for use on your layout right through all of the railroad eras have been modelled for Z Gauge.
It might be a class 78 for steam shuttle service or the class 41 as a classic freight locomotive.
Travel is pleasant in Era III, in which a lovely complete set is arriving with Prussian design compartment cars typical for the time and a baggage car to go with them.
It then gets modern with our electric locomotives of the newer eras. Accompanied by freight and container cars to go with them, they form an impressive unit train consist.

In Shuttle Train Service

III

88068 Class 78 Passenger Train Tank Locomotive

Prototype: German Federal Railroad (DB) steam locomotive with shuttle train capabilities. The locomotive looks as it did in Era IIIb around 1965.

Model: This is an improved model with triple white LED headlights and dual red LED marker lights that change over with the direction of travel. The locomotive has a motor with a bell-shaped armature and finely detailed, complete, and fully functioning valve gear and side rods / drive rods. Imitation brakes, sanding pipes, and rail clearance devices are also modelled. All the driving axles are powered.
Length over the buffers 70 mm / 2-3/4".

Highlights:

- **Triple white LED headlights / dual red LED marker lights**
- **Motor with a bell-shaped armature**
- **Fine, fully functioning valve gear and side rods / drive rods**
- **Imitation brakes and sanding pipes also modelled**

One-time series for the Märklin Dealer Initiative (MHI).

III

87074 "Shuttle Train" Car Set

Prototype: 2 German Federal Railroad (DB) pairs of passenger cars consisting of 3-axle rebuild cars and 1 commuter cab control car. 1 pair of rebuild cars type AB3yge, 1st/2nd class and type B3yge, 2nd class, 1 pair of rebuild cars type B3yge, 2nd class, and 1 type BD4nf-59 "Silberling" / "Silver Coins" cab control car. The cars look as they did in Era III around 1965.

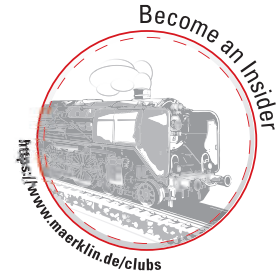
Model: The two pairs of rebuild cars are each permanently coupled. The "Silberling" / "Silver Coins" cab control car has LED triple headlights / dual red marker lights that change over automatically with the direction of travel.
Length over the buffers approximately 370 mm / 14-9/16".
These cars are not available separately.

One-time series for the Märklin Dealer Initiative (MHI).

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 160 for warranty terms.
A current explanation of the symbols can be found on the Internet at www.maerklin.de

By the end of DB steam locomotive operation, road number 44 1315 (starting in 1968: 043 315), an oil-fired freight locomotive carried on its service without hesitation, finally at Emden pulling mostly heavy ore trains in the Emsland area. Even on October 26, 1977 – the last day of DB steam locomotive operation – it showed one more time what it could do. Towards two in the afternoon, it was pulling one of those famous 4,000 metric ton ore trains under the gaze of a large number of photographers from the ore station to the Emden freight yard.

On September 12, 2018, it moved back up to a star position, when it moved in as a tremendous spectacle and to the applause of numerous onlookers as a new landmark of the Märklineum in Göppingen.



III

88975 Class 44 Steam Locomotive with an Oil Tender

Prototype: German Federal Railroad (DB) heavy freight locomotive, road number 44 1315, with a type 2´2´T34 oil tender. The locomotive looks as it did in Era III and Era VI as a locomotive at the Märklineum in Göppingen, Germany.

Model: The locomotive has a motor with a bell-shaped armature. All four driving axles are powered. The locomotive has dark wheel treads and valve gear and side/drive rods. The valve gear and side/drive rods are finely detailed and fully functional. The brakes, sanding pipes, etc. are modelled. There are inductive magnets on both sides. The locomotive has enlarged buffer plates. The paint scheme and lettering are prototypical. Length over the buffers approximately 112 mm / 4-3/8".
A building kit of architectural cardstock for modelling the original locomotive base on which road number 44 1315 is mounted is included with this locomotive. This allows you to model prototypically the current condition of the locomotive.

Highlights:

- **Motor with a bell-shaped armature**
- **Prototypical working valve gear and drive/side rods**
- **Brakes and rail clearance devices modelled**
- **All driving axles powered**
- **Warm white LEDs for the headlights**
- **Building kit of a locomotive base of architectural cardstock for modelling the locomotive base on Märklin's factory property is included with the locomotive**

Order deadline April 30, 2023

mhi märklin Händler-Initiative

88250 Class ETA 150 Rechargeable Battery Powered Rail Car with Class ESA 150 Control Car

Prototype: German Federal Railroad (DB) class ETA 150 rechargeable battery powered rail car and class ESA 150 control car in a crimson paint scheme for Era III. The units look as they did around 1965.

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

Highlights:

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

Become an Insider
https://www.maerklin.de/clubs

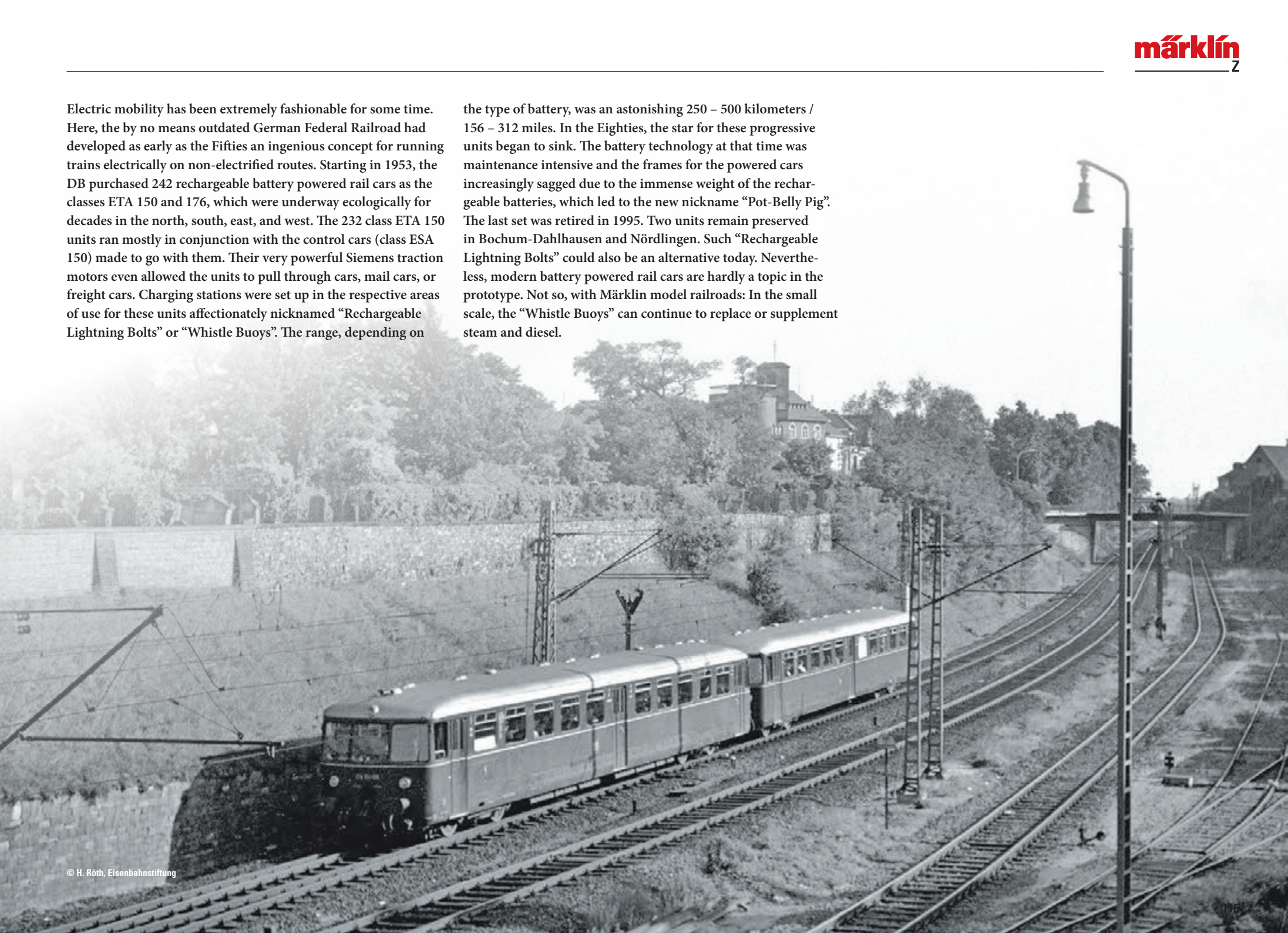
The 88250 is being produced in a one-time series exclusively for Insider Club members.

The image shows the first model as a rendering

Order deadline February 28, 2023

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 160 for warranty terms.
A current explanation of the symbols can be found on the Internet at www.maerklin.de

Electric mobility has been extremely fashionable for some time. Here, the by no means outdated German Federal Railroad had developed as early as the Fifties an ingenious concept for running trains electrically on non-electrified routes. Starting in 1953, the DB purchased 242 rechargeable battery powered rail cars as the classes ETA 150 and 176, which were underway ecologically for decades in the north, south, east, and west. The 232 class ETA 150 units ran mostly in conjunction with the control cars (class ESA 150) made to go with them. Their very powerful Siemens traction motors even allowed the units to pull through cars, mail cars, or freight cars. Charging stations were set up in the respective areas of use for these units affectionately nicknamed "Rechargeable Lightning Bolts" or "Whistle Buoys". The range, depending on the type of battery, was an astonishing 250 – 500 kilometers / 156 – 312 miles. In the Eighties, the star for these progressive units began to sink. The battery technology at that time was maintenance intensive and the frames for the powered cars increasingly sagged due to the immense weight of the rechargeable batteries, which led to the new nickname "Pot-Belly Pig". The last set was retired in 1995. Two units remain preserved in Bochum-Dahlhausen and Nördlingen. Such "Rechargeable Lightning Bolts" could also be an alternative today. Nevertheless, modern battery powered rail cars are hardly a topic in the prototype. Not so, with Märklin model railroads: In the small scale, the "Whistle Buoys" can continue to replace or supplement steam and diesel.



The Modern Start

VI

81875 "Modern Freight Service" Starter Set with a Class 285 Diesel Locomotive

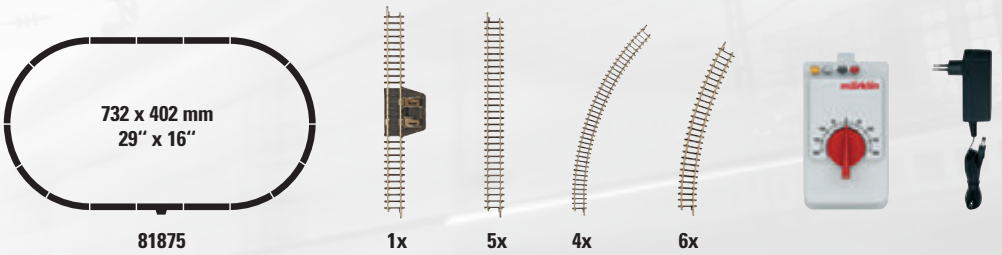
Prototype: 1 class 285 Rheincargo diesel locomotive. 3 VTG freight cars, of them 1 type Eaos gondola, 1 type Falns dump car, and 1 type Shimmns sliding tarp car. The locomotive and cars look as they did in Era VI.

Model: The class 285 locomotive frame is constructed of metal and the locomotive body is made of plastic. It has a motor with a bell-shaped armature. All driving axles powered. There are 3 prototypically designed freight cars. Train length approximately 265 mm / 10-7/16". There is a large oval of track with 6 straight track sections of 110 mm / 4-5/16" (5 each number 8500, 1 each number 8590 feeder track), 4 curved track number 8520, and 6 curved track number 8521. Also included: a track plan brochure, a rerailer, a locomotive controller, and a switched mode pack for train control and power supply.

The track diagram can be expanded with the SET track extension sets, item numbers 8190 or 8191, 8192, 8193, and 8194 or as desired.

Highlights:

- **Locomotive includes a motor with a bell-shaped armature**
- **Large oval of track**



II

88963 Class 86 Steam Locomotive

Prototype: German State Railroad (DRG) class 86 steam locomotive. The locomotive looks as it did in Era II.

Model: This model of the class 86 steam locomotive has a motor with a bell-shaped armature. In addition, it has LED headlights, detailed, full working valve gear and side/drive rods, imitations of brakes, sanding pipes, and other details.
Length over the buffers 63 mm / 2-1/2".

Highlights:
- **Motor with a bell-shaped armature**

III

88997 Class 38 Steam Locomotive

Prototype: German Federal Railroad (DB) class 38 passenger locomotive with a type 2´2´T21,5 box-style tender, with small Wagner smoke deflectors. The locomotive looks as it did in Era IIIa around 1952.

Model: This is a reworked model with a motor with a bell-shaped armature. The locomotive has triple headlights with warm white LED lighting, fine detailing with an imitation of the brakes, rail clearance devices, enlarged buffer plates, fully working valve gear, and an extensive paint scheme. All driving axles powered.
Length over the buffers 89 mm / 3-1/2".

III

88651 Class V 60 Diesel Hydraulic Switch Engine

Prototype: German Federal Railroad (DB) class V 60 in the crimson paint scheme for Era III.

Model: This model is completely new tooling for a class V 60 diesel locomotive. It has a motor with a bell-shaped armature. The frame and body are constructed of metal. All axles powered. The locomotive has a working jackshaft, inset windows, separately applied imitation brakes, and grab irons. The cab interior details are modelled. The roof equipment is finely detailed.
Length over the buffers approximately 48 mm / 1-7/8".

Completely new tooling

Jumbo with Inductive Magnet on One Side

III

88277 Class 41 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 coal tender. The locomotive looks as it did in Era III.

Model: The locomotive is finely detailed construction 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 (smokestack, cab, vents, etc.). The sanding pipes, imitations of brakes, inductive magnet on one side, 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.
Total length over the buffers approximately 112 mm / 4-3/8".
The minimum radius for operation is 195 mm / 7-11/16".

Highlights:

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

The Jumbo with inductive magnet on one side

III

87002 Crew Car

Prototype: German Federal Railroad (DB) crew car, former Württemberg type Ci WÜ 04/05 day coach. The car looks as it did in Era III.

Model: The car has an extensive paint scheme and lettering. It also has interior details and solid wheels. The toilet windows are prototypically opaque.
Length over the buffers 60 mm / 2-3/8".

Highlights:
- **Interior details**

This car goes with item numbers 82133 or 82101 and with other railroad maintenance cars and sets.

III

87042 Compartment Car Passenger Car Set

Prototype: 2 German Federal Railroad (DB) passenger cars as they looked in Era IIIb around 1958. 1 compartment car, 1st/2nd class, with 2 wheelsets and a brakeman's cab, 1 compartment car, 2nd class with 2 wheelsets and without a brakeman's cab.

Model: These are 2 German Federal Railroad (DB) compartment cars around 1958. The cars have different car numbers, interior details, and separately applied truss rods. The cars have finely executed paint schemes and detailed lettering.
Total length over the buffers approximately 116 mm / 4-9/16".

Highlights:
- **Built-in interior details**
- **Separately applied truss rods**

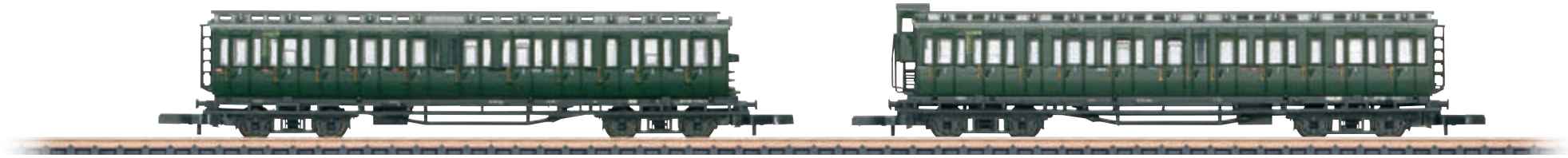
Passenger Cars from Days Gone By

III

87565 Compartment Car Set

Prototype: 4 German Federal Railroad (DB) four-axle compartment cars. Prussian designs with and without brakeman's cabs. 1 type AB4 car, 1st/2nd class, 3 type B4 cars, 2nd class. The cars look as they did in Era IIIb.

Model: The models are finely detailed with and without brakeman's cabs. The car frames have truss rods and underbody details. The steps, ladders, and grab irons are separately applied.
Total length over the buffers approximately 345 mm / 13-9/16".



III

87566 Baggage Car

Prototype: German Federal Railroad (DB) type Pw4 limited stop fast train baggage car. For German Federal Railroad (DB) passenger trains. Prussian design with a conductor's cupola.

Model: The car frame has truss rods and underbody details. The steps, ladders, and grab irons are separately applied.
Length over the buffers 84 mm / 3-5/16".

IV

88026 Class Klv 20 Small Car

Prototype: Class Klv 20 small car for the firm Wolff Walsrode, VW T1 van (VW Bulli, former German Federal Railroad (DB) class Klv). The unit looks as it did in Era IV.

Model: The model has very fine imprinting. It comes with a motor with a bell-shaped armature. Both axles powered. The body is made of metal-impregnated plastic. The wheels have dark nickel-plated treads.
Length 21.7 mm / 7/8".

Highlights:

- **Mechanism includes a motor with a bell-shaped armature**
- **Body made of metal-impregnated plastic**

IV

86682 Gondolas with Retractable Roofs Set

Prototype: German Federal Railroad (DB) type Tams 886 as it looked in Era IV.

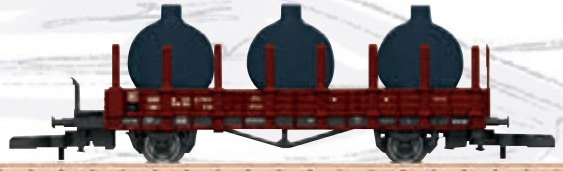
Model: The 3 German Federal Railroad (DB) type Tams 886 gondolas with retractable roofs are made of plastic and have dark nickel-plated solid wheels.
Total length over the buffers approximately 174 mm / 6-7/8".

IV

82103 Type Kklm 431 Stake Car

Prototype: German Federal Railroad (DB) type Kklm 431 (former type R 10) stake car with a brakeman's platform. Used to transport double-walled oil containers. The car and the containers look as they did in Era IVa.

Model: The stake car has a brakeman's platform and is loaded with 3 oil container models on a suitable load frame.
Length over the buffers 56 mm / 2-3/16".



Museum Locomotive

IV

88085 Class E 19 Electric Locomotive

Prototype: Class E 19 museum locomotive in cobalt blue basic paint scheme as the locomotive looked in Era IVb around 1977.

Model: The model has a motor with a bell-shaped armature. The locomotive can be run off catenary. The paint scheme and lettering are finely executed. All the driving axles powered. The triple headlights change over with the direction of travel. Maintenance-free warm white LEDs are used for the headlights.
Length over the buffers approximately 76 mm / 3". The locomotive is packaged in a real wooden box.

Highlights:
- **Motor with a bell-shaped armature**
- **Real wooden box**

Continuation of the series of museum locomotives

Previously produced Z Gauge museum locomotives

88001 (2017) **88227 (2018)** **88889 (2019)** **88993 (2020)** **88772 (2021)** **88019 (2022)**

IV

88386 Class 139 Electric Locomotive

Prototype: German Federal Railroad (DB) class 139 electric locomotive. Version with 6 individual Klatte vents. B-B wheel arrangement. Paint scheme in ocean blue / ivory. The locomotive looks as it did around 1978.

Model: The locomotive has a motor with a bell-shaped armature and a selector screw switch inside the locomotive for catenary operation. Both trucks powered. Warm white LEDs are used for the triple headlights that change over with the direction of travel. The locomotive has dark nickel-plate wheel treads.
Length over the buffers 76 mm / 3".

Highlights:
- **Motor with a bell-shaped armature**

IV

86061 Type Pwgs Freight Train Baggage Car

Prototype: Type Pwgs 041 freight train baggage car as it looked in Era IV.

Model: The type Pwgs 041 freight train baggage car does not have a cupola. It is finely detailed and made of plastic. The paint scheme and lettering are prototypical. The car has metal wheels.
Length over the buffers approximately 47 mm / 1-7/8".

Highlights:
- **Era IV version**

IV

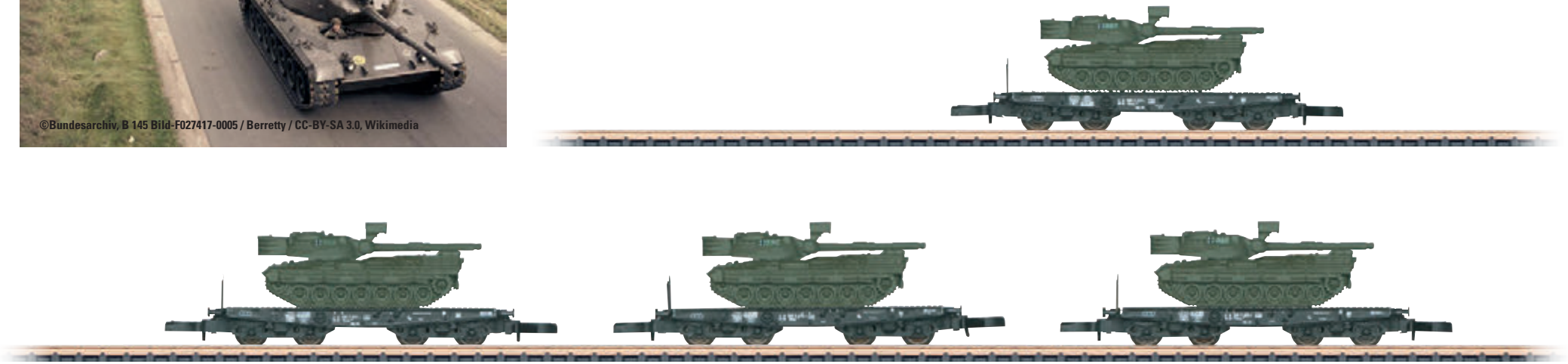
82228 Heavy-Duty Transport Car Set

Prototype: Four German Federal Railroad (DB) type Rlmmp 700 4-axle heavy-duty flat cars, used to transport Panzer tanks. Loaded with Leopard 1A1 tanks. The railroad cars and the tanks look as they did in Era IV.

Model: This set has 4 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 made of plastic and the turrets can be turned. The tanks have different numbers. Length over the buffers approximately 200 mm / 5-7/8".

Highlights:

- **Car bodies constructed of metal**



IV V

89025 Panzer Tank Set

Leopard 1A1 as it looked in Era IV.

Contents: 3 Panzer Leopard 1A1 tanks with different numbers.
This set goes with cars such as 82228.

VI

88430 Class 143 Electric Locomotive

Prototype: German Railroad, Inc. (DB Regio) class 143 general-purpose electric locomotive. B-B wheel arrangement. Painted and lettered as a lease locomotive in ?ra VI.

Model: The locomotive has the new generation motor. All axles on both trucks are powered. The catenary selector screw switch is located inside the locomotive. Maintenance-free warm white and red LEDs are used for the lighting. The headlights and marker lights change over with the direction of travel.
Length over the buffers 76 mm / 3".

Highlights:
- **Motor with a bell-shaped armature**

The Z Gauge Toy Fair locomotive for 2023

VI

88487 Class 186 Electric Locomotive

Prototype: Class 186 Traxx family electric locomotive from Railpool, leased to Lineas. The locomotive looks as it currently does in real life, Era VI.

Model: The locomotive has a motor with a bell-shaped armature. All axles powered. The warm white headlights and red marker lights are LEDs. The wheel treads are dark nickel-plated. The pantographs can pick up power from catenary. The model has an extensive paint scheme.
Length over the buffers 87 mm / 3-5/16".

Highlights:
- **Motor with a bell-shaped armature**
- **All axles powered**
- **Warm LED white headlights and red marker lights, which change over with the direction of travel**

Modern Container Service

VI

82640 Container Transport Car Set

Prototype: 3 German Railroad, Inc. (DB AG) KLV type Sgns 691 container transport cars. 1 type Sgns 691 container transport car unloaded, 1 car with two 20-foot containers, 1 of which for "One" and 1 for "Maersk", and 1 car with a 40-foot container for "Maersk".

Model: The type Sgns 691 container transport cars are completely new tooling made of plastic impregnated with metal. They are finely detailed. They have solid wheels. The containers have individual numbers and are finely lettered.
Total length over the buffers approximately 274 mm / 10-3/4".

Highlights:
- **Completely new tooling**
- **Car bodies made of plastic impregnated with metal**

Completely new tooling

82640 | 88133

IV B BRONZE

88597 Class Re 4/4 II Electric Locomotive in Real Bronze

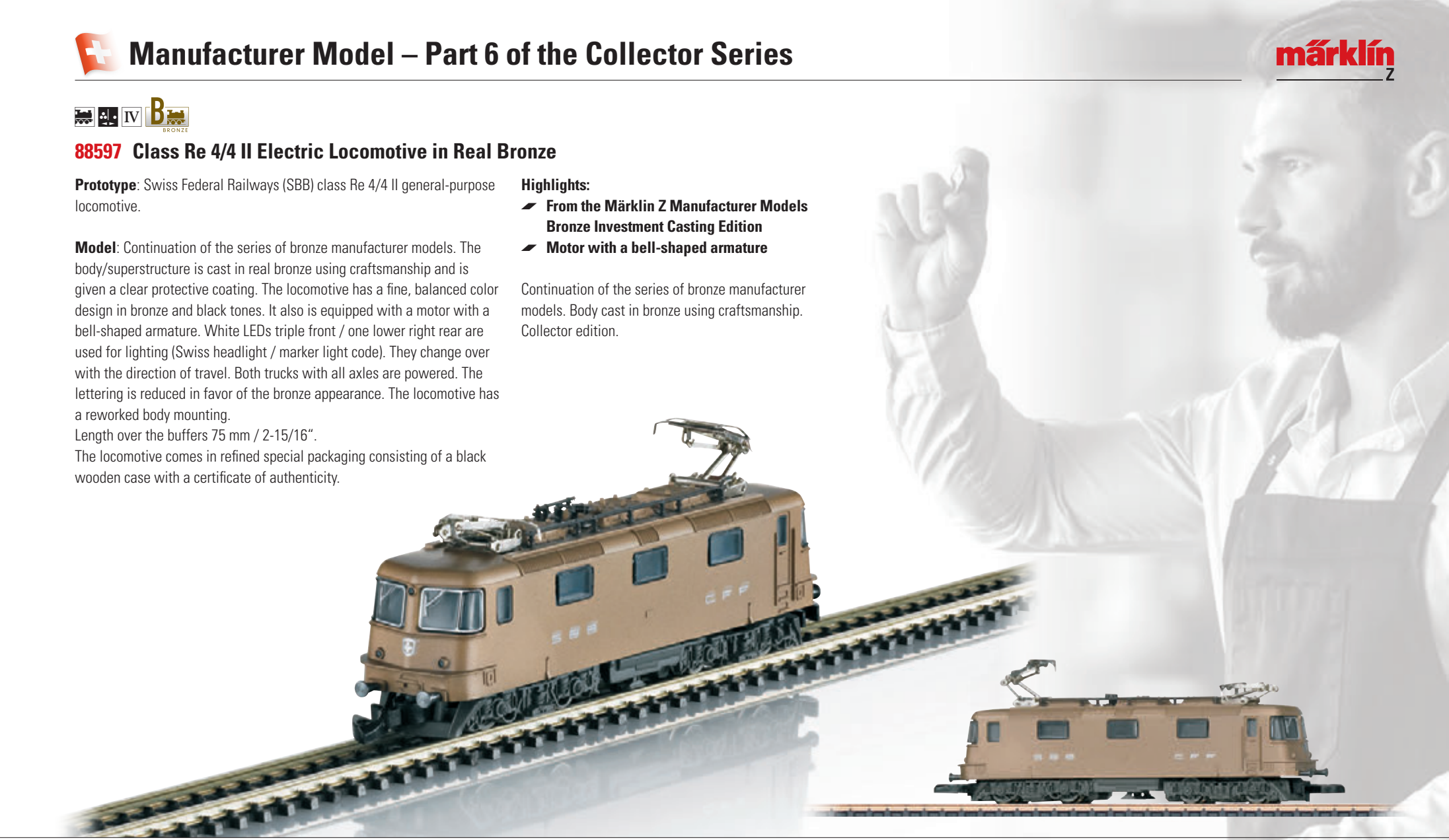
Prototype: Swiss Federal Railways (SBB) class Re 4/4 II general-purpose locomotive.

Model: Continuation of the series of bronze manufacturer models. The body/superstructure is cast in real bronze using craftsmanship and is given a clear protective coating. The locomotive has a fine, balanced color design in bronze and black tones. It also is equipped with a motor with a bell-shaped armature. White LEDs triple front / one lower right rear are used for lighting (Swiss headlight / marker light code). They change over with the direction of travel. Both trucks with all axles are powered. The lettering is reduced in favor of the bronze appearance. The locomotive has a reworked body mounting.
Length over the buffers 75 mm / 2-15/16".
The locomotive comes in refined special packaging consisting of a black wooden case with a certificate of authenticity.

Highlights:

- **From the Märklin Z Manufacturer Models Bronze Investment Casting Edition**
- **Motor with a bell-shaped armature**

Continuation of the series of bronze manufacturer models. Body cast in bronze using craftsmanship. Collector edition.



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

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

88932 Class 85 Steam Locomotive

88207 Class V 200 Diesel Locomotive

86606 Type VH 14 Boxcar

82170 Type GI Dresden Boxcar

82389 Refrigerator Car

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

86236 Type Omm 52 Gondola

Switzerland

IV

88593 Class Re 4/4 II Electric Locomotive

Prototype: Swiss Federal Railways (SBB) class Re 4/4 II general-purpose locomotive in a green paint scheme as it looked in Era IV.

Model: This the version with round lower headlights. The locomotive is finely detailed, completely new tooling. It has a motor with a bell-shaped armature. All the axles are powered. The headlights are maintenance-free warm white LEDs (3 each white in the front, 1 each white in the right rear, correct Swiss headlight / marker light code). The rail clearance devices swing out on both trucks. The power pickup can be switched from catenary to track.
Length over the buffers approximately 75 mm / 2-15/16".

Highlights:
- **Round lower headlights**
- **The rail clearance devices swing out**
- **LED lighting**

VI

88236 Class 475 Electric Locomotive

Prototype: BLS Cargo class 475 (Siemens Vectron MS) multi-system electric locomotive. The locomotive looks as it did in Era VI.

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

Highlights:
- **Finely detailed model**
- **Motor with a bell-shaped armature**
- **Warm white / red LED headlights / marker lights**

VI

88468 Class 460 Electric Locomotive

Prototype: Swiss Federal Railways (SBB/CFF/FFS) class 460 as it looked in Era VI around 2018.

Model: The locomotive has been converted to a motor with a bell-shaped armature. Both trucks are powered. Maintenance-free warm white LEDs are used for the lighting. The locomotive has the Swiss headlight / marker light changeover of triple white / single white that changes with the direction of travel. The intricate pantographs can be raised and lowered manually. The locomotive is not wired for power supply from the catenary; it can receive power only from the rails. The locomotive has a very fine, extensive painting and imprinting. Length over the buffers 84 mm / 3-5/16".

Highlights:
- **Era VI version**

VI

82273 Deep-Well Flat Car Set

Prototype: Car set consisting of 2 type Sdkmms flat cars for Hupac. Designed for the transport of semi-truck rigs.

Model: The frames of the deep-well flat cars are each constructed of metal. Each car is loaded with a "Planzer" and a "Schöni" semi-truck rig. The paint schemes and lettering are finely executed. The cars have different car numbers. They also have built-in close coupler hooks. Total length over the buffers 156 mm / 6-1/8".

VI

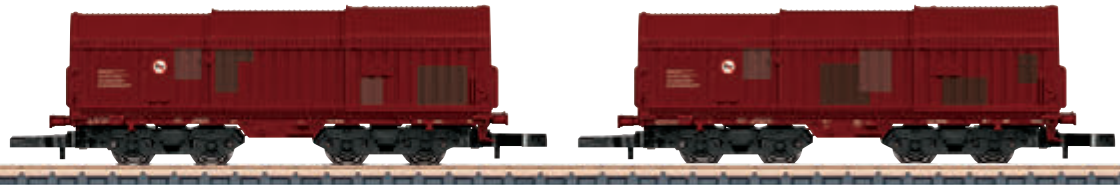
86358 Freight Car Set

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

Model: The 3 sliding tarp cars have closed tarps. The 2 cars with telescoping covers have repaired areas. All the cars have individual car numbers and are not available separately.
Length over the buffers approximately 285 mm / 11-1/4".

Highlights:

- **All the cars have different car numbers**



The locomotive to go with these cars can be found under item number 88487 in the Märklin assortment.


3201
J.A. MAFFEI
MÜNCHEN

märklin 1

The Fastest Locomotive of Its Time!

It was 1907, when the class S 2/6 express locomotive designed by Anton Hammel set a world record still legendary today with a speed of believe it or not 154,5 km/h / 96 mph and was able to hold it for 29 years. Among other things, it was the over 2 meter / 78 inch diameter driving wheels, the new streamlined shape of the locomotive, and the aero-dynamic appearance, which endowed it with this speed.

Realized with the highest level of precision and in an impressively intricate execution of individual elements, this one-time model in railroad history was executed in a fictitious blue/black basic paint scheme with gold boiler bands for the Royal Bavarian State Railroad (K.Bay.Sts.B.).

Quite close to the prototype – our Märklin 1 Gauge

The Class S 2/6 in the Colors of the K.Bay.Sts.B.

55167 Class S 2/6 Steam Locomotive

Prototype: Royal Bavarian State Railroad (K.Bay.Sts.B.) class S 2/6 (Bavarian designation) express steam locomotive in a fictitious blue/black basic paint scheme with golden boiler bands. The locomotive looks as it did around 1910/15.

Model: The locomotive is completely new tooling and is constructed of metal. It has a frame, superstructure with boiler, and cab constructed of die-cast zinc. Other separately applied parts are mostly constructed of brass. This is a highly detailed model with many separately applied parts and a highly detailed engineer's cab. The smoke box door can be opened. The cab doors and much more can be opened. The locomotive has an mfx digital decoder with 32 functions, controlled high efficiency propulsion, and a sound generator with operating sounds synchronized with the wheels as well as extensive sound functions. It can be operated with AC power, DC power, Märklin Digital, and DCC. The locomotive has a built-in buffer capacitor. All driving axles powered. The locomotive has a built-in smoke unit with smoke exhaust and multi-step cylinder steam synchronized with the wheels and a steam whistle. The locomotive has running gear lights and triple headlights with a light color correct for the era and that change over with the direction of travel. The headlights will work in conventional operation and can be controlled digitally. Maintenance-free, warm white LEDs are used for the lighting. The locomotive has a red marker light that can be controlled and cab lighting. It also has digitally controlled multi-colored firebox lighting (flickering), a servomotor-controlled firebox hatch, and a turning fireman figure for prototypical modelling of the firing of the firebox. There is also servomotor-controlled lowering of the imitation coal in the tender. The locomotive comes with sprung buffers. There is a reproduction of the prototype coupler on the front and a remote-controlled Telex coupler on the rear of the tender (the latter of which can be replaced by a prototype coupler). The valve gear switchover is in 3 steps (forward, reverse, continuous operation). There is a built-in figure of a locomotive engineer.
An accessory package with a reproduction of the prototype coupler, smoke fluid, and gloves is included with the locomotive. The locomotive is mounted on an aluminum base painted black for display purposes.
Minimum radius for operation is 1,020 mm / 40-3/16".
Length over the buffers approximately 66.2 cm / 26-1/16".
Weight approximately 6.8 kilograms / 15 pounds.

Highlights:

- **Completely new tooling**
- **Highly detailed full metal construction**
- **Frame, superstructure, boiler, etc. constructed of die-cast zinc, separately applied parts constructed of brass**
- **Decoder generation with a current buffer and up to 32 functions**
- **Smoke unit with smoke exhaust and f/r cylinder steam synchronized with the wheels and a steam whistle**
- **Load-controlled operating sounds synchronized with the wheels**
- **Smoke box door and dome hatches can be opened, many original details included**
- **Headlights with a light color correct for the era and warm white LEDs**
- **Red marker light that can be controlled**
- **Two-color firebox lighting flickering in conjunction with automatic opening firebox hatch coordinated with a servomotor turning a fireman figure, which imitates the shoveling of coal**
- **Servomotor-controlled lowering of the imitation coal in the tender**
- **Cab lighting**
- **mfx decoder for operation with AC power, DC power, Märklin Digital, and DCC**
- **Valve gear switchover (forward, reverse, continuous operation) in 3 steps with a servomotor**
- **Telex coupler on the rear, reproduction prototype coupler on the front (one more included with the locomotive for swapping on the rear)**

The coal supply goes down visibly

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Marker light(s)	
Smoke generator						Whistle for switching maneuver	
Steam locomotive op. sounds						Conductor's Whistle	
Locomotive whistle						Letting off Steam	
Telex coupler on the rear						Air Pump	
Engineer's cab lighting						Surrounding sounds	
Sanding						Safety Valve	
Special Function						Special Function	
Direct control						Special sound function	
Sound of squealing brakes off						Replenishing fuel	
Tipping grate						Replenishing fuel	
Light(s) for Oncoming Train						Replenishing fuel	
Flickering Light in Fire Box						Switching maneuver	
Injectors						Rail Joints	
Water Pump						Special sound function	
Special sound function							

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

Digitally controlled, multi-color firebox lighting (flickering) with the firebox hatch controlled by a servomotor and a figure of a fireman turning

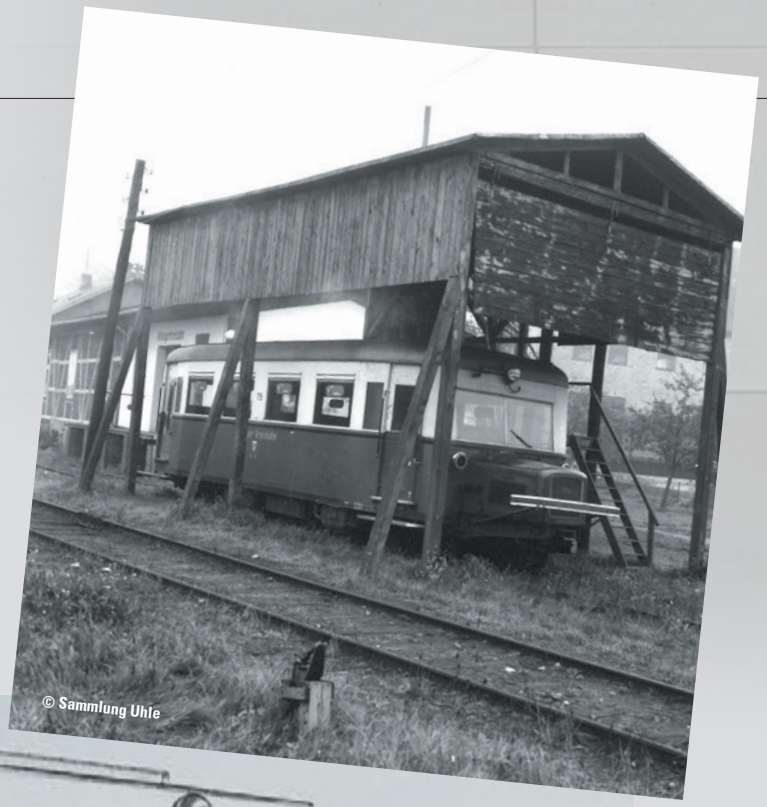
Wismar rail bus

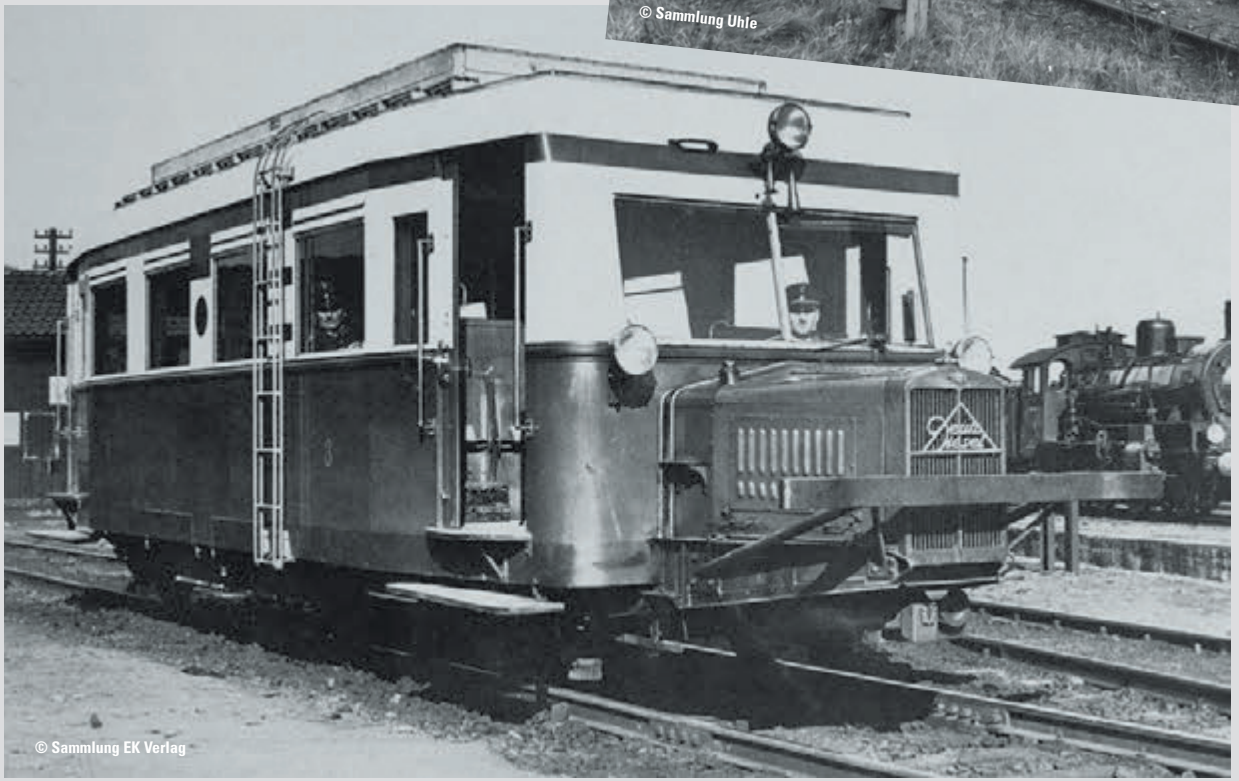
The Wismar rail buses were intellectually conceived of as early as 1928/1929 – they are therefore assigned stylistically to the Bauhaus era – when things were going very badly for short line railroads in the current German Federal province of Lower Saxony. At a time when the losses were increasing alarmingly and various short line railroads were facing liquidation. Bus operators were active everywhere in the market and short line railroads had to do something to oppose them.
At that time, the bus was the modern means of transport and a slogan from that time was, "The train has to be more like a bus."
The Provincial Short Line Railroad Bureau (LKA) with headquarters in Hannover was an operational management company for many short line railroads in the current German Federal province of Lower Saxony. At the start of the Thirties, it created a competition for the industry. The Powered Rail Car and Car Company from the lake city of Wismar won this competition due to the stipulations of the LKA regarding affordability as well as low maintenance.
Since the LKA Hannover was the initiator of this original rail bus, the Powered Rail Car and Car Company of Wismar called this familiar powered rail car Type "Hannover". It is known nowadays under the designations "Pig's Snout" or "Wismar Rail Bus".

TRIEBWAGEN- u. WAGGONFABRIK WISMAR
DER EISENBAHN-VERKEHRSMITTEL-A.-G. WISMAR i. Meckl.

This generic type designation has a letter associated with it between A and E indicating a unit is a standard or narrow gauge unit. It also indicated which design it was and how many side windows it had. Our model in the Royal Gauge represents a Type "Hannover A" Wismar rail bus because it had four side windows and was thereby the largest design produced by the Powered Rail Car and Car Company of Wismar. The letter A stood for that.
An important fact for that time emphasizing the efficiency of the Wismar rail busses was that it ran economically with as few as 6 paying passengers. For that reason, the Wismar unit was quickly extolled as the "Short Line Savior".
The Bauhaus design school emphasized function over form and designed this unit. The striking silhouette similar to a Janus head was adopted with the motor hoods projecting from the car body. This gave this powered rail car its legendary shape in the first place as well as the affectionate nickname "Pig's Snout".
More than just short line railroads ordered their rail bus in Wismar …
The government commission responsible for the Saar railways contracted with the Saarbrücken railroad management (ED) in 1932 to bring about the motorization of the section Bierbach – Reinheim Grenze of the rail line between the Alsatian Saargemünd (Sarreguemines) and Zweibrücken. This was to lower operating costs.
This contract resulted in the Saarbrücken railroad management, as a state railroad management in Saarland subject to the League of Nations at that time, ordering four Wismar rail busses, Type "Hannover A". They were however equipped right from the start with Deutz diesel motors and Mylius transmissions (instead of the typical Ford A motors with a truck transmission), and both wheelsets were powered. They were rostered as SAAR road numbers 73-76.
These "oddballs" among the Wismar rail busses survived World War II and they were acquired by the new, ambitious German Federal Railroad. There they were rostered as the class VT 88.9.
With the type rationalization by the German Federal Railroad beginning in 1949, the Wismar rail busses became unneeded.
In 1951, the Wittlag County Railroad (WKB) acquired three of the four still existing former Saar Railroad diesel rail busses from the DB.

During the general overhaul, new, clearly more powerful 85 horsepower diesel motors were installed, requiring wider motor hoods. Then the three units remained in use until passenger service on the WKB was discontinued in 1966. The nickname "Igel" ("Hedgehog") was established for the Wismar rail busses on the WKB since these powered rail cars had clearly higher roofs than the other Wismar units and in comparison had a rather short "snout" in the design of the motor hoods.
Several of these powered rail cars had advertising in the windows for the herbal liqueur "Jägermeister". This gave the short line railroads an appropriate monetary gain, which was relatively easy to earn.
The powered rail cars, road numbers T4 and T6, went at the end of 1966 the way of all old iron. Only WKB T5 went to various museum railroad associations in Germany and the Netherlands and finally ended up in 1978 at the Belgian museum railroad Chemin de Fer à Vapeur des Trois Vallées (CFV3V) in Mariembourg.
Im November of 2014, road number T5 was brought back through the initiative of the Minden Museum Railroad (MEM) – Prussian-Oldendorf Section Local Railroad Museum Association to its "home short line railroad", the Wittlag County Railroad in the Osnabrück area. Currently, it is going through an overhaul. After completion of the overhaul, it should remind people of the sacred short line railroad world in the Wittlag area as it (the rail bus) looked in the Sixties. It is also planned for it to haul Sunday passengers between Bohmte, Preußisch-Oldendorf, and Holzhausen-Heddinghausen …





Doors opened by servomotors

Ladders to roof equipment

The Janus head based on a Bauhaus interpretation

Wismar Rail Bus

55133 Class VT 88.9 Diesel Powered Rail Car - the “Pig’s Snot”

Prototype: German Federal Railroad (DB) class Cvt-34 “Wismar Rail Bus” (Type “Hannover A”) diesel powered rail car as the class VT 88.9. Crimson paint scheme, Era III (the unit looks as it did around 1950). Road number VT 88 902, Nürnberg.

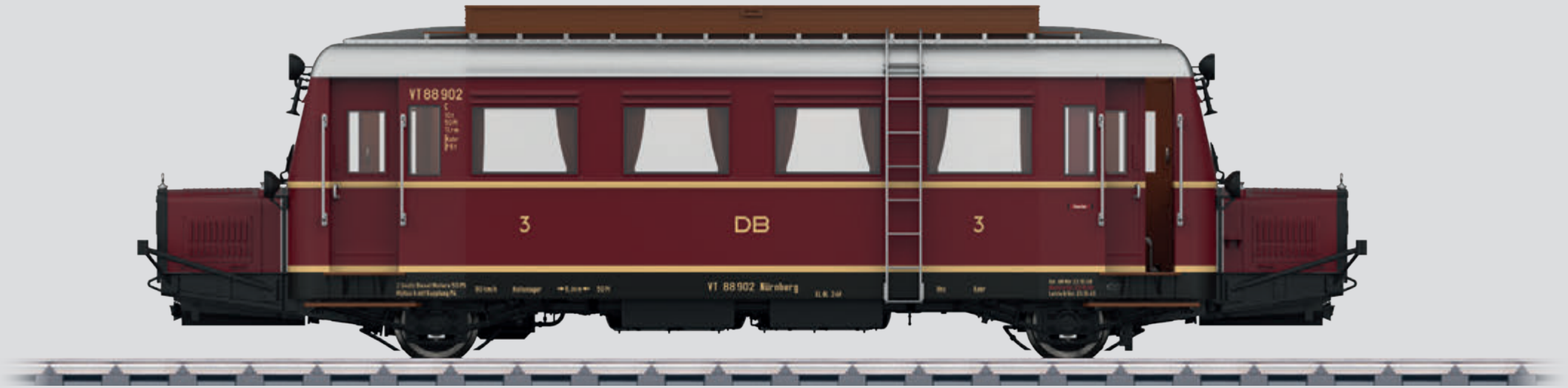
Model: This model is completely new tooling. The running gear with the main frame and the rail bus body are constructed of metal. There are many separately applied brass parts or separately applied metal parts such as grab irons, metal signs, windshield wipers, etc. A DCC digital decoder with extensive sound functions such as speed-dependent running sounds, a rail bus whistle, a conductor’s whistle is included. There is also a history of the prototype and much more. The unit can be operated with AC current, DC current, Märklin Digital, and mfx. There is a high-performance motor in each half of the rail bus and both axles are powered. There is also a built-in buffer capacitor with the ability to set parameters. Warm white / red LED headlights and marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The instrument lighting can be controlled. There are multiple station stop announcements with a prototypical route that varies with the model. Servomotors can open the doors. The interior lighting can be controlled. Interior details are prototypical and highly detailed. Cab 1 has a built-in figure of an engineer.
Minimum radius for operation is 1,020 mm / 40-3/16“.
Length over the buffers 36.5 cm / 14-3/8”.
Weight approximately 2.4 kilograms / 5 pounds, 5 ounces.

Highlights:

- **Completely new tooling constructed of metal with separately applied brass parts**
- **Highly detailed advanced model**
- **Both axles powered with 2 motors**
- **Doors can be opened by servomotors**
- **Full sound features**
- **Instrument lighting can be controlled**
- **Interior lighting**
- **Built-in buffer capacitor**

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Letting off Air	
Special Function						Headlight(s): Cab2 End	
Diesel locomotive op. sounds						Special sound function	
Warning Sound						Windshield wiper sounds	
Special Function						Interior lighting	
Horn blast 1						Special Function	
Marker light(s)						Whistle for switching maneuver	
Special light function						Special light function	
Sound of squealing brakes off						Surrounding sounds	
Direct control						Replenishing diesel fuel	
Sanding						Compressor	
Switching range + switching light						Rail Joints	
“Switcher Double ““A““ Light”						Special sound function	
Replenishing sand							
Special light function							
Headlight(s): Cab1 End							

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



Doors opened and closed
by servomotors

Highly detailed advanced model

Other Variations

mfx DCC II

55131 Wismar Rail Bus, Road Number 73

Prototype: Saar Railways (SAAR) class Cvt-34 "Wismar Rail Bus" (Type "Hannover A") diesel powered rail car, road number 73. Wine red / ivory paint scheme, Era II (the unit looks as it did around 1934/1935).

© Dieter Th. Bohlmann

mfx DCC II

55132 Wismar Rail Bus, Road Number VT 135 079

Prototype: German State Railroad Company (DRG) class Cvt-34 "Wismar Rail Bus" diesel powered rail car (Type "Hannover A"). Wine red / ivory paint scheme, Era II (the unit looks as it did starting at the end of 1935 to 1947).
Road number VT 135 079, Saarbrücken.


© H. Maey, Sammlung EK Verlag

mfx DCC III

55134 Wismar Rail Bus, Road Number T6

Prototype: Wittlag County Railroad (WKB) class Cvt-34 "Wismar Rail Bus" (Type "Hannover A") diesel powered rail car, road number T 6, the so-called "Igel" of the Wittlag County Railroad (WKB). Crimson / pure white paint scheme, Era III (the unit looks as it did in the mid-Fifties).


© Copyright bei Gerd Wolff, Mainz

The complete description for this model can be found on page 138.

mfx DCC III IV

55135 Wismar Rail Bus, Road Number T5

Prototype: Wittlag County Railroad (WKB) class Cvt-34 "Wismar Rail Bus" (Type "Hannover A") diesel powered rail car, road number T 5. Ruby red / pure white paint scheme, Era III/IV (the unit looks as it did at the end of the Sixties).

Architectural kit of the milk loading station in Bohmte included

Belgium

mfx DCC V VI

55136 Wismar Rail Bus, Road Number CFV3V

Prototype: Chemin de Fer à Vapeur des Trois Vallés, Marienbourg, Belgium, class Cvt-34 "Wismar Rail Bus" (Type "Hannover A") diesel powered rail car, road number CFV3V. Crimson / pure white paint scheme, Era V/VI (the unit looks as it did from 1978 to 2014).

Interior lighting

The complete description for this model can be found on page 138.

Reliable Powerhouse in Chrome Oxide Green

The class 151 appeared in 1972 as a further development of the class 150 due to increased performance requirements in heavy and fast freight service. Its design envisaged speeds of up to 120 km/h / 75 mph and train loads of up to 2,000 metric tons for freight service, which could only be reached by a locomotive with a performance of over 5,000 kilowatts / 6,702 horsepower. Krupp and AEG were responsible for the design of the class 151. By using lightweight technology as much as possible, the required axle load was maintained despite a more powerful main transformer and reinforced electrical resistance brakes. Road number 151 001 was delivered as the first unit on November 21, 1972 in a chrome oxide green paint scheme, which was kept until the delivery of road number 151 075 (except for road number 151 073).

Digital Functions	CU	MS	MS 2	CS1	CS2-3		CS2-3
Headlight(s)						Letting off Air	
Pantograph 1						Headlight(s): Cab2 End	
Electric locomotive op. sounds						Special sound function	
Locomotive whistle						Windshield wiper sounds	
Pantograph 2						Special light function	
Telex coupler on the rear						Special light function	
Rear Headlights off						Whistle for switching maneuver	
Engineer's cab lighting						Special sound function	
Sound of squealing brakes off						Surrounding sounds	
Direct control						SIFA warning sound	
Sanding						Special sound function	
Switching range + switching light						Compressor	
"Switcher Double ""A"" Light"						Blower motors	
Blower motors						Telex coupler on the front	
Special light function						Special light function	
Headlight(s): Cab1 End							

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

mfx DCC IV

55251 Class 151 Electric Locomotive

Prototype: German Federal Railroad (DB) class 151 heavy freight locomotive. Chrome oxide green paint scheme. Road number 151 034-6. The locomotive looks as it did in Era IV around 1975/1976.

Model: The locomotive is completely new tooling. The running gear with the main frame and locomotive body are constructed of die-cast zinc. The locomotive has many separately applied parts of centrifugally cast brass. It also has an mfx digital decoder with up to 32 functions, a built-in buffer capacitor with adjustable parameters, controlled high efficiency propulsion, and extensive sound functions such as running sounds, vent blowers, locomotive whistle, other announcements, and warnings. The locomotive can be operated with AC, DC, Märklin Digital, and DCC. It has powerful motors with propulsion to all axles. The current buffers have adjustable parameters. There are pantographs that can be raised and lowered with servomotors in digital operation. The white and red LED headlights / marker lights change over with the direction of travel, will work in conventional operation, and can be controlled digitally. The engine room lighting can be controlled. There is white LED lighting in the cabs that changes over with the direction of travel as well as approaching train lamps, which change over with the direction of travel. The cab doors can be opened, there are interior details, and one cab has a figure of a locomotive engineer. There is also engineer control desk lighting. The locomotive has metal grab irons and many other separately applied parts such as signs, windshield wipers, whistle, and much more. The buffer beams have sprung buffers and separately applied brake lines. The locomotive has a factory-installed, remote controlled Telex coupler on the rear and a prototype coupler on the front. Each of the couplers can be replaced by the other type of coupler (included with the locomotive). Minimum radius for operation is 1,020 mm / 40-3/16". Length over the buffers 60.9 cm / 24".
Weight approximately 6.9 kilograms / 15 pounds 3 ounces.

Highlights:

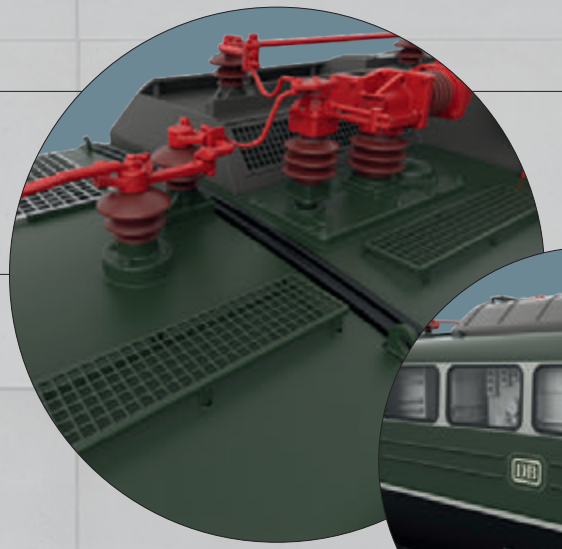
- **Complete highly detailed new tooling constructed of die-cast zinc and including separately applied parts of centrifugally cast brass**
- **Highly detailed advanced model**
- **Pantographs that can be raised and lowered with servomotors in digital operation**
- **Digital remote controlled Telex coupler front and rear included**
- **Extremely extensive sound features**
- **Engineer control desk lighting**
- **Current buffer**
- **Prototype couplers for front and rear included**

Complete highly detailed new tooling

© T. Estler

The class 151 running gear is rich in detail and convincing

Prototypical conductor guide and circuit breaker



The engine room with a view through it and prototypical superstructure

As in 1975/76, the class 151 usually with a short step

Other Variations

mfx DCC IV

55252 Class 151 Electric Locomotive

Prototype: German Federal Railroad (DB) class 151 heavy freight locomotive. Road number 151 111-2. Ocean blue / light ivory paint scheme. The locomotive looks as it did in 1978.

Highly detailed advanced model

Can be raised and lowered digitally

Current buffer parameters can be set

Prototypical interior details on all the models in the series

Prototypical running gear

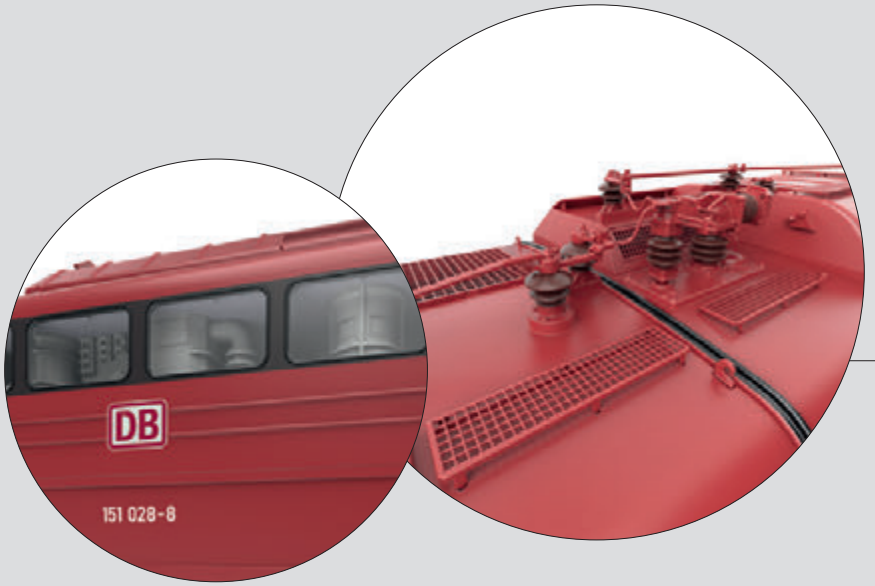
All grab irons separately applied and cab doors can be opened

The complete description for this model can be found on page 142.

mfx DCC V

55254 Class 151 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) class 151 heavy freight locomotive. Orient red paint scheme. Road number 151 028-8. The locomotive looks as it did in Era V around 1994.



Road number 151 028-8 is very cleanly modelled and shows its special features in its superstructure of the early Nineties

The complete description for this model can be found on page 142.

Other Variations

mfx DCC V

55255 Class 151 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) DB Cargo class 151 heavy freight locomotive. Traffic red paint scheme. Road number 151 070-0. The locomotive looks as it did in Era V around 1998.

Road number 151 070-0 as a model with separately applied vent grills, prototypical conductor guides, circuit breaker, and long step on the end of the locomotive

The complete description for this model can be found on page 142.

mfx DCC VI

55256 Class 151 Electric Locomotive

Prototype: German Railroad, Inc. (DB AG) DB Cargo class 151 heavy freight locomotive. Traffic red paint scheme. Road number 151 035-3. The locomotive looks as it did in Era VI around 2014.

Pantographs that can be raised and lowered with servomotors in digital operation

As with all models in the series, road number 151 035-3 also shows prototypical modelling of the engine room and an open view through it

The complete description for this model can be found on page 142.

Other Variations

mfx DCC VI

55257 Class 151 Electric Locomotive

Prototype: Lokomotion, Inc. class 151 heavy freight locomotive. Blue/black/white "zebra paint scheme". Road number 151 060-1. The locomotive looks as it did in Era VI.

The cabs for the Zebra are modelled very cleanly on the prototype and include control desk lighting

The oversized step on road number 151 060-1 is also prototypical

The Zebra of motive power is modelled prototypically

The complete description for this model can be found on page 142.

mfx DCC VI

55253 Class 162 Electric Locomotive

Prototype: Hectorrail class 162 heavy freight locomotive.
Road number 162.007 (151 134-4).
The locomotive looks as it did in Era VI around 2019.

© Sammlung Märklin

Like the prototype, this model is equipped with LED lamps

Long-distance lights included

Roof equipment and conductor guides like Hectorrail road number 162.007

The complete description for this model can be found on page 142.

III

58378 Type Tes-t-58 Kmmgks Sliding Roof / Sliding Wall Car

Prototype: German Federal Railroad (DB) type Tes-t-58 Kmmgks sliding roof / sliding wall car with straight walls and without a hand brake. The car looks as it did in Era IIIb. Car number 378 032.

Model: This a highly detailed advanced model, realized in fine detail in plastic.
Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers approximately 31 cm / 12-3/16".

III

58379 Type Tes-t-58 Kmmgks Sliding Roof / Sliding Wall Car

Prototype: German Federal Railroad (DB) type Tes-t-58 Kmmgks sliding roof / sliding wall car with straight walls and without a hand brake. The car looks as it did in Era IIIb. Car number 372 892.

Model: This a highly detailed advanced model, realized in fine detail in plastic.
Minimum radius for operation 1,020 mm / 40-3/16".
Length over the buffers approximately 31 cm / 12-3/16".

IV

58784 DB Flat Car with Telescoping Covers

Prototype: German Federal Railroad (DB) type Shimms 708 flat car with telescoping covers for transporting coils of sheet metal.
Car number 31 80 476 8 456-4.

Model: The car frame and body are made of plastic with many separately applied details. Minimum radius for operation is 1,020 mm / 40-3/16".
Length over the buffers 37.6 cm / 14-13/16".

Telescoping covers can be opened

Switzerland

IV

58783 SBB Coil Transport Car

Prototype: Swiss Federal Railways (SBB/CFF/FFS) type Shimmns flat car with telescoping covers for transporting coils of sheet metal.
Car number 31 85 477 7 033-5.

Model: The car frame and body are made of plastic with many separately applied details. Minimum radius for operation is 1,020 mm / 40-3/16".
Length over the buffers 37.6 cm / 14-13/16".

60151 100 VA, 240 Volt Switched Mode Power Pack

This is a switched mode power pack for connections to and for powering the 60216, 60226 and 60214/60215 Central Station and the 60175 and 60174 Booster. Input 120 volts / 60 Hertz / output 19 volts / 100 watts DC voltage.
Connection: 4-pin mini-DIN high current plug.

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

Replica

II III IV V VI

18037 Fast Bulldog Convertible with an Open Top

Prototype: Lanz Fast Bulldog Convertible with an open top as it can still be seen occasionally today.

Model: This is mostly new tooling for a Lanz Fast Bulldog with a convertible top. The vehicle is constructed mostly of metal. This is a version with a figure of a driver and an exhaust pipe. The metal wheels have rubber tires. Vehicle length approximately 7.5 cm / 2-15/16".

The 18037 Lanz Fast Bulldog Convertible is being produced in 2023 in a one-time series only for Insider members.

Highlights:

- **Superstructures constructed mostly of metal**
- **The perfect addition to the popular series of replica vehicles such as 18023, 18032, 18031, 18034, 18029 or 18030 or 18033**
- **Certificate of authenticity**
- **Historic design for the box packaging**

mhi märklin Händler-Initiative

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 160 for warranty terms.
A current explanation of the symbols can be found on the Internet at www.maerklin.de

Pure adventure

for the entire family.

märklín eum

HOURS OF OPERATION

Tuesday–Sunday; 10 AM – 6 PM

Current special hours of operation at www.maerklineum.com

Reuschstraße 6
73033 Göppingen

Museumcar 2023

III

80034 Z Gauge Museum Car for 2023

Prototype: Sliding wall boxcar. Privately owned car for the firm Andreas Stihl Machinery Company, Waiblingen-Neustadt, Germany, used on the German Federal Railroad (DB). The car looks as it did in Era III.

Model: This freight car features detailed construction in an advertising design for the firm Stihl Power Saws. It has separately applied upper platforms on the ends. Length over the buffers 64 mm / 2-1/2".

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

NEM III

48123 H0 Gauge Museum Car Set for 2023

Prototype: Type Tbes-t-66 two-axle sliding roof / sliding wall car, with advertising lettering on the sides. Version with convex sliding walls. Brownish-red sliding walls and sliding roof. Privately owned car for the firm Andreas Stihl Machinery Company, Waiblingen-Neustadt, Germany, used on the German Federal Railroad (DB). 1 Opel Rekord P2 Caravan automobile as a company car for the firm Firma Stihl. The units look as they did around 1962.

Model: The railroad car has ladders at the ends and operating platforms. It also has a 2-part sliding roof constructed of metal, which can be opened. Length over the buffers 16 cm / 6-5/16". DC wheelset E700580.

A Brekina model of an Opel Rekord P2 Caravan is included. There is attractive packaging in a metal tin.

Highlights:

- **Brekina model of an Opel Rekord P2 Caravan is included**
- **2-part sliding roof constructed of metal, which can be opened**
- **Attractive packaging in a metal tin**

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

III

58010 1 Gauge Museum Car for 2023

Prototype: Boxcar with vertical board construction and hinged doors. Privately owned car for the firm Andreas Stihl Machinery Company, Waiblingen-Neustadt, Germany, used on the German Federal Railroad (DB). Car number 512 523 P.

Model: The car has advertising lettering for the firm Stihl Power Saws. Minimum radius for operation is 1,020 mm / 40-3/16".
Length over the buffers 37.0 cm / 14-9/16".

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

The Märklin Insider Club – when the hobby becomes a passion.

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.

Becoming an Insider is quite easy:
Either online at
https://www.maerklin.de/en/clubs/club-benefits
or fill out the registration form on Page 157 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 club@maerklin.com
Internet www.maerklin.com

The annual membership costs Euro 89.95, CHF 109.95, US $ 109.00, (as of 2023), including the annual car, an annual chronicle, a year's subscription to the Märklin Magazin, the catalog, Club News, etc.

Your Club advantages:

The Märklin Magazin 6 times a year
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 36 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
Experience the high points of the Märklin model railroad year in moving images as an exclusive Club download.

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

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

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.** Among them are the Hans-Peter Porsche Dream Factory in Anger, or the DB Museum (Nürnberg, Koblenz, Halle). In addition, your personal membership card can be used to order all exclusive club products.

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

Free shipping in the Online Shop
Our Online Shop gives members free shipping within Germany.

Club Trips*
On the Club trips offered through fantastic scenery and to extraordinary destinations, you will experience your hobby in a special way.
Club members are given a discount.
* depending on availability

Small welcoming gift
for each new member – get ready to be surprised.

Birthday Coupon
Club members receive a coupon by mail on their birthday, which can be redeemed in the Online Shop.

Club Newsletter
by mail, which offers interesting Club topics and exclusive content six times a year as a supplement to Club mailings.

Z Gauge
Annual Car for 2023

H0 Gauge
Annual Car for 2023

The services mentioned here refer to 2023. Subject to change.

Märklin Insider Club – Registration Form

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

☐ Mr. ☐ Mrs./Ms.

Title

*Last Name, First Name (please print)

* Street, Number

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

*Postal Code/Zip Code *City/State/Province

*Country

Telephone *Birth Date (DD/MM/YYYY)

@ E-mail address

Desired language for communication

☐ German ☐ English

☐ French ☐ Dutch

My dealer

Name Street

Postal Code/Zip Code City/State/Province

I would like to receive my annual car either in

☐ **H0 Gauge** or ☐ **Z Gauge**

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

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

I receive my Märklin Magazin as a direct subscription from PressUp

☐ **Yes,** my Subscription No. ☐ **no**

Fields marked with * must be completed.

Date Signature

I am paying my one year membership fee of EUR 89.95/CHF 109.95/$ 109.00 U.S. Funds (as of 2023):

(D) (AT) (BE) (NL)

☐ by means of the following direct debit authorization:

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

Account No.

Bank Code

at this bank

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

*Last Name, First Name (please print)

*Street, Number

*Postal Code *City/State/Province

(All Countries)

☐ Bank transfer (after receipt of invoice)

Payment can only be done with online registration.

Date Signature

Your Märklin Insider Club Membership

Thank you very much for your interest in the Märklin Insider Club! We are happy to welcome you!
Please find the application form overleaf. We kindly ask you to take notice of the following information and the terms and conditions governing the membership relationship between you and us,
Gebr. Märklin & Cie. GmbH, Stuttgarter Straße 55 – 57, 73033 Göppingen, Germany:

Membership Fee

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

Beginning and termination of your membership

Your membership (and thereby your personal club year) begins with receipt of your membership fee by us. You will then receive all future club benefits for the term of one year.
The membership prolongs automatically for another club year if you do not terminate your membership with six weeks notice.
We reserve our right to raise the membership fee or to change these terms and conditions. We will inform you in due time, combined with the right to extraordinarily terminate your membership with three weeks notice. We will advise you expilicitly again in such case.

Questions and Customer Sercice

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

Privacy Terms

Your personal data you provide us with in your application will be saved compliant with the stipulations set forth in the German Privacy Act. If you did not agree explicitly to receive advertising via email we will use your data only for administration purposes within the Märklin Insider Club.
You are entitled to demand information about your personal data stored by us and to revoke the use of your data in future and you may let correct, block or delete your personal data. Please refer directly to us:
Gebr. Märklin & Cie. GmbH, Stuttgarter Straße 55 – 57, 73033 Göppingen,
Germany or via email to: club@maerklin.com

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

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

How did you hear about the Club?

☐ Retailer
☐ Friends/acquaintances
☐ I received an advertisement.
☐ Model railroad exhibition/event
☐ Märklineum
☐ Website
☐ Newsletter
☐ Catalog/New model brochure
☐ Märklin Magazin
☐ Another model railroad magazine
☐ Social media (Facebook etc.)
☐ Product flier
☐ Flier with online shop order
☐ Campaign

NH 2023

Date Signature

REPLY
Märklin Insider-Club
Postfach 9 60
73009 Göppingen
Germany

Your Club advantages:

The Märklin Magazin 6 times a year
The leading magazine for model railroaders! You'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 36 Euros is included in the club membership dues. Existing subscriptions can be carried over.

The Insider 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
Experience the high points of the Märklin model railroad year in moving images as an exclusive Club download.

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

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

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 Factory in Anger, or the DB Museum (Nürnberg, Koblenz, Halle). In addition, your personal membership card can be used to order all exclusive club products.

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

Free Shipping in the Online Shop
Our Online Shop gives members free shipping within Germany.

Club Trips*
On the Club trips offered through fantastic scenery and to extraordinary destinations, you will experience your hobby in a special way.
Club members are given a discount.

* depending on availability

Small welcoming gift
for each new member – get ready to be surprised.

Birthday Coupon
Club members receive a coupon by mail on their birthday, which can be redeemed in the Online Shop.

Club Newsletter
by mail, which offers interesting Club topics and exclusive content six times a year as a supplement to Club mailings.

Register right now online at www.maerklin.de/clubs

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	club@maerklin.com
Internet	www.maerklin.com

The services mentioned here refer to 2023. Subject to change.

Insider Annual Car for 2023

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

The members receive an order coupon for this one-time exclusive item as part of the first Club mailing at the end of the year. This can be ordered free at your specialty dealer.
The model is then delivered to the dealer.
These popular cars are sometimes produced from new tooling and become available in late summer.

IV

80333 Z Gauge Insider Annual Car for 2023

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

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

One-time series only for Märklin Insider members.

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

mhi märklin Händler-Initiative

All registrations must be in by March 31, 2023

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

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

NEM III

48173 H0 Gauge Insider Annual Car for 2023

Prototype: German Federal Railroad (DB) type GI 22 (GIr "Dresden") Interchange Design boxcar. Short version, without a hand brake, brakeman's platform, and brakeman's cab. Version without doors in the end walls. Ultramarine blue basic paint scheme, with advertising. The car looks as it did around 1957.

Model: The car does not have suggested doors in the end walls.
It does have truss rods and additional step boards under the sliding doors.
Advertising lettering is included.
Length over the buffers 13.9 cm / 5-1/2". DC wheelset E700580.

One-time series in 2023 only for Insider Club members.

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

This model is being produced in a one-time series only for the Märklin Dealer Initiative (MHI). There is a 5-year warranty on all MHI items and Club items (Märklin Insider and Trix Club). See page 160 for warranty terms.
A current explanation of the symbols can be found on the Internet at www.maerklin.de

Index to the Item Numbers/Guarantee conditions

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

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

Märklin MHI Guarantee conditions

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

Warranty Conditions

This 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.

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

Your Club Moment.

powered by:

30 JAHRE | YEARS märklin INSIDER CLUB

TRIX CLUB

PASSION CONNECTS.

What a joy, when you can hold a new Club model in your hands.

Joy is not the only thing you experience, when you are a Märklin Insider or Trix Club member are. There are still more moments full of emotion: Expect to be surprised by the free annual Club car. Be amazed at the fascinating information such as in the Märklin Magazin, the annual chronicle or in the exclusive Internet Club area. Enjoy the Club community and the many perks with the Club card. Become a proud Club member now at **club.maerklin.de**

Register now and reserve a Club model!

The current Ho Club model exclusively for members: Class 01.10 older design steam locomotive (item numbers 39760/25011)

märklin INTERNATIONALE MODELLBAHN AUSSTELLUNG

September 15 to 17, 2023 in Göppingen

Mark your calendar!

Everything about big and small trains,
Play and fun – 3 days long!

The MEGA family event in Göppingen.
More information at www.maerklin.de

märklin

Deutsche Standards
MARKE DES JAHRHUNDERTS 2022
märklin
www.deutsche-standards.de

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

TÜV SÜD ISO 9001
Zertifiziertes Qualitätsmanagementsystem
www.tuev-sued.de/ms-zert

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

FR

4 031111 181780

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

www.maerklin.de

Service:
Telephone: 650-569-1318
E-mail: digital@marklin.com

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

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

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

Printed in Germany

383 042 – 01 2023

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